

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 19, 1962

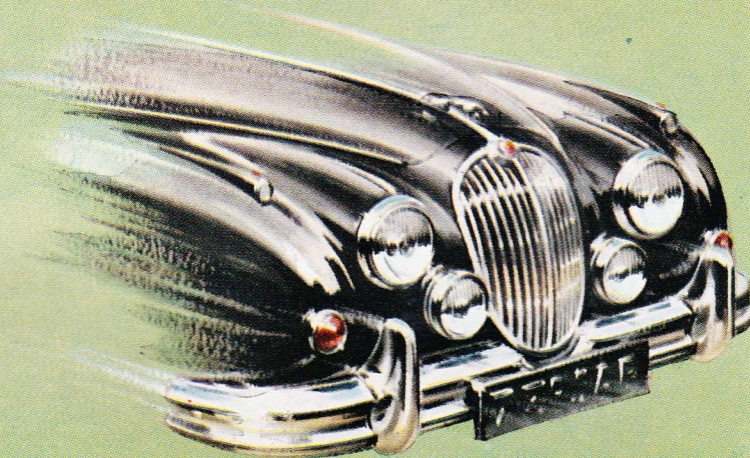
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Vol. 25 No. 16

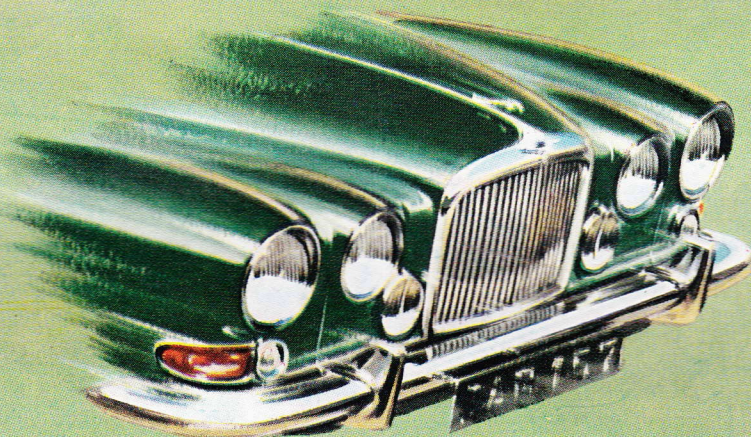
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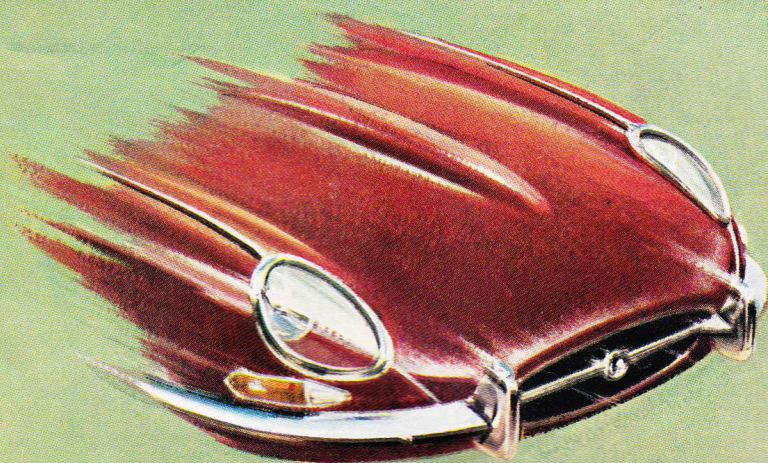
G R A C E . . .



S P A C E . . .



P A C E . . .



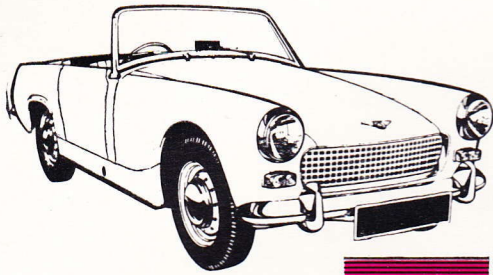
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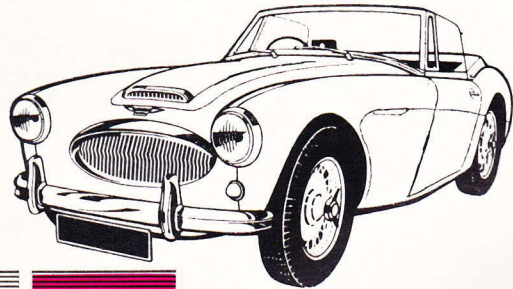
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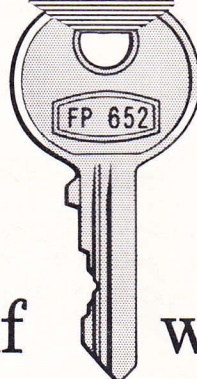
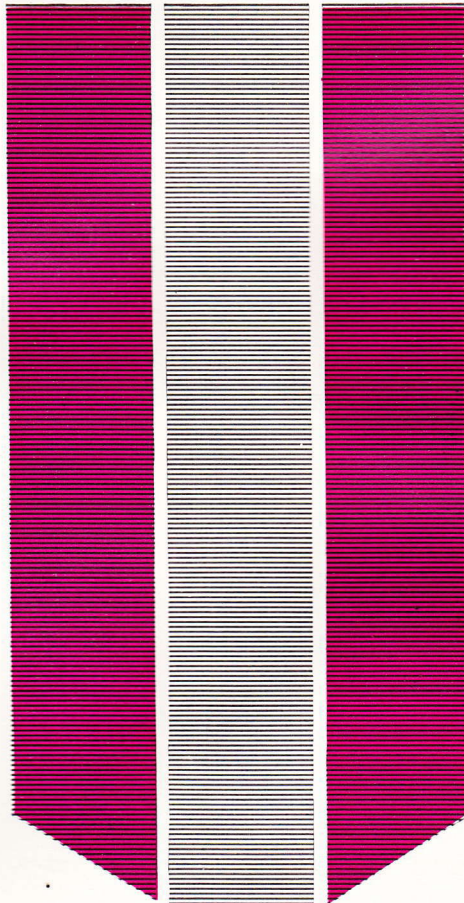
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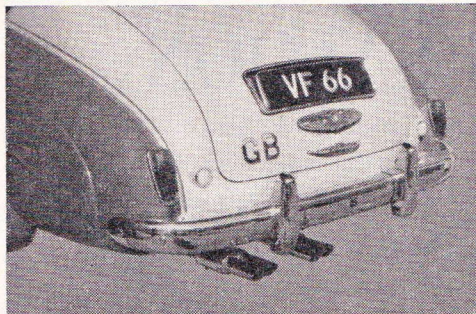
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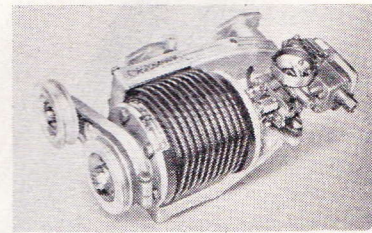
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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EDITORIAL

MOTOR INDUSTRY'S SHOP WINDOW

FROM every point of view, the 1962 Earls Court Motor Show bristles with interest, with the British motor industry eager to show its rivals that technical advances are not confined to the manufacturers from the Continent. These days, there is no room for complacency, and the busiest section of any factory must, of necessity, be the one devoted to research and development, otherwise end-products may rapidly become obsolescent even before they reach the production stage. As regards high-performance cars, the manufacturers of this country have done an admirable job—so much so, that other countries have their eyes on the lucrative sports-car market, particularly in the under-two-litres category. Although, on the basis of total sales, sports and high-performance vehicles represent a comparatively small percentage of the market, it is sufficient to make it a business of its own. Also, it has been discovered that competition successes result in tremendous publicity, which are reflected in the sales of passenger cars in general. The fact that both Ford and General Motors are becoming performance-conscious, even to the extent of producing experimental models which could quite easily be put into production within a few months, should not be overlooked. Detroit is rapidly moving away from the no-racing agreements which have held good for the past few years, and might even consider attempting to challenge European supremacy in Formula One and G.T. racing. Japan's coming effort with the Honda definitely presages a large-scale invasion of export markets, which, in view of that country's remarkable success in motor-cycle, the radio and camera fields must obviously be taken seriously. The small-car market is developing into a battle of giants, the leading contenders being B.M.C., Ford, General Motors (Opel), Fiat, Volkswagen and Renault, with Rootes shortly to enter the lists. Of these, B.M.C.'s new "1100" is easily the most advanced technically, but the lack of a synchronized bottom gear may prove a much bigger handicap than is anticipated in selling the cars in the face of the fierce competition offered by rivals. With the coming of automatic transmissions on small-capacity vehicles, it may be difficult to win over potential customers with anything other than the most highly developed, all-synchromesh gearbox, for those who prefer a manually controlled transmission. The latter will naturally be preferred by sports-car buyers, and they, too, must be considered in the near future. Fashions change, and the rip-snorting, harshly sprung sports car is a thing of the past. Technicians would be well advised to make a close inspection of the new Lotus Elan, with its all-independent suspension developed by racing, eminently sensible backbone chassis, twin-o.h.c. Ford-based engine with five-bearing crankshaft, and Ford all-synchromesh gearbox. This is undoubtedly the most advanced sports car scheduled for quantity production so far announced, and reflects great credit on Colin Chapman and his design team. Lotus, a comparatively small concern, has had a tremendous influence on modern high-performance car trends.



BY APPOINTMENT TO
HER MAJESTY QUEEN ELIZABETH II
MANUFACTURERS OF MOTOR CARS AND LAND-ROVERS
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Rover use the word engineering to cover the development and construction of the whole car from bumper to bumper. Rover engineering led to the Land-Rover, the world's toughest and most versatile vehicle. It led to the development of the world's first gas turbine car. Most recently, it has led to the new Rover 3-Litre Coupé and to the 3-Litre Saloon Mark II; the new six cylinder Rover 110 and Rover 95—four superb cars built for swift and silent motoring on the motorways of the world.

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SPORTS NEWS

"AUTOSPORT" SPRINT TROPHY

THE final positions in the AUTOSPORT National Sprint Trophy, following the recent Weston-super-Mare Speed Trials, are as follows:

	Points
1. Sydney Allard (Allard Dragster)	31
2. Chris Summers (Cooper-Chevrolet)	18
Tony Marsh (Marsh-B.R.M. and B.R.M.)	18
4. Jack Cordingley (J.B.W.-Maserati)	16
5. Josh Randles (Cooper Monaco)	9½
6. Patsy Burt (Cooper-Climax)	9
7. Peter Sutcliffe (Jaguar D)	6
8. Gordon Parker (H.K.-Jaguar)	4½
9. T. B. Gibson (Jaguar C)	3
S. H. Richardson (A.C. Ace-Jaguar)	3
11. Anthony Brooke (Lotus-Climax 16)	2
12. John Wilks (Omega)	1
Gordon March (Djinn)	1
Jackie Epstein (Cooper-R.R.A.)	1
Alan Ensoll (Jaguar XK 120)	1
Keith Wilson (Lister-Jaguar)	1



IT was Gemini driver John Pollock who set up the fastest lap and course record at the recent Irish Bishops court race meeting, not Tommy Reid as we stated.

TO Boris and Mrs. Said, a son, Boris Said III, in New York City.

BETTER Late Than Never Department.

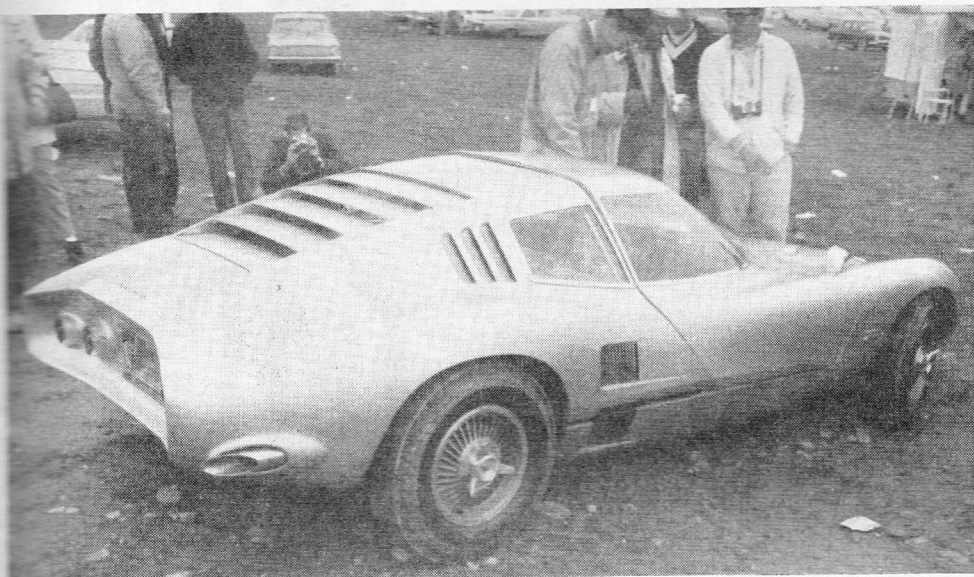
After their recheck, the timekeepers have issued the results of the AUTOSPORT Three Hours race at Snetterton recently. Second behind Mike Parkes proved to be Mike Salmon in his Aston Martin DB4GT Zagato. David Piper (Ferrari) was third and Dizzy Addicott (Elva) fourth. Class winners were Addicott, Peter Sutcliffe (Jaguar D), Andrew Hedges (M.G. Midget), Trevor Taylor (Lotus Elite), Ben Pon (Porsche Carrera) and Parkes.

PAT MOSS SIGNS FOR FORD

AFTER eight years with the British Motor Corporation, Pat Moss has signed to drive for the Ford Motor Co. in 1963 events. She may be seen in the rumoured new competitions car from Dagenham. This will be her first departure from B.M.C.—she has never driven for any other British manufacturer, although she has occasionally been seen in a privately owned SAAB.

Former team mate Peter Riley will also be in the Ford team, but agreement with Rene Trautmann has not been reached.

THE Riverside Grand Prix last week-end, won by Roger Penske in a Cooper, was marred by the death of Pat Pigott, who sustained fatal injuries in a crash in which he collided with a guard-rail. Jim Hall (Chaparral) was second, Masten Gregory (Lotus 19) third and Bruce McLaren (Cooper) fourth. Graham Hill and Jack Brabham both retired.

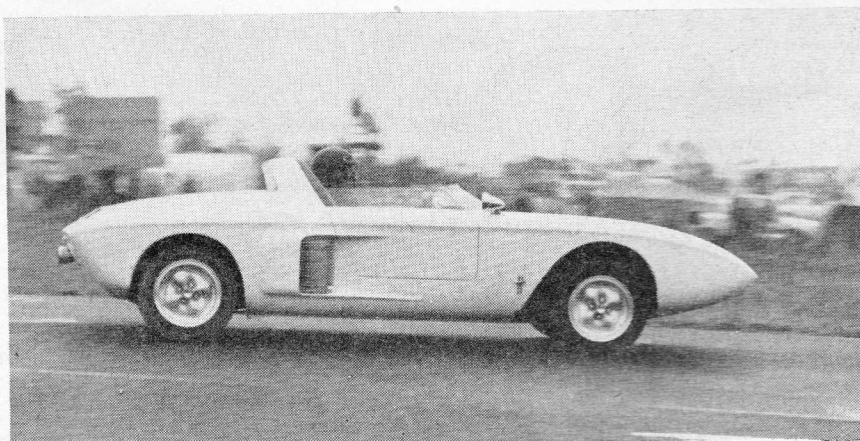


SENSATIONAL new Chevrolet Monza G.T. was seen in the paddock at Watkins Glen. It has all-independent suspension, Dunlop disc brakes and, apparently, no rear vision! The rear-mounted engine (ahead of the axle) is an air-cooled 2.4-litre flat-four unit and features exhaust turbo-charging.

NEXT WEEK

Next week's issue will contain a fully illustrated report of Earls Court, details of Ford's startling 1½-litre Mustang sports car from U.S.A., and the controversial "starred drivers" article.

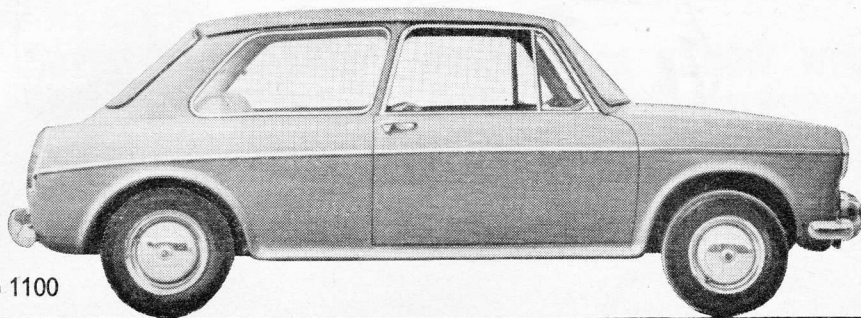
A NEW film, "The Young Racers", is in the process of being made and, with an authentic motor-racing background, should be of interest to enthusiasts. It is stressed that the film is *not* "shunt-happy", but nevertheless, one non-serious crash is essential to the action—and this is where readers can help. If you have any film—16 mm. or 35 mm.—in colour of a motor-racing incident involving single-seaters, the makers would be pleased to borrow it—and return it in good condition. If you can help, contact Anthony Marsh at Lorraine Promotions, Ltd., Lorraine Works, Gunter Grove, Fulham Road, S.W.10 (FLA xman 3068).



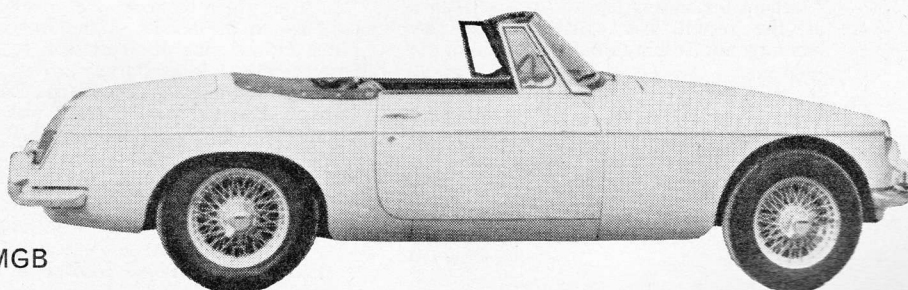
DAN GURNEY demonstrates the new 1½-litre V4 rear-engined Ford Mustang, designed by Roy Lunn, at Watkins Glen. It has a wheelbase of 7 ft. 6 ins., track is 4 ft. (front) and 4 ft. 1 in. (rear), its overall length is 12 ft. 10 ins., its width is 5 ft. 1 in., and it is 2 ft. 4¾ ins. high at the cowl. Note the Lotus wheels!

**Three great New models—
now it's *Safety fast!* motoring for EVERYONE!**

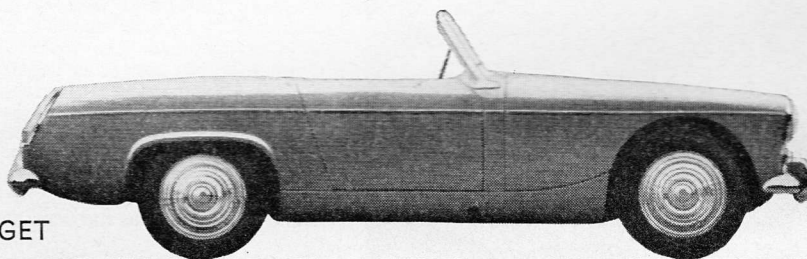
MG 1100



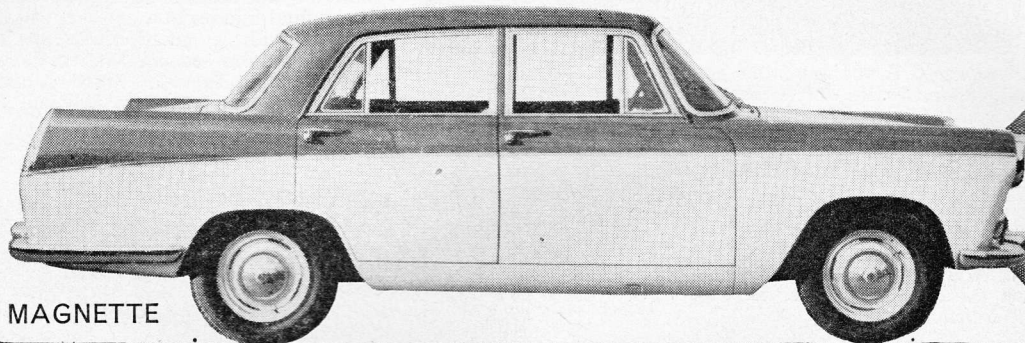
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1100

£580 plus £218.10.3 P.T.

2-door de-luxe (including heater)

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With the specialist's performance—the New superlative M.G.B.

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Magnette

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BRUCE McLAREN— FROM THE COCKPIT

Behind the Scenes at Watkins Glen

WATKINS GLEN on the shores of Seneca Lake in upstate New York, not too far from the Canadian border, is right in the heart of the old red Indian country, but the only people left in the scalping business these days are the souvenir and programme sellers, all of whom were out for a killing—the programme sellers even borrowed red-skin tricks and ambushed helpless motorists at the traffic lights.

A huge banner swinging across the entrance to the town proclaimed "Welcome to Watkins Glen—the Home of the G.P. Races", and we really did feel welcome. The whole town seemed to be excited at the prospect of the race and there were nearly as many imported sports cars around as Detroit heavy iron. Talking about heavy iron, the Ford Motor Co. loaned us a huge Galaxy when we stepped off the plane at Idlewild for the six-hour trip through to the Glen. The constant stream of advertising blurb over the radio on the way through assured us that our Galaxy had sports-car handling, limousine luxury, and a powerhouse under the bonnet. Let me just say that I thought they were over-rating the car a little.

The Ford Motor Co. were mobilized in a big way for the race, and a couple of days before, the experimental two-seater Mustang was announced. Apparently by pure coincidence, General Motors turned up with an experimental G.T. car of their own, which met the Ford product fairly and squarely on its own ground, and in my estimation had the edge over it.

Still, if these two giants of the American automotive industry saw fit to build even an experimental model of a car that could be a real threat to the small competition sports cars that America has to import at present, things must be looking up.

We filled in the spare Thursday afternoon in a tenpin bowling alley, learning the art of the game from Trevor Taylor who was an avid fan—when we could tear him away from the four-channel, round-the-clock television, that is.

The first practice day was damp, but even on the slippery surface Jimmy was nearly a second faster than anyone else. Actually the circuit wasn't too bad in the wet because the corners were cambered and the water drained off quickly. A few people complained that the course was too bumpy, but I didn't think so. I quite enjoyed myself on it. The circuit is unusual in that it only has three proper corners. There was an uphill right- and left-hand sweep after the pits which was flat out in the dry, but not quite "Harry Flatters" in the wet. This led into a straight at the end of which was a long 180-deg. right hander. I dropped down to fourth gear for this one, quite a good corner although a large dip in the middle of it tended to gather oil.

On one occasion in the race, Jack, Dan and I arrived scrapping furiously to find that someone had spread oil through this dip. We were all at sixes and sevens for a while. De Beaufort and Bonnier struck this same patch of oil shortly after, and both hit the safety railing.

A slightly banked fast right-hander led out of the next straight to take us to the tight downhill hairpin before the pits. This was the one which caused us the most

bother. It was a second gear affair and it was most essential to get a quick run out of it onto the pit straight. Most cars were just under the power range in second gear coming through and generally the carburation was a little hesitant, so the idea was to jab a little more throttle to get it going. If it went then, O.K., but if it hesitated and didn't bite until the revs had climbed a little higher you would find yourself either shooting out into the straight, or spinning like a top. I was watching Richie Ginther taking this in practice and was quite impressed with the speed at which he came through. In fact, it made me feel that I was taking it far too slow, and I felt rather relieved when Richie over-cooked it and gyrated onto the grass. He wasn't the only one who spun on this corner, for de Beaufort, Tony Maggs, and myself all suffered the ignominy of spinning right in front of the pits.

On Friday night, Cameron Argetsinger, the chief organizer, invited us all to a cocktail party. The main topic of conversation there was not Jimmy's fastest lap, but the news of the male first addition to the Ginther family. Congratulations to Richie and Jackie.

On Sunday afternoon we made two freezing tours of the circuit in a convoy of Ford Galaxy convertibles headed by Stirling Moss, a passenger in the Mustang.

Back in the pits at the drivers' meeting we were treated to the colourful "Jumpin' Tex" Hopkins, describing his starting procedure. The idea was that he would walk from one side of the track to the other in front of the cars, turn, leap in the air, drop the flag and then "we could go racin'." Some one suggested that it would be a good idea if he was well off the track before he carried out this manoeuvre, to which he replied: "If a car hits me and I ever find out about it, there'll be hell to pay!"

The grid was in a tight 2-2-2 formation, Jack Brabham and I were on the third row behind Jimmy and Richie, Graham and Dan. When the mauve-suited, cigar-chewing Mr. Hopkins finally got around to dropping the flag, there was a fantastic cloud of rubber smoke and dust as everyone around me made copybook starts. I must admit that I over-revved my engine in the confusion as we roared through the first right-hander wheel to wheel, and at the end of the first lap, we were almost in the order of practice times, with Jimmy and Graham already drawing ahead.

About halfway through the race I sneaked past Dan's Porsche to third place, and started to pull away as the Porsche had gone off song a little, although I didn't realize it at the time. All I knew was that I was pulling away at about a second a lap, and I felt that I must really be getting in the groove. I even started peering ahead for the dark green tail of Graham's B.R.M. or the mechanically naked tail of Jimmy's Lotus. You can imagine how shaken I was when I saw Jimmy magnifying himself in my mirrors shortly before he shot past down the straight.

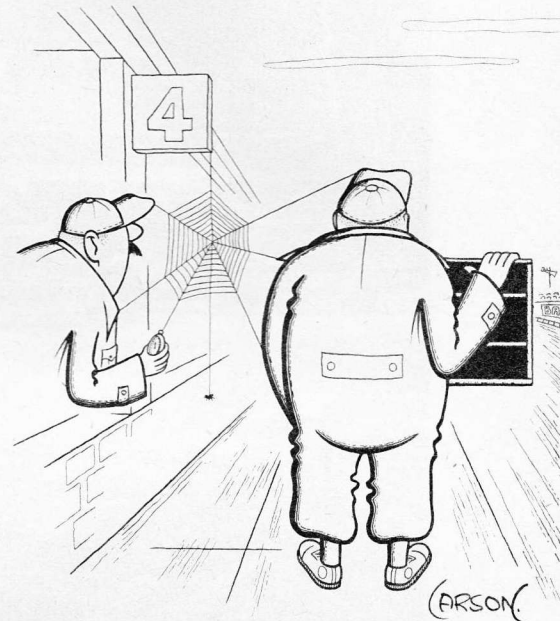
Talk about the Flying Scotsman. . .!

It was only about 15 laps later when Graham went booming by and he was also doing some pretty serious motoring.

Sonny Liston and Floyd Patterson won't be in it when it comes to the South African G.P. at East London. Not that there'll be a punch-up between Graham and Jimmy, but it will certainly be a title fight.

If Jimmy wins in South Africa he will win the world championship. It's as simple as that. As Jack Brabham said after the race. "It won't be a question of trying to win in South Africa, it'll be a question of making sure that we don't get blown off the road as we get lapped by Clark and Hill."

Now we are off to California for some sunshine, sports car racing, and water skiing. One of the Cooper V8 G.P. cars is being flown straight back to London for the motor show at Earls Court while the other goes down to Mexico for the Formula One race there on 4th November.



JOHN SURTEES and Roy Salvadori will drive Bowmaker Lolas in the Mexican Grand Prix on 4th November.

NEW EUROPEAN RALLY CHAMPIONSHIP FOR 1963

THE F.I.A. has abandoned the European Rally Championship for 1963. The Tour de France and the German Rally have been included in a new Championship of Marques along with Le Mans and Sebring. Events counting towards the "Trophee Mondial de Vitesse et Endurance" will be: Nürburgring, Sebring, Le Mans, Targa Florio and, possibly, three other races. There is no intimation that another international rally competition will replace the "European".

STEPHEN MINOPRIO retired with fuel starvation at the Clubman's Championship meeting and not because of a spin as reported last week. Steve, incidentally, holds the lap record for 1,000 c.c. G.T. cars on every circuit at which he has raced this season!

ECURIE ECOSSE may be using Buick engines in its Tojeiros next season.

THE MORRIS 1000, Austin A40, Austin-Healey Sprite and M.G. Midget are now fitted with 1,098 c.c. engines.

MIKE MACDOWEL has joined Coombs & Sons (Guildford), Ltd., as General Manager. He was formerly in the Service Division of Jaguar Cars, Ltd., of Coventry.

These Vauxhalls are making history—quietly

In the past year, Vauxhall have introduced the new Victor and Victor Estate Car, the new VX4/90, and now the new Velox and Cresta. One after another these models have set high standards with their clean good looks, their intelligent engineering, their space, comfort and safety and their exceptionally easy maintenance.

Quietly and without fuss the new Vauxhalls are making history—and friends—all over the world. If you haven't driven one recently have a word with your Vauxhall dealer.



Foreground: the new six-cylinder Cresta. Top left: the Victor de Luxe. Top Centre: the Victor Estate Car. Top right: the VX4/90.

NEW SIX-CYLINDER

CRESTA £1,046.0.3.

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VAUXHALL

VICTOR £702.5.3.

Victor Super £736.12.9. Victor de Luxe £798.10.3. 1.5 litres, four cylinders. All-synchromatic 3 or 4-speed gearbox.

VICTOR

ESTATE £812.5.3.

46½ cu.ft. load space with rear seat folded. 21½ cu.ft. with five adults. Heavy-duty tyres and springs. Low axle ratio.

VAUXHALL

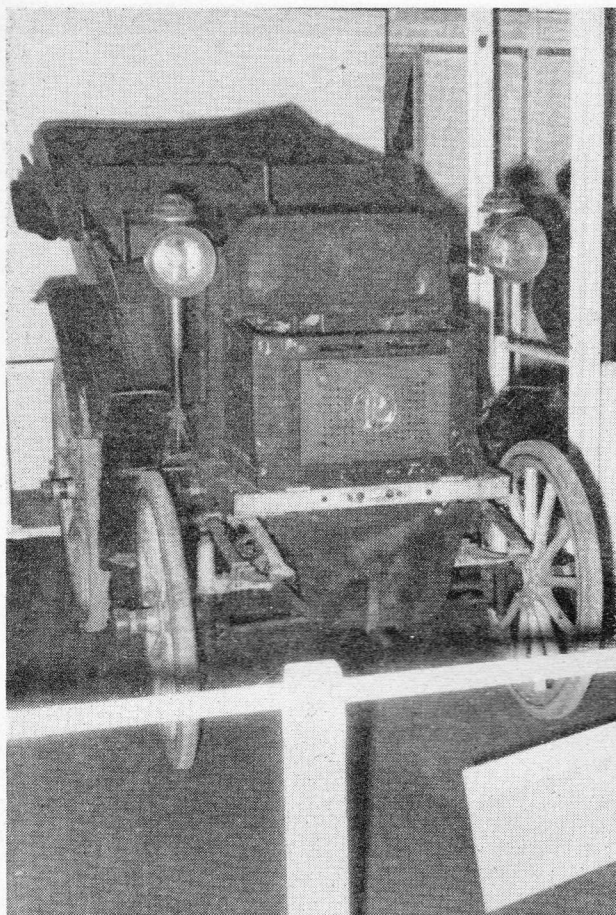
VX4/90 £927.15.3.

1.5 litres, four cylinders, 81 bhp. Twin carburettors. Power-assisted brakes (discs at front). 4-speed all-synchromatic gears, floor-mounted lever.

Your Vauxhall dealer can arrange a trial run in a Victor, Victor Estate Car or VX4/90 immediately; and in the new Velox or Cresta as soon as he has a demonstration model.

*prices include tax

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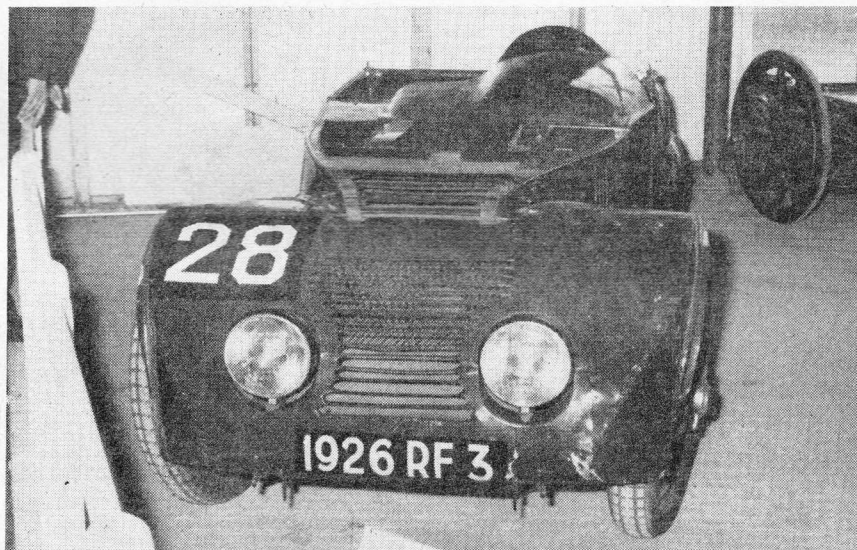
OLDEST of them all—the 1895 Panhard et Levassor, with solid tyres and tiller steering.

IN connection with the Paris Salon, a simply fabulous exhibition of Grand Prix cars was staged. Cars that came from all the great European collections were on view, and there were machines which many enthusiasts have dreamed about but never seen. Only one man could have produced such a show, the one and only Serge Pozzoli.

Of course, we all know that Grand Prix racing really started in 1906, but before then there were great international events, and so Serge went right back to the beginning. Actually many of the exhibits are not G.P. cars but they are all famous racing machines. Oldest of all, the racing Panhard et Levassor of 1895 was shown, with its solid tyres, tiller steering, and Phénix two-cylinder engine. With full-elliptic springs all round, a wheelbase: track ratio approaching unity, and a seat about 4 ft. off the ground, it must have taken some driving at the very dawn of motor racing.

A complete metamorphosis had taken place by the time that the 1902 Paris-Vienna Renault was built. Long, low, and with shaft drive, it looked a real racer with twin radiators alongside its "coal scuttle" bonnet, though it was dated by its automatic inlet valves.

There are still many enthusiasts for the steam car, and so the 1903 40 h.p. Serpollet always attracted a crowd. The pointed bonnet contained a huge water tank, a condenser being carried ahead of it. The flat-four poppet-valve engine was under the floorboards and drove the rear axle by a long, single chain. At the rear was the boiler, concealed under a shapely tail. While the Panhard and Renault had wooden chassis, the Serpollet frame was of



FIRST race-winning sports car with an all-enveloping body—the 1925 Chenard et Walcker.

channel section steel, only about 1½ ins deep.

In 1908, Porporato won the Florio Cup with a Berliet, and this car was shown as a stripped chassis. With T-head, wooden wheels, and chain drive, it was a typical early-Edwardian small racing car. In violent contrast, the famous 21½-litre Blitzen Benz, with its beautifully streamlined body, reminded us that the current G.P. Porsche wheel discs are not new. This 1909 car was timed at over 142 m.p.h. in America. What a beauty!

Lent by Lord Montagu, the Coupe de l'Auto Sunbeam of 1912 was about the last successful car in first class racing to have a side-valve engine. It was beautifully

turned out but lacked the original round, pointed tail. Two Grand Prix cars for the 4½-litre 1914 Formula were the winning Mercedes and the Fiat, both with single overhead-camshaft engines, but the low, streamlined Fiat actually had front brakes, though of very small size. To be able to drool over the Henri-designed Peugeot of the same era was a privilege, for here was the beginning of the twin-cam racing engine.

The 2-litre post-war Formula brought forth the straight-eight Rolland Pilain, a
(continued overleaf)

FIFTY YEARS OF RACING CARS

By JOHN BOLSTER

Photography by Theo Page

SIX NEW CARS...

Alfa Romeo

with right hand drive



STAND 154



CONCESSIONAIRES

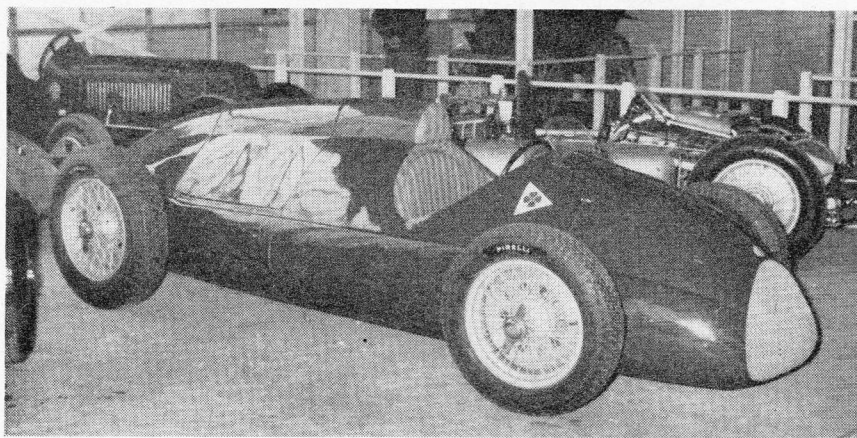
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Fifty Years—continued

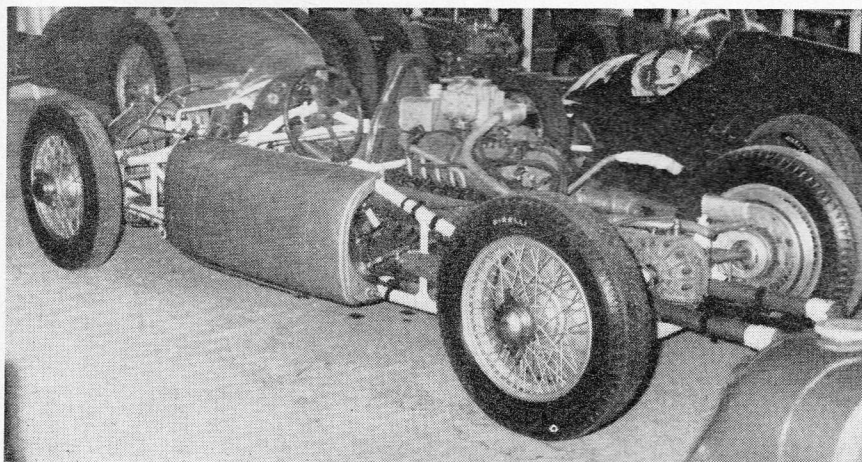
very pretty car with a long tail. It had left-hand drive—rather rare on racing cars. Most historic was the first really successful supercharged racing car. This was the 2-litre Mercedes with which Werner won the Targa Florio and it looked incredibly dashing with its vee-radiator set well back on the chassis. By the way, why did cars with their radiators mounted behind the axle always look so dramatic?

Segrave won the French Grand Prix in 1923 but it was his 1924 car, with which he won at San Sebastian, that was shown at Paris. This was the twin-cam six-cylinder supercharged Sunbeam. The fabulously successful "tank" Chenard et Walcker could be examined, the first race-winning sports car with an all-enveloping body. The brake drums had an outside diameter approaching that of some modern tyres.

Many people have forgotten the immense amount of power that Panhards used to extract from their sleeve-valve engines. At



STRANGER: The 1940 rear-engined, flat-12 cylinder Alfa Romeo.



UNRACED: The Porsche-designed Cisitalia, with four-wheel drive.

the show, we saw the 5½-litre four-cylinder two-seater and the straight-eight monoplace of 8-litres capacity. It was with the latter car that George Eyston took the "world's hour" at Montlhéry.

Produced originally in 1926 but raced for many years, the 1,100 c.c. six-cylinder supercharged Amilcar was prominent in record breaking, hill-climbing and racing on road and track. The works used to race a specially lightened version and this was the car we saw at the Salon. Of the same epoch, the 1,500 c.c. straight-eight supercharged Delage was represented by Rob Walker's stripped chassis.

Naturally a Bugatti was on view, a straight-eight 2.3-litre with the authentic aluminium wheels. Think of Bugatti and the rival Alfa Romeo comes to mind. The Monoposto looked narrow and exciting, but somehow older than its age, with its heavily louvred bonnet, set back radiator and exposed chassis frame. The interesting twin propeller shaft drive could be seen, and once again I could imagine Tazio Nuvolari achieving the impossible. The 3-litre Maserati of the same era was driven by Phi-phi Etancelin, who had to sit almost out of the car because the propeller shaft went under his seat. The six-cylinder 3½-litre Delahaye was a splendid car. I know, because I have actually driven this blue beauty.

Simply breathtaking was the collection of German cars of the Hitler era. The Auto Union was in stripped chassis form. The frame was a twin-tube effort, with trailing

arms in front and swing axles at the rear. To keep that on the road when propelled by a rear-mounted, supercharged, 16-cylinder 6-litre engine must have taken the skill and courage of a superman, such as Rosemayer. The rival 5½-litre Mercedes-Benz, with a straight-eight engine in front, looked a real monster. Of much more modern appearance was the 1939 1,500 c.c. Mercedes-Benz. The V8 engine with two-stage supercharging drove through an offset shaft to let the driver sit really low.

Among this exalted company, it was fun suddenly to come upon a 750 c.c. Austin. This was one of Murray Jamieson's side-valve cars, with the articulated tubular front axle on a transverse spring and a forest of cylinder head studs. How one still remembers the scream of that little engine!

During the war, we heard rumours that Alfa Romeo had a secret 12-cylinder rear-engined car for the 1,500 c.c. Formula. This car is actually still in existence and was on view at Paris. Rather ugly, it has a flat-12 engine of virtually "square" cylinder dimensions, which gave 370 b.h.p. at 9,000 r.p.m. After the war, the firm decided to continue racing the well-tried straight-eight Type 159 and the rear-engined car was never developed.

The 159 was also on view at Paris. Very beautiful with its long bonnet and red paint, this was a "real" racing car if ever there was one. Not only did it produce over 400 b.h.p. from 1,500 c.c., but it had immense torque at lower speeds for acceleration. The cost of developing the new flat-12 was thought to be too great, and anyway the earlier car was a winner from 1938 until 1951.

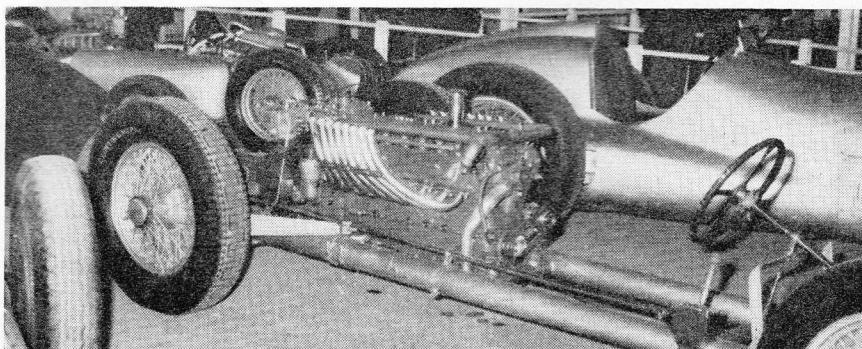
Another supercharged car that never raced was the Cisitalia Porsche. This again is a rear-engine flat-12, with two vane-type compressors. The over-square engine gave 450 b.h.p. at 10,500 r.p.m. before development. It was mounted in an "all-independent" chassis with drive to all four wheels. Cisitalia ran out of money—which is usual when a highly supercharged engine is under development—and sold the car to an Argentine syndicate that never got it going. Now, the supercharged car cannot be used for racing, and the Cisitalia Porsche has been acquired as a museum piece by the Porsche firm.

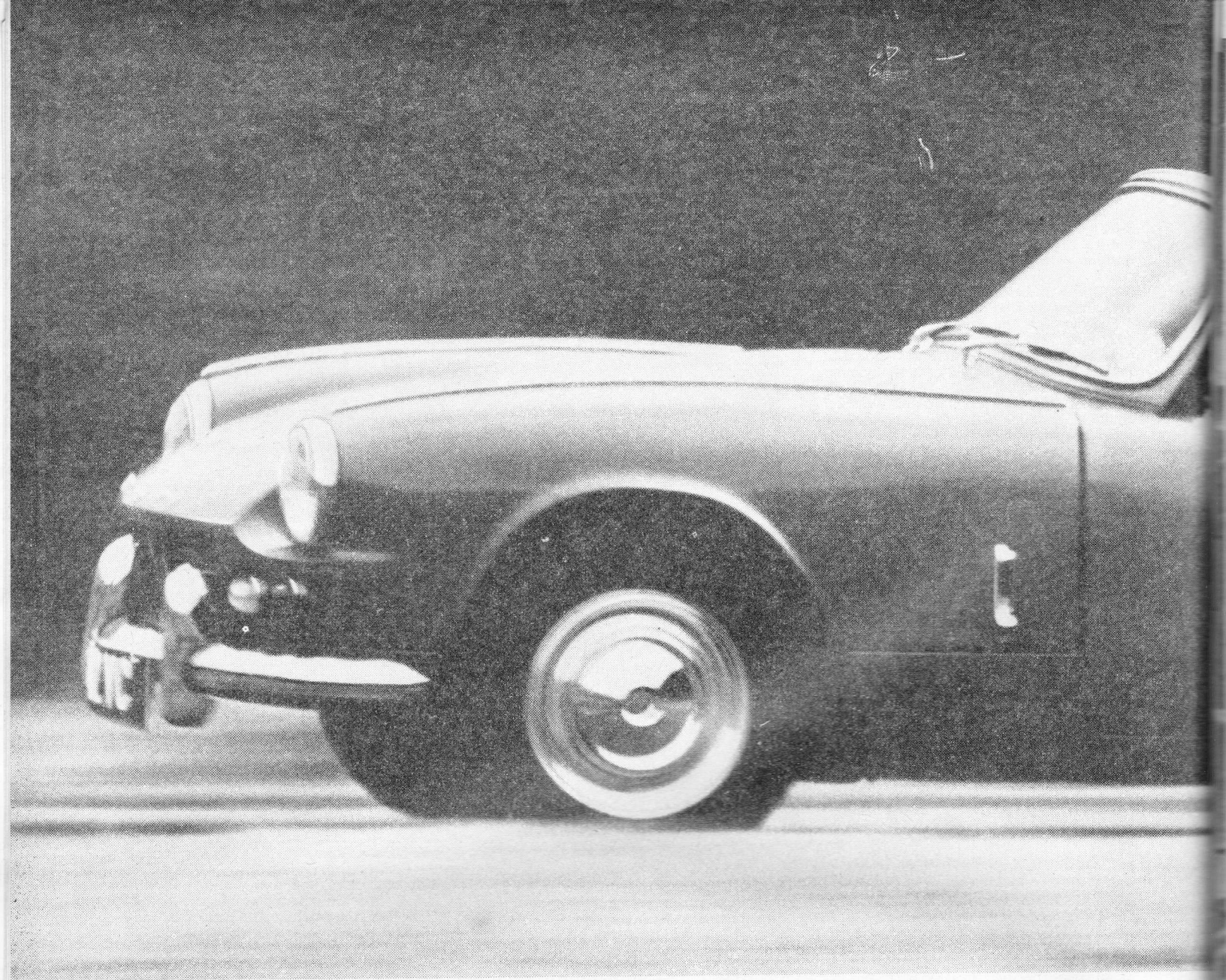
It was fitting that two famous French racing cars should appear at the Salon. One was the 4½-litre Talbot, with six-cylinder engine and offset transmission. A big car for racing in the grand manner, recalling doughty deeds by Chiron, Etancelin, Rosier, Sommer and Claes, it looked magnificent in its coat of French blue. In contrast, the six-cylinder 2-litre Gordini looked a mere toy. This little machine was built and raced on a shoe-string and was hampered by having a rigid rear axle. Nevertheless, it kept France in Grand Prix racing until 1956, when its engine was "stretched" to nearly 2½ litres.

A 2-litre four-cylinder Ferrari recalled the Formula II Grand Prix races of the 1952 era, and a six-cylinder 2½-litre Maserati—the last really beautiful racing car—would only have looked complete with Fangio at the wheel. Finally, the fuel-injection desmodromic Mercedes-Benz, with all enveloping body, looked enormous for only 2½ litres.

What a splendid exhibition, and what a lesson for our S.M.M. and T. on how to make a motor show really attractive!

RARITY: The 16-cylinder, rear-engined, supercharged Auto-Union of the pre-war years.





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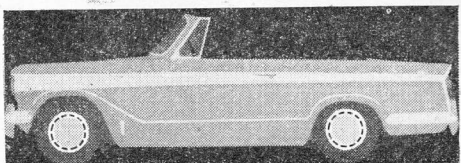
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(24 ft is all you need) while other cars are making their 3-point turns! Ideal for town parking, and a winner in your club's driving tests.

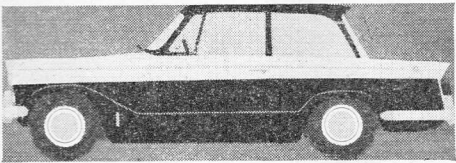
DISC BRAKES No risk of brake fade with these front-wheel anchors—however hard or often you use them. Unaffected by rain; self-adjusting. One more reason why the Spitfire is such an impressively *safe* sports car.

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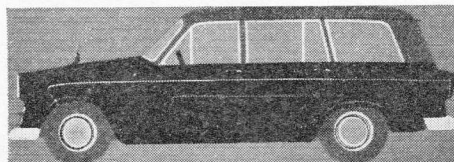
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JOHN BOLSTER

TESTS

THE OGLE SX 1000



FOR fast travel under modern conditions, a car of small physical dimensions has many advantages. Most of the little cars, however, are built for family use rather than as Grand Tourers, so they do not appeal to the type of client who has previously bought larger speed models. Even the Cooper version of the Mini-Minor suffers from this criticism, for although it is an extremely fast car on a cross-country journey, its appearance is still that of the ordinary "cooking" version.

It was to meet this specialized demand that the Ogle SX 1000 was designed. The chassis is that of the Cooper-Mini, which is luckily of punt shape. To it is bonded a G.T. two-seater coupé of good aerodynamic form, constructed of glass-fibre and sprayed with eight coats of cellulose. The underbody is protected by a rubber compound, and the wheels, suspension, and brakes are standard. In the rear of the body, a luggage locker, accessible from an inside door, contains the spare wheel, the battery and the fuel tank, which has about twice the capacity of the normal Mini's tank.

In addition to the luggage space in this small locker there is a surprising amount of room behind the seats, sufficient for several suitcases, and there is also a large shelf ahead of the rear window and another one beneath the instrument panel. The competition-type bucket seats give excellent lateral location and can be slid back to accommodate the tallest driver. As there

are no rear passengers, a long, low driving position can be adopted, allowing the driver to extend his arms. This is more suitable for long journeys than the "monkey on a stick" attitude that the standard Mini postulates.

The interior is attractively arranged with high-quality trim and crash padding that is reminiscent of very costly cars. The chassis has tubular reinforcement and the body also has a central structure which greatly increases the rigidity of the scuttle. The new seating position allows a longer bonnet to replace the snub nose of the Mini. This at once improves the air penetration and is a very real aid to performance, as are the low roof and generally clean lines. The four headlamps give a modern touch.

When I took my seat, I was at once impressed by the array of round, black dials, such essentials as a rev-counter, an oil pressure gauge, a water thermometer, and an ammeter being present. The windows wind down into the doors and the rear windows swivel for extraction, but the front quarter-lights are fixed. A fresh air heater may be fitted to order but was not present on the test car.

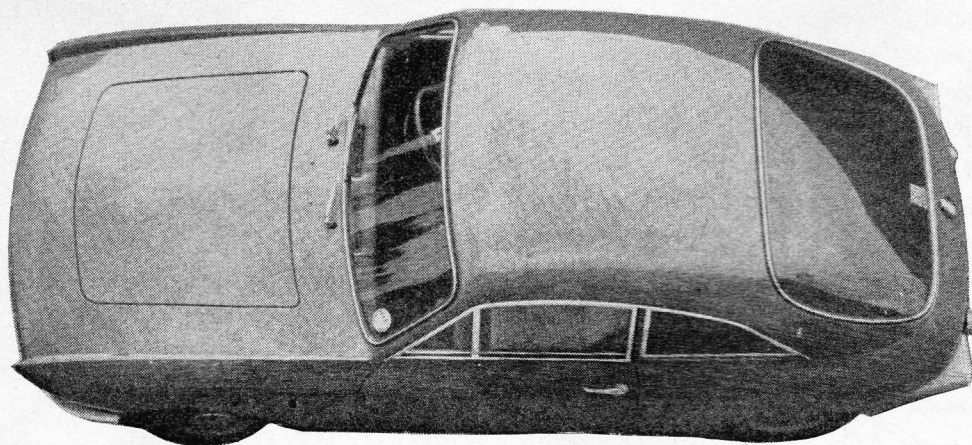
As I drove away, I found it difficult to convince myself that the Ogle was a Mini. The driving position and the long bonnet shouted "made in Italy", and the rich carpeting and sound deadening absorbed much of the typical Mini noise. A plastic

shell is also less inclined to reverberate than a steel one.

Obviously, a tuned engine could be used, but in this case John Whitmore claimed that the standard Cooper unit was installed. However, the aerodynamic body gives a considerable speed increase. Standard Cooper-Minis usually register about 87 m.p.h., but this one was timed at the truly excellent speed of 95.7 m.p.h. The point is that this remarkable performance was achieved with a quiet and flexible power unit giving over 30 m.p.g. To propel the standard saloon body at a comparable velocity would entail the use of a "hot" competition engine. I drove for considerable distances at over 6,000 r.p.m. in top gear without any apparent strain on the mechanism.

Curiously enough, the Ogle gives a more comfortable ride than the standard car. One can only assume that the lower centre of gravity reduces the tendency to pitch, for the total weight is of the same order and the usual small wheels are employed. The well-known roadholding qualities of the Mini are in evidence, but the habitual sensation of speed is absent. The Mini saloon, when at maximum speed, gives an impression that it is really travelling. The Ogle feels much slower in spite of its greater speed capabilities, probably due to the more sporting posture of the driver and the difference in sound level.

(Continued overleaf)



★
THE OGLE SX1000 (above) photographed in the grounds of Penshurst Place, ancestral home of Viscount de L'Isle, V.C., Governor-General of Australia. SEEN FROM ABOVE (right) the little car's smooth lines are shown to advantage.

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CFH/H62/141



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Ogle SX 1000 Grand Touring two-seater coupé, price £1,177 including P.T.

Engine: Four cylinders 62.43 mm. x 81.33 mm. (997 c.c.). Pushrod operated overhead valves. Compression ratio 9 to 1. 56 b.h.p. (DIN) at 6,000 r.p.m. Twin S.U. carburettors. Lucas coil and distributor.

Transmission: Single dry-plate clutch. Four-speed gearbox with central remote control and synchromesh on upper three gears, ratios 3.765, 5.109, 7.214 and 12.048 to 1. All-gear transmission to differential and articulated shafts to front hubs.

Chassis: Steel punt-type chassis with tubular reinforcement. Independent front suspension by wishbones and rubber springs. Rack and pinion steering. Independent rear suspension by trailing arms and rubber springs. Telescopic dampers all

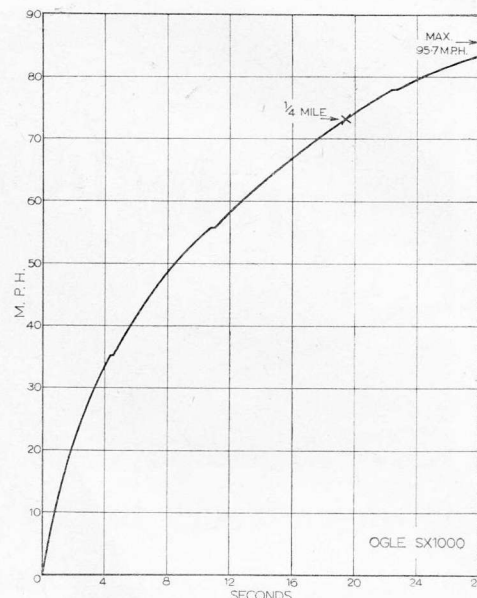
round. Bolt-on disc wheels fitted 5.20-10 ins. tyres. Lockheed hydraulic brakes with front discs and rear drums.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Ammeter. Thermometer. Oil pressure and fuel gauges. Windscreen washers and wipers. Flashing indicators.

Dimension: Wheelbase 6 ft. 8 ins. Track (front) 3 ft. 11½ ins.; (rear) 3 ft. 9½ ins. Overall length 11 ft. 2 ins. Width 4 ft. 10 ins. Weight 11½ cwt.

Performance: (Damp road) Maximum speed 95.7 m.p.h. Speeds in gears: third, 78 m.p.h.; second, 56 m.p.h.; first, 35 m.p.h. Standing quarter-mile 19.4 secs. Acceleration: 0-30 m.p.h., 3.3 secs.; 0-50 m.p.h., 8.6 secs.; 0-60 m.p.h., 12.8 secs.; 0-80 m.p.h., 24.3 secs.

Fuel Consumption: Driven hard, 30.5 m.p.g.



ACCELERATION GRAPH

MUCH more than ornaments, the four headlamps (left) really illuminate the road. THE BODY is so well proportioned (below) that the tiny wheels are not noticeable. The large rear window tends to distort rear-view vision

★

Ogle SX1000—continued

The performance figures are excellent, as can be seen from the graph and the data panel. Incredible to relate, it was raining when these times were obtained! A little wheelspin was inevitable on starting, but once the car was on the move the traction was 100 per cent. I did not take the rev-counter beyond 6,500 r.p.m. during the performance tests. I know that many drivers habitually take the Cooper-Mini much higher, but the man who wants his car to last will avoid these very high speeds, for this is not a short-stroke engine. In any case, I am always conscious that the fly-wheel of the Mini is so placed that it would do the driver no good at all if it ever burst!

The brakes of the Cooper-Mini have come in for some criticism on occasion. I must say that those on the Ogle stood up satisfactorily to fast road work and the pedal pressure was lower than on the earlier Coopers. I do not know whether circuit racing with a tuned engine would overheat them, but they are more than adequate for any normal use. I must, however, be rude about the gear lever. It is time that something was done about the infuriating rattle that afflicts all Cooper-Mini levers, and this defect is the more noticeable in a refined Grand Touring car. The gearchange is, in fact, the weakest part of the car, though it gives ideal ratios for the fastest motoring.

Much more than ornaments, the four headlamps give a brilliant driving light which really illuminates the road. The appearance of the little machine is very attractive indeed. Somehow, the body is so



proportioned that the tiny wheels are not noticeable, which is quite an achievement. When parked in a town, the SX 1000 creates something of a sensation and the high quality of the interior furnishing always draws complimentary remarks. The purity of line, unmarred by any plated decoration, proves that a car need not be big and vulgar to attract a crowd.

The Ogle is a de luxe small car that is quiet, flexible and entirely suitable for

everyday use. If peak revolutions are used on the gears it becomes very lively, and the 95 m.p.h. speed potential gives some other road users the surprise of their lives. It has superb roadholding on wet or dry roads and its stability in gusty side winds is a potent safety factor. Although it is expensive, it will appeal to people who are willing to pay extra for a hand-made article as opposed to a mass-production commodity, however good the latter may be.

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TRIUMPH

SPITFIRE

FOUR



New 1.2-litre Sports Car with All-Independent Suspension at £730 (with Purchase Tax)

By GREGOR GRANT

BASED on the successful Herald, Standard-Triumph have brought out a new small-capacity sports two-seater, with independent suspension all round, disc brakes in front, wind-up windows and a 63 b.h.p., 1.2-litre engine. At first, deliveries will be confined to the home market, but exports should be in full swing by January, 1963.

The body was designed by Michelotti, and is an all-welded structure used in conjunction with the type of separate chassis used for the Herald. Stainless steel is used for the headings which cover the joints of wing panels and centre panel. In the event of damage, replacement of panels is simplified.

The bonnet and front wings are one-piece, hinged at the front to provide remarkably good accessibility to engine and front suspension units. A detachable windscreen is raked back, and is filled with a "safety-zone" spot. Laminated screens are also available.

A nine-gallon (41 litres) petrol tank is fitted, and is provided with a central, Le Mans-pattern, 2 ins. filler. The tank is mounted fairly far forward, to reduce alterations in fore-and-aft weight distribution. In addition to the 6.7 cubic feet of

Engine: Four cylinders: o.h.v. (push-rod): 69.3 mm. (2.728 ins.) x 76 mm. (2.992 ins.) (1,147 c.c. (70 cu. ins.). 9 to 1 compression ratio. 63 b.h.p. at 5,750 r.p.m. Twin SU carburettors. Lucas coil ignition.

Transmission: Borg and Beck 6½ ins. clutch: hypoid bevel rear axle (4.11 to 1). Four-speed gearbox with remote change: synchromesh on second, third and fourth.

Suspension: Independent at front with helical springs and wishbones, telescopic dampers and anti-roll bar. Rear (independent) by swing axle with transverse leaf spring, radius rods and telescopic dampers.

General: Double backbone welded steel frame. Disc brakes at front (9 ins.), and 7 ins. x 1½ ins. drums. Rack and pinion steering; telescopic steering column. 5.20 x 13 ins. tyres. Nine-gallon petrol tank.

Dimensions, etc.: Overall length, 12 ft. 1 in.; width, 4 ft. 9 ins.; height (hood erected), 3 ft. 11½ ins. (open), 3 ft. 8½ ins. Wheelbases, 6 ft. 11 ins. Track (front), 4 ft. 1 in.; (rear), 4 ft. 0 in. Ground clearance, 5 ins. Turning circle, 24 ft 0 in. (3½ turns, lock-to-lock). Weight (dry), 13½ cwt.

Price: (U.K.) £530 (plus £188 15s. 3d. P.T.) £729 15s. 3d. Extras: Heater, £11 (plus £4 2s. 6d. P.T.); Tonneau cover, £9 (plus £3 7s. 6d.); Laminated screen, £6 5s. (plus £2 6s. 10d.); Whitewall tyres, £5 (plus £1 17s. 6d.).

Makers: Standard-Triumph Ltd., Coventry.

The power-unit is the four-cylinder, o.h.v. (push-rod) Herald "1200", with twin SU carburettors, a 9-to-1 compression ratio and an output of 63 b.h.p. at 5,750 r.p.m. Mated to this compact engine is the Herald 4-speed gearbox, with remote change.

Steering is by rack-and-pinion, rubber-insulated to eliminate road shocks. The wheel is the now well-known Triumph "impactoscopic", which collapses on impact. It has adjustment of 4 ins. fore-and-aft, and about 1 in. vertically.

On the road, the Spitfire 4 revealed itself as a most lively vehicle, with first-class road-holding. The ride is firmer than on the Herald, and the steering appears to possess more neutral characteristics. There is plenty of leg-room for a small-capacity car, and the seats are extremely comfortable.

The brakes receive full marks, and are surprisingly light in operation despite the absence of any form of servo assistance.

During a brief run around Coventry, it was very wet indeed—but not a drop of water entered the interior.

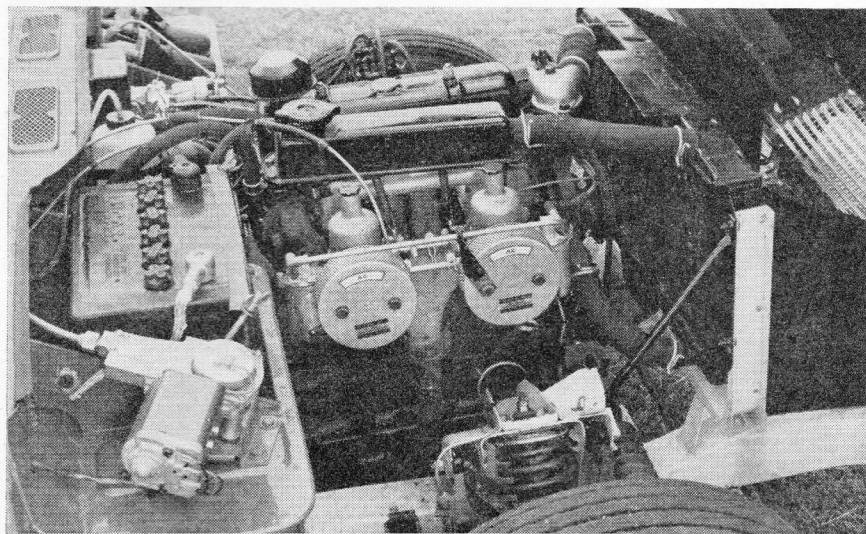
Maximum speed is certainly in excess of 85 m.p.h., and it is possible to do 0 to 50 m.p.h. in about 12 seconds, and 0 to 60 in 16½ secs. A standing quarter-mile occupies 19½ secs. Standard-Triumph's testers claim in the region of 35 m.p.g., the car being driven fairly hard.

Maximum speeds in gears are approximately: 1st, 25 m.p.h.; 2nd, 43 m.p.h.; 3rd, 67 m.p.h. At 1,000 r.p.m. in top gear, speed is 15.75 m.p.h.

The gearbox is good, but synchromesh on bottom would be a decided advantage—particularly for those nasty hairpins in the Alps, which offer no problem whatsoever to the Spitfire, with its incredible lock.

Engine silence and smoothness was quite impressive, and the unit ticked-over unobtrusively at 500 r.p.m. Tyre-scream, from the 5.20 x 13 ins. Dunlops, was virtually non-existent—but customers would be advised to have the front wheels balanced. On the car tried, which was straight off the assembly line, a trace of wobble developed.

In its price bracket (£530 basic), the Spitfire 4 is an important addition to a fast-growing market. Performance, allied to good looks, will ensure its success all over the world.



luggage space, there is an additional five cubic feet behind the front seats.

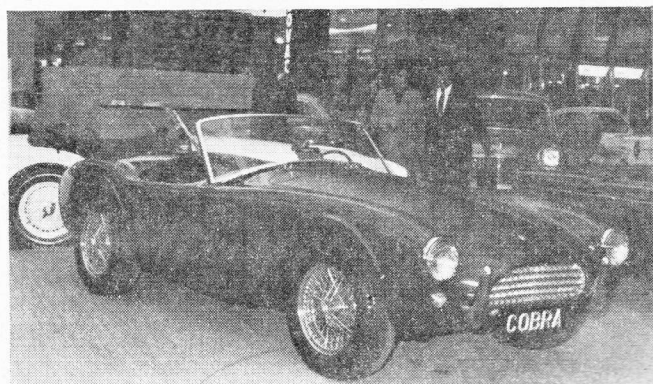
All-weather equipment comprises a neat fabric hood, which stows behind the rear seats. Instrumentation is comprehensive and well-grouped, and the lighting control

lever also incorporates a daylight headlamps flasher. A grab-handle is supplied for the passenger.

The turning circle is nothing short of remarkable, being no less than 24 ft.—shades of London's taxis!

EARLS COURT, 1962

The London Motor Show is with us once more, and again Autosport presents its pictorial selection of exhibits



A.C.: The Cobra, the car "built" by American Carroll Shelby using the British-made A.C. chassis and the large American 4,261 c.c. V8 Ford engine developing 260 b.h.p. Unfortunately, it is not available in Britain.



ALFA ROMEO: This is the Sprint version of the 1,570 c.c. Giulia introduced last July. The body is of traditional Alfa Romeo lines, bearing resemblance to the Giulietta and is every bit as pretty as one would expect.

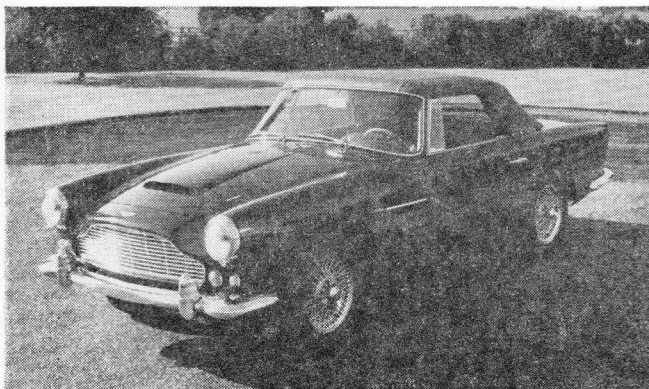


ALFA ROMEO: The Giulia T1 1600, of squarish lines (above). **ALVIS:** Sporting refinement (below). A modern 3-litre car of dignified appearance, yet having performance equal to or better than that of many modern sports cars.



ALFA ROMEO: Introduced earlier in the year was the beautiful Alfa Romeo 2600 Berlina (above). **ASTON MARTIN:** The Aston Martin DB4 Vantage incorporates a number of improvements (below), giving a sleeker line.

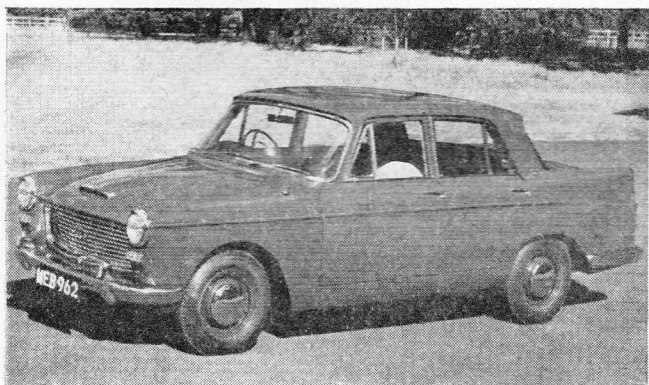




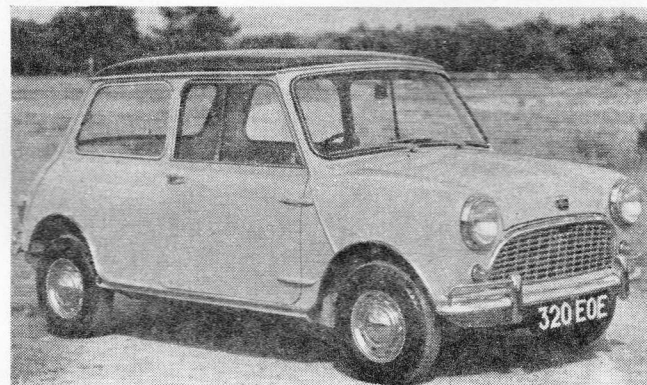
ASTON MARTIN: Representing practically the ultimate in open-air motoring is the Aston Martin DB4 Convertible. This David Brown car is fitted with the special series engine, a unit giving all the urge required.



ASTON MARTIN: The 1963 version of the Aston Martin DB4 incorporates a number of improvements including subtle changes in the styling. It has a six-cylinder, 3,670 c.c. engine developing 240 b.h.p.



AUSTIN: The Austin A110 is the largest car in the Austin range and is powered by a six-cylinder 2,912 c.c. engine which develops 120 b.h.p. Just the car for the motorways.



AUSTIN: The Austin Super Mini has been developed to provide an extra standard of refinement for admirers of the technical performance of the Austin Mini. The "Super" is finished in duo-tone.



AUSTIN: Capable of over 70 m.p.h., the Mark 2 Austin A40 is a very popular car (above). **AUSTIN-HEALEY:** One of the world's best-selling sports cars is the 3-litre Austin-Healey 3000 (below). The new version is an occasional four-seater convertible giving increased comfort.



AUSTIN: The A60 Cambridge saloon (above) is powered by the B.M.C. B-type engine of 1,622 c.c. **AUTO UNION:** A revolutionary new system of automatic oil injection into the fuel at the carburetter is available as standard equipment on the f.w.d., three-cylinder 1000S coupé (below).





BENTLEY: The S3 Continental drophead coupé with coachwork by Park Ward. The engine of this finely appointed sports car is the V8 6,230 c.c. unit. Note the new twin headlamps.



BMW: The BMW 700 is a very fast, but small, German car which has an astonishing record in saloon car races abroad. This version, the coupé, is capable of 83.3 m.p.h.



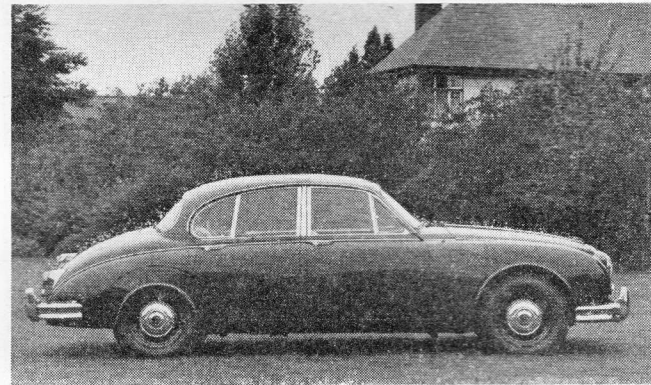
CITROËN: The advanced Citroën DS, now capable of over 100 m.p.h. because of improved front-end styling reducing the drag, features many interesting innovations. The ID model also possesses the new front-end.



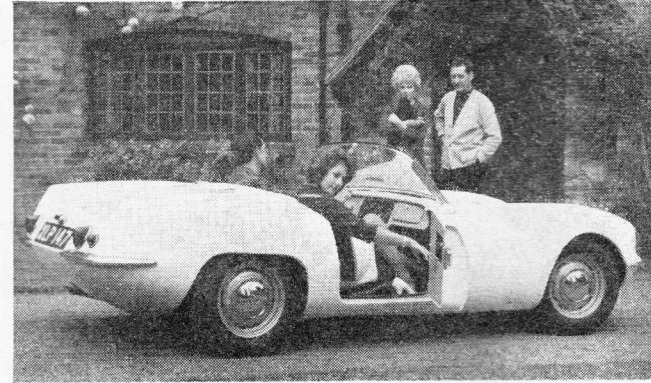
DAF: An attractive little Dutch saloon with a unique belt-drive transmission system. When introduced a few years ago, the marque represented Holland's first motor vehicle since before the First World War.



DAIMLER: A very fast car is the Daimler SP250, powered by a V8 2,548 c.c. engine and having a maximum speed of 125 m.p.h. (above). **DAIMLER:** The Majestic Major (below) is the largest saloon model in the range. It has a 4½-litre V8 engine.



DAIMLER: Very Jaguar-like is the new 2½-litre V8 Daimler saloon (above). **ELVA:** The Mark 3 Elva Courier will be on show (below). This M G.-powered sports car is now being produced by Trojan, Ltd., of Croydon, Surrey.

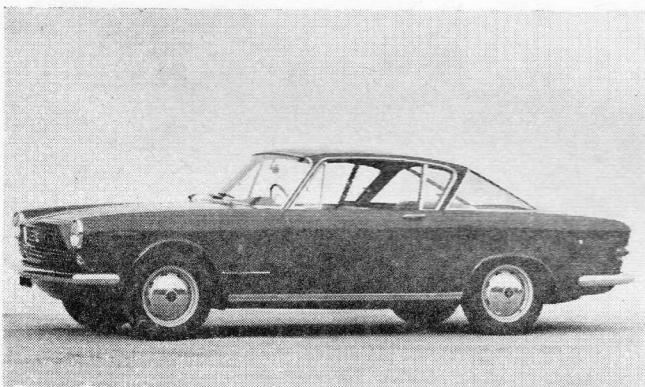




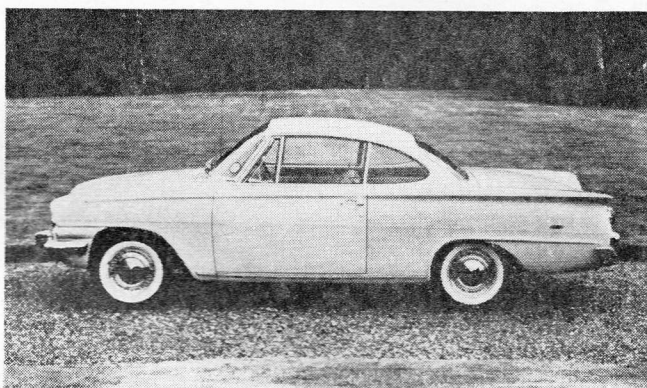
FERRARI: Most people's dream car is surely a Ferrari. The Ferrari 250GT Two-Plus-Two Pininfarina coupé would suffice (it costs £6,272 17s. 9d. for those who are interested). 135 m.p.h. is claimed.



FIAT: The Fiat 1500 is an attractive and extremely fast 1½-litre motor car, having a maximum speed of 94 m.p.h. and the capacity to reach 100 m.p.h. under favourable conditions. Girling disc brakes are fitted in front.



FIAT: The 2300S Fiat is capable of over 120 m.p.h. It has a Ghia body of most attractive lines. A version with a less highly tuned engine is also available. It costs £2,730 7s. 9d.—well worth it!



FORD: The Ford Consul Capri, now with the five-bearing 1½-litre engine and full synchromesh gearbox, is an occasional four-seater. This car is noted for its exceptionally large boot.



FORD: The recently announced Cortina, a very stylish family car having a 1,200 c.c. engine (above). **HUMBER:** One of the first cars to feature the currently popular twin headlamps was the 3-litre Humber Super Snipe (below). The car for the businessman—at the right price.



HILLMAN: The Hillman Super Minx is one of the most attractive of the Rootes Group cars (above). **JAGUAR:** The Mark 10 is the largest saloon in the Jaguar range. It is fitted with the world-famous six-cylinder 3.8-litre XK engine, developing 265 b.h.p., and has a maximum speed of 120 m.p.h.





JAGUAR: The E-type, introduced in 1961, now enjoys a world-wide reputation for very high performance coupled to smoothness, silence and flexibility found in luxury saloons. It costs £2,177 12s. 9d.



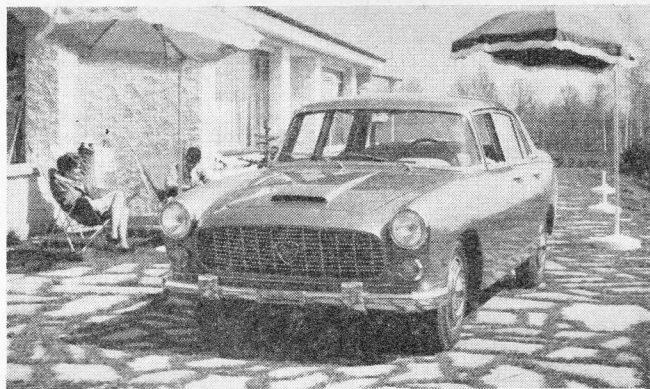
JENSEN: The new Jensen C-V8, a Chrysler-engined four-seater Grand Touring car from the famous West Bromwich firm. Dunlop disc brakes are fitted to all four wheels. Safety belts are fitted.



LAGONDA: The 1963 Lagonda Rapide incorporates a special refrigeration unit, contained in the boot, which pumps out cold air through two outlets situated on either side of the rear headrest.



LANCIA: The Lancia Flavia, an Italian car with twin headlamps and with a body with typical Italian appearance. This front-wheel-drive automobile costs £1,999.



LANCIA: Luxury Italian motoring in fine style. This delicious model costs £3,396 (above). **LOTUS:** The Lotus Elite (below) is still as popular as ever and is available in component form for £1,299 or complete for £1,948. It is powered by the FWE Coventry Climax engine.



LOTUS: The 1½-litre Ford-powered Lotus Elan (above) was only recently introduced. It must surely be the most popular Lotus ever. **MASERATI:** The 3500GT Maserati (below) is a grand Touring Car of the highest order with a Grand Prix pedigree.





MERCEDES-BENZ: Developed out of Mercedes' experience in some of the toughest sports car races—Le Mans, Targa Florio, Tourist Trophy, Nürburgring, etc.—the 300SL Roadster is very fast.



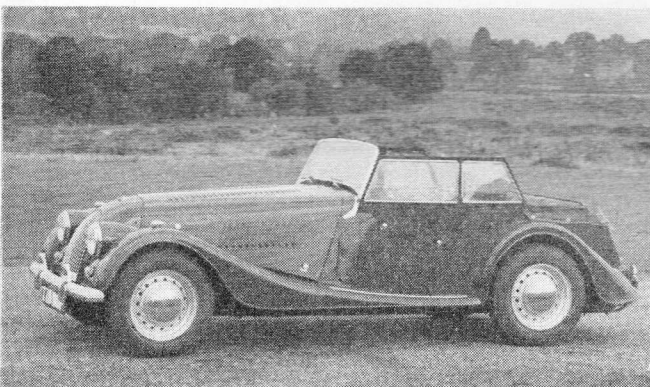
MERCEDES-BENZ: The Mercedes-Benz 220SE Cabriolet combines the traditional Mercedes radiator with modern sleek lines. Driving comfort and the car's fittings are equally outstanding.



M.G.: The M.G.B. is developed from the very successful dollar-earning M.G.A. It has a four-cylinder, 1,798 c.c. engine, winding windows, an occasional rear seat and front disc brakes.



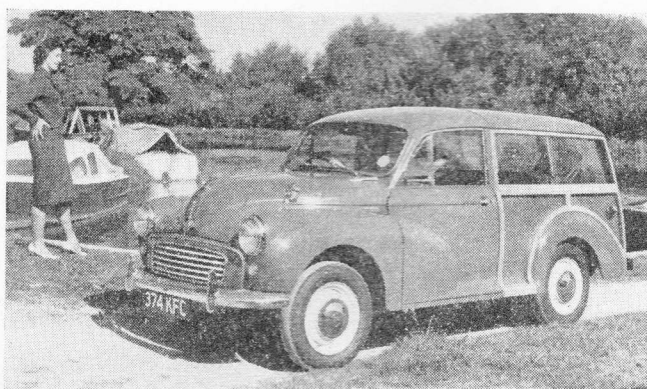
M.G.: The M.G. Midget, similar to the Austin-Healey Sprite, is powered by the 1100 B.M.C. A-Series engine. This is a very popular little sports car, costing £650.



MORGAN: Traditional craftsmanship describes the Morgan Plus 4. The four-seater version is shown (above). **MORRIS:** The Morris Mini-Minor is one of the most popular cars amongst the sporting fraternity (below). It has an 848 c.c. engine.



MORGAN: The Plus 4 drophead coupé (above) incorporates years of experience. **MORRIS:** The Morris Minor 1000 Traveller (below), one of the famous Morris Minor range, is still selling as well as ever. It is powered by the 1100 B.M.C. A-Series engine.





MORRIS: The 1962 Alec Issigonis wonder is the Morris 1100, featuring a transverse engine, front-wheel drive, independent suspension, the unique Hydrolastic suspension and disc brakes at the front.



PANHARD: The Panhard PL17 features air-cooling, a two-cylinder 850 c.c. engine, front-wheel drive and represents remarkable performance and economy.



PEUGEOT: The Peugeot 404 Coupé, a French car with Pininfarina-styled bodywork, is a very nice looking motor-car. This version has a sporty look about it which should appeal to many people.



PORSCHE: Porsche cars are imported by A.F.N., Ltd., of Isleworth, Middlesex. The Cabriolet is developed from many years of Porsche racing experience.



RENAULT: The four-seater Renault R8 (above) has disc brakes on all four wheels, a five-bearing 956 c.c. engine developing 48 b.h.p. and a sealed engine cooling system. **RENAULT:** The Renault Floride Caravelle (below) also has the five-bearing engine and disc brakes.



RENAULT: Low running costs and elimination of chassis greasing are the major attributes of the Renault 4RL (above). **RILEY:** For those who want to be different, the Riley Elf (below) is the Mini to have. It features the Riley front and an extended boot.





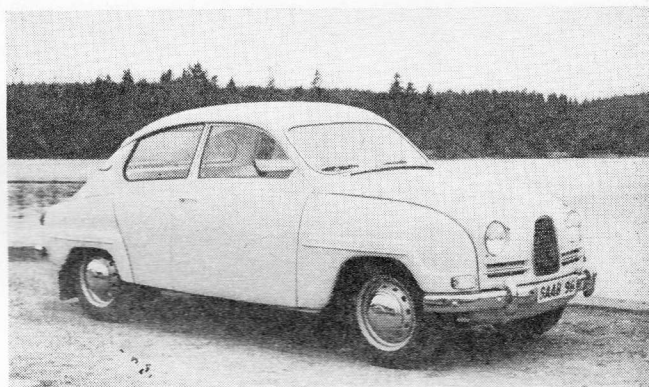
ROLLS-ROYCE: The Silver Cloud III four-door saloon now has improved performance and improved fuel consumption since the compression ratio of the V8 6,230 c.c. engine was raised from 8 : 1 to 9 : 1.



ROVER: The Rover Three-Litre Coupé was introduced to the range recently. The power output is 134 b.h.p. at 5,000 r.p.m. and the car is capable of speeds well in excess of 100 m.p.h.



ROVER: The Rover Three-Litre Saloon Mk. 2, a luxury car especially suited to rapid motorway travel, costs £1,823, therefore representing remarkable value for money.



SAAB: The SAAB 96, a sound and sturdily built Swedish car with a very good competition record in International rallies and races. Carlsson's wins in the R.A.C. Rally must have sold many cars.



SIMCA: The Simca Montlhéry Speciale (above) is powered by the 70 b.h.p. Rush engine with a top speed of nearly 90 m.p.h. **SINGER:** The Singer Gazelle Saloon (below) is a very well-appointed four-seater car offering luxury travel in the 1½-litre class.



SIMCA: This rear-engined 944 c.c. car (above) has independent suspension all round. The Simca 1000 has a top speed in the region of 75 m.p.h. **SINGER:** The Singer Vogue (below) is another Rootes car of well above average quality and workmanship.





STANDARD: The Standard Vanguard Luxury Six Saloon costs £991. When this car was announced in 1961 it caused a sensation as it had a six-cylinder power unit.



SUNBEAM: The Sunbeam Alpine is the Rootes sports car, having a 1,592 c.c. four-cylinder engine. It costs £957 and has a most attractive body featuring tail fins.



SUNBEAM: The Sunbeam Rapier has an enviable rally and racing record, especially in long-distance events when it usually wins at least its class. The Mark 3A sells at £970.



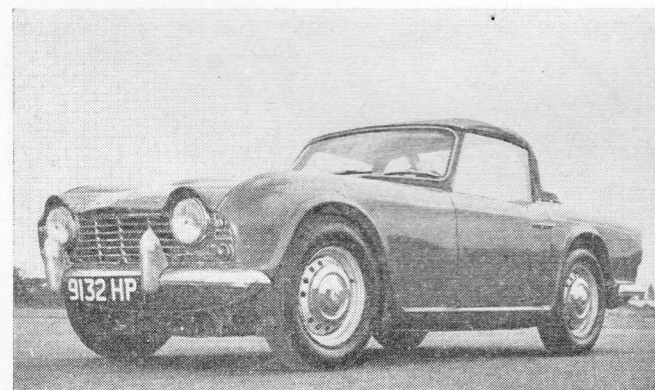
SUNBEAM: For fast open-air motoring in the 1½-litre class with four people in mind, as well as wet weather, the Sunbeam Rapier Convertible is hard to beat.



TRIUMPH: The new Triumph Spitfire sports car (above) is powered by a four-cylinder 1,147 c.c. engine developing 63 b.h.p. at 5,750 r.p.m. Independent suspension is featured. **TRIUMPH:** The TR4 sports car (below) has either a 2-litre or a 2.2-litre engine.



TRIUMPH: The 1.6-litre six-cylinder Triumph Vitesse (above) priced at £837, has a most interesting twin headlamp arrangement. **VAUXHALL:** The new Vauxhall Velox (below), simple in style yet eye-catching, offers greater interior space than its predecessor.





VAUXHALL: The new Vauxhall Victors continue into their second year virtually unchanged. Shown here is the Super model which offers a choice of bench or, at extra cost, individual front seats.



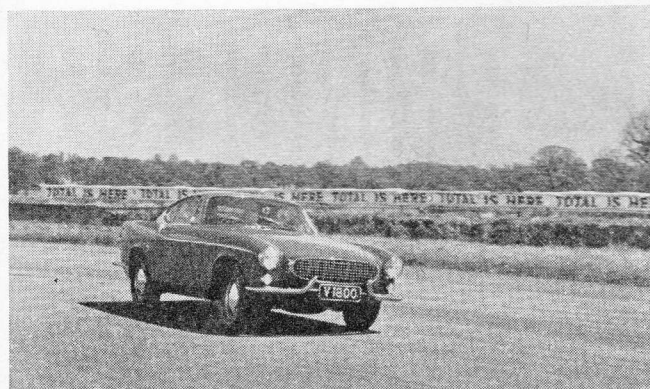
VOLKSWAGEN: The immensely popular Volkswagen, which has been manufactured basically unchanged for many, many years now. It is powered by an air-cooled, four-cylinder 1,192 c.c. engine.



VOLKSWAGEN: The Volkswagen 1500 Saloon, having a more modern appearance than the 1200, is priced at £1,036. It is expected that this model will be produced for several years.



VOLKSWAGEN: The Karmann-Ghia 1200 Volkswagen Coupe is virtually the 1200 with different and more stylish clothing. It is available in either coupé or convertible form.



VOLVO: The Volvo P1800 (above), a 1.8-litre Grand Touring stable-mate of the popular Volvo saloon, boasting beautiful lines and a satisfying turn of speed. She will set you back £1,837. **WOLSELEY:** The Wolseley Hornet, yet another variation on the Mini theme (below).



VOLVO: The well-built Swedish Volvo 122S four-door sports saloon (above) has been very popular with the difficult-to-please British enthusiasts and has a good rally and racing record. **WOLSELEY:** The Wolseley 1500, a car of orthodox lines.





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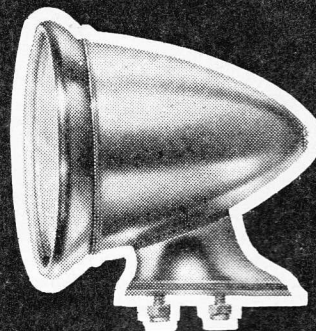
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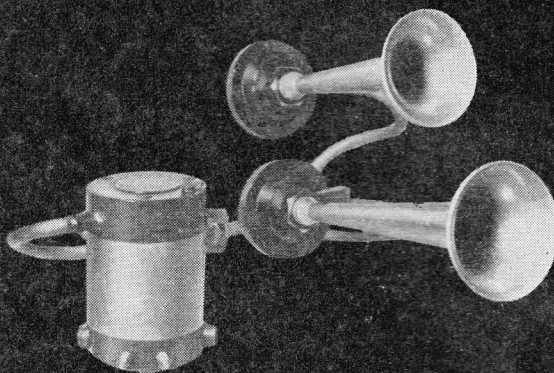
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ALWAYS beautifully organized, with the minimum of red tape, the French Motor Show Test Day has the inestimable advantage of taking place on an ideal circuit. You want steep hills, bumps, changes of camber, or room for a flat-out blind? Montlhéry has them all.

It is true that there are fewer different models of French cars than the British industry produces, but each test is quite a thorough trial on this circuit. I started driving early in the morning and, with only a short break for lunch, was still at it when evening called a halt. Indeed, I was more tired than after driving in a full length Grand Prix, which gives some idea of the opportunity afforded for the man who really wants to learn all about French cars.

Let us start with Citroëns. I wanted to verify the claim that the DS is now a genuine 100 m.p.h. car owing to its new streamlined front end. I am delighted to say that it is. I first tried a saloon, which had all the well-remembered DS virtues, and then the drophead version. This "Decapotable" seemed even faster than the saloon, exceeding 100 m.p.h. in a relatively short distance and having brakes of almost unbelievable excellence. Quieter and smoother than before, the Citroën is a wonderful car for long journeys at high average speeds, almost irrespective of the surface.

I also tried the "Ami 6", a 602 c.c. twin-cylinder car. The appearance is somewhat bizarre but the sense of light and space inside is very pleasant, and the seats are of the utmost luxury. Like most flat twins, the engine is very smooth and allows one to cruise at over 60 m.p.h. with remarkably little noise. The riding comfort is quite exceptional, and the roadholding is also impressive, but the car rolls. On changing direction in the middle of an S-bend, the action of getting up from one shoulder and rolling onto the other can be disconcerting. In my opinion the steering is too heavy.

Another car with very heavy steering is the Panhard. I tried the "Tigre", and found that the new light alloy brakes, which project right through the wheels, are extremely

easy 90 m.p.h., and the gearbox is most responsive, but the brakes become very hot during fast driving.

I also tried the Peugeot with the fuel injection engine, this time with the new Farina drophead body. The maximum speed is slightly increased, approaching 95 m.p.h. under favourable conditions. The lower centre of gravity alters the handling somewhat, and this machine is happier on corners than the saloon. During very fast cornering there is a marked tendency for the inside rear wheel to lift and spin, and again the brakes do not impress. One hopes that Peugeot will reconsider their "improved" suspension.

As a change from normal vehicles, I took over a Facellia twin-overhead-camshaft sports car. This is a really luxurious machine, with lots of black leather and polished woodwork, like the big Facel Vega. The 1,647 c.c. engine is by no means as smooth as the bigger unit, but it runs up to 6,000 r.p.m. and has a gearbox with well-chosen ratios. The short, central lever has a very wide movement across the gate and is rather far away in the third gear position.

The Facellia has been considerably re-engineered in the interest of reliability. This process has resulted in some loss of speed, and 106 m.p.h. was the most I could touch on the fastest part of the course. With Dunlop discs all round, the braking is naturally excellent. The ride is not outstanding, but the car feels really controllable at all times—it is a genuine sports car of patrician appearance and luxurious appointments.

Last year I was rude enough to suggest that the Simca 1000 was a bit of a menace in the wet. This year the sun shone all day, but I am happy to say that the handling of the 1000 has been greatly improved. It is, of course, a very tail-heavy car. The rear-mounted engine has its radiator beside it and the fuel tank and battery are also at the rear. Yet the car is now much more controllable than one would expect—on dry roads anyway.

The engine is giving more power than

JOURNÉE D'ESSAIS

The French Motor Show Test Day

By JOHN V. BOLSTER

right out. 6,500 r.p.m. was often seen on the rev counter, the brakes really work, and though the rear wheels "tuck under" when one performs a deer's leap, the driver is at all times in command.

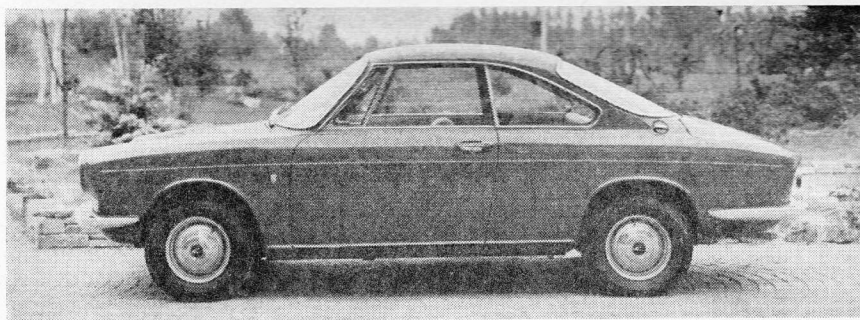
Commercially, perhaps the most important new feature at the Salon was the availability of automatic transmission on a car of less than 1,000 c.c. I was able to test a Renault R8 with the new box, an option costing only £50 in France. This design is particularly suitable for a small car because it absorbs no power and does not reduce the maximum speed.

The gearbox works very well. It gives a smooth start and, when the up-changes take place, it closes a throttle in the induction pipe to prevent the engine from revving up in neutral. If the driver wishes, he can press a button to change into second speed when approaching a corner, retaining that gear as long as he likes and then returning to automatic operation.

The R8 itself is a very good car. Capable of exceeding 80 m.p.h., it will also corner very fast by any standards and is far ahead of most rear-engined cars in this respect. One feels that the exceptionally large wheels have something to do with this, and they also permit the use of very big disc brakes of immense potency. The rather square shape of the car is apparently fashionable, though I prefer the curves of the Dauphine.

The Renault R4 now has a synchronized bottom gear. I tried the R4 Super, which boasts an 845 c.c. engine and a larger rear window than the ordinary models. Though I own one of these cars, I was not prepared for its impressive behaviour when driven at the limit on a racing circuit. In spite of the very soft ride, the roadholding is remarkably good and there are no vices. About 71 m.p.h. can be squeezed out of the little utility, and with this slightly larger engine it becomes much less tiring to drive. As a family hack with the haulage capacity of a small lorry, it is a thoroughly useful vehicle.

I feel that the above selection of cars, all driven hard during a long day of road-circuit testing, forms a pretty good cross-section of the products of the French motor industry. My general impression is that the standard of finish has greatly improved and that French cars are no longer noisy. I never became bored, because each make differs so radically from its competitors and each car has a marked personality. It was hard work but it was fun!



SIMCA 1000 COUPÉ boasts performance and handling which are as good as its looks.

powerful but can judder on occasion. The extra engine power of the new model was not in evidence, the car feeling over-geared and never touching more than 85 m.p.h., though 6,700 r.p.m. was indicated in the lower "cogs". The action of the lever on the column lacks precision, but Panhard have at last got effective synchromesh on the fourth (overdrive) gear. The handling is most individual, with pronounced oversteering on a trailing throttle.

That fast, tough car, the Peugeot 404, has undergone some suspension modifications which are apparently not a success. I first tried the saloon, and found that it has extremely light but very "dead" steering. It tends to wander on the straight and is difficult to place accurately on the corners. The engine is excellent, giving an

formerly and the all-synchromesh four-speed gearbox is a sheer delight, with a very fast third speed. The little saloon exceeds 80 m.p.h. with no bother at all. There is an initial understeer which changes to oversteer, but addicts of the rear-engined car will find the Simca easy to handle.

The very pretty coupé of the Simca 1000 is a rather expensive but extremely attractive little machine. The body shape results in a surprising increase in performance, and this is a genuine 90 m.p.h. car, 93 m.p.h. being indicated on occasion. I think I had more fun with this car than with any other. It slides, but it is so controllable that one corners habitually with the tail hanging

NOSTALGIA, excitement and interest reigned jointly at Goodwood when the British Automobile Racing Club concluded their 1962 season on 6th October with the 55th Members' Meeting at the 2.4-mile Sussex track.

The last meeting of the season is always a time for nostalgia and this one was more prone than usual to this sentiment as it was also John Morgan's final race meeting as General Secretary of the B.A.R.C., from which post he retires at the end of the year after 37 years at the job.

So it was that, for the last race of a day packed with exciting and interesting racing, he relinquished his duty as a steward and waved a final chequered flag.

The final race was also the "big" event of the meeting although it was also one of the shortest, at five laps, and with one of the smallest fields, only a dozen cars taking part.

It was the final of the Cibie Cup competition for which the French vehicle lighting manufacturers and their United Kingdom concessionaires, Brit-Over, Ltd., present a magnificent challenge trophy, replicas and cheques amounting to £175. It was a handicap restricted to those who had scored points in earlier scratch and handicap races and some judicious re-handicapping produced an extraordinarily close finish, eight cars crossing the line in as many seconds.

From scratch, Doc Merfield's 1½-litre Anglia screamed round in pursuit of cars with up to 1 min. 20 secs. start and there was hardly any change in position until the last lap when the quickly bunching field suddenly came round Woodcote Corner in a very short queue, Merfield having already passed Mick Cave's A40 and ripping past M. G. W. Knight and R. Shaw in Mini-Coopers between Woodcote and the chicane and charging after Mike Cox, whom he failed to catch by only four-fifths of a second, Cox's A40 in turn being four seconds behind A. G. Payne and D. W. Spice in similar cars, which were only two-fifths of a second apart.

From the rostrum, Merfield proved himself as good a speechmaker as a driver, while Charles Meisl of Brit-Over, Ltd., signed cheques for Merfield (who came first in the Cibie competition with 24 points), Cox and Cave (jointly second with 17 points each).

It was the most varied programme of racing yet seen at a Goodwood "club" meeting, with seven other races for single seater, sports-racing, Grand Touring and saloon cars, all the scratch races being over 10 laps and the handicaps over five.

Bill Heathcote nearly bought disaster at the start of the meeting, spinning on the grass in the Formula Junior race and clipping C. Crichton-Stuart's Cooper so that it went into the infield while Heathcote's Lotus smashed itself against the outside barrier, losing a wheel in the process.

John Dunn, who missed a gear in his Lotus and was the reason for Heathcote going on to the grass after a dash through the field from the back of the grid, did great things in a Lotus 18 behind the more modern cars of Rodney Banting and Brian Berrow-Johnson (Lotuses) and Alan Rollinson (Cooper), holding a good fourth place while Banting hounded Berrow-Johnson until half-distance and then took a lead he held to the end by a narrow margin.

Dunn's Lotus retired with transmission trouble with a lap to go and D. A. S. Colvin (Lotus) was penalized a minute for spinning at the chicane, thus losing fifth place which he had struggled hard to improve upon.

Mike Renny, in a borrowed Lotus 23,

took the lead in the sports-racing car event which followed, but he found the cockpit too small for his large frame and, having some difficulty in pedal-pressing, wisely eased up to let C. A. C. Hodgson take the lead in his 1,216 c.c. Lotus, while retaining the 1,100 c.c. class lead with his second place overall.

Behind, Bill de Selincourt had a great race keeping his Jaguar "E" just ahead of M. Perry's Attila-Climax, this pair finishing one-fifth of a second apart.

The race for 1,000 c.c. cars was divided into sports and G.T. classes, D. B. Porter's Lotus leading the sports cars from A. P. Belcher's Terrier. Robin McArthur kept

Richmond Austin Cooper, going rapidly in V. ff. Gardner's hands, during the closing stages.

The G.T. unlimited capacity scratch race provided M. B. Johnson with a fairly easy win in his well-driven Elite but de Selincourt's E-type was nearly "done" on the line by Hugh Braithwaite, who had borrowed Chris Lawrence's Morgan for the day, these two cars sharing identical times for a most exciting finish.

A *Formule Libre* race followed, the first ever at a Goodwood Members' Meeting, and having an interesting entry which dwindled away to very small proportions as the day progressed.

NOSTALGIC GOODWOOD

Final Round of Cibie Cup Competition



DOC MERFIELD'S 1½-litre Ford Anglia lifts two wheels in the Goodwood chicane while on his way to winning the Cibie Cup.

his Lotus going well in third place and just made it over the line to retire at the finish. J. R. Bloomfield's pretty little Diva-Ford, a prototype planned for series production, was a comfortable first in the G.T. section.

Mark Konig ruined the closed car handicap by taking over his wife's entry in their Elite without the organizers appreciating to the full that this was his intention. He won as he pleased by a full half minute, having little connection with the real motor racing which went on behind, the next five cars taking the flag in four seconds.

Tony Bunce (blown Tornado Ford) pipped Mrs. Mary Wheeler's T.V.R. by three-fifths of a second while Merfield's Anglia nearly snatched fourth place from J. T. Parker's Elite, having taken the Daniel

A. R. Bateman's 2½-litre G.P. Connaught refused to start and P. E. Richardson's 1½-litre ex-U.D.T. Formula 2 Cooper-Climax took to the grass on the opening lap to receive a minute penalty, while plenty more non-started.

As a result it was a clear win for Berrow-Johnson, Banting and Crichton-Stuart in that order and Ray Dille's Frazer-Nash found itself up in fourth place among (and ahead of some) the racers.

Braithwaite and the Morgan were even more impressive in the sports car handicap, taking the lead just before the end from M. Ashby's Jaguar-powered Healey with Bob Burnard's A.C. third and Han Seng Lee's Lotus fourth, these four crossing the line in eight seconds. G.M.

RESULTS

Formula Junior (10 laps): 1, R. Banting (Lotus-Ford 20), 92.32 m.p.h.; 2, B. E. Berrow-Johnson (Lotus-Ford 20); 3, A. W. Rollinson (Cooper-Ford Mk. 3). **Fastest lap:** Berrow-Johnson, Banting and J. S. Dunn (Lotus-Ford 18), 93.91 m.p.h. **Sports Cars** (10 laps): 1, C. A. C. Hodgson (Lotus-Climax 11), 87.90 m.p.h.; 2, M. P. Renny (Lotus-Ford); 3, R. W. de Selincourt (Jaguar E). **Up to 1,150 c.c. class:** 1, M. P. Renny (Lotus-Ford), 85.51 m.p.h.; 2, C. B. L. Harding (Lotus-Climax); 3, C. J. Dade (Lotus-Climax 11). **Fastest Lap:** Renny, 88.16 m.p.h. **Over 1,150 c.c. class:** 1, C. A. C. Hodgson (Lotus-Climax 11), 87.90 m.p.h.; 2, R. W. de Selincourt (Jaguar E); 3, M. Perry (Attila-Climax). **Fastest Lap:** Hodgson, 90.00 m.p.h. **Grand Touring and Sports Cars up to 1,000 c.c. (10 laps):** 1, D. B. Porter (Lotus-Ford 7), 85.86 m.p.h.; 2, A. P. Belcher (Terrier-Ford Mk. 2); 3, R. McArthur (Lotus-Ford 7). **Sports Car class:** 1, D. B. Porter (Lotus-Ford 7), 85.86 m.p.h.; 2, A. P. Belcher (Terrier-Ford Mk. 2); 3, R. McArthur (Lotus-Ford 7). **Fastest Lap:** Porter, 88.16 m.p.h. **Grand Touring Car class:** 1, J. R. Bloomfield (Diva-Ford), 79.19 m.p.h.;

2, J. R. Bryant (Austin-Healey Sprite); 3, K. L. Grant (Austin-Healey Sprite). **Fastest Lap:** Bloomfield, 80.30 m.p.h. **Closed Car Handicap:** 1, M. L. F. C. Konig (Lotus Elite), 77.75 m.p.h.; 2, A. H. Bunce (Tornado-Ford s/c); 3, Mrs. M. L. Wheeler (T.V.R. Grantura). **Fastest Lap:** D. P. Merfield (Ford Anglia), 84.87 m.p.h. **Grand Touring Cars (10 laps):** 1, M. B. Johnson (Lotus Elite), 84.12 m.p.h.; 2, R. W. de Selincourt (Jaguar E); 3, H. R. Braithwaite (Morgan Plus 4). **Fastest Lap:** Johnson, 86.06 m.p.h. **Formule Libre (10 laps):** 1, B. E. Berrow-Johnson (Lotus-Ford 20), 91.90 m.p.h.; 2, R. Banting (Lotus-Ford 20); 3, C. Crichton-Stuart (Cooper-Ford Mk. 3). **Fastest Lap:** A. W. Rollinson (Cooper-Ford Mk. 3), 93.30 m.p.h. **Sports and Grand Touring Car Handicap (5 laps):** 1, H. R. Braithwaite (Morgan Plus 4), 83.26 m.p.h.; 2, M. Ashby (Healey); 3, R. C. Burnard (A.C. Ace-Bristol). **Fastest Lap:** A. P. Belcher (Terrier-Ford Mk. 2), 86.75 m.p.h. **Cibie Cup Handicap (5 laps):** 1, A. G. Payne (Austin A40), 76.30 m.p.h.; 2, D. W. Spice (Austin A40); 3, M. F. Cox (Austin A40). **Fastest Lap:** D. P. Merfield (Ford Anglia), 84.71 m.p.h.

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Club News

By MICHAEL DURNIN

CHELMSFORD M.C.

BRITVIC RALLY

LAST year the Chelmsford Motor Club had to struggle to get 30 starters on their first Britvic Rally (yes, you're right—sponsored by the fruit-juice manufacturers). Those who did compete were treated to a really first-class no-nonsense rally, well and truly won on the road. The word got around, and this year 47 entries were received.

The event was won by one of the potent Classic-engined Anglias at present enlivening the Rally scene, crewed by Ian Terry and Roy Davies—two "local boys" from the promoting club—who dropped two minutes. Second place was fought out on the driving tests by two Minis, as a result of a tie on three minutes down on the road. Essex experts John Stentiford/John Trott just edged out Brian Stevens/Michael Bryant.

From the word "go" competitors plunged out of the supper stop, near Woodbridge (Suffolk), into a breathtaking series of 1 min., 2 mins., 1 min. and 1 min. over a track which provided very good practice for the R.A.C. stages! (For the record, from 150/306476 to 314504.) This was great fun, but it must have broken clerk of the course Alec Lobb's heart to learn that an inexperienced marshal had gone adrift with his timing and caused all four controls marks to be scrubbed! Several more quick-fire sections followed—including a very tempting "white road"

approach to 150/320½549 (approach East) which cost the winners their only two minutes. The paper work was handed in through the window on leaving each TC, and navigators were kept busy right through to TC30 in the north eastern corner of map 150. The drivers were busy too—fog made the Suffolk lanes very interesting! and doubtless accounted for a lot of the time lost lower down the results sheet.

From TC30 crews were let loose on an East Anglian speciality—an any order section, involving two intermediate TC's and four maps. Several crews cleaned this section—but not Charles Bent-Marshall/Ron Britt, who had a very pleasant conversation with the local constabulary. The P.C. was puzzled by the traffic—not by the noise—which was kept to a minimum in noise zones—and cost Charles four valuable minutes. This "scatter" section cost Brian Stevens his only three minutes—the Kentish men presumably being without the composite maps found useful by the "locals".

After the "any order" came a half-hour halt to refresh men and machines, and then came again the picture as before—plot and bash, using many of the familiar East Anglia gambits, on and off map edges, etc. By now the fog had cleared to make

matters much easier for competitors—and all sections were fairly comfortably "on" for the more experienced crews—including a fine Safari type dash down the white road through 149/960478, and clever routeing using the tricky bottom corners of 135 and 136.

After an unfortunate resort to "gimmickry" by the organizers on the uncharted airfield in square 7540—at which all penalties were subsequently deleted—the rally ran down to the finish at Chelmsford, and the tie deciding driving tests laid out and expertly demonstrated by club president Robin Richards.

All were agreed that Alec Lobb and his assistants had laid on a really first-class event, and had been backed up by a veritable army of efficient and polite marshals—some 65 controls were manned. Well done Chelmsford—we'll come again next year!

ROY DAVIES

Results

1, I. H. Terry/R. K. Davies (Anglia 109E), 20 marks lost; 2, J. J. Stentiford/J. E. Trott (Austin 7), 30; 3, B. Stevens/M. Bryant (Mini), 30; 4, D. A. Dawson/D. R. Lockyear (SAAB), 60; 5, L. White/D. Pratt (M.G.A.), 130; 6, J. Lewsey/Mrs. E. Lewsey (Austin 7), 160; Team Prizes: Club Team—Chelmsford M.C. (Dawson, Bent-Marshall, Hatchett); Individual Team—Terry, Bent-Marshall, Stentiford. Best Chelmsford M.C. Member—Terry.

BRISTOL M.C. and L.C.C.

B.A.C.M.C.

AUTOCROSS

UNBELIEVABLY fine weather blessed an autocross jointly promoted by Bristol M.C. and L.C.C. and B.A.C.M.C. at Horton, Glos., recently, a few miles up the road on the A46 from the Bristol club's more famous Dyrham Park Hill Climb.

The event attracted a representative collection of machinery ranging from a Cosworth, twin double-choke Webered Lotus-Ford to an L.M.B.-Ford saloon which trounced more modern machinery and had the last laugh over tolerantly smiling disbelievers.

Best time over the 1,000 yds. per lap course, a flat, smooth grass affair with left and right hand corners, was recorded by Ken Haskett with the aforementioned Cosworth-tuned bolide who took 1 min. 49.8 secs. on his first two-lap run, but then improved to 1 min. 48.2 secs. after a skilled piece of driving. This Lotus was also handled by Ken Piper, a late but welcome arrival with the Messerschmitt, and he had a much more exciting time with it. Taking a practice run with a competing Mini-Cooper, Ken led until the final corner when the Lotus rebelled, flinging itself against marker posts and then heading for the finish banner in a series of hairy slides, finally coming to rest against a steel post. Faure, in the Mini, meanwhile motored serenely on to record 1 min. 59.2 secs. against Ken's 2 min. 01.4 secs. In the actual runs Piper indulged in some more sideways-on stuff but kept the Lotus on the island to return 1 min. 50.4 secs. and 1 min. 50.2 secs. for second B.T.D.

Fastest of the small cars was Ted Williams' Mini-Cooper, which turned in a second run time of 1 min. 51.2 secs. against 1 min. 51.4 secs. registered by Kynoch's similar car. Faure's Mini slid round in 1 min. 55.4 secs. for the best class time by a B.A.C. member.

Class 2 brought out the medium sized saloons, sufficient numbers running on both standard and town and country tyres for the class to be sub-divided. R. N. Thomas' pre-war L.M.B.-Ford proved fast enough to win the standard-tyre award recording 2 mins. dead on its second run and holding

Crates' Ford Anglia at bay with ease first time round. Ron Fry's new Triumph Vitesse led home those on town and country wear, chopping seven seconds off his first run to record 2 mins. 2.4 secs.

A mixed bag fought out the sports-car and specials class, runners including a brace of Sprites, Morgans and Lotus and one-offs such as Seviour's Austin-Ford and the Nash R.T.N. The Lotus, shared by Piper and Haskell, was out on its own and running on town and country tyres naturally took that award. Piper also carried off the standard award, flinging the red bubble around in 1 min. 55.6 secs. and 1 min. 55 secs. Ian Swift's Super Sports Morgan was the only other car to get near this time tearing round with a good deal of opposite lock in 1 min. 56.4 secs. on its second run. McEwen, at the wheel of Coram's Lotus, had the misfortune to spin three times on his second run. The car was not on top form all day, however, neither driver breaking two minutes.

Best time by a lady was turned in by Mrs. Ross with a spirited 2 mins. 3 secs. driving her husband's Sprite.

TONY BEX

NORWESTER RALLY

THE London Motor Club's Norwester Rally takes place on the 27th/28th October. This restricted event has been very popular with competitors in previous years, and this year the route covers 300 miles on maps 164, 176 and 177, starting near Marlborough. This year there will be sealed watches; map references of controls (which incidentally are all manned) will be given at the start. The Organizers say that it will be a drivers' rally—not that it will be advisable to leave your navigators at home—and if the rumour has got around that one clerk of the course has slept over the best part of the route it is quite true—he has been dreaming of the "Safari" ever since.

A RECENT decision by the R.A.C. Competitions Committee was to reduce the number of starters in any rally in this country from a maximum of 240 to 180.

VIC ELFord and Mike Butler are to drive a Group 3 works Triumph Vitesse in the R.A.C. Rally.

Coming Attractions

- 19th-21st October. Pacific Grand Prix, Laguna Seca, U.S.A. (S.).
- 20th-21st October. Chichester M.C. Trentham 200 Rally. Starts Farnham Lane Garage, Haslemere, Surrey (M.R. 181/892329), at 9.30 p.m.
- North London E.C.C. Redcap Rally. Starts Oxford.
- Folkestone and East Kent C.C. Sea View Rally. Ascot, Staines and D.M.C. Autumn Rally.
- Knowlale C.C. Mini-Miglia Rally. Starts near Chester at 11 p.m.
- 21st October. Paris 1,000 Kilometres, Monthéry (G.T., E.P.).
- Yorkshire S.C.C. Hill-Climb, Castle Howard, near York. Starts 2 p.m.
- Burnham-on-Sea M.C. Hill-Climb, St. Audries, near Williton, Somerset.
- North Staffs M.C. and Mid-Cheshire M.C. Autocross.
- Land-Rover O.C. Cambridgeshire Trial.
- Caernarvonshire and Anglesey M.C. Production Car Trial. Starts Garth Service Station, Beach Road, Bangor, Caernarvonshire, at 2 p.m.
- 27th-28th October. Huddersfield M.C. 11th Dusk 'Til Dawn Rally. Starts Brockholes Motors, Southgate, Huddersfield, Yorks. (M.R. 103/149166), at 11.30 p.m.
- London M.C. Norwester Rally. Starts Marlborough, Wilts., at 7 p.m.
- Vickers (Weybridge) M.C. 4th Vanguard Rally. Starts White's Garage, Camberley, Surrey, at 8.30 p.m.
- Tunbridge Wells M.C. Night Navigation Rally.
- North Wales C.C. Cambrian Rally.
- 28th October. M.G.C.C. Sprint, Brands Hatch, near Farnham, Kent. Starts 1 p.m.
- Sheffield and Hallamshire M.C. High Peak Trial. Starts Strines Inn, near Bradfield, near Sheffield, Yorks. (M.R. 102/223907), at 10 a.m.
- 3rd-11th November. Grand Prix de Puerto Rico Speed Week, Caguas, near San Juan, Puerto Rico (S., G.T., F.J.).
- 4th November. Mexican Grand Prix, Mexico City (F1).
- 12th-17th November. R.A.C. International Rally of Great Britain. Starts Blackpool, Lancs. at 4 p.m.

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LOTUS ELITE 1962. Special equipment model finished in pale yellow with black upholstery. Fitted heater, seat belts etc. ... **£1,275**

FACEL VEGA HK500. Silver grey with black roof and pale grey hide interior. A most desirable example. Fitted disc brakes, electrically-operated windows, wire wheels. All synchromesh gearbox and a push button radio. A most superb car offered at a fraction of original cost. **£1,695**

E TYPE JAGUAR ROADSTER, 1962. In British Racing Green with tan upholstery and hood. Indistinguishable from new, fitted chrome wire wheels, Dunlop R55 tyres, push button radio, anti-theft device, seat belts. **£1,795**

DAIMLER SP250. A current specification model in mountain blue, pale grey leather interior, hard- and soft-tops, heater, rimblissers, chrome wire wheels. One owner. Very low mileage ... **£1,175**

FRAZER-NASH 'Le Mans' Fixed Head Coupe. Specially built at tremendous cost to a fine specification. Powered by the magnificent Bristol 2-litre unit with B54 mods. Equipment includes disc brakes, wire wheels, Dunlop R55 tyres, wood rim steering wheel, etc. Coachwork in maroon with tan leather interior. A superb road car for the man who wants something different ... **£845**

MORRIS COOPER, Dec., 1961, in light blue, white roof, transistor radio, heater, screen washer. A one-owner car with mileage under 4,000 and exceptionally clean throughout ... **£565**

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AT CHISWICK

MORGAN PLUS 4 1959 Sports 2-seater Roadster. A splendid example of these rugged race-bred motor cars. Very brightly finished in red with cockpit trimming in black. Fitted with the 1991 c.c. Triumph TR111 unit. Radio, twin spotlights. Two owners from new. ... **£495**

AUSTIN HEALEY SPRITES, 1958-1961. At time of going to press we are offering six cars in various colours—red, blue, green, white. All have extras. Sprites are one of the easiest sports cars to insure and certainly most economical to run. Prices range from ... **£345**

JAGUAR XK120 drop head Coupe, 1954. Most attractive in dove grey with grey leather interior. Recently owned by a policeman who recently had the engine overhauled, complete brake overhaul, new rear springs, etc. Michelin X tyres, radio (sometimes works), heater. Twin exhaust system that emits that distinctive Jaguar growl! A well above average car ... **£325**

TRIUMPH TR3, 1957 Sports 2-seater, in red and fitted with the following extras: overdrive, tonneau, push button radio, map light extraordinary! heater, fog and spot lights. Although three owners from new the condition shows careful ownership and is recommended at ... **£425**

ELVA (SHE GOES) COURIER Sports 2-seater, 1959. Powered by the M.G.A 1600 c.c. unit/gearbox. Recently resprayed in Jaguar indigo blue, and trimmed in blue and grey. Deceptively fast and most pleasant and comfortable to drive. Full weather equipment ... **£465**

M.G.A 1500 Roadster, 1958. With hard top, heater, luggage rack, mirrors, windscreen washers. Blue bodywork with black hard top and interior in grey ... **£465**

LOTUS XVII CLIMAX 1100, Stage III. Balanced unit. Weber carbs., glass fibre body in B.R.G. Magnesium wheels, whole car in very fine order. Please write or call for fullest details.

M.G. TD 1,250 c.c. Sports 2-seater, 1953. One of the best examples we have ever had the pleasure of offering. British racing green with matching leather trim. Specification includes independent front suspension and rack and pinion steering. Brakes just re-lined. Again, most attractive ... **£345**

SUNBEAM ALPINE, 1960, 2/4-seater, in pearl grey, fitted with detachable hard top, soft top. Wind-up windows, heater, etc. Most comfortable for touring and a delight to handle. Interior very attractive in red. Two owners from new and beautifully maintained ... **£675**

HIGH ROAD, CHISWICK, LONDON W.4. Phone: CHISWICK 7871-2-3.

AT NOTTINGHAM

AUSTIN-HEALEY 3000, 2/4-seater, 1961. An outstanding car specially supplied new in white with midnight blue side panels and hard top. Numerous extras include: overdrive, wire wheels, soft top and sliding side screens, tonneau, Michelin X tyres, radio, heater, luggage rack, twin exhaust, twin spotlights, wood-rim steering wheel, safety belts, etc. Bought new last year by its one owner for £1,535 and superbly maintained. Fabulous value at ... **£995**

AUSTIN-HEALEY BN2, 2-seater, 1956. Much sought-after de Luxe "100" with 4-speed gearbox, full Le Mans conversion on the 2,660 c.c. unit together with high speed axle, special shock absorbers, overdrive, wire wheels, heater, disc brakes all round. Hard and soft tops, sliding side screens, tonneau, anti-roll bar, wood-rim steering wheel and new tyres. A most desirable car in British racing green/white ... **£495**

JAGUAR XK140 fixed head Coupe, 1955. Equipped with overdrive, heater, adjustable steering column, etc. Colour Cambridge blue and interior in grey leather. A really genuine example ... **£495**

A.C. ACECA BRISTOL, 1957. In Italian red with matching leather interior in fine order. Recent rear suspension and transmission overhaul at works. Numerous extras include disc brakes, radio, heater, wire wheels, reversing light, etc. A really good example of these most desirable and handsome cars. Originally costing over £2,000 ... **£795**

T.V.R. Mk. III, 1962. Virtually a new car having covered only 600 miles. Most attractive in white with contrasting interior trimmed in black leather. M.G.A 1,600 c.c. unit and M.G. close ratio gearbox, wire wheels, wood-rim steering wheel, heater. A car for the enthusiast **£1,150**

TURNER 950 Sports Roadster, 1961. Certainly a car which has to be driven to appreciate the superb handling qualities. This one-owner example is in white with red trim and has modified exhaust, heater, driver's safety belt, one spotlight, screen washers. Moderate mileage and obviously well maintained ... **£395**

LOTUS SUPER 7, 1960. Climax 1,098 c.c. unit. M.G. close ratio gearbox, De Dion rear end, disc brakes all round, rack and pinion steering, wire wheels, tonneau. This specification can only be described as fabulous! and the car is offered at a very small part of its original cost ... **£545**

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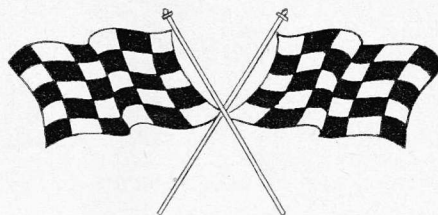
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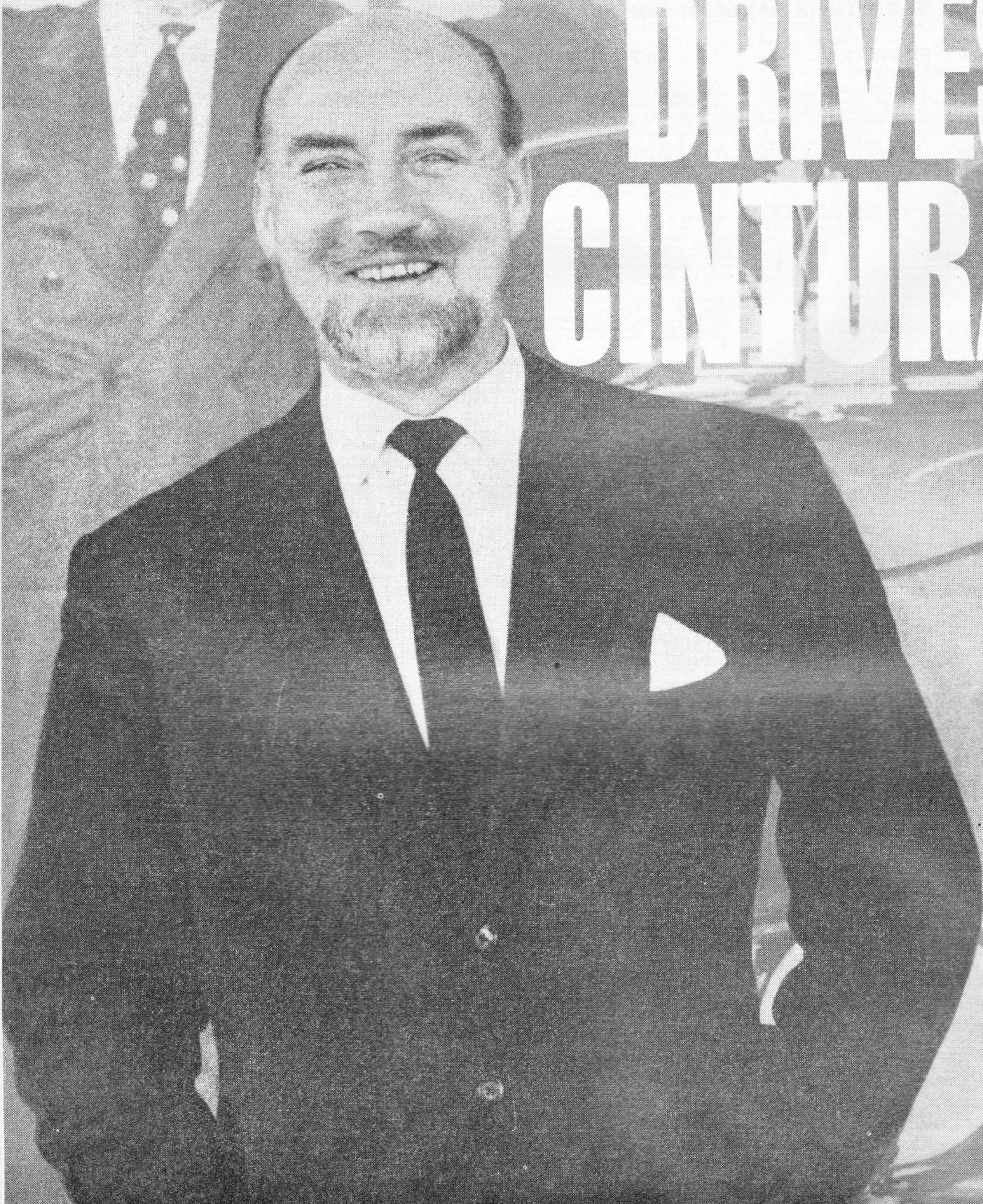


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WALLWORK DRIVES CINTURA





Johnny Wallwork runs a large garage in Manchester where he specialises in preparing cars for racing at Oulton Park, Silverstone and Aintree. And he has himself had eight years' successful experience in international rallies. We asked him to test the Cintura and he did so in typically tough and thorough fashion. Here are some key passages from a long tape-recorded interview with him after the test.

THE TEST "I drove on Cinturas in the recent Dutch International Tulip Rally — 2,500 miles that included racing at Nurburgring and Francorchamps Spa as well as mountain work in the Hautes Maritimes, Haute Savoie and the Massif Central. We had some appalling weather conditions including torrential rain at Spa."

"Incidentally, I also drove on Cinturas in the 1961 R.A.C. International Rally which included racing at Charterhall, Oulton Park and Brands Hatch. And I noticed that whereas the other competitors had to change their tyres to cater for the varying conditions, my Cinturas allowed me to do all types of driving under all weather conditions."

HIGH SPEED "At high speed you notice the absolute stability and quietness of the tyre. Then the fact that its belt construction and its remarkable tread give you the kind of adhesion which is essential for high performance motoring. After all, there is no point in having another 20 b.h.p. out of your engine or reducing the weight by 3 cwt. if you can't transmit that improved power-to-weight ratio to the road. With Cinturas, you can!"

TYRE HEATING "Yes, tyre heating is a serious problem. It is certainly one of the reasons for wheel-wobble and a lot of other steering defects. And it can result in the tread leaving the casing. Now you just don't experience these troubles with the Cintura. You see, the Cintura in action is rather like the caterpillar track of a tank: virtually the casing is laid down and the wheel runs over it, instead of the wheel spinning the rubber round on the road and creating friction and heat. And for the same reason, incidentally, you get at least 25% more wear from Cinturas — or so I've found."

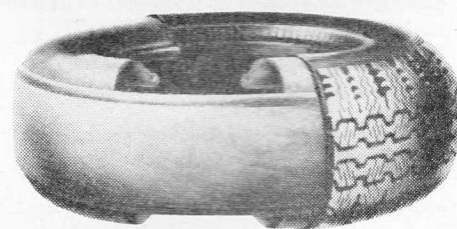
ROAD-HOLDING "It's just unbelievable the difference Cinturas make to road-holding and steering. It's interesting to know that Volvo called in Pirelli as tyre and wheel consultants for their P.1800 coupé, and it has proved to be the finest road-holding car I've ever driven. I attribute a lot of it to the Cinturas. My

give you safe cornering at speeds quite 20% higher than on any other tyre I've used in the past."

SUMMARY "I use Cinturas on my Alfa-Romeo 1900 Super which is my personal family car, as well as on the Volvo P.1800. And I'd use them on whatever car I had. They cater for all kinds of weather, all kinds of conditions: fast motoring, slow motoring, country, M1, town driving, wet or dry. They never vary. Cinturas give you a wonderful feeling of stability and confidence. And in competition work you can drive on the limit without hesitating, knowing that Cinturas will never break away suddenly or let you down."

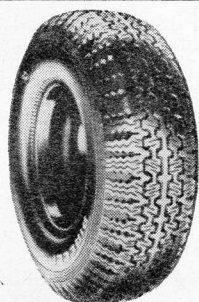
THE TYRE The basic fact about the Cintura is that it has an inextensible textile belt which runs right round the circumference of the tyre under the tread. This 'safety belt' holds the tyre profile virtually unchanged under all conditions. As Johnny Wallwork put it: "The very structure of the tyre reduces friction to a minimum and gives you tremendous advantages over the ordinary tyre. Rolling resistance is less, heat build-up is less, tyre wear is less. Apart from that, the tread construction is marvellous — perfect for every kind of road. The tread and the belt, it's those two features which make the Cintura, in my opinion, the best tyre in the world today."

On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send now for your copy of the Cintura book.



PIRELLI CINTURA

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the built-in safety belt



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fabulous
tyre
with the
built-in
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Earlier in this magazine you can read Johnny Wallwork's remarkable test report on the Cintura. And here is a complete list of the cars to which Cinturas can be fitted. If your car is on this list, why not fill in the coupon below? The Pirelli booklet will give you the full story on how the Cintura solves some major problems of high-performance motoring:—

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Alfa Romeo 1300 Giulietta 1300 Giulietta T.I. Sprint & Veloce Giulietta Giardinetta	JK 120, XK 140, XK 150	Rover 60, 75 & 90 105S & R 80 & 100 3 litre
Armstrong Siddeley Sapphire 234, 236, 346 Star	Jensen 541 R & De Luxe	Saab 93, G.T. 750 & 96
Aston Martin D.B.2/4 Mk. III	Lancia Applia 1a, Applia 2a Flavia	Simca Aronde series
Austin A.40 A.50 (Cambridge) A.55 II A.60 A.90 & A.95, A.105 A 125 Sheerline Princess	Lotus Elite M.G. MGA & 1600 Z.B. Magnette Magnette III & IV T.F., T.D.	Singer Gazelle Saloon Standard Ensign Vanguard: 4-cyl Saloon 6-cyl. Saloon Sportsman
Auto Union 1000	Morgan 4/4 Series 2 Plus 4	Sunbeam Rapier Series I, II & III
Bentley 'R' type Saloon Continental	Morris Cowley 1500 Oxford Series III, V, VI Isis Series II Six	Triumph TR2, TR3, TR4
B.M.W. 504-502 (3 cyl.)	Panhard Dyna & Conv. 1959 & P.L.17	T.V.R. 2-seat Coupe
Bristol 403, 405, 406, 407	Peerless G.T. 2 litre	Vauxhall Wyvern 1956/7 Velox Cresta VX 4/90
Daimler Conquest Roadster 3½ litre Regency 104 Majestic & Major S.P.250	Peugeot 203, 403 & 404	Volkswagen Standard & De Luxe Karmann Ghia Coupe 1500
D.K.W. Three Six Fairthorpe Electron	Porsche 1300, 1300 S 1600, 1600 S	Volvo P.1800 122S & B18 Wolseley 4/44, 15/50, 6/90 15/60, 16/60
Flat (England) 1500 Convertible	Reliant Sabre	
Hillman Minx after June 1958	Renault Fregate & Caravan	

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ADVERTISING M.C.

ADMAN RALLY

A STRAIGHTFORWARD 120-miler, with 37 time controls defined by map references only—such was the plan of the Advertising Motor Club's Adman Rally, an A.C.S.M.C. Championship event run on 6th/7th October. The organizers' original intention to issue all references half an hour before the start was amended in the case of the 34 expert crews, who received their road books one minute before starting time. The novices, 33 of them, continued to enjoy the extra 29 minutes' plotting time, despite which, most of them found the going pretty tough.

Any advantage gained by the planners at the expense of the experts, however, was negated by an unfortunate shortage of marshals, so that more than half of the controls were unmanned and tight sections had to be merged with easier stints and minor wrong-slotting could often be indulged in without penalty. Had all controls been marshalled, then the Adman would have been a very quick one indeed.

On the other hand, the organizers were assisted by two outside influences, one being fog, which was widespread, and the other an oversight on the part of the petrol baron who had undertaken to provide flags. His consignment, when opened, was found to consist of flag-staffs only! An oil baron came to the rescue and provided armbands which were used as makeshift control boundary indicators! Competitors found this to be trying on the few occasions when

across Frensham Common, of course. It was to be followed by many similar sections, several of them on the rough side. The Cruttenden/Gray DKW made mild scenic contact, but pressed on and the Russell/Scott Healey 3000 grounded to the detriment of its underparts when going well and unpenalized.

A series of two-minute sections, some, alas, unmanned, led to some tricky white road stuff a few miles north of Alton. Many crews ignored the departure instruction from Control 21, incurring a 'failed section' in the process.

The apparently impenetrable barrier of 'black' squares around East Tisted and Selborne having been negotiated, the rally encountered a snag near Control 29 in square 8928, west of Fernhurst. Here an irate gentleman had summoned the police who diverted the route, entailing a long detour to ensure a correct approach, so that this section was subsequently scrubbed. This suited the book of Thorne and Cameron (Anglia), the ultimate winners, who had actually missed the control altogether for another reason, and who were therefore delighted to learn at the finish that their clean sheet was intact. Which only goes to show that even a good crew needs that little extra slice of luck sometimes.

Meanwhile, Green and Jewell had been going well in their Morris 1100, and the Vitesse of Hayes and Street was seen to be progressing safely, surely and quickly, one minute adrift. Green and Jewell were actually clean until Control 36, situated

on the Hogs Back. They quite unaccountably got themselves lost in the fog between there and 37 on what was little more than a main-road run-in, and dropped 16 minutes in the process after having survived the "meat" unpenalized. Bad luck, indeed.

Over breakfast (or was it supper?—for the hour was not long after 2 a.m.) the general consensus of opinion agreed that the route was "on," despite the fog, but that had all points been manned it would have been a different story.

Most people thought that there had been a shade too much rough stuff, but that, apart from this, the route had been well-chosen on a none-too-easy map for organizers.

The Adman was unique in one respect. It must be many years now since a Rolls-Royce took part in a rally. Mr. R. Freeman, chairman of the Robert Freeman Co., caused quite a stir when he put number 65 on the windscreen of his magnificent limousine and set off cheerily into the night. Wisely, he retired the Rolls after some five or six sections, declaring that he had thoroughly enjoyed entering into the spirit of the thing. Home, James.

Results

1, D. W. J. Thorne/I. D. Cameron (Ford Anglia) 0 penalties; 2, M. W. Reeves/S. G. Lake (Triumph TR3A), 0; 3, D. Hayes/D. H. J. Street (Triumph Vitesse), 1; 4, J. Head/O. Fowler (Morris-Cooper), 3; 5, L. Cruttenden/S. R. Gray (DKW Junior), 3; 6, P. D. Purdy/P. Hollindale (Morris-Cooper), 8; 7, B. W. Call/R. F. Reed (Morris-Cooper), 8; 8, R. H. Ambrose/R. W. Exon (Ford Allardette), 12; 9, F. L. Bishop/R. M. Spinks (Ford Anglia), 12; 10, B. A. Green/D. H. Jewell (Morris 1100), 16.

B.A.R.C. (YORKS)

GREENWOOD CUP

A MARGIN of only one mark separated the first two competitors at the end of the "Greenwood Cup" standard car trial, oldest event in the calendar of the Yorkshire Centre of the B.A.R.C. which was held on 7th October.

Using the modern method of a rear-engined sports car, Edgar Wadsworth turned out to be the winner in his rare Denzel, with 140 marks, but close behind came R. G. Hirst, trying the old-fashioned way in a 1932 Austin Seven, who amassed 139 marks.

The trial attracted the largest number of starters the club have ever had for a standard car trial and 48 cars left the start at Guiseley for the 32 miles course.

There were 14 observed sections along the course in the Hawksworth and Haworth areas, many of which had been used before, and in addition three new sections in the Hipperholme area.

An unusual feature was a special tie-deciding test on a kart track at Hipperholme which involved a climb and reverse on a steep hairpin descent.

Only three cars did not last the full course, one retirement being John Heppenstall's Ford Pilot which had clutch trouble.

Every section but one was climbed clean by at least one entrant, and the other was climbed to the "8" marker so all were within the capabilities of most intelligently driven standard cars.

PETER CRAVEN

Results

Best Performance (Greenwood Cup): E. B. Wadsworth (Denzel), 140 marks. Runner-up: R. G. Hirst (Austin Chummy), 139. Sports cars: B. H. T. Redman (Morgan), 115. Front-engined touring cars: G. R. Monkman (Classic), 108. B.M.C. Minis: R. A. Riall (Austin), 130. Best Novice: C. Colclough (Mini), 97. Team award: R. Soper (Mini), J. M. Overend (Mini) and R. Riall (Mini), 334. First class awards: R. Fleetwood (Popular), 135; J. Denton (Sprite), 111; J. Rhodes (Herald), 100; J. Suttentall (Herald), 104; E. P. Millman (Mini), 122.

B.A.R.C. (N.W. CENTRE)

AINTREE SPRINT

THE B.A.R.C. (North Western Centre) held their Autumn Sprint at Aintree on 6th October, using a timed mile section of the club circuit, i.e., starting from some 75 yds. above Country Corner and taking in Village, Valentine's Way and Becher's to finish half-way up Railway Strait.

Records, standing at the last meeting were, outright: Keith Jones (Lotus 18), 47.2 secs.; Sports cars: John Scott-Davies (Lotus 17), 50.3 secs. and Saloons: Bobby Parkes (3.8 Jaguar) and Phil Middlehurst (A40), 55.2 secs.

Only Jones's course record still stood at the finish, though D. Bridges (Merlyn F.J.), in making B.T.D. with a run in 47.8 secs., came very close!

The sports-car record took a caning by the Elva-Climax Mk. 6 driven first by Don Hill in Class 11 when he recorded 49.1 secs. and then, in Class 12, F. R. Blease in the same car was timed at 49.9 secs. Saloon car record also suffered when Bobby Parkes (Jaguar 3.8) made two runs in 53.8 secs and 53.4 secs. Last but not least, the fastest lady was Mrs. Iddon (TR3A), with a time of 56.3 secs.

FRANCIS PENN

Results

B.T.D.: D. Bridges (Merlyn-Ford Mk. 3), 47.8 s. B.T.D. by Lady: Mrs. L. H. J. Iddon (Triumph TR3A), 56.3 s. Class Winners: T. Baines (Austin 7), 64.3 s.; I. McDougall (Morris Mini-Cooper), 58.6 s.; J. B. Pemberton (Austin Mini-Cooper), 56.0 s.; D. O. Sutherland (Sunbeam Rapier Mk. 3A), 64.1 s.; G. H. F. Parkes (Jaguar 3.8 Mk. 2), 53.4 s.; J. T. Butterworth (Lotus 7), 52.5 s.; J. Scott-Davies (Lotus-Climax 17), 49.2 s.; P. C. Kelly (Elva Courier), 52.4 s.; S. G. Reakes (Jaguar E), 53.4 s.; G. D. Hill (Elva-Climax Mk. 6), 49.1 s.; F. R. Blease (Elva-Climax Mk. 6), 49.9 s.; D. Bridges (Merlyn-Ford Mk. 3), 47.8 s.

INTERNATIONAL LONDON RALLY

THE R.A.C. Competitions Committee granted an application by the London Motor Club for international status for their London Rally.



WELL I NEVER! R. Freeman entered a Rolls-Royce, but retired after five or six sections.

they were early, or when a codeword was being used.

The selected sheet was O.S.169, that grandfather of southern rally maps and the route, which started and finished at the Hut Cafe and Filling Station at Ash, and ran generally in a large anti-clockwise circle round the southern half of the map.

A copybook result was achieved, with one clean sheet, followed by cars one and three minutes adrift. A most ineffectual tie-decider, involving parking the nearside rear wheel as near as possible to a cardboard box, was used to classify crews with equal marks, the originally intended special stage failing to comply with the new R.A.C. definition. As it happened, 'farthest clean' would have been better.

An easy opening stint served to steer the rally clear of Aldershot, Godalming and Guildford before the schedule tightened abruptly with the use of the first white road of the evening—this just had to be the one

CORRESPONDENCE

Allards at Brighton

COME off it, John Farley! We sympathize with your problems at Brighton—but why take it out on us? We asked and received no favours from the organizers. In fact, did you know that Sydney Allard was similarly excluded from the unlimited racing car class for which the Dragster was originally entered? Did you also know that cars in the Dragster class were precluded from taking the B.T.D. award?

We are all delighted that at last there is competition for the Allard and that there are prospects of a needle match next year. But fair's fair, Mr. Farley. Let's keep biased and uninformed mud-slinging out of AUTOSPORT, shall we?

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G. B. BELTON,
Public Relations Officer.

Sensationalism

WHEN Mr. Lance Wilson writes of sensationalism in newspapers where motor sport is concerned (AUTOSPORT, 5th October), he is guilty of the unforgivable sin of generalization.

The *Derby Evening Telegraph* has, for the past year, carried a weekly article giving ample space to motor sport, and has given a deserved boost to the many teams and club drivers in its circulation area.

Excellent support for this feature has been willingly given by Reg Parnell, Team Elite '62, Team Turner, Pat Fergusson, John Dalton and many others, none of whom have ever complained of "sensationalism".

I would suggest that Mr. Wilson, before making such rash statements, in future attempts to get a true picture of the attitude of some provincial newspapers regarding motor sport.

DERBY. JOHN STONE, Motoring Correspondent,
Derby Evening Telegraph.

Independent Television and Motor Racing

FOR a long time now, I have kept my pen still and put up with the poor television coverage of the best sport in the world, but Saturday, 22nd September, was a really black day.

I was working 6 a.m. to 2 p.m. on this day and was pounding "the beat" in Slough for seven long hours—with a heavy cold—but was I bored? Not on your life! A quick glance in the daily paper showed motor racing at Goodwood on I.T.V., so I thought I'd settle down in the armchair and watch a fine club meeting. I booked off duty, dashed to my digs, downed my lunch in double-quick time, and settled in the chair at 2.35 p.m.

Sure enough, on it came, but due to a change in the programme of races, we were to see a five-lap scratch race for sports cars, instead of something that would, perhaps, have been more interesting. I hasten to add, however, that this was no fault of I.T.V.

This race, won by Beckwith (it is time somebody gave him a better drive!) showed a good dice for second place, and whetted my appetite for the next visit at approximately 3.20 p.m.

Did Goodwood come on the screen at 3.20 p.m.? No! We just HAD to wait for the starting prices of the 3.15 p.m. horse race at Thirsk, even though there was another transmission from there at 3.40 p.m. (and surely the 3.15 p.m. starting prices could be given then). At 3.25 p.m. we went over to Goodwood, and we saw the cars returning to the paddock, having finished the race! Words failed me absolutely! But this wasn't the end, another visit was planned for 3.50 p.m.

After the 3.45 p.m. race at Thirsk, I thought: "This is it, a 10-lap marque scratch race". But it didn't come on, and instead we saw six advertisements. When we eventually arrived at Goodwood, six of the 10 laps of the race had been run!

This disgraceful state of affairs must not be allowed to continue, and this applies to both television services. Quite often they seem to exceed the time of their transmissions on some sports, but not motor-racing. What a waste of an afternoon.

I appreciate the fact that there has been considerable correspondence on this subject already, but as I feel that this is the worst case to date, I am compelled to write in the hope that perhaps there are some motor minded people in the television service who read AUTOSPORT, and who might like to send their explanations or excuses.

SLOUGH, BUCKS. JOHN MAXWELL.

Molyslip Trophy Race

I FEEL I must put pen to paper concerning the Molyslip Trophy race at Snetterton on 29th September. I consider that this was the most childish exhibition that I have ever seen on the track. Twelve cars started this race in mint condition, but by the end most of the cars were marked in some way, five of which were severely damaged.

I consider that this can only do harm to the sport that we love.

Please let's have no repetition of this nonsense.

WELLS, NORFOLK.

M. G. T. KITSON.

Bring Back the Big 'Uns

ON reading "From the Cockpit" in AUTOSPORT of 28th September, I take an opportunity of rediscussing the pros and cons of the present 1½-litre Formula 1. For, now that it has almost completed two seasons and that we have seen Britain at last acknowledge it and produce a combination of engine and chassis design which has shown itself able to stave off any of the foreign opposition in the majority of races this season, we can fairly consider the success or failure of its innovation.

At the beginning of last year Stirling Moss was quoted as saying that he thought it a change for the worse. He said the fact that too many inexperienced drivers to the G.P. circus, unused to the sustained high-speed close-formation driving which this formula would encourage, owing to the fractional difference in the performance which these smaller 1½-litre engines could produce on different modern chassis, and finding themselves unable to cope with the thrusting tactics of the experienced men, would make this new formula far more dangerous than the fact of the higher speeds of the 2½-litre machines.

Well, we can certainly see that it has produced some very close racing indeed; and to see the difference in lap times of all the various cars we only have to look at a typical grid line-up of any of this year's G.P.s. Granted it is close racing that the average spectator wants, but there is danger, as we have seen, not so much now to the public as to the driver.

So for the drivers and, I'm sure, for those enthusiasts like myself who are close followers of the sport, we would prefer to see the top-class men able to hold their own under the command of more power from a 2½-litre engine, and to show their experience and ability by driving for themselves as opposed to being driven. For the speeds now are faster anyway, and that is a separate problem!

One only has to read Bruce McLaren's excellent articles to truly understand. But for whom do we cater?

NEUCHÂTEL, SWITZERLAND.

NICHOLAS FAURE.

Not a Special Kind of Motoring?

HAVING bought many cars of a certain marque which offered one "A special kind of motoring which no other car in the world can offer," I purchased two months ago the two-seater coupe for £2,131. Now I know how they arrived at the above slogan. Before 1,500 miles the car was drinking oil, and the spare wheel compartment was covered in water every time it rained. As we were leaving on holiday we were told: "carry on, we will sort it out when you get back."

What a journey: the car used three gallons of oil for 2,180 miles. Thanks to Castrol we managed to stack tins in every corner at each stop; water flooded into the driver's footwell, shoes and socks getting soaked; spare wheel was still covered in water; this solved the problem of where to put the goldfish; clutch started to scream its head off; at every bump in the road the passenger ducked, as the rear end is so low it hits the ground—still it kept her mind off the water which dripped into her lap; exhaust gasket started to blow (so did I—into main agents at Geneva: "Sorry cannot help, probably tomorrow". One bright spot: the agents at Neuchâtel did the job straightaway in eight minutes flat; suggest Geneva agents want a shake-up).

Why should manufacturers experiment with the public? These faults should be found and put right before they are offered for sale. It cannot be all honey to be a dealer, who has my sympathy, in trying to correct design faults and, I suspect, not getting much help from the factory. A letter was sent to the managing director, who expressed regret and an immediate investigation. So far that has produced nothing and I am still without my car.

Did somebody say we should enter the Common Market?

SIDCUP, KENT.

ROBERT H. WILKINS.

The Editor is not bound to be in agreement with opinions expressed by readers.

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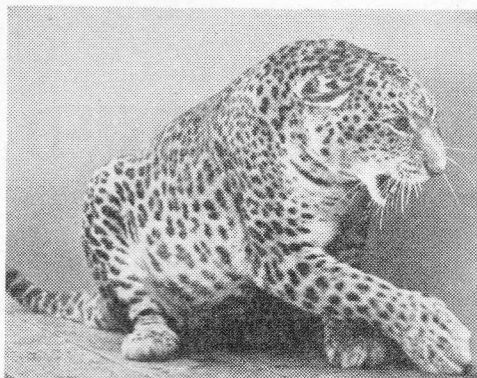
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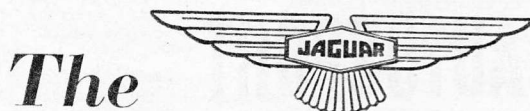
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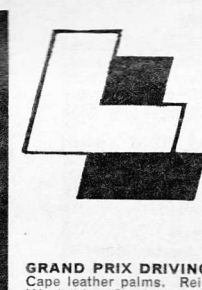
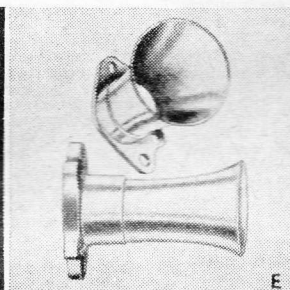
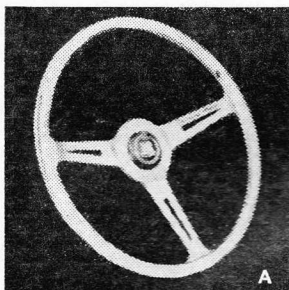
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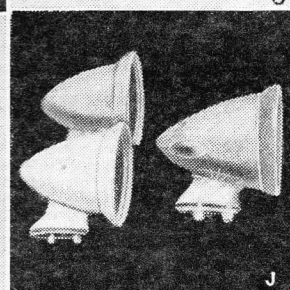
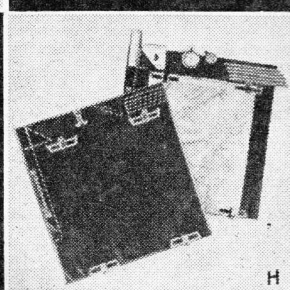
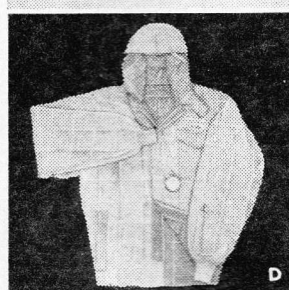
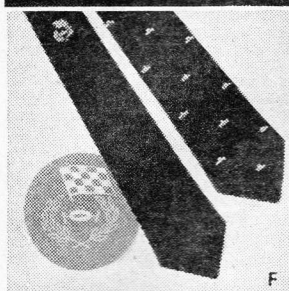
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A.C. ACECA, July 1960, 30,000 miles, metallic green/dk. green leather, overdrive 2, 3, 4, spotlamps, rev. light, disc brakes, heater, radio, safety belts, screen washer, woodrimmed wheel, latest type C.L.B. engine, specially flowed head. Offers around £1,425.—P. Sutcliffe, Greystones, Birkby, Huddersfield. Phone: Day 5066; night, 479.

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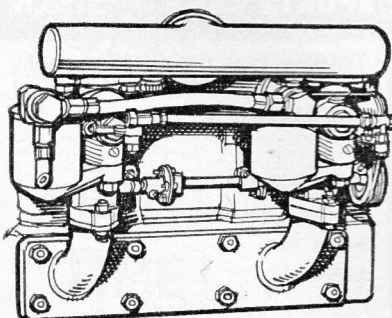
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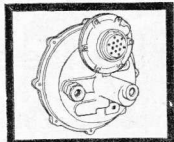
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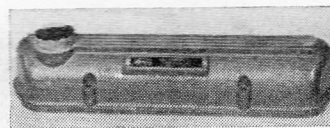


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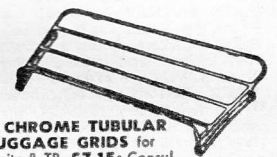
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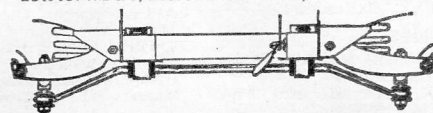
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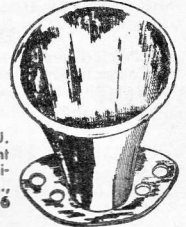


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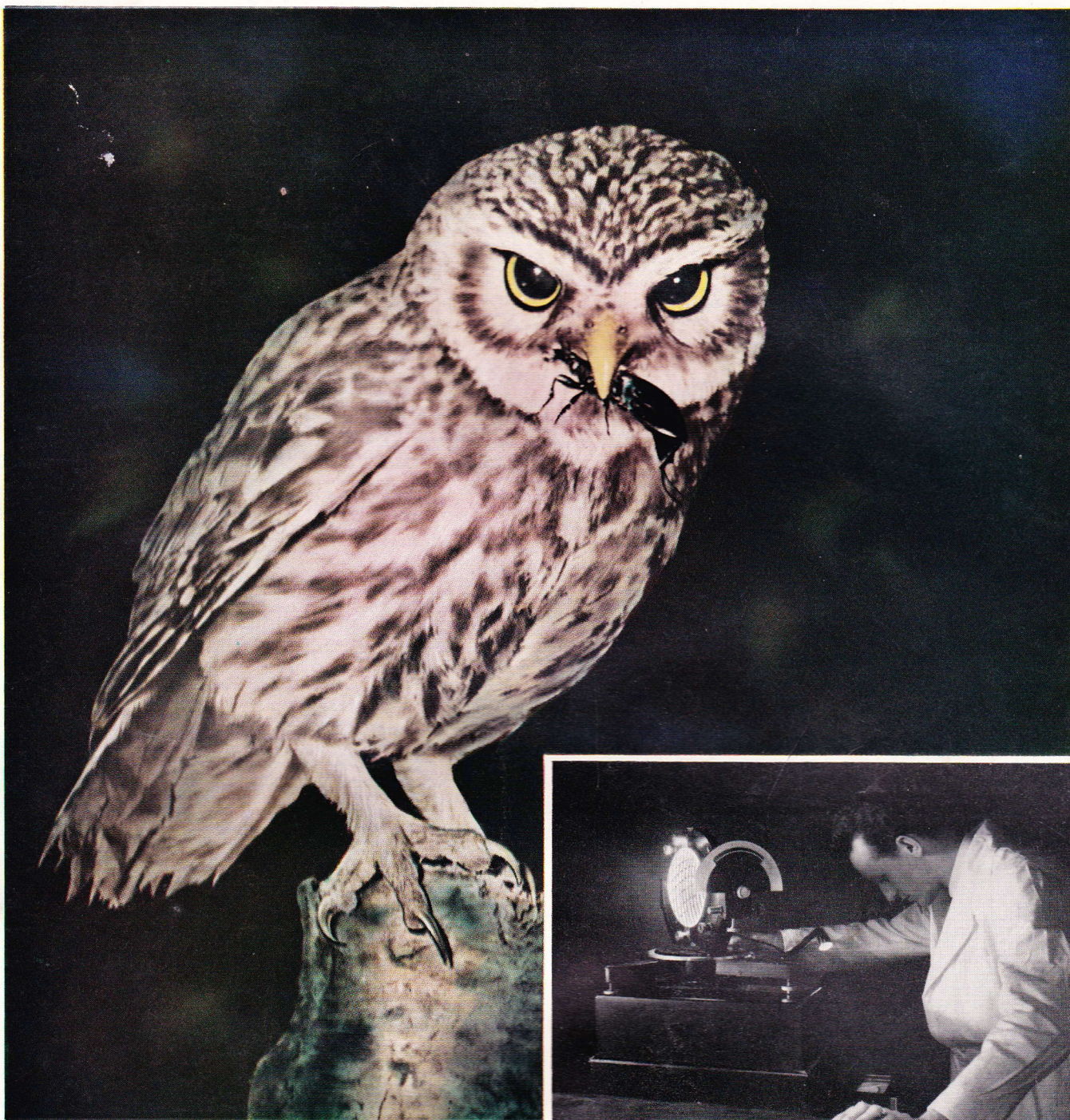
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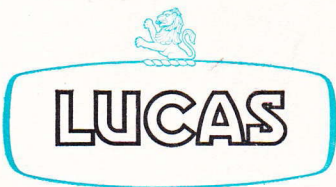


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