Vol. XXXIX No. 11 TWO SHILLINGS November 1963

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR







ROVER 1964

Rover moves into 1964 with a range of superb cars. Cars renowned for Rover engineering. Rover performance. Rover luxury. Leading is the advanced Rover 2000—highlight of this year's Motor Show. With it, the Rover 3-Litre Saloon Mark 11 and the Coupé. And, of course, the Rover 110 and 95.

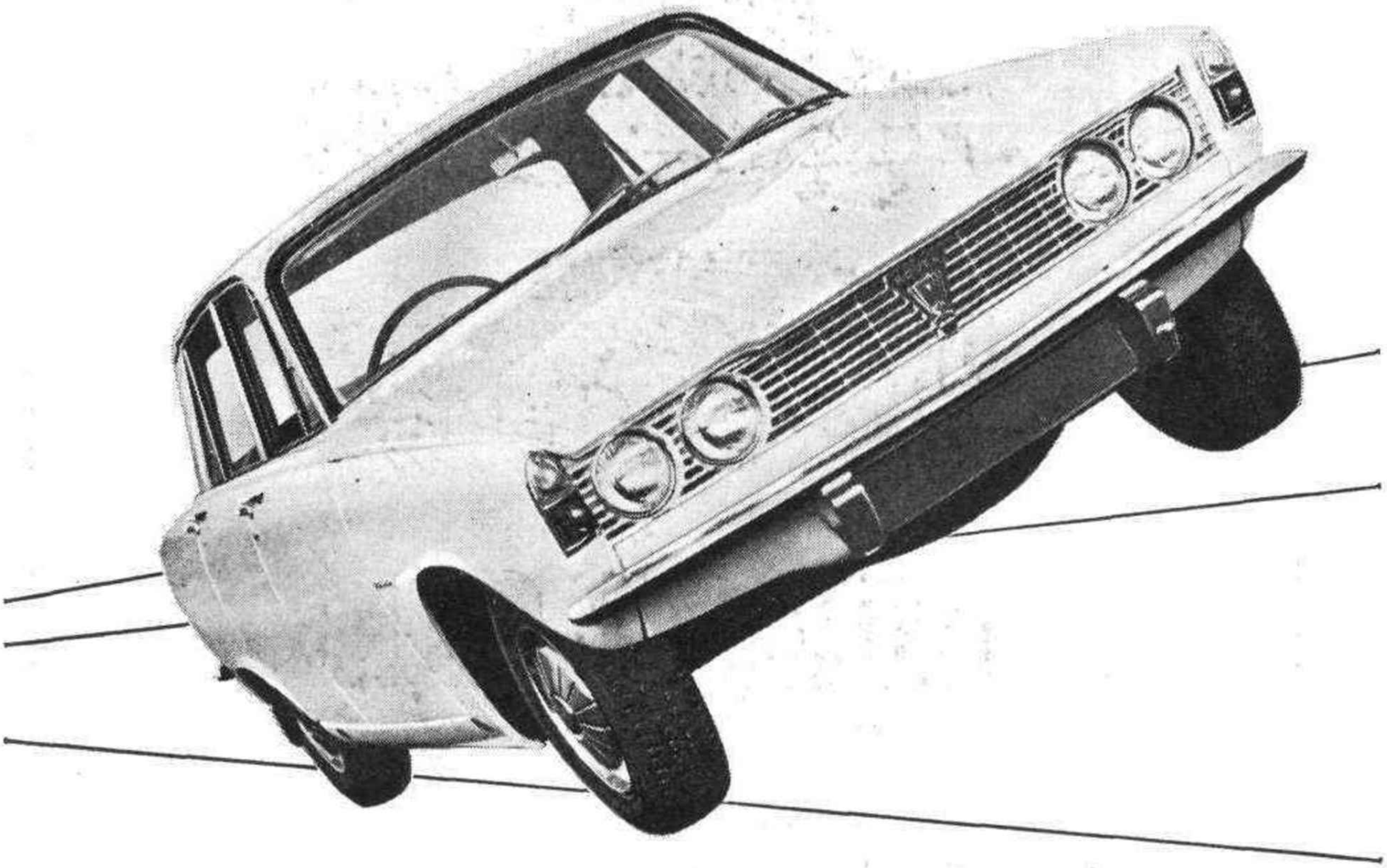
Rover—one of the world's best engineered cars

THE ROVER COMPANY LIMITED, SOLIHULL, WARWICKSHIRE
London offices and showrooms: Devonshire House, Piccadilly.

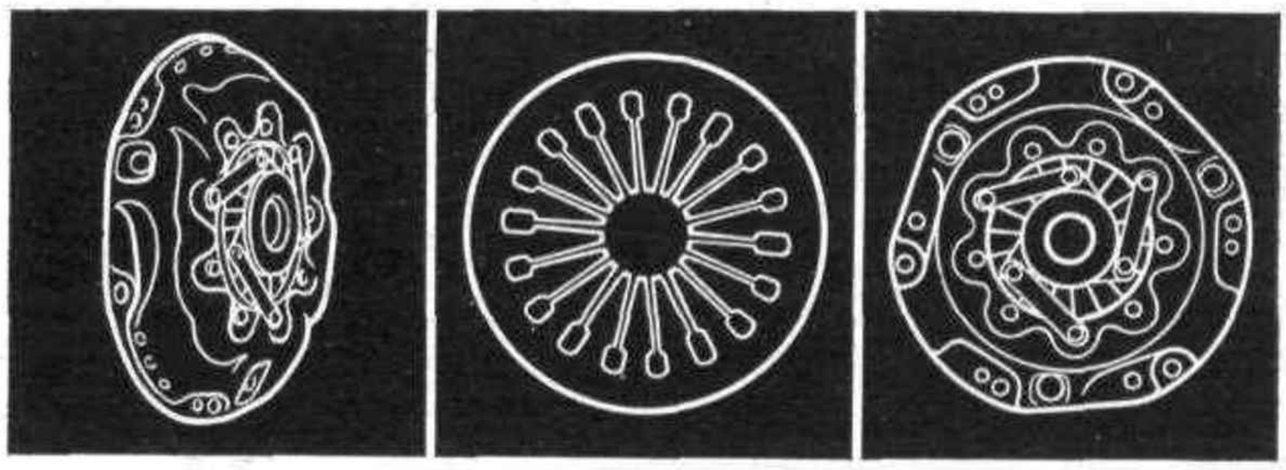
Makers of fine cars and the world-famous Land-Rover

BY APPOINTMENT TO
HER MAJESTY QUEEN ELIZABETH II
MANUFACTURERS OF MOTOR CARS AND LAND-ROVERS
THE ROVER COMPANY LIMITED

Forward-thinking produced this car . . .



chose this clutch



LESS SPACE | LESS PEDAL PRESSURE | LESS FATIGUE

The new Rover 2000 is a product of forward-thinking. It shows in the car's fresh, simple lines. It shows in the high mpg figure. It shows in the sports-car handling qualities and the 90-plus cruising speed.

And it shows in Rover's choice of clutch: the revolutionary Borg & Beck Diaphragm Spring Clutch: Specially designed for today's high engine speeds and torques, this new clutch provides improved performance in less space. It needs less pedal pressure than a conventional clutch, and is an aid to better, easier driving.

It is the first clutch of its type in full-scale production in Britain—made by Borg & Beck, backed by the resources of the AP Group.

REGD. TRADE MARK

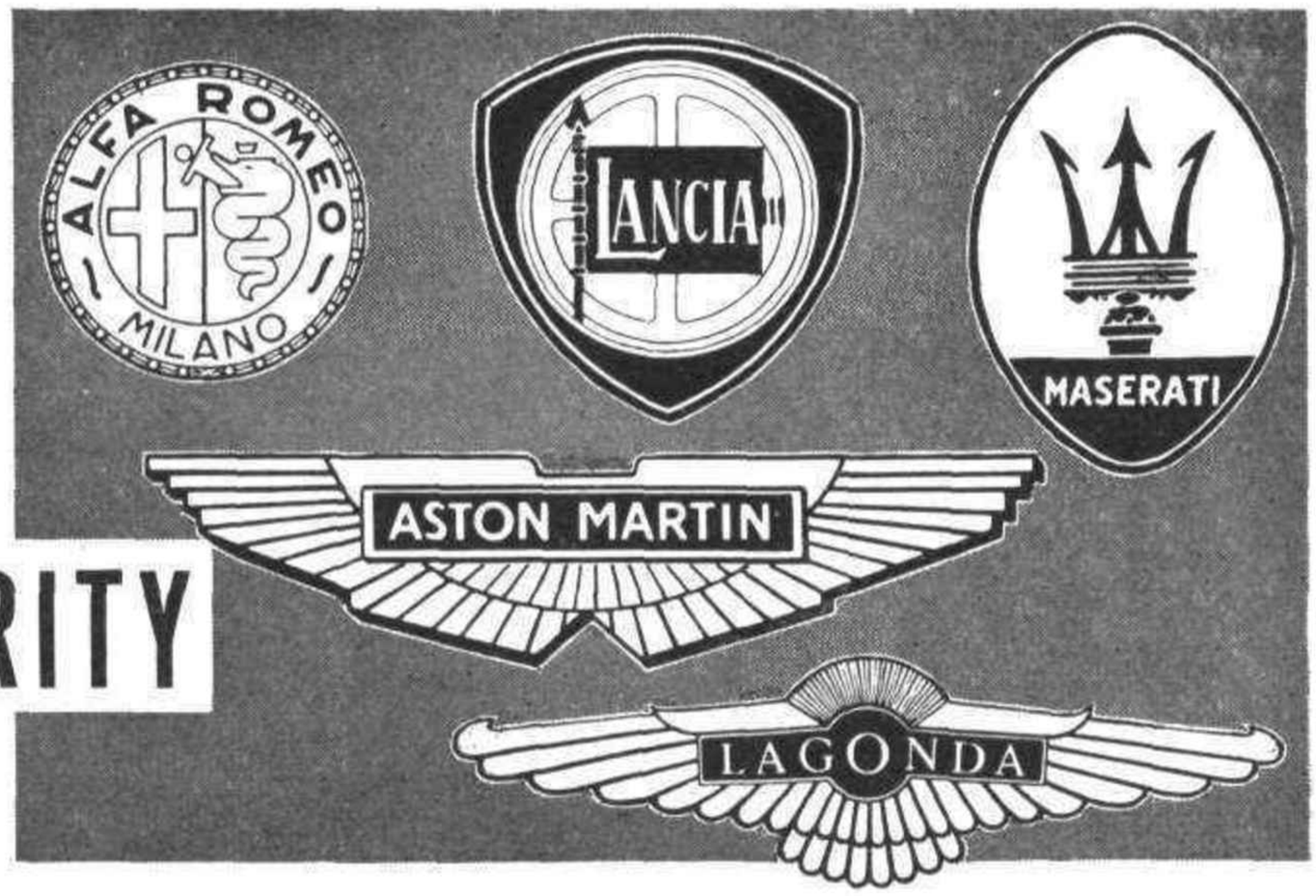
BORG & BECK

DIAPHRAGM SPRING CLUTCHES

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PROOF OF THE SUPERIORITY OF NEW



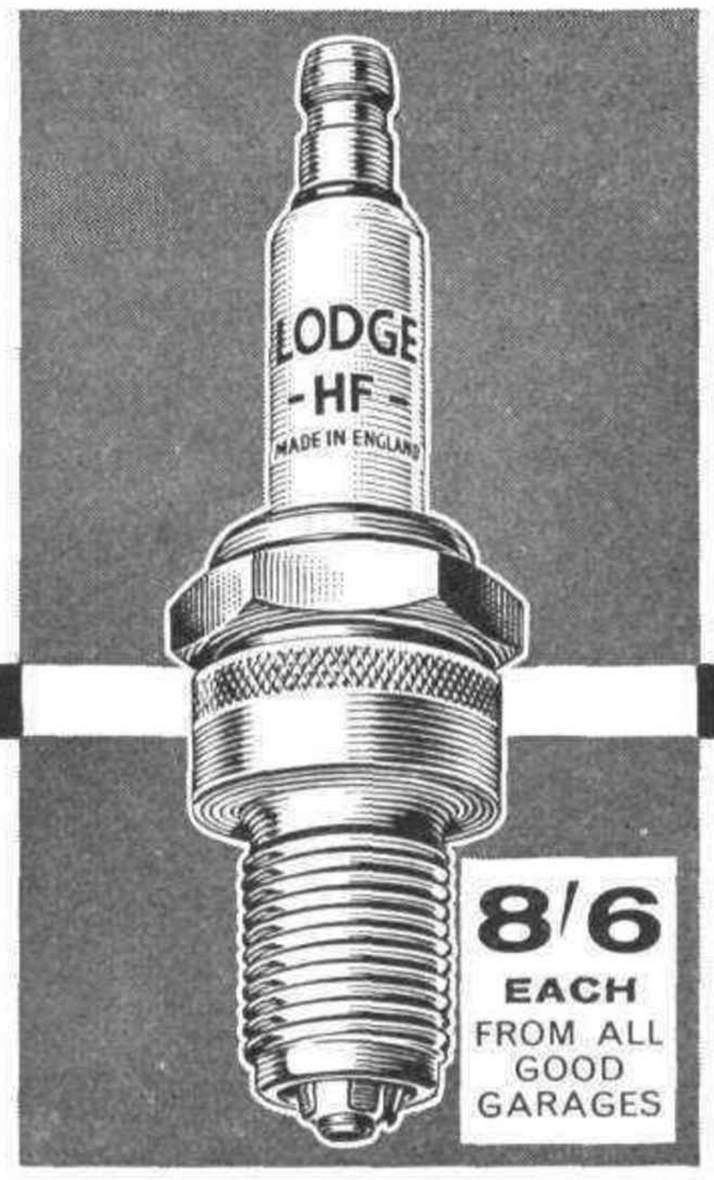
GOLDEN LODGE

After extensive testing new Golden Lodge spark plugs have been named as original equipment on these famous cars. Proof of engineering confidence in Golden Lodge superiority.

now fitted as original equipment to

ALFA ROMEO · ASTON MARTIN
LAGONDA · LANCIA · MASERATI

Soon to be joined by others!



FIT GOLDEN LODGE AND ENJOY

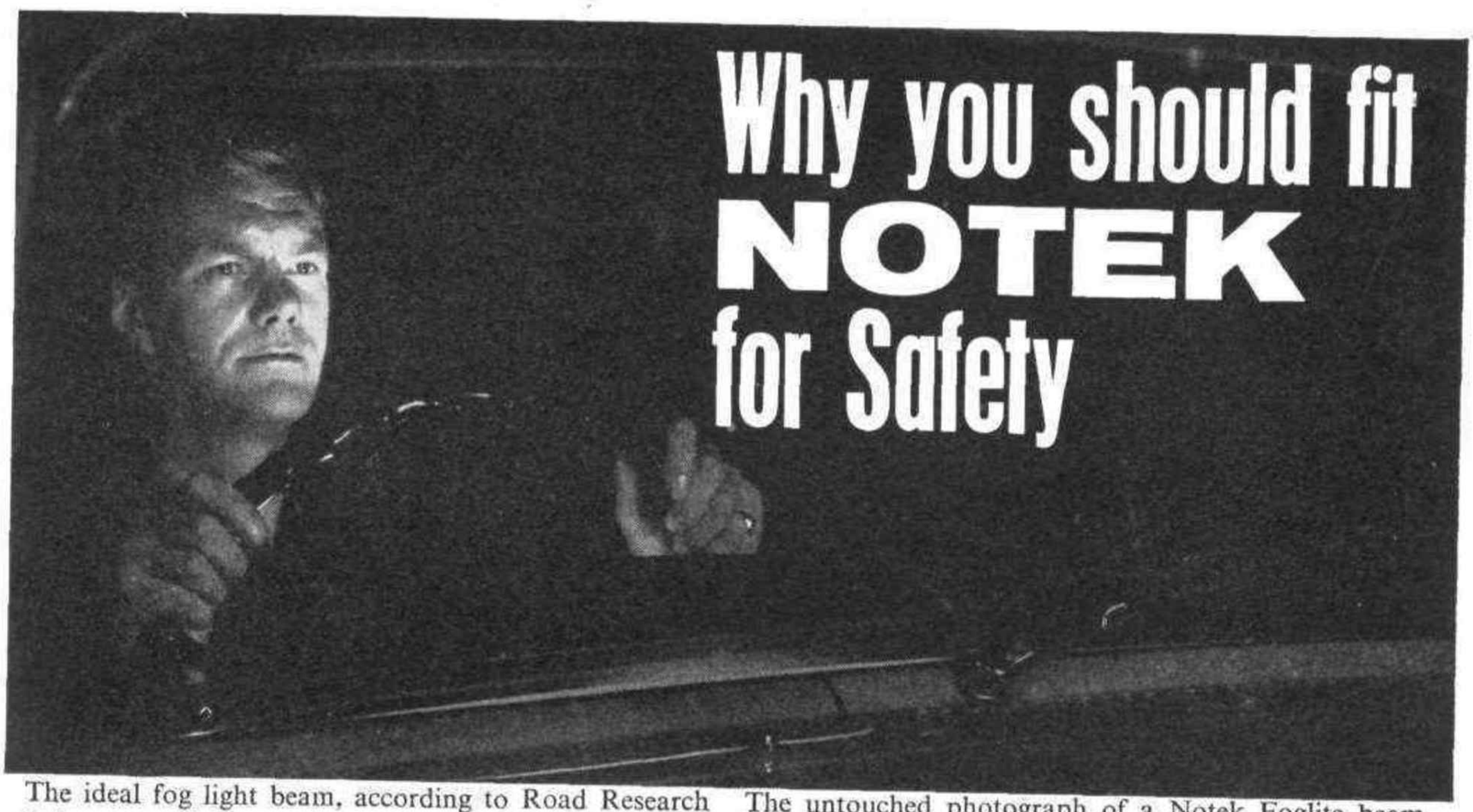
FIVE-FOLD BENEFIT

✳ No maintenance ✳ Twice the life of ordinary plugs
✳ Wider heat-range for flexibility ✳ Lower fuel bills
✳ Easier cold starting

GOLDEN LODGE NEW BRITISH LONG-LIFE SPARK PLUGS

IMPORTANT Golden Lodge will do all that is claimed, when fitted to normally healthy engines in the majority of cars. They will not cure worn pistons, broken rings, damaged valves, faulty carburation, etc.

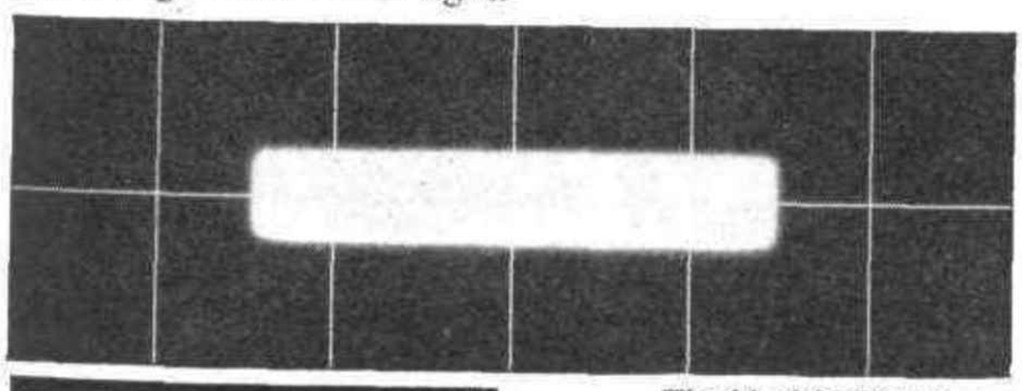
Consult your garage the nearest Halfords' branch or accessory store for recommendations or send for leaflet :
S. SMITH & SONS (ENGLAND) LTD., SPARK PLUG & CERAMICS DIVISION, ST. PETER'S ROAD, RUGBY, WARWICKSHIRE



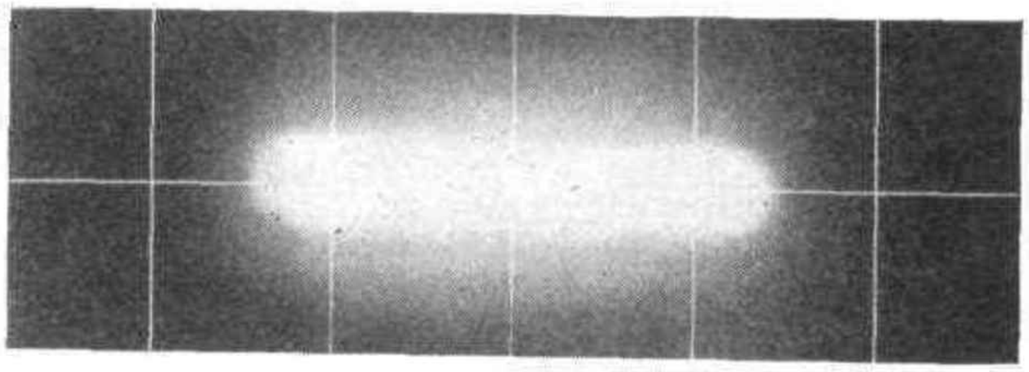
Why you should fit NOTEK for Safety

The ideal fog light beam, according to Road Research Laboratory findings, should be flat-topped with wide spread. Above a certain candlepower, beam intensity defeats its own object by throwing back-glare into the driver's eyes. The most powerful lamp is therefore not necessarily the most effective, and yellow light has no advantages over white light.

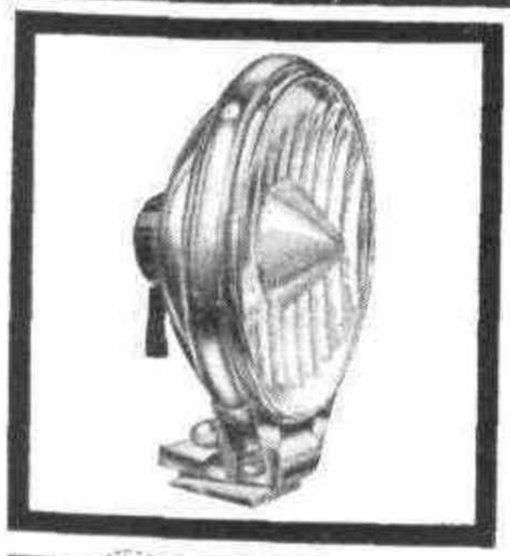
The untouched photograph of a Notek Foglite beam, below, shows the absence of back-glare achieved by perfectly balanced intensity of candlepower with lens and reflector — as near the ideal as possible. The famous Notek 'Blue Spot' is designed to concentrate light rays from the bulb and prevent them straying to waste.



The ideal foglight beam



The NOTEK Foglite beam

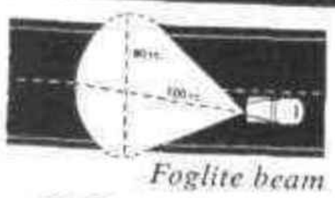


NOTEK put safety first. Your safety. Scientific tests have proved the effectiveness of Notek beam characteristics under every driving condition. In heavy fog or mist, the Notek 23° flat-topped Nearlite, or the 46° Foglite — both with exceptional cut-off and negligible back-glare — enable motorists to drive with maximum possible safety. At night, in poorly lit or unlit areas, the Notek asymmetrically-beamed Passlite gives crystal clear vision up to 400 feet; and for absolute safety at high speed the 700 feet pencil beam of the Farlite is essential. All Notek lamps have positive, precision beam adjustment, and brackets are available for fixing to all makes of vehicle.

These are the four models:-

69/- each including cable, switch and bracket

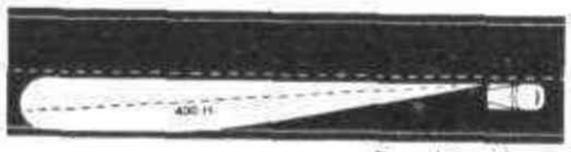
125 series FOGLITE 46° flat-topped beam
125 series NEARLITE 23° 150 ft. flat-topped beam
125 series PASSLITE 400 ft. asymmetric beam
125 series FARLITE 700 ft. pencil beam



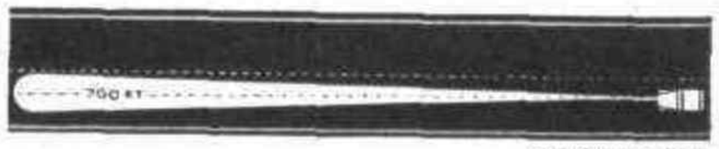
Foglite beam



Nearlite beam



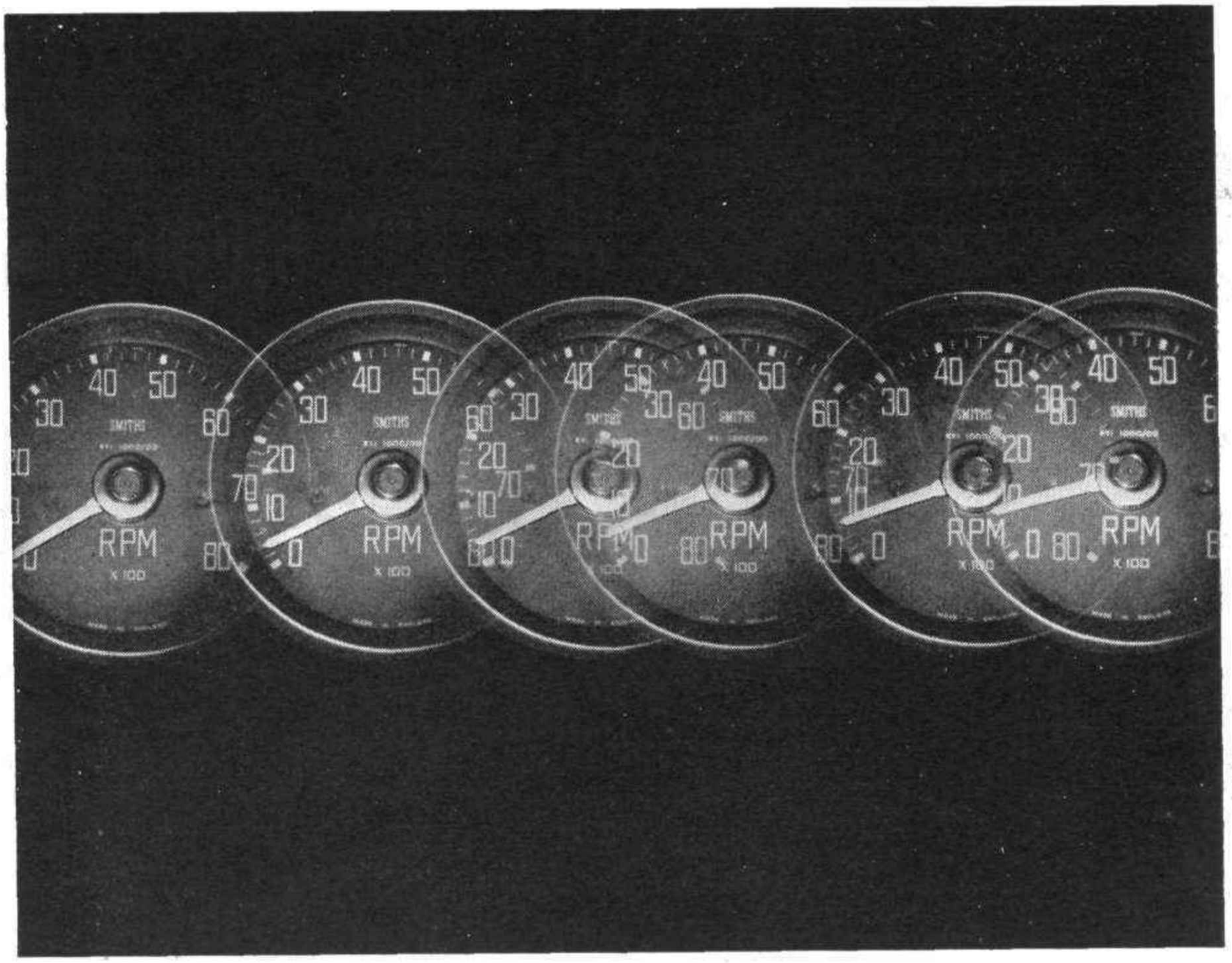
Passlite Beam



Farlite Beam

Notek lamps are available from your usual garage, accessory shop, or any branch of Halfords —get a Notek brochure today.

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LONDON, E. C. 4, Tel. Fleet Street 0701

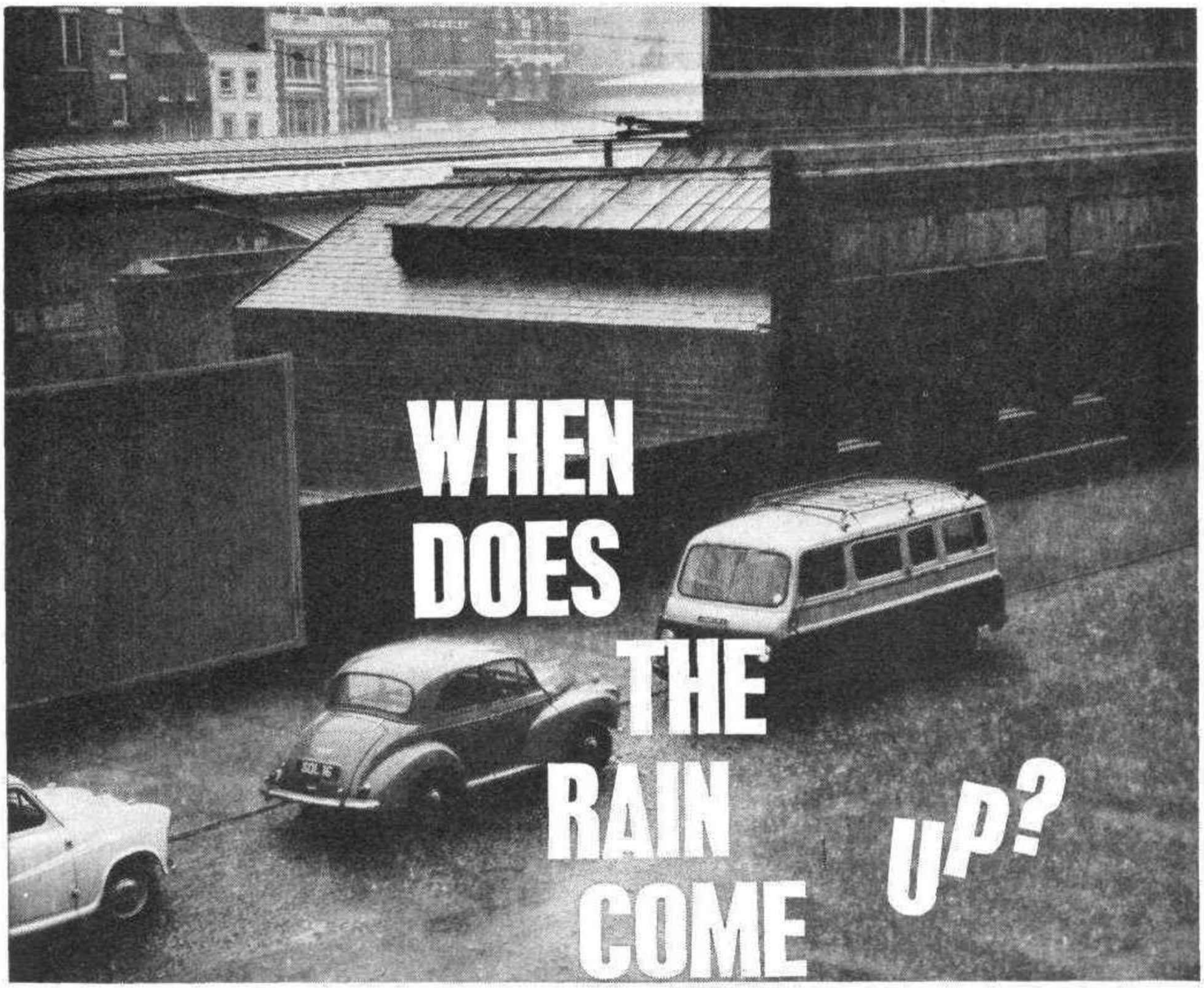
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STP

Pure oil engine additive



Studebaker
INTERNATIONAL S.A.



Under conditions like this. And it comes up hard, bringing with it damaging abrasive grit, sludgy filth, with a saturating wetness that seeps into every crevice of your car. And such deposits leave their mark. Permanently. Increasing the need for underbody repairs.

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Spray applied by selected garages throughout the country. Flintkote Under-Body Coating is specially formulated to provide a thick, tough, flexible skin, permanently sealing joints and protecting floor panels and chassis members. It cushions against impact, improves sound comfort and ensures a higher re-sale value. Ask any Flintkote user.

THE FLINTKOTE COMPANY LIMITED
ADAM HOUSE, ONE FITZROY SQUARE, LONDON, W.1.

A WORD OF WARNING.

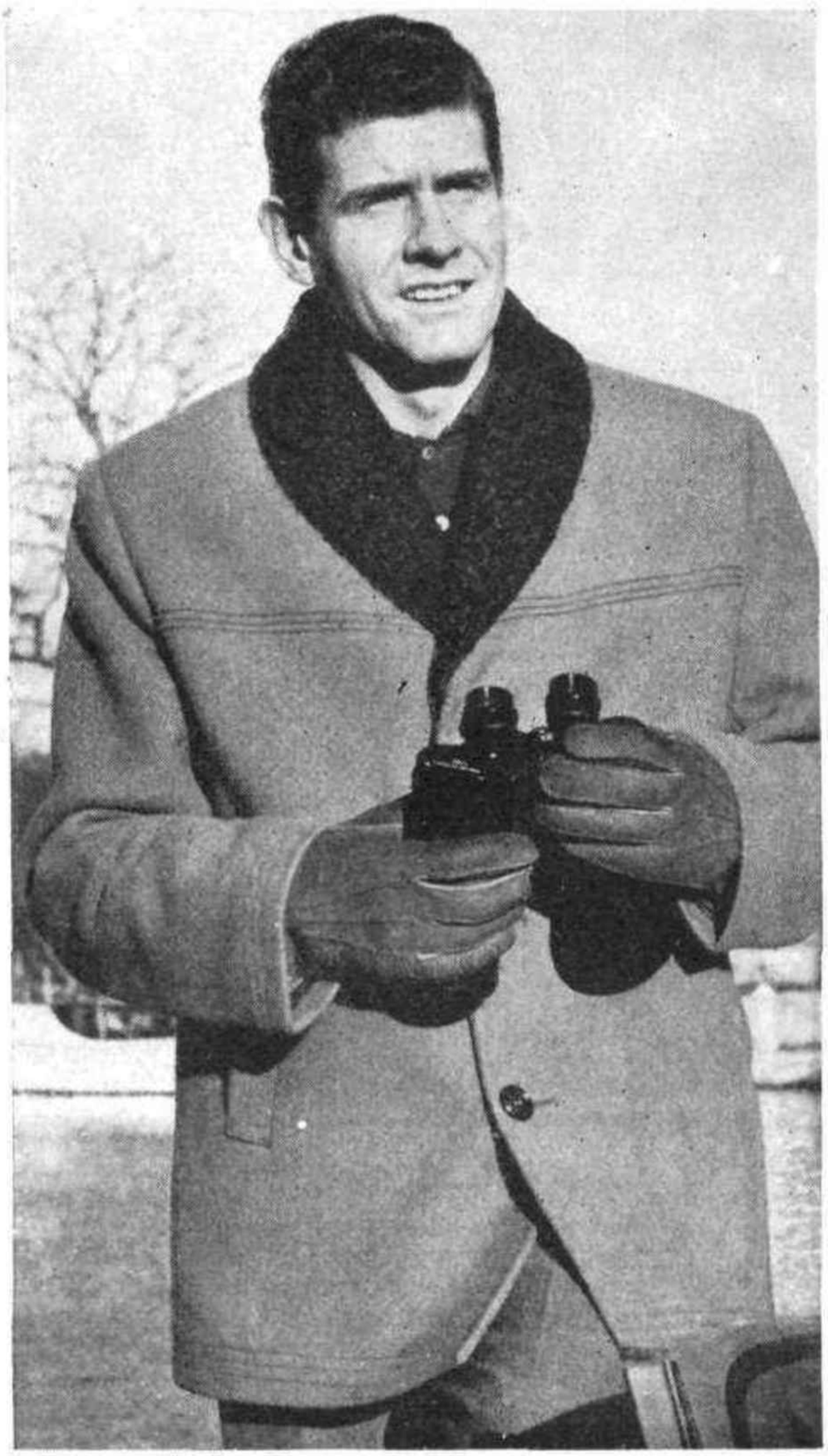
There are several underbody protective compounds available today. Some good — some not so good. Underbody protection calls for something more than a thin film of anti-rust. It needs a rugged resilient impact resistant, protective coat by pressure spray application. Get real value for your money — Specify FLINTKOTE.

FLINTKOTE FLINTKOTE
UNDERBODY PROTECTION

TO THE FLINTKOTE COMPANY LIMITED
ADAM HOUSE, 1 FITZROY SQUARE, LONDON, W.1.
Please send me details and the name of my nearest applicator.
NAME .....
ADDRESS .....
.....
MAKE OF CAR, MODEL AND YEAR .....
M.S.5

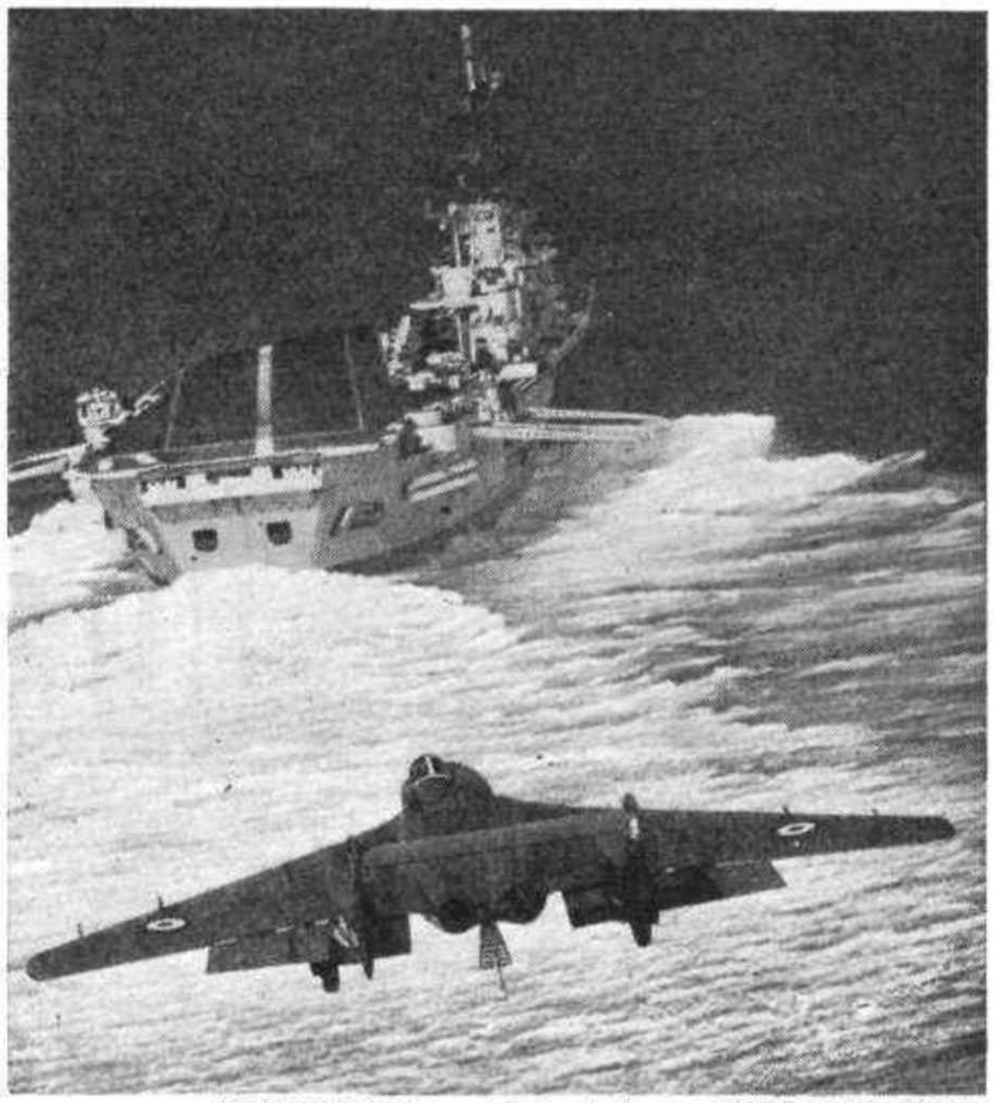
F.44

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THE TUSCAN KARCOTE is designed with the problems of the modern motorist in mind. Roomy and comfortable enough to see you through the longest day behind the wheel. Yet warm and snug at the same time, with a simulated Persian lamb fur collar to help keep out the cold. A practical point — extra large pockets to carry all the odds and ends a motorist needs. All these advantages — and the Tuscan Karcote is good-looking too. But, don't take our word for it. Just try one on and you'll soon convince yourself.
There is a wide range of Karcotes and also Topcoats by Harstyle — Golden Look Tuscan, Tuscan de Luxe, Tuscan Tweed. Available from stores and leading retailers throughout the country.
Price of the Karcote? around **£5.19.6.**

The go-ahead CHALLENGE that is ROYAL NAVY

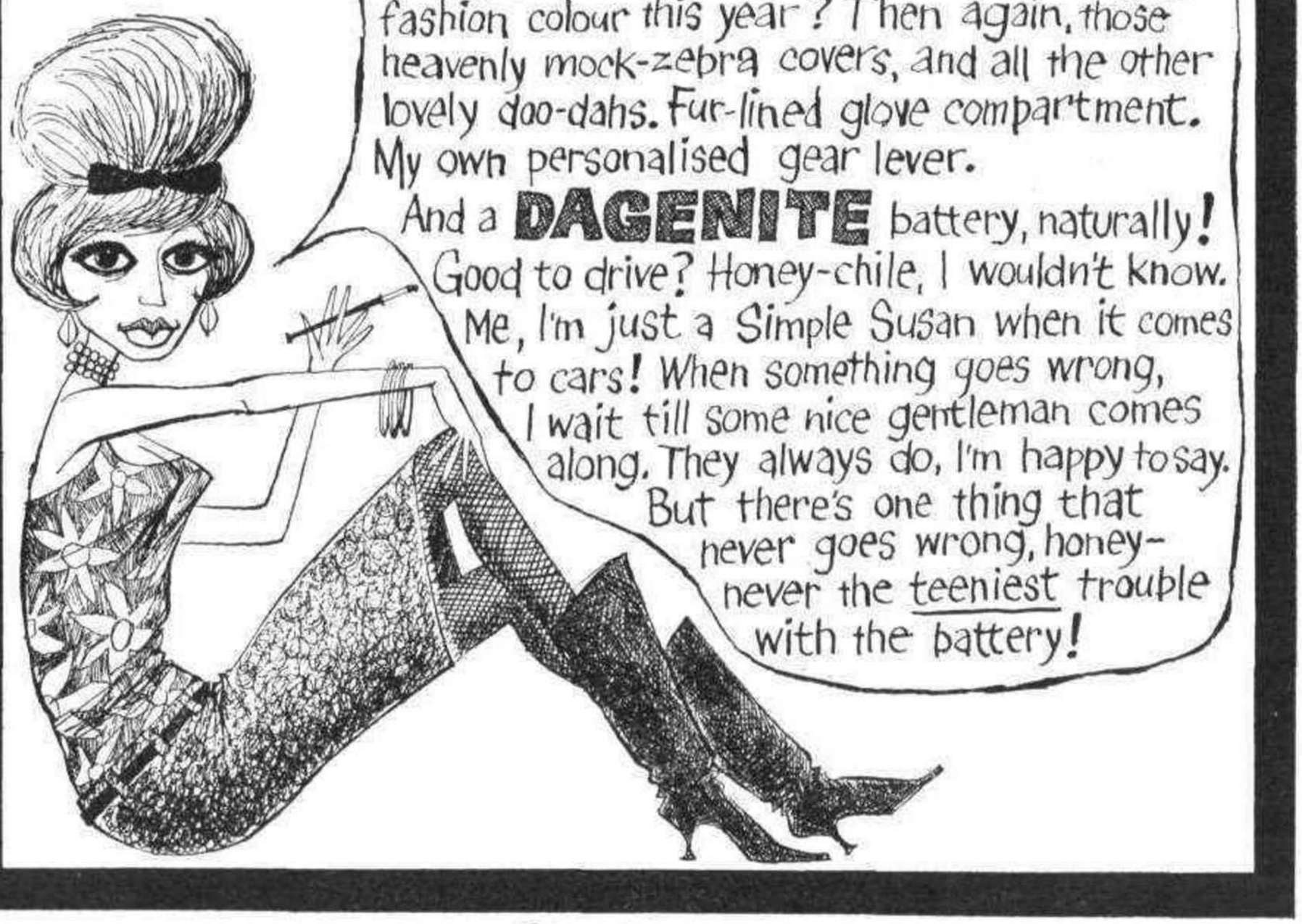


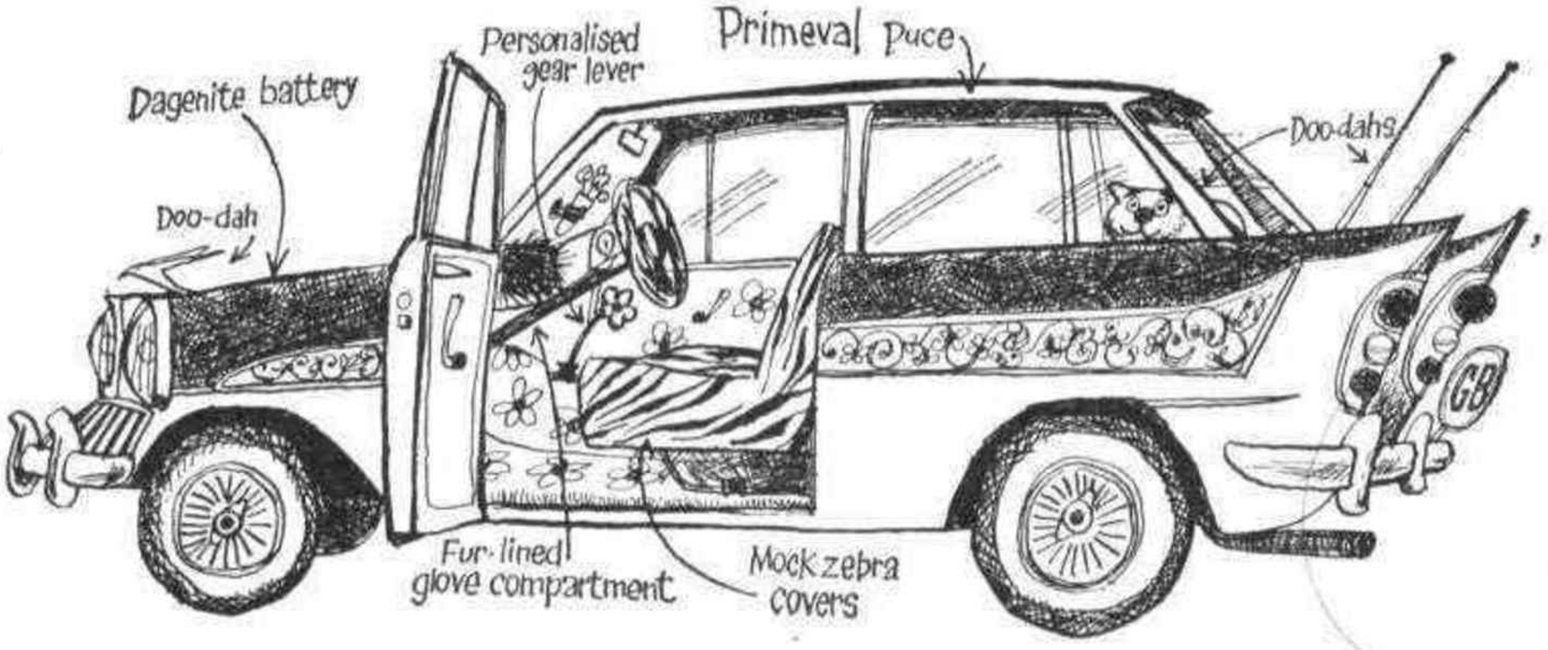
A SEA VIXEN lines up for touch-down on H.M.S. ARK ROYAL

you find it in the FLEET AIR ARM

Every rapid minute is a challenge. When a catapulted take-off thrusts you away at 170 m.p.h. in fifty paces, when sea and land soon whip by below at ten miles a minute, and a never-still deck, with only a twenty-foot margin for error, is your target for touch-down—then this is flying that demands no ordinary skill and nerve. It is a constant challenge to your quickness of mind and eye, your steady hand.
You can join the Fleet Air Arm as an officer, between 17 and 26, and you must have at least 5 passes in the G.C.E. at 'O' Level (English, Maths., and three others), or the equivalent. You are selected by the Admiralty Interview Board, and initially trained at the Britannia Royal Naval College, Dartmouth.
Basically, you have the choice of two kinds of service. Between 17 and 22, a pensionable engagement to 38; or a 12-year service if your entry age is between 22 and 26. Either service can be terminated at 5 (helicopter pilots only), 8, or 12 years: with gratuities of up to £4,000. In addition, you can be considered for transfer to a permanent commission. Good pay, too. For example: a Lieutenant, at 28, married, and with six years' seniority, earns £1,815 a year.
For all other details about your life in the Fleet Air Arm, and for the illustrated booklet 'Fly in the Royal Navy', write to: **Captain R. E. S. Wykes-Sneyd, R.N., Officer Entry Section MX4/B, Admiralty, London, S.W.1.**

FAA.30D





P.G76B

Some motorists are blissfully ignorant about the "works" of their car–but even the most starry-eyed should know the satisfying reliability of a DAGENITE battery. Why d'you suppose Rolls-Royce fit DAGENITE as standard? Not to be fashionable –but to be safe. Fit a DAGENITE yourself next time, and learn the joy of a really dependable battery–a DAGENITE battery gives you extra value at no extra cost!

Beautifully repainted with *one* coat of

VALSPAR



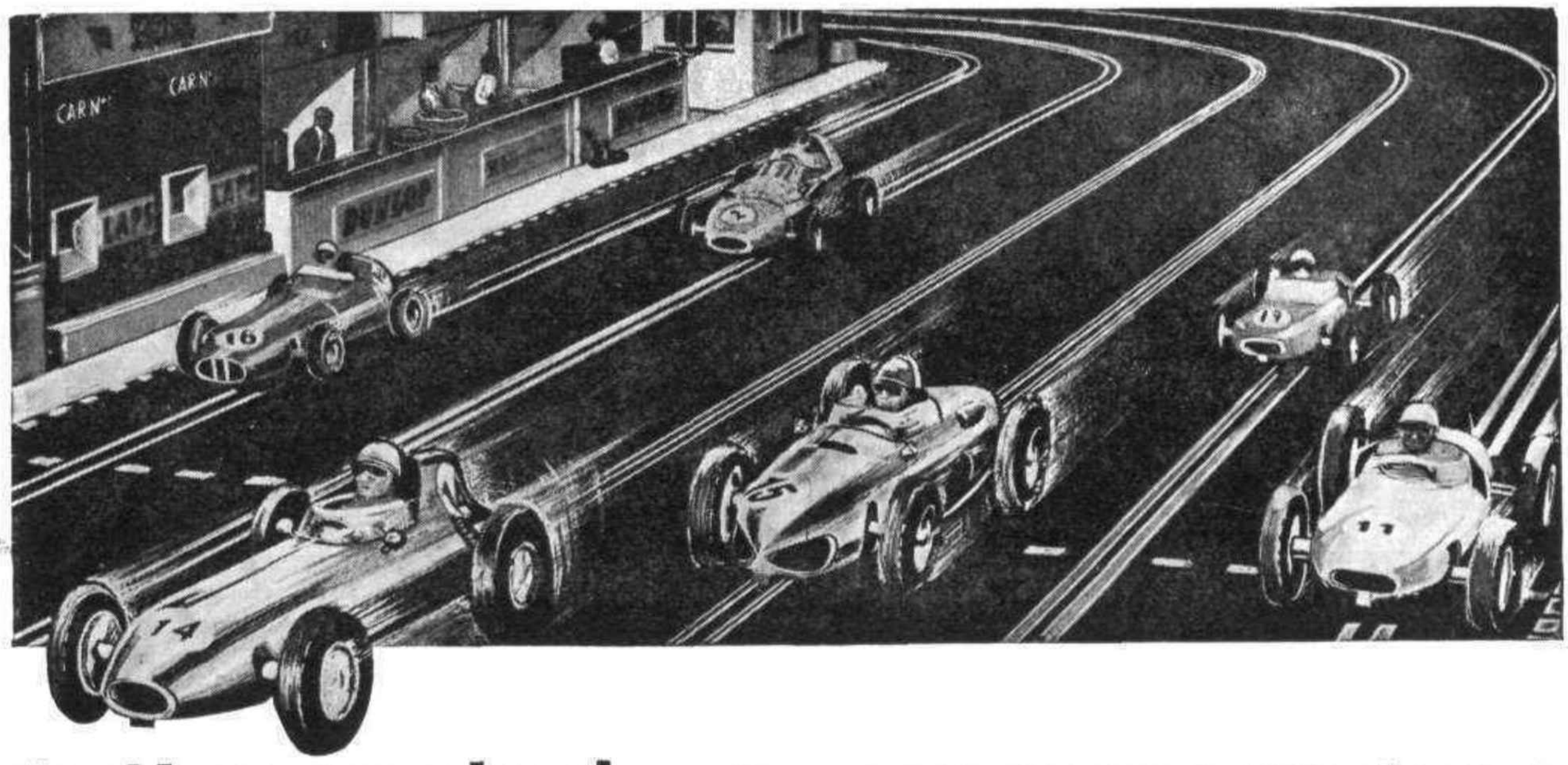
Photograph by courtesy of the Ecurie Stratton

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

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



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Lady's Avia model 597 Brac, in Gold, £15.18.6
Man's Avia model 872, Gold plated, £9.12.6

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Manufacturers of Precision Instruments and Electronic Equipment.



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1st Jim Clark LOTUS COVENTRY CLIMAX

BRITISH GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

ITALIAN GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

Subject to official confirmation

Since the beginning of 1959 more World Championship Grands Prix have been won on ESSO EXTRA MOTOR OIL than on any other brand of oil.



ALWAYS LOOK TO ESSO FOR THE BEST

VOL. XXXIX No. 11 ALFA ROMEO 2600 SPRINT & ROVER 2000 TESTS : See pages 884 & 918 NOVEMBER 1963

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

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

MATTERS OF MOMENT

MOTOR SHOW SPEECHES

An important item of the London Motor Show session is the speech by Mr. G. W. Harriman, C.B.E., Chairman of the British Motor Corporation, to the Press. This year Mr. Harriman, after reminding English journalists of the high reputation they have got and the impact of their articles on people with whom British Industry does business abroad, went on to emphasise the B.M.C.'s unique position as the World's biggest sports-car producer, making well over 1,000 a week; the popularity of M.G. and Austin Healey in North America has prompted at least one U.S. competitor to enter this field. But, said Mr. Harriman, the success they have achieved in competitions has been won by using larger engines, or brute force—"a galaxy of power," whereas the B.M.C. is constantly striving to perfect the small engine. But has Mr. Harriman overlooked the fact that, the big Galaxie apart, Ford compete in rallies and saloon-car races with engines of 1,540 c.c.?

His speech went on to praise the B.M.C. for fulfilling its promise to the Chancellor that a cut in p.t. would increase business; B.M.C. current output is equal to well over 900,000 vehicles a year, with exports up 18% on 1962. 46% of all cars registered in the U.K. last August were made by the B.M.C. "In my view the Government could do worse than gear the economy of the country to the Motor Industry," said Mr. Harriman.

It would seem, however, that the B.M.C. may harbour secret fears, for its Chairman cannot leave foreign small cars alone—"we are always glad to hear your suggestions for producing better cars . . . *so long as they do not include rear-mounted engines, swing axles or air-cooling.*" Also, after saying that since 1946 the B.M.C. has shipped abroad more than 3¼-million vehicles, or a million more than any other British manufacturer, made by a wholly-owned British Company, using British designs and British engineering innovations, produced by British workpeople, financed entirely by British capital and supplied by an organisation overseas predominantly British, Mr. Harriman added "and no doubt you will see the influence of the dollar at Earls Court, but do look at the quality of the pound."

Perhaps he has forgotten that the late Lord Nuffield, to whom tribute was rightly paid in a reply by a Pressman, used American engines in his bull-nose Morris cars to build up the motor empire from which the B.M.C. stems.

We still hear criticism of the VW, which is approaching 7-million sales, from the top-brass of the British Industry. This shadows their fear of Wolfsburg and is the finest compliment they can pay to the memory of Dr. Porsche. How refreshing, then, that when the Rt. Hon. Viscount Lord Hailsham, Q.C., opened the London Show he welcomed first our foreign competitors, saying "they are all very good indeed and give us a proper challenge, to show us the standards that we need to compete with."

We are confident that our 1964 cars, notably the new Rover 2000, can compete with the rest of the World. But we don't like to see our Captains of Industry and our engineers with their heads in the sand. Let them look bravely at what Europe and American dollars are doing, accept the challenge, and beat it, rather than tilt at rivals in public and decry them in private, as we have heard them do. In this context, all praise to the B.M.C. for its philosophy that technical advances and engineering innovations, so ably displayed in its Issigonis ADO15 and 16 designs, are so much better than styling gimmicks, which have merely transient appeal. Finally, we hope Mr. Harriman was joking when he said all the free inches journalists give the B.M.C. don't equal the advertising space it pays for—apart from editorial space being far more valuable than bought publicity, has he *counted* the comparative inches?

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Front Cover Picture : B.R.M.s lead the field through the first corner in the United States Grand Prix. Behind the two B.R.M.s lie Surtees and Dan Gurney.

THE TURBINE TAPED

Chrysler International, in the course of a World tour in which they are flying a Chrysler Corporation gas-turbine Ghia coupé 47,000 miles in a DC7-F aircraft, let British journalists drive it near Dorking last month. Running on Mobil JP-4 fuel, shod with 14-in. Goodyear tyres and having power steering and braking, the car is simplicity to handle and Chrysler obviously have the utmost faith in it. From without it sounds like a rather frenzied Foden; within, all is silence. A tiny central lever selects "idle," "drive," "low" or "reverse" on the very smooth TorqueFlite automatic transmission, the tach. says 18,000 r.p.m. idling up to 44,600 r.p.m. maximum, a dial shows a first-stage inlet temp. around 1,500° F., all else is normal. Everyday drivers seen struggling with their juggernauts at 40 m.p.h. will find the turbine car no more frightening! Pedestrians cannot object to heat or smell, although standing close to the tail is a nice way of warming the feet gently on a cold day. There is engine braking, the pick-up is very smooth and they claim 17 m.p.g. (range about 300 miles) driving normally. All praise to Chrysler for showing us a practical turbine car. The idling noise alone is the personification of prestige.—W. B.

Motoring Sport Events for November

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Nov. 1st ..	Romford E.C.C.	Odeon Cinema	Hornchurch	Film Show (5s.)	11.15 p.m.
Nov. 1st/2nd	Spinners A.C.	B.N.S. Factory	Pontypool/Usk	Rally (*C.*)	9.30 p.m.
Nov. 2nd ..	Lancs. & Ches. C.C.	Oulton Park	Tarporley	Economy Test (*C.*)	12.30 p.m.
Nov. 2nd ..	Liverpool M.C.	Swan Hotel	Aughton	Guys and Dolls Rally (*C.*)	7.00 p.m.
Nov. 2nd/3rd	Maidstone & Mid-Kent M.C.	Swan Hotel	Charing	Harold Sharp Night Rally (*R.*)	7.30 p.m.
Nov. 2nd/3rd	Weston-super-Mare M.C. ..	Mac's Garage	Weston-super-Mare	Guide Dog Rally (*R.*)	9.30 p.m.
Nov. 2nd/3rd	Stockport M.C.	Greco's Garage	Stockport	Regent Rally (*R.*)	10.30 a.m.
Nov. 2nd/3rd	Falcon M.C.	*See footnote* (1)	—	Night Trial (*R.*)	Midnight
Nov. 2nd/3rd	Forces' M.C.	*See footnote* (2)	—	Cotswold-Continental Rally (*R.*)	—
Nov. 3rd ..	R.A.C...	Hyde Park	London	Veteran Brighton Run	8.00 a.m.
Nov. 9th ..	VW O.C. (G.B.)	Access Equipment	Hemel Hempstead	Rally (*C.*)	6.30 p.m.
Nov. 9/10th	Craven M.C.	Fairfield Filling Station	Reading	Co-promoted Rally (*C.*)	11.00 p.m.
Nov. 10th ..	Surrey Sporting M.C. ..	Brands Hatch	Farningham	Sprint (*R.*)	12.30 p.m.
Nov. 10th ..	B.A.R.C. (Yorks)/Y.S.C.C. ..	Whitecross	Guiseley	Greenwood Cup Trial (*C.*)	1.00 p.m.
Nov. 10/16th	**R.A.C.**	**The Promenade**	**Blackpool**	**R.A.C. Rally** (*INT.*)	8.00 p.m.
Nov. 17th ..	Airedale & Pennine M.C. ..	Roebuck Hotel	Bradford	Production Car Trial (*R.*)	10.30 a.m.
Nov. 17th ..	Southport M.C.	Marine Drive	Southport	Speed Trials (*R.*)	12 noon
Nov. 23rd/24th	Worcester M.C.	Castle Street	Worcester	Rally (*R.*)	10.00 p.m.
Nov. 24th ..	VW O.C. (G.B.)	Brands Hatch	Farningham	Co-promoted Sprint (*C.*)	12 noon

Footnote 1 : Starting points will be in the following areas : London, Taunton, Southampton, Stevenage and Gloucester.
Footnote 2 : Starting points will be in the following areas : Hereford, Chepstow (Mon.), Swindon, Witney (Oxon.), with a converging point north of Gloucester where the first car will set off on the combined route at 8.00 p.m.

THOSE DRAGSTER DUELS

Last month we described how the Allard Motor Co. and Revell (Gt. Britain) Ltd. promoted a dragster-duel between Sydney Allard and Dante Duce and how, after Duce had won at Silverstone with 9.48 sec., at Brighton only demonstration runs were permitted. Also how Mickey Thompson had arrived unexpectedly, after flying-in with his dragster.

The duel was resumed at Church Lawford on September 21st. If at Brighton Duce could have been considered the token winner, for whereas his smoke-enshrouded starts left the spectators enthralled, Allard retired with engine trouble, now the position was reversed, Duce clocking 12.14 sec. for the s.s. ¼-mile, whereas Allard did 11.34 sec., over a somewhat dicey course.

Thompson managed an even better time—8.84 sec.—the next day when all three slingshots ran at Debden, timed by the N.S.A. over the ¼-mile, while competitors in the Thames Estuary M.C. sprint tackled a s.s. ½-mile. Allard was in trouble with a faulty main bearing and when he did finally get going fuel starvation spoilt his runs. Thompson later clocked 9.21 sec.; this was on nitromethane fuel; using less potent fuel and a different axle ratio he clocked 9.47 sec., reaching 177 m.p.h. just before the finish of the ¼-mile. Duce in his 1961 smaller-engined vehicle, *running on straight petrol*, did a creditable 9.99 sec., finishing on 164 m.p.h. Densham's 1½-litre slingshot clocked 14.43 sec. and George Brown on his " Super Nero " Vincent, which, after all, is still a conventional motorcycle and not a freak, managed an excellent time although a missed gear change had upset one of the valve collets and made the vee-twin misfire, so that most of his runs suffered. It is interesting that Duce borrowed a pair of " slicks," softer than his own, from Allard, but found that with them he could not spin his wheels at all—and Allard gets off without a spin.

After Duce and Thompson had run as a pair the R.A.C. Stewards seemed to regard the whole thing as near-suicide, and Thompson's desire, after putting in his liquid dynamite fuel, to be timed over the ½-mile, when he expected to reach 250 m.p.h., was disallowed. Why we do not know, for both slingshots pulled up easily and Thompson pointed out that they ran paired drags over strips of half Debden's width in the States. But as the N.S.A. agrees with the R.A.C. to allow a half-mile pull up at the end of the s.s. ¼, they had to abide by the decision of the cautious Stewards.

However, the crowd stayed to the very end and there is no doubt that with more of these 150/180 m.p.h. slingshots in the entry list, British sprint meetings could become very popular indeed. There is nothing quite like them for smoke and sound!

What really matters, of course, is the time over the s.s. ¼. The " terminal velocity " is only of academic interest and, keeping a sense of proportion, it is desirable to remember the speeds G.P. cars were attaining on road circuits in 1937/39 and the sort of tyres and chassis brave men lapped Brooklands on in the old days, not forgetting that Parry Thomas was doing nearly 180 m.p.h. at Pendine in 1927 and Segrave over 200 m.p.h. at Daytona the same year, in very primitive cars. Also, the times for the s.s. kilo and mile set up pre-war by comparatively conventional racing cars shouldn't be overlooked.

Nevertheless, slingshots in their own sphere are a great sight and a fine technical achievement. More power to them!

A big Pontiac sedan cut down to form an impressive pick-up was borrowed to push-start Thompson's 8-litre Harvey Aluminium and the S.M.A.R.T.'s Ford Cortina station wagon served the same purpose for Duce's 5-litre Chevrolet-powered Revell Mooneyes.—W. B.

A GOOD BATTERY

During the last six months or so we have been testing a heavy duty 12-volt Macaulay battery. Although the plates have been kept well covered with distilled water and the terminals have had a liberal coating of grease the battery has been purposely left without use or attention for weeks on end. However, no great discharge of power was noticeable after this maltreatment and when brought back into service turned the engine over readily. A two-year guarantee is given and further details of these very reliable batteries can be obtained from Macaulay Batteries, 25-27 Mallinson Road, S.W.11.

THE 100,000th VW COMPETITION

Some 30 Volkswagens at least ten years old assembled at Lord's Court on Oct. 19th for the final of this contest. The judges were Mrs. A. M. Scales of the Anglo-German Association, Robert Wyse, and William Boddy, Editor of MOTOR SPORT. They declared the winner as Mr. Wagstaff of Leicester, whose 1953 saloon, which he has owned for 8½ years, has run 64,000 miles and never been de-coked. Mr. J. J. Graydon of VW Motors presented Mr. Wagstaff with the 100,000th VW imported into Britain, a 1500 saloon, and the Company bought Mr. Wagstaff's old car in order to present it to the Montagu Motor Museum. So his visit to London was worth over £1,000. Another 1953 VW owned by two sisters tied for first place but had run only 10,000 miles. No other Company is likely to be so generous to its old customers, and one wonders whether they could assemble such a presentable number of their products of a decade ago? The only pity is that a VW which looks to have another ten years' life in it should now be destined for a museum!

CORRECTION

In our description of the Vauxhall Viva we stated that to lower the c.r. a *thinner* gasket is used and eagle-eyed readers have pointed out that what we should have written was a *thicker* gasket. In fact, normally a corrugated steel gasket is used, but to lower the Viva's c.r. from 8.5 to 7.3 to 1 a copper asbestos gasket is substituted, enabling fuels of lower octane-rating to be used. Incidentally, the Viva's combustion chambers are fully machined. The inlet valves are 1.244 in. in dia., the exhaust valves 1.066 in., with faces at 44° in 45° seats.—W. B.

EARLS COURT 1963



PRETTIEST car at the Show? . . . the Panhard 24.

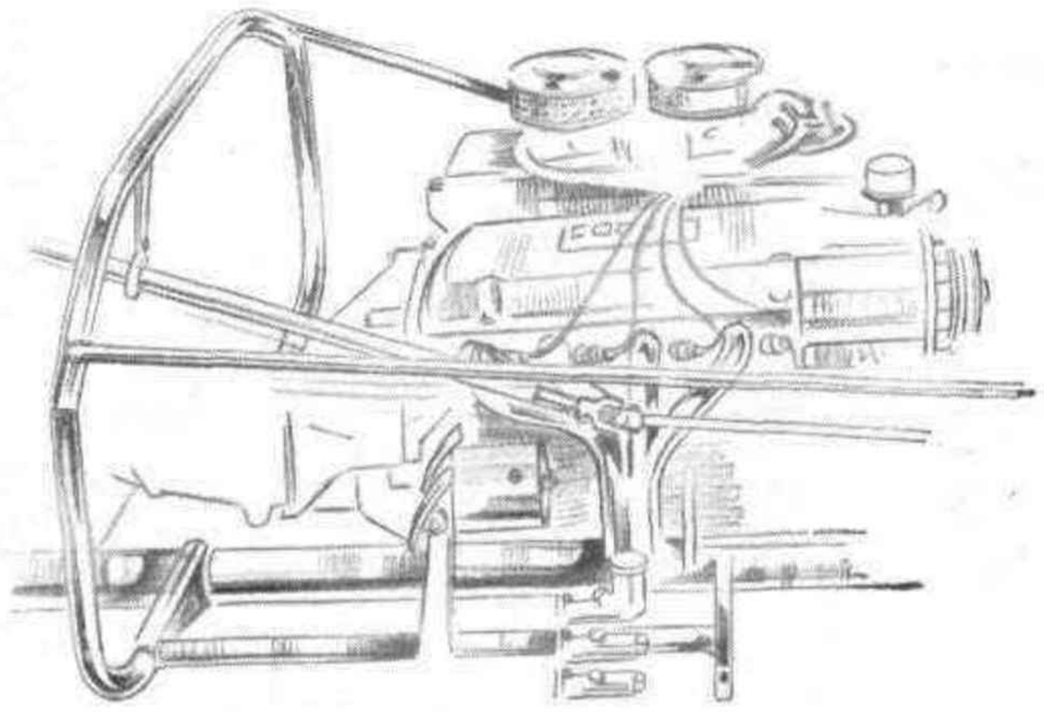
THIS year's Motor Show has been one of the best ever as far as new models are concerned and the record crowds pouring into Earls Court has been an obvious reflection of the great activity in the Motor Industry. The popular newspapers talk about the "Star of the Show," and this year it must be the Rover 2000, which is a complete breakaway from previous Rover practice. As we found in our road-test (see page 918), the rather complicated suspension layout was more than justified when we tried it on the road. It was also one of the few cars which could drag the Assistant Editor from his fireside on a wet winter evening to do some extra-curricula road-testing, although it was spoilt somewhat by the fact that the four headlamps are not as powerful as some two-lamp systems. It is pretty obvious that the Rover engineers had a DS Citroën standing beside their drawing boards when they were dreaming up many of the features of the 2000, for it resembles that car in so many ways and, we are happy to say, is superior to it in many respects. The Rover comes into a competitive class and it will obviously hit at such cars as the Humber Hawk, Austin A110, Jaguar 2.4, Wolseley 6/110 and such foreign cars as the Volvo 122S, Peugeot 404, Alfa Romeo Giulia TI and Citroën ID19, which are intended for a cheaper class but overloaded with purchase tax and import duty. The new Triumph 2000 comes into this class at £1,094 but its less luxurious interior should encourage a lot of people to spend the extra £171 on the Rover.

A popular question to ask at Show time is about the trend of car design. With Britain's varied products it is difficult to pin-point any one trend as many manufacturers are going off at different tangents. One significant trend is towards increased engine capacity; the 850s are going up to 1,000 c.c., the 1,000s are going up to 1,200, the 1,500s are going up to 1,800, the 2,000s to 2,200, the 2,500s to 2,800 c.c., and so on. This is difficult to understand for European car production and design is geared almost entirely to the price of petrol. If the price of petrol was lowered to 2s. a gallon we would be faced with an interesting horsepower race such as the Americans faced and enjoyed in the late 'fifties. With petrol still being exorbitantly priced it is difficult to see how manufacturers can justify increased engine sizes when existing designs are not economical enough. It is interesting to note that an E-type Jaguar capable of 150 m.p.h. will do 20 m.p.g. when driven quite hard, yet a 1,000-c.c. saloon is hard put to it to double this figure with its top speed of only 75 m.p.h., and many cars in the 1 to 1½-litre category are lucky to approach 25 m.p.g. In this connection we see that a weekly contemporary gives as one of the major reasons for keeping down the overall length of the Triumph 2000 that the cross-Channel ferry charges rise sharply over the 14 ft. 6 in. mark. This seems a fatuous excuse for reducing luggage space and in any case how many people will want to motor in France for any length of time now that tourists' petrol coupons are no longer obtainable and fuel costs upwards of 6s. 6d. a gallon. With this sort of millstone round our necks the European Motor Industry is hardly likely to worry the American market significantly.

All the cars at Earls Court had independent front suspension but there is still no large-scale movement towards independent rear suspension, and although there are over 80 different cars on sale with independent rear suspension these represent a relatively small section of the British industry as the really large-scale manufacturers are still slow in going over to i.r.s. Ford and Vauxhall (both American) have no models with i.r.s. B.M.C. have only the Mini and Morris 1100 models, and Rootes have only recently been converted to i.r.s. for the Imp. Triumph have i.r.s. on all their models except the TR4 but they are relatively low-volume manufacturers compared with the Big Four. Incidentally, the name of Standard will no longer be seen on new cars, which is rather amusing as it was the Standard Company which took over Triumph just after the War. Apparently the name Standard does not fit in with present-day high-pressure salesmanship and in America the Standard Eight and Ten models were called Triumph sedans for many years.

There is little uniformity on the type of i.r.s. being used at present although the swing axle system seems to be numerically the largest. However, more sophisticated layouts are coming into being and should grow in popularity, for the swing axle is inherently unsafe. The de Dion system seems to be winning back some ground and at Earls Court four different cars were shown with de Dion axles, these being the Iso Rivolta, the Lagonda Rapide, the Lancia Flaminia and the Rover 2000. But the only one of these that will sell in any quantity is the Rover and it seems unlikely that it could be made cheaply enough for mass production. It is interesting to note that the smaller and cheaper a car is the more likely it is to have i.r.s. Of 11 cars costing under £550 eight have i.r.s., but of 20 cars costing between £750 and £1,000 only two have i.r.s., so that it appears that the more money you spend the less refinement you obtain.

What of other technical advances? Engines are not changing much at present although the overhead camshaft is regaining ground rapidly and the side-valve is almost but not quite dead. The only gas turbine at Earls Court was in the Rover-B.R.M. Le Mans car but the Rover 2000 was designed for a turbine engine, and Chrysler are letting journalists drive their turbine car. The Wankel engine is making a shaky start in the back of a convertible Sport Prinz which will be expensive enough at £1,189 to discourage all but the trail-blazers or the merely curious. However, Mercedes-Benz are said to be well advanced with a car having *two* Wankel engines in the boot. Renault have a rotary engine under development but in order not to infringe N.S.U. patents they have had to resort to the use of poppet valves and all the drawings and data sent to us so far carefully avoid mention of how the valves are operated. Still, the possibility that we all may



. . . the big V8 sitting in the show chassis on the A.C. stand looks a bit too much for the frail-looking twin-tube chassis. . . .

be driving turbine, or rotary-engined cars within ten years is not beyond the bounds of credibility for these things sometimes have a habit of snowballing.

For confirmation, look at the disc brake situation. Not long ago the brake manufacturers were saying that the disc brake was too expensive to produce for cheaper cars but soon they will be saying to backward manufacturers that it is no longer economic to produce drum brakes. Renault lead the way in this respect with big 10-in. discs on all wheels of the R8, and many other cars have discs on the front wheels if not on all four. The disc is not the automatic cure-all for braking troubles, as B.M.C. found with the Mini-Cooper, while the problem of fitting an efficient hand-brake on rear discs is only just being solved now.

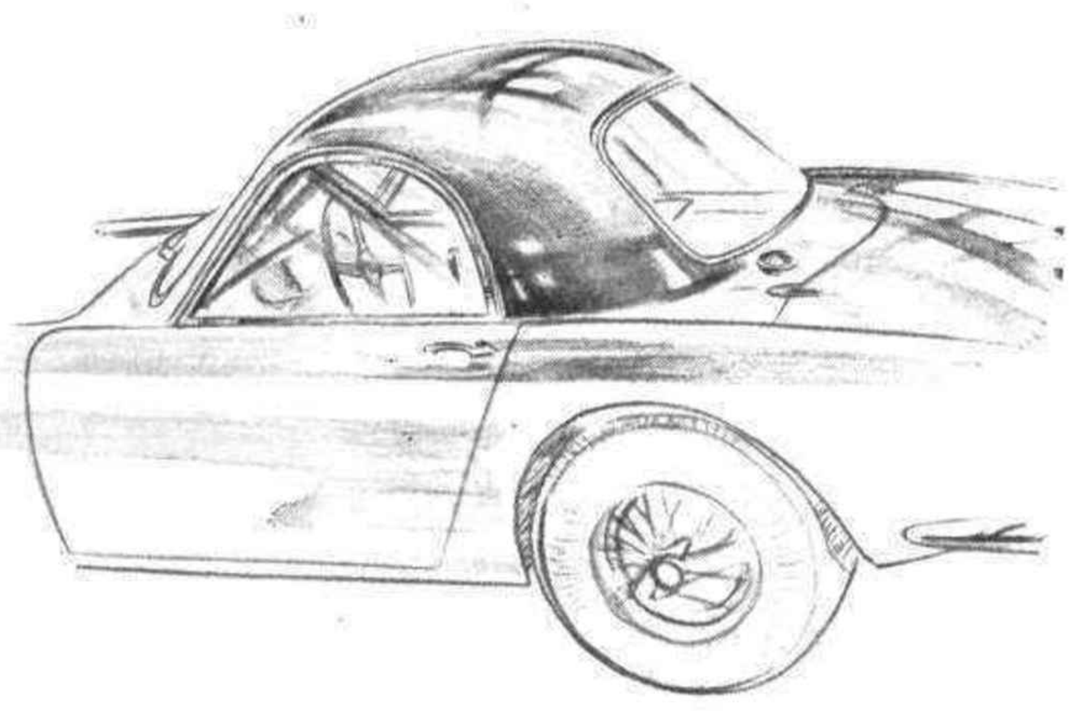
Few British manufacturers have excelled in gearbox design and manufacture but several good designs like those on the Ford Anglia/Cortina/Corsair, Vauxhall Viva and Hillman Imp are showing how it should be done and it cannot be long before the great British Motor Corporation designs new gearboxes to replace the poor examples used on their present small cars. No doubt this will come when the venerable " A " series engine is pensioned off, for it is now very near its limit.

Another trend in the last year or so is towards what the Americans call " customising," which consists of carrying out modifications to normal production cars mainly in improvements to coachwork and interior trim rather than performance. Coach-builders like Hooper, Radford and Abbott now titivate such cars as the Ford Cortina, Capri and Zodiac, Mini-Cooper, Austin 1100 and Vauxhall Cresta. This work mainly consists of making a normal car more luxurious, quieter, more comfortable and slower than standard, for a good deal more money. Even Ogle seem to have given up building the SX 1000 model in order to build a special Cortina to Stirling Moss' design which costs about £1,400. It seems doubtful if anyone will spend Jaguar money for a Cortina with a tape recorder.—M.L.T.

SOME RANDOM COMMENTS ON NEW CARS AT THE SHOW

Abarth.—Abarth still manage to cram an awful amount of performance into a tiny package and on Anthony Crook's stand there were examples of the 1000, the Simca-Abarth 1300 and the Abarth 2000. With 180 b.h.p. at 7,300 r.p.m. all behind the axle line this must be a fearsome device to drive round corners, but it's straight-line performance should be terrific. Abarth claim a top speed of 150 m.p.h. Also shown was the modified Fiat 600 with 1,000-c.c. engine.

A.C.—The A.C. factory at Thames Ditton has suspended production of all other models to concentrate on the Cobra, which is in great demand in the United States. The big V8 sitting in the show chassis on the A.C. stand looks a bit too much for the frail-looking twin-tube chassis. The car is now fitted with a 4.7-litre engine giving 300 b.h.p. at 5,850 r.p.m. on an 11 : 1 compression ratio and a *single* Holley carburetter. The name Ford Cobra is cast into the valve covers and one gets the impression that A.C. are now in the position of a Ford subsidiary.



. . . looking like an out-of-shape XK150. . . . **Morgan Plus 4 Plus.**

Alfa Romeo.—Alfa showed the new Giulia Sprint GT on their stand, supported by the usual range of Alfa Romeo models. It is surprising that for a firm which is Government controlled and run by a committee of Civil Servants they manage to turn out such consistently fine cars.

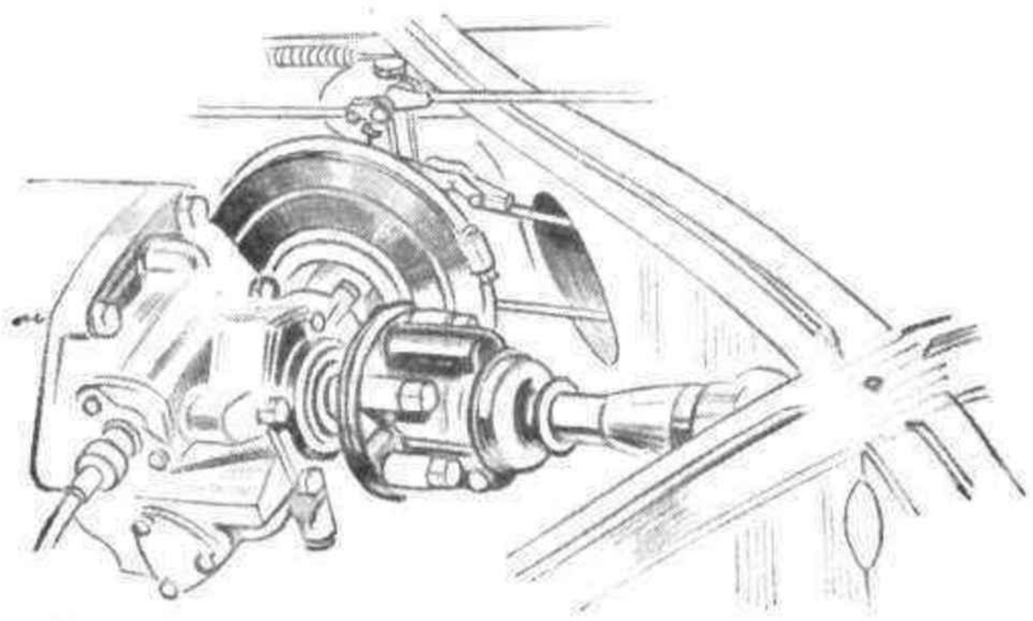
Alvis.—Alvis still sell a few of the 3-litre model which was introduced in Series III form at the Show. Minor coachwork changes were made, mainly to incorporate twin headlamps in each wing. The power has also been raised from 115 b.h.p. at 4,000 r.p.m. to 130 b.h.p. at 5,000 r.p.m., so that the car should be able to exceed 100 m.p.h. comfortably instead of with a struggle. It is one of the few cars to fit a 5-speed gearbox, this one being the German ZF unit.

Aston Martin.—The DB4 gave way to the DB5 before the Show but only detail changes have been made. The 4-litre engine gives 282 b.h.p. at 5,500 r.p.m., or 314 b.h.p. at 5,750 r.p.m. in G.T. form. As an alternative to the David Brown 4-speed gear-box one can order the ZF 5-speed unit. The DB5 is one of the first British cars to fit an alternator in place of the dynamo.

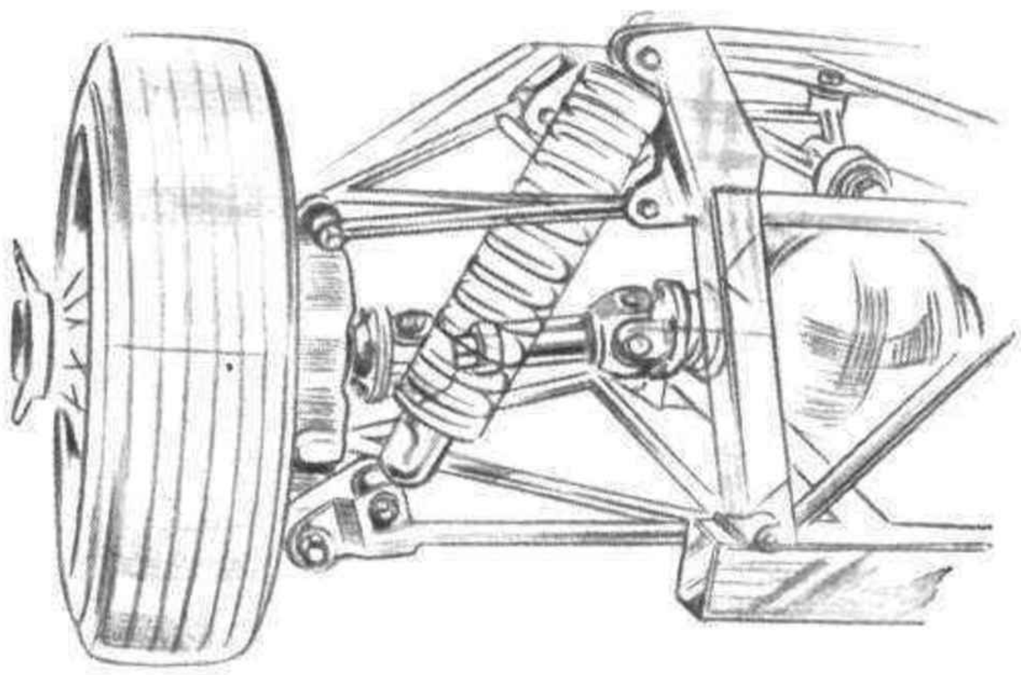
Auto Union/D.K.W.—Still advocates of the two-stroke engine, front-wheel-drive configuration, Auto Union have gone to a conventional body shape for the D.K.W. F102. An interesting detail feature on the Show car was the wind spoiler which pops up when the sun roof is slid back.

Bentley and Rolls-Royce still stick to their conventional chassis with such items as gearbox-driven brake servo invented by Renault. Some new body styles have been evolved.

B.M.W.—B.M.W. now have an excellent range of cars covering most classes from the 700 to the 3200 model. The 1500 is now available in England with right-hand drive, at £1,349, which should give many people a mental tug-of-war with the Rover 2000. The 1800 is also on the way.



. . . with such items as gearbox-driven servo invented by Renault . . . **Rolls-Royce.**



. . . which has modified bodywork and double wishbone i.r.s. . . . **Elva Courier.**



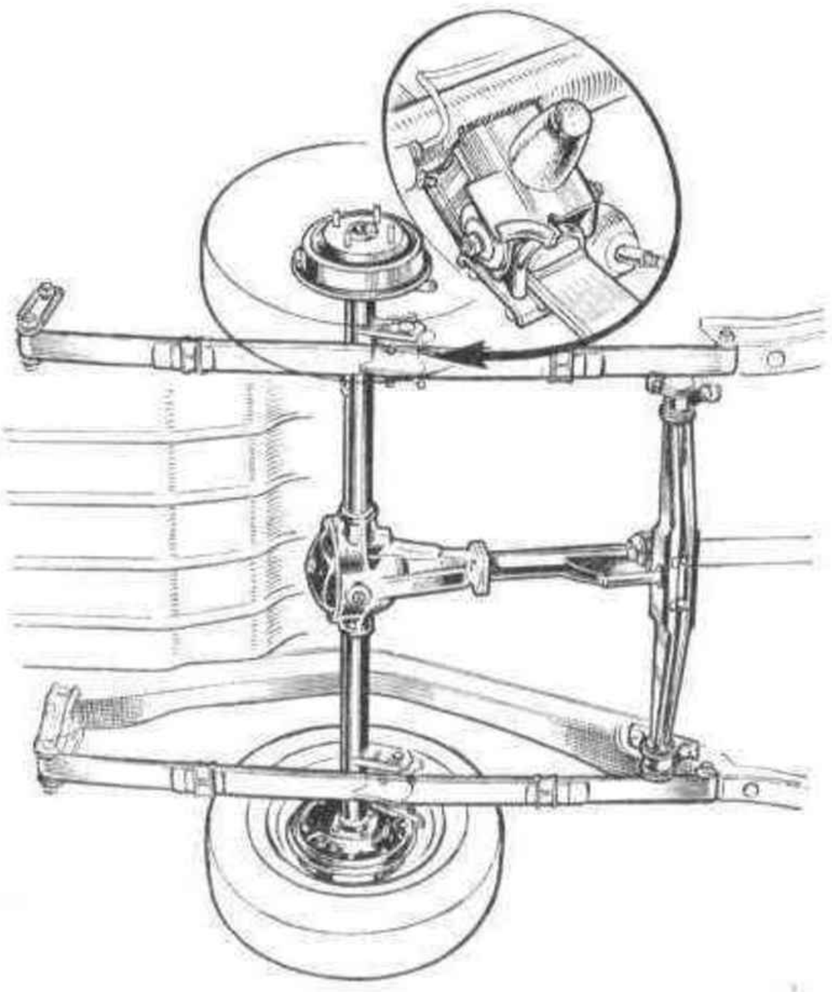
A GRANDIOSE Morris 1100, *the Princess* 1100.

B.M.C.—After announcing that there would be no changes to the B.M.C. range this year Austin changed their mind and introduced the Princess 1100. Based on the M.G. 1100 its luxury equipment should appeal to those who want more home comforts with their water suspension. Whether they can justify the expenditure of an extra £300 over the normal Morris 1100 is another matter.

Bond made their debut at Earls Court with the Equipe with glass-fibre body on the Triumph Herald chassis with Spitfire 63-b.h.p. engine. This is probably what the Americans call a "fastback" coupé, but the back is a little too fast for us.

Elva. Trojan Ltd. of Croydon now make the Courier but after a luke-warm reception by the Press last year have carried out considerable modifications. The Mk. III is now supplemented with the Mk. IV which has modified bodywork and double wishbone i.r.s. Available engines include the M.G.-B and the Ford Cortina GT 1500.

Facel.—This French company seems to have admitted defeat with its own twin o.h.c. 1.6-litre engine and have replaced it with the Volvo engine and gearbox in the Facel III. The attractive-looking Facel II continues with few changes and a placard on the stand announced that the *Advertisers' Weekly* considered that "The Facel Vega is probably the second best car in the World." They didn't say which was first.



CONVENTIONAL' suspension as typified by the Vauxhall Viva.

Fairthorpe.—Cheapness is the keyword at Fairthorpe and the finish of the cars on their stand reflected this. Still more variations on the basic theme are shown but it is really time that the body mould was destroyed.

Ferrari.—The 250LM is probably many people's idea of the ideal G.T. car for it is literally a 250P, "just like the Le Mans winner," with a roof on. Now all those people who said that the 250P couldn't possibly be a prototype of a future G.T. car must eat their words. Whether it would be as happy dribbling down Park Lane as blasting down the Autostrada del Sole is another point.

Ford.—The Corsair is the latest addition to the Ford range but otherwise apart from detail modifications the vast selection of Ford models is unchanged. The facia layout of the Cortina is much improved.

Iso-Rivolta.—Appearing for the first time at Earls Court was the Iso-Rivolta, this being an Anglo/Italian/American effort with Corvette engine, de Dion axle and a top speed of 150 m.p.h.

Jaguar.—The Jaguar range will be entirely converted to i.r.s. when the Mk. II model disappears, as surely it must. Next to go will be the 6-cylinder engine and 4-speed gearbox. Rumour has it that they will be replaced by twelve and five respectively. We can hardly wait but in the meantime Britain can be proud of Jaguar.

Lancia.—The Lancia range is so varied as to defy description, what with flat-fours, vee-fours, vee-sixes, front-wheel drive, de Dion axles and so on. More power is the keyword at Lancia this year.

Mercedes-Benz.—Vast crowds stood around, sat in, and stared at the 600 model, while the sporting enthusiasts drooled over the 230SL, which has received some modifications although it is only just going into production.

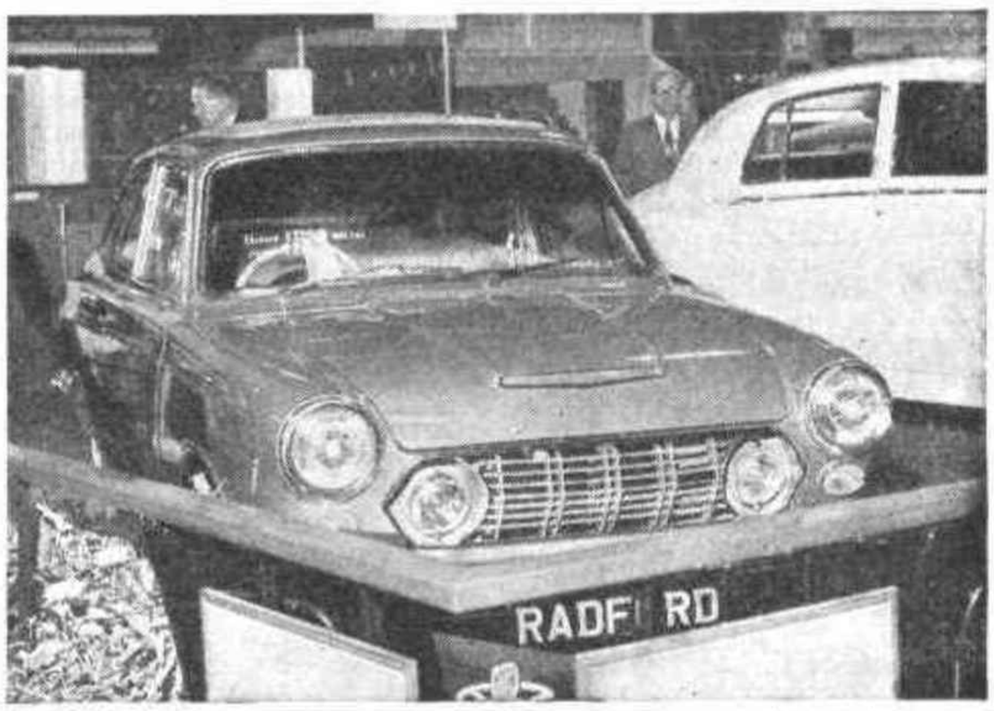
Morgan.—Our last, critical, road-test of the Morgan said that the car was outdated, but a number of letters, using such words as "last real sports car," "tradition," and so on, came from irate readers. We wonder what they think of the latest Morgan with plastic body looking like an out-of-shape XK150. Not surprisingly, Morgan didn't send us details of the new car but we understand the chassis is the same!

N.S.U.—The Wankel rotary engine drew an admiring crowd at the Show but of more immediate interest was the o.h.c. 4-cylinder Prinz 1000 engine.

Panhard.—Perhaps the prettiest car at the Show was the new 24 model powered by the well-known flat-twin 848-c.c. engine giving 60 b.h.p. at 6,000 r.p.m.

Reliant.—A Reliant technical artist, G. E. Pepall, won an award in a coachwork design competition at the Show. Maybe he will be allowed to design a new body for the Sabre. The front suspension is now by wishbones. The title of the ugliest car at the Show must have gone to the Sabra Sussita which is built by Reliant for an Israeli firm.

Rover.—The 2000 made the other Rover models on the stand look very stodgy and one wonders how much longer the 95 and 110 can survive. The Rover-B.R.M. stood side by side with Jim Clark's Lotus 25 on a special stand.



MOSS|OGLE|RADFORD|FORD . . . It seems doubtful if anyone will spend Jaguar money for a Cortina with a tape recorder. . . .

Rootes Group.—There are still not many Hillman Imps on the road but no doubt the bugs are being ironed out first. Most of the other Rootes models have been modified, the venerable Hillman Minx receiving yet another face-lift to bring it into line with modern Farina taste.

Trabant & Wartburg.—First-timers at Earls Court, these Fast German cars looked crude and outdated. Both are based on D.K.W. design with two-stroke engines and front-wheel drive.

Triumph.—Announced just before the Show, the Triumph 2000 is the star of the Triumph stand but its announcement heralds (sorry!) the finish of Standard cars.

Vauxhall are having a job to keep up with demand on the Viva, while more power and styling changes have been applied to the Victor and VX 4/90 models.

GOODWOOD TEST DAY



EXCITING.—No more thrilling car than the Jaguar E-type has been introduced since 1961.

EACH year motoring journalists have their annual outing at Goodwood, organised by the Guild of Motoring Writers, when they can drive the products of most British manufacturers to their heart's content. Notable absentees this year were A.C., Aston Martin, Bristol, Lagonda, Lotus, and Ogle, but with 133 different cars available they were not really missed.

Despite an optimistic weather forecast the rain was teeming down when the circuit was opened, and I elected to go out first in a Mini-Cooper S which, by virtue of its SP tyres, proved to be very safe and controllable under atrocious conditions. An E-type passed it on the straight but the Mini gobbled up the Jaguar on the bends. A real fun car!

Not having driven the Triumph 2000 before, I snapped one up quickly when it became available and was soon at home in it despite its rather spongy steering and light throttle action with too much free play. I thought its handling was not as good as that of the Rover 2000 but a colleague who drove one with SP tyres felt that it was better than a Pirelli Cintura-shod Rover. Of course, handling isn't everything and the Rover must score on its interior quality if nothing else. However, the Triumph is a lot better than I thought and is obviously a step in the right direction.

Right at the height of the downpour I selected the E-type coupé, which was not in really great demand, for obvious reasons. This car has the latest seats and interior trim but otherwise is not changed a lot from its 1962 form. Despite any minor shortcomings, such as its unhappy gearbox, the E-type is a great car and is certainly one of the few cars I would consider using for 100-m.p.h. cruising down Lavant Straight in pouring rain. The test car was shod with RS5 tyres which could be made to break away very easily, but SP tyres should cure this tendency in the wet. I want one!



NO MOTOR RACING!—A Vauxhall Viva and Reliant Sabre leave Woodcote side by side.

Not quite from the sublime to the ridiculous, but the next car was the Vauxhall Viva. Seats which give no lateral support on hard cornering were one of the weak points so that I had to hold myself upright with the steering wheel. However, it is quite quick, has a nice gearbox and seems to handle reasonably well on Goodwood's smoothly-surfaced corners. One gentleman at Goodwood said he spun a Viva three times on his first drive in one, but then he is used to conducting Minis. In any case Vauxhall's can't make enough so why should they worry.

To get back to something a little quicker I took out the Reliant Sabre Six with Ford Zephyr engine. This has a sort of home-made feel about it, with several groans and noises coming from the transmission and body, and I was rather cramped in the cockpit. The Zephyr engine soon whisked it up to 90 m.p.h. but the Ford gearbox is no match for the ZF box used in the smaller Reliant. The handling seemed reasonable but someone else spun it later on.

People have been slow in modifying the Hillman Imp but Frank Webb of Nerus Engineering had a car at Goodwood with a modified head and twin S.U.s. The kit is not on the market yet but this engine gives 55 b.h.p. and it is probable that a kit will become available for around £60. On the track the difference in performance was most marked for the Imp reached valve bounce in 3rd gear, which showed 80 m.p.h. on the speedometer. There was no room to check the top speed but Nerus think it will do 90 m.p.h.

A Ford Corsair with Westinghouse-Hobbs automatic transmission was next on the list and this once again proved the advantages of this excellent gearbox. You can now order a Cortina or Corsair with the Hobbs box for £85 and good value it should be for the person who wants the best of both worlds.

Next was the Radford-modified Morris 1100. This has everything but the kitchen sink and with its big bucket seats the car is rather crowded. A lot of extra weight makes the performance rather sluggish but this will presumably not affect the person who buys this type of car.

The Rover 2000 completed my rather small tally of nine cars and this car confirmed the findings of our road-test for it could be cornered almost as fast in the wet as in the dry, the Pirelli Cinturas "squeegeeing" through the water and squealing merrily. A great car.—M. L. T.

THREE CARS in the fountain.—The Goodwood Test Day took place mostly in torrential rain which gave journalists an opportunity to discover how brave they were. Left to right : *Triumph* 2000, *Nerus-modified Hillman Imp, Rover* 2000.



Pick of the Motor Show



BEST LUXURY LIGHT CAR Triumph Herald 12/50. The unique skylight roof is included in the price, together with front-wheel disc brakes, heater, and the new 51 bhp engine. All the mechanical delights of the Herald complete the most luxurious light car £635 (tax paid) can buy.



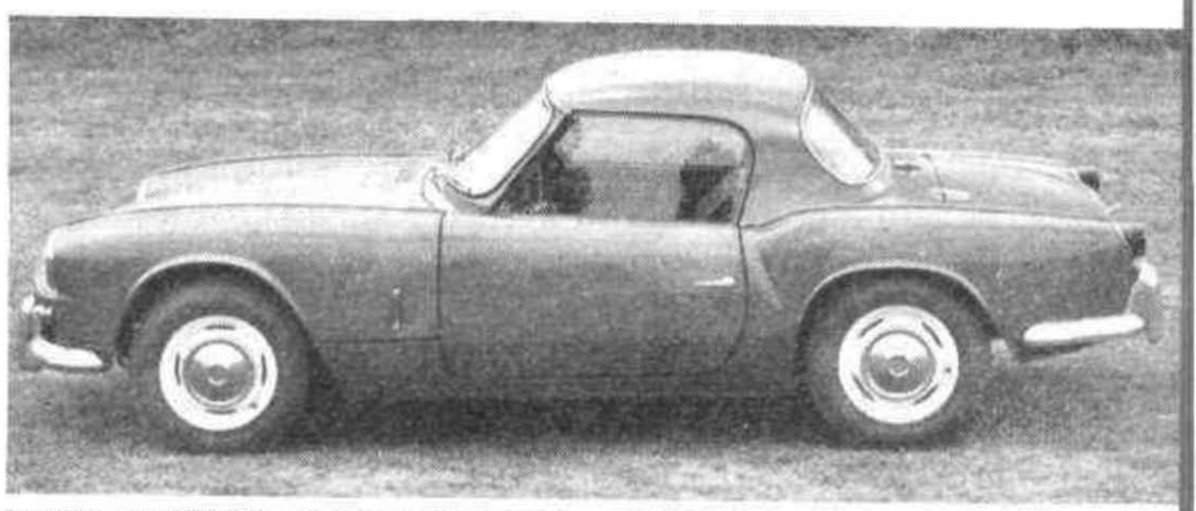
BEST SPORTS CONVERTIBLE UNDER £800 Triumph Vitesse. A 6-cylinder engine, smooth as velvet, in a car with all the mechanical magic of the Herald! With 70 brake horse in a car weighing only 18¼ cwt, the Vitesse (French for 'speed') puts wings on luxury. Also available as a saloon £745 tax paid. Rev. counter now standard.



BEST SPORTS CAR UNDER £1,000 (well under!) Triumph TR4. 110 mph for £907 tax paid! Latest and greatest in a long line of sports TR's, the TR4 combines the stamina of a rally car with the luxury of a saloon. Technical note: 4-speed gearbox, synchro all the way. And the hardtop coupé is only £949 tax paid.



BEST CAR UNDER £580 Triumph Herald 1200. Four years after its launch, still the most advanced light car on the road. 25-ft turning circle. All-round independent suspension. Needs servicing only once in 6,000 miles. 72-position driving seat. £579.7.1 tax paid.



BEST LIGHT SPORTS CAR Triumph Spitfire. The only sports car at an economy price with all 'mod cons'. Winding windows. Front-wheel disc brakes. All-round independent suspension. The 1147 cc engine delivering a whippy 63 bhp completes the prettiest package on the road for £641 tax paid. Hardtop now available.

STANDARD TRIUMPH

A member of the Leyland Motor Corporation

Turn over for your first view of the big new grand luxe Triumph



The masterly new 6-cylinder TRIUMPH 200 introduces *grand luxe* motoring at a medium price

It is fast (nudging 100 mph). It is very beautiful (the long low look interpreted by Michelotti). It is very quiet (a 6-cylinder engine). It is a delight to drive (all-round independent suspension). It is eminently luxurious.

These virtues, however, are not unique. So what puts the Triumph 2000 in a completely new class?

First, it is built with a thoroughness and care that will put a premium on the value of a 1964 Triumph 2000 in 1974.

Secondly, it costs only £1,095 tax paid. But for sheer refinement, it is in a class costing far more. The Triumph 2000 is no larger overall than its competitors, but has a sumptuousness of appointment and a quality of finish you associate with expensive *grand luxe* cars.

The Triumph 2000 has been built with one thought in mind. To make motoring the civilised pleasure it should be for the driver and for his passengers. This simple aim has influenced every detail of the design of the car. To the right are 27 design features of the Triumph 2000. Each one plays a part in substantiating the claim that the Triumph 2000 is a completely new class of motor car.

27 design features for your greater enjoyment of motoring

1. Four-eye Vision Twin sealed-be headlamps for safer night driving un all traffic conditions.

2. Tapered Bonnet Beautiful and wise–y see the road to within six feet of the car

3. 6-cylinder Silkiness The Triumph 2(is not the cheapest 6-cylinder car, but i unquestionably one of the smoothest, a that's what you pay for (you can pay mu more and still only get a 4-cylinder engir

4. Tight Reins The Triumph 2000 has ra and-pinion steering–there is no m positive way of changing direction.

5. Beautiful New Clutch The new d phragm spring clutch (less pedal pressu fewer working parts) gives a smooth tal off that the 6-cylinder engine fully mer



6. **Deep Windscreen** Zone-toughened for safety. Your vision can sweep from ground level to the rooftops at a glance.

7. **Low-profile Roofline** The Triumph 2000 stands only 4 ft 8 in high. This creates both beauty and the ideal shape for fast driving.

8. **No-loss Cooling System** The radiator has a separate chamber to collect any overflow and return it to the system.

9. **Child-proof Locks** Fitted to all doors.

10. **Walnut Facia** Elegant, restrained and sensible (padded on the upper edge).

11. **Instruments** Include such refinements as temperature gauge and ammeter. Warning lights include choke and low fuel. All the instruments are deeply recessed.

12. **Piano Key Controls** These completely new switches are handsome and simple. You always get the switch you want, first go, with no fumbling and no looking down.

13. **Back - and - front Heater** Fresh-air warmth reaches both the front and rear of the car through separate ducts. A 2-speed booster motor is fitted.

14. **Reclining Seats** Both front seats adjust to any position from near-horizontal to vertical. For the driver, tailor-made comfort. For the passenger, a sleeping berth.

15. **Separate Front Seats** Three people *cannot* sit in the twin front seats of the Triumph 2000. But for two people, it's really spacious and comfortable.

16. **Elbow Room** The rear seat is big enough for three man-size men. With two in the back, the centre armrest is amply wide enough for an elbow each.

17. **Wood Where Wood Belongs** Each door has a window-sill of polished walnut—elegant and practical. Wood stays cool in summer, looks good always.

18. **Tread Plates** Polished aluminium tread strips are fitted to the door sills. Useful as well as decorative, they protect the paintwork at its most vulnerable part.

19. **Super-soft Upholstery** The luxuriously buoyant material makes the softest seating you ever found in a car. (Wears longer, too—because it is never under strain.)

20. **Look Back in Ease** The exceptional depth of the rear window gives excellent rearward vision. The swept-back lip to the roofline is designed to carry rain clear of the rear window.

21. **Safety, Front and Rear** The Triumph 2000 has safety-belt anchorages for both the front and the rear passengers.

22. **Discs to the Fore** Servo-assisted disc brakes on the front wheels give the Triumph 2000 stopping power to match its performance.

23. **Fully Independent Suspension, all-round** This refinement puts the Triumph 2000 in an almost unique class among quality cars. Semi-trailing arms at the rear give the car outstanding handling characteristics.

24. **Carpet to Boot** Sumptuous tailored carpets line the 13-cu-ft boot entirely. The spring-loaded door props itself up.

25. **Sideways Flashers** Neat direction indicators on the door pillars relay your intentions to motorists and pedestrians on either side of your car.

26. **Backward Glance** Few cars today give you the luxury of a built-in reversing lamp. The Triumph 2000 fits not one but two of them!

27. **Fleet - of - footnote** The enthusiastic motorist will feel that a car that handles as beautifully as the new Triumph 2000 deserves overdrive and Dunlop SP tyres. They're both optional extras.

WHEN AND WHERE? You can see the masterly TRIUMPH 2000 at the Scottish Motor Show. Early in the new year you will be able to see it at every Standard-Triumph dealer in Britain. Ask your dealer to give you first news of it.

STANDARD TRIUMPH

A member of the Leyland Motor Corporation

BOOK REVIEWS

"Monza 1963." The official Year Book of the Autodrome Nazionale di Monza. 143 pp., 11⅛ in. × 8½ in. (*Monza Autodrome, Italy.*)

This beautifully-produced annual, with its fine photographs and colour plates, and many pages of high-class advertising in keeping with the quality of the editorial contents, should be eagerly awaited by discerning English purchasers.

Intended primarily as a guide to the Monza Autodrome and as a very complete record of the previous racing season, with very full pictorial coverage, the Year Book also describes improvements and additions to the Track, rules and regulations, as the Brooklands Year Books of 1924-1939 used to do, and contains elaborate maps of Monza, where ten different circuits of from 4½ to 10 kilometres have been used since 1922, timing charts to the nearest ⅛ sec. for the existing circuits, and, in addition, continues the Monza history which started in earlier volumes.

This 1963 Year Book, from the historical angle, deals with the exciting period 1934-39, when the powerful German G.P. cars were unleashed round the Monza track. The pictures of these cars alone makes it well worthwhile for serious historians to acquire a copy of this excellent publication, which is both a tribute to Monza and to Italian publishing. As in previous editions, text and captions are in English as well as in Italian, and the many photographs and big colour plates are supported by fine line and engineering drawings. Motorcycle racing, both past and of the 1962 season, is covered as well as the automobile side.—W. B.

"Cars of the World," by J. D. Schell. 216 pp., 8⅞ in. × 6¼ in. (*Methuen & Co. Ltd.*, 36, *Essex Street, London, W.C.2.* 30*s.*)

There have already been too many annuals, reference books and suchlike acting as a record of the World's automobiles, many of them but thinly-disguised cribs of makers' catalogues and "hand-out" material. This particular volume breaks new ground, inasmuch as it covers a very large number of cars, historic and modern, up to 1962, arranged by countries that embrace Brazil, Denmark, Japan, Poland, China and the Soviet Union, as well as the obvious ones. The cars are illustrated by small, very reasonably accurate, colour drawings, grouped as makes, so that the history of individual companies is easily referred to.

For example, under Morris we have illustrations of 1914 Oxford, 1924 Cowley, 1929 Minor, 1948 Minor, 1960 Mini-Minor, 1956 Morris-Oxford and 1961 Oxford. The captions to each may be superficial but an enormous amount of history is contained in this unique and colourful book, quite apart from that incorporated in the long historical survey that covers the development of vehicles from pre-history to the present-day.

Returning to the numerous illustrations, *over* 850 *in all*, just flicking the pages at random brings to light colour pictures of 6 c.v. Vivinus, 1925/6 sports F.N., 1932 B.M.W. backbone chassis, 1938 Koln, 1950 Veritas, 1951 FG Ifa, 1906 20/24 Hispano-Suiza, 1925 18 c.v. Peugeot, etc., etc. By using drawings instead of photographs the illustrator, Verner Hancke, avoids copyright snags, but we recognise many of his drawings which might be tracings of pictures out of back numbers of MOTOR SPORT.

The result is infinitely fascinating and more leisurely reviewers will no doubt have a field day correcting any dating errors and mis-stated facts. I am not going to quarrel with a book that even illustrates different pre-1915 Thrige models and a 1915 Jan, and shows me what sort of a driving position and forward view Nicolas Cugnot enjoyed from his 1770 steam carriage! The translation is by D. Cook-Radmore.—W. B.

"Strike to Defend," by Nigel F. Walker, D.S.O., D.F.C. 128 pp., 8¾ in. × 5½ in. (*Neville Spearman Ltd.*, 112, *Whitfield Street, London, W.1.* 16*s.*)

A war book making a belated appearance, "Strike to Defend" is an account of what it was like to serve in R.A.F. Bomber Command during World War Two, probably the last war in which piloted aircraft will be flown in anger. The author describes not only sorties over enemy territory but gives a background account of how Bomber Command and a Pathfinder Squadron looked to a member of an air-crew. He tells his story rather stuffily, but isn't afraid to be severely critical of R.A.F. procedure where this is judged to be necessary.

Apart from its aeronautical aspect, the book covers the author's experiences in pre- and post-war M.C.C. trials with such unlikely cars as an old 24-h.p. Chrysler saloon (1939 Edinburgh) and a Riley Nine saloon (1947 Land's End), while there are pictures of the Brough-Superior coupé used for the 1954 Whitsun Rally and the open Chrysler 75 driven in the *Daily Express* 1,000-Mile Rally and a Land's End Trial, although I can find no reference in the text to the latter cars. Could the book have been written, and completed, in something of a hurry?—W. B.

"Veteran and Vintage Cars," by Peter Roberts. 160 pp., 11⅛ in. × 8¼ in. (*Paul Hamlyn, Westbrook House, 583, Fulham Road, London, S.W.6.* 12*s.* 6*d.*)

This book, although on a rather too oft-encountered theme, is highly recommended, if only because it is such extremely good value for money.

It covers the whole era of road transport history in picture and text—steam coaches and carriages, early competitions, motoring laws, radiators of early makes, Royal cars, pioneer horseless carriages, Mercedes models, road racing, Brooklands, steering wheels and controls, the Brighton Run, restoration, *Punch* and the motor car, early American automobiles, components, early advertising layout, verse, fashions, coachwork, lamps, Clubs, discoveries of veteran cars, landmarks in history, lady pioneers, "Genevieve," record-breaking, mascots and badges, famous marathon competitions, men and *marques*, models, a quiz—it is all here, in text and vivid picture.

On account of its many full-page colour plates alone this book makes publishing history—these range from contemporary studies to pictures of vintage cars racing at Oulton Park and the Fiat "Mephistopheles" leaving the line at Brighton.

Naturally, this doesn't compare with serious histories of given aspects of motoring or makes of car, but it does cover an enormous amount of ground in the pleasantest possible manner, and a quick perusal suggests that the author has attained a high degree of accuracy.

At 12s. 6d. this vintage and veteran picture book leaves all previous works on these lines, especially the lavish American annuals, a long, long way behind.—W. B.

"The World's Automobiles—1862-1962," by G. R. Doyle and G. N. Georgano. 180 pp., 8¾ in. × 5⅝ in. (*Temple Press Books, Bowling Green Lane, London, E.C.1.* 21*s.*)

Here is that remarkable work of the late G. R. Doyle, first published in 1932, in its fourth edition, thoroughly revised by his friend G. N. Georgano, so that nearly 1,000 additional makes of car are included compared to earlier editions. This means that the time-span and addresses of over 5,000 motor-car manufacturers are included, literally from A.A.A. (of which, the book tells us, there were two) to Zwicka.

The original early short chapters devoted in Doyle's inimitable style to origins, motoring oddities, and registration schemes have been retained, and the many informative footnotes expanded. This is not really automobile history so much as a directory, yet it has been said that most motor historians start their researches between the covers of Doyle.

If you have missed this unique book in its earlier editions, here is the opportunity to acquire it now. I am interested to note that a similar work covering motorcycle manufacture from 1894-1963 is to be published by Temple Press in due course.—W. B.

"First and Fastest." Edited by Richard Hough. 151 pp., 8¾ in. × 5½ in. (*George Allen & Unwin Ltd.*, 40, *Museum Street, London, W.C.1.* 21*s.*)

This book may not have been strictly necessary, tracing as it does the wheel tracks of history already written, but it follows an undeniably attractive theme, for Hough has put between covers accounts of the fastest motor races the World has even seen.

For example, Charles Jarrott's account of the 1903 Paris-Madrid, "the fastest across France," opens a book which has chapters on the 1906 Vanderbilt Cup Race, "Fastest on Long Island," Fastest Bentley at Le Mans, being an extract from the late Dr. J. A. Benjafield's book, Fastest in Africa, which is Barré Lyndon's account of the 1934 Tripoli G.P., and Fastest in the World, wherein S. C. H. Davis describes John Cobb's Land Speed Record. The 1937 Avusrennen is included, as the fastest race ever run in Europe (strictly the fastest by road-racing type

cars), and a chapter is devoted to the fastest solo run at Le Mans (Pierre Levegh, Talbot, 1952). If you consider that inclusion of such races makes the book a bit of a fiddle, it is at all events a very enjoyable bit of fiddling.

Moreover, those who want to read Denis Jenkinson's account of his ride to victory with Moss in the 1955 Mille Miglia, when their Mercedes-Benz 300SLR won the fastest race round Italy, can do so without recourse to our photostat department. What's more, they can also read this author's account of the "fastest race ever," the 1958 Miglia di Monza (won at 166.72 m.p.h. by Rathman's Zink Leader Card Special), also lifted from MOTOR SPORT. And William Boddy has written specially a chapter on the fastest of the Brooklands long-distance races, the 1937 B.R.D.C. "500," which the Napier-Railton won at 127.05 m.p.h.

S. C. H. Davis has written a little book, under the oddly-worded title "Teaching to Drive," which is aimed at "those who have the responsibility of teaching others how to drive." (*Foulis*, 8*s.* 6*d.*)

* * *

Autobooks of Brighton offer that very detailed account of Mike Couper's experiences as a competitor in the more recent Monte Carlo Rallies at the reduced price of 6s. 6d.

* * *

National Benzole have issued a new road atlas, which covers Great Britain to a scale of 5 miles to the inch, has a separate section of approaches to London to a scale of ¾-of-a-mile to the inch, and which includes Motorways, major and minor roads, principal canals, car ferries, civil airports, National parks, National Trust property, interesting buildings and motor-racing circuits. In book form with a protective cover, this Road Atlas has a gazetteer index. It is obtainable, price 12s. 6d., from most National Benzole service stations or direct from the Company's Advertising Dept., Mercury House, 195, Knightsbridge, London, S.W.7.

CARS IN BOOKS

A reader sends this extract from "The Laird and the Lady," by Joan Grant :—

"'Part of my present to you is so small that it could go in a matchbox . . . and I ran out of coloured paper so I left the rest of it downstairs.'

He pretended to be disappointed. 'But I love unwrapping parcels. Couldn't I have had a little bit of newspaper and a foot or two of string?'

'There is lots of string. But first you will have to find the clue, for your present requires a treasure hunt.'

He tore off the gilt paper and opened the green leather case. It held two gold keys; one with his initials, the other with her own. Again he joined in the game, pretending not to know what kind of keys they were.

'The keys of your heart?'

'How can they be? I gave you those on a certain stormy evening in France.'

He jumped out of bed and pulled her with him. 'I refuse to be tortured by curiosity. Do we need more than a dressing-gown?'

She went to draw back a curtain. 'Definitely more, it's snowing.'

'So it's an outside treasure? Shall we require a spade to find it?'

'I hope not; unless the snow is very deep.'

Still wearing the tiara, she put on red fur-lined boots and a mink coat while he dived into a grey sweater and buckled his kilt. Hand in hand they ran downstairs and across the courtyard. The double doors of the Great Barn were closed with a tartan sash.

'It's a very small key for such a large door!' He pretended to search for a new lock in one of the knot-holes of the ancient oak.

'You have to untie the bow first, and you musn't cut it for Georgina lent it to me.'

A vast white shape loomed out of the dark cavern of the barn. That she had given him a Rolls Wraith, silver grey with scarlet leather upholstery, perfect in every detail even to his crest on the driver's door, he found less moving than that she had wrapped it in linen sheets and tied them on with scarlet cords."

[Presumably he deserved it.—ED.]

The Final Goodwood Meeting

(September 21st)

Adrian Dence (Morgan Plus Four) wins MOTOR SPORT Brooklands Memorial Trophy and £75 prize by half-a-point



PRESENTATION.—Adrian Dence smilingly in possession of the MOTOR SPORT *trophy in spite of spinning off in his last race. Mrs. Boddy looks happy but her husband is obviously far away, thinking what fun it must have been in the days of Chitty-Bang-Bang. On the left two of the runners-up, Bob Duggan and Mike Warner wait hopefully for the champagne and the lolly.*

CLOSE racing characterised the last 1963 Members' Meeting of the B.A.R.C. The first race, a 10-lap scratch race for F.J. and F.L. cars was a run-away victory for the Ecurie Ecosse Cooper-Monaco driven by Jimmy Stewart. It led all the way, winning at 96.88 m.p.h. (best lap, 98.86 m.p.h.). Mike Warner brought Parker's bored-out Lotus-Ford home second, and Bunting's Brabham-Ford was third, winning the F.J. category.

The 5-lap Final of the Spring Grove Saloon Car Championship was truly intense, Doc. Merfield leading all the way in his Willment Lotus-Ford Cortina, crossing the line 0.4 sec. before Cave's A40, although the latter won the Championship, of which the commentator made such a fuss, to the virtual exclusion of other championships contested at Goodwood, that I thought of heading this report "No Dirty Linen at Goodwood!" Journalist McNally drove Odor's Morris-Cooper-S very well, taking third place when Smith bounced his Austin-Cooper off the *chicane* wall, losing him ground. Merfield's average? 83.4 m.p.h., his fastest lap at 84.71 m.p.h.

The 5-lap *Marque* Scratch Race was won neatly by Adrian Dence's Lawrence-tune Morgan Plus Four hard-top with the new inclined-valve head which, although it wasn't entirely *au point*, was able to average 82.92 m.p.h. and dispose of the vertical-valve Morgans of Spice, Kendall and Sanger. The first three were credited with a joint fastest lap of 84.54 m.p.h. This victory gave Dence a half-point lead in the MOTOR SPORT Brooklands Memorial Trophy Contest which was never challenged.

Quite sensational describes the finish of the 10-lap scratch race that followed this Morgan *marque* domination. It looked as if nothing could catch Deacon's Lister-Jaguar after it had taken the lead on the second lap, but Mike Warner driving Parker's Ford-engined Lotus 23B hung on magnificently. His close proximity may have worried Deacon, who seemed to hesitate almost imperceptibly as they left the *chicane* for the last time. Warner seized his opportunity, accelerating alongside on the left-hand side, to win by what observers at the finish referred to as two-feet, and the timekeepers as 0.2 sec.! I would dearly love to know what revs. the 1,600-c.c. Ford engine was doing over the line in this dignity and impudence photo-finish! The average was 93.2 m.p.h. and Warner made best lap, at 94.94 m.p.h.—Deacon not being coupled with him. Had Jackie Stewart started it might have been different, but David Murray's Cooper-Monaco withdrew from the grid with back axle trouble.

Another stirring 10-lap Scratch Race followed, in which three cars, Lacey's Merlyn, Porter's Lotus 7 and Manfield's Lotus 23, all Ford-powered, raced in a tight trio for the entire distance. For six laps the order was Lacey, Porter, Manfield. Porter got ahead to lead lap seven, but Manfield overtook him next round, to lead to the finish, winning at 87.75 m.p.h. Porter had the consolation of fastest lap, at 89.07 m.p.h. Behind these duellists, in solitary state, drove Bennett, his Turner GT winning the up-to-1,150-c.c. G.T. class, and behind another intense duel

Continued on page 877

New JAGUAR

join the famous range of Mark 2, Mark Ten

The latest development
of one of the world's
most successful cars

The new 'S' models make available in a car of compact dimensions, the very latest refinements in Jaguar design and engineering.



BY APPOINTMENT
TO H.M. QUEEN ELIZABETH
THE QUEEN MOTHER
MOTOR CAR MANUFACTURERS
JAGUAR CARS LTD

JAGUAR CARS LTD • COVENTRY

3·4 & 3·8 'S' *models*

& 'E' type models which continue unchanged

The wide choice of high-performance high-quality motoring which the Jaguar range already provides, is now further extended by the introduction of these new 3.4 and 3.8 'S' models. With impeccable body styling and spacious interior proportions, these cars are powered by the world famous Jaguar XK engine of either 3.4 litre or 3.8 litre capacity. The many important features incorporated include:—

- All round independent suspension providing the utmost riding comfort under all conditions.
- Self adjusting Disc Brakes on all four wheels and self adjusting handbrake.
- Driver operated variable interior heating with on or off control for rear compartment.
- Reclining seats for driver and front passenger.
- An exceptionally large luggage boot giving an entirely unobstructed cubic capacity of no less than 19 cubic feet.
- Twin petrol tanks—one in each rear wing with change-over switch in dash panel.
- Spacious interior with generous head and leg room affording the highest degree of comfort.



PRODUCT OF BRITAIN
WORLD CHAMPION COUNTRY
FORMULA 1 RACING CARS
1958 59 60 62 63

LONDON SHOWROOMS • 88, PICCADILLY W.1

For 'Consul Classic' Read 'Consul Corsair'



By Killarney's lakes and fells. The Press gained their first experience of the Corsair on deserted roads in Southern Ireland.

AFTER a dismally short production run of only 27 months in both 1,340-c.c. and 1,498-c.c. form the Classic has been quietly dropped by Ford and replaced by the Corsair. This financial disaster is comparable to the one which befell Ford of America when their Edsel model flopped. Neither the Edsel nor the Classic could have been called bad cars mechanically and the Classic has provided reliable every-day transport for many people and suffered from none of the excruciating mechanical disasters which have plagued owners of more ambitious designs recently. Just why the car failed is something of a mystery, although the people who designed it (in rather a hurry so we hear) were never very fond of it. Most of the road-test reports were complimentary, almost glowing in fact, except those published by MOTOR SPORT. Said the *Motor* : "It is clear that the Ford Company have made no attempt to provide the cheapest possible car in its class in order to undercut their rivals but rather they have endeavoured to provide at a modest price the performance and facilities that belong to a more expensive range. One feels that they have gauged very accurately what a large sector of the public is seeking." The public obviously didn't agree!

Said the *Autocar* : "The new car is just the size so many people want, is right up to date in appearance and equipment, and has been carefully planned both as a whole and in detail. Moreover, it is very much more than mere transport, having likeable road manners which make it interesting and rewarding to drive."

Said MOTOR SPORT after a preliminary canter : ". . . but it would appear that the Classic is aimed at the family motorist requiring five seats with good luggage capacity and not requiring exceptional acceleration or road-holding. In short, it will probably not appeal to racing or rally drivers as it is over-bodied or, more accurately, under-engined, and the Works do not plan to rally the Classic." They took our advice and fitted the bigger engine, and after testing this model we said, "The Ford Consul Classic can be summed up as a dull car that is just what many motoring families enthuse over. And the new 116E engine will be welcomed by competition drivers in several spheres."

Having patted ourselves on the back and reminded you whose road tests to read we must admit that our efforts to persuade you that the Cortina is equally uninspiring have met with little success for a recent Press release from Ford gleefully informed us that the 250,000th Cortina had just rolled off the line!

All the same, one must question the wisdom of Ford policy, for they seem to be introducing a whole gaggle of cars which compete with each other. The Cortina and Classic had many similarities and now comes the Corsair which is based very much on the Cortina, while the Zephyr 4 is not far away in design and price. Apart from the Anglia the range is entirely concentrated in the medium-size range. Fortunately Ford have realised that the average family man is more interested in whether he can fit his stout mother-in-law in the back seat and whether he can get a deck chair and push chair in the boot along with several suitcases, than the fact that the car doesn't handle as well as it might.

The Corsair follows this policy closely. The car is to be sold in three different forms, Standard, de luxe and GT, all three being available in 2- or 4-door form. A steering-column gear-change with a bench seat is standard equipment, with floor change and separate seats costing £8 9s. 2d. extra, although only being available on de luxe models. A heater, costing £15 2s. 1d., is an extra on all but the GT. The 2-door standard model costs £653 1s. 3d., the 4-door standard and 2-door de luxe cost the same at £677 4s. 7d., the 4-door de luxe is £701 7s. 11d., the 2-door GT £816 3s. 9d. and the 4-door GT £840 7s. 1d.

Basically the car resembles the Cortina very closely for it has similar body/chassis pressings except that the wheelbase has been lengthened 3 in. at the rear. The actual body styling (done by Roy Brown, the man who did both the Edsel and the Classic) is a mixture of Thunderbird, Taunus 17M and Cortina, with even a faint touch of Classic. Mechanically the Corsair is similar to the Cortina 1500 with the same 1½-litre 5-bearing engine giving 59.5 b.h.p. at 4,600 r.p.m. The engine of the GT model is also the same, giving 78 b.h.p. at 5,200 r.p.m. Both engines are mated to the well-known 4-speed all-synchromesh gearbox. We note with regret that the Borg-Warner automatic transmission will soon be available as an optional extra instead of the far superior Hobbs automatic transmission which Ford have been testing for a long time.

The suspension is the usual Macpherson front layout and rigid rear axle with leaf-springs, the steering is recirculating ball, and brakes are front disc, rear drum by Girling. Unusual features are the printed electrical circuit and the double skinned floor section which, it is claimed, reduces interior noise level.

Faced with this proved but unexciting proposition Ford wooed the Press, first with a lavish lunch at the new Hilton Hotel (No, you can't see into the Queen's bedroom at Buckingham Palace!), followed by a three-day trip to Ireland where the Press were allowed to rush round Killarney's lakes and fells in various Corsair models.

Accompanied by that "American in Paris," Henry Manney of America's *Road and Track*, I sampled the GT model first of all. You can tell it's a G.T. car by the badge at the back. The interior is similar to that of the Cortina GT with the rev.-counter attached to the steering column (Ford call it a phenolic housing), an ammeter and oil-pressure gauge on the central console, remote control gear-lever, and separate seats. Ford call them bucket seats but they are not. They have had the good sense to abandon

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THE N.S.U. SPORT PRINZ II



MOTOR SPORT has had quite a lot to say in recent years about the well-finished, willing little twin-cylinder, air-cooled, rear-engined N.S.U. Prinz cars. The Bertone-styled Sport Prinz coupé was written-up at some length in the issue of November 1960, when we reviewed 4-wheeled cars of under 750 c.c.

Last month I drove 400 miles in the latest Sport Prinz II, which has the 598-c.c. vertical-twin 36-b.h.p. engine with the ingenious drive to its o.h. camshaft, as used for the Prinz IV. This provides better performance, which means easy mile-a-minute cruising, a top speed of over 80 m.p.h. and acceleration, if the gearbox is used, that is no disgrace for such a small car.

Primarily the N.S.U. Sport Prinz is a 2-seater, for although there is a wide but shallow seat behind the main bucket seats, the falling roof-line restricts head-room. Two occupants, however, are comfortably accommodated on the cloth-upholstered front seats of generous dimensions, and a moderate amount of luggage can be stowed in the front boot, the lid of which is self-supporting but requires awkward releasing by hand.

The N.S.U. is noisy, the clutch is best operated by the long-legged, the ride is shock-absorbing but pitchy, and the brakes only just adequate and heavy to apply. Over Berkshire field-tracks the suspension was effective and when the time came to turn round across muddy undulations the rear engine ensured adequate adhesion. The car derives its enthusiastic followers from its excellent finish, to interior details as well as external paintwork, a really enjoyable floor gear-change to the all-synchro. 4-speed gearbox, and its notable economy. Mr. Redgrave, the London N.S.U. Publicity Manager, remarked that I shouldn't get less than about 45 m.p.g. and in adverse circumstances of fast short runs, traffic and cold-starts the consumption was 44.6 m.p.g.—of petrol that cost 4s. 4½d. a gallon. No oil was consumed.

Instrumentation is simple—Vdo speedometer with mileometer and a matching clock with strip-type, coloured ribbon fuel gauge. The switches, and the stalks that control on the left, the manually-cancelled direction-flashers on the right, right lamps-dipping and daylight flashing move with precision, as do the choke and heater levers on the floor. The doors are very wide, shut nicely and have proper " keeps " and pockets, the last-named supplemented by a small but deep, lidded but unlockable, cubby-hole. There are no quarter-lights, and opening the main windows results in draughts. The vizors incorporate a vanity mirror and the small steering wheel now has a full horn-ring. The steering has no free play in 2⅞-turns, lock-to-lock.

The test Sport Prinz was shod with a mixture of Continental (front) and Dunlop B7 (rear) 12-in. tyres. The spare lives upright in the front boot.

In a country where Minis abound, the tax system does not necessitate a very small engine, and import duty inflates its price, this little N.S.U. is under a sales disadvantage. Nevertheless, its fine finish and individuality endear it to a discerning minority who want a nippy air-cooled small car, even at the British price of £768 14s., inclusive of p.t. Beside the engine in the rear boot is a holder for two spare plugs, and the 12-volt Sonnenschein battery feeding a couple of 6-volt coils in series, which provides a simple ignition system.

The Bertone styling would show to better advantage if this Prinz didn't carry its nose so much in the air, although I gather this is caused by a new front suspension assembly which has improved the steering by alteration of castor angle. Although the road clinging is satisfactory, there is undeniable oversteer.

W. B.

MOTORING COAT

Some years ago the coat most worn by the motorist was the duffle coat. This was warm, hard-wearing and looked reasonably presentable. Since these days there has crept into being the motoring coat. In price these range from £40 plus for sheepskin down to more reasonable prices. One coat recently sent in for review is the Harvey Motoring coat. This is essentially a coat for the well dressed. It is made of blended woollen shower-proofed cloth, with an imitation Persian lamb collar. The styling for a mass-produced coat is really very good and, most important, it is practical and keeps the wearer warm. The price is very reasonable and this is a good " girl-friend " present type of motoring accessory. This coat is manufactured by J. Harvey Ltd., 55, Oxford Street, London, W.1, and is obtainable from all leading stockists.

M. J. T.

HORNS

A few weeks ago a demonstration took place in a sound studio of various horns. Some were new, some were old, but the main point was to give a visible proof that the present-day British small car had not got an adequate horn. A microphone set the same distance from the horns gave visual reading on a small dial as each horn was blown.

One amazing fact that emerged was that an average 12-volt horn was as powerful as the electric horn from a popular British small car. An early foot klaxon had almost twice the power of the smaller one, and this particular model could cruise at 80 m.p.h. on the M 1 with a horn that would have been reasonable on a 40-m.p.h. car pre-1914.

The main point of the demonstration was to show off the wide range of air horns made by FIAMM of Italy and demonstrate the power of this type of wind horn. It would be foolish to try to describe the shattering blast of some horns, and in an enclosed space they sound too loud, but on the M 1 or German *autobahn* they would penetrate the cab or leather skin of the " mimser " drifting in front of faster cars.

An example of the power and urgency these horns inspire occurred one Sunday recently. A woman driver in a popular family car travelling at about 40 m.p.h. drifted into the fast lane on a dual carriage-way for no apparent reason. A long, earnest blast made the car leap back and sudden evasive action on the part of the faster car was not needed.

Information on these horns and simple fitting instructions are available from Mr. Peter G. Ford, Managing Director of Autocar Marine and Diesel Co. Ltd. (telephone : MACaulay 2491).

M. J. T.

THE FINAL GOODWOOD MEETING—

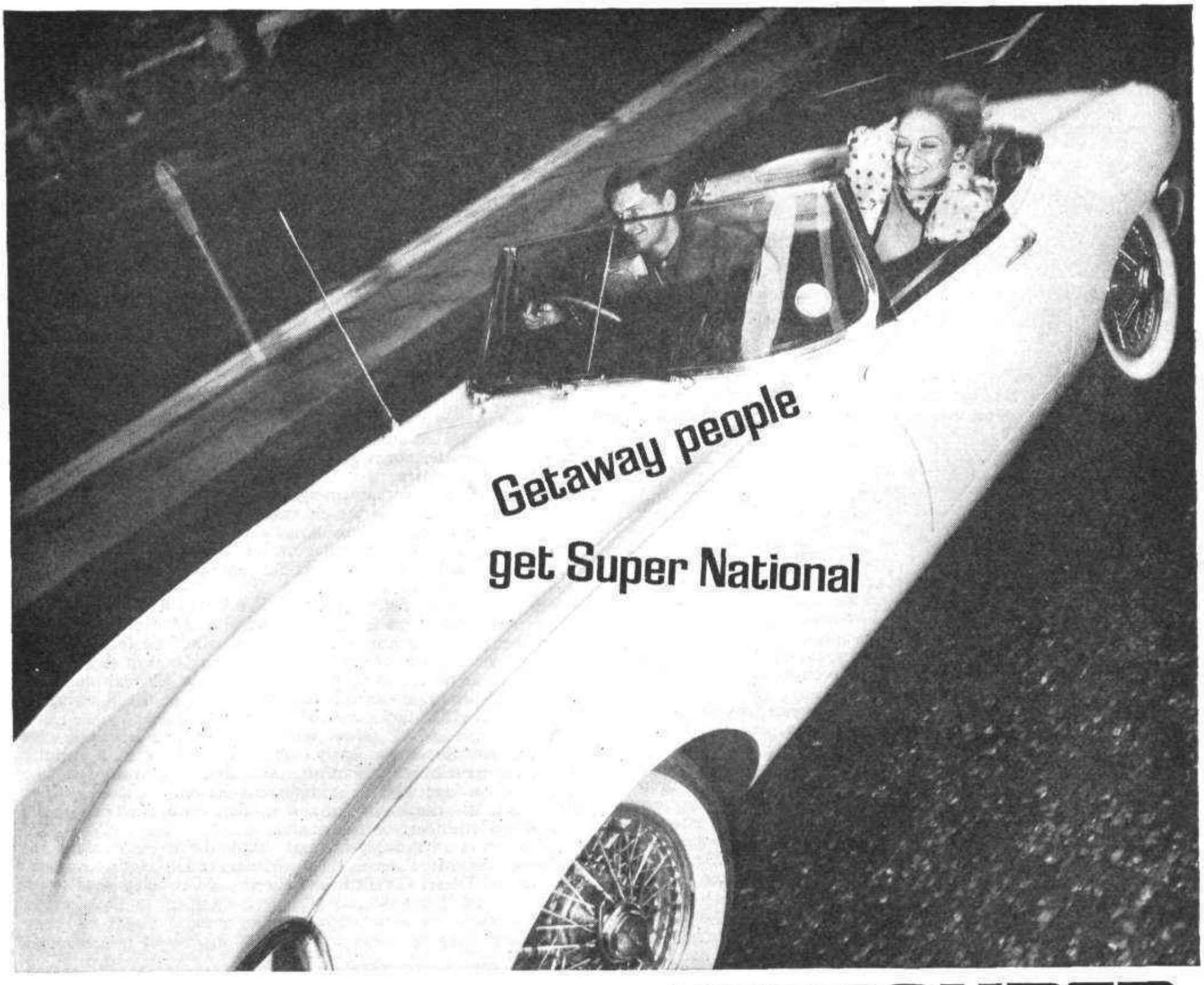
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was fought between Lalonde's Marcos, Bransfield's G.S.M.-Delta, and Buchanan-Michaelson's Fiat Abarth. But the leading Marcos was penalised for jumping the start.

Jimmy Stewart was out again in the next 10-lap Scratch Race, giving the Ecurie Ecosse Tojeiro-Buick another try-out. It is David Murray's intention to see how this car performs on every circuit in Britain before using it for serious racing, but I gather its Corvair gearbox will be changed for something more suitable. It performed splendidly at Goodwood, never being challenged and winning at 94.06 m.p.h. and 28.4 sec. from Sutcliffe's E-type Jaguar, which was followed home by the Aston Martin DB4GT Zagatos of Hetreed and Skailes.

Two Handicaps concluded a fine day's racing, Digby in Cave's A40 winning the first at 81.91 m.p.h. from the Merfield Lotus-Cortina and Crisp's Daimler SP250, hood up, the second, at 80.84 m.p.h. from Mrs. Wheeler's " limit " T.V.R. Grantura.

Thereafter Mrs. Winifred Boddy presented the MOTOR SPORT Brooklands Memorial Trophy to Dence (16 points), who also received the cheque for £75, some compensation for having driven his Morgan up the bank out of Lavant Corner in his second race. Second in this year's Contest was Chris Williams (not present—15½ points) and Mike Warner and Bob Duggan (13 points each) share the third prize of £25. Now Goodwood sleeps until the Spring.—W. B.



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GETAWAY PEOPLE GET SUPER NATIONAL





M162/7

Grand Prix of United States

B.R.M. First and Second with the Old Cars

WATKINS GLEN, *Sunday, October 6th.*

THE 1963 United States Grand Prix at Watkins Glen was freed this year from all World Championships considerations in so far that Clark and Lotus had clinched this year's Championship at Monza. This race counted for itself only, and all outside considerations could be put aside.

The entry was the best yet as all teams with the exception of Scirocco were present. B.R.M. had brought two old cars for Graham Hill and Ginther. Coopers had the same cars as raced at Monza, and the mountings for the removable radius arms were still there, although not used here. McLaren's car had a flat crank engine, while Maggs' had a normal engine but an experimental dome over his inlet ports. The two Brabhams were as before, Jack Brabham's car having a flat-crank engine while Gurney's was the normal Coventry-Climax V8.

Lotus had three cars entered for Clark, Taylor and Pedro Rodriguez. The latest car with Hewland gearbox and flat-crank engine was for Taylor, while Clark was driving the older car which he had driven all season. Rodriguez was to drive the carburetter spare car. Ferrari, contrary to all rumours, had turned up with the full team, a monocoque for Surtees and a normal car for Bandini, and a training car.

A.T.S. had two cars for P. Hill and Baghetti, the latter's being the same as at Monza. Hill's car had been modified, the gearbox now being behind the axle. This had been done by turning the whole gearbox axle unit around and putting a spacer between the engine and axle to keep the wheelbase the same without moving the engine back. Both cars had a short radius arm from the top link to the chassis halfway along the engine. This radius rod was approximately half the length of the lower one, and was as used at Monza.

Reg. Parnell had three cars, a Lola-Climax for Masten Gregory and two Lotus-B.R.M.s for Roger Ward and Hap Sharp. Ward, a two-time winner at Indianapolis, was making his Formula One debut in a Formula One car. He ran a Midget car in the first U.S. Grand Prix at Sebring but as this was a gimmick it couldn't really count.

B.R.P. had two entries but as Ireland is still in hospital following his crash last week at Seattle they only had one car, a Lotus-B.R.M. for Jim Hall. The private entries which made up the rest consisted of the three regulars, Walker's Cooper-Climax for Bonnier, de Beaufort's Porsche and Siffert's Lotus-B.R.M. The newcomer at this race was Peter Broeker from Canada driving a Stebro Mk. IV. The Stebro is a F.J. chassis with an ordinary twin Weber Ford 1,500-c.c. engine and developing about 110 b.h.p. into which is fitted a Hewland gearbox. The chassis was of the multi-tubular type, the car being very low, and the driver was seated in a reclining position. Suspension was wide-based double wishbones at the front, while at the back there was a lower wishbone with a top link and radius arm. The small cast wheels were held on by four studs and as there was no centre hole on the wheel, Dunlops were unable to balance them.

With such a good entry this year the papers, radio and TV were all giving more pre-race publicity than in previous years. That some of the information was inaccurate, *e.g.*, "World Champion Scotsman, red-headed Jimmy Clark . . . ," didn't alter the fact that F.1 racing is catching on everywhere.

The Club had built a bit extra at the circuit each year, and for 1963 they had a Technical Building in which all the teams could work instead of towing the cars to garages after each practice. The shed, which was insulated, was bright both in daytime and at night, and sixteen cars and mechanics made good use of it. During practice it was only a short way to wheel the car to change ratios, stop oil leaks and carry out any other jobs which are difficult in the open and at the pits.

Friday was very cold and local shops did a brisk trade in warm coats to the visiting teams. Practice started as it was planned, at 13.10 hrs., after some drivers had driven round following McLaren who had a camera attached to his car. After the Nurburgring fiasco this seemed a little foolish, and when Graham Hill repeated this for someone else the next day it was obvious that racing drivers forget quickly.

Bandini was first out and Ward, Brabham and Clark followed immediately. A.T.S. didn't start very well and an oil plug blew out of the scavenge pump, covering the circuit with oil. The target was last year's lap record, 1 min. 15 sec., which was almost a second faster than the practice time. Graham Hill began to go fast and when he came into the pits both B.R.M.'s were wheeled off to change gear ratios. Maggs and McLaren were soon under 1 min. 20 sec. when they had their ratios changed for this 3.22 kms. circuit.

The Lotus team seemed to have the right ratios from the start and within the first hour Clark had equalled his previous lap record. Gurney started off well and was soon down to 1 min. 15.5 sec., and after this fast run it was found that there was water in the oil and the car was wheeled back to the Technical Building for repairs. Surtees was out in the monocoque Ferrari and very soon was down to 0.2 sec. of Gurney's best.

In the first hour all, except Hap Sharp in the Lotus-B.R.M., did several laps. Sharp's car had the gearbox off as the clutch was not withdrawing properly. De Beaufort had only done a warming-up lap when his Porsche's crankshaft broke and he was on the 'phone to New York to get a spare sent up immediately. Rodriguez had difficulty getting away in the third Lotus as he couldn't disengage the clutch properly and therefore couldn't get into first gear whilst stationary. Once the Mexican was moving he was soon down to 1 min. 20 sec. Taylor, who now seemed quite recovered from his accident, got down to 1 min. 16.1 sec. before a camshaft broke, fortunately without doing too much damage.

The B.R.P. car driven by Hall had been misfiring for some laps and when that was cured the Bendix pump packed up and had to be replaced. Siffert's Lotus-B.R.M. was going very well and he soon got down to 1 min. 18.4 sec., when his engine went rough. As it was due for a change the car was wheeled away for the spare to be fitted. Roger Ward had the wires fall off the transistor box out on the circuit but he was able to put them back and returned to the pits. Ward's times were improving steadily but when he was down to 1 min. 19.2 sec. a tooth on the main pressure oil pump broke and before he had noticed the loss of oil pressure the engine seized solid.

Graham Hill, Clark and Surtees were going very quickly and by half way through practice had shattered last year's record and were down into the 1 min. 13 sec. bracket. Whilst trying hard, Hill's B.R.M. jumped out of gear on the far side of the circuit and he motored rapidly over the grass and into the trees, fortunately without hitting anything hard. On his return to the pits the mechanics began modifying the gate to stop this irritating trouble. Bonnier's car was wheeled off before practice ended to have a wheel-bearing changed, the bearing having broken up over a period of some laps.

The Canadian Stebro dropped out very early on with oil leaking from the engine. The A.T.S. was beginning to motor quite well, Phil Hill getting down to 1 min. 17.1 sec. and consistently getting into the 17 sec. This was encouraging as previous times have not come near the faster cars.

As practice was coming to an end B.R.M., Lotus and Ferrari each sent out their No. 1 driver to have a final "go." The result of these last-minute laps and a slightly over-enthusiastic timekeeper gave Graham Hill the fastest lap of 1 min. 13.4 sec., with Clark a tenth behind and Surtees a tenth behind again.

In the garage work started straight away getting the cars ready for the next five-hour practice session which was due to start at 11.00 hrs. next day. Lotus mechanics started repairing Taylor's engine, using the camshaft from one of Parnell's engines and an assortment of valves, all of which had to be ground to size. Clark's gearbox was not functioning properly so it was being changed.

What was wrong at A.T.S. was not easily definable as the mechanics were tearing both cars to pieces. In Hill's car they rather foolishly fitted the experimental fuel injection engine for the next day.

Second practice session was dry and warmer than the day before, and Clark, Graham Hill, Broeker, Hall, Rodriguez and P. Hill were off as soon as the track was opened. Clark began trying hard from the start but it was Graham Hill in the 1962 car who was first down to 1 min. 14 sec. After only a few laps it was noticed that Broeker was putting down a layer of oil, sepecially on the track in front of the pits. Several drivers

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complained and Bonnier, as President of the G.P.D.A., with the Clerk of the Course asked Broeker not to go out again until he stopped dropping oil. Many drivers thought that as the car was not competitive and the driver not being up to their standards, that the organisers should not have accepted his entry.

So much oil had been spilt that practice stopped for half an hour while sweepers and cement were fetched to cope with the five to six hundred yards worst affected. When eventually the course was cleared of officials and official cars, practice resumed. After a few laps of fast driving, Surtees had the inboard rear right-hand lower wishbone mounting break. He slowed down to a crawl just over the brow of the hill; Bandini, in the second Ferrari, arrived, saw his team-mate crawling along, so slowed up beside him to ask what was wrong. At this moment Brabham and Ginther came over the brow flat out to find two cars side by side in the narrow road ahead. The B.R.M. somehow squeezed past, but the Brabham, with all wheels locked up, rushed through the long grass and was very lucky not to hit anything.

The damaged Ferrari was wheeled away and after a short while the practice car was brought out with Surtees' proper number on it. Gurney was losing oil from a head of his engine and eventually Brabham decided to put in the spare he had with him. The engine troubles that the Brabham team are having this year seem to indicate poor preparation by Coventry-Climax.

The injection A.T.S. engine was losing a lot of oil and Hill said he had no power at the top end, which was disappointing after the way he went the day before with the carburetter engine. Taylor's Lotus was out of action for some time when a tab washer broke in the gearbox.

THE GRID

8 J. Clark (*Lotus-Climax V8*) 1 min. 13.5 sec.
1 G. Hill (*B.R.M. V8*) 1 min. 13.4 sec.
2 R. Ginther (*B.R.M. V8*) 1 min. 14.0 sec.
23 J. Surtees (*Ferrari V6*) 1 min. 13.7 sec.
6 D. Gurney (*Brabham-Climax V8*) 1 min. 14.5 sec.
5 J. Brabham (*Brabham-Climax V8*) 1 min. 14.2 sec.
17 M. Gregory (*Lola-Climax V8*) 1 min. 15.6 sec.
9 T. Taylor (*Lotus-Climax V8*) 1 min. 15.6 sec.
4 A. Maggs (*Cooper-Climax V8*) 1 min. 15.8 sec.
24 L. Bandini (*Ferrari V6*) 1 min. 15.8 sec.
11 J. Bonnier (*Cooper-Climax V8*) 1 min. 16.3 sec.
3 B. McLaren (*Cooper-Climax V8*) 1 min. 15.9 sec.
14 J. Siffert (*Lotus-B.R.M. V8*) 1 min. 16.5 sec.
10 P. Rodriguez (*Lotus-Climax V8*) 1 min. 16.5 sec.
16 J. Hall (*Lotus-B.R.M. V8*) 1 min. 17.7 sec.
25 P. Hill (*ATS V8*) 1 min. 17.1 sec.
22 H. Sharp (*Lotus-B.R.M. V8*) 1 min. 20.0 sec.
18 R. Ward (*Lotus-B.R.M. V8*) 1 min. 19.2 sec.
26 G. Baghetti (*ATS V8*) 1 min. 25.2 sec.
12 G. de Beaufort (*Porsche 4*) 1 min. 22.3 sec.
21 P. Broeker (*Stebro-Ford 4*) 1 min. 28.6 sec.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	G. Hill	B.R.M. V8	**1. 13.4**	1. 14.0
2	R. Ginther	B.R.M. V8	1. 14.0	1. 14.2
3	B. McLaren	Cooper-Climax V8	1. 15.9	1. 17.1
4	T. Maggs	Cooper-Climax V8	1. 16.4	1. 15.8
5	J. Brabham	Brabham-Climax V8	1. 14.3	1. 14.2
6	D. Gurney	Brabham-Climax V8	1. 15.5	1. 14.5
8	J. Clark	Lotus-Climax V8	1. 13.5	1. 13.9
9	T. Taylor	Lotus-Climax V8	1. 15.6	1. 16.1
10	P. Rodriguez	Lotus-Climax V8	1. 17.5	1. 16.5
11	J. Bonnier	Cooper-Climax V8	1. 16.4	1. 16.3
12	C. de Beaufort	Porsche 4	1. 46.8	1. 22.3
14	J. Siffert	Lotus-B.R.M. V8	1. 18.4	1. 16.5
15	I. Ireland	Lotus-B.R.M. V8	—	—
16	J. Hall	Lotus-B.R.M. V8	1. 18.5	1. 17.7
17	M. Gregory	Lola-Climax V8	1. 15.6	1. 19.0
18	R. Ward	Lotus-B.R.M. V8	1. 19.2	—
21	P. Broeker	Stebro-Ford 4	1. 28.6	1. 28.9
22	H. Sharp	Lotus-B.R.M. V8	1. 28.5	1. 20.0
23	J. Surtees	Ferrari V6	1. 13.6	**1. 13.7***
24	L. Bandini	Ferrari V6	1. 15.8	1. 16.3
25	P. Hill	A.T.S. V8	1. 17.1	1. 19.6
26	G. Baghetti	A.T.S. V8	1. 25.2	1. 28.7
T	L. Bandini	Ferrari V6	1. 18.2	—
10	J. Clark	Lotus-Climax V8	1. 18.0	—
25	G. Baghetti	A.T.S. V8	—	1. 35.2

* Training car after monocoque was damaged.
No. 7 number is permanently reserved for S. Moss.

McLaren's Cooper stopped practising when his oil pressure failed and in Maggs' car a bearing in the gearbox started to break up just before practice ended. With half an hour extra added for the oil stop, practice finished at 15.30 hrs. As the cars were driving away from the pits there was a blow-back in Taylor's Lotus and a fire started in the inlet ports and vee of the engine. Fortunately before it could get under way properly dust extinguishers soon had it out, leaving the car smattered in snow white dust.

An unusual sight at the end of practice was to see a policeman with an Alsatian dog controlling everyone by letting the snarling dog leap at anyone near him and just holding him away so the fangs didn't touch anyone! With a regulation which forbids dogs into race circuits it is obvious that the police in the U.S.A. are a dictatorial law unto themselves, as are the police in most countries. With much work to be done before the race, mechanics were working hard within minutes of practice ending. B.R.M.s were to lend Parnell their spare engine if they didn't need it, and as Ginther's and Hill's cars were running well Roger Ward was all set for his first Grand Prix.

Graham Hill's time in first practice was still the fastest and he therefore occupied pole position with a speed of 112.81 m.p.h., a quite fantastic speed for this narrow bumpy circuit. As darkness settled over the circuit, fires and lamps began to light up as thousands of campers made ready for the night. The smell from hundreds of barbecues drifted over the local countryside.

Race day was clear and dry As the 14.00 hrs. start got nearer and the temperature went up into the 80s fine dust drifted from everywhere that cars and spectators moved. With pre-race parades and flags flying, cars lined up on the grid. Surtees was in the training car and it is that car's time in the grid table. A.T.S. had put the carburetter engine back into Hill's car. At a minute to 14.00 hrs. the cars started up on the dummy grid and drove slowly forward to the starter. This was to stop any pile-up on the narrow circuit if a car stalled on the line. All the cars moved forward except Clark, who could get no sign of life from his Climax engine. Tex Hopkins, the starter, dropped the flag and Graham Hill streaked away from the front row of the grid with no Clark to beat him to the first corner. Up the hill it was two B.R.M.s close together followed by Surtees and Gurney. As the dust settled Baghetti was seen to be driving slowly, a long way behind. The A.T.S. completed half a lap and then retired with a broken oil pump.

The end of the first lap saw Graham Hill and Ginther leading and behind them, already beginning to string out, came Surtees, Gurney, Maggs, Gregory, Brabham, Taylor, Bandini, McLaren, Rodriguez, Bonnier, P. Hill, Siffert, Hall, Ward, de Beaufort and Broeker. As the last car went past the pits completing its first lap, Clark's Lotus burst into life. The pressure fuel pump was playing up and when the engine would not fire Clark ran the battery flat trying. When a new battery was fitted the trouble seemed to cure itself and Clark started one and a bit laps down.

At the front the leaders were beginning to form three groups. The first group of five consisted of Graham Hill, Ginther, Surtees, Gurney and Brabham, the latter passing Maggs into fifth place on the third lap. The second group consisted of Maggs with Rodriguez and McLaren pulling through from a mid-field first lap to get on to Maggs' tail by the 10th lap. The third group which formed was Taylor, Bandini and Bonnier

In the lead Hill's B.R.M. was just holding off Surtees who had passed Ginther into second place, but on the seventh lap the Ferrari surged past and tried to draw away. As the lead changed so did third and fourth places. Gurney passed Ginther and closed on to Graham Hill. On the 10th lap the Brabham slipped into second place and began to harass the Ferrari.

At the back of the field the second A.T.S was not happy and Phil Hill was forced to retire out on the circuit, also with broken oil pump, on his fifth lap. Two laps later Hap Sharp, who was lying 15th, also retired, with a broken tappet. The first five cars were still keeping close together. Hill stayed behind Gurney for seven laps, then passed into second position again, a lap before this Brabham displaced Ginther for fourth place, and for the next nine laps this group held these positions as they slipstreamed each other up the straight.

On the 15th lap Masten Gregory brought the Lola-Climax into the pit with overheating and low oil pressure, and it was wheeled behind the pits to retire. Clark was beginning to cut through the tail-enders and by the 15th lap was in 14th position. The Lotus was still not quite right and though some laps were very fast

others were slower when the fuel pump was not working 100%. In the second group Rodriguez and McLaren were swapping positions while Maggs sat a few yards behind and watched. The third group were changing positions frequently until Taylor dropped out on the 25th lap with no sparks, due to transistor box failure. The other two, Bonnier and Bandini, pressed on in close company in ninth and 10th places.

The leaders had reached 30 laps when Hill closed right up on to Surtees and two laps later passed into first place. Next lap, Surtees had regained the lead. Hill had another " go " two laps later and again he took the lead for one lap before the faster Ferrari moved ahead again and Hill settled down to slip-streaming. Rodriguez in sixth place was comfortably leading the second group when a camshaft stopped turning, with disastrous results to the engine, and he was out on the 37th lap. Clark's progress had brought him up to 11th place. Broeker who was driving round very slowly, was reported to be losing oil and his pit put out a board for him to come in, but the Canadian took no notice and ground slowly on to the end.

By the 40th lap, Clark was on the tail of Bonnier and Bandini, and on the 43rd lap he passed both at once. So with Gurney retiring from third place on the same lap, with fuel starvation and cracked chassis, the No. 1 Lotus driver was in seventh place. At the same time as Clark jumped forward three places, Ward stopped by the start line with a seized gear-shift and though he started off again the brute force of moving the lever had bent something, and on his 45th lap he retired.

Maggs, who had been following his team-mate, McLaren, for some laps, moved ahead when McLaren's car began to slow with an obscure fuel-feed trouble, but his fifth place was short-lived for on his 45th lap he stopped with damaged engine after the timing slipped. Things were now settling down. Graham Hill had the short link from his rear anti-roll bar to the rear suspension fall off, which caused a sudden change in handling, and in the few minutes it took him to discover what was wrong he was out of the Ferrari slipstream and began to drop back lap by lap. The B.R.M. was understeering and Hill had to use the throttle a lot to keep the back round, which meant his driving looked a little ragged, with much dust and stone throwing as he kept dropping off the tarmac. Siffert retired on the 57th lap after running just over halfway through the field to this point. The reason for his retirement was an internal gearbox breakage. De Beaufort was running one from the end in his usual steady style and collecting a position with each retirement.

As the laps ticked away McLaren made two pit stops to try and correct the misfiring due to fuel starvation but after two attempts, which made no improvement, he retired. On the 76th lap, Bonnier, who had been lying sixth, came to the pits with a broken shock-absorber. The spindle had snapped off. The mechanics stripped off the spring and the broken parts and in a comparatively short time he was out again. While Bonnier was in the pits, Hall had vanished out on the circuit with a broken gearbox.

With thirty laps to go it seemed set for a Ferrari victory when Surtees suddenly came into the pits. The engine of his Ferrari had gone rough and its power had faded away. Graham Hill moved into the lead and Surtees' car was wheeled away. The remaining laps slipped away and 2 hr. 19 min. 22.1 sec. after the flag dropped Graham Hill crossed the line to win the U.S. Grand Prix at a speed of 176.879 k.p.h.

Behind Hill and on the same lap came his team-mate, Ginther, only 34 sec. behind. Next, a lap down, came Clark, who, with a misfiring engine, had driven a magnificent race. A lap down again came Brabham, whose car had also popped and banged for most of the race. Two laps down again came Bandini, fifth, having completed ninety-nine of the hundred and ten laps, then de Beaufort, with Broeker seventh, eleven laps farther back. Bonnier came eighth and was the last of the runners at the end.

Surtees, Hall and McLaren, having completed 74 laps, were classified as finishers. The race held the interest of the large crowd to the very end, and Hill received a tremendous ovation from the spectators. The left-hand rear tyre of the B.R.M. was completely bald at the end of the race due to the altered driving technique when the anti-roll bar broke.—M.J.T.

Results :

GRAND PRIX OF THE UNITED STATES
Formula One — 110 laps - 407 kms. — Dry and Warm

1st :	G. Hill (B.R.M. V8)	2 hr. 19 min. 22.1 sec.—176.879 k.p.h.
2nd	R. Ginther (B.R.M. V8)	2 hr. 19 min. 56.4 sec.
3rd :	J. Clark (Lotus-Climax V8)	1 lap behind
4th :	J. Brabham (Brabham-Climax V8)	2 laps behind
5th :	L. Bandini (Ferrari V6)	4 laps behind
6th :	C. de Beaufort (Porsche 4)	11 laps behind
7th :	P. Broeker (Stebro 4)	22 laps behind
8th :	J. Bonnier (Cooper-Climax V8)	25 laps behind

Fastest lap : J. Clark (Lotus-Climax V8), 1 min. 14.5 sec.—178.858 k.p.h.

Retired : G. Baghetti (A.T.S. V8) lap 1, oil pump; P. Hill (A.T.S. V8) lap 5, oil pump; H. Sharp (Lotus-B.R.M. V8) lap 7, broken tappet; M. Gregory (Lola-Climax V8) lap 15, oil pressure; T. Taylor (Lotus-Climax V8) lap 25, transistor box; P. Rodriguez (Lotus-Climax V8) lap 37, camshaft; D. Gurney (Brabham Climax V8) lap 43, broken chassis; T. Maggs (Cooper Climax V8) lap 45, engine; R. Ward (Lotus-B.R.M. V8) lap 45, gear shift; J. Siffert (Lotus-B.R.M. V8) lap 57, gearbox; B. McLaren* (Cooper-Climax V8) lap 75, fuel system; J. Hall* (Lotus-B.R.M. V8) lap 77, gearbox; J. Surtees* (Ferrari V6) lap 83, engine.

* Classified having completed more than 74 laps.

* * *

WATKINS WAFFLES

It appears that strong financial pressure is being brought on the organisation which sanctions the rendezvous of the U.S Grand Prix, to move the race elsewhere in 1965. Unless the Club which is trying to get the race knows something about this type of racing there could easily be a repetition of the badly-run Grands Prix of 1959 and 1960. For three years Watkins Glen organisation has run the Grand Prix of the United States without any drama and in a very friendly way. Most drivers, mechanics and the Press will be sorry to see such a move.

* * *

It is very rare to find a race commentator who knows his facts, and it is even rarer to find one who you couldn't fault in some factor or other. The reason for the phenomena was that Stirling Moss was giving the factual commentary on the cars and drivers. The European organisers could improve their English commentaries by asking Stirling to oblige.

POLISHES

In recent months we have been using two shampoo polishes. These were 1001 and Johnson's, obtainable in a 10-wash tin or in individual sachets. To choose between them would be almost impossible, but it was easier to decide whether shampoo polishes work at all when the car was washed twice a week for a period, the polish built up and stains didn't get a chance to develop. If, however, as happened on the white paint of our Porsche, it was left for a week or so, then stains appeared, which didn't come off with the wash, and in time the polish builds up over the stain; so for the regular washer this is a time saver.

After having cleaned the built-up stains off with Simoniz cleaner, which removes almost any mark, an American liquid polish called Westleys, and which is rather expensive in England, was used. This goes on easily and for a high finish polish buffs up very easily. The secret seems to be to use plenty of clean polishing cloths and a really good surface can be obtained without developing " housemaid's elbow."

SPRINT SILENCER

Currently on test on the editorial Mini Minor is the new Sprint silencer manufactured by Rally Equipment Ltd., of Edgware Road.

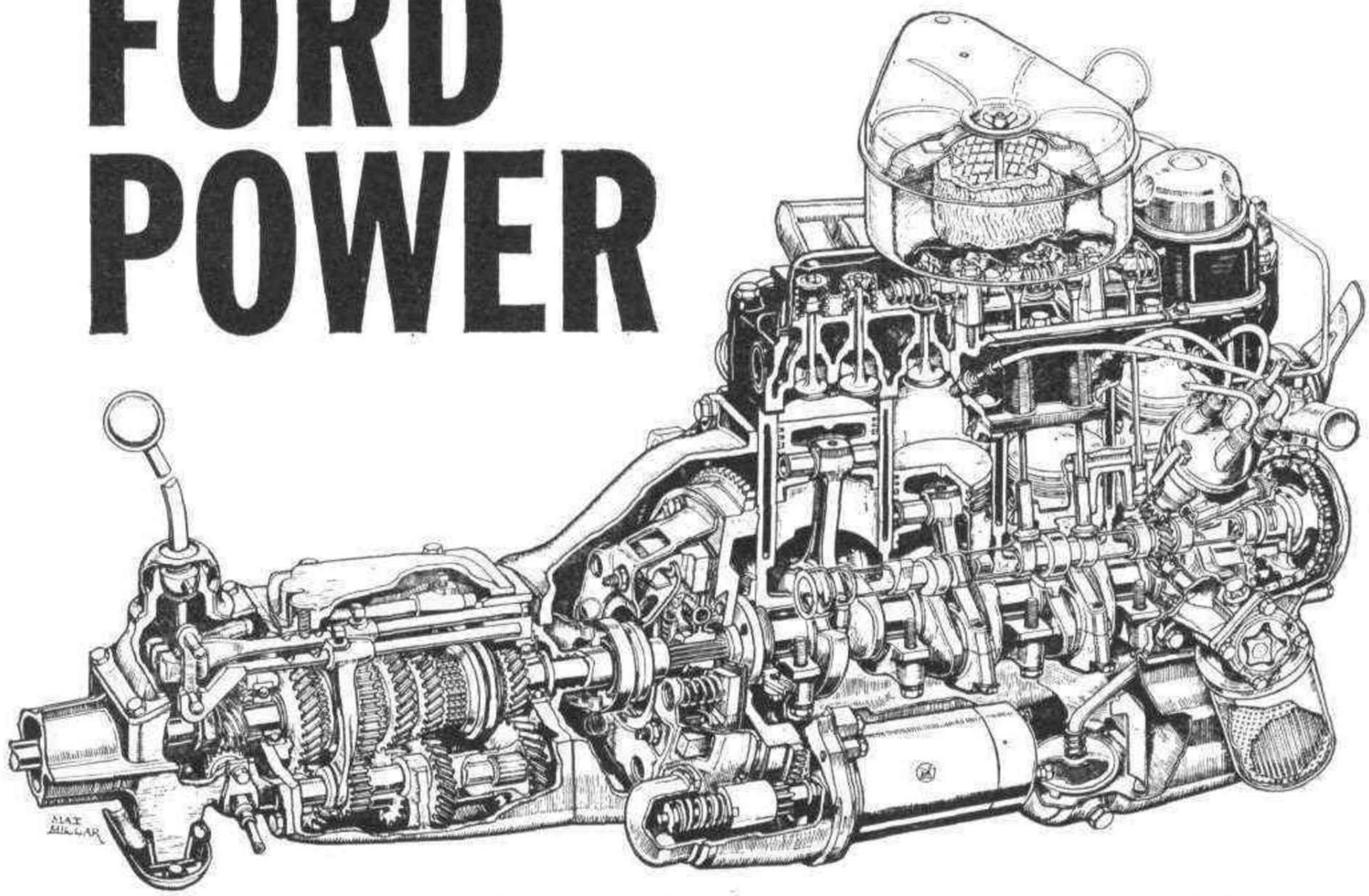
The silencer is made from heavy-gauge metal (being considerably heavier than the old unit which was removed) and is extremely well finished in gold stove enamel. The special feature of the unit is a balance pipe, which by-passes the silencer body, joining the main pipe at about an inch from each end of the body, and is claimed to eliminate back pressure and speed up gas extraction. It does this by allowing air trapped between the pulses of gas from the manifold to escape without passing through the silencer body.

The car has now covered some 2,000 miles with the Sprint fitted and although no great difference in performance has been noted, the tickover is considerably smoother and fuel consumption in town markedly less.

The Sprint is available for many popular cars, including Fords, B.M.C. and Triumph, and retails at £4 5s. Manufacturers : Rally Equipment Ltd., 239, Edgware Road, Colindale, London, N.W.9.

Rist's Wires & Cables Ltd., have recently issued No. 3 in their series of small folding road maps which show main through routes and new motorways. As most larger maps are outdated as soon as issued due to the opening of new motorways, etc., these small, frequently amended, maps are useful. They may be obtained free of charge from the above company at Lower Milehouse Lane, Newcastle, Staffs.

FORD POWER



On track and road, in races, rallies and trials, Ford power is associated with innumerable successes.

Ford gearboxes, axles, radiators, wheels, steering gear and many other components provide the enthusiast and manufacturer with a wide choice of proven equipment.

Model	105E	112E	115E	122E	122E G.T.	216E	217E
Cylinders	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line	6 in line
Capacity	997 cc	1,340 cc	1,198 cc	1,498 cc	1,498 cc	1,703 cc	2,553 cc
Bore inches (mm)	3.19 (81)	3.19 (81)	3.19 (81)	3.19 (81)	3.19 (81)	3.25 (82.6)	3.25 (82.6)
Stroke inches (mm)	1.91 (48.5)	2.56 (65)	2.29 (58)	2.86 (73)	2.86 (73)	3.13 (79.5)	3.13 (79.5)
Compression Ratio	8.9:1	8.5:1	8.7:1	8.3:1	9:1	8.3:1	8.3:1
Max. b.h.p. (Automotive Nett)	39 at 5,000	54 at 4,900	48.5 at 4,800	59.5 at 4,600	78 at 5,200	68 at 4,800	109 at 4,800
Max. Torque lb ft	53 at 2,700	74 at 2,500	63 at 2,700	81.5 at 2,300	91 at 3,600	93.5 at 3,000	137 at 2,400

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ROAD TEST—

The Alfa Romeo 2600 Sprint

A Beautifully-Appointed, Smooth-Running, Extremely Handsome Italian Saloon with Impeccable Handling and Controls.



FAST, HANDSOME and HANDLEABLE.—The Alfa Romeo that came to us for test had an intriguing registration number!

THE Alfa Romeo catalogue names the 2600 as the car long-awaited by discerning buyers. MOTOR SPORT certainly has waited a very long time indeed to report on any Alfa Romeo, although I believe we did road-test a 22/90 model in 1927.

That the 2600 sprint saloon is a motor car well worth waiting for there is no denying. It is not just that it is beautifully made, technically exciting and very comprehensively equipped. It is all these things but the charm of this modern Alfa Romeo is enhanced further by the individuality of even the more mundane of its appointments, the smooth flow of power and unexpected flexibility of its 6-cylinder 83 × 79.6 mm. 2,582-c.c. twin-overhead-camshaft engine, and the precision and effectiveness of its controls.

The famous Milan concern has built o.h.c. power units for its race-bred cars for so many years that it would be unthinkable to find any other kind of engine beneath an Alfa Romeo bonnet. But, expected or not, the engine of the 2600 Sprint, with its triple Solex 44PHH carburetters united by a vast air-intake trunk that curves over across the camboxes from the off-side to the drum-shape air-cleaner on the near-side of the engine, is unquestionably impressive, and pleasing to the eye of an engineer. This fine power unit provides 145 (D.I.N.) or 165 (S.A.E.) h.p. at the impressive crankshaft speed of 5,900 r.p.m. The cylinder head has the classic hemispherical combustion chambers and the camshafts are driven by two silent chains. Other highlights of the Alfa Romeo specification are an oil radiator incorporated with the water radiator, the 5-speed gearbox, a rigid but lightweight back axle located by upper triangle and lower links and sprung on coil-springs, and vacuum-servo-assisted front disc and helicoidal-finned rear drum brakes. The electrics are 12-volt Marelli.

Alfa Romeo Appointments

Even before a wheel turns, the Bertone-bodied Alfa Romeo 2600 is found to be a beautifully-appointed motor car. Indeed, in trying to convey what a splendid possession it is, and what unadulterated joy is derived from driving it, I find it difficult to avoid superlatives!

The test car was a l.h.d. model, but the Sprint, which is the 2+2 (or 4-seater) 2-door coupé, will soon be available in r.h.d. form. The two front seats are very large, separate bucket-type chairs, the adjustable-for-rake squabs of which hinge forward at a slight angle to give access to the rear seat, which has a folding central arm-rest. There are map pockets in the back of the front-seat squabs. Leg-room is limited in the back compartment but the Alfa Romeo Sprint is definitely a 4-seater car.

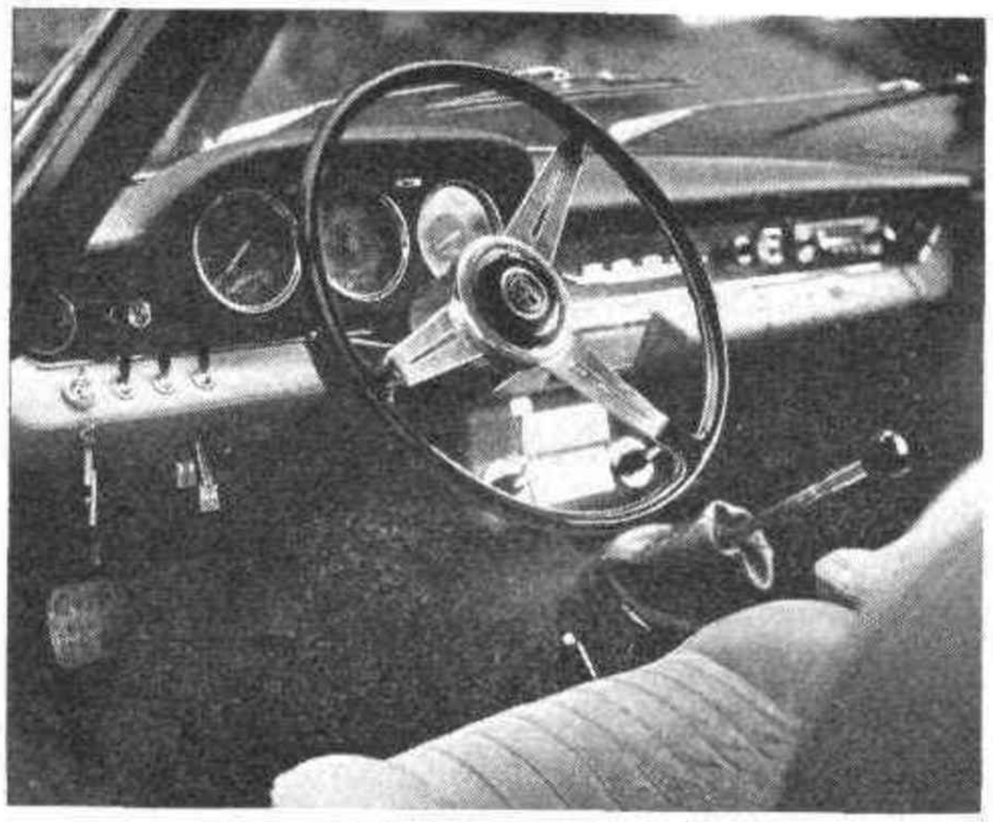
The test car, which I rate one of the most handsome of automobiles, was finished a sober gunmetal and upholstered in beige leather of unmistakable quality. This upholstery is used for the lower edge of the facia, the doors shut quietly and the final air of luxury is imparted by electric window lifts. The last-named are arranged as tiny two-way switches, one on the driver's door, that for the passenger's window on the facia but within easy reach of the driver's right hand. The quarter-lights are controlled by knurled knobs, as on a Mercedes-Benz, for quick and convenient action. One very notable aspect of this 2600 Sprint coupé is the extremely good all-round visibility, provided by a very large window area and slim screen and window pillars. This gives pleasure to scenery-loving occupants and enhances the safety factor, because the driver has good vision when arriving at angled intersections, for instance.

The steering wheel is exactly the right size, a business-like 3-spoke racing affair, but with a somewhat slippery rim, so that wearing "go-quickly" gloves isn't entirely affectation. There is a conventional pull-up central floor hand-brake lever, fairly close to the seat cushion on the left of the transmission tunnel but fully accessible.

The fairly long, heavy, rigid central floor gear-lever is strongly spring-loaded to the 3rd and 4th-gear positions, when it lies on the centre-line of the car, well cranked back. To select the 5th, or highest, forward speed, the lever is moved to the right and forward. In this position the driver reaches out for the lever knob rather than letting his hand drop on to it, but this is in keeping with the demeanour of this Alfa Romeo, which is a car to drive purposefully, not casually.



Quite a decent amount of luggage can be carried in the boot of the Bertone 2+2 body and the shape of the boot-lid makes for easy loading. The lock, on the sill, is easy to use.



The " office " of the Alfa Romeo Sprint.

Reverse is engaged by pressing down the knob and moving the lever below the 5th-gear position, when it rests on the passenger's seat cushion if this seat is set forward to give rear-passenger leg space. There is unbeatable synchromesh on all five ratios.

The doors have arm-rests-cum-" pulls," and map pockets, with an additional pocket on the off-side, presumably to take the servicing schedule, as on a Vauxhall, and the interior handles just ahead of the arm-rests lift to open and press down and up again to lock the doors. The external handles are extremely neat, flush-fitting lift-up type, with statically-mounted locks to the rear of the handles. Hooded before the driver are three Meglia dials of equal diameter, the centre one a composite oil-temperature (120/190/260), water-temperature (260/190/120) and fuel (0/½/4/4) gauge, a reserve light indicating long before petrol starvation sets in (in fact, when 1½ to 1.8 gallons remain). There is also a side-lamps-in-use warning light. The l.h. dial is a 150-m.p.h. speedometer calibrated in figures every 20 m.p.h., with trip with decimal and total mileometers and indicator lights for heater fan(s) and dynamo. The r.h. dial is the tachometer, reading from 1,000 to 8,000 r.p.m., with the red background from 6,250 r.p.m. onwards, and incorporating the oil-pressure gauge (0/55/110 lb. sq. in.). Between the dials are indicator lights for choke in use and full-beam. Matching these, above, are the twin rectangular direction-indicators lights.

At each end of the wide wood-strip facia are aircraft type, swivelling fresh-air vents. Between the left-hand vent and the speedometer is the pull-out knob for side and headlamps. Balancing this to the right of the dials is the knob for the 2-speed wipers. The centre of the facia is occupied by a " 2600 Sprint " motif, to the right of which is the cigarette-lighter, then the r.h. window-lift switch, and a Blaupunkt push-button radio, the neat extensible aerial for which is at the off-side rear of the body. The rear window panels open on toggles for better ventilation.

Below the main panel, on the beige-leather-upholstered area, from l. to r., are the ignition-cum-starter switch, with baulking action between each operation of the key, and, before the driver, three flick switches, the l.h. one bringing in the fan for demisting the rear window or for both front and rear demisting (did I say this Alfa Romeo is very fully appointed?), the middle one controlling the two side-located roof lamps (which do not have courtesy action) and the r.h. one the panel lighting. Hanging below the facia are two plated pull-back levers, for choke and hand-throttle. The facia sill is covered in black leather.

A centre panel carries the two heater control knobs, labelled *coldo*, *freddo*, *chiuso* and *sbrinamento*, and an ingenious map light, whereby, on lifting a plated flap, brilliant but partially shielded illumination becomes available.

Before the passenger, also leather upholstered, is a drop-drawer, for stowage of oddments, which is lockable with the door key. A push-button ash-tray is accommodated behind the gear-lever.

TECHNICAL ASPECTS OF THE ALFA ROMEO 2600 SPRINT

The cooling system holds about 3.3 gallons, the sump 9.9 qts. of oil, the gearbox 3.2 pints, the back axle 4.1 pints, the steering box ½-a-pint.

* * *

The Solex 44 PHH carburetters are of the twin-choke type, the chokes being, respectively, 24 and 32 mm.

* * *

Valve timing: Inlet opens 20° 30′ b.t.d.c., closes 70° 42′ a.b.d.c. Exhaust opens 53° 42′ b.b.d.c., closes 9° 54′ a.t.d.c.

* *

Firing order: 1, 5, 3, 6, 2, 4. Maximum ignition advance, 47° ±3° at 5,000 r.p.m.

* * *

Crankshaft journal diameter: 2.47 in.

* * *

Valve diameters: inlet, 43 mm.; exhaust, 39 mm.

* * *

Valve spring test load: inner, 48.7 to 50.5 lb.; outer, 97.6 to 100.8 lb.

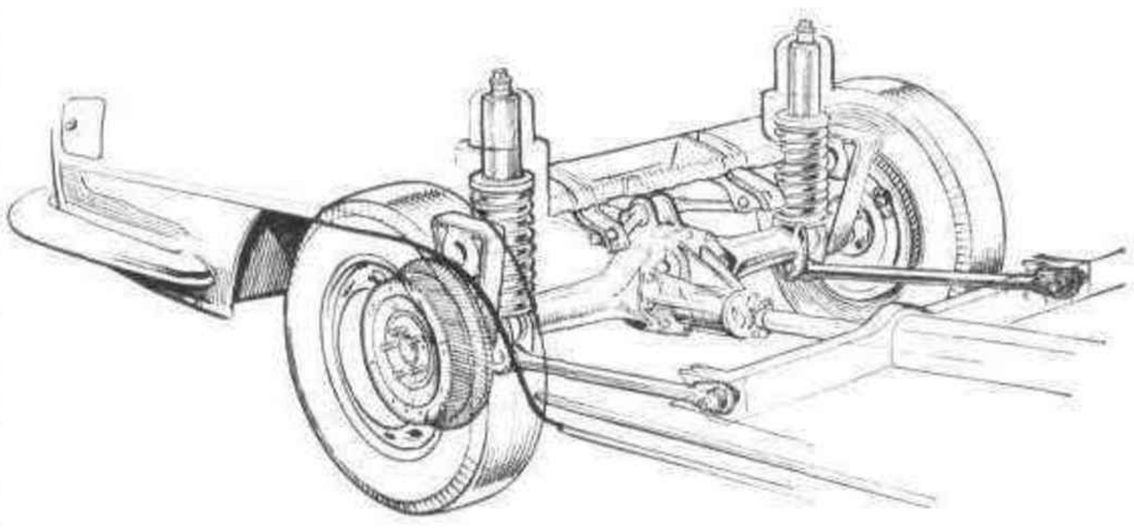
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Big-end diameter: 2.11 in.

From the foregoing it will be seen just how comprehensively this 2600 Sprint is appointed and the practical nature of its minor controls. The knobs are small and neat, with International symbols, those for lamps and wipers convenient to left and right hands, and they work nicely. Two more items are excellently planned. In the steering-wheel centre is the horn-push, bearing the classic cross-cum-serpent badge, flanked by the daylight head-lamps' flasher control in the form of a depressable ring—very neat, and enabling both warnings to be used together, to shift stubborn slow-speed commuters. A foot-operated washers-cum-wipers control is the other very welcome item, also found on Fiats. The wipers are effective, even the right-hand corner of the screen being kept clear. A slender l.h. stalk with rather long travel controls the direction-flashers. The headlamp dipper is a foot button and there is plenty of room to rest the foot between this and the clutch pedal.

Even now I have not exhausted the many excellent features of the car. The bonnet release, for instance, is a pull-back lever under the scuttle, very easily reached by the driver, and functioning lightly. The forward-hinged bonnet lid, also light, has to be propped-up but the prop is so easy to use that this can be forgiven. Twelve fuses are extremely accessibly located under the bonnet, for ignition; instruments; flashers and wipers; heater and brake lights; inside lamps and window lift; radio and window lift; sidelamps, reversing lamps and fog lamps; rear lamps and panel lighting; l.h. headlamps; r.h. headlamps; l.h. dipped headlamps and r.h. dipped headlamps. After which it seems hardly necessary to add that an under-bonnet lamp is provided and that the luggage boot is illuminated as its lid rises!

The lid of the slab-ended tail is unlocked from the sill below it and rises to disclose a moderately large luggage space; it shuts as unobtrusively as the doors! The battery is accommodated on the off-side, behind a continuation of the rubber-cloth lining, the spare wheel is below the floor and there is a very comprehensive tool-kit, complete with tyre-gauge. Incidentally, I like the refinement, whereby you increase tyre pressures by just 1 lb./sq. in. for high speed, from 29/31 to 30/32.



This drawing shows the precautions Alfa Romeo take to locate their light-alloy rigid back axle. Note, too, the finning on the brake drums.

FAMILY MOTORING NEWS!

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Wet or dry the new multi-slot tread pattern improves your performance.

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New rounded-contour shoulder design with a stepped rib eliminates 'wander' over raised white lines and road seams.

SAFER FAST MOTORING
New broad centre rib gives maximum rubber-to-road contact at motorway speeds, increases stability.

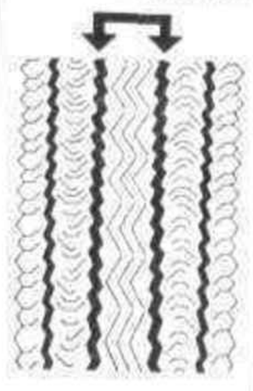
HIGHER MILEAGE
The unique twofold construction gives cooler running for longer wear.

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Only Avon's two-fold construction with cool running undertread and sidewalls enables super-clingrubber to be used for the greatest road-holding ever.

BROAD CENTRE RIB



The broad centre rib gives maximum stability at higher speeds.

FOR SAFETY'S SAKE ASK YOUR TYRE MAN FOR AVON NEW SAFETY



On its way—the Alfa Romeo 2600 sprint on the test route, photographed before the remarkable memorial, erected just one hundred years ago, in memory of "Radnorshire's most distinguished son, Sir George Cornewall Lewis, Bt., Chancellor of the Exchequer." He died in 1863.

To complete this examination of this very striking and handsome car, side ash-trays are provided for the rear passengers above the arm-rests, there are soft swivelling vizors with vanity mirror, a reasonably effective anti-dazzle mirror, and all the pedals are at the same level and close together, permitting simultaneous operation of brakes and throttles. The clutch and brake pedals are of non-pendant pattern, covered with non-slip rubbers. A small crank handle is provided for use should the electric window lifts fail, there are roof hand grips for all three passengers and the deep rear shelf is usefully lipped.

The curved front grille carrying the famous Alfa Romeo dummy radiator in the centre and the dual Carello headlamps (40/45 watt outer, 45 watt dipping inner) add greatly to the impressive appearance of the car, as does the shallow air-intake on the bonnet panel. Unobtrusive bumpers, parking lamps and badges contribute. The unsecured petrol cap, rather difficult to remove, is concealed behind a locked flap on the off-side. The test car was shod with Pirelli Cinturauto HS tyres, which gripped well and did not protest on fast corners.

The only criticisms I have to offer of the details of this 2600 Sprint are that the door arm-rests somewhat impede the map pockets, that reflections make the dial readings slightly difficult to determine, and that the doors lack effective "keeps," also that the hand-throttle is insensitive. After which, it is disappointing to have to report that the body showed rust in several places, some of the fittings were crudely made and as the tests progressed the doors closed badly, having dropped on their hinges.

The Alfa Romeo in Motion

Driving the 6-cylinder Alfa Romeo is a rare pleasure, because this is a car that responds to good driving and the overall characteristics of which blend one with the other to achieve a very high standard of near-perfection.

Three pumps on the hanging-treadle accelerator suffice to start the engine, without recourse to the choke. It is a very quiet power unit, emitting only a slight suggestion of efficient machinery until rather disturbing noise intrudes above 5,500 r.p.m., and it is smooth right through the r.p.m. range. On the road there is ample performance without going much beyond 4,000 r.p.m., and unexpected docility. The geared-up 5th speed, far from being merely an *autostrada* gear, is used frequently in ordinary driving and the car runs contentedly at 30 m.p.h. (1,400 r.p.m.) in this ratio. The gearing of the Sprint is such that 1,000 r.p.m. in the gears equals a speedometer reading of 6, 9½, 13, 17 and 20½ m.p.h., respectively. It is pleasing that the speedometer and tachometer needles are extremely steady, their pointed white needles moving in the same plane.

THE ALFA ROMEO 2600 SPRINT COUPE



Engine : Six cylinders, 83 × 79.6 mm. (2,582 c.c.). Overhead valves operated by two o.h. camshafts. 145 (D.I.N.) b.h.p. at 5,900 r.p.m.
Gear ratios : 1st, 15.8 to 1; 2nd, 9.5 to 1; 3rd, 6.5 to 1; 4th, 4.7 to 1; top, 3.7 to 1.
Steering ratio : 3.1 turns, lock-to-lock.
Fuel capacity : 13.2 gallons. (Range approximately 245 miles.)
Tyres : 165 × 400 Pirelli Cinturauto HS 367, on bolt-on steel disc wheels.
Weight : Ready for the road, without occupants but with approximately 12 gallons of petrol : 1 ton 7 cwt. 1 qtr. 21 lb.
Wheelbase : 8 ft. 5¾ in.
Track : Front, 4 ft. 7 1/16 in.; rear, 4 ft. 6 in.
Dimensions : 15 ft. 0½ in. × 5 ft. 7¼ in. × 4 ft. 4½ in. (high).
Price : £2,399 (£2,899 7s. 2d. inclusive of purchase tax),
Makers : S.p.A. Alfa Romeo, via Gattamelata 45, Milan. Italy.
Concessionaires : Alfa Romeo (Great Britain) Ltd., 164, Sloane Street, London, S.W.1.

Winding the engine up to around 6,000 r.p.m. provides powerful acceleration that is nevertheless unobtrusively and quietly accomplished although the figures given later are disappointing. It is a mark of the high-quality engineering that Alfa Romeo typifies that all five forward gears are completely silent! The gear-lever is man-sized, a trifle stiff on the test car, but it moves very quickly between the various gears and the change from 5th to 4th is particularly pleasant. The heavy-handed may occasionally push the lever beyond the centre position when seeking 4th from 5th but this cannot be blamed on the car and it is nonsense to say that the gears are difficult to find in this 5-speed box. The lever transmits some vibration and oscillates at 2,000 r.p.m.

For long-legged cruising the highest gear is most acceptable, 4,000 r.p.m. for instance representing just over 80 m.p.h.

The clutch has a faint touch of tradition about it, inasmuch as, somewhat heavy, it likes to be either in or out, although engagement is smooth and very positive. The steering, on the other hand, has lost all trace of "Alfa twitch"; no kick-back (except on very rough roads) or even vibration coming through the wheel. It is geared almost exactly right, at 3-turns, lock-to-lock, in conjunction with a commendably small turning circle for this big car. There is very little additional lost-motion, recovery from corners is aided by quick castor-return action, and the front wheels can just be "felt" by the driver. It is heavy for parking, firm and light at speed, and very accurate.

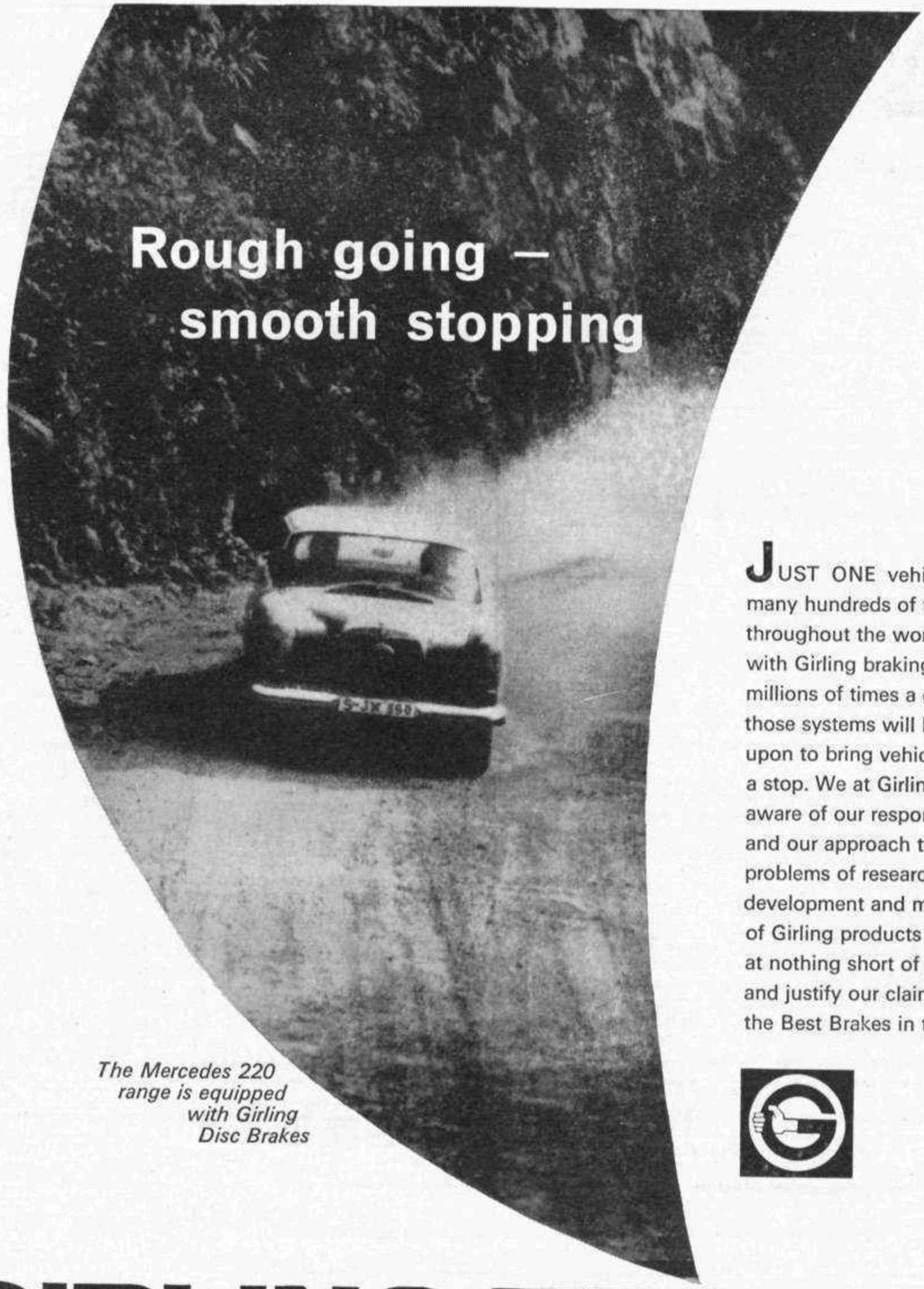
The driving position is excellent, the seat adjusting easily over a long travel. The driving seat is outstandingly comfortable and gives good support without being in any way a tight fit but the front passenger's seat earned no praise. The brakes are very light to apply yet immensely powerful and are in all ways in keeping with the Alfa's performance. They are progressive and smooth to apply.

The suspension, coil-spring front and back, provides a really shock-free ride at the expense of sharp body movements. Roll is minimal and the cornering characteristic virtually neutral, making the Alfa a delight to drive fast on twisting roads. There is a mild understeer tendency, changing to faint oversteer when the boot is heavily laden. Road-holding, in the wet or the dry, reaches a very high standard and the car is beautifully balanced. Only very severe bumps betray the presence of a back axle!

Indeed, it is difficult to convey in print the subtle fascination of driving this beautiful car. Instant response to the accelerator,

Continued on page 898

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INTERNATIONAL GOLD CUP RACE

A Runaway Victory for Clark

OULTON PARK, *September 21st*

ON Britain's best road circuit, at Oulton Park, a field of 22 Grand Prix cars including most of the major teams, contested a 73-lap race for the Gold Cup. Jim Clark in a works Lotus 25 with Coventry-Climax V8 engine and 5-speed ZF gearbox took the lead between the starting grid and the first corner and from then on only looked back to see how the opposition were getting on. He covered the 323.5 kilometres driving with a precision that was so immaculate that many people found it boring to watch, but for those appreciative of first class driving it was a joy to behold. Whereas other drivers were having occasional moments, with opposite lock slides, or excursions onto the grass, in their endeavours to catch the leading Lotus, Clark never seemed to be other than on a perfect line through all the corners and looked completely relaxed the whole time. The reasons for the B.R.M. team of Graham Hill and Ginther, driving the 1962/3 B.R.M. V8 cars, the Brabham team of Brabham and Gurney, the B.R.P. team leader Innes Ireland, and the Cooper works team of McLaren and Maggs, not catching Clark and his Lotus were the usual "Grand Prix Maladies!" Cars were either down on power, did not handle right, had unpredictable brakes, had things go wrong, blew up, or drivers just were not good enough to match the perfect combination of Clark and the Lotus-Climax.

STARTING GRID—GOLD CUP

↑

4 Clark (*Lotus-Climax V8*) 1 min. 39.0 sec.	1 G. Hill (*B.R.M. V8*) 1 min. 39.0 sec.	2 Ginther (*B.R.M. V8*) 1 min. 39.6 sec.	5 T. Taylor (*Lotus-Climax V8*) 1 min. 39.6 sec.
8 Ireland (*Lotus-B.R.M. V8*) 1 min. 40.0 sec.	12 Maggs (*Cooper-Climax V8*) 1 min. 41.4 sec.	11 McLaren (*Cooper-Climax V8*) 1 min. 41.8 sec.	
20 Bonnier (*Cooper-Climax V8*) 1 min. 42.0 sec.	19 Hailwood (*Lola-Climax V8*) 1 min. 43.2 sec.	22 Anderson (*Lola-Climax V8*) 1 min. 43.4 sec.	15 Brabham (*Brabham-Climax V8*) 1 min. 43.4 sec.
7 Siffert (*Lotus-B.R.M. V8*) 1 min. 44.4 sec.	10 Raby (*Gilby-B.R.M. V8*) 1 min. 45.2 sec.	17 Gregory (*Lotus-B.R.M. V8*) 1 min. 45.4 sec.	
18 Revson (*Lotus-B.R.M. V8*) 1 min. 46.0 sec.	16 Gurney (*Brabham-Climax V8*) 1 min. 46.4 sec.	9 Beckwith (*Lotus-B.R.M. V8*) 1 min. 46.4 sec.	23 Burgess (*Scirocco-B.R.M. V8*) 1 min. 47.2 sec.
21 Collomb (*Lotus-Climax V8*) 1 min. 47.4 sec.	3 de Beaufort (*Porsche 4*) 1 min. 48.6 sec.	14 Pilette (*Lotus-Climax 4*) 1 min. 49.8 sec.	
24 Settember (*Scirocco-B.R.M. V8*) 1 min. 51.8 sec.			

During practice four drivers got below the existing circuit record, which stood at 1 min. 40.0 sec. to Jim Clark, and these four formed the front row of the starting grid, Graham Hill tieing with Clark for pole position with 1 min. 39.0 sec. Trevor Taylor was making a welcome return to racing at this meeting, and was equal with Ginther, with 1 min. 39.6 sec., the number two Team Lotus car being the new one that was tried out at Zeltweg, using a Hewland 5-speed gearbox. A third Team Lotus entry should have been for Arundell, but the car was not ready and he became the only non-starter in the entry list. In the race Jim Clark lapped consistently below the 1 min. 41.0 sec. mark, including lapping slower cars, and on his 61st lap he set a new record for the circuit with 1 min. 39.1 sec. He was not being pushed by the opposition, for the two B.R.M.s were nearly half a minute behind, and they changed places occasionally between themselves, but Clark was really in a fast, smooth mood and lap records came as a matter of course.

The Brabham team suffered mixed fortunes, for Gurney was left at the start with a dud transistor box, and though it was changed and he got going he was never in the hunt. Brabham had a much better race, driving his later Brabham car, fitted with a flat-crank Climax engine, and raced very vigorously against Innes Ireland in the B.R.P. team's Lotus-B.R.M. V8 until the Bourne power unit succumbed to Ireland's driving, leaving Brabham in a safe fourth place. The two works Coopers were very unimpressive, McLaren having a new flat-crank Climax engine in his car, and they ran in close company for much of the race, but were eventually lapped by Clark. Two new drivers appeared in this race, making their debut in Formula One racing, these being Peter Revson, driving Reg Parnell's Lotus-B.R.M. V8 and Mike Beckwith driving the B.R.P. Lotus-B.R.M. V8 normally driven by Jim Hall. The Formula Junior driver Revson was a bit untidy and tended to do Junior tricks, such as going into corners too fast on the wrong line when in company with other more experienced drivers, but Beckwith made a good impression not particularly fast, but neat and consistent and raced in company with Raby (Gilby-B.R.M. V8) and Burgess (Scirocco-B.R.M. V8), until his gearbox became muddled going into Old Hall Corner and he spun into the bank and wrecked the Lotus. Reg Parnell's regular number one driver Chris Amon was a spectator, still feeling a bit sore after his Monza crash, and Hailwood drove one of the Lola-Climax V8 cars much quicker than he has done in the past and was the first non-factory finisher, holding this position throughout the race. Having won the Motor Cycle Championships for MV-Agusta with his win at Monza the week after the car Grand Prix, he no doubt felt relieved of his responsibilities and justified in having a bit of a go in the Lola.

There were the usual crop of retirements, such as Bonnier with sagging oil-pressure on Rob Walker's 1963 Cooper-Climax V8, Taylor with a broken crownwheel and pinion in the Hewland gearbox of his Lotus 25, Settember with engine trouble in his Scirocco-B.R.M. V8, Raby with ignition trouble on the Gilby, and so on. Throughout the race the track was in good condition and dry, with complete cloud cover overhead and the whole meeting and organisation was very enjoyable. The pleasant Cheshire Parkland, the interesting circuit and vantage points from which to observe, added to friendly officials and an entire lack of police force made for motor racing as it really should be. Immediately after the race Clark and Gurney flew to America to take part in the Trenton 100 Mile race, driving the Lotus 29 Indianapolis cars, but they both retired with engine trouble while lying 1st and 2nd, leaving A. J. Foyt to win with his Offenhauser-powered Indianapolis "roadster."

Before the Gold Cup were two short races, one for Sports/Racing cars, which was won by Salvadori driving Tommy Atkins' Cooper-Monaco, with a row of Lotus 23's following, and the other for Saloon cars, which was dominated by Gurney driving Alan Brown's Ford V8 Galaxie, with Graham Hill in the Willment Galaxie in second place. This race was a fine demonstration of just how good these Galaxies are, for Gurney was in fine form and drove in a most spirited manner, using all the road, some of the grass, and cornering in great power slides, and the Galaxie has quite a lot of power in its 7-litre engine. Following the Ford Galaxies came two Ford Lotus-Cortinas, driven by Sears and Trevor Taylor, giving "World Ford" a 1-2-3-4 victory. The only serious Jaguar opposition would have come from Salvadori, but he was forced to start on the back of the grid due to shearing a drive shaft in practice, but even so he was lapped by Gurney before the end of the race. — D. S. J.

Results:

INTERNATIONAL GOLD CUP—Formula One—73 Laps—323.5 Kilometres—Warm and Dry.

1st : J. Clark (Lotus-Climax V8) 2 hr. 02 min. 58.6 sec.—158.263 k.p.h.
2nd : R. Ginther (B.R.M. V8) 2 hr. 03 min. 21.2 sec.
3rd : G. Hill (B.R.M. V8) .. 2 hr. 03 min. 26.8 sec.
4th : J. Brabham (Brabham-Climax V8) 2 hr. 03 min. 50.6 sec.
5th : A. Maggs (Cooper-Climax V8) .. 1 lap behind
6th : B. McLaren (Cooper-Climax V8) .. 1 lap behind
7th : M. Hailwood (Lola-Climax V8) .. 2 laps behind
8th : I. Burgess (Scirocco-B.R.M. V8) .. 3 laps behind
9th : P. Revson (Lotus-B.R.M. V8) .. 3 laps behind
10th : G. de Beaufort (Porsche 4-cyl.) .. 6 laps behind

Still running: A. Pilette (Lotus-Climax 4) and B. Collomb (Lotus-Climax V8).

Fastest lap: J. Clark (Lotus-Climax V8) on lap 61 in 1 min. 39.1 sec.—161.252 k.p.h. (new record).

Retired: R. Anderson (Lola-Climax V8), T. Taylor (Lotus-Climax V8), J. Siffert (Lotus-B.R.M. V8), I. Ireland (Lotus-B.R.M. V8), M. Beckwith (Lotus-B.R.M. V8), I. Raby (Gilby-B.R.M. V8), D. Gurney (Brabham-Climax V8), M. Gregory (Lotus-B.R.M. V8), J. Bonnier (Cooper-Climax V8), T. Settember (Scirocco-B.R.M. V8).

22 *Starters* — 12 *finishers.*

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



VEE-TWIN ON THE ROAD.—Frank Lockhart approaching the first hill in the V.S.C.C. Presteigne Rally in his s.v. Peugeot-J.A.P.

THE V.S.C.C. PRESTEIGNE RALLY (October 5/6th)

THE annual Vintage S.C.C. Presteigne Rally has a tradition dating back to pre-war days and this year the pilgrimage into wild wet Welsh Wales again took place and the old cars were once again given the freedom of Presteigne.

A very big entry had been received, numbering 59 for the Sunday trial alone, which, in conjunction with heavy rain that converted the observed sections either into slimy rock or thick mud, caused record delays.

My intention had been to view the trial from the lofty seat of T. R. Nicholson's 1928 Lanchester 23 and I was duly ensconsed into the rear compartment of this handsome tourer and buttoned-up behind the rear screen at the Phoenix Hotel at Hartney Wintney, at around 10 a.m. on the Saturday.

Alas, contact with a traffic island before this had caused Nicholson to burst a front tyre and now an ominous lack of precision in the steering told us that the off-side front wheel outer ball race was about to turn its last revolutions. The police having chosen this fine Saturday morning to permit a Wide Load to proceed along the road to Winchester, with the accompanying traffic hold-up, we took to the lanes before Basingstoke and made our way to Hampshire's capital city *via* the quiet Candovers.

It was evident that the Lanchester's owner was far from happy for, apart from increasing evidence that the aforesaid wheel bearing would soon be entirely bereft of balls, the engine was on coil ignition only, the magneto lacking a timing-chain, and, what's more, most of the sump oil was being pumped onto the road past the magneto mounting.

Under the circumstances speed had to be restricted below the car's customary cruising speed of 55 m.p.h. and from Winchester, where another rally telegram was despatched, to Newbury we progressed no faster than a rather indifferent furniture van. I was, however, able to appreciate the excellent ride enjoyed by the back-seat occupants, who, in this long-chassis model, sit very much over the cantilever-sprung back axle. This is the more remarkable when you remember that Dr. Lanchester did not believe in fitting shock-absorbers. The four-wheel brakes with their big ribbed, c.i.-lined, alloy drums were obviously, too, extremely effective.

At Newbury Nicholson steered us to the house of Francis Hutton-Stott, who gave his entire Saturday afternoon to helping succour the sick Lanchester, although he had only just returned from Cornwall, where he had bought a rare 1957 Lanchester Sprite saloon with Hobbs automatic transmission, a car which had apparently been for a time in the hands of Rootes and Triumph, who were no doubt interested in its unusual and very good gearbox.

It was not until 6 p.m. that we proceeded, the wheel bearing by no means as new, to our destination. The scuttle-mounted sidelamps of this vintage Lanchester cast a pleasing glow over the shapely radiator and domed filler cap, the white needle of the "oiling" gauge remained upright in spite of the oil loss, and the generous hood kept out the torrential rain that had long since set in, without recourse to side screens. Fuel consumption, however, had fallen below the customary 15-17 m.p.g. due to the binding wheel, which was causing clutch slip uphill, but a garage on the outskirts of Gloucester was able to replenish the 16-gallon tank.

Obviously the stricken Lanchester could not compete in the trial and on Sunday Nicholson and David Manning left Wales to get it to London as best they could, for it had an engagement in Holland the following week-end.

Consequently I was free to act as an impromptu marshal at this very wet event. The first hill was Crug, a steep rocky climb approached by a ford.

After some delay while a marshal's modern Ford Anglia was assisted upwards, the competitors, led by Bennett's slab-tailed Alvis 12/50 beetleback, one passenger in the tail-seat, made their ascents or attempts. Borthwick's 1927 Lancia looked very spartan, Pat Stocken's Trojan went up strongly, hood up, but Whitehouse's Ballot, with hood-irons and big rear trunk, looked more appropriate to Bond Street.

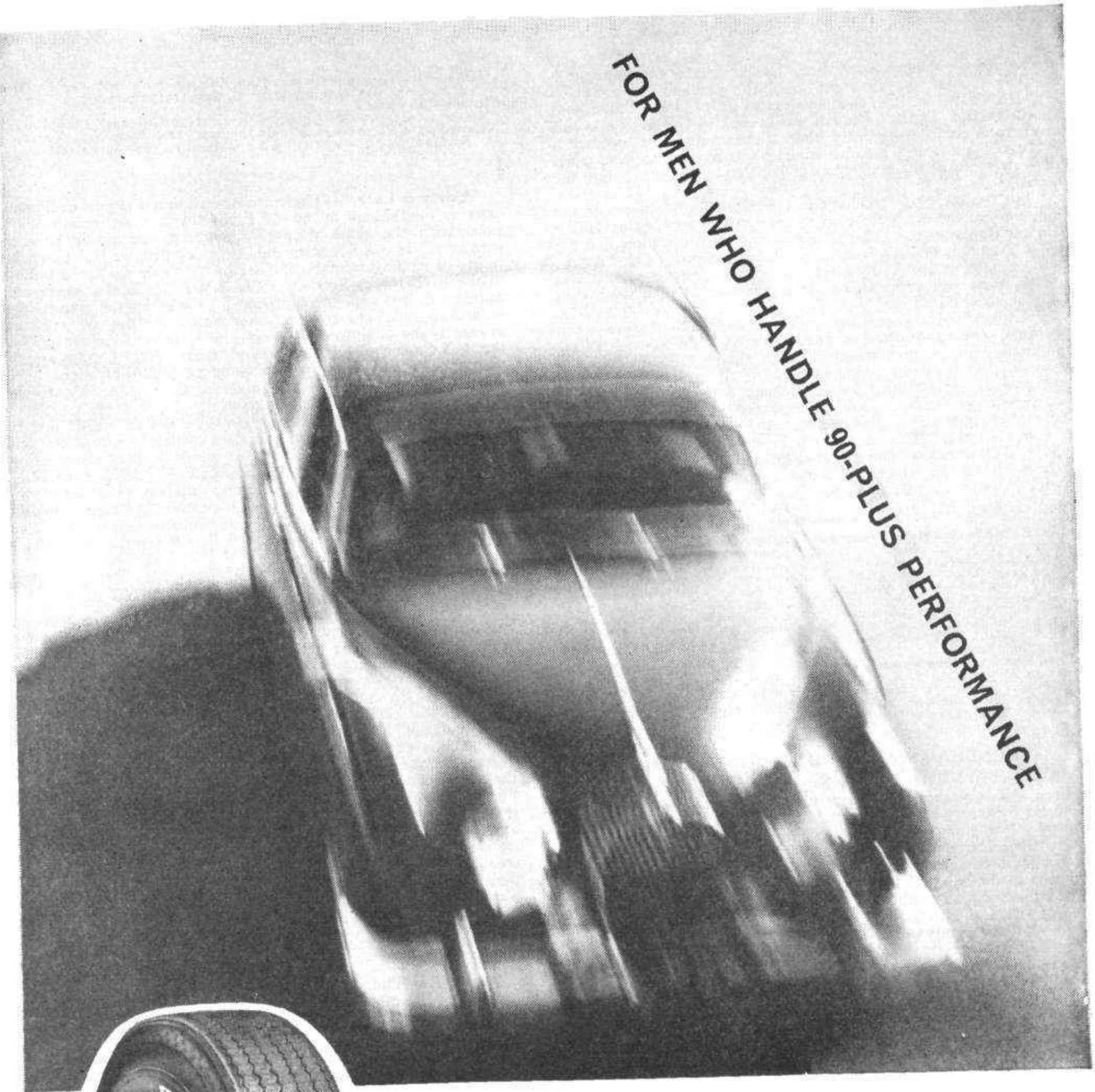
Samson's 1920 E-type 30/98, with Morris Commercial actuators to its hydraulic Vauxhall front brakes, was exceedingly sporting, and Bick's 1.8-litre M.G., hoodless, had a girl in the stern to add adhesion. Winder's Humber "racer" climbed well, Harris' 1930 Austin Seven 2-seater looking very gentile and modern in comparison. Jowetts were out in strength, Phillips driving his 1925 2-seater, Bromley Johnson a 1930 2-seater, and Footit a 1927 2-seater with home-inspired mudguards and his daughter under an umbrella in the dickey.

Moore's lady navigator wore a white racing helmet in the back of the 1928 Graham-Paige saloon, Arman and friends rode in an elegant vee-screen 14/40 Humber saloon, father Winder's 1924/8 Humber is an 8/18 Chummy with 9/28 engine, and Buchan's M.G. a 1929 2¼-litre Six. R. G. Winder drove a 1928 Austin Chummy—chummy people, these Winders.

Lea-Francis was represented by Cameron Millar's 1930 12/50 with the sociable amenity of a roll-up flap to its hood, so that Mrs. Millar, in the dickey, isn't isolated from her husband, Williams' resplendent 1927 12/50 coupé, Sawers' 12/40 saloon with Hyper radiator angle and G. R. Smith's 1926 9.8 2-seater. I. E. Smith's Gwynne Eight Chummy had a skeleton metal seat in the tail and two umbrellas in lieu of a hood, McLellan's 1929 flat-radiator 1½-litre Alfa Romeo coupé refused even to leave the start, Frank Lockhart had a s.v. V-twin engine in his well-known Peugeot-J.A.P., and Griffin cocked-a-snoot at Welsh weather by leaving the sun-roof of his 1930 Morris Minor open.

Lilley's noisy open Lancia Lambda, an 8th-series with 7th-series engine, was losing a big-end, Marsh brought a very vintage-trials-like 1926 Morris Special with Oxford engine in a Cowley chassis that Rowley ran some dozen years ago, Trainer's all-alloy beetleback Alvis boasted two large S.U.s, whereas Galbraith's 1926 12/50 was a wide 2-seater, three up on its bench seat. Even less trials-like was Jones' 12/25 Humber tourer.

Sullivan's 1927 12/50 was another all-alloy Alvis, its clutch





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proclaiming. Miller's 1925 Rolls-Royce saloon got away at a crawl but failed out of sight high up, Leyland's 1930 16/50 Humber coupé was mistaken by several people for a Snipe, and Kain's spartan Type 40 Bugatti was bought in Germany and had been registered so recently that it has only just needed a "Marples' medical." Hamish Moffatt was reputed to have taken the valves out of the back tyres of his Brescia Bugatti before the ascent!

Thus the entry that tackled Crug, a hill that got worse with the rain, so that the delay built up to nearly two hours, many failing too low down for the Land-Rover to tow them up, including the 16/50 Humber, Footit's Jowett, the Bugatti, Smith's Lea-Francis, Sullivan's Alvis and Galbraith's Alvis. As someone said, it was rather what you experienced on a pre-war M.C.C. trial with several hundred entries.

Eventually it was sorted out, however, the remaining pre-lunch sections were vanquished or chalked-up as a defeat and half-a-hundred vintage cars of fascinating shapes and sizes again assembled in Presteigne's streets.

The first section after lunch, Doleau, was pure mud with a second section and stop and restart test higher up, and many failed, before those cars still in the running left in a damp mist for the dreaded hill, "The Smatcher." It was at Doleau that Moffatt spoilt his chances by going non-stop in his Bugatti through the restart bit! After which the wheeled-ancients left Presteigne in peace for another year.—W. B.

Results :

Road Section and Trial : Presteigne Trophy : R. G. Winder (1928 Austin Seven). *First Class Awards :* Miss P. Stocken (1924 Trojan), C. A. Winder (1923/8 Humber), H. Moffatt (1923 Bugatti), W. L. T. Winder (1924/8 Humber), B. M. Clarke (1924/9 Austin Seven). *Second Class Awards :* F. S. Lockhart (1924 Peugeot-J.A.P.), H. P. Bowler (1929 4½-litre Bentley), D. K. Brown (1926 Alvis), A. C. M. Millar (1930 Lea-Francis), R. L. Heath (1929 Alvis). *Third Class Awards :* W. G. A. Barrow (1930 Frazer Nash), J. Borthwick (1927 Lancia), K. M. Hill (1930 A.J.S.), W. S. May (1926 Frazer Nash), J. K. Milner (1922 30/98 Vauxhall). *Light Car Award :* Miss Stocken (Trojan).

Road Section, Concours and Tests : *First Class Awards :* D. T. R. Dighton (1928 Humber), A. W. K. Condon (1923 A.C.), C. J. Bendall (1911 Rolls-Royce). *Second Class Awards :* T. C. Windsor (1920 Rolls-Royce), P. A. Boulton (1926 Sunbeam). *Third Class Awards :* D. Macmillan (1928 Rolls-Royce), K. G. Langley (1928 Swift).

SUNBEAMS AT SANDHURST (Sept. 29th)

The annual S.T.D. Register Sandhurst Rally took place at the Royal Military Academy, consisting of a *Concours d'Elegance* judged by Georges Roesch and Mr. Howarth, and three driving tests. The entry of 27 included eight Talbots and Granville Grenfell's Darracq. Of the Talbots, C. J. Brett's early 14/45 tourer was commendably original, even to its Delco ignition coil buried in the engine bulkhead and a carburetter at the front end of its induction manifold. A. H. Brooking's ex-team Talbot 90/105 had a Brooklands exhaust system but a non-original "boy's racer" body in Persil-white. R. Gray came in an interesting Talbot Speed 90 drophead coupé with the boat-tail of the rare Brooklands-model 90s. N. Berry had a smart Talbot 105 Airline saloon and P. Moores his racy Talbot 105 Vanden Plas tourer.

The Sunbeams numbered G. Hughes' yellow drophead Speed 20 coupé, the Hon. Secretary's Speed 20 saloon, D. Cookson's 14/40 tourer on very big "boots," some typical, roomy Sixteen saloons, Moore's 1921 23.8-h.p. limousine and three entries by A. Forshaw, his 20.9 saloon, his 3-litre Twin-Cam and his very nicely restored Dawn saloon. Poor R. D. Jones had to remove the dumbiron apron and wind-up his 16.9 saloon whenever he wanted to start its engine.

In the garaging test R. Frost reversed his 18.2 sports saloon very neatly and V. Rawlings was very quick at this in his Talbot 90 saloon, the brakes of which were noticeably noisy. Berry really trod on his Talbot's brakes and amongst those who clobbered markers were Hughes, Brett and W. Bennett in a nicely original, artillery-wheel 1928 Sunbeam 16 tourer. The prizes were presented by the S.T.D. President, Mrs. W. Boddy.—W. B.

Results :

Concours d'Elegance : 1st : J. A. Joyce (Sunbeam Speed 20 saloon).
2nd : A. H. Brooking (Talbot 90/105 2-seater).
3rd : A. D. Forshaw (Sunbeam Twin-Cam 2-seater).

Driving Tests : 1st : H. Tennant (Sunbeam Speed 20 coupé), 66 points.
2nd : P. Moores (Talbot 105 4-seater) and A. H. Brooking (Talbot 90/105 2-seater), 65 points.
4th : V. Rawlings (Talbot 90 saloon), 63 points.

NEWBURY & DISTRICT AGRICULTURAL SOCIETY'S RALLY (Sept. 21st)

Veteran Car Class :
Longest Distance Cup : Lt. Comdr. J. Mills, R.N. (1913 Arrol-Johnston), Devon.
Concours d'Elegance : 1st : P. S. Whaley (1914 Rolls-Royce); **2nd :** V. Bridgers (1911 Renault); **3rd :** G. Gush (1913 Humberette).

Vintage Car Class :
Longest Distance Clock : R. W. Ryott (1927 Galloway), Loughborough.
Concours d'Elegance : 1st : J. Hipgrave (1928 Riley Nine); **2nd :** A. Jeffries (1929 Lea-Francis); **3rd :** C. Hughes (1927 Austin 12).

"Early & Late."—There are various organisations in England catering for the cult of the old Rolls-Royce, and several publications with the same purpose, including one produced commercially. It was not until the other day that we had an opportunity of reading some back issues of *Early & Late*, the Bulletin of the Rolls-Royce Section of the V.S.C.C. At first these were duplicated, but with the compensation of real photographs stuck in, and appeared at infrequent intervals. Later they were printed, in exactly the same format and on the same excellent art paper as the *V.S.C.C. Bulletin* proper, and *Early & Late* now appears quarterly. The quality of the contents and illustrations sets a standard of its own and these bulletins emphasise very strongly the fascination of the pre-1940 Rolls-Royce cars, which the diversity of models and body styles, the numbers still in use, the legends that surround them and their owners' enthusiasm blend into something which we have to admit is pretty irresistible. Congratulations are due to the Editor, Cdr. J. W. Stead, R.N., for the excellence of these bulletins; any owner of an eligible Rolls-Royce who is not a member is certainly missing something very worthwhile and is recommended to contact the Hon. Sec., E. E. Turner, The Malt House, Bewdley, Worcs., without delay!

* * *

THE GROWTH OF MOTORING

Coming unexpectedly upon an Edwardian B.S.A. touring car in Radnorshire the other day, I was intrigued to see that its Reg. No. was FO 45. The date of manufacture was variously quoted as 1909, 1911 and 1913. Now my Cluley carries the Reg. No. FO 1399 and was registered early in 1925. Taking 1909 as the date of the 45th car to be registered in the country suggests that the motor car came surprisingly late to this area of Wales, if by 1909, perhaps later, only 45 cars had been registered there. Taking this Cluley as a datum, it appears that thereafter the average number of cars registered annually in this country was in the region of 84, or fewer. Even allowing for the remoteness and the low population of this part of the British Isles, and the fact that of the sixteen years involved, six were war years, this seems a surprisingly small number of cars, although I leave it to the statisticians to say if the average annual registration over the country as a whole of approximately 26,500, puts the Radnorshire figures in perspective, or the reverse. Maybe some erudite historian may care to comment and perhaps tell us which county qualifies for the slowest adoption of the motor vehicle in this country.—W. B.

Model-A.—The Model-A Ford Register has a meeting at 7 p.m. on November 3rd at "The Victoria," Buckingham Palace Road, London, S.W.1. Non-members interested in these cars are welcome. The Secretary is G. H. Langton, 111, Prince Albert Road, Eastney, Portsmouth.

* * *

Plugs.—Some time ago the Editor made a request for old sparking plugs and he now wishes to thank those readers who so nobly responded. The outcome is a fine collection, many of the sparking plugs beautifully clean, some even in their original boxes, while the "Bosch Sparking Plug Encyclopaedia" and magazine articles about vintage plugs were also sent in. The collection, which is to be suitably mounted for display, includes, besides, several unidentified, examples of the following :—

Apollo 3JD, A.C. B-11, Goodyear, Benton, Forward, Beru, Magowlaire LM, Platine Oda No. 69, Defiance, Eyquem, Oleo Magnetic, Oleo Marque Deposée, Champion X, Champion with side priming tap, Bluemel, Vallier, Warrior, Magneto AV, Sphinx, S.E.V. 1-25, Rajah, Castle, Lissen BS2 and S5, Bluemel Mascot, Platomoc, Robert Bosch and 22d, Lodge H51, BR39, BR2, BR8, CV, BR30, AF, BR4, Aero, HVL, CVL, H13, BR7, C3, BR19, and Double Pole, K.L.G. 244, 291, 583, 246, G1, G2, OB, R7, F6, 221 and 268, and, a delightful contrast, and enormous Bosch 4ig and a tiny Bosch X90T3, that last two contributed by Mrs. Naylor, who, as Miss Shilling, took her B.M.C.R.C. Gold Star at Brooklands on a Norton. Oh, and a box of unused Golden Lodge 2HLs!

Again, thanks to all those concerned.

* * *

World Champion Jim Clark drove a 1901 single-crank compound Burrell traction engine, No. 2426, at Duns during Scottish Week last September.



Behind these engineers

designed by Fletcher/Forbes/G



...years of experience, the Rover 2000, and a set of Cintura tyres
The new 2000 is the finest car that Rover have ever built. So naturally the tyre they specify is the Cintura - the fabulous tyre with the built-in safety belt

PIRELLI
CINTURA



Recent finds.—A 1910 2-cylinder De Dion engine has been retired from 50 years of log-sawing, many "Bullnose" Morris and model-T Ford spares are reported in Lincolnshire, a 4-cylinder Essex has been found in a barn in Staffordshire, and a derelict steam wagon has been seen in Cheshire. A large Minerva chassis and the remains of a Ford lorry lie behind a garage in Scotland, where a huge Albion/Merryweather is used as a breakdown truck, and a Flint Six is in a W. Wickham scrapyard. A Bedford fire-engine is in a similar yard in Peterborough, a 40/50 Rolls-Royce ambulance stands in a barn on the Isle of Harris and a Reo truck is derelict in a yard near Chester. Letters can be forwarded.

* * *

The Star Register has issued a very complete list of all known cars of this and subsidiary makes.

* * *

Which Squadron? The Editor was recently presented with a wooden four-bladed aeroplane propeller for his growing "museum" of motoring and aviation antiques. It is believed that this First World War prop. was used on a B.E. 2c. One of its blades lists various names, among them C. Bailey, Pt.; C. Bridges, Sgt.; W. Barber (killed); B. Barber, Pt.; T. Courtney, L/C.; G. Clarke, Sgt.; H. Cox, Pt.; A. Critch, R.S.M.; C. Chamberlain, Pt.; J. Drage, Sgt.; E. Giddings, Pt.; T. Hornby, Corp.; H. Howell, Pt.; and those of a number of civilians, such as G. Gilbert, J. A. Greenwood, F. Law and A., I. and B. Last. Can anyone say to which Squadron the propeller belonged?

* * *

Odds and ends.—Hamish Moffat now owns three Bugattis, having acquired the 1922 ex-Horridge Indianapolis straight-eight. A P. 1 Rolls-Royce was broken up in Surrey recently—the only consolation being that it had a cracked block and head. The next V.S.C.C. fixture is the Eastern Navigational Rally on November 10th, to be followed by the Northern Trial on November 23rd. The Fiat Register reports having recorded the existence of six 509, four 509S and 37 Tipo 509A, the 8-h.p. overhead camshaft vintage Fiat, but sadly notes in its current *Bulletin* that three out of four have now disappeared. A 1913 Tipo 56 8½-litre Fiat tourer has been found in America and will go into the Harrah Museum at Reno. Frank Lockhart has acquired from Dunham the 2-litre Rover single-seater that Peter Wilkes and Spencer King raced in the early fifties, for next year's Historic Racing Car contests.

VINTAGE TAILPIECE



Hamish Moffat leaving for home after the Presteigne Rally.

VINTAGE POSTBAG

Team Talbots

Sir,

I hope I may comment on the letter from my friend Charles Mortimer in your September issue, because you were a little hard on him in your article on GO 52.

All the early spadework in collecting, identifying and restoring the Talbots was done by Charles, and if he had provided the initial inspiration I am sure I should never have had the courage to take over from him when private circumstances obliged him to give up.

At that point he had gathered together the Team 4-seater then known as GO 51, the Team single-seater with saloon body APF 999, and the later Mike Couper car of the 1934 Alpine Team, BGH 23. I had meanwhile acquired GO 52, which he rightly says never belonged to him, and we were very nearly in partnership on the whole project. When Charles passed his cars on to me they were all partly restored, and as is inevitable in such cases he ended up quite a bit out of pocket.

The confusion between GO 51 and 53 started at birth, and I have only recently been able to unravel it. Very simply, the car raced as 51 was registered 53, and *vice versa*, until Talbots put them right at the beginning of 1932. Unfortunately the registration books themselves were never altered, so that when the cars passed into private ownership at the end of 1932 they remained wrongly registered. This has now been put right once more, so that the car Charles Mortimer owned as GO 51 is the car now carrying the number GO 53, and the missing car of the team is not 53 but 51, the Number One of the three 4-seaters (GO 54 being spare).

Through the medium of the Editor I have been able to trace the decline and fall of GO 51, which was taken off the road in 1937 by its owner, who had an interest in the newly formed Atalanta Motor Company. The engine and gearbox of GO 51 went into a special Atalanta coupé, itself quite a famous car, but now powered by a different engine again. The rest of GO 51 was bought by the then owner of GO 52 as spares, and was last seen in his uncle's garage early in the War. By the end of the War it had vanished, and one can only assume it had been taken for scrap.

If GO 51 has gone for ever, its number-plates will be used for the Team single-seater which is now being rebuilt as an open car, and has a legitimate claim to them as the Team leader at Brooklands.

Callington. ANTHONY BLIGHT.

* * *

Classics

Sir,

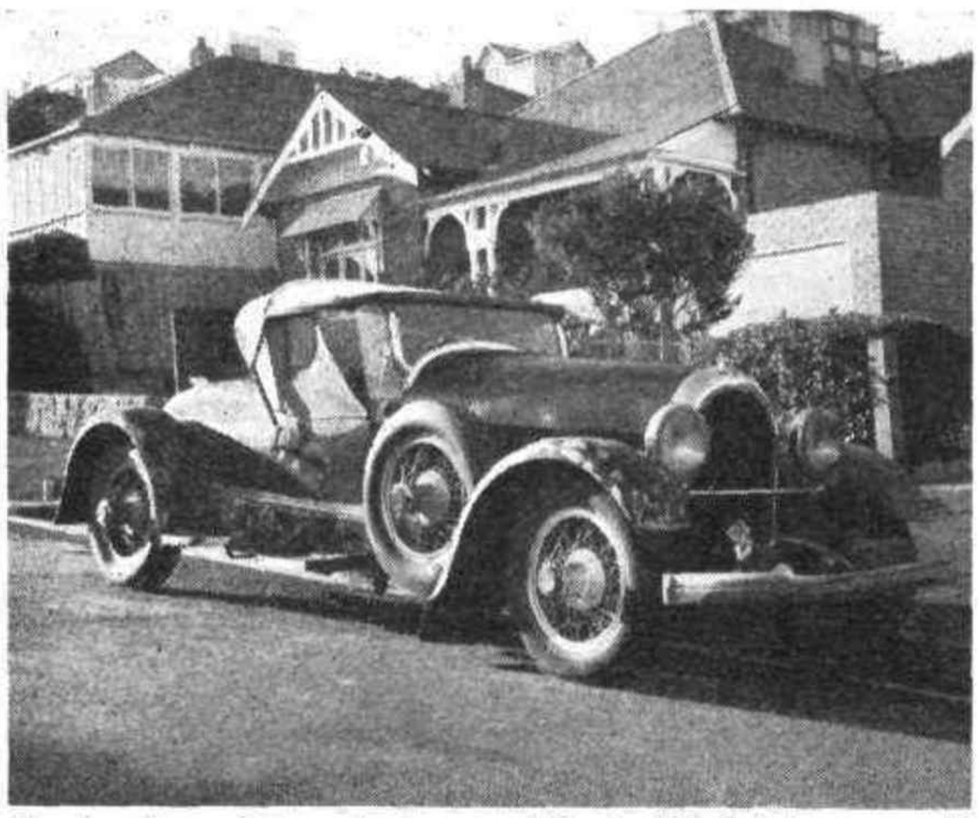
After making a fairly sustained effort over the last five to six years to win some sort of recognition for that much neglected and, indeed, much maligned mechanical species, the classic and special interest American automobile, I was indeed most happy and gratified to be present at Beaulieu to assist with the judging on the occasion of the very first Anglo-American antique and classic/special interest rally ever to be staged, to the best of my knowledge, in this country.

There could be little doubt of the interest and enthusiasm of those present, and the condition and appearance of most of the cars on display is proof enough of their owners' attitude towards American classics—they must love 'em! In fact, if there were any present who came to scoff, I am sure they must have gone away somewhat sobered. The Packard contingent, in particular, nobly upheld the best traditions of the classic era of American automobilism.

I am in agreement with the gentleman who compares his Packard most favourably with the best car in the world. I have at present three Packard Super 8s and I have owned two Ghosts, a P. II and a 20/25, and I am quite sure in my own mind that my 1938 Super 8 limousine steers better, rides better and has a superior power performance to the Rolls I have owned—and may I hasten to say they certainly were not clapped out!

Anyone who is interested in these fine pre-war Yanks is invited to drop me a line. My surname has no "e," and I run, not the Car Club of G.B. but the Classic American Auto Club of G.B.

Hunsdon. HARRY C. G. SHELL.



An American vintage sports car, a Kissel which is being restored in Australia—see letter from Mr. T. J. M. Dobson.

That Rolls-Royce Model

Sir,

The model Rolls-Royce with a loud-speaker on the roof may be a model of the car owned by Mrs. Violet Van der Elst in the 1930s. Her book "On the Gallows," published by the Dodge Press, London, 1937, contains a number of photographs of such a car (UV 7189). The car was used by her in demonstrations outside various prisons when executions were about to take place.

It would be interesting to know if the car is still in existence.

Gainsborough. F. E. CALTHROP.

* * *

A Kissel in Australia

Sir,

I took this picture in Australia about a year ago. It is of a 1929 Kissel. It has a V8 side-valve Cadillac engine and almost 400,000 miles on the speedo. One gentleman has had it since it was two years' old. He had retired from regular employment that week and was enjoying himself in doing some renovations to the paintwork.

Lewes. T. J. M. DOBSON.

* * *

That Stage Austin 7

Sir,

I have news for your correspondent Mr. Jack Marshall. The only "magic device" fitted to that Stage Austin 7 was the great George Clarke himself. His son, Jack, was once a business partner of mine. A knowledgeable enthusiast, he drove my cars in several races and sprints.

George himself first appeared at the Old Albert Music Hall in 1894, at the age of 8! Later he became the original "dude" comedian, and in the Twenties introduced his sketch "The New Car" with which he toured the principal variety theatres in England and New York. He appeared with it at the London Palladium Royal Command performance in 1930, '32 and '34.

The car was the open "Chummy," and quite standard except for a very high coachwork finish, in yellow and blue. He would drive the car straight at the footlights, with the audience, especially in the front rows, in a state of panic-stricken terror. From first gear he would whip it straight into reverse, the back would leap up in characteristic fashion, then the scrabbling rear wheels would grip the boards and the car shot backwards, to the vast relief of musicians and audience. Later he used a car with the 4-speed box, still absolutely standard and unmodified. This was, of course, a much more difficult change, but he told me that he had never missed it although always expecting to. Now and again he would overdo it, and shoot over the edge, when the gentlemen of the orchestra managed to achieve the most remarkable sideways long-jumps from a sitting position, which alone were well worth the price of admission. Very occasionally he would break a half-shaft, but had no other trouble.

The scene was the back garden of a suburban villa, and he concluded the act by driving right through a "brick" wall, which brought the house down on both sides of the footlights.

George made several films in the Thirties: "His First Car," "Here's George," etc. Maybe when they get a bit less recent we shall see them on TV. He still took the act out "on the road" in between musical comedies up until the early years of World War II. He died in 1946. In common with many others I shall always treasure the memory of that gleaming little car, charging furiously across the stage, apparently completely out of control. Straight at the audience; some petrified with terror, others starting for the exits. Then at the very last moment that incredible leap into the air and the hurtling backwards, whilst the dapper George was the only relaxed person in the house.

Richmond. ROBERTA COWELL.

* * *

Hudson-Essex Memories

Sir,

Your article on Hudson-Essex brings back memories. My first job on leaving school was in their Production Stores Office, which dealt with "knock-down" Essex parts and complete Hudson cars coming in from America.

Essex units came over in sets of five per crate; five engines in one crate, five sets of chassis frame parts in another, and so on. Brought up-river from London docks, they were cleared from Customs at LEP Transport's Chiswick depot and brought on to Great West Road by lorry.

In the Essex Six and Super-Six ranges, two-door models were coaches, and 4-door cars, such as that illustrated at the foot of page 795, were referred to as Sedans.

An incident that comes back to mind concerns a Straight-8 Hudson 7-passenger sedan, an enormous car by present-day standards, which was specially ordered by the then (*c.* 1929) Spanish Ambassador in London. He had been worrying the Sales Department daily for delivery and they were relieved at last to be able to give a date for collection.

On the morning in question the Marquis was there as soon as the showroom opened, eagerly waiting to drive his new car away. On my way to work, however, I had seen it at the Chiswick end of "Firestone Hill," upside down and sadly battered. A test driver had carried out the works order card instruction to "test brakes at high speed"; a front drum had seized solid. I seem to remember it was some time before anyone plucked up courage to tell His Excellency what had happened. His reaction can be imagined.

When an extra company van was needed in 1930, an Essex 4 chassis and engine were built up from spares and a modern body fitted, an indication of the regard the Works still had at that time for the old long-stroke "4."

Skegness. JOHN SIMMONDS.

* * *

Primitive Pumps

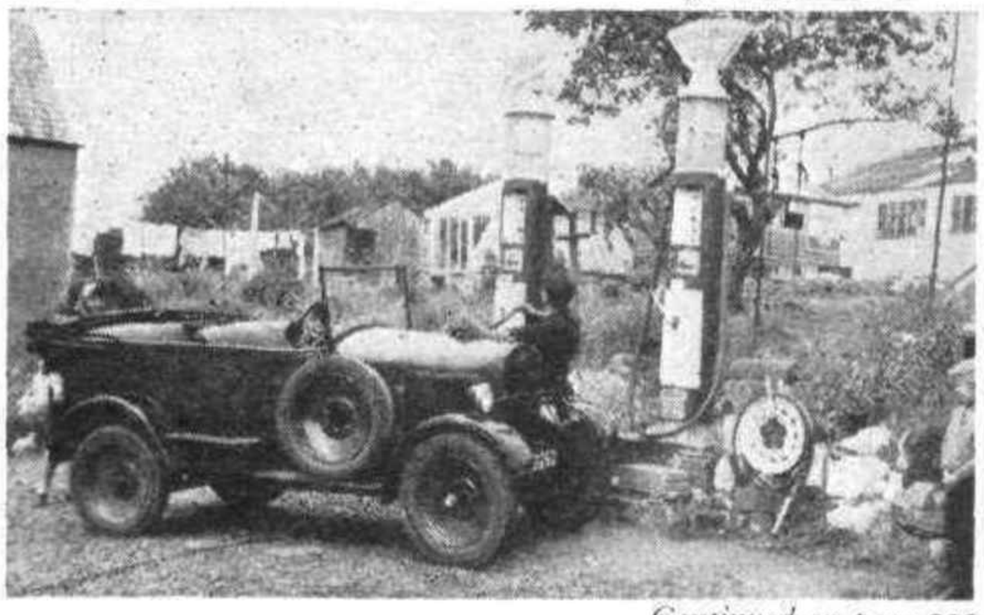
Sir,

Your comment on Page 776 prompts me to enclose a photograph showing a hand-operated petrol pump (approximate date 1930) delivering petrol to my vintage Trojan (1928). The photograph was taken earlier this year at Wirksworth.

The pumps are quite unusual in that the petrol is hand pumped into the glass container which indicates the number of gallons ordered. The petrol is then delivered by gravity into the cars' tanks.

Incidentally I have a 4.50×21 tyre which may be of interest to any vintage car owner.

Winksworth. J. O. PHILLIPS.



Continued on page 910

Last year set a new record for cracked radiators! MAKE SURE YOUR CAR IS PROTECTED THIS WINTER.

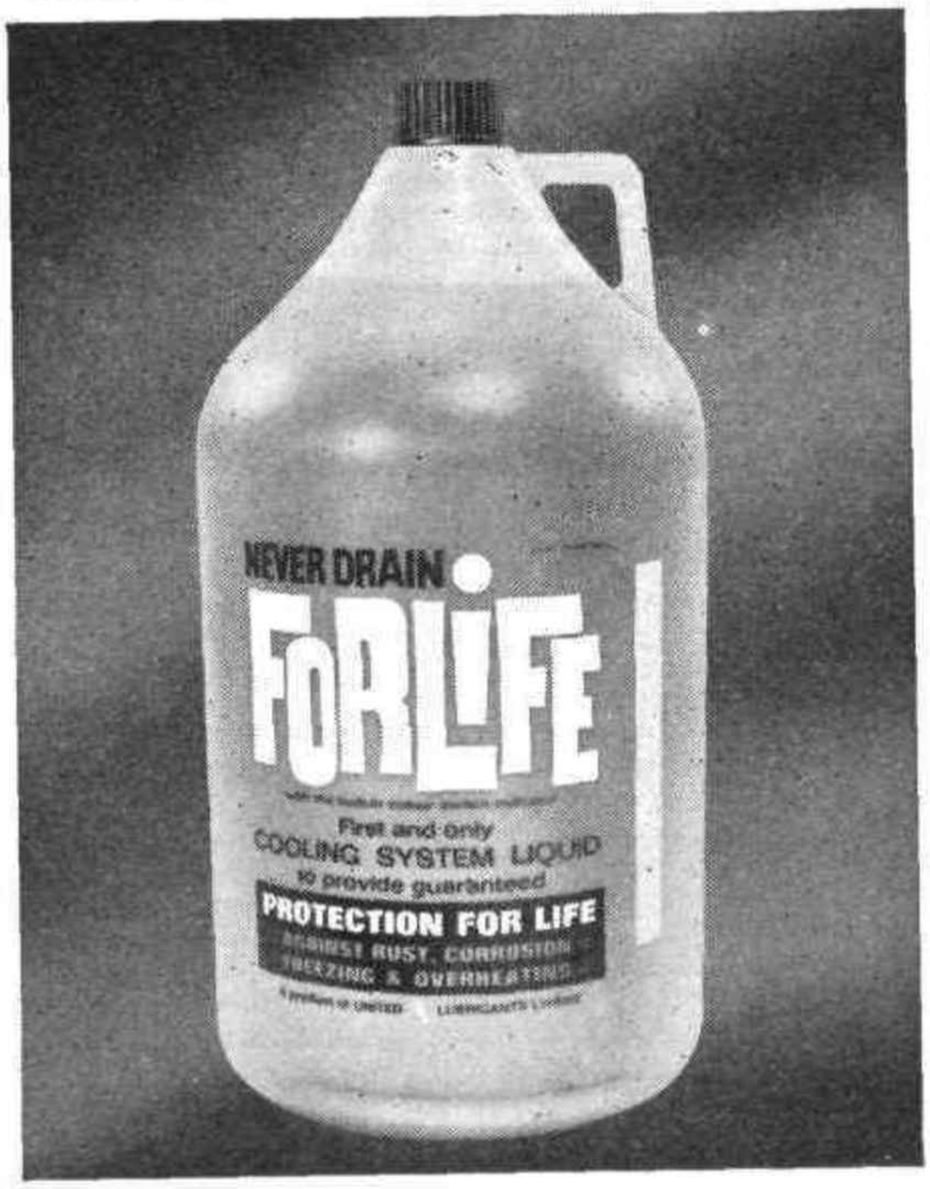
THIS IS THE OLD WAY

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



THIS IS NEW NEVER DRAIN● FORLIFE

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



FORLIFE costs 25/- per gallon, 13/6 per ½ gallon in handy polythene bottles. If you can't find Forlife at your local garage, Halfords, Lex or Blue Star, please write to



UNITED LUBRICANTS LIMITED

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

ALFA ROMEO ROAD TEST—continued from page 887
quiet, rattle-free running in which no road noise and scarcely any wind noise permeates the tightly closed windows, stability, luxury and a rare individuality combine to lift 2600 Sprint motoring far from the commonplace, and its body appointments and very thorough heating and ventilation make it an ideal vehicle for long-distance touring. The o/s ¼-light was reported as producing a whistle heard by the passenger, however. Normal instrument readings are : oil temp., approx. 170°F.; water temp., 190°F.; and oil pressure, varying with r.p.m., normally about 75 lb./sq. in.

A long cross-country journey, heavily laden, was accomplished at a running time average of 46½ m.p.h. before the driver was accustomed to the car or, indeed, trying very hard. This in spite of congested towns and the usual traffic hold-ups, at an average consumption of 100-octane petrol of 18.3 m.p.g. Not a drop of oil was required after 550 hard-driven miles. Any brief straight or deserted country lane saw the speedometer at 80 m.p.h. but I found 100 m.p.h. all the car cared to do on the roads encountered on this particular route. For the actual potential of the 2.6-litre Alfa Romeo, however, let us turn to figures checked against an electric speedometer.

On the Test Track

In their very comprehensive technical literature Alfa Romeo claim maximum speeds in the gears of 30, 50, 73, 99 and 124 m.p.h., respectively, in the forward gears—and 33 m.p.h. in reverse!

The test car being deemed to have an engine too new to extend fully, another car was provided, with which the following acceleration figures were obtained (average of several runs, two up; best time in parentheses) :—

0-30 m.p.h. : 3.8 sec. (3.8 sec.)	0-70 m.p.h. : 14.3 sec. (14.0 sec.)
0-40 m.p.h. : 5.7 sec. (5.6 sec.)	0-80 m.p.h. : 18.7 sec. (18.0 sec.)
0-50 m.p.h. : 8.4 sec. (8.2 sec.)	0-90 m.p.h. : 23.6 sec. (23.4 sec.)
0-60 m.p.h. : 11.6 sec. (11.0 sec.)	s.s. ¼-mile : 17.8 sec. (17.7 sec.)

Speeds in gears (6,500 *r.p.m.*) : 1st, 30 m.p.h.; 2nd, 48 m.p.h.; 3rd, 70 m.p.h.; 4th, 96 m.p.h.; top, 125 m.p.h.

Speedometer one m.p.h. fast at 40, two m.p.h. fast at 50 m.p.h.

Conclusion

In conclusion, experience of this fine car, arranged by Richard Shepherd-Barron who used to race them, confirms that Alfa Romeo still build motor cars! The 2600 Sprint coupé is a car which makes old men feel younger and enables young men to reduce their journey times very appreciably. In this country it costs £2,399, inflated to £2,899 7s. 2d. by purchase tax. Discerning drivers who appreciate performance, refinement and individuality subtly blended in a car that is extremely satisfactory to behold will put this car on their " short list " if they do not worry about the maximum in performance and are prepared to overlook some rather unhappy aspects of body fittings and premature rusting, which the Bertone coachwork revealed on critical examination.

W. B.

EAT THOSE WORDS!

Voice and Vision Ltd., Public Relations Consultants, in a hand-out dated October 8th inviting the Press to meet Craig Breedlove, claimed that this American holds the World Land Speed record and stated that " the previous record belonged to John Cobb."

No, Sir! Breedlove used a 3-wheeled jet-propelled vehicle, timed at 407.45 m.p.h., reaching 428 m.p.h. in one direction. The rules governing motor-car speed records insist on at least four wheels, a reverse gear and drive taken through the wheels. So the late John Cobb and the Railton Mobil Special still hold the motor-car " land speed record," with a speed of 394.2 m.p.h. (Cobb exceeded 400 m.p.h. in one direction) put up sixteen years ago. Cobb has never been beaten and we ask Voice and Vision Ltd. and Mr. L. R. P. Landsberg who compiled the hand-out to give Britain the credit due to her; in fact, to eat their words. If they like to give Breedlove the " fastest jet-propelled land projectile " accolade, that's another matter. . . . A jet aircraft touching down along a runway would probably be faster, however.

MINIATURES NEWS

The most impressive miniature received recently—really too large for the term—is the Corgi " Major Toys " No. 27 Gift Set, consisting of a Bedford Tractor Unit and Priestman " Cub " shovel. Lesney have also added some, far smaller, excavators to their range, in the form of a " Matchbox King Size " E.R.F. Ready-mix Cement truck to a scale of 58 : 1 (No. K-13, 5s. 6d.), the drum of which really rotates, and a " Matchbox " Scammell Mountaineer Dump truck with snowplough, to a scale of 109 : 1, which makes it 3 in. in length (No. 16, 1s. 9d.). Corgi also have a working model Priestman luffing shovel, No. 1128 in their " Major Toys " series.

Coming to cars, I like particularly the Corgi Chevrolet Corvette Sting Ray coupé, the dual headlamps of which retract at a touch, and the finish of which is notably high-gloss. There is even a bag of golf-clubs on the back shelf ! It is No. 310 and cost 5s. 6d.

The 1963-64 Corgi Toys catalogue is now available to those wishing to check if any gaps exist in their collections. It costs 3d. Wren have sent us their latest slot-racing Formula 152 electric G.P. Ferraris, Type R.C.7 and R.C.8, realistic as they are rugged.—W. B.

CORSAIR—Continued from page 876
the vaguely marked fuel contents and water-temperature gauges of the Cortina for properly marked instruments. The GT differs from the normal model by virtue of its high-lift camshaft, twin-choke Weber, 4-branch exhaust manifold, stiffer front springs and shock-absorbers, stiffer rear shock-absorbers, slightly raised steering ratio, and vacuum assistance for the brakes.

To sum up the Corsair quickly it can be fairly stated that " If you've driven a Cortina you've driven a Corsair." There are differences of course, but basically the car is so similar that one wonders why Ford bothered to replace the Classic at all. There is undoubtedly much more room in the rear seat and the tallest person should not be uncomfortable, but several people remarked that the cushion bottomed too easily and gave no support under the thighs. Unfortunately Ford have been mean with the front-seat room and even with the seat right back medium-sized drivers felt cramped. The backrest is too upright and the steering wheel would be much better with four inches lopped off the column. Ford engineers told us that it is almost impossible to move the front seats farther back without major chassis modifications.

The Corsair performs much the same as the Cortina. It moves along quite quickly without ever getting exciting, but the engine is tough and not unduly noisy, while the gearbox has a very pleasant feel, being notchy but precise in its movements. Its ratios are unfortunately spaced in similar fashion to the Cortina so that there is a big jump from 2nd to 3rd. Consequently acceleration suffers somewhat and with a high top-gear ratio the Corsair is inflexible, and any attempt to accelerate below 30 m.p.h. in top gear is accompanied by violent judder. However, top-speed cruising does not give the driver the feeling that the engine is about to come apart at any moment.

The ride of the Corsair is slightly softer than that of the Cortina and it is reasonably comfortable over most surfaces. Axle hop can be generated fairly easily over bumps but Ford did not try and hide anything from us and, in fact, managed to get a really foul piece of Irish " three-ply " road closed for us. This rough cart track could be taken quite fast in the Corsair with no qualms as to the possibility of suspension breakages but we would not like to do it for too long as the ride gets rather lively, to say the least. Henry Manney, being a devout coward, urged me to desist at any speed over 40 m.p.h., especially when the 1,000-ft. drops were on his side! Being a cynic he remarked that on this kind of going the wheels appeared to be anchored to the body by spaghetti!

The handling is nothing to enthuse about but at least it is difficult to get into trouble. Roll is moderate but the steering tends to become heavy when holding it against the caster action on bends, although it is reasonably light around the straight-ahead position.

Fuel consumption is not particularly outstanding, ranging from 22-26 m.p.g. for the GT, and from 25-30 m.p.g. on the normal models.

It seems that Ford are wedded to the idea of producing conventional motor cars with proved features which will be reliable and long lasting but having no outstanding characteristics to excite the man who drives for pleasure. Perhaps the Corsair can be summed up in the words used by the Editor when commenting on the 1500 Classic . . . " a dull car that is just what many motoring families enthuse over. . . ."—M. L. T.

EARLS' COURT
1963 JOTTINGS

Classic Kodiator!

Triumph 2000"

ABARTH 2000
the Scorpion's sting.

Protruding brake drum on the Panhard 24

Bonnet open - FERRARI 250 L.M

TOURING TOPICS

Coming back from Goodwood after seeing Adrian Dence win this year's MOTOR SPORT Brooklands Memorial Trophy, I took my usual route home down S. Harting Hill, scene in the 'twenties of J.C.C. speed hill-climbs (they say an old gentleman in this quiet Sussex village has cuttings about every one of these climbs) and was astonished to find the country between here and Petersfield slashed with new dual-carriageway roads in process of construction, necessitating long one-way detours for southbound traffic. The Petersfield-S. Harting road was always narrow and very winding but I am surprised that such drastic reconstruction is regarded as necessary, for not a great deal of traffic passes that way, although admittedly the old road was badly frost-damaged last winter and even now repairs are still in progress.

* * *

Beer-drinkers will be glad to know that the hops-harvest from the fields that flank the Ledbury-Hereford road appears to have been prolific this year, judging by the mud and the frequent "Danger—Tractors Crossing" notices encountered. Writing of Hereford, site of the last speed trial permitted on the public roads of this country, on the straight road towards Hay-on-Wye, by the King's Acre Nurseries (the date was April 4th, 1925, and Riddoch's big Zenith-J.A.P. made f.t.d., crossing the finishing line at 105/107 m.p.h.), why is it that although the road to Ledbury is clearly signposted at the beginning of the town, to follow this signpost is to get hopelessly lost—or such has been our experience? We now go through the town itself.

* * *

The Staines by-pass is rather curious—the approach roundabouts at each end are extremely sharp and that at the Egham end has a dangerous blind-spot caused by the guard rails to drivers coming off the by-pass, while a 30-m.p.h. speed-limit applies to the roundabout in the centre of this otherwise fast and expensive dual-carriageway road.

* * *

Having speeded up traffic on A 30 with this by-pass, when *will* Mr. Marples get rid of the level-crossing at Sunningdale? Another railway, farther down this road at Blackwater, was bridged as long ago as 1930.



This signpost, erected on June 20th, 1897, to celebrate the 60th year of the reign of Victoria, Queen Empress, still stands at Bagshot, in Surrey. Many competitors in the M.C.C. London-Exeter trial must have consulted the directions on this artistic signpost in years gone by.

EXPERIMENTAL ROLLS-ROYCE ENGINES

Normally no information reaches the historian about experimental Rolls-Royce engines, so it was with great interest that I read the excellent address, "The History of a Dimension," by S. H. Grylls, M.A., Chief Engineer, Motor Car Division, Rolls-Royce Ltd., delivered to the Automobile Division of the I.M.E. last month, for, although this is intended as a very erudite exposition on the manner in which for 40 years fuels, lubricants and metallurgy have kept pace with m.e.p.'s and rev./min., only Young's modulus resisting change, there are fascinating references to experimental R.-R. power units.

Mr. Grylls tells us, for instance, that when Royce decided on a small R.-R. in 1919, he designed a twin o.h.c. engine which was completed by 1920. This 3 in. × 4½ in., 20.6 R.A.C. h.p. engine gave 53 b.h.p. at 3,000 r.p.m. and weighed 650 lb. with all components. It was known as the "Goshawk I" or IG1, and was driving a chassis bump-rig at the factory in 1931. The simpler push-rod 6-cylinder was adopted for production. Noise from flywheel resonance at 3,100 r.p.m. and disintegration of distributor and timing gears at just below 3,300 r.p.m. (or 76 m.p.h. in the test chassis) were early difficulties with this 20-h.p. Rolls-Royce, but its white metal bearings lasted for some 9,000 miles at full-throttle on French roads. The paper contains most interesting details of how this engine was developed and of how R.-R. and Packard employed different methods to overcome crankshaft vibration problems—*Fast & Late* should publish in full! By 1933 a nitrided crankshaft gave 30,000 miles' bearing life.

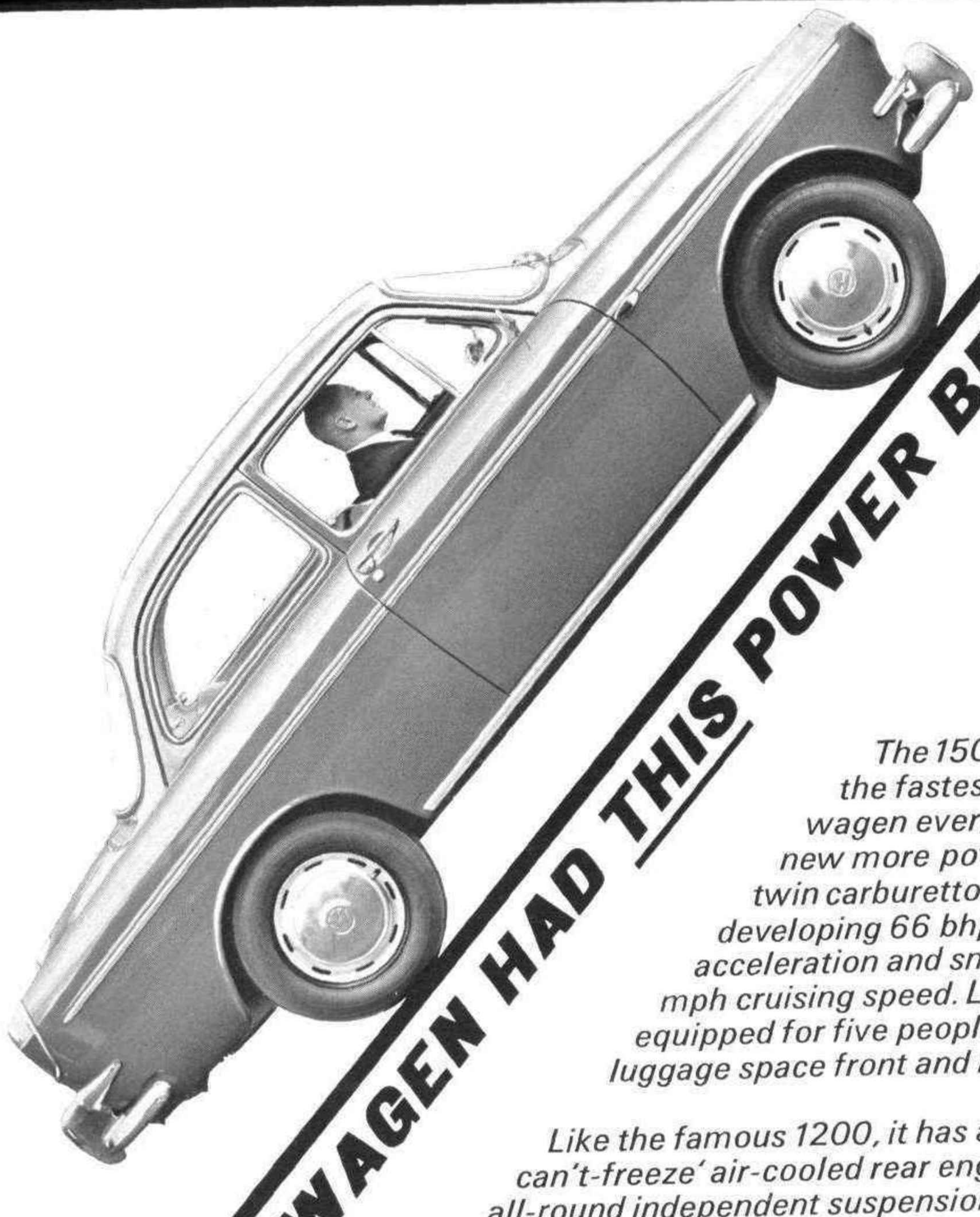
When the Bentley Co. was acquired a 2,360-c.c. blown engine (the "Peregrine") was experimented with before the J1 engine was accepted for the first 3½-litre Bentley, this differing from the 20/25 R.-R. engine in respect of head, camshaft, c.r. and the use of twin S.U. carburetters. The simple solution is described which cured big-end failure in this engine—run *light* on the test bed the life of 160 hours fell to 15 sec.! An o.h.c. version of this engine gave 160 b.h.p. on open exhaust and a centrifugally supercharged push-rod engine was also built but the increase in m.e.p. occurred too high in the rev. range to interest R.-R. Another experimental engine was the 3.4 in. × 5 in., 4,404 c.c. J3, but its critical speed was so low that even high axle ratios were of no avail.

Development of the 25/30 "Wraith" engine is discussed in detail, and the experimental 1938 i.o.e. 6-cylinder and 4- and 8-cylinder engines is referred to. These engines had a life of at least 100,000 miles without inspection, on French roads. It is confirmed that only a dozen straight-8 Phantom IV Rolls-Royces were made. By 1959 the 6-cylinder F head car engine, with inlet valves 2.150 in. in dia., was developing 178 b.h.p. and 135 maximum m.e.p.

The military straight-8 B81 R.-R. engine was required to run non-stop at full power for 168 hours, on fuel containing 3.6 c.c. lead per gallon. On lead-free fuel 700 hours were possible. This engine, with 8-port head and large dual d.d. carburetter, gave at least 235 b.h.p. The West German Army wanted it for use underwater and insisted on 100 hours at full power with the coolant outlet at 100 C. unpressurised. 22,000 hours of development running on test-beds was needed before the Bundeswehr got what it wanted!

A 6-cylinder R.-R. engine gave 205 h.p. with a 10-to-1 c.r. on 100-octane petrol, and 215 h.p. with fuel injection, and the 8-cylinder reached 275 h.p. with fuel injection, and 268 h.p. with triple S.U.s on 80-octane fuel. All had 4.150 in. cylinder centres and 4½ in. stroke. Intriguing details of how a reliable tick-over with twin carburetters was obtained is included.

In 1947 an 8-cylinder B-range engine was cast in aluminium, with 3¾ in. bore dry-liners and three carburetters and run for some years in a long-nosed Bentley, and one of a batch of six B60 3½-in. bore 6-cylinder light-alloy engines ordered by the War Office but abandoned, also found its way into an experimental car. This extremely interesting paper concludes with details of other experimental light-alloy engines, leading to the present Rolls-Royce V8 production power unit.—W. B.



NO VOLKSWAGEN HAD THIS POWER BEFORE

The 1500 S Type, the fastest Volkswagen ever, with a new more powerful twin carburettor engine developing 66 bhp for leaping acceleration and smooth 85 mph cruising speed. Luxuriously equipped for five people with ample luggage space front and rear.

Like the famous 1200, it has a 'can't-boil, can't-freeze' air-cooled rear engine, well-tried all-round independent suspension, synchro-mesh on all four forward gears, one-piece anti-twist platform chassis for complete stability and an immaculate weatherproof finish.

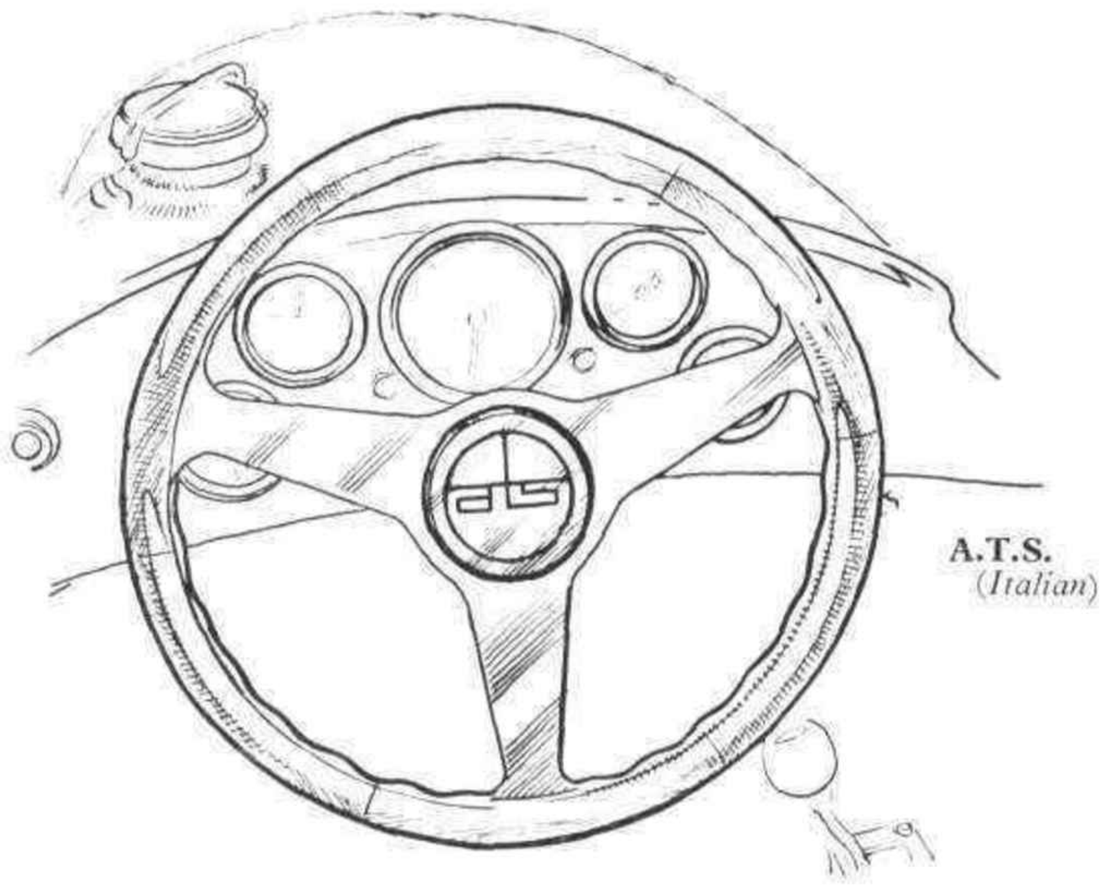
Through and through, a Volkswagen.

VOLKSWAGEN 1500 S TYPE

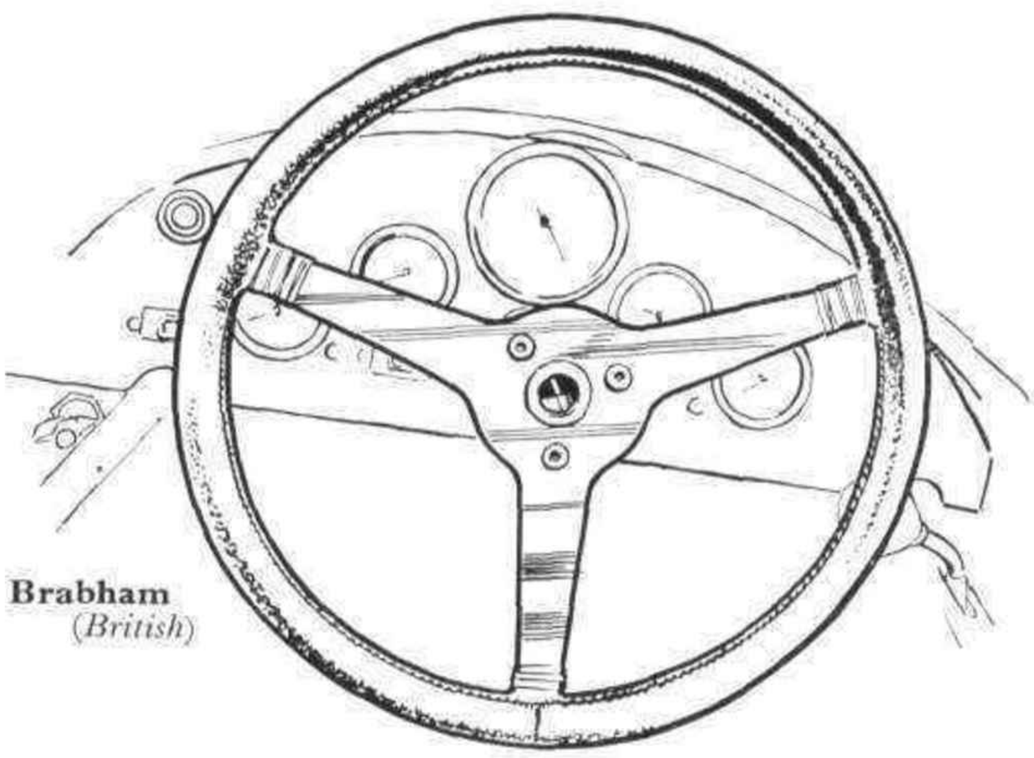
WEST END SHOWROOMS: 34 DOVER STREET LONDON W1 TEL: HYD 1881 HEAD OFFICE: ST JOHN'S WOOD ROAD LONDON NW8 TEL: CUN 8000

GRAND PRIX DESIGN

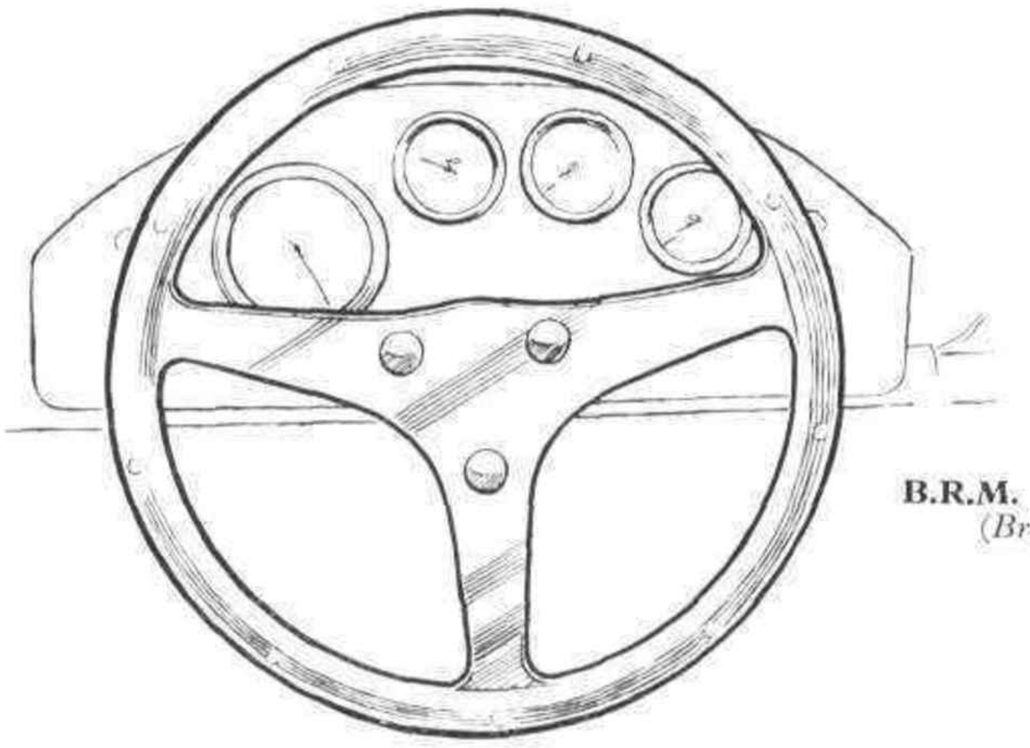
Having made a Grand Prix car handle properly and hold the road well, the next thing is to pass the control to the driver. In the design and layout of steering wheels the use of a circular wheel with three spokes is universal, but there the similarity ends. Attachment to the steering-wheel boss varies between set-screws, Allen screws and Phillips screws, and from three to eight in number. Rims vary from wood to leather and plastic covering, and some designers like to keep the driver reminded of who the owner is, with names or badges in the centre, while others prefer to remain anonymous. It is also interesting that some gear-lever knobs are close to the wheel rim, such as Lotus and Brabham, while others are comparatively far away. On the question of instruments it is clear that some designers need to know more from their drivers than others.—D. S. J.



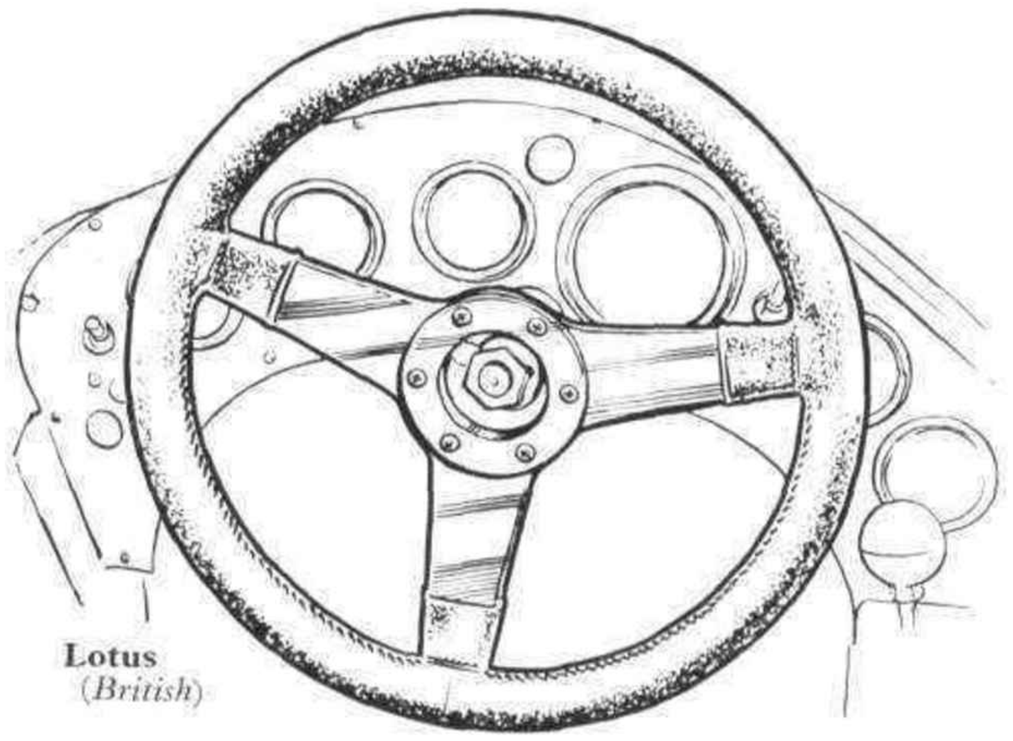
A.T.S.
(Italian)



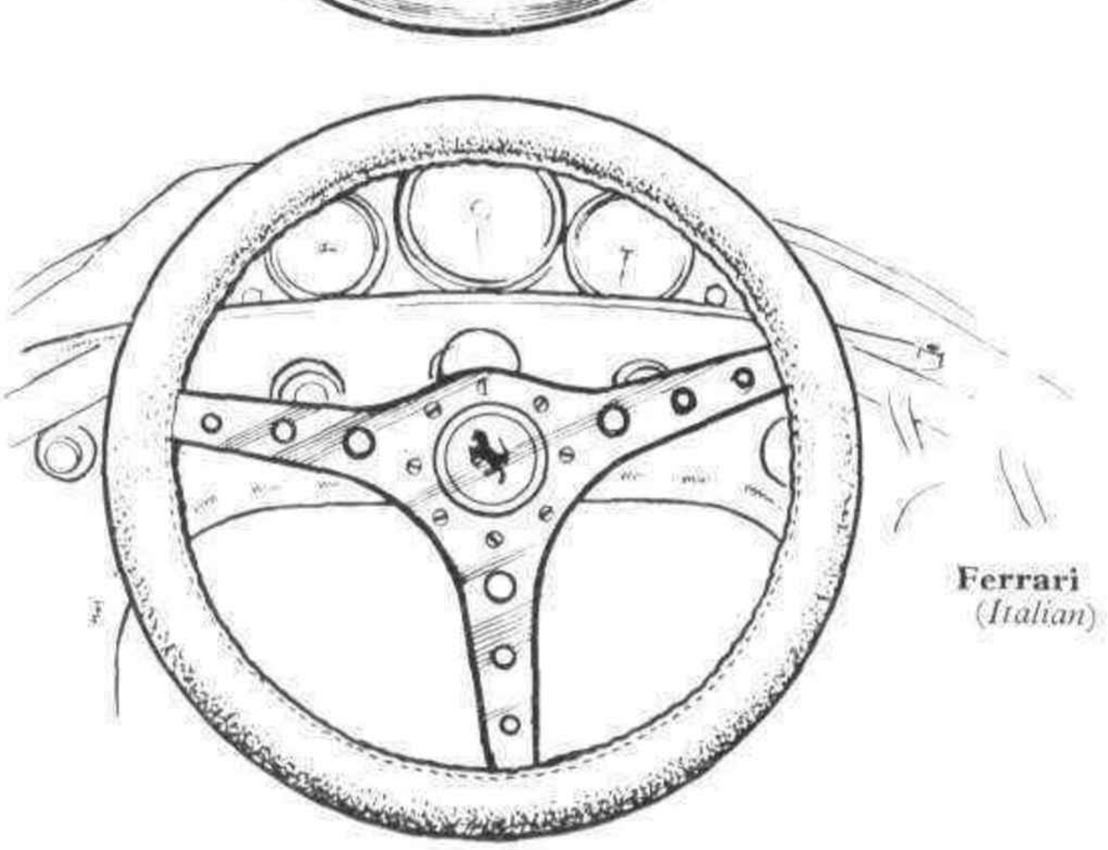
Brabham
(British)



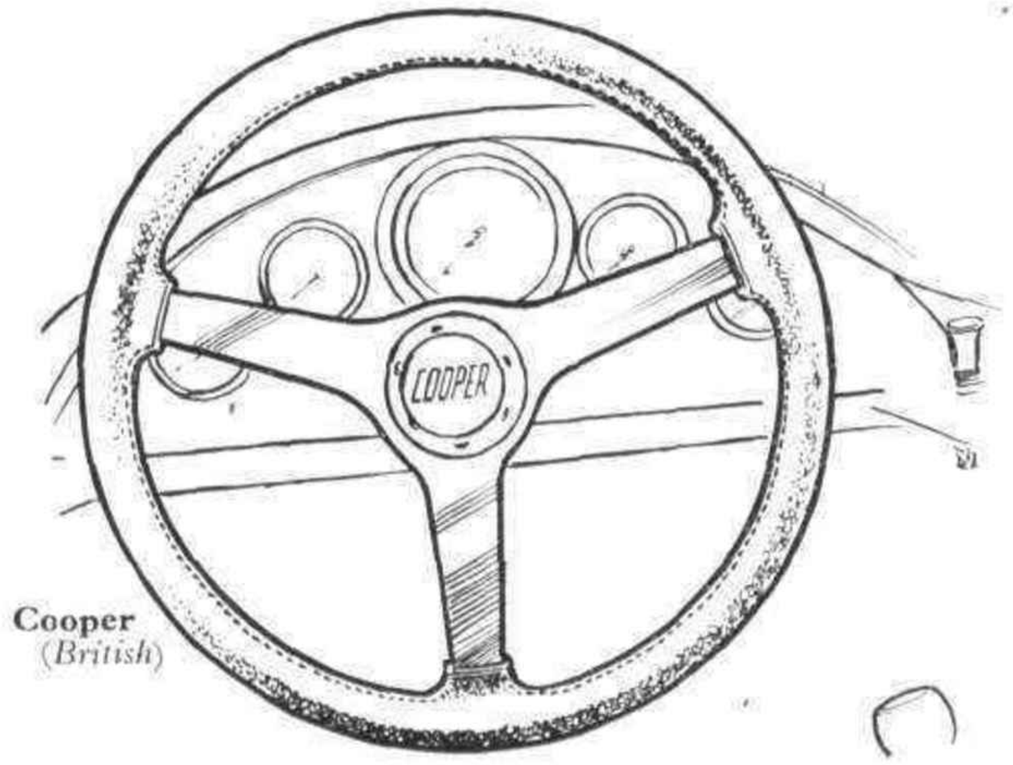
B.R.M.
(British)



Lotus
(British)



Ferrari
(Italian)



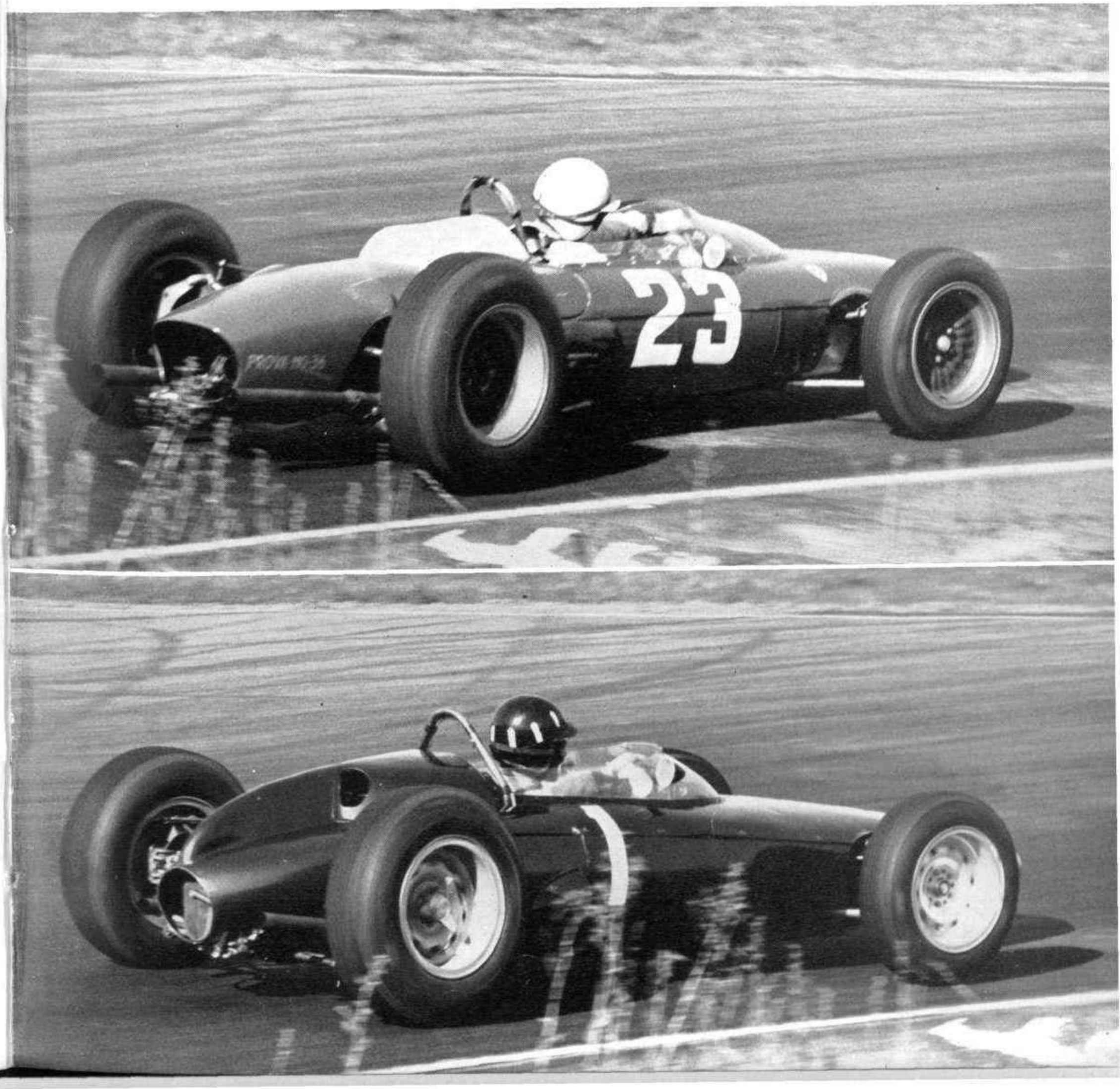
Cooper
(British)

PICTORIAL REVIEW

GRAND PRIX OF THE UNITED STATES

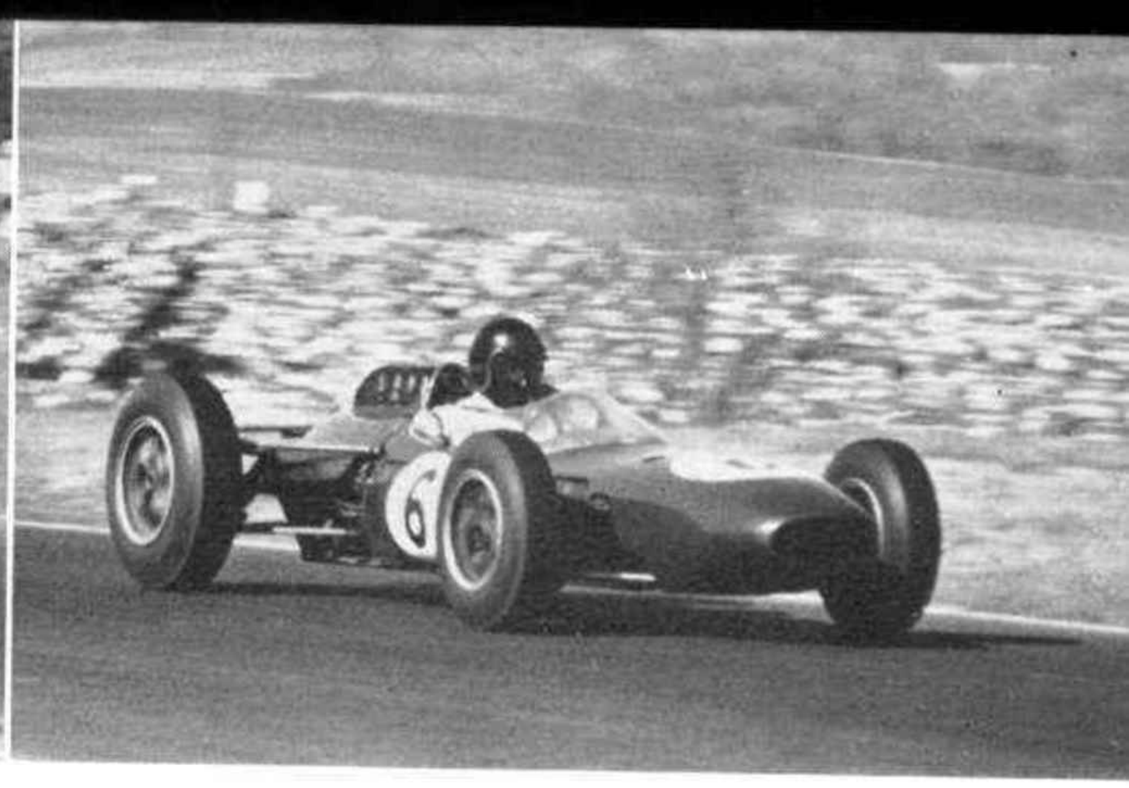
DEBDEN SPRINT GOLD CUP B.A.R.C. GOODWOOD

LEADERS.—(Top) John Surtees driving the V6 Ferrari led the U.S. Grand Prix for more than half its distance. Twenty-seven laps from the end his engine lost power and became very rough and he was forced to retire. (Below) Graham Hill, who for most of the race lay second to Surtees, moved into the lead when the Ferrari retired and was a very popular winner.

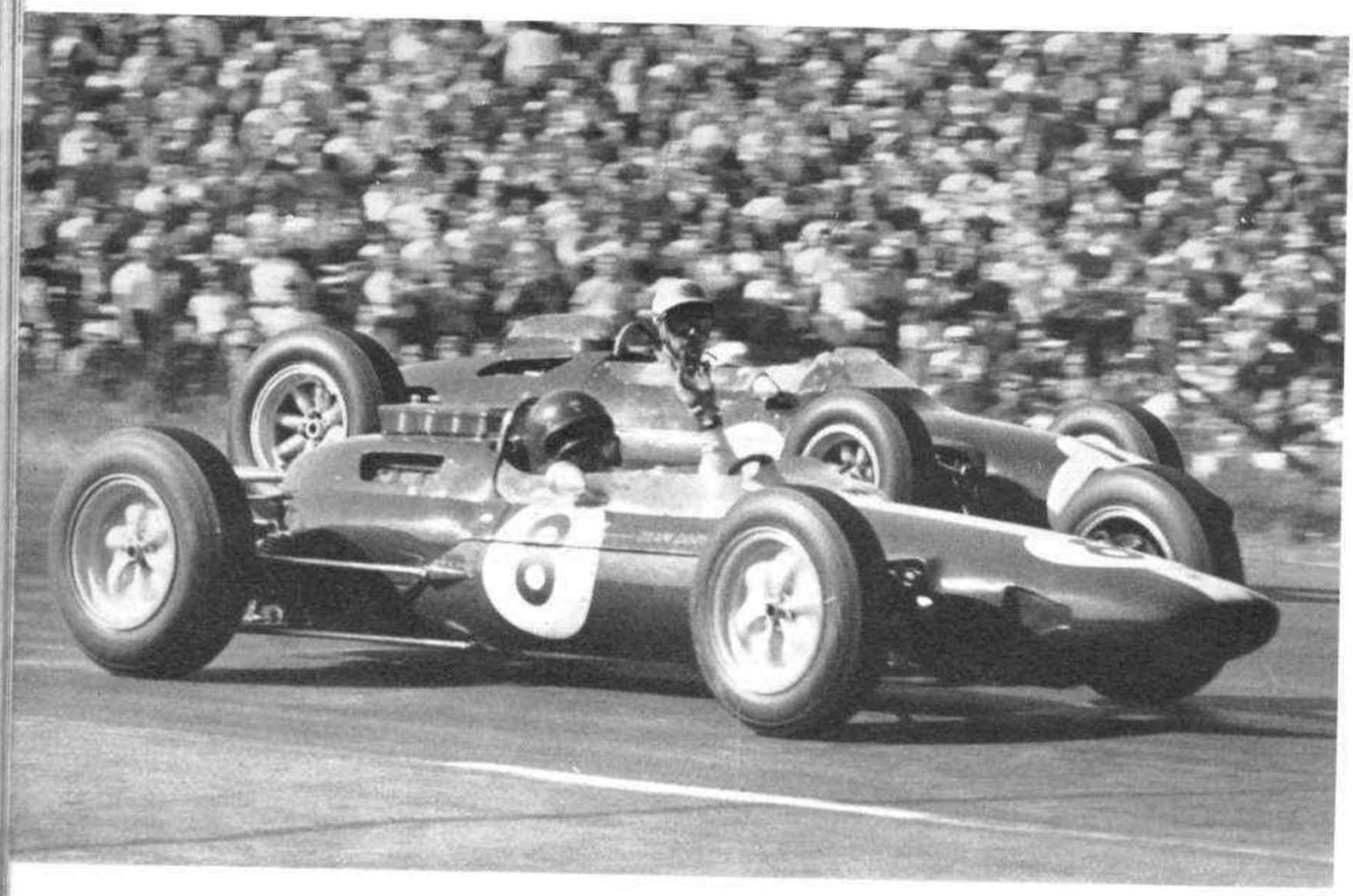




NEW BOY.—Close on McLaren's heels is the carburetter Lotus driven by Pedro Rodriguez driving in his first major Grand Prix. Rodriguez showed himself to be a very good driver, but unfortunately both he and McLaren were forced to retire before the end.



DAN GURNEY driving a Brabham made a tremendous effort in the early stages of the race to catch and pass the Ferrari. Unfortunately the persistent fuel starvation troubles he has had this year slowed him and a cracked chassis forced him to retire.



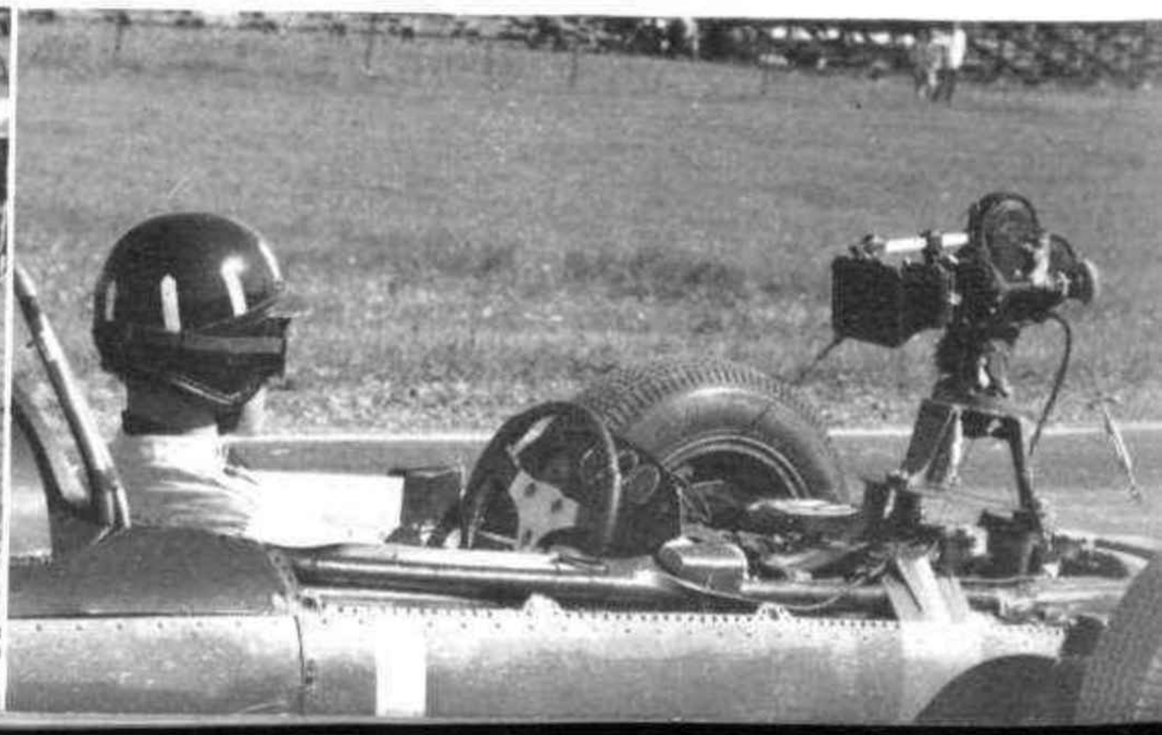
United States Grand Prix

THANKS.—Jimm Clark waves a thank to Bonnier as he slip past catching up o the lap and a bit that h lost at the start of th race.

WOOMF.—Trevor Taylor has a blow-back and petrol fire at the end of the second day's practice. Trevor in a sweater looks on while head mechanic Jim uses a tiny fire extinguisher carried on the car.



SELF CAMERAMAN.—Graham Hill about to do a lap of filming before second practice. After his narrow escape at Nurburgring it was surprising to see that Graham still approves of this sort of thing.





ANOTHER runaway win for Jim Clark. In the Oulton Park Gold Cup race he led from start to finish. The works B.R.M.s finished second and third.



FIRST INTERNATIONAL appearance of the Lotus Cortina was at Oulton Park where two of them, driven by Jack Sears and Trevor Taylor, finished third and fourth, beating all the Jaguars.

Oulton Park, Debden and Goodwood

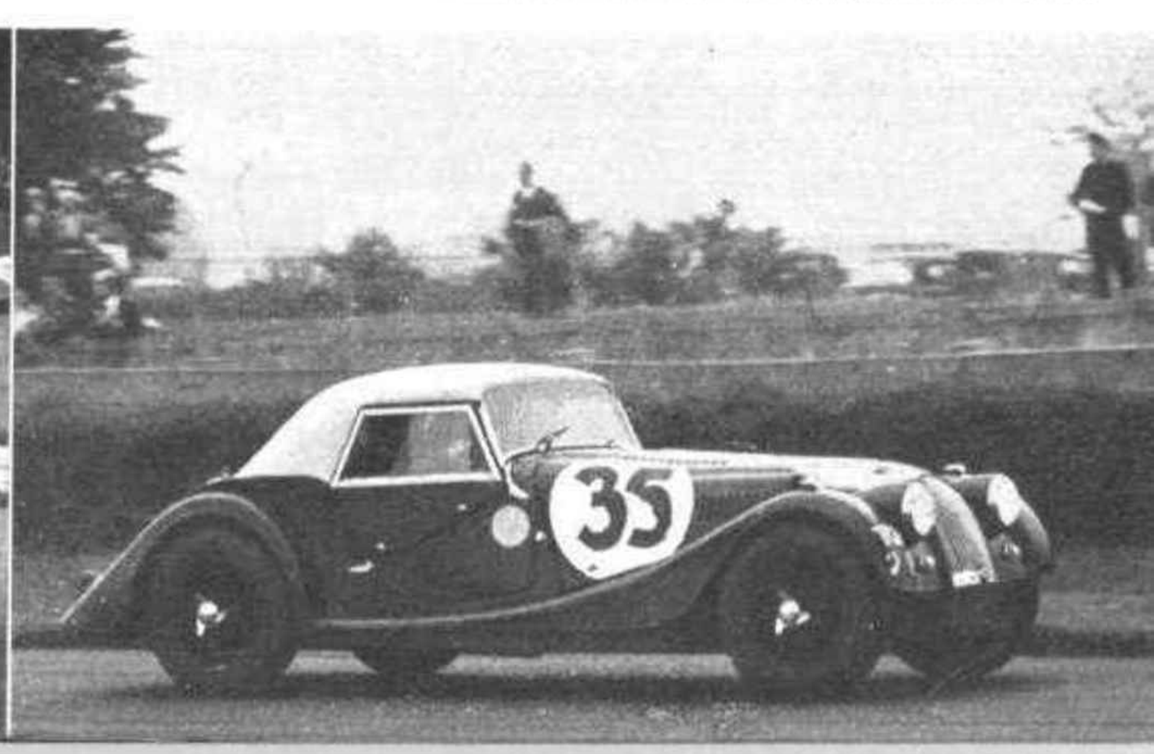
DRAGSTER DUEL.—After Duce had led initially, Thompson's Harvey Aluminium sling-shot took a convincing lead, in the first public two-dragster duel ever seen in Britain, at Debden in September. Duce's sling-shot can just be seen through the smoke left by Thompson's meteoric take-off.



LAST RACE OF THE SEASON AT GOODWOOD.—T. N. Crisp, who won the last handicap at the September 21st Goodwood Meeting in his Daimler SP250, leads Mrs. Tudor-Owen's M.G.-B and G. M. Rose's Triumph TR4 through the chicane.



BROOKLANDS TROPHY WINNER.—In spite of its sober appearance, Adrian Dence's Morgan Plus Four, although not on form, was able to win the Trophy by a narrow margin at the last Goodwood Members' Meeting, aided by its inclined-valve head.



The Editor's Annual—

Showtime Soliloquy



Latest · exclusive · portrait of William Boddy · Esq: Editor of Motor Sport · enthusiastic motorist, finds railway stations difficult and sees no need to change at Crewe.

As one reader sees the Editor . . .

ANOTHER year has evaporated since Earls Court closed its doors on the 1962 Motor Show. It has been twelve months of astonishing rather than stirring times, with the Prime Minister in a more precarious position than any Conservative leader since Baldwin, Ernest Marples the most unpopular Minister of Transport of all time, and the Police, who are so adept at relieving motorists of much money for non-criminal offences, baffled over a meticulously contrived Mail Train robbery in which the thieves netted more than £2½-million, tax free.

Whether Macmillan and Marples between them will topple the existing Government at the forthcoming General Election or whether the majority of the voters fear worse to occur under Liberalism or Labour is speculation outside the scope of MOTOR SPORT (thank God), but it is high time that the Government puts the brake on the Police in their eagerness to prosecute and harry motorists while master criminals hide up or roam free. Unless Justice is done in respect of the train robbery all manner of subsidiary robberies and crimes are likely to stem from it, and the Police and those who direct the Force really should learn to differentiate between criminal and technical offences, attempt to maintain Law and Order instead of hampering legitimate transport, and endeavour to restore public faith and confidence in the constabulary, who will not get far without such respect, as the great mail-snatch has proved.

What, indeed, can one make of a country where, on the one hand, a Member of Parliament impertinently accuses innocent citizens in a Buckinghamshire village of failing to foil the train robbers by being unobservant, and on the other hand imposes fines of up to £10 on other citizens who waved down motorists approaching a radar speed trap. Both deal with the prevention of crime and how anyone deserves to be fined for attempting to stop his or her fellow citizens from breaking the Law is beyond me. On the whole the attitude of magistrates and police to motorists, the savage parking fees, the increasing traffic congestion the inadequate suppression of unnecessary noise and turmoil, and the increase in crime and immorality are an unpalatable sign of the times, in which detaining drivers accused of parking offences is bringing Britain a shade nearer the Police State. It is an age in which the once dignified Banks are so frantic to attract new customers that they have been forced to employ large numbers of counter clerks uninformed about banking matters, so that they pay a paltry 2% interest, on money they borrow from you but demand far higher rates if you borrow from them, failing dismally to compete with the Building Societies, and when money can be made the easy way, at Bingo Sessions, in the Great Government Premium Bond lottery or by robbing a mail train—for although the ring-leaders in the splendidly-contrived mail train snatch may eventually be brought to Justice by our busy police, they have had a mighty long time in which to dispose of the (tax-free) loot. Meanwhile, more radar traps are being set up to catch the criminal motorist (Hampshire is the latest county to advertise them, by ugly blue notices on countryside trees), although it has never been proved that a single life has been saved by speed traps, and before the cry goes out that everything possible must be done to reduce the " appalling toll of the road " I would ask Chief Constables and others in high places to quote fatal accident figures *in relation to vehicle-miles*, and to ask themselves whether the average driver's freedom from collision isn't quite commendable and, indeed, is showing an annual improvement, in spite of the great increase in the number of vehicles on our inadequate roads. Congratulations, incidentally, to Mr. Marples for at last controlling casually-crossing pedestrians, in one small section of one vast city. . . .

It was in the hope that pressure might be exerted towards getting a square deal for drivers that I suggested in this journal the formation of a fighting organisation dedicated to the task. The M.D.L. is the result; I would just like to put on record that I have not been asked to serve on its Committee, nor have I received any recent communications from it.

Yes, with immorality exposed at Cabinet level, resulting in Lord Denning's salacious best-seller, and Stirling Moss skating round ethics and religion (when he is not publicising himself and his " doll's house " in Shepherd Market) in the *T.V. Times*, it has been a remarkable year.

Motoring remains the most widely discussed subject whenever *homo sapiens* congregates and many canine members of the animal kingdom also enjoy it. In spite of the anxieties of traffic congestion, parking problems and the existing official dictum of " if it moves, trap it; if it stops fine it," driving is still very enjoyable and the motor car continues to be man's most highly-prized possession after his wife and house and is far more individual than most of the latter.

Alas, each year more trees are felled, more new buildings go up, so that there are fewer pleasant places to motor to or through, and eventually I forsee a situation in which it will be a case of the National Trust against Complete Concrete Coverage. Certainly it is astonishing that with transportation accepted as vital to any Nation's well-being, our roads are subjected to antiquated speed-limits, dug up by local builders, split open for the installation of drainage and sewage pipes, flooded in summer and snowed-up in winter, and rendered increasingly dangerous by innumerable side turnings leading to housing estates composed of fabulously expensive dwelling-hutches, which erupt over the countryside of this once green and pleasant land almost overnight.

Certain sections of the community put their motoring heads into deer-stalkers, yachting caps or the sand and, at the wheel or tiller of the older automobiles, pretend that nothing has changed. I am extremely glad that the veteran and vintage, not forgetting the Edwardian and p.v.t., movements flourish. But those who operate these ancients are damned lucky, for the road surfaces of 1963 are vastly superior to those of 1913 or even 1923 and they do not have to buy petrol in 2-gallon cans, blow their h.p. tyres up by hand or watch out for speed traps worked by ditched bobbies—although I admit that radar traps are far less sporting and equally farcical as accident-preventers in the majority of applications. Light relief from the troubles and trials of modern

civilisation is afforded to the masses by the passage or presence of the old motor cars, and I note that Woburn Abbey is likely to copy Lord Montagu and have a motor museum, which has led one brave member of the V.C.C. to state that the idea of the Duke of Bedford in a funny hat plugging rides round Woburn in the old crocks, and driving through hordes of teddy boys, pop-singers and nudists, appals him. We have one excellent Motor Museum in England at Beaulieu, which attracts nearly half-a-million visitors annually, and that, this critic obviously thinks, should suffice.

Turning to modern cars, there was the most commendable display of new models and technical variety at the London Motor Show that has just closed. What with the Rover 2000 that makes use of suspension and chassis features which I always said should be the basis of a piston-engined production Rover when I saw them on a gas-turbine coupé eight years ago, the brand-new Triumph 2000, the Ford Corsair which is the logical refinement of the best-selling Cortina and which, thanks to some lavish colour-advertising, I shall always associate with warm seas, blue skies, girls in swim-suits and chaps equipped with flippers and snorkels, the N.S.U. 1000 of which MOTOR SPORT forecast the salient technical details correctly as long ago as last April, and Vauxhall's version of the Opel Kadett (an Opel I see my friend Laurence Pomeroy has described as consistent in that the poverty of its interior foreshadows the paucity of its performance, which in turn is matched by roadworthiness reminiscent of the worst design of the 'thirties). Jaguar adopting i.r.s. for yet another of their models, Porsche beating Citroën to an air-cooled flat-six engine, Daimler-Benz endorsing with the Type 600 my claim that they build the best cars in the World today, and Rootes having in the end to admit that the best sort of rear-drive small car has its engine in the tail, there is no sign of stagnation in automobile design. We were able to publish the first full road test of the light and lively Vauxhall Viva or Epic and I look forward to driving other brave new models in the fullness of time. I have a hunch that I shall enthuse over the Rover 2000 even though our last road-test Rover expired in a haze of water vapour, and undoubtedly it was the Star of the Show. Indeed, it would appear that Rover strongly challenges Jaguar on the count of value-for-money, with the proviso that it could be quieter and is of interest only to advocates of family-planning. Also, why is it heralded as the car that takes motoring years ahead? Detachable body panels have been a Citroën feature for years, de Dion back axles were used on G.P. cars many seasons ago, and the engine is a normal unit, with reciprocating parts! However, when I am able to drive this Rover 2000 (the road-test had to be compressed into four days, when I was otherwise occupied) I think I shall join the thousands of others who regard this as their next car. It may not be exactly race-bred, although some of its more exciting features were no doubt tried on that now-nearly-historic (by V.S.C.C. rules) Rover single-seater and on the short-lived Marauder sports car; and Rover's great showing in the gas-turbine field endorses their engineering prowess. The convincing, seemingly casual manner in which the Rover-B.R.M. surpassed its target at Le Mans is some of the best publicity this brilliant new Rover 2000 saloon (which looks somewhat like the T4 Turbine saloon) can have; my personal regret is that I have never driven, or been driven in, a Rover gas-turbine car, whereas Chrysler arranged last month that I should drive one of their gas-turbine automobiles on the public highway. . . .

Those whose memories are not too attenuated derive enjoyment from finding that floor gear-levers are again fashionable, after all the publicity and hot air about the delights of steering-column appendages and that Triumph have discovered the selling-power of a sunshine-roof (only now you refer to it as a skylight) which VW have realised for years and which figured on quite inexpensive saloons in vintage times.

Apart from the widespread adoption today of technical niceties from the long-ago, such as disc brakes, rubber springing, transverse engines and air-cooling, car fashions change with startling rapidity. If you don't believe me, look at models that were the latest, brightest, most appealing new things a few Shows ago and consider what has become of them. For that matter, pause to commiserate with those who quite recently bought Ford Consul Classics, assured that they had the very newest and best family car from the great Ford Empire. . . .

Before we take a look at the highlights of some of the post-war Earls Court Shows, let me pay my annual compliment to whoever it is who ensures continuity of the Smiths advertisement theme, thus ensuring that we still have models worth looking at—long may the series continue. Particularly since the managerial edict has gone out that I am not to publish pictures of young

WORTH LOOKING AT!—Miss Rover, Miss S and Miss Corsair, as depicted in Smiths ingenious and popular long-lived series of advertisements. Spare a moment to look at the respective instrument panels.



WORTH LOOKING AT

The new Rover 2000 will give its owner a great deal of motoring pleasure. SMITHS' fresh air heating and ventilating is excellent equipment, and SMITHS Radiomobile car radio is recommended. The British Jaeger instruments on the dashboard are also made by SMITHS. The accurate information they provide contributes equally to safe driving and to proper maintenance. They are worth looking at.

SMITHS
a name with a world of meaning

SMITHS
INSTRUMENTS
CAR HEATERS
RADIOMOBILE
SPARK PLUGS
BLUECOL
PETROFLEX TUBING
THERMOSTATS
BATTERIES



SMITHS MOTOR ACCESSORY DIVISION



WORTH LOOKING AT

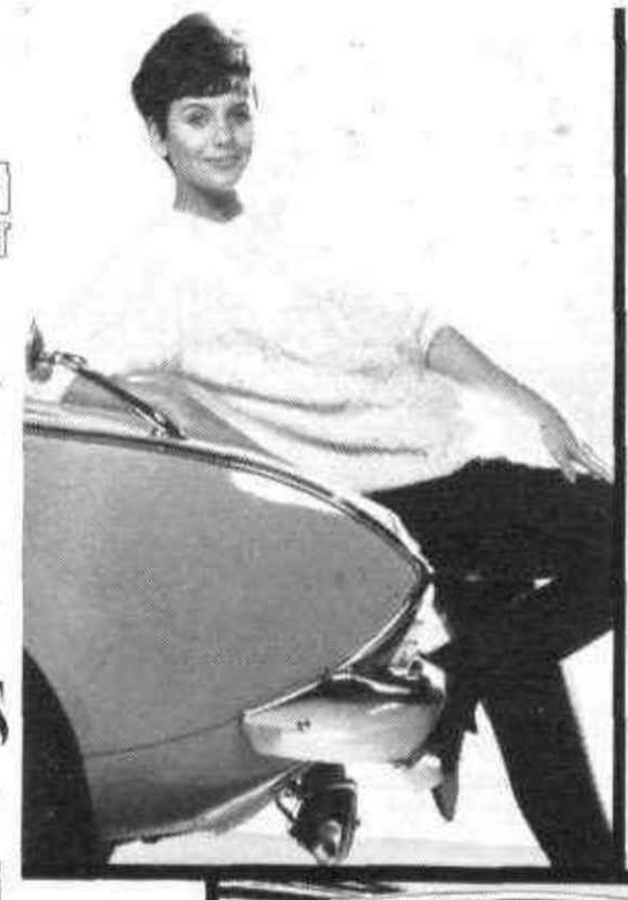
The new Jaguar 3.4 S saloon will give its owner a great deal of motoring pleasure, for will the new Jaguar 3.8 'S' saloon. SMITHS Radiomobile car radio is exclusively recommended for both models, and the instruments on the dashboards are made by SMITHS, too. These instruments match the cars in efficiency and design, and the accurate information they provide contributes equally to safe driving and to proper maintenance. They are worth looking at!

SMITHS
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SMITHS
INSTRUMENTS
CAR HEATERS
RADIOMOBILE
SPARK PLUGS
BLUECOL
PETROFLEX TUBING
THERMOSTATS
BATTERIES



SMITHS MOTOR ACCESSORY DIVISION



WORTH LOOKING AT

The Ford Corsair is a car worth looking at. Excellent heating and ventilating equipment is supplied by SMITHS. The dashboard instruments are also made by SMITHS. They match the car in efficiency and design, and the accurate information they provide contributes equally to safe driving and to proper maintenance. They are worth looking at, too.

SMITHS
a name with a world of meaning

SMITHS
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RADIOMOBILE
SPARK PLUGS
BLUECOL
PETROFLEX TUBING
THERMOSTATS
BATTERIES



SMITHS MOTOR ACCESSORY DIVISION

For the new Jaguar 'S' models

and for every Jaguar ever made



JAGUAR SAY CASTROL

so should you!

Castrol MOTOR OIL

Jaguar recommend regular refills of fresh clean Castrol for maximum engine protection

ALWAYS ASK FOR CASTROL—BY NAME

women in, on or standing beside motor cars, I appreciate the Smiths line and my regret is real that Ford, Jaguar and Rover do not equip their road-test Corsairs, S-models and 2000s with the young ladies who appear in those photographs which remind us that these new cars rely on Smiths instruments. Thus are good cars, good-looking models and World-famous instruments united, to the benefit of the modelling profession, the enjoyment of enthusiasts and the publicising of Smiths accessories—and if my clock of that make loses here and gains there, I promise to look again at those girls and try to think well of it. Ironically, these advertisements do not appear in MOTOR SPORT.

As I was saying, motor-car fashions change almost as quickly as feminine fashions, which is good for salesmen and money-lenders, if bad for savings banks and hire-purchase houses. And fashion is fickle, so that automobile styles change yearly like women's hats; we go from floor gear-levers to steering-column stalks back to floor gear-shifts, as ladies' umbrellas changed from long to chubby and back to walking-stick length down the seasons, and whereas once rear-engines driving the back wheels were the enthusiasts' ideal, now front-wheel-drive is accepted as the better bet. What the future holds it is difficult to predict, just as you never know from one year to the next whether the girls will wear their skirts long or short or be seen in single or two-piece swim-suits. While we shall presumably use cars with the driven wheels at one end or the other for some time to come, four-wheel-drive may become universal in the end and gremlins do the gear-changing (leg-off, preferably by Hobbs) even on sporting cars.

To see just how fickle is fashion, take a look at Earls Court in 1952. As the glistening new 1953 models were unveiled the technical pundits were still sceptical of i.f.s., in case it led to excessive tyre wear (*The Autocar* expressed a note of caution about this development in its Show Issue editorial!), and one reporter noted that "the steering-column gear-change out-numbers other types but has not yet conquered the sports car." Five-speed gearboxes, however, were found on the Fiat 1900 and Pegaso and the only front-drive cars at the Show were Citroën and Hotchkiss-Grégoire, the only rear-engined design the Renault 750.

The brilliant new models for 1953 were the Healey Hundred (with Austin A90 engine) and the new Triumph sports car. The VW was not to encroach on the British Market for another year and Ford still produced the s.v. Anglia and Prefect. Morris had scored a lead the year before with the Issigonis-inspired Minor and sought to ginger it up with the o.h.v. 800-c.c. A30 power unit. Practically the only models to have survived without drastic re-design are this Morris Minor and the Morgan Plus Four, and in the comparatively short space of eleven years the names of Allard, Armstrong Siddeley, Delahaye, De Soto, Hotchkiss, Hudson, Jowett, Kaiser, Lanchester, Lea-Francis, Pegaso, Standard, Sunbeam-Talbot and Willys-Overland have ceased to exist. That was the year when the introduction of disc brakes by Girling was big news and only one British car, the Lagonda, ventured i.r.s. Pegaso and both Allard Palm Beach and J2X had de Dion back axles, however, while power-assisted steering was hailed as a "new development," being an optional extra on General Motors' and Chrysler cars.

Space considerations preclude a year-by-year review of Earls Court since 1952, although this would underline how quickly loudly-proclaimed ideas are forgotten and disclose many false prophesies. Going back only to 1958, the models of but half-a-dozen years ago look altogether uninspiring. True, the Austin Healey Sprite had just appeared, Armstrong Siddeley were busy with the new Star Sapphire and Bentley claimed that road speeds of 120 m.p.h. were balanced by brakes designed (by Renault in 1919?) to dissipate 1,200 h.p., but Jaguar hadn't room on their stand for an XK150 or S-type, Austin proudly showed the Metropolitan, and I doubt whether we need regret the demise of exhibits like the Frisky and Opperman Unicar. Rover were using the F-head for their new 2-litre which they now disclaim as of no particular merit, and names like Berkeley, Borgward, Isetta and Peerless were still to be seen, while DAF and Skoda had reached our shores.

Quite obvious is it that car fashions and fortunes change with startling rapidity; equally obviously design shows no tendency to stagnate.

While it may be easy to sell the first year's output of a new model on appearance or comfort of the seats or space in the luggage-boot, influenced by the females in the family, more and more are customers becoming discerning in the buyers' market, and the finer qualities, such as reliability and road-holding (Bugatti fanatics are permitted to transpose these items!), are being discussed and demanded, so that it is these and the niceties of control, comfort of ride, feel of the steering, power of the brakes and degree of performance, which we road-testers try to analyse for you, that sell modern motor cars and cause despondency in the Board-rooms of those companies whose engineering staff are still dictated to and overruled by the sales and publicity boys. What a pity that Issigonis' remark, made partly in fun, that you have to sit uncomfortably to remain alert in traffic, has been so seriously bandied about in some quarters! And surely when Mr. G. W. Harriman, C.B.E., of B.M.C. said the ADO16 small-car concept will be retained for ten years he meant in respect of its ingenious power plant location, front-drive and splendidly effective suspension and not necessarily in styling and power output?

Whereas, at one time, steering precision and good road-holding were the prerogative of Continental cars, British products have long since caught up. Indeed, I do not think cars can be characterised by the country of their manufacture to anything like the extent they could be when I went to Olympia Motor Shows as a schoolboy, clutching my Trojan catalogue container—Italian cars bred for Alpine driving, French cars for elegance, German cars for rugged *autobahn* motoring and so on. One unusual German uniformity *is* noticeable however, namely the use of transverse leaf front suspension on Auto Union, Ford 12M, Opel Kadett and Vauxhall Viva cars. And it apparently takes French logic to realise that unless one is comfortable the pleasure diminishes in the best of cars, *vide* the very good seats Renault have in the R8.

I suppose the question I am asked more often than any other is what car I would choose had I unlimited means. It is impossible to answer, especially with so many fine new models on the market, although if luxury were the criterion I would still look beyond Rolls-Royce to the Daimler Majestic Major V8 and put the money saved into Rover shares. However, I will end this discourse by awarding a few Editorial accolades, to the following makes :—

Rover, for giving prestige to British engineering in the gas-turbine field and for having the most covetable new car at Earls Court, at a most competitive price.

Mercedes-Benz, for building the present ultimate of the World's best car.

Ford, for so quickly dropping the Classic, employing Chapman to improve the Cortina and building a universal range of engines and automobiles that are making their mark in competition.

B.M.C., for making the safest-handling, most comfortable mass-production small cars in the World.

Volkswagen, for remaining the most disliked car cited by rival mass-producers everywhere, because with a combination of an age-old design that remains entirely up-to-date, meticulous attention to detail and an impeccable finish they contrive to build the Rolls-Royce of small cars at model-T European prices.

Jaguar, for their so docile 150-m.p.h. E-type that carries on the phenomenal Sir William Lyons' value-for-outlay policy.

Ferrari, for continuing to make covetable complicated machinery, with no concessions to simplification or price-cutting. Competition victories continue to make the prancing horse the greatest status symbol in the game.

Daimler, because they have shown that spacious, dignified luxury travel does not imply flopping round corners and because they provide all this for £2½-thousand.

N.S.U., because the honesty of the air-cooled twin-cylinder Prinz suggests that the new transverse-four should be very effective, and because, in spite of all the gas-turbine hoo-ha, this firm is first with a production rotary-engined car.

Peugeot, for offering the Family Saloon with eight seats—combined with some technical niceities.

Fiat, for building a range of beautiful cars, of which the 1500 carries the family at sports-car performance level.

Triumph, for adopting i.r.s., which they assure me costs the customer only an extra £25, on all but one of their existing models—it, or the de Dion back axle, is bound to prevail in the end. . . .

Renault, on account of their reputation for dependability, for offering good-looking cars at low price, and recognising that disc brakes all round and comfortable seats need not be denied to the small-car user.

DAF, by reason of their very nicely contrived cyclecar with belt-drive automatic transmission that functions well enough to get home in Europe's toughest rally.

To choose the best of all, however, is as difficult as deciding whether you would prefer to take Miss Rover, Miss Corsair or Miss S, from those Smiths ads., to a Motor Show Ball.

Continued on next page

DRIVING THE NEW TRIUMPH 2000



THE Triumph 2000 was introduced to us during a well-staged Press day, during which I was able to travel in one of these handsome Michelotti-styled saloons from London to Faversham, taking it flat-out along M 2 and round Brands Hatch.

The new car was developed very quickly, in 2/2½ years, by building a considerable number of prototypes, so that each department could carry out development simultaneously, a method brought from Leyland by Stanley Markland, and which offsets by time saving the cost of having to scrap a larger number of components as development proceeds. In contrast, the Rover 2000 took some 5½ years to get into production.

The new Triumph is aimed mainly at the middle-class professional market, and there are facilities to produce 30,000 a year. Priced at just over £1,000, it is a 4/5-seater saloon using well-tried components of existing models, the engine being a 6-cylinder version of the Vanguard, the gearbox TR4, the MacPherson strut-type front coil-spring suspension and coil-spring trailing-link i.r.s. designed for the car.

The car I tried was the eighth pre-production prototype. The interior *decor* is a rather horrid clash of polished walnut facia and sills and plastic padding, and the two main dials are very deeply recessed and vaguely calibrated. This impression of fussiness is increased because the dash is not symmetrical at each end and the dials and switches, etc., occupy several depths. The indicator warning lights flank the blue full-beams light above the speedometer and dual-purpose dial, and the other warning-lamps cluster covers fuel, oil, choke-in-use and ignition. A l.h. stalk works the indicators and gives daylight lamps-flashing when its tip is depressed; overdrive, operating in 3rd and top gears, is selected by a r.h. stalk. Some drivers find this confusing and would prefer them transposed.

There is ample interior stowage in a deep, lockable, drop-lid cubby which has a rather unnecessary two-position lid-opening, and a pull-up interior vanity mirror—Triumph stylists obviously being conscious that the little-woman is a strong influence in the choice of a family car! If radio is eschewed there is another big, lockable, stowage-box in the centre of the console, and a Herald-like tray surrounds the floor gear-lever. The separate front seats have too little cushion support but the squab-angle is adjustable. There is room for three on the back seat if the centre arm-rest is folded, and foot-room under the front seats, but the Triumph 2000 is a compact rather than spacious car. The luggage-boot is deep rather than long; the covered-over spare wheel sits vertically therein.

Push-buttons, in sets of two each side of the steering wheel, look after lamps (side and headlamp buttons inter-connected) and wipers and washers. There is a foot-dipper. Equipment includes roof-grips for the rear-seat passengers, arm-rests on the doors, child-proof locks on all doors, coat-hooks, lidded ash-trays and a horn actuated by depressing the boss or single-spoke of a rather high-set steering wheel.

The test car had an ill-contrived treadle accelerator which had a lot of free movement, so that smooth starts called for care. The gearbox became extremely hot and 2nd gear was almost impossible to engage until it cooled down, and the rubber-mounted rack-and-pinion steering had a great deal of sponge, was vague in action and heavy for parking. I gather that the low-gearing was resorted to in an endeavour to decrease heaviness at low speed while retaining a 31-ft. turning circle but it was generally disliked by those who tried it.

The engine is not quite so silky smooth as its six cylinders would suggest but gives speedometer readings of 50 m.p.h. in 2nd and 70 m.p.h. in 3rd gear. The reading can be put to over 90 in o/d. top along a motorway, falling back to 85 up slight gradients, but Triumph claim a M.I.R.A. lap-speed of 95-97 m.p.h. Borg-Warner automatic transmission is available but the first cars so fitted changed up far too early, even under kick-down, and a higher axle ratio, in the region of 3.7 or 3.8 to 1, will be used for production cars.

The gear-change was rather notchy on the test car but the brakes, disc on the front wheels, are excellent.

After we had driven the car a Press Conference was held at the Mayfair Hotel, attended by Sir William Black, Chairman of the Leyland Motor Corporation, who announced the discontinuation of the famous name of Standard, in case foreign subjects thought he manufactured standardised vehicles, Mr. S. Markland, O.B.E., who was responsible for developing the Triumph 2000, Mr. D. G. Stokes, who has to sell it, Mr. G. H. Turnbull and Mr. H. G. Webster, who engineered it.

Many criticisms were made by the journalists who attended the conference, so that Sir William later remarked that next time he would hold it after dinner, no doubt hoping that the Puligny Montrachet 1959 and Gevrey Chambertin 1955 would produce a more mellow atmosphere. One criticism concerned difficulty in engaging 1st gear. This is due to the synchromesh cones fouling and is the penalty you pay for listening to popular clamour and putting this gear-changing aid on all the forward ratios; Issigonis eschews synchromesh on bottom cog in all 4-speed B.M.C. cars for this reason.

A good aspect of the Triumph 2000 is its i.r.s., which costs the customer only about £25 and undoubtedly improves the ride and the traction. It is interesting that SP tyres are an optional extra, the test car having Dunlop C41s, so presumably the suspension has not been "tuned" to any particular tyre construction. There are no greasing points and servicing is required only at 6,000-mile intervals. The gears are fairly quiet, there is some exhaust resonance at low speed, but there is no back axle to tramp or deflect the tail of this Triumph. It corners well at speed, understeer controllable by a dab of throttle, but roll is that expected of a family saloon. The bonnet panel has to be propped open. Carburation is by twin Strombergs, as the Triumph engineers believe in constant vacuum carburetters. The car will, I gather, probably be entered for rallies, but not in its first season.

I will leave further comment until a production 2000 is submitted for full road-test.—W. B.

VINTAGE POSTBAG—continued from page 896

Ford Tractors

Sir,

I have read with interest the letter from Mr. J. S. Bacon regarding the 5,000 Ford Tractors ordered in 1917, but surely he is mistaken in saying these had a single ignition coil.

Having driven one of them for many thousands of hours I can assure him they had the same four "trembler" ignition coils and a roller on the end of the camshaft the same as the model-T car.

The 5,000 tractors were in fact ordered in one contract by Lord Milner (see "My Life and Work" by Henry Ford, 1922 edition).

Bitton. A. H. JOYCE.

* * *

Earliest 4-seater Morgan?

Sir,

I noticed in your report on Crookham Court School's vintage gathering, you state Chalcroft's 1923 M.A.G.-engined Morgan as the oldest known 4-seater 3-wheeler.

So as to correct your records I thought I would write and tell you, I am the proud owner of a 1921 M.A.G.-engined Morgan 4-seater 3-wheeler, which I have almost completely restored.

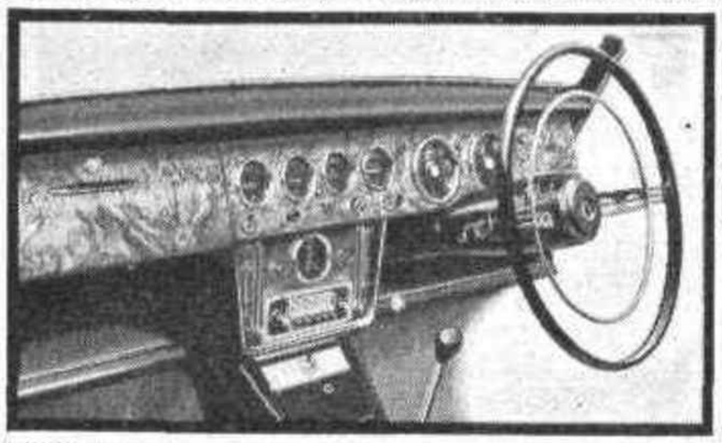
Malvern. ANTONY WOLFE.

SHOWTIME SOLILOQUY—continued from previous page

Certainly there are some splendid cars in which to motor through 1964, and although eventually rotary or gas-turbines may be found in every car, for a long time to come pistons and poppets will prevail. All you have to do is to decide which make and model suits you best and find the money with which to buy it. In spite of the trials and tribulations of civilisation (brought about largely, I would remind you, through the invention of the wheel, the i.c. engine and the gas-turbine) there is nothing quite like motoring for sustained pleasure and enjoyment, even in this over-populated and savagely over-taxed little island, in which, as square-styled new houses, shops and flats go up, replacing the old individual architecture, every village, town and city is threatened with the urban standardisation of the uniform 'sixties. So I wish you good motoring, God-speed, and many thousands of miles free from the menace of Marplism, in the days to come.—W. B.

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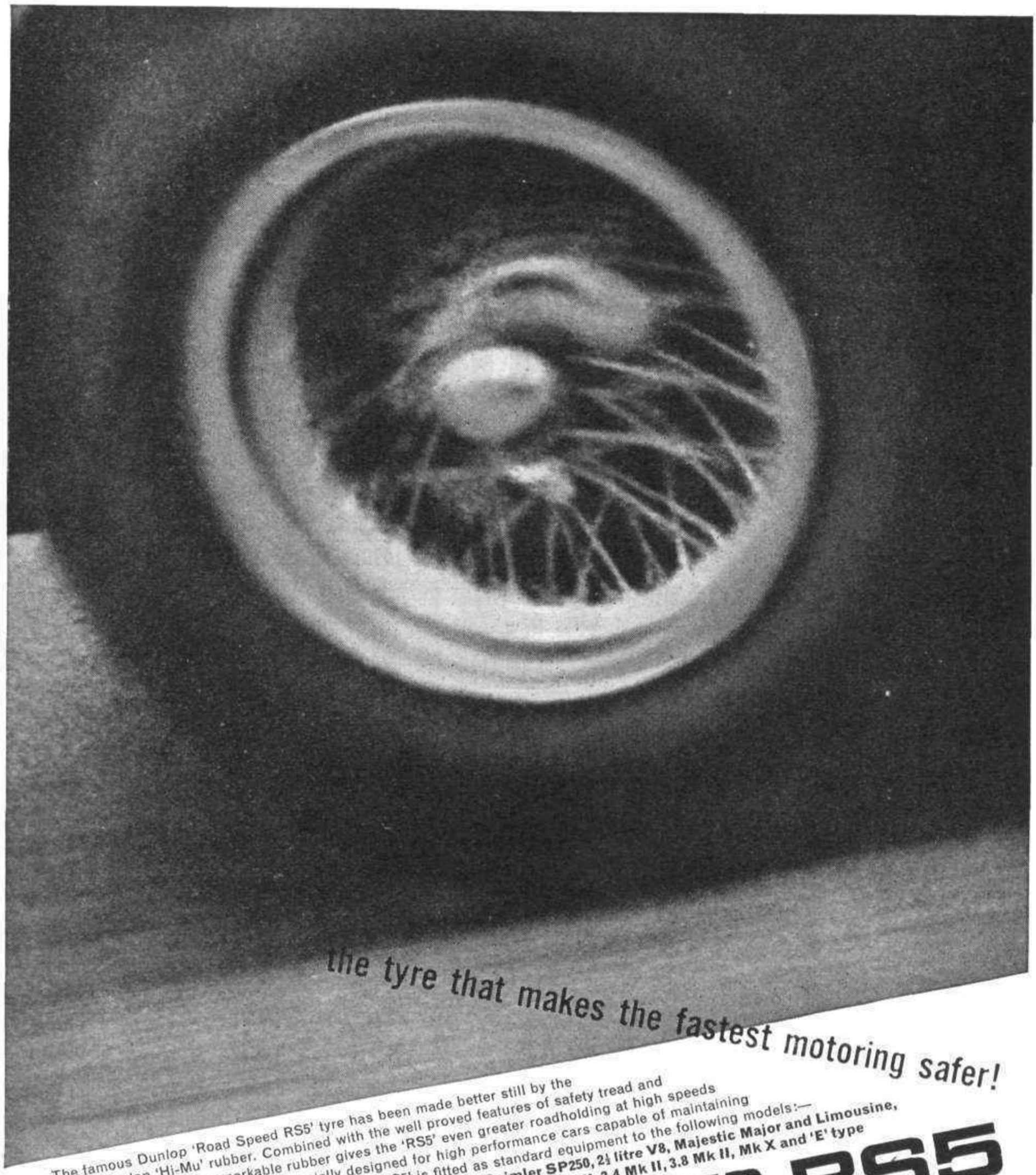
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CONTINENTAL NOTES

ACTIVITY on the Continent has now finished, as far as racing is concerned, but there is still plenty of news from the Continent and outstanding last month was the revelation of the new G.T. Ferrari. Every now and then we have to change our fixed ideas, that is those of us who do not grow old and misty-eyed, and just as we now accept that a Grand Prix car has its engine at the back, or that to go fast round a circuit you do not need a large ungainly racing car, but a small, light and scientifically designed one, so we are going to have to accept the new formula for a G.T. car. Since Cisitalia and Lancia invented the G.T. car, it has become personified by the Ferrari 250 models, first the Europa, then the 250GT and finally the GTO. There have been many other good G.T. cars, and many bad ones, and a lot of sports cars with hard-tops that people thought were G.T. cars, but you and I know that when we talk about a G.T. coupé we mean a competition 250GT Ferrari, and as a type it has become universally accepted, and copied.

With the latest announcement from the Ferrari factory at Maranello, we are going to have to change our ideas of what we consider a G.T. coupé, for the 1964 Ferrari Berlinetta 250 Le Mans is nothing more (as if one would want anything more) than the 1963 Ferrari Prototype 250P, with the top of the windscreen joined to the aerofoil wing over the tail, doors with windows added, interior trim by Farina, and there we have it. The all-round independent suspension, inboard rear brakes, rear-mounted V12-cylinder engine with six double-choke Webers, 5-speed gearbox out the back, tubular space frame, are all there. When the 250P appeared this year in the long-distance races, I loved it, but said frankly that I did not see how it could be considered a Prototype of a G.T. car, whereas the 4-litre 330LM coupé was a Prototype. Halfway through the season I began to wonder, and by August it was obvious that I was going to be wrong, and in September the jigs for the GTO chassis were broken up. Now we have the new Berlinetta as depicted on these pages, and the Ferrari factory issue a nice brochure on the car with technical details. The 250 Le Mans coupé is clearly going into full production in order to build sufficient for homologation, so it looks as though Ferrari is going to be one step ahead in G.T. racing yet again.

Now the idea of a rear engine G.T. coupé is not new, for I have driven over 250,000 miles in one, and Porsche Carreras can still win races, but they have small 2-litre engines, the flat-four layout being very suitable for a production G.T. car. Also Porsche have a very nice G.T. coupé for Prototype racing using the 2-litre version of the 8-cylinder Grand Prix engine, but still only 2-litres. That one could think in terms of more powerful rear-engined coupés for G.T. racing was proved by Eric Broadley with his fantastic Lola coupé with 4½-litre Ford V8 engine mounted behind the driver, and that car was and still is one of my favourites, but as yet there are no signs of serious production. When Ferrari puts a model into production you can reckon it will be made and sold, so that the introduction of the 3-litre V12-cylinder Berlinetta 250 Le Mans is truly a landmark in G.T. cars.

It always used to amuse me that Jaguar, Chevrolet, and Aston Martin could seldom beat the GTO Ferrari, for nice as it was, it was very old-fashioned, with a rigid beam rear axle, heavy tubular chassis, and was a big car by any standards. But now it is obsolete, and the design can be buried as having been a very successful one, but no longer any use. The thought of the GTO Ferrari being obsolete makes me realise what splendid times we live in, and how we progress.

* * *

Mention of the Lola G.T. coupé, with Ford V8 engine, makes it worth mentioning that it would seem that Broadley is to have encouragement from Detroit, as Chapman did over his Indianapolis cars. With Ford money, facilities, and push behind Lola, that beautiful G.T. coupé could well be a force to reckon with next year. It had all the makings of being a real challenger this season, but various set-backs stopped it from making much of a show, though the potential was obvious for anyone who was watching closely. Once again World Ford have come out into the open, and many people have shown surprise that they should be interested in Lola, but actually it is very reasonable. There can be no doubt that World Ford have a gigantic motor-racing programme in hand, from which they will obviously reap the benefit of advertising, and surely the ultimate in their programme must be Grand Prix racing. They first of all attacked rallies with their own products, for a good rally car is basically a production model, then they attacked racing on their own doorstep, at Indianapolis, Milwaukee and Trenton, using the brains of Colin Chapman to provide a racing chassis, while they provided the racing engine. Then they negotiated to buy the Ferrari factory but the negotiations fell through, so clearly they had to look elsewhere. Now I am sure they did not want the Ferrari factory in order to market Ford/Ferrari G.T. cars, but they had their sights on G.T. racing

The new Ferrari Berlinetta 250 Le Mans which has now gone into production as a replacement for the GTO for future G.T. racing. The hole in front of the rear wheel ducts air to the inboard rear disc brakes, and the lines and specification are similar to the Le Mans-winning 250P.





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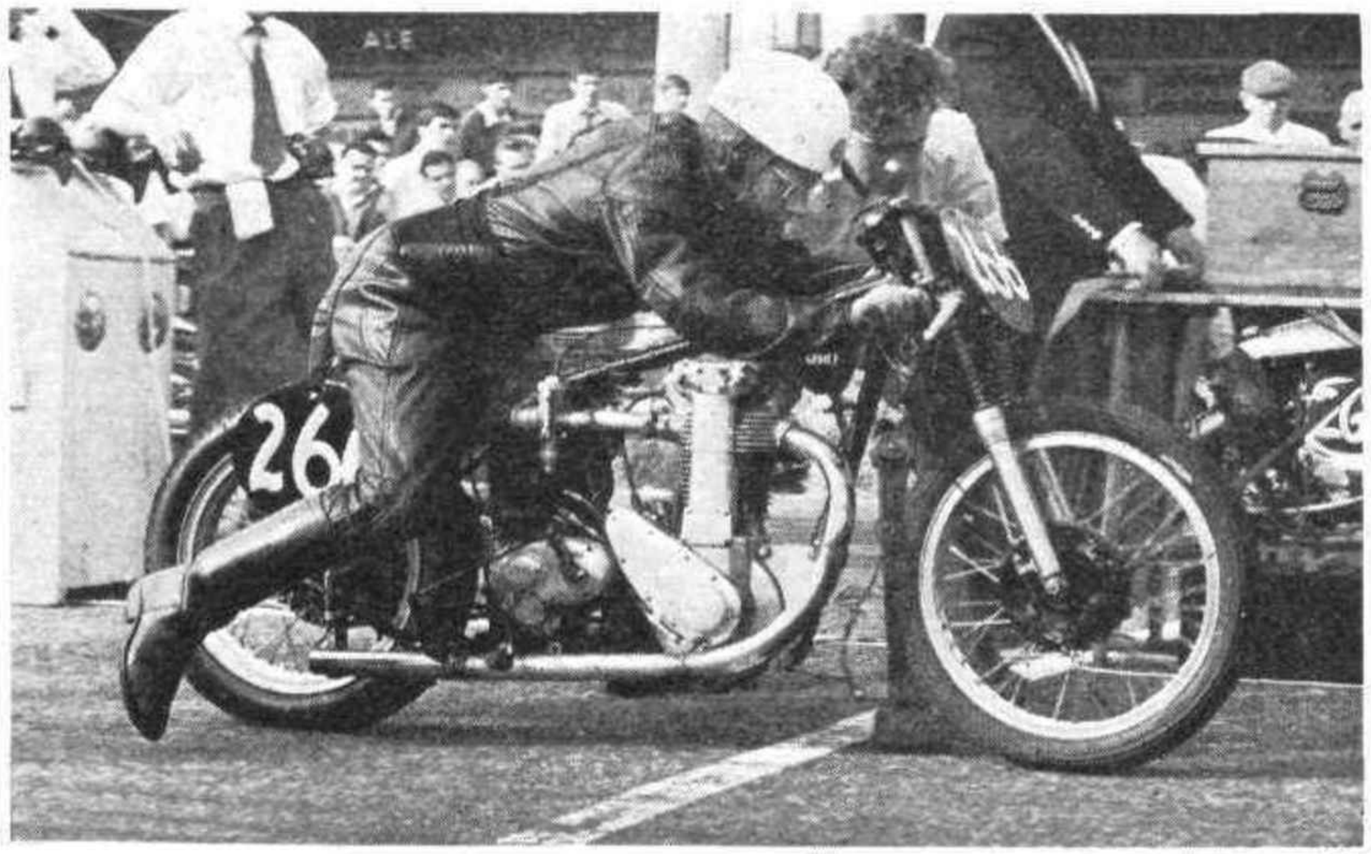


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The writer of Continental Notes enjoying himself by the seaside. This 500-c.c. sprint special he considers a "girl's bicycle," and it is only Grand Prix racing that stops him from building a "boy's bicycle" or, better still, a "man's bicycle."

and Prototype G.T. racing, in other words, Le Mans, Sebring, Nurburgring. There cannot be a Prototype G.T. coupé with more potential than the Lola, so it is not surprising that Ford made overtures to Eric Broadley. The question is "which Grand Prix team will get Ford support when they are ready to go into Grand Prix racing?" It would not surprise me if the Grand Prix Ford is 100% Ford, for they must be gathering motor-racing know-how very fast, and I would bet anything that if there was a Grand Prix Ford there would very soon be a Grand Prix Mercedes-Benz to oppose it. And that brings us naturally to Honda. If they do not appear by Zandvoort next year I feel they will have missed the boat, but as one of the potential drivers said, and he knows from experience, "They are very thorough people, a bit too thorough perhaps."

* * *

With Continental activity over for another season I took the opportunity to have a ride on a very exciting machine, and I say on deliberately, for it was on the platform of a sprint sidecar outfit. This was a supercharged Vincent vee-twin-engined machine built by Maurice Brierley and developed over a number of years until it is at a fantastic pitch and one of the fastest sprint machines in the country, and without doubt the fastest three-wheeler. The engine has special oversize barrels which bring the total capacity up to 1,148 c.c. and the Centric supercharger blows at 12 lb./sq. in. at maximum engine revs, which are 7,500 r.p.m. Brierley has made his own frame and suspension for this power unit, and uses a 7R A.J.S. front wheel and brake, for it takes some stopping at the end of a sprint course. My ride was a fairly gentle one over the quarter-mile, but Brierley's outstanding effort this year was his run at Brighton, over the standing-start kilometre, when he clocked 23.64 sec., and this was carrying a passenger. This time represents an average speed of close on 95 m.p.h. and it prompted me to look back a little in the history of the Brighton Speed Trials. In 1954 the late Ken Wharton, driving the 2-litre supercharged E.R.A. developed by Raymond Mays and known as R4D, set a new course record for Brighton with a time of 23.63 sec. That 2-litre E.R.A. was usually accepted as one of the most accelerative racing cars there was, and it was a good standard by which to judge performance. Wharton used to estimate that he was doing 150 m.p.h. or so at the end of the Brighton Kilometre, and it is interesting that Brierley quoted the same figure for his sidecar outfit this year, when he recorded a time only 1/100th of a second slower, and his machine was carrying two people and had only 1,148 c.c. capacity.

While on history I looked at the solo motorcycle record and when Ken Wharton set the new car record in 1954, Roy Charlton on an unblown Vincent set an all-out record with 23.57 sec., fractionally faster than the E.R.A. Now the record for cars has been lowered to 21.69 sec. by Summers with the Cooper-Chevrolet, but the Course record stands to George Brown on his supercharged Vincent with a time of 19.29 sec., an average of close on 116 m.p.h. Another outstanding motorcycle run this year was by Neville Higgins, also on a supercharged Vincent, with a time of 20.30 sec., but Brown's performance rather overshadowed this. The interesting thing is that since 1954 the motorcycles have gained a terrific advantage over the cars, not by building freaks like the American Sling-Shots, but by steady development of the basic motorcycle, and, as George Brown says, it would only need a change of gear ratio for him to ride his Brighton record breaker up Shelsley Walsh.

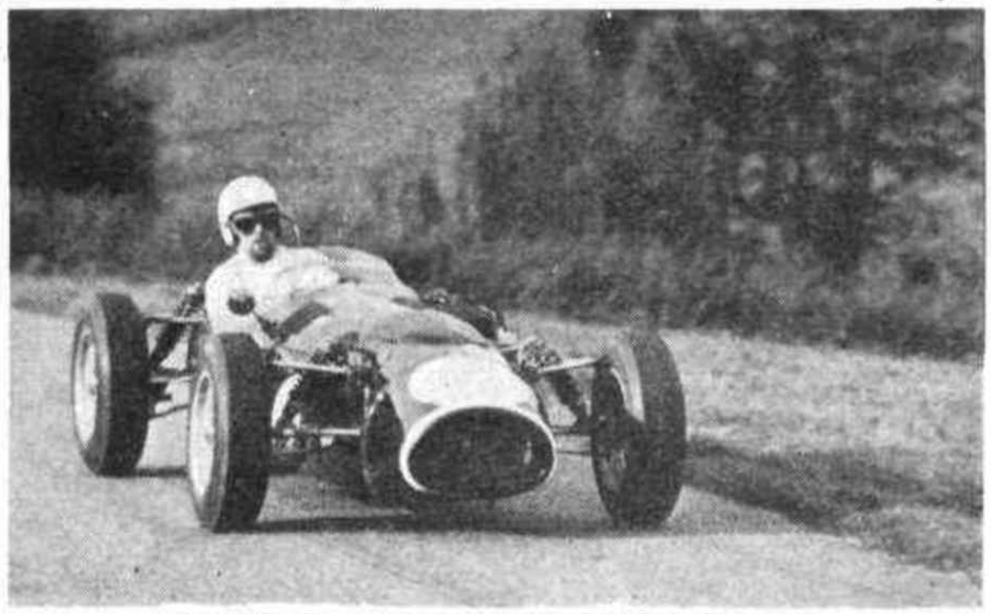
In closing I offer an apology to those readers to whom motorcycles are anathema, but hope that they can see why I like them, especially when it comes to competition of an accelerative nature, and as I do not own a motoring dog (like the Editor) I can do no better than publish a picture of my racing motorcycle, taken by our chief photographer at Brighton. The fact that I am on it is unfortunate for those readers who object to me.—D. S. J.

FERGUSON 4-W-D AT WISCOMBE

At the final meeting of this year at Wiscombe Park Hill Climb, run by the 750 Motor Club, the Ferguson Research factory lent their P99 racing car with 4-W-D to the 1963 Hill Climb Champion, Peter Westbury. With it he made two demonstration climbs, both of which were timed at figures below the previous record. In his own supercharged 2½-litre Felday-Daimler he established a new hill record in 43.54 sec., and his best time (not counting as a record) with the unsupercharged 2½-litre Coventry-Climax engine Ferguson P99 was 43.30 sec.

The following morning, before the timing apparatus was dismantled he drove the Ferguson P99 again and did some tests to adapt the car to the hill, as regards handling, and in a series of runs improved on the existing record no fewer than eight times, his last run being the best of all in 41.98 sec. This was yet another convincing demonstration of the worth of the Ferguson 4-W-D principle, and if it "takes to the hills" in serious competition next year it will make a complete farce of hill-climbing as we know it, until such time as all contenders for F.T.D. have 4-W-D vehicles.

D. S. J.



Peter Westbury driving the 4-W-D Ferguson.



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1.6 litre 4-cylinder engine. 86 bhp at 5,200 rpm. Aluminium cylinder head. Twin carburettors. Special inlet manifold. 4-speed all-synchro gearbox, short floor-mounted lever. Power-assisted brakes, disc at front. Specially tuned suspension for fast, tough driving. Lubrication every 30,000 miles.

£840. 7. 1 (£695 + £145. 7. 1 P.T.)

Vauxhall Motors Ltd. Luton Beds.

A FINE BRITISH SPORTS SALOON

The Rover 2000



The Rover 2000 bending its tyres on the test track.

THE Rover Company have a reputation for building beautifully made but rather uninspiring motor cars. This reputation began to crumble with their successful entry into International rallying with the 3-litre model, and now with the 2000, or P6 as it is known at the factory, which was introduced on October 9th. Rover must be regarded as one of the most technically advanced motor manufacturers in the world, for the new model bristles with technical innovations.

The design studies for this car started out over five years ago when there was every intention to fit a gas turbine engine, but development of this unit was slower than expected and the design was easily converted to take a conventional engine. As can be seen from the photographs the car is almost identical bodily to the T4 experimental gas turbine car with the exception that the bonnet line is lower due to the fitting of the less bulky internal combustion engine.

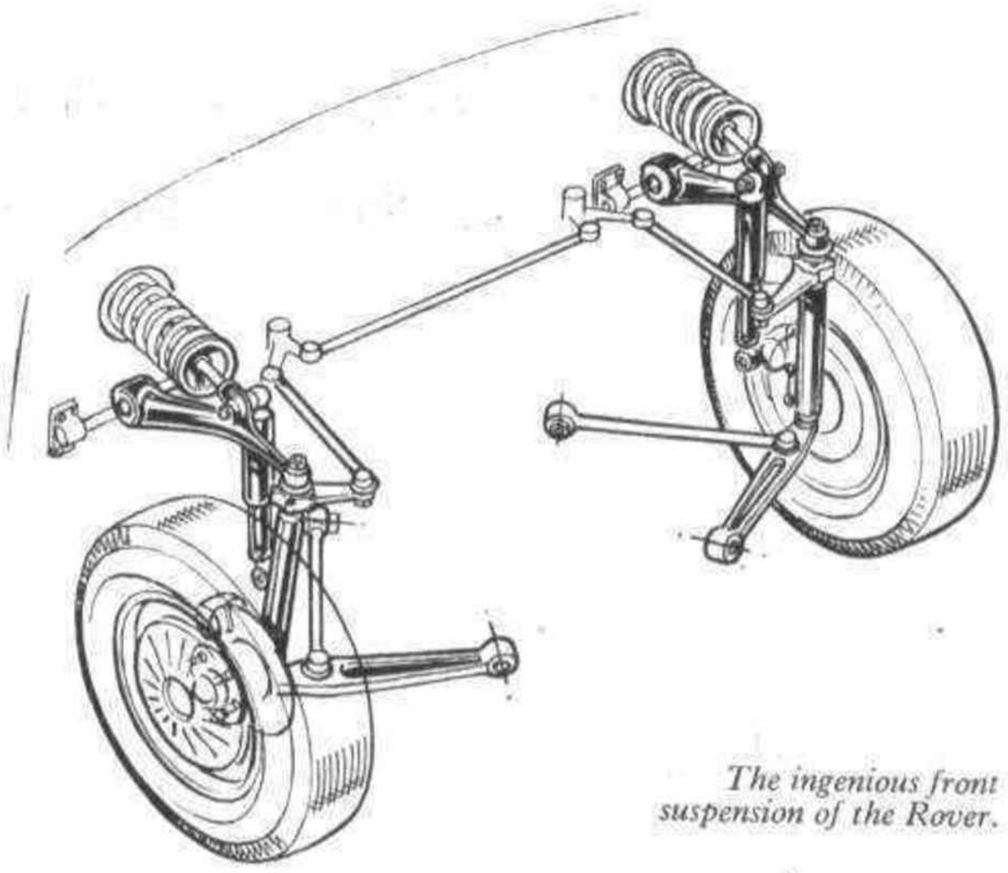
The chassis is of unitary construction but on the Rover none of the body panels are stressed at all. The strength of the chassis lies in the platform which has a very strong bulkhead, high door sills, like the E-type Jaguar, and a stiff rear bulkhead. The four doors, bonnet and boot lids, the four wings and the roof panel are not added until the last stages of construction, thus avoiding unnecessary damage on the production line. As these are simply bolted-on items the advantage of repairing accident damage is immediately apparent. As both the chassis and body panels are jig drilled there should be no problems with the fit of panels in repair work.

The suspension system is highly unorthodox. The front suspension is described as double wishbone by Rovers but it is rather more than that. The lower arms are indeed wide-based wishbones of very sturdy construction which are attached to very tall king-posts but the upper arm is a leading link projecting forward from the bulkhead which is well located by a transverse bearing on the bulkhead. These are joined across the car by an anti-roll bar. The coil-springs are mounted almost horizontally, bearing against the bulkhead and being operated by an extension piece on the upper leading link, thus transferring stresses to the strong bulkhead. The telescopic shock-absorbers are anchored to the body at their lower ends instead of the more normal method of locating the lower end on the suspension, so that on bump the dampers open up and on rebound they close. The worm and roller steering box is mounted on the bulkhead and operates a three-piece track rod, the centre part of which is attached to an hydraulic steering damper.

The suspension and steering have been specifically designed for the use of braced tread tyres and Rover engineers warn that use of any other type causes a serious deterioration in the handling qualities. The two types sold as standard equipment are the Dunlop SP and the Pirelli Cintura. The Michelin " X " is not recommended and, in fact, Rover Engineers have said in conversation that they have found the Pirelli to give the best all round results.

The rear suspension utilises the de Dion principle. Although this is a method of suspension which has rapidly lost favour in recent years, Rover engineers defend their choice most vigorously. They were determined not to use a swing axle system and they felt that the de Dion system, which keeps the wheels upright, would be a better compromise than i.r.s. systems which allow large camber changes. There is a penalty in the sprung to unsprung mass ratio but Rover felt it was entirely worth while. In addition they already had considerable experience with the de Dion layout on the T3 gas turbine car which first appeared in 1956. The layout is similar to that of the T3, the de Dion tube having a sliding joint and fixed length universally jointed half-shafts, thus eliminating the difficulty of using splined drive shafts. Location is by Watt linkage with the coil-spring/damper units being mounted along the leading link. The differential housing is of course chassis mounted and the 10¼-in. Dunlop disc brakes are attached to it, thus aiding a little more in reducing unsprung weight. As all cornering loads are taken by the differential it is transversely located by a short panhard rod. The front brakes are 10¾-in. discs and assistance is provided by a Lockheed vacuum servo.

The engine of the 2000 is a departure from previous Rover practice in that an overhead camshaft is used. This engine has a cast iron block with an aluminium cylinder head. The engine is " square " with identical bore and stroke measurements of



The ingenious front suspension of the Rover.

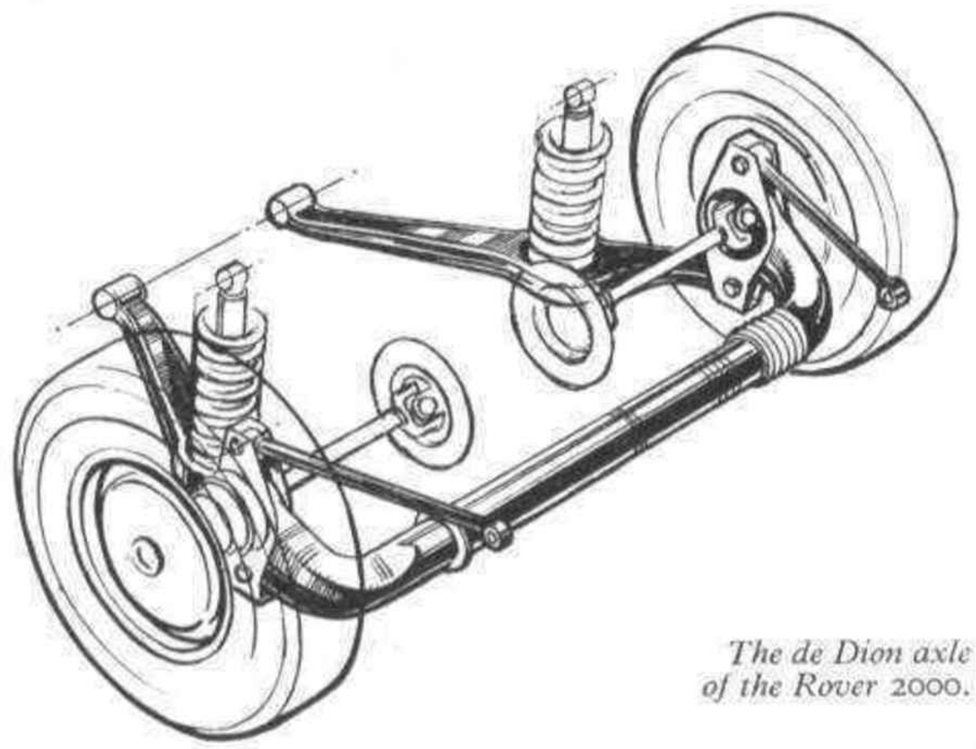
85.7 mm., giving a capacity of 1,978 c.c. for this 4-cylinder unit. The crankshaft has five main bearings and the camshaft, which is driven by a double roller chain, runs in six bearings. An unusual feature is the adoption of a concave piston crown which acts as the combustion chamber, the cylinder head face being virtually flat except for valve and spark plug apertures. This is, of course, similar to diesel engine practice. The valves are vertical, being operated by inverted tappets which have shim adjustment.

Power output is 90 b.h.p. net at 5,000 r.p.m. and maximum torque is 113.5 lb. ft. at 2,750 r.p.m. This is achieved on a compression ratio of 9 : 1 with a single S.U. HS6 1¾-in. carburetter. There is considerable scope for development and Rover have various modified engines on test and power outputs of 140 b.h.p. are spoken of. It is, of course, to be expected that Rover will use the 2000 in rallies and although no official news is available yet there will almost certainly be a high-performance version available in a few months' time. A new gearbox has been designed for the 2000 having four forward speeds with baulk-ring synchromesh on all gears. The clutch is a Borg and Beck diaphragm type.

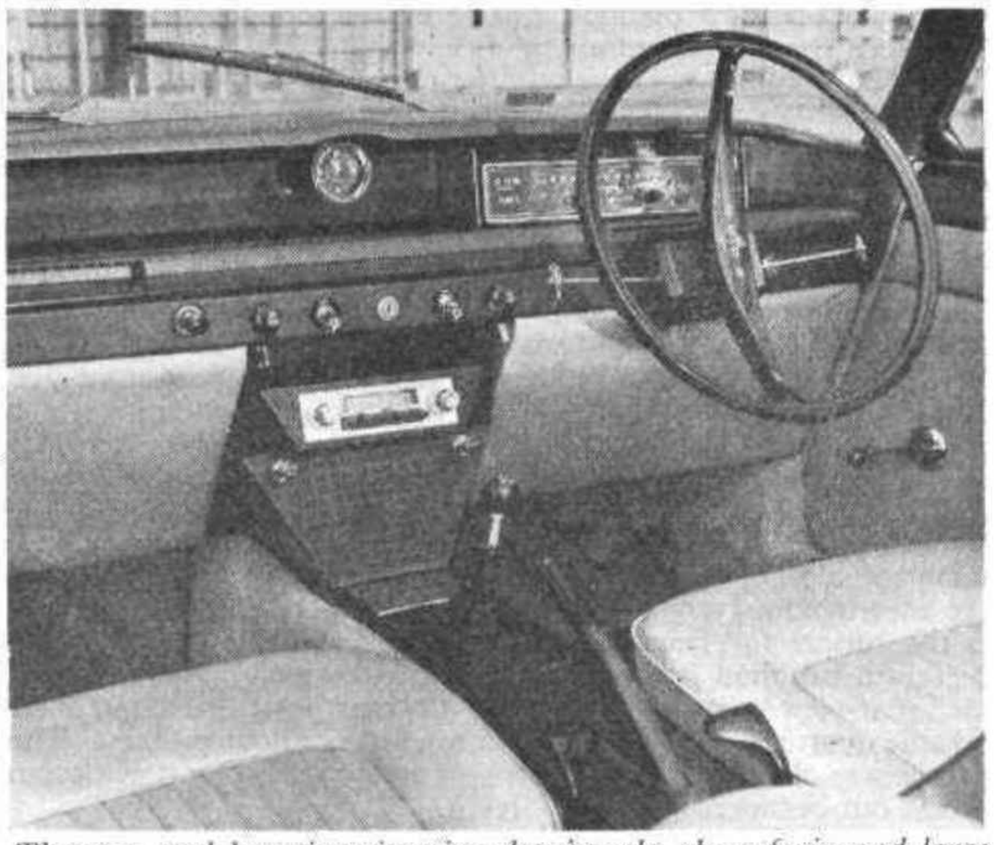
The Factory

The expenditure on the 2000 exceeds £10,000,000, much of this being spent on a new factory which stands alongside the old plant at Solihull. This has been designed to cope with several new techniques in motor-car production. The chassis platform, or base unit as it is called by Rover, is built by Pressed Steel at Oxford and then transported to the new factory. Here it is checked in a jig, then drilled for the fitting of suspension components and so on. The base unit is then turned over onto its roof and proceeds along the production line in this state while the front and rear suspensions, steering, final drive, brakes, electrical equipment and so on are dropped in from above. This is of course a much better method than offering the parts up from below the car. The rear suspension is built in a jig and it remains in this jig until it is fitted to the car. The car is then turned over and the engine and transmission dropped in from above while various other accessories and the wheels are added. All wheels are balanced before fitting. The car is then driveable and is tested on a roller dynamometer mainly to check for engine and transmission noise, after which the body panels are fitted. The car is then driven on to a machine which shakes the car violently for about five minutes. An operative notes any body rattles or squeaks and rectification is made. The next step is the water test booth where water is sprayed on all parts of the car at an equivalent speed of 70 m.p.h. Any leaks are rectified. After this the car is given any further rectification work, then handed over to the quality control department who road-test the car on the Rover test track, and when it is passed it is polished and prepared for the dealer.

Another interesting feature of the new factory is the paint shop. This uses the electro-static spray principle instead of the normal spray gun method. With this method the paint is discharged into the air by centrifugal action after being positively charged with 120,000 volts. The paint, invisible to the naked eye, is then attracted to the panels rather like iron filings to a magnet. This method gives a paint wastage of only 2% compared with the normal loss of 60%.



The de Dion axle of the Rover 2000.



The neat and luxurious interior showing the clean facia and large pockets.

On the Road

Having studied the advanced engineering of the 2000, we were anxious to see if this had resulted in advanced road manners, for this is regrettably not always the case and some theoretically advanced cars have proved to be very inferior to conventional cars when on the road. Happily this is not the case with the Rover and it is pleasing to be able to report that it is one of the most satisfying cars we have come across for a very long time.

Our experience of the car on two different models is unfortunately less lengthy than we would like and it was confined to pre-production prototypes which differed in some respects from the cars which will be available to the public. The test cars were devoid of all badges, insignia, etc., as we drove the car before its release date but it surprisingly attracted little attention, except when stationary, evidence that the restrained styling is effective. But judging by the response when the Editor slipped in a picture of the car in our September issue there are several hundred readers who were fully aware of the essential details of the 2000 well before the release date!

It is essentially a 4-seater car as the rear seat is contoured to take two people, having a large central armrest. However a third passenger could be accommodated if necessary. The front seats are well padded bucket seats with a good range of fore and aft adjustment and reclining backrests operated by a friction lock, so that many intermediate positions can be obtained. An optional extra which will be introduced shortly is a specially designed adjustable headrest. The steering wheel has a single spoke and is adjustable up-and-down over a range of just over an inch by means of a wheel on the right of the column. Instrumentation has been reduced to a minimum leaving much of the facia free as a parcels shelf. The speedometer is a rectangular housing in front of the driver, the Jaeger strip-type speedometer reading to 110 m.p.h. and 180 k.p.h. Trip and total mileometers are fitted and knobs protruding from the glass allow for resetting the trip and adjustment of the panel lighting. To the left of the speedometer is the water temperature gauge marked in degrees Centigrade. During our test the needle remained on 75° irrespective of how the car was being treated. To the right of the speedometer is the fuel gauge, marked ¼, ½, ¾ with two blobs showing the empty and full marks. Underneath the fuel capacity is written as 12 gallons or 55 litres. A fuel reserve knob located on the central console, traps about 1½ gallons of fuel. Above the speedometer are a series of warning lights. These are the choke warning light, oil pressure, direction indicator repeaters, dynamo charge and brake light. This brake light has a dual purpose, illuminating if the handbrake is left on or if the reservoir fluid level drops too low. The only other instrument is a Motometer clock in the centre of the facia.

On the leading edge of the padded upper facia panel are two grilles which allow fresh air from a bonnet located intake into the interior. A flap can be set to deflect the air in the desired direction and a knob can be set to direct the air into the windscreen demister slots. The heater fan can also be used to blow this air if desired, which results in an almost gale force wind. The heater controls

are sensible and well planned and give a reasonable but not outstanding amount of warm air.

On the lower facia rail are a number of knobs and switches. From left to right they are cigar lighter, interior light switch (the light is on the roof between the rear seats), side light and parking light switch (the latter allowing just the two offside lights to be switched on), ignition and key operated starter switch, fog and headlamp switch, variable speed wipers switch. Protruding from the left of the steering column is the lights lever which is used for dip and main beam when raised or lowered or for flashing when pulled towards the driver. Unfortunately both the side and headlamp facia switches must be on before the lights lever can be used—an unnecessary complication. On the right of the column is the direction indicators switch which also sounds the horn when it is pulled towards the driver. Our test car had a Radiomobile radio fitted in the central console, this being and optional extra. On the loudspeaker grille the petrol reserve and choke knobs are fitted. Below the facia on each side of the car are two large pockets which take a tremendous amount of odds and ends. Ash trays are fitted on the tunnel for front and rear seat occupants. Two soft sun vizors are supplied both of them having vanity mirrors, and the small rear view mirror is of the non-dip type. All four doors have lockable quarter lights and push-button interior door catches. The test car was also fitted with front seat safety belts of a new design carried out between Rover and Irvin.

This detailed inventory of the interior shows that although this Rover is not quite so lavishly equipped, as its elder brothers in the Rover stable, it lacks for none of the essentials and is undoubtedly far better equipped than most of its competitors at similar prices. The amount of woodwork has been kept to a minimum with a strip of African walnut running along the facia and round the four doors. On production cars this is likely to be changed to Formica.

On the road the Rover is a revelation, for in the matter of ride, handling, steering and braking it can have few equals in its class and precious few betters even among sports cars. The performance is good without being startling as the power has obviously been kept down to keep fuel consumption within reasonable bounds. However, with two occupants, 10 gallons of fuel and various items of test equipment the car repeatedly did 0-60 m.p.h. in 14.2 seconds, 0-70 m.p.h. in 20 seconds and covered the standing start ¼-mile in 19.5 seconds. It is interesting to note that our figures coincided with those claimed by Rover, something which seldom happens in our experience. The speedometer is marked with gear change points of 30, 55 and 85 m.p.h. which represents 6,000 r.p.m. At these speeds there was a tremendous amount of noise coming from the engine which sounded like valve crash, but as this is an overhead camshaft engine we could not believe this and we later found that it was possible to pass through this period and reach speeds of 35, 62 and 91 m.p.h. in the gears without any valve gear noise. In subsequent discussion with a Rover engineer it was discovered that the noise was caused by a heat shield fitted over the exhaust system, a fault peculiar to the prototypes. Maximum speed is purely a question of gradient and wind conditions. Undoubtedly it will achieve the magic 100 m.p.h., but more important is its effortless 90 m.p.h. cruising at which speed the car is commendably quiet both as to engine, transmission and tyre noise as well as to wind noise. The traditional type of Rover owner need not be frightened by this engine for it will accelerate quite happily, if not very rapidly, from low speeds in high gears. We felt that third was a trifle too high leaving some situations where one was undecided whether to use second or third.

Any comments on the gearbox must be prefaced by the remark that our test car was not fitted with the production gearbox. During prototype testing some serious deficiencies were found in the gearboxes mainly in poor synchromesh and gear noise, and a number of modifications have been made for production gearboxes. So many early gearboxes were rejected that this re-design work became necessary. This is not to say that the gearbox is bad, for by most standards it is quite acceptable, our particular example being quite quiet. However, hurried changes beat the synchromesh quite easily, producing some horrid noises. Accurate double de-clutching

Continued on page 924

THE ROVER 2000



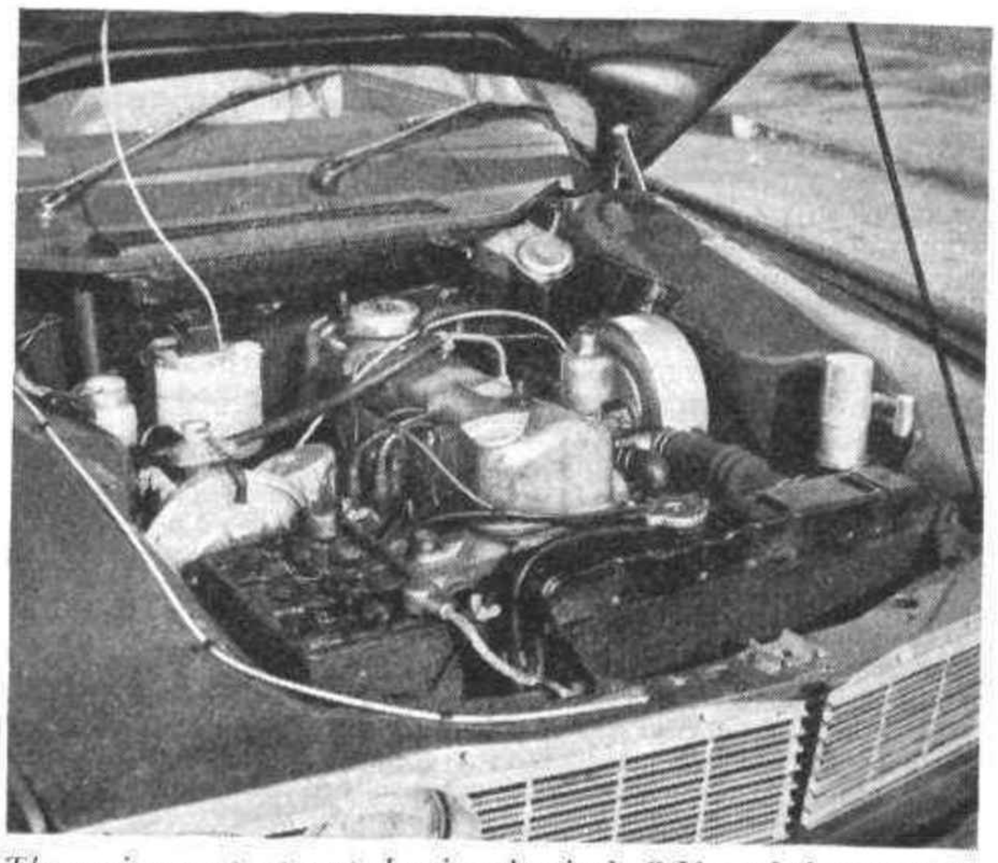
Engine: 4 cylinders, 85.7 × 85.7 mm. (1,978 c.c.). Overhead valves operated by a single overhead camshaft. 90 b.h.p. at 5,000 r.p.m.
Gear ratio: 1st, 12.8 to 1; 2nd, 7.5 to 1; 3rd, 4.9 to 1; top, 3.5 to 1.
Steering ratio: 3¾ turns, lock to lock.
Fuel capacity: 12 gallons (Range: approximately 280 miles).
Tyres: 165 × 14 in. Pirelli Cintura or 6.50 × 14 in. Dunlop S.P. on bolt-on disc wheels.
Weight: (Ready for road with five gallons of petrol) 2,767 lb.
Wheelbase: 8 ft. 7½ in.
Track: Front, 4 ft. 5½ in. Rear, 4 ft. 4½ in.
Dimensions: 14 ft. 10½ in. × 5 ft. 6½ in. × 4 ft. 6¾ in. (high).
Price: £1,046 (£1,264 9s. 7d. inclusive of p.t.).
Makers: The Rover Co. Ltd., Solihull, Warwicks. England.

Performance Figures

0-30 m.p.h.	4.2 sec.	(4.0)
0-40 ,,	7.2 ,,	(7.1)
0-50 ,,	10.0 ,,	(9.9)
0-60 ,,	14.2 ,,	(14.1)
0-70 ,,	20.0 ,,	(20.0)
0-80 ,,	27.2 ,,	(27.1)

(*best figures in brackets*)

Standing start ¼-mile: 19.5 seconds.
Speeds in gears: 1st, 35 m.p.h.; 2nd, 60 m.p.h.; 3rd, 91 m.p.h.; top, 102 m.p.h.



The engine compartment showing the single S.U. and the accessible battery.



This sleeve has to be lifted to engage reverse.

LETTERS FROM READERS

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

THE CAR COMES SECOND . . . . ?

Sir,

I read with interest the letter from Mrs. Carey in the September issue. Also page 617 of the August issue.

On August 18th last I was unfortunate enough to have a rear torsion bar break on my VW. As I live very near the main Surrey VW agents I was not unduly concerned. The car was put in for repair on Monday 19th. I was unable to collect the car until Wednesday 28th, due only to the fact that the VW agent did not have a torsion bar in stock, and apparently were unable to obtain one. Surely VW Head Office should withdraw these misleading claims so widely advertised until they can live up to them.

Send. D. M. WILLIAMS.

* * *

FORD *v.* B.M.C. 1100

Sir,

My Anglia Super was on order when W.B. published his road test report. I was naturally at once sceptical about the wisdom of my choice and more then ever anxious to start my acquaintanceship with the car, my first new one. Much as I respected W.B.'s judgement, I felt that in normal service, the car might not show up in such a poor light as under his critical eye—I hoped so anyway.

With nearly 2,500 miles of normal service now achieved I must say that I can find little or no grounds upon which to challenge anything that W.B. said against the car.

I do not find it comfortable to ride in—the suspension is not soft enough and the seat is wrong somehow. All this leads to early tiredness on a long journey. Roadholding is not too good and great care is wanted on wet roads. The car feels very light indeed, especially at the back, and the narrowness of the wheel tracks seems to be very evident. I have once needed to brake on a gentle downward curving slope and the result was rear end break-away, even on a bone dry road surface, and at a speed of 40 m.p.h.

It may be due to newness but the engine is very noisy in a metallic tappetty sort of way, especially on the over-run and it is a poor starter, hot or cold. On the credit side it does rev freely and gives reasonable acceleration, but the resulting noise is rather a high price to pay. I had the tappets adjusted for the first time at 1,000 miles and this did not seem to bring about any improvement. Much to my disgust I was charged for this job on the basis that it was not a " warranty " matter.

The much vaunted gearbox has not proved in practice to be up to the high standard claimed. Personally I prefer the movement on B.M.C. cars although I grant the Ford a better synchromesh. The box gets very unpleasant for gear shifting when hot and there is a lot of play in the lever in all gears. The lever, of course, rattles merrily much to one's annoyance.

Added to my miseries is a rear axle that is not quiet, especially in certain running conditions which I now try to avoid. But, again, this spoils the pleasure of motoring and should not be a burden which I, as the owner of a near-new car, have to bear. The Agents disagree over the axle, reference being made to " no excess " whine being audible.

What constitutes " excess " whine? Any whine is excess whine from my viewpoint; from their's it may be necessary to shout to be heard above the noise before the whine is " excess." Will the Agents approach be the same as regards other faults of which I may complain?

Altogether this car is at the moment a noisy and not too comfortable vehicle. I am disappointed with my choice and look with no little envy at my fellows who are " 1100 " mounted, underpowered or not.

Edgware. R. C. LANGDALE.

* * *

Sir,

Having digested my regular journal, known for its fearless criticism, my eyes could not but help fix on Mr. MacPherson's letter on page 730 of the August issue. I must, therefore, congratulate a Scot for coming to the point.

Your readers, for quite a time now, have had to put up with rather a lot of disrespect for the Ford Motor Company, and it is a wonder they have not questioned you on it, unless you refused to publish their remarks in your correspondence columns.

Surely any sane and experienced motorist (and there are some, Mr. Boddy) can see that the Ford success with the Anglia and Cortina in a short time on Rallies and competitions is fantastic for a car of its relatively cheap production.

There is no doubt also that the ADO 15 is earning a reputation at competitive events too, but until the 1100s in their various forms earn a reputation as have done the Cortinas how can one say which is the better car?

Naturally, there are things any Ford owner would yearn to see adopted in his motor from B.M.C. ideas, and no doubt vice versa. I had both Mini and Anglia together for 12 months before the teething troubles were all ironed out.

Ford Service is wonderful, and everything connected with Warranty is very sound. I am a daily distance driver who uses a car, and Fords are rugged and usually sound for a long mileage.

I am on my second Anglia, but alas I would not have a second Mini, and when I hear that the M.G. 1100 seats are designed to be uncomfortable and compare its price with the Cortina, I am inclined to agree with Mr. MacPherson.

I will go on reading the magazine, Mr. Boddy. You are doing a grand job, but please be absolutely impartial or a lot of readers are going to think less of your journal. Criticise, yes, but let it be justified.

Hemel Hempstead. JOHN B. RUSH.

[I'll try, Mr. Rush, I'll try! I am hoping to obtain first-hand experience of the Ford Consul Cortina GT and my findings as a Morris 1100 user have already been published.—ED.]

Sir,

I can assure Mr. Sapcote (October issue) that I have no connection with the Ford Sales School, nor the Trade, except as a customer. As to the Cortina GT's range (250 miles, not " a bare 200 "), I don't do many journeys where it is inconvenient to stop at less than 200-mile intervals. If I did I'd carry a couple of jerricans in a corner of the Cortina's capacious boot (they would just about fill that of the 1100), and double the range.

Regarding petrol consumption, I have just done a careful check over 1,462 miles, and it came out at 32½ m.p.g. My mileage is about 25% town and 75% country, I use 100-octane stuff, and I would say I drive briskly, using the acceleration and cruising at about 60 m.p.h., but not flat-out all the time.

I agree about the 1100's suspension—it is first-class, as I said. But the only other point of merit Mr. Sapcote mentions is " long journey comfort." This is very subjective and varies from person to person rather than car to car. Does the 1100 have no other good points?

Incidentally, I considered a Cooper-S (a lovely car), but it is a bit small, and the insurance was more than double that of my Cortina GT.

Edinburgh. JOHN MACPHERSON.

Sir,

In view of the number of faults experienced by " W. B." with his 1100, I would suggest that he carry his new bicycle around with him in his car, in case of further trouble—or buy a VW again.

Coventry. E. TIFFIN (Mrs.).

[Yes, I was expecting this one! In fact, Mrs. Tiffin, it won't go in, so I shall have to get a folding model!—ED.]

TWICE-THE-LIFE OIL

Sir,

Perhaps I may be permitted to protest against this massive advertising drive by oil firms for which the motorist indirectly pays.

We are now told that if we use a certain brand we get double the normal mileage—at 9d. extra per pint, of course—as if it was not expensive enough already. I only change the oil in the sump once every year; more than double the normal mileage. I do not change the oil in the gear box or the back axle—at all!

I have always used Esso Extra and once used " Longlife " oil (made by the Battery firm) at a 1s. per pint—with no ill effects. The car has never been off the road during my four years of ownership—but then the car may be exceptional.

Even the bodywork is in mint condition, and a point I wish to make is that it came out of the factory nine years ago, labelled an A40 Somerset.

If the car had not belonged to the past I would go on at length

as to its merits but perhaps I could congratulate the Austin Co. on a car which has withstood that all-important test of time.

Friends, with that knowing look, are continuously harping on the phrase " they do not make them like that nowadays." If not, why not?

It is no wonder that an oddly shaped German car, envisaged by Hitler, is the world's best seller.

Perhaps I could also touch on my pet grouse, this fantastic mania in Britain for Italian styling. Finmobalia as someone termed it.

A Rolls-Bentley outside a hotel in Genoa, Italy, last year made me feel proud to be British. Its grace and symmetry was never more apparent than it was there.

Glasgow. D. M. MURRAY.

* * *

Sir,

I was most interested to read yet another example of the Castrol Organisation beating its shining breastplate of self-righteousnes. For a long time, Castrol have been seeking to establish that they live by a moral code higher than that of their competitors in the dirty " oil-field " of lubrication.

Having launched a tirade both in your correspondence column and by advertisement against " Long Life " oils, I have been interested to learn that Castrol have launched Castrolite E.D.I. (extended drain interval) oil in the Norwegian Market. This appears to be evidence of hypocrisy and indicates that Castrol, like their brethren, are fully prepared to stoop to the most doubtful of deeds to further the profitability of their organisation. I expect Castrol shareholders will be relieved to realise that Castrol are more interested in those vulgar things called " profits " rather than taking on the high-flown duty of being " custodians of the mechanical well-being of several million cars." An organisation of such piety (unless they concern themselves more with the science of letter writing than of lubrication) should realise that fuel dilution and low-temperature sludge will be a far greater hazard in Norway than in Britain.

We would be most obliged to Castrol for further details of what they expect from an oil marked E.D.I. and also for information (implicit in the calculations given in the Castrol letter) as to the location of garages which do oil changes free of labour charge. Further, is Castrolite a normal multigrade? Surely it is only an S.A.E. 20W/30 giving inferior cold starting due to niggardliness in the VI improver content compared with more generally accepted S.A.E. 10W/30 materials.

With regard to the aspect of convenience, perhaps Castrol have not been informed of the current trend to lubrication servicing at 30,000-mile intervals.

I note that the rival organisation marketing a " Long Life " oil have backed up their claims with impressive engine test data. Apparently no such data is available on Castrol products, only vague claims. It is an established fact that a Savile Row suit will give excellent service over a period which would wear out several of the products of a multiple tailor!

Finally, whilst we would not dispute that Castrol are a forward-looking organisation (in Norway) it seems that they are even better at facing both ways.

Waldron. C. M. HYSSEN-TEAPE.

Sir,

Laurence Sultan, Group P.R.O. for Castrol Ltd., says in your last number : " it would not be in the interests of the motorists for us, as oil technicians, to recommend any departure from the lubrication procedures laid down by the engineers who have designed his car."

Oh dear, Mr. Sultan! I have always used Castrol in my Sunbeam Rapier and as you no doubt know, Rootes recommend exclusively Shell oil! Must I now change?

Or could it be that this, like many other things in the motor industry, has very little to do with the engineers and a great deal to do with other less attractive sides of the industry?

In any case I wonder how many other motorists like myself resent being pressurised to use only one sort of oil—or tyres (Rootes again)—when it is obvious that any of a number of brands are equally acceptable?

London, N.W.5. O. L. UREN.

* * *

FIAT & VW

Sir,

I was most interested to read your comments in a recent issue of your journal, on the Fiat 1500 model.

A year ago I returned from overseas and we were faced with buying a new small car; at time of our return we were running a 1962 Mercedes 220 but the tax demands of the Imperial government precluded our bringing it with us so, after examining (and hiring when possible) examples of most current cars we decided on a Fiat 1500. May I say that of all the twenty-odd cars I have owned no car has given better service in its first year of life.

Two visits were made under the free service vouchers to the Fiat service department at Wembley but apart from this, absolutely no service has been required. Not a single nut or bolt has worked loose or any component failed. The performance is all that is claimed of it and only as recently as yesterday my wife and I completed a trip to West Wales and the 596 miles consumed exactly 16⅞ gallons. Oil consumption is perceptible, averaging about 2,500 m.p.g., but my sump is cleared every 1,800 miles.

Unlike your own findings and those of other motoring correspondents we have not experienced sliding at the rear end (except my wife, on one occasion) but we keep our tyre pressures at 23 and 26/7 respectively. As you say, on right hand drive models the hand brake is a little inconvenient, but it is a real brake and not a brolly handle.

At present we also have a 1959 Volkswagen that my son ran for 30,000 miles in eastern Canada through three winters but it was still performing so well that he decided to bring it back to England at the end of his tour of duty; apart from new front wheel bearings that were necessitated through the original ones freezing solid at 40° of frost, no other spares have been required; apart of course from a new exhaust system at 20,000 miles. The VW has now covered 36,000.

Experiences with British cars that are so often detailed in your columns clearly show, as a recent correspondent stated, the lack of interest that so many British workers have in the products they assemble and which are so vital to a country's economy: but then proof of this is shown when operatives will stop work because Charlie did not have enough sugar in his tea.

Further to this my experience in many countries overseas has shown me how so many manufacturers fall down on after sales service; the wallet of information provided by Mercedes with the 220 was exemplary whilst the Fiat workshop manual and illustrated spare parts lists, complete with prices, give reassurance to an owner. I would add that prior to buying the 1500 I had never even ridden in a Fiat and I have no connection with the motor trade although I have participated in many sporting events. In conclusion may I thank you for the many happy hours your publication has provided to my family when we were thousands of miles from home.

Stanwell. DAVID GRIFFITHS.

* * *

THE MOTORIST ALWAYS PAYS

Sir,

How is it that with the petrol companies spending millions to provide the touring motorist in Scotland with fuel, some of this money cannot be put aside to ensure him a constant and free supply of air?

I came across about a dozen filling stations on my fortnight's holiday, who were more than willing to sell petrol to me but could not provide an air pump that was working.

I remember one morning when I stopped at four stations in succession. The first attendant said that the pump was indeed working but " the gauge is a bit funny." The second and third complained that the parent company had long been told of the defect but as yet nothing or no-one had arrived to right things.

At the fourth I was pleasantly surprised. The pump was working and the attendant was not too busy to do the job for me. But I was charged, believe me or not, two shillings. And this I was told was a standard charge.

It has been suggested that the tyre manufacturers should be obliged to provide and service air pumps. This seems to me reasonable enough.

But perhaps both sections of this thriving industry know only too well that the motorist is certainly not " sovereign " of this market.

Or can a P.R.O. convince me otherwise?

London, N.W.8. MICHAEL NICHOLSON.

* * *

MORE POWER FOR F.1?

Sir,

We have read numerous correspondence and editorials criticising the present Formula One regulations as contributing to unspectacular and boring competition.

It is our contention that this lack of spectacle lies not in the regulations but in the development and design of engines, aerodynamics, suspension and tyres. These factors produce more compact machines which more than equal the performance of the much larger pre-war cars but demand more skill than brute

force to drive.

Would the introduction of bigger engines change the present situation? Take, for example, the Lotus 29s built for Indianapolis this year, which incorporated a 4.2-litre engine in a virtually identical body to the present Formula One cars.

Is the present Formula really so unspectacular? The last British Grand Prix attracted 115,000, the largest crowd ever to attend a motor race in this country.

K. J. NEEDHAM.
Oxford. JOHN TEMPLETON.

* * *

"ALL THAT GLISTERS"

Sir,

You asked about readers experiences with the new-type sparking plugs. After a recent decoke and valve-grind, the plugs were fitted at the same time as new points and condenser. After a thousand miles petrol consumption had increased by 20%, top speed had fallen off, and power and torque had begun to diminish.

After 2,000 miles the car ran like a stationary gas-engine and accelerated like a lame snail, to such a degree that a couple of



rustic yobs in a Welsh Llandrover were able to prevent my passing all the way from Abergavenny to Ross.

The plugs were removed and found to be in the condition described by Mr. Buckley, as you can see from the attached photograph. They were replaced by four old Champions and all the troubles disappeared.

So much for the Midas touch.

Egham. L. J. A. O.

Sir,

We have read with interest the letters you have published from your readers on the subject of the Golden Lodge plug but are concerned at the editorial comment published in your issue for September.

"This old and respected company" certainly would not be party to the marketing of a gimmick in the guise of "the old spark gap stunt." The plug was developed over a period of years in conjunction with Messrs. Joseph Lucas Ltd. and is a serious attempt to improve upon the conventional H.T. plug, in which the only major improvements over the past 20 years, have been in the form of new materials.

The conventional H.T. plug works very well over a limited range, in engines of moderate power, provided electrode adjustments are carried out at regular intervals.

Due to the particular form of combined surface and air gap on the Golden plug, the voltage demanded does not increase with wear, as it does with H.T. plugs and electrode adjustment is unnecessary for the life of the plug. We have test plugs that have completed more than 40,000 miles without adjustment.

On engines of high specific output, the cold plugs necessary for full throttle driving become fouled with lead during protracted traffic conditions and will cause misfiring when next high power is used. The Golden plug will become equally fouled but due to the combined spark gap and capacitor, the resultant electrically conductive film on the insulator will not quench the spark as it does with H.T. plugs.

In support of these claims, the following cars, all of which we think are of a type of particular interest to your readers, are now fitted with Golden Lodge plugs as original equipment at the factory: Aston Martin, Lagonda, Alfa Romeo, Lancia and Maserati. Other manufacturers have the plug on test and the Fiat organisation have already granted it full engineering approval. Again, it will undoubtedly be of interest to your readers, to learn that the Ferrari which won the T.T. in 1961, driven by Stirling Moss and in 1962 driven by Innes Ireland, was fitted with Golden Lodge. Racing versions of the plug are under development and tests to date show great promise.

The Golden Lodge plug is not a substitute for piston rings or worn cylinder bores and it will not revitalise an engine which is out of tune. In this respect, we made contact with Mr. Buckley whose letter originated your correspondence and arranged for the car to be given a Crypton Motorscope Test by Messrs. C. W. Chapman & Son Ltd. of Stockton-on-Tees. The following is an extract from their report :—

1. Distributor rotor gap—too great.
2. "Hash" at points.
3. Ignition timing retarded.
4. Distributor dwell angle—too great.
5. Mixture requires resetting.
6. Tappets require adjustment.

A number of your readers appear to have experienced trouble with these plugs. Our Servicing and Engineering Departments are at their disposal and if any of your readers are not satisfied with the performance of Golden Lodge, we do hope they will communicate with us, giving us full particulars of their trouble.

for S. Smith & Sons (England) Ltd.
M. H. BLAND, *Chief Engineer*,
Rugby. Spark Plug & Ceramics Division.

* * *

SIMCA 1000 *v.* MORRIS 1100

Sir,

I have just finished reading your account of the first 10,000 miles driving in your Morris 1100—and I am aghast! During that period you seem to have had little but trouble. Stops and starts all the way. And yet you profess yourself satisfied with the car. Coming from you I find this hard to believe.

I purchased a Simca 1000 on 17th April, and two days ago I completed 10,000 miles. During that time I have been inconvenienced by one loose bolt and a puncture. Total time to cure each : 15 minutes. Add to that an average of 42 m.p.g. on the cheapest petrol, and you will see that my aghast-ness has some foundation. Top it up with the fact that, the 500 miles check apart, I have only needed one service, and I believe my argument is complete.

Egham. DAVID WILKINSON.

* * *

NOT FIRESTONE!

Sir,

You must be Firestone shod! Mr. H. S. Winter of the Firestone Tyre & Rubber Co., is allowed two letters in your July issue, publicising Firestone Tyres—one stating how proud that all were at Firestone that everyone racing at Indianapolis used their tyres, and the other publicising the fact that the winner of the Production Car Race at Silverstone on May 11th was similarly clad and established a new lap record for the track (in its class).

I wish I could share his enthusiasm. When my new 220S arrived in January I looked a little askance at the Firestone tyres, and I was not misled. They scream like a jet passing overhead on corrugated road surfaces. I had my first blow-out at approximately 8,000 miles. At 9,000 miles they are now, thank goodness, somewhat quieter, with the tread going badly, and I had another blow-out this weekend.

My previous Mercedes 220S, which incidentally did 90,000 trouble-free miles without any major replacement or service, ran for seven years on three sets of Continental tyres without a single puncture.

Needless to say, the Firestones are being replaced with Continentals forthwith.

E. R. WHITLOCK.
Gt. Yeldham. *Director*, Whitlock Bros. Limited.

[No, I'm on Dunlop now and before that I was on Michelin "X".—ED.]

SAAB OWNERS

Sir,

I am indeed sorry to see in your September issue that you consider the Saab 95B ugly, old-fashioned in many respects, and lacking in superiority over our native products. I presume that you apply these comments to the sister vehicle, the Saab 96, with the same liberality.

Surely you realise, Mr. Boddy, that for any enthusiast the most important factor in the choice of a car is the handling characteristics. I searched your article in vain for the anticipated favourable eulogy on this point.

I am sure my club members would like me to point out that, (*a*) the Saab may be ugly in your eyes, but not in ours, (*b*) your opinion of the car as old-fashioned is confounded by any thoughtful assessment of the amount of careful and contemporary planning which is apparent throughout the car and its fittings (we think you may be unduly waist-line conscious!) and that, (*c*) we should be delighted to hear of any native product which offers us " Saab handling," good capacity, and a high degree of comfort and solidity of construction—plus entertaining motoring—at anything like a comparable price for either saloon or estate version.

JOHN MORGAN,
P.R.O., Saab Owners' Club.

[Mr. Boddy considers Saab 95B ugly, etc. You are quite wrong to presume that he thinks the Saab 96 similar. One of these days he will test one and then we shall all know. In the meantime I am still a Saab fan. I get a more exciting ride in my Saab 60 than any car I have so far driven. Reliable, quicker away than most, and easy to handle. During last winter's snows it got me to my destination *every* day and repeatedly delighted me by weaving around stranded cars. 100,000 miles in Saabs without being let down once. The only other car to equal this performance in 40 years of motoring was the B.M.W. 502, little wonder that I say I look forward to and enjoy every minute I'm behind the wheel of my Saab.—PROPRIETOR.]

* * *

MOTORING DEFENCE LEAGUE

Sir,

I was grieved to hear on Radio Newsreel this evening that the membership of the League was now a mere three thousand.

Does this figure prove the apathy of present-day society and the cult of " I'm all right Jack " or does it point to the fact that MOTOR SPORT is purchased only for its advertisements and its attitude towards British products? So much for largest circulation!

So far, my attempts to persuade others of the value of such an organisation have failed and I still have some ten application forms in my brief case.

I am also considered mad because I immediately paid over subscriptions for my wife and self not because I had money to throw away but because I enjoy my driving and thought, rather foolishly, that others did too.

Incidentally, I would like to know just how many owners of the super beetle dug into their pockets.

Huddersfield. PETER M. HUGHES.

[I was the first " madman," for I am Associate Member No. 1, and the fact that only 2,998 others were prepared to sacrifice four gallons of petrol to unite themselves with you and I, does not surprise me. Apathy is the curse of the present-day society and all the " I'm all right Jacks," whilst screaming about injustice, when the first attempts to enforce the laws already passed are put into operation, will find themselves too late to take action. The League, well-founded, well equipped, will be as dead as a " dodo " and 99% of motorists will then be getting what they deserve. Unfortunately the 1% will have to suffer too—don't forget " they " will never really be satisfied until the day of fulfilment of the slogan—IF IT GOES, STOP IT—IF IT STOPS, FINE IT. I am told the League has no record of members' vehicles but I do know that **SAAB** is in the lead.—PROPRIETOR.]

ROVER 2000 TEST—continued from page 920

of downward changes completely eliminated this problem and we would certainly not condemn the car on the gearbox fitted to the test car. We look forward to trying a production car with the new gearbox. The external sleeve which has to be lifted to engage reverse gear works extremely well and is very positive. The diaphragm clutch is light and progressive. The ride of the 2000 is soft without becoming sickly as fore and aft pitching is reduced to a minimum. Bumps can be felt but they are transmitted to the body shell in a very reduced form so that a sharp bump reaches the car as a slow lifting of the body. When traversing really rough roads the suspension can be heard at work quite audibly and the car is also affected quite noticeably but the driver soon learns to let the car ripple over the bumps for it remains directionally stable and fully controllable. In this respect it can be rated third to the Citroën DS and the Morris 1100 in its ability to cover rough ground. When hitting really serious undulations like hump back bridges it is better than either of these cars, for there is no bottoming of the suspension. The seats remained comfortable for long periods at a time and most drivers quickly found a suitable driving position, the only criticism being that heel-and-toe gear changes are difficult to make. Rear seat passengers had no complaints at all except that if the front seats were right back there was not quite enough room to stretch out their legs. In respect of ride comfort it was felt that the back seat was more comfortable than the front.

The handling of the 2000 rated rave reviews from all our staff who drove it both on the road and on the test track. We took the car to the test track one wet morning and after the sun had dried out the road except under the trees we threw it around to see if we could lose control and found it to be an almost impossible task. Cornering hard on a dry road and running onto a wet patch gave only a slight feeling of insecurity but no sign of breakaway at the rear. Once the initial roll has been taken up the car corners as if on the proverbial rails, the standard tyre pressures allowing a gradual increase in the understeer tendency as speed builds up. Adjustments in tyre pressure can give oversteer for those who wish to practice more advanced manoeuvres. Hard cornering on dry roads provokes a fair amount of tyre squeal, a fault which Pirelli tyres are prone to irrespective of the car to which they are fitted. Altogether the handling can be summed up as among the very finest on any car irrespective of price.

The steering can be bracketed with the handling for it is also of a high standard. Study of the design leads one to imagine that it would be heavy but apart from a slight heaviness at parking speeds it is light and accurate, seeming to be much higher geared than its 3¾ turns lock to lock. A slight tremor is transmitted to the wheel on most roads but this does not deteriorate on badly surfaced roads.

The Dunlop brakes are no different to many other installations but they give the impression of being outstanding in every respect. The Servo gives instant response and fantastic stopping power in return for light pedal pressures on both wet and dry roads, the Pirelli tyres no doubt assisting in this respect. The handbrake also held on a 1 in 3 slope which is unusual for disc brakes.

Our overall fuel consumption which covered all types of driving from flat out Motorway use to town poodling and performance testing worked out to 23.8 m.p.g. which is quite outstanding for the size and weight of the car. Certainly it will be a very hard driving owner who reduces his fuel consumption below 25 m.p.g. With a 12-gallon tank this gives a range not far off 300 miles.

It is not often that MOTOR SPORT is almost unreservedly enthusiastic about a new car but we feel that Rover have produced a significant new model which will more than repay their vast outlay. At a total price of £1,264 9s. 7d. it is astonishingly fine value and we shall be very surprised if Rover do not have to rapidly increase their production from the planned 550 a week.—M.L.T.

TAILPIECE



—For British Railways to ponder . . . .'

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FOR SALE

1½-LITRE RILEY, 1955. Reconditioned engine, all new tyres, heater, screen washers. Interior excellent. A very good car. £275. Tel.: Abinger 561. [8182

EX-RILEY CLUB MONACO, 1937. Twin S.U.s, handbook and manual. M.O.T. £80. Write, 7, Lonsdale Road, Formby, Lancashire. [8183

BENTLEY, 1935, DK series Park Ward saloon. Not *concours* but a delightful example of this famous *marque*. £210. Suffield, 47, Bronte Close, Shirley, Solihull. [8186

1927 FIAT 4-seater tourer. Mechanically perfect: engine, gearbox, back axle, springs, shock-absorbers professionally rebuilt. New tyres, new battery. Re-panelled internally and resprayed. Photo available. £160 o.n.o. Ditchburn, 4, Lynscott Place, Childwall, Liverpool, 16. [8187

RILEY VICTOR 12/4, 1938, p/sel. Very good condition. £45. Barratt, 1, Greenmoor Crescent, Lofthouse, Wakefield, Yorks. [8188

RILEY, 1933, 12-h.p. Mentone saloon (good mechanically), running well 'til laid up 1958 (roof leaking). Almost complete, spares from dismantled identical car. (14-h.p. Alpine engine, solid crank bearings). £50 the lot (any reasonable offer considered). Mateer, 5A, Priory Road, Bristol, 8. [8189

ULSTER AUSTIN, 750 c.c. Excellent condition. £110 o.n.o. Tel.: Slough 23434 (after 6 p.m. or at weekends). [8191

RILEY LYNX SPRITE, 1931. Exceptional condition, 38,000 since 1947 rebuild. Crossflow Head. Nearest offer to £100. Must be sold. Simpson, 44, Peart Street, Burnley, Lancs. [8192

1954 3-LITRE LAGONDA sports saloon. Fitted floor change, Vantage engine, Series 2 back axle. Very good condition; owned most of life by owner of vehicle engine firm. Offered at Inland Rev. written-down value of £365. Buying Aston from similar source. Leckie, 50, Thornly Park Avenue, Paisley. Tel.: THO 3732. [8194

£145 o.n.o.—LAGONDA, 1950. 2½-litre saloon, good condition. 100 m.p.h., 23 m.p.g. Must sell, now have company car. Sundays or by appointment. Mallett, 19, Broad Street, Spalding. [8197

ALVIS 12/50 saloon, 1932. Original, tidy and mechanically excellent. Renovations and renewals last 18 months include timing gears, exhaust system, petrol pump, clutch, dynamo, battery, steering joints, bulkhead. Regular V.S.C.C. competitor. £100. Kneller, 65, Candlemas Lane, Beaconsfield. Tel.: 1767. [8198

J-TYPE JAGUAR, 1948, 3½-litre open 4-seater, 33,000 miles, one owner. Immaculate condition. Twin spots, 10-in. Lucas headlamps. Good battery, tyres and hood. Offers. Box No. T.195. [8195

M.G. TWIN-CAM. White roadster, mileage 24,000. 1959. Radio and many extras. Perfect condition; two owners. Very fast; never raced. (Private.) Tel.: Limpsfield Chart 2207 (Oxted, Surrey). [8201

WIRE WHEELS (5), 155 by 15 Michelin " X," suitable M.G., etc. £30 o.n.o. Williams, 5, The Lake, Bushey Heath, Herts. Tel.: BUS 3496. [8202

LAGONDA RAPIER, 1935. Overhauled engine, clutch, steering, and brakes. New tyres and battery. £110 o.n.o. Myall, 18, Beaufort Road, Bristol, 8. [8205

LEA-FRANCIS, 1948. Rare 1,700-c.c. 2-door sports saloon. Good condition. Taxed year. M.O.T. £58 o.n.o. 212, Gulson Road, Coventry. [8208

AUSTIN HEALEY 100/6, 1958, ice blue/white. Good condition. £395. Tel.: Isleworth 6838. [8206

VINTAGE 20/25 ROLLS-ROYCE Weymann saloon. Brakes overhauled, decarbonised, refabricked. Offers. Tomlinson, 20, Craven Street, Burton-on-Trent. [8210

SUNBEAM ALPINE, 1959-62. Works hard-top. Black. As new. Offers. Preston, Thorpe, Ashbourne, Derbyshire. Tel.: Thorpe Cloud 209. [8211

BEAUTIFUL A.C. BUCKLAND tourer. Red. 1951. Radio, heater. Licensed, tested. 37,671. £157 10s. Tel.: GRE 4287. [8212

KONIS, suit rear Minx, Rapier, etc. £5. 40, Brentmead Gardens, N.W.10. Tel.: ELG 5409. [8213

DELLOW Mk. I. Immaculately maintained. Weather equipment. Many extras. Offers? 14, Banyardway, Rochford, Essex. [8215

LAGONDA M45, 1934, 4½-litre standard tourer. M.O.T. July. Spare engine. £135. Hoyle, 63, South Drive, Manchester, 21. [8220

FORD 10, E93A engine, high-compression head, twin S.U.s, 4-branch exhaust; 1,200 miles since complete rebuild. £26. Sheppard, 9, Burma Road, Old Catton, Norwich, Norfolk. [8222

HEALEY TICKFORD SALOON. 1951 2½ Riley engine. £125 o.n.o. Chestnuts, Southrepps, Norfolk. [8223

MERCEDES-BENZ 190SL. First registered U.K. 1961. L.H.D. Genuine 37,000 miles only. White with blue leather; occasional rear seat. Blaupunk radio, Konis. Full history. schedule serviced, beautiful condition. £845. Tel.: PRImrose 5168 (office) or BYWood 3645 (home). [8180

ROLLS-ROYCE for the connoisseur. Exceptional Arthur Mulliner o/d. sports saloon, 1936 20/25. One of best remaining chassis with elegant sporting coachwork in beautiful condition throughout. £450 o.n.o. 27, Marton Moor Road, Nunthorpe, Via Middlesbrough. Tel.: M'bro 55366. [8225

FOR SALE—*continued*

XK120, 1951, white, good condition throughout; new tonneau, spots, etc. " X "s all round. £240. Shaw, Norton Court, Chart Sutton, Maidstone. Tel.: Sutton Valence 3189. Also S.S. Jag. 3½-litre breaking for spares. [8226

BROUGH SUPERIOR, 1937, drophead, aluminium body, twin-choke, 6-cyl., 22 h.p. Carefully maintained, private owner. Distinctive and lively. £120. Derham, The Manse, Chenies, Rickmansworth, Herts. Tel.: Chorleywood 2386. [8227

1951 AUSTIN TAXI. First class condition and appearance. (Ideal passion wagon.) £45. Tel.: Luton 1924. [8229

1953 ROVER 90, L.H.D. Good condition. M.O.T. Worth seeing at £135. 4, Boyle Street, Luton, Beds. [8228

M.G. TC. Black, red Vynide hood, well shod. Bargain, £95. 8, Hillborough House, Hartshill Road, Olton, Solihull, Warwickshire. [8230

ROVER 75, 1954, grey, red leather. Heater, washers, radio. First class condition. £270 o.n.o. Would exchange Rolls, Bentley or similar character car. (After Oct. 12th.) Box No. T.231. [8231

M.G. J2, 1933, white. Engine, body, lighting and hood in perfect condition. Spares, tax, etc. £75. Radio extra. Moore, 158, Rosemary Hill Road, Sutton Coldfield. Tel.: Streetly 7140. [8232

M.G. TC & TA spares : Radiator and shell, petrol tanks, windscreen glass, luggage rack, XPAG engine, n/s. front wings, TA n/s. rear wing, etc. 21, Merynton Avenue, Coventry. [8233

M.G. TC, 1949, B.R.G., immaculate. Probably the best TC in the country. Unique points include : Laycock overdrive, chromium plated, engine, many other outstanding features. £300. M. Read, 579, Uppingham Road, Leicester, or Tel.: Tuvenby 2872. [8235

BEAUTIFUL M.G. 2-LITRE SA saloon, Nov. 1936. Exceptional car which should be seen. Used daily; 20 m.p.g./3,000 m.p.g. overall. Offers. Hodson, 8, Ansdell Road North, Lytham. Tel.: 5146 (evenings). [8238

1927 AUSTIN SEVEN saloon, 23,000 miles, one owner 36 years. Faultless and absolutely original. £100. Perkins, 4, Ham Road, Shoreham-by-Sea, Sussex. Tel.: 2638. [8237

1962 TR4, red. W/wheels, overdrive, bucket seats. Condition good. £775. Box No. T.238. [8238

M.G. TC, 1949. Good body and mechanics. Reliable. £175 o.n.o. Tomlinson, 53, Longmoor Lane, Sandiacre, Derbyshire. [8240

BERKELEY SPORTS de luxe, 492 c.c., 4-wheel, 3-carb., 3-coil. £120 o.n.o., cash. Magson, Hillcrest, Wombleton, York. [8241

" MOTOR SPORT," 1953, 1954, 1955, 1956, 1957 complete; 1961 Jan. to July. Offers. J. M. A., 124, Woodside Road, Amersham, Bucks. [8242

ROLLS-ROYCE, 1933, saloon. Many spares. Offers. Meadhayes, Lower Cookham Road, Maidenhead. Tel.: 26688. [8243

1957 M.G. MAGNETTE cylinder head and twin carbs. Reconditioned and ports polished. £17. 1, Holm Close, Woodham, Weybridge. Tel.: Byfleet 41838. [8244

FORD SPECIAL. E.B. body, tubular chassis, i.f.s., twin S.U.; usual mods.; four spare wheels. Cost over £400. £150 o.n.o. Redlich, 6, Altham Court, Hatfield, Herts. [8245

1937 4½-LITRE BENTLEY Continental saloon, imported 1950. Over £700 spent on vehicle in the last 18 months. Recent engine recondition and mechanical overhaul costing £350 (not run-in). Must sell at reasonable offer of £325 cash or exchange with small car. G. R. Lacey, 74, Windsor Crescent, St. James, Northampton. Tel.: Northampton 61107 (day), 51532 (evenings). [8246

M.G. J2, 1933. Red. Excellent original condition, daily use. Offers. Fisher, The Priory, Corsham, Wilts. [8248

M.G. TD, 1951, for sale. All extras. D. N. Butterworth, c/o. W. J. Gowing, Ilketshall, St. Lawrence, Bungay, Suffolk. Tel.: Ilketshall 241. [8249

WILL A.C. ENTHUSIAST have my 1949 2-litre saloon? Requires new wet liner. Otherwise in good order, too good to break. £30. Tel.: Tatsfield 487 (evenings), Westerham 3374 (days). [8251

ARMSTRONG SAPPHIRE 346 Workshop Manual, Chassis No. 340001 onwards. Unused. 50s. Tel.: Fleet 1310. [8252

VINTAGE, MOTOR, commercial, aero, books. S.A.E. appreciated. 70, Burnside Crescent, Alperton, Wembley. [8253

BENTLEY, 1934 (OCT.) 3½ sports saloon by H. J. Mulliner. Very good condition throughout; a first-class example of class. Offers around £180. Photos on request. Box No. T.254. [8254

H.R.G. 1500, 1947. Fair condition throughout. £180. Tel.: Godalming 2118 (8 a.m. to 10 p.m.). [8255

1948 FORD PILOT, good condition, one previous owner. M.O.T. £65 o.n.o. Nye, 16, Merryburn Avenue, Giffnock, Renfrewshire. [8258

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FOR SALE—*continued*

M.G.-A 1600, Mk. II, fixed-head coupé in dove grey. First registered 4.6.62. Four new " X "s. One owner from new. This classic example of this famous *marque* car is offered at £665 o.n.o. H.P. could be arranged. Bailey, 20, Hanbury Park Road, Worcester. Tel.: 26261 (9-6 p.m.), 23569 (6-8 p.m.). [8256

LANCIA AURELIA G.T., Series II, in immaculate and very nearly original condition, having been in one family from new. Fitted heater, " X " tyres and Lancia wheel trims. £385 o.n.o. Manning, Arthurs Bridge, Nr. Shepton Mallet, Somerset. Tel.: Ditcheat 297. [8257

1960 FORD SPECIAL 1172. Good condition, potent. £165 o.n.o. Tel.: Burgh Heath 2908 (evenings). [8259

1928 R.-R. 20, Thrupp & Maberly landaulette, in good order. £170. Webb, Nag's Head Corner, West Hayes, Lymington, Hants. Tel.: 3553. [8260

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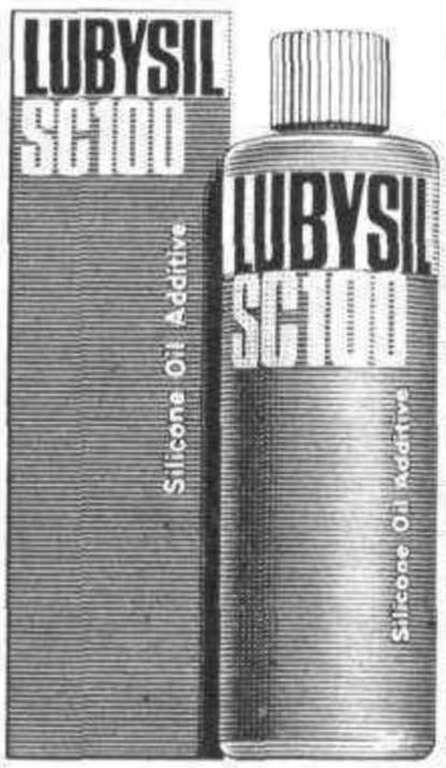
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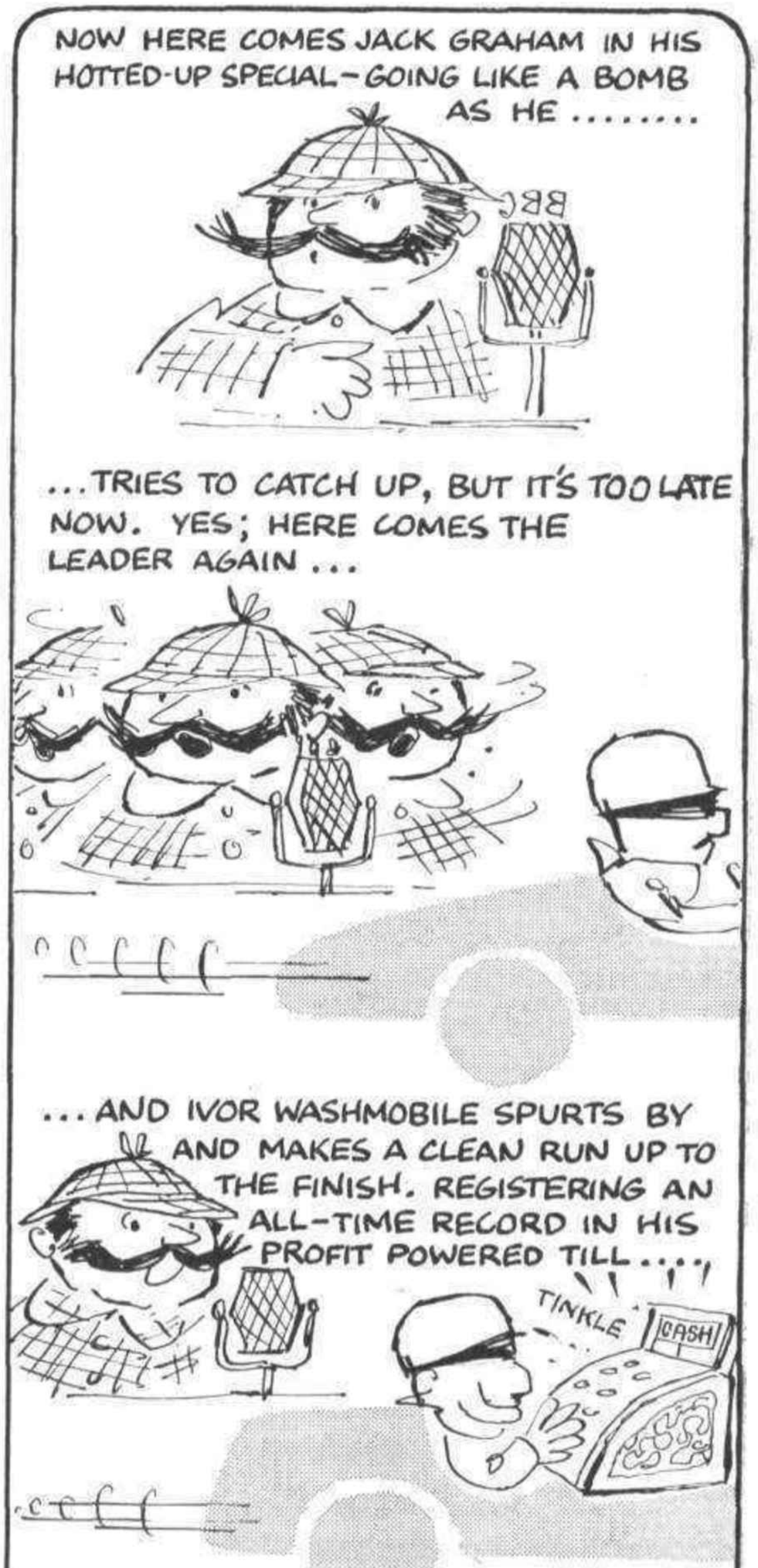


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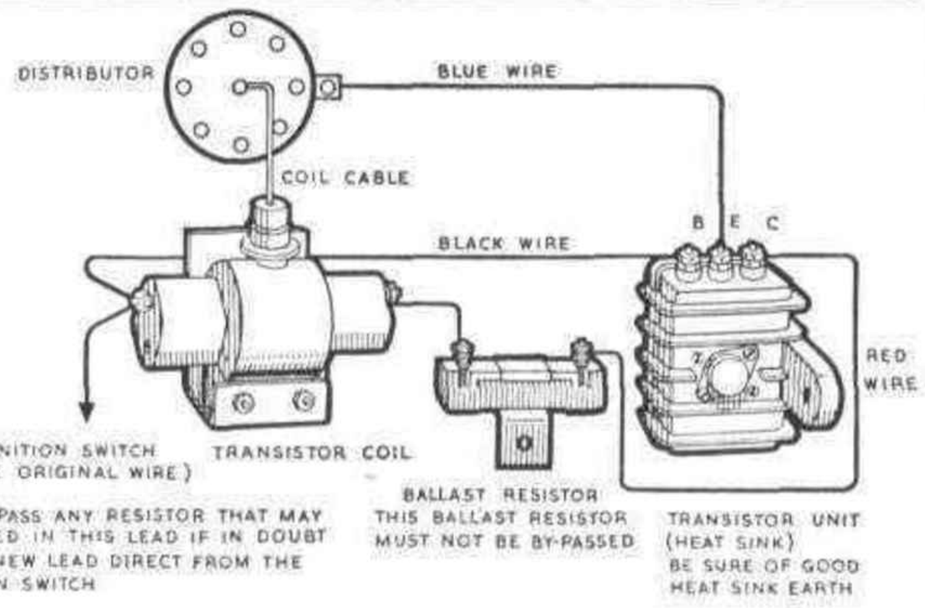
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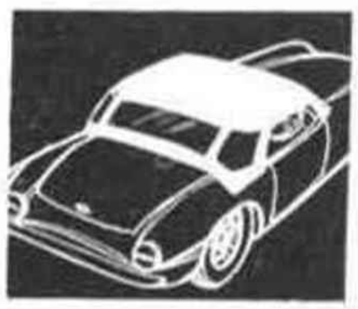
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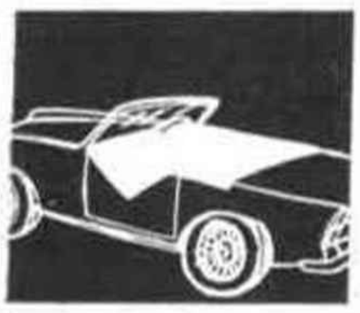
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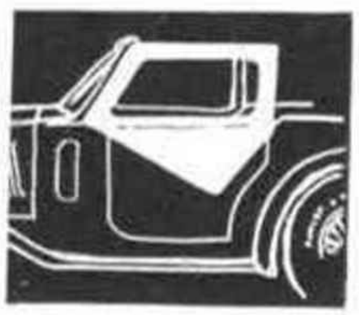
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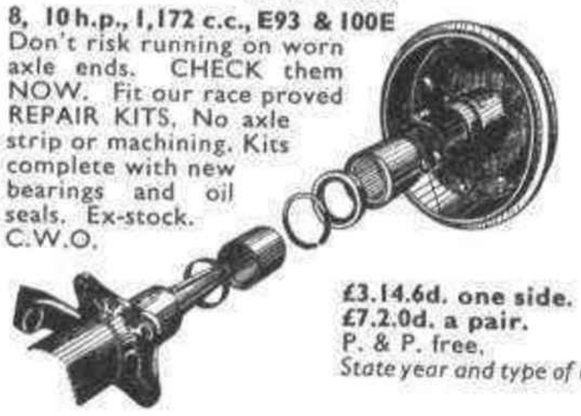
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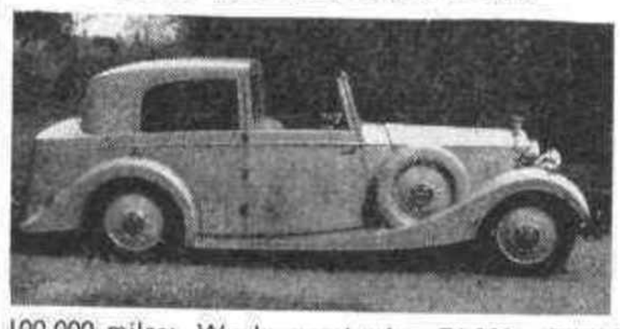
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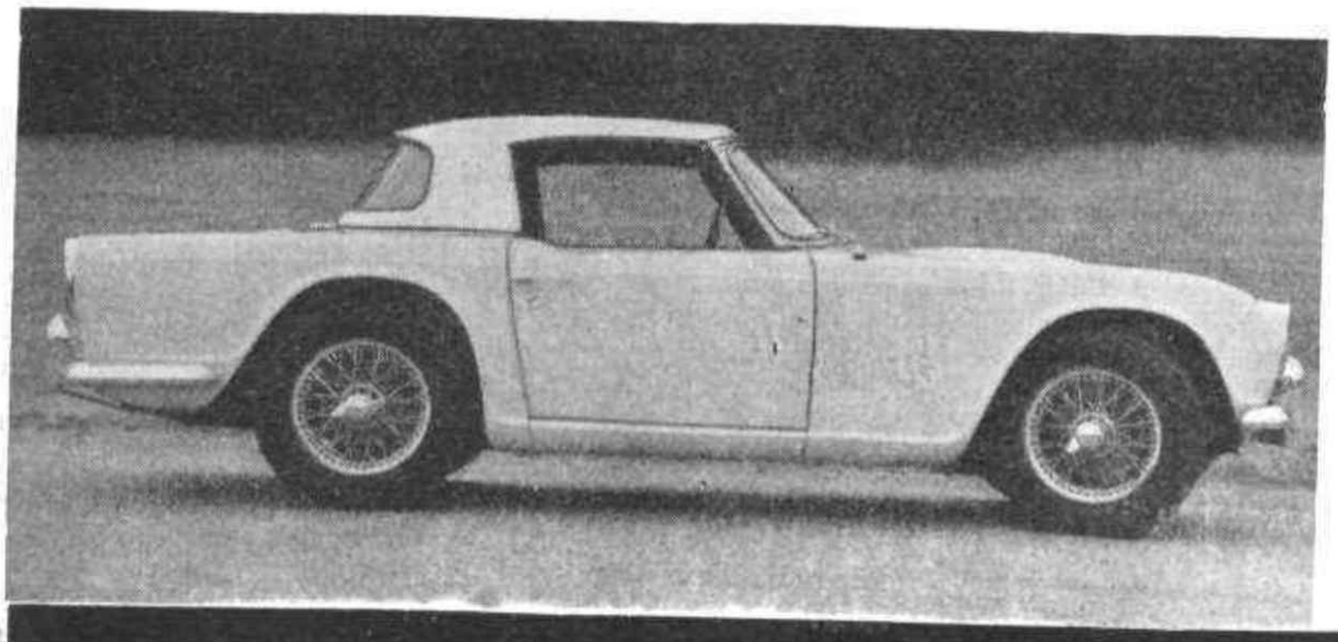
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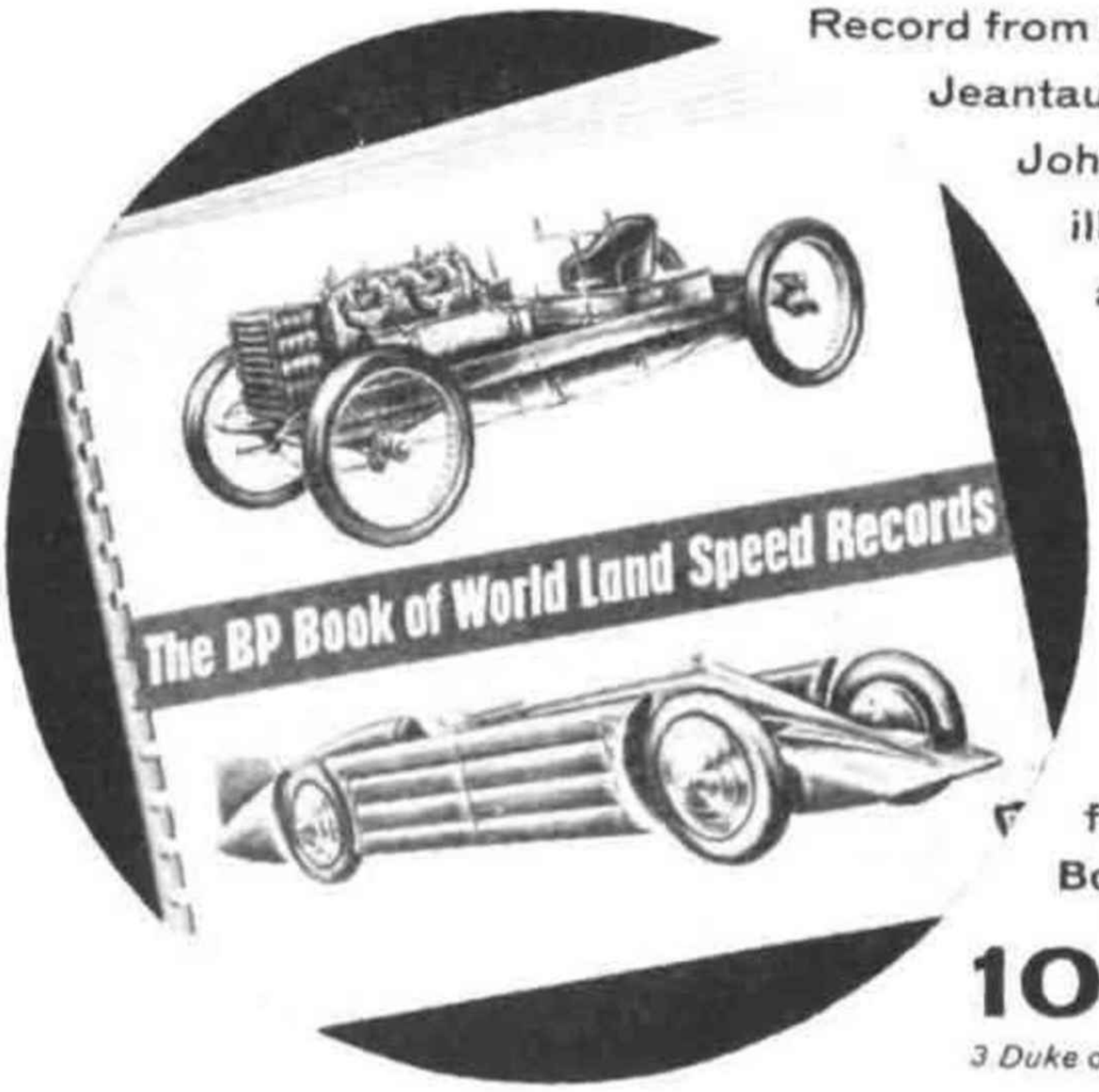
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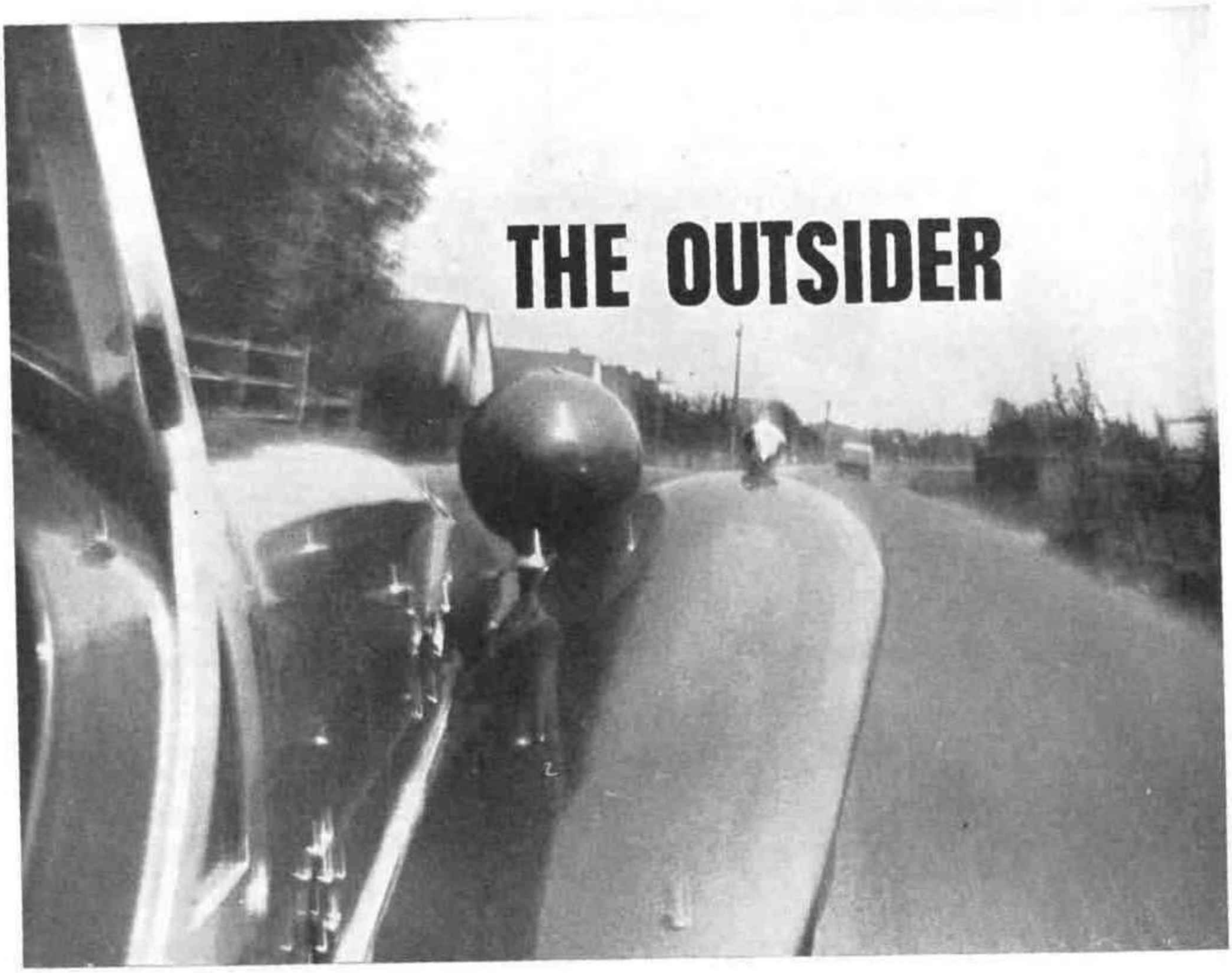


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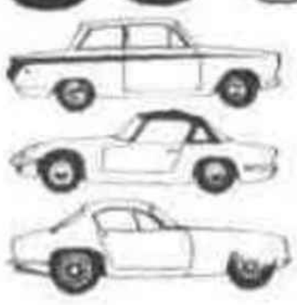
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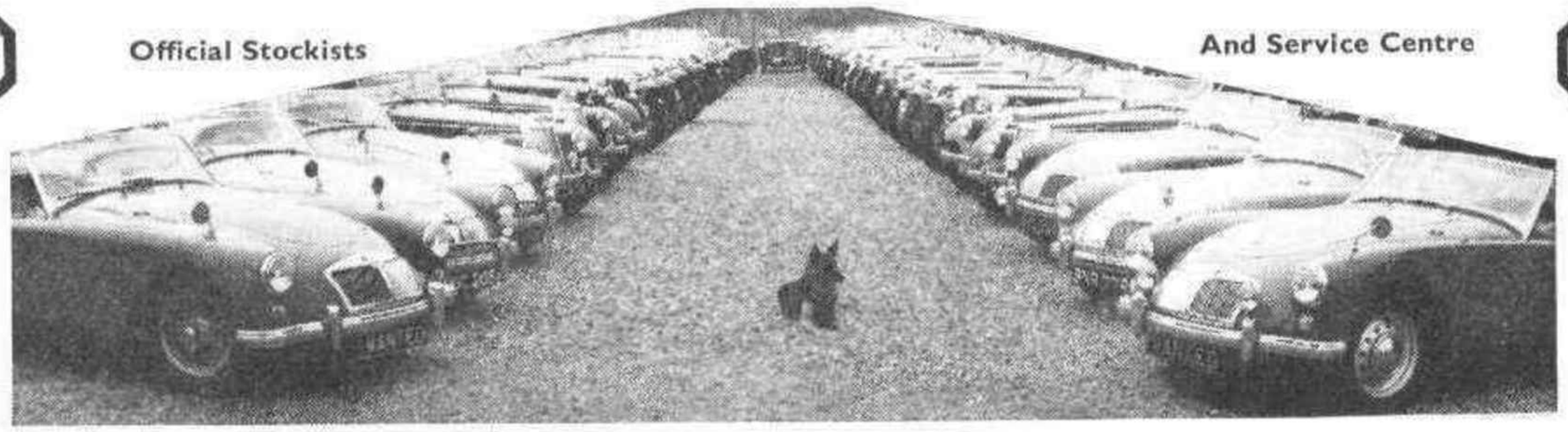


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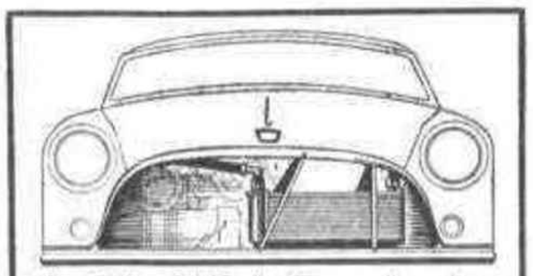
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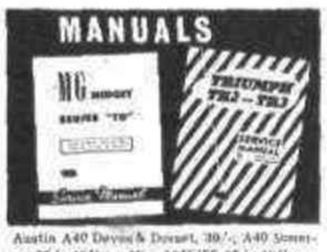
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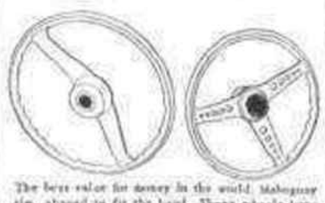


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12/60 ALVIS. P.V.T. saloon, 1932. Perfect original order. Full history. Stored since 1951. £65. 1949 October Triumph 2000, metallic grey cellulose. All woodwork repolished, original leather, carpets as new. Dickey seats unused. Perfect chrome, tyres. Prefer sell to club member, £125. Two new 20-in. tyres, four Alvis 1250/60 wheels. Moving, must clear. Thurston, Rudge, Church Brampton, Northampton. [8377

1954 M.G. TF. Reconditioned throughout. Heater, washers. Truly fabulous condition. Bodywork immaculate red. Must sell before going abroad. Hence ridiculous price of £285. Anderson, 20, Sunningdale, Clifton, Bristol. [8378

ROLLS-ROYCE 20-h.p., 1928. First-class mechanical condition with distinctive Windover coachwork of the period. 75,000 miles. Seen Edinburgh. £325. Box No. T.379. [8379

REGAL PHANTOM II, 1929, ambulance by John Croall. Removable bed, swivel armchair and half-bench. Original brown leather; corner cupboards. Fine camper (5,400-mile Continental tour last summer). £500 o.n.o. Details, pictures: Dr. Fred Richards, 36, India Street, Edinburgh. [8380

1933 ROVER 10 coupé. Aluminium body; boot. Hydraulics. Big-end gone. Fair. Certificate. Box No. T.381. [8381

1936 BENTLEY 4½-LITRE. One of the few fabulous razor-edge models. Outstanding performance, condition and appearance. New tyres and battery. Taxed and tested for a connoisseur. £385 o.n.o. Tel.: KEN 6527 (after 6 p.m.). [8382

DAIMLER 15, 1932. Character and dignity, mint condition; genuine 18,000 miles. Mulliner body. M.O.T. cert.; full history. £100. Tel.: Epsom 9553. [8383

M.G. LEONARD TF, 1955. Taxed, M.O.T. " X "s, Stage 2/3 tune, etc. Very potent. Tel.: Ewell 5965. [8385

SPRITE, 1960, one owner, excellent condition, blue. Ashley hard-top, Michelin " X "s, many extras. £333. 32, Hayse Hill, Laing Estate, Windsor. [8386

M.G. SPARES. A S/H M.G.-A Hard-top, a S/H Twin-Cam cylinder head, a S/H T-type Tickford body, a S/H P-type body, a S/H J2 chassis frame, few S/H spot lamps, few S/H tonneau covers, a S/H spoked steering wheel, fit J, P or TA, a pair of S/H swept wings, fit J2, a set (4) of 12" brake assemblies, fit J2—callers only please. Also available rebuilt/exchange steering boxes, speedometer, 19" road wheels, hub caps, radiator grills. New items for Pre-War models—Brake linings, Crown wheel & pinion, Gasket sets, Silencers, Half-shafts, King-pin sets. **'M.G. SPARES' Brighton Road, Peas Pottage, Sussex. Crawley 24223**

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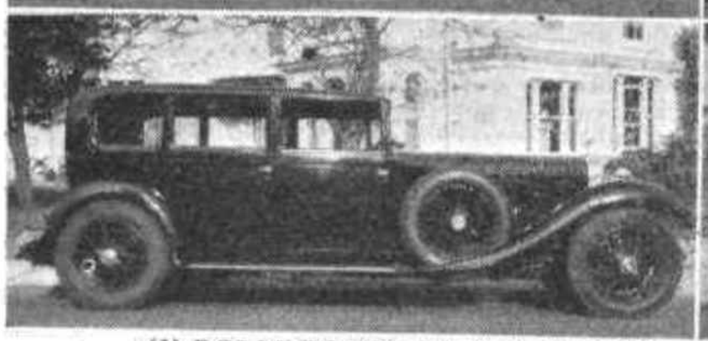
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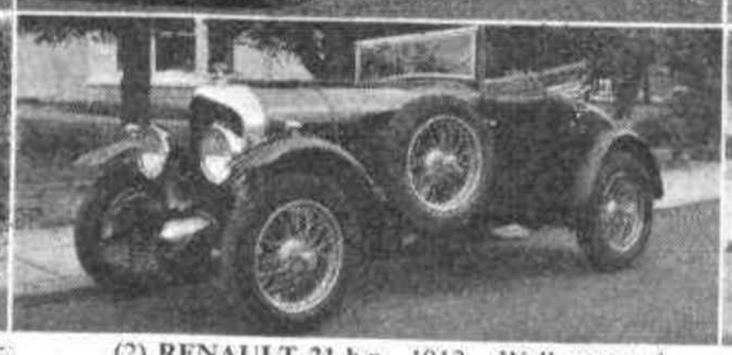
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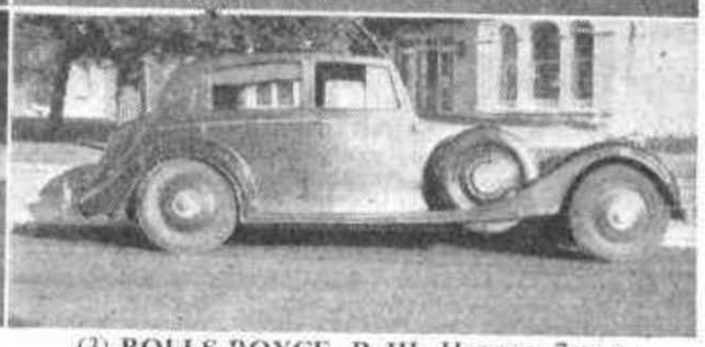












TOP

(1) **ROLLS-ROYCE P. III** H. J. Mulliner, owner-driver, 1937. Solid tappets. First-class order throughout. **£750**

(2) **RENAULT 21-h.p.,** 1912. Well restored and in excellent running order. **£725**

(3) **ROLLS-ROYCE P. III** Hooper 7-passenger limousine, 1939 (early DL Series). One titled owner, recorded mileage 70,000. Immaculate coachwork. First-class mechanical order. **£695**

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(1) **BENTLEY 8-litre** Park Ward limousine. Recorded mileage 70,000. Absolutely original, recent major overhaul. *Concours condition throughout.* **£950**

(2) **BENTLEY 6½-litre,** 10 ft. wheel base, Speed 6 modifications, "C" gearbox. Non original but contemporary coupé coachwork in good condition. Entire chassis finished to *concours* standards. **£650**

(3) **BENTLEY MX** (Overdrive), 1940, Park Ward pillarless coachwork. Considerable known history, excellent chassis and coachwork. Gun-metal finish, outstanding interior in red hide. Radio, etc. **£495**

ROLLS-ROYCE 20/25, 1933, James Young 4-light sports saloon. Projecting boot. Mechanically good, sound but not immaculate coachwork. **£195**
BENTLEY Mk. VI, 1949, James Young 2-door razor-edge, three owners only. Excellent in every way. **£595**
BENTLEY 4¼, 1938, Gurney Nutting razor-edge saloon. Outstanding specimen. **£495**
BENTLEY 4¼ Vanden Plas 2-seater, round-tail. Heavy crank, "D" box, F.S. Series. Outstanding order. **£700**

ALVIS Silver Eagle sports saloon, 1935. Very sound. **£90**
CITROEN DS19, 1959 Series. L.H.D. **£325**
JAGUAR XK140, 1956, f.h.c. "C"-type engine, wire wheels, radio. Outstanding specimen. **£375**
TRIUMPH 1800 roadster, 1948. Floor change, reconditioned engine. Outstanding condition. **£145**

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FOR SALE—*continued*

FORD T truck, in parts. Engine, chassis and rear axle. 1920 Fordson F tractor, also 1928 long-wing model. 1915 Mogul tractor, requires overhaul. F. Smith, Kirton Holme, Boston. [8387

ALVIS TA14 saloon, 1950. £125. M.O.T. certificate. Farrington (Tel.: Langham 6299, office), 8, St. Mary's Grove, S.W.13. Tel.: PUT 4654. [8388

1947 JAGUAR saloon. Grey, red interior. Enthusiast maintained. All reconditioned. Radio; all spares; new brakes; recond. rear axle and gearbox. Excellent condition. £75 o.n.o. 19, Faulkner Road, Solihull, Warwicks. [8389

1937 AUBURN SPEEDSTER Model 852. Two-seater R.H.D. cabriolet body, supercharged 4.6-litre Lycoming straight-eight engine with alloy head. Dual-ratio axle. Realistic offers invited for this rare and exciting model in good condition. American inquiries invited. Box No. T.390. [8390

BEAUTIFUL AUSTIN SPECIAL, all metal, just resprayed metallic silver. £60. No offers accepted below this price. Box No. T.391. [8391

SPRITE, 1959, white. Extras. Low mileage, excellent condition. Taxed. £245. Tel.: Elstree 4506. [8392

FORD SPECIAL, 1939. Ten engine, Eight head. Beautifully maintained. First £100 secures. 30, Fender Way, Barnston, Wirral, Cheshire. [8393

LANCIA AURELIA 2.3-LITRE 5-seater saloon, late 1955. De Dion, etc. 86,000 Cornish miles. Full history, including complete rebuild costing £700 at 75,000 miles. Spares include three good " X "s, G.T. camshaft. £450. Blight, Pigeon Wood, Callington, Cornwall. [8395

TR2, 1954. Excellent condition. Sparkling black. New white hood and tonneau cover; five new white sidewall Michelin " X," heater, spots, reversing lamp. Taxed. £215 o.n.o. Adamson, 258, Leigh Road, Worsley, Manchester. Tel.: WAL 3158. [8396

ROLLS-ROYCE 1933 20/25 SALOON

Bodywork and mechanical condition perfect. Current M.O.T. certificate. Cellulosed in black and very deep maroon. Interior almost as new. Car recently inspected by R.-R. engineers and found to be faultless. Not able to take any part exchanges, but will do private H.P. on suitable references. **Price £385.**

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ROLLS-ROYCE 20/25, 1934, small saloon. Bodily and mechanically sound, well shod. £200 or first near offer. Gundry, 1c, South Hill Grove, Oxton, Birkenhead. Tel.: Birkenhead 2744 (day). [8397

PORSCHE 1600, 1958, blue, with all extras. Excellent condition throughout. £765. Tel.: Betchworth (Surrey) 2332. [8398

XK140 DROPHEAD, 1956. Wire wheels, overdrive, dual exhaust, C-type head, radio. 55,000 miles. Splendid condition. £260. Tel.: Elstree 4506. [8399

AUSTIN YORK, 1937, 18 (fluffy) h.p. Roomy 4-seater saloon. Good tyres, Ace discs and quantity of spares. £30 or haggle. 1, Mead Close, Harrow Weald, Middlesex. [8401

RILEY D.H.C. 2½, 1951. Excellent condition. £140. Owner going overseas. Tel.: Williton (Som.) 286. [8402

M.G. TF 1500, 1955, B.R.G. Gold engine, " X "s, many extras, spares. Engineer maintained. £365. Tel.: Northwood (Middlesex) 22110. [8403

LANCIA FLAMINIA, Farina coupé, 1961. Absolutely immaculate. 23,000 miles. Motorola twin speakers. Many extras. A perfectionist's car. Mr. Stocker, Tel.: Maida Vale 6010. [8404

£85 WILL BUY my 1934 P.W. 3½ Bentley, good mechanically, restorable. M.O.T. 248, Wallisdown Road, Winton. Tel.: 5565. [8405

PORSCHE 1600 (Nov. 1956) 356A cabriolet. Genuine 56,500 miles, two previous owners, known history. Cintuas, latest Konis. Dark blue, red leather. Superb, original car. Genuine reason for sale. £600 o.n.o. Baker, Tongham Fruit Farm, Farnham, Surrey. Tel.: Aldershot 23523. [8407

RILEY SPECIAL, 1½-litre, 6-cyl. 1937 chassis/engine. Mechanics sound, electrics poor. Towable. £12 10s. P. S. Temple, 6, Green Lane, Hunsworth, Cleckheaton, Yorks. Tel.: Cleckheaton 4136. [8408

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1959 JAGUAR XK150 drop-head coupé. Grey with red interior. Michelin 'X' tyres. Chrome luggage carrier. 38,000 miles. An excellent example. **£545.**



1924 ALVIS 12/40 2-seater with dickey. This very rare model is in first-class condition throughout and is entirely original. All good tyres. **£225.**

1950 ALVIS TB14 roadster. Red with beige interior. Radio, seat belts, etc. **£165.**

AUSTIN HEALEY 100/4 BN1. Full Le Mans specification. 4-speed gearbox with overdrive. Excellent order. Very fast. **£245.**

1958 AUSTIN HEALEY 100/6 2/4-seater. Overdrive, wire wheels, heater, disc brakes, luggage carrier, RS5s. First class. **£425.**

1957 JAGUAR XK140 drop-head coupé. Overdrive, wire wheels. An exceptionally good example. **£395.**

1960 TRIUMPH TR3A. Hard-top, overdrive, wire wheels, heater. Michelin 'X'. Red with black interior. Exceptional. **£525.**

1937 ALVIS Speed 25 Charlesworth drop-head coupé. A much sought after model in well above average condition. New folding head. **£245.**

1934 ALVIS SPEED 20 Charlesworth saloon. Very well maintained by engineer owner. **£65.**

1933 FORD Model BF 14.9-h.p. saloon. Very sound original order. Original log book and instruction manual. **£75.**

1930 ROLLS-ROYCE 20/25 owner-driver saloon by Thrupp and Maberly. Excellent condition. Mascot, handbook, etc. **£245.**

1961 SAAB 96 saloon. One owner, low mileage, radio. First-class order. **£495.**

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FOR SALE—*continued*

XK120, 1954, fitted 140 engine. D.H.C. Mechanically good, requires some body attention. £120 o.n.o. Tel.: Leicester 78414. [8539

WOLSELEY HORNET, 1933, 12-h.p. occasional 4-seater, immaculate coach-built body, dark green. Mechanically sound. New tyres, hood, electrics, hydraulic brakes, twin S.U.s. M.O.T. £85 o.n.o. Tel.: Wembley 1723. [8540

TALBOT 10 saloon, good condition. £45, haggle. J. R. Holmes, 2, Woodlea Way, Wheatley Hills, Doncaster. [8541

1954 (DEC.) RILEY 1½-litre, in black. Spot, fog, heater. Immaculate. Just resprayed and engine overhauled. £280 o.n.o. 1947 Alvis TA14 in bronze. Radio, heater, spares; good condition. £85 o.n.o. 69/71, Gores Lane, Formby, Nr. Liverpool, Lancs. [8542

LANCIA LAMBDA, 1929 tourer, good condition, excellent performance. £200. Horn, 120, Eden Way, Beckenham, Kent. Tel.: BEC 5382. [8561

BENTLEY, 1934, 3½, Sports Saloon, new battery, interior tatty but mechanically good. £125 o.n.o. Also damaged 1956 Sunbeam Mk III saloon, many extras, offers!. Bond, 86, All Saint's Road, Warwick. [8543

ALPINE, SERIES II, July 1961. Spotless green, heater, hardtop, tonneau. 41,000 miles. Carefully maintained and driven. £550. Tel.: Birkenhead 180/1. [8544

1931 RILEY NINE 2-seater, special, short chassis, slab tank, aero screens, 16in. rears, four branch exhaust, twin S.U.s, tonneau, many spares. £80. Hedworth, 6, East Street, Beaminster, Dorset. [8545

SALE: 1928 ROLLS-ROYCE 20 h.p. owner/driver Hooper aluminium body, mascot, handbook. Taxed, M.O.T., daily use, good condition. £200 o.n.o. Bloor, 28, Mornington Road, Sneyd Green, Hanley, Stoke-on-Trent, Staffs. [8546

AUSTIN HEALEY 100/6, 1959. 2/4-seater, excellent throughout, overdrive, wire wheels, etc., new hood and tyres just fitted. Sell £350 or exchange for M.G.-A. Tel.: Luton 53778. [8548

RILEY CLUB MEMBER offers his 1948 1½-litre saloon which has just had an extensive overhaul costing £150, including new roof, upholstery, carpets, exhaust system, battery and recellulosed black. Oil pressure hot, 40 lbs./sq. in. M.O.T. Price £135 o.n.o. Box No. T.549. [8549

ROCHDALE GT, 1959 reg, 1,172 c.c., I.f.s., hydraulics, 4.7 : 1 c.w.p. Needs attention. £50, no offers. Moran, 9, Brookfield Road, Leeds 6. [8550

1929 CHRYSLER COUPE Model 75. A fast old lady of elegant appearance, good bodywork, recent repaint, new hood, artillery wheels (wooden), well shod, brakes relined, P100's fitted. Interior needs renovating. Offers to A. E. Harrop Esq., 7, Harwood Drive, Anlaby Common, Hull, E. Yorks. Tel.: 55037. [8551

1937 LANCHESTER 10.9 Sports Saloon. Repainted in original colours, roof relined and recovered, good runner, M.O.T. (July), an enthusiast's car. £65 o.n.o. 11, Egerton Road, Davenport, Stockport, Cheshire. Tel.: Stepping Hill 6657 (night). [8552

DAIMLER GEARBOX—17,000 miles. Good condition. Reasonable offer. Samman, "Kenwood," Chorley New Road, Lostock, Bolton. [8553

TWINS COMING, car must go! 1961 Typhoon Saloon, new parts, tubular chassis, i.f.s. Tuned c/r gears, 4.4, "X"s, heater, harnesses, taxed. Cost £650. £230 o.n.o. H.P. Cowdrill, 51, Wheaton Vale, Handsworth Wood, Birmingham 20. [8554

ALVIS, 1936 (SILVER EAGLE). Splendid condition throughout. Taxed, M.O.T. Enthusiast's saloon. Best offer over £85. Consider exchange smaller car. Tel.: Rawdon (Leeds) 2624. [8555

1935 RAILTON, clean car, M.O.T. certificate. Good reason for sale. Will exchange anything that could be used for towing trailer, or accept £90 o.n.o. Rus, c/o 3, St. Margarets Villas, Bradford-on-Avon, Wilts. Tel.: (any time) Bradford-on-Avon 2279. [8556

ALVIS GREY LADY, 1954. Grey and black, grey hide; sunshine roof, matched fog and spotlamps, screenwashers, wire wheels, interior and chromium very good, exterior and cellulose need some attention. Reasonable offer accepted. Lane, 279, Prestbury Road, Cheltenham. Tel.: 7428 or Gloucester 24669 (day). [8557

1962 DS19 CITROEN, green, 17,000 miles, immaculate condition. £975. Smith, 1, East Cross, Tenterden, Kent. [8558

THE ONLY ONE in this condition in the country. A most delightful Morris Oxford 2-door 4-seater fixed-head coupé 1931. Completely original and absolutely outstanding in every way. Mileage of 83,000 believed genuine, mechanically perfect, new tyres, taxed, finished in Wedgwood blue and black with beautiful pale blue interior. £175. R. Lloyd, White Cottage, Titchfield Lane, Wickham, Hants. Tel.: Wickham 3279. [8560

E-TYPE SILVERSTONE HEALEY completely rebuilt, tuned engine, wonderful condition. £265. Horn, 120, Eden Way, Beckenham, Kent. Tel.: BEC 5382. [8562

ARMSTRONG SIDDELEY 12, 1934, in daily use. Offers please. Horn, 120, Eden Way, Beckenham, Kent. Tel.: BEC 5382. [8563

ROLLS-ROYCE 20/25, 1936. Bodywork accident damaged so breaking for spares. Offers and enquiries to Box No. T.564. [8564

SUNBEAM-TALBOT: Mk. II, 1952, 65,000 miles, resprayed and in very fine condition. Nearest to £150. Warden, 21, Russell Road, W.14. Tel.: WES 4463. [8565

1938 FRAZER NASH B.M.W. 328. Excellent mechanically. Bodywork very good, but not original. New hood, M.O.T. £185. Part exchange considered. Tel.: CHOrlton (Manchester) 1840. [8566

ALVIS SPEED 20 saloon, 1934. Condition, appearance, tyres, etc. splendid. Magnificent motoring. £110 o.n.o. Suthren, 4, Farndon Avenue, Wallasey, Cheshire. Tel.: Wallasey 6858. [8567

SHORROCKS SUPERCHARGER for Sprite, etc. £35. Tel.: BEL 6176. [8568

DELLOW, 1951. Usual mods., many extras. £120. 73, Spring Lane, Hemel Hempstead, Herts. [8570

ALVIS TA14, 5,000 since rebore, new carb., exhaust, tyres. Lower wings need attention, otherwise cannot foresee trouble for lengthy running time. Owner catching boat, be friends at £70. 122, Radcliffe Road, West Bridgford, Nottingham. [8571

ALVIS SILVER EAGLE, 1938, 4.3-litre. Two owners only: 75,000 mileage, excellent condition, maroon, all leather upholstery. £200 o.n.o. Tel.: Hermitage 292 to see. Box No. T.572. [8572

JAGUAR XK140 DROPHEAD. Ivory with chrome wire wheels; overdrive, radio. Impressive car in good order. £345, cheap P/ex. considered. Rosemary House, The Ryde, Laleham, Middlesex. [8573

AUSTIN CHUMMY, 1927. Original, resprayed, new hood, spares. £75 o.n.o. Dolphins, Priory Road, Forest Row, Sussex. [8574

1916 OVERLAND, complete and running, looks like model-T, but 2-seater. £275. 1926 Bullnose Morris 2-seater with dickey original. M.O.T. £175. 1927 Rolls 20, tatty, M.O.T. £85. King, Runcton Cottage, Runcton. Tel.: Chichester 2969 (evenings), 3315 (day). [8575

MARRIAGE FORCES SALE of 1934 P-type M.G. Fine original example. Engine recon. (.020in. rebore!) 800 miles and settling down well. Repainted. New s/screens and battery. Enthusiast's car. £120 o.n.o. Halfacre, 48, Chesil Street, Winchester. [8577

ROLLS-ROYCE, 1937, 25/30 Hooper sports saloon. Black with brown leather. Excellent condition. Taxed and used. £375. Box No. T.578. [8578

COMPLETE ISSUE "Vintage and Thoroughbred Car," Rutter. "Modern Motors," 4 vols., 1924. Judge, "Modern Motor Cars," 3 vols., 1924. *Motor Sport*, 4 vols., 1953-1956. Offers. Deane, 2, Abbot's Hayes, Chester. [8579

1930 HUMBER 9/28 saloon, good, sound condition. £85 o.n.o. Please write, Stribley, 34, Byfleet Road, New Haw, Weybridge, Surrey. [8580

AUSTIN RUBY 7 h.p. de luxe, 1938. Mint, 87,000, M.O.T. September 1964. £50. 26, Shepherds Way, Ringmer, Nr. Lewes, Sussex. [8216

M.G. TC, Gold Seal B.M.C. reconditioned engine, 14,000 miles. New Vynide hood and screens. Spot, windtones, heater, radio, 16 in. rears and spare, half-tonneau. Excellent tyres, brakes relined, M.O.T. £185. Dr. Davis. Tel.: Uxbridge 38282 (evenings). [8207

DELLOW, MARK 5, 1955. Very rare model. Good condition. One owner only, various mods. and extras. Offers over £200. Tel.: Hillside (Birmingham) 1191. [8582

HAVING ACQUIRED BENTLEY, shortage of space necessitates disposal of the following small collection. 1928 Humber 14/40 tourer. Taxed, insured, in immaculate condition throughout, including original handbook. 1917 2¾ Douglas motor cycle—despatch rider's machine, First World War. 1926 Humber 2¾ motor cycle. Would prefer to sell together for £350 but will separate for suitable offers. 148, Station Road, Sutton Coldfield. [8584

PORSCHE 1600 MODEL 356B, first registered March 1961. Excellent condition throughout. Reutter seats and coachwork. Dunlop SP tyres, cream, one owner. £1,025. Harlow, Southlands, Southlands Road, Wokingham. Tel.: Wokingham 133 evenings or Sonning 3094 daytime. [8585

M.G. TF 1250, OCTOBER 1954. Smart grey, excellent condition all round, red hood, tonneau, new side screens, good tyres, battery, l/rack, aerial, 41,000. £325. 1a Cranley Gardens, S.W.5. Tel.: FRE 7891 (evenings). [8586

BEAUTIFUL BLACK M.G. TF 1500. Superb chrome cellulose. One owner, four new "X"s, Gold Seal engine, 30,000 miles, new hood, side screens, luggage rack, heater. £335. 53, Kensington Court, W.8. Tel.: WES 9543 (after 6 p.m.) [8587

MINI TUNING—1¼in. S.U. carburetter, sports camshaft. £5 each, o.n.o. Wilkinson, 32, Welbeck Avenue, Southampton. [8589

1 DOZ. 10 mm. SPARK PLUGS, shop soiled. 5/- each. 6-volt electric window units as new. 50/- each. Tel.: Eastham (Cheshire) 2714. [8590

D. MARGULIES LTD



1955 (series) LANCIA B20 G.T. Series 4. Recent overhaul; several extras **£445**



1956 (Sept.) PORSCHE Carrera coupé (R.H.D.), 1,498 c.c., twin o.h.c., roller-bearing engine. Good history. Many extras... ... ... **£795**

1959 FERRARI 250GT Pininfarina coupé, low mileage, disc brakes. Superb condition **£2,200**

1961 JAGUAR 3.8 Mk. 2 saloon, fully modified and lightened to Group 2 specification; many spares, wheels and tyres ... **£1,300**

1955 (series) LANCIA B20 Series 4 G.T. coupé. Full history **£475**

1953 MORGAN Plus Four, Vanguard engined 2-seater. Reasonable order **£175**

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1929 BENTLEY Speed Six short-chassis 4-seater. New body fitted this year, extensively rebuilt by Bentley specialist ... **£995**

1929 BENTLEY 4½-litre, 10 ft. 10 in. chassis with fabric 4-door tourer by Harrington. Full history. Complete overhaul and retrim **£725**

1929 ROLLS-ROYCE 20 tourer by Connaught. Stored for 22 years. Undergoing complete restoration to near *concours* standards. Ready by December... ... Price around **£1,400**

1936 FIAT 508 'S' Balilla 2-seater. Extensive mechanical overhaul **£135**

36 QUEENS GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7. KNIghtsbridge 7332

FOR SALE—*continued*

MULLINER BENTLEY, MARK VI; very modern appearance, excellent throughout. £385 o.n.o. 35, Parsonage Road, Withington, Manchester. Tel.: Didsbury 2050. [8591

AUSTIN 7 SALOON, 1933. Body and mechs. excellent. Five new tyres. M.O.T., taxed, first viewer will buy; forced sale, £25. 35, Courtenay Road, Great Barr, Birmingham. [8593

TRIUMPH SOUTHERN CROSS sports, 1935, 2-litre, 6-cylinder Coventry-Climax engine. Only 5,000 miles since major mechanical overhaul. Requires a few small bodywork jobs completing. £55 o.n.o. Hunter, 16, Wadleys Road, Solihull, Warwickshire. [8594

1957 MORGAN 4/4. Well maintained, paintwork in good condition, new hood, engine recently overhauled, taxed January, M.O.T. £225 o.n.o. Longford, 136, Wytham Street, Oxford. [8595

CONNOISSEUR'S 1949 JAGUAR 3½-litre saloon, maintained regardless of cost, engine and gearbox just completely overhauled, bills available, coachwork " Motor Show " condition, new tyres and battery, heater, radio, P100's. Firm's abortion forces fastidious owner to sell. £195. Watkins, 82, Thorpedene Gardens, Shoeburyness, Essex. [8596

LAGONDA RAPIER, 1934. Owing change of plans must sell uncompleted rebuild. Chassis completely rebuilt. Body in bits, all parts including new timbers. £100. Tel.: Camberley 4422 (9-5 p.m.) [8599

ASTON MARTIN Le Mans s/c, 1933. Complete mechanical rebuild, requires trim and respray finishing, over £200 spent. £260. 158, Charlton Road, Shepperton. [8600

MERCEDES-BENZ 230, 1939. Good condition, l.h.d. £100 o.n.o. 4, Hollytree Drive, Lower Peover, Cheshire. Tel.: 399. [8602

RILEY R.M.E. 1½-litre, 1951, maroon. Beautiful condition throughout. £220. Tel.: Reading 61645 (evenings). [8603

1939 FIAT 514 TOURER. Excellent throughout, reconditioned engine, new clutch, brakes, tyres, tested, taxed. Imperative quick sale. £65. Cowen, 6, Mossley Hill Drive, Liverpool 17. Tel.: ALLerton 4378. [8604

1960 SPRITE. Radio, heater, tachometer, tonneau, sliding screens, rack. Excellent, deliver. £334. Higgs, " Pantycelyn," Aberystwyth. Tel.: 7947. [8605

Mk. I SPRITE HARD-TOP. B.M.C. works extra, cost £50, accept £22 o.n.o. Box No. T.606. [8606

M.G. ENTHUSIAST'S IMMACULATE model TA n completely original unspoilt condition. Colour photos available. £180. Butler, 78, Court Lane, Drayton, Portsmouth, Hants. Office Tel.: Lymington 3223. [8607

" LETHAL " LOTUS 7. Very hot 100E (Elva o.h.v. racing cam, 1¼in. S.U.s, etc.) c/r gears, hood, many extras, 12,000 m only. £410, taxed. Jordan, 52, Burges Road, Thorpe Bay, Essex. [8608

JAVELIN, 1949. Sound throughout, recent new crank, liners and batteries. £75. Tel.: Tunbridge Wells 20168. [8610

ROLLS-ROYCE 20/25, 1935. Southern coach work. £100 o.n.o. Tel.: HAY 2473. [8611

1946 1½ RILEY. Good engine, body. New battery. £60. Flinn, 253, Old Road West, Gravesend, Kent. [8612

TURNER 950, 1958. Good mechanical condition, engine, suspension, overhauled '63, bills. Fast, 42 m.p.g., " X "s, M.O.T. June '64. Space needed new car, must sell, hence price £200 o.n.o. Box No. T.613. [8613

1933 s/c ASTON MARTIN Le Mans. Genuine, outstanding condition. £375. Masterson, 48, Canning Road, Wealdstone, Middx. Tel.: Underhill 2668. [8614

BENTLEY 3½, 1935. Park Ward aluminium sports saloon. Recent overhauls, sound condition throughout, 22 m.p.g. M.O.T. £125 o.n.o. quick sale. 120, Westley Road, Acocks Green, Birmingham. [8615

1963 1172 SPECIAL. 1,700 miles, E93A 4.7 axle, tonneau cover, engineer built. £150 o.n.o. Tel.: Colchester 6718. [8616

M.G.-A 1500. Superb, fabulous blue, extras. £350, exchange Twin cam. D. A. Smith, Broomhill, St. Michaels, Tenterden, Kent. [8617

HEALEY SILVERSTONE: recent complete overhaul. Must be sold. Offers please. Tel.: Leire 372. [8618

LAGONDA d.h. COUPE by Tickford. Midnight blue. 2.9 vintage engine fitted 1955 with central gear lever. Ex-Rob Walker, one driver since. Heater. HMV radio. Small mileage. Very good order throughout. £485. Linnell, Wilby, near Wellingborough. [8619

M.G. WA, 1939, 2½-litre SALOON. Original black paintwork, excellent red leather interior. £75 o.n.o. Tel.: Horam Rd. 3321. [8620

VOLKSWAGEN DE-LUXE SUNSHINE SALOON, 1958 Series with large rear window. Fitted loose covers, new tyres, parcel shelf. Meticulously maintained, regularly serviced. £325. Owner, 48, Gordon Avenue, Stanmore, Middx. [8621

M.G. TF 1500. Grey with red upholstery. Excellent condition, engine recently overhauled. Radio, heater, fog and reversing lights. Marchal headlights, luggage grid. Well shod, full and half tonneau. £350 o.n.o. Gilbert, Tel.: LUD 8030 (day), SPE 9512 (evening). [8622

SUPERB XK140 D.H.C. Red. Rebuilt by specialists 8,000 miles ago. Every worn part replaced. Chassis strengthened and sealed. Resprayed, rechromed retrimmed rewired, new instruments. C-head, c-clutch, disc brakes, servo. New high ratio steering, Konis, Cinturas, Radiomobile, spots, many expensive extras. Second car. Fantastic performance 130+. Immaculate. £450. "Oakleigh," Douglas Avenue, Tarleton, Preston. Tel.: Hesketh Bank 510. [8623

M.G.-A, 1960. L/mileage, soft top, tonneau cover, heater, wire wheels, Mich. " X " tyres, luggage grid, w/washers, twin spots, original tools. Immaculate. £450. Tel.: HIT 2710. [8624

HEALEY TICKFORD, 1951. Riley 2½ engine, all independent aluminium body. Five good tyres, new batteries, v.g.c. £170. 54, Tawny Avenue, Upminster, Essex. [8625

SEVERAL SAAB ACCESSORIES. S.A.E. for list. Smith, 12, Winterbourne Close, Bicester, Oxon. [8627

BLOODY MARY and Marples must go. 1929 Brooklands Riley. Bills for engine and body overhaul £100 in last 100 miles. Beautiful, fast, red. Reason, modern Mini, marriage and money. £350 imperative. Bolt, 8, Walkers Crescent, Lhanbryde, Morayshire, Scotland, or Marvins, Beaulieu, Hants. [8628

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FOR SALE—*continued*

SHORROCKS SUPERCHARGER, new May 1963, with Kit Ford Classic/Capri 1340. Easily adapted Anglia, Cortina. £45 o.n.o. Jones, 11, Paternoster Lane, Bradford, 7. Tel.: 72172. [8629

M.G.-A 1600 roadster, 1960 model. Blue. Heater, discs, 21,000 miles. £440. McGill, 105, Kingsham Road, Chichester, Sussex. [8630

ASTON MARTIN, 1955. Finest 3-litre drophead in the country. Ivory with red. Elderly lady owner since 1956 lavished money on her to keep her as new: *e.g.*, since Feb. 1963: New engine—cost £500, brakes, steering box, clutch, radiator, five " X " tyres. Coachwork and chrome immaculate. £685. Tel.: Byfleet 45595. [8631

RILEY KESTREL SPRITE, 1936. Good engine, gearbox and axle; new battery, electrics overhauled. M.O.T. Rough tyres and body. £32. Swire, P.O., Cranmore, Shepton Mallet, Somerset. [8632

1928 LEA-FRANCIS 12/40 sports. Unused 25 years. Partially restored. Engine rebuilt, runs well. Box No. T.633. [8633

ROLLS-ROYCE 21.6-h.p. saloon, v.g.c. Taxed and tested. £160. Tel.: MOU 3654. [8634

1962 SUPER TWO. Aquaplane-modified Ford engine, hard-top and screens. Immaculate. £185 o.n.o. 21, West Avenue, Griffithstown, Pontypool, Mon. [8635

AUTHENTIC FORD JEEP. Registered 1958. Good condition, new tyres, hood, battery. Taxed July. £100. 86, Pencisely Road, Cardiff. Tel.: 73887. [8638

XK140. 1960 C-type engine and gearbox, £100. Rear axle, wire wheels, " X " tyres, £15. Taylor, 95, Findhorn Street, Dundee. Tel.: 82576. [8639

HEALEY 2.4 saloon, 1948. Works maintenance includes overhauled engine, back axle. Replaced gearbox, prop.-shaft, master cylinder, steering box, rear shockers. £110 o.n.o. Morrison, 69, Hamilton Avenue, Pyrford, Woking, Surrey. [8640

M.G. TF 1500. Reconditioned engine, gearbox. Good general condition. £320 o.v.n.o. Morgan, 47, Hewson Street, Mount Pleasant, Swansea. Tel.: Swansea 52260. [8641

AUSTIN COOPER, 1961, blue/white. " X "s, spots, seat belts, undersealed. Excellent. £460. F/O. Nicklen, 7, Cypress Walk, R.A.F., Coterne, Chippenham, Wilts. [8642

RILEY 1½-LITRE saloon, 1955, £295. Quite truthfully one of the finest Rileys offered for sale; full history. Greenways, 81, Alresford Road, Winchester. Tel.: 4509 (after 7.30). [8643

EX-WORKS SEBRING SPRITE. 1961 Team car. Lightweight, G.T. body, works engine, wire wheels, discs. Road/track specification. Nine places 1963. £495, H.P., part exchange. Tel.: Redhill (Surrey) 2530. [8644

LANCIA AURELIA, September 1955, R.H.D. An excellent example of this famous *marque*. In absolute impeccable condition bodily and mechanically. Refinements include radio, heater, reversing light, seat belts, reclining seats, Michelin " X "s. Price £350. Tel.: Chiswick 4070 (evenings, weekends). [8646

ASTON MARTIN, 1934, SC/Le Mans. 1,400 miles since complete engine rebuild, re-upholstered, new tyres. Immaculate. £460 o.n.o. Weatherley, 59, Ladygate Lane, Ruislip. Tel.: 6127. [8647

DAUPHINE GORDINI, 1960, red. Undersealed. One owner; many extras. £330 o.n.o. Walker, 107, Whitchurch Road, Chester. [8650

M.G. TF 1500. Immaculate. Red. Probably best in North. £365. Tel.: Leeds 77446. [8651A

1953 MORGAN +4. Rebuilt engine 1959. £150 o.n.o. Forsyth, 22, Wentworth Road, Leicester. [8651

ALVIS 12/50 TG, 1928, 2-seater tourer with two dickey seats. Mechanically sound, bodywork fair. Close-ratio gearbox, twin S.U.s. Four reasonable tyres and spare. New hood. Taxed January. Forced to sell, £105. Viewing, Tel.: Leamington Spa 24329. [8652

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FOR SALE—*continued*

R.-R. TWENTY, 1928, Park Ward saloon, blue and grey, nice sound condition. Also R.-R. 20 d.h. replica body on 1928 chassis, also good. Also complete dismantled 20 parts. £400. Both cars laid up some years. Box No. T.653. [8653

VOLKSWAGEN DE LUXE, 1956. Radio, Wessex conversion, " X "s. Well maintained. £240. 124, Seaburn Road, Toton, Nottingham. [8654

M.G. TA Tickford, 1939. Everything superb condition. Cream and blue. Recently reconditioned engine. M.O.T. £115 o.n.o. Brookes, Boundary Hall, Tadley, Hants. Tel.: Reading 55811, ext. 6221 (8.30-5.30). [8655

TR2, 1954, black. Heater, luggage rack, " X "s; recond. engine. M.O.T. £180. Birmingham, Tel.: Streety 3057. [8656

MERCEDES 170Va, 1951. Genuine excellent condition. Radio, heater. Bills shown. £150 o.n.o. Write for details. Box No. T.657. [8657

1954 XK120, modified engine. Needs front wings, chassis, etc., untouched in accident. Offers, or exchange. Tel.: PER 8111. [8658

ROLLS-ROYCE, 1931, 20/25, all spares cheap. Cylinder head, £17. 17, Harpes Road, Oxford. [8659

RILEY 1½, 1950. Elegant burgundy finish. Recent engine overhaul. Four excellent tyres, heater. M.O.T. Taxed Jan. 1964. Reluctant to sell. £170. Tel.: 'Wraysbury 2879. [8660

M.G. N, 1932. Owner two years rebuilding; new tyres; rare original 4-speed gearbox. M.O.T. £75 o.n.o. Smith, 28, Uphill Road, N.W.7. Tel.: MIL 2160. [8661

TR3, 1956. Red. Recent reconditioned engine. Almost new Michelin " X "s. Heater. Immaculate. Real bargain. Private H.P. available. £245 or offer. Tel.: SPE 4358 (after 6 p.m.). [8663

M.G. TC, 1946. Reconditioned engine, new hood, tyres, battery, headlights. Heater, demister. Haggle round £145. Briggs, 111, Sidcup Hill, Sidcup, Kent (weekends), or Tel.: Harlow 26698 (evenings). [8664

LAGONDA RAPIER, 1935. Rebuilt 4-seat aluminium body. Original performance from unmodified 1,104-c.c. twin-cam engine. £160. Underhay, 65, Redden Court Road, Harold Wood, Essex. [8665

JUPITER, 1952. Engine overhaul 5,000 miles ago. Good body and hood. Heater, luggage rack, etc. £135. Tel.: Manchester URM 6307. [8666

ASTON MARTIN, 1937, 2-litre saloon, fair condition. £45. TR3A, 1958, red. Works hard-top, new TR4 gearbox. Good condition. £360. Tel.: Solihull 5955. [8667

TURNER-CLASSIC, 1960. 1,340-c.c. Stage 1 Cosworth engine, c.r. gears, hard-top. Elan-like performance with over 30 m.p.g. £395. D. Porter, Braeside, How Lane, Chipstead, Surrey. Tel.: Downland 1546. [8668

1960 M.G.-A 1600. Superb condition. Fitted radio, heater, wing mirrors, tonneau, spotlights, luggage rack, wheel discs. Nearest £490. Felix, Tel.: REG 8561 (business), GIP 5474 (home). [8669

AUSTIN HEALEY, 1955. Mechanically perfect, fitted specially-made coupé body, looks like a G.T.O. Very fast, but not enough room, hence exchange for 2.4 Jag., TR3, or similar; or sell, £350 o.n.o. 26, Jennyson Road, Kettering, Northants. [8671

BUCKLER SPECIAL. Aquaplaned 1,172-c.c. reconditioned twin-carbed engine, c.r.g.'s, i.f.s., D.D.2 tubular chassis, Mistral body, new hood, tonneau. £160 o.n.o. Dunn, 43, Lexden Road, Colchester. [8672

ROVER 12 4-seater sports tourer, 1935. Rare, reliable and attractive car. £90. Tel.: HAMpstead 2678. [8674

1937 BENTLEY d.h. coupé by James Young. Unique 4½-litre with cantilever doors. In first-class mechanical condition, recent respray and new hood. £375. Tel.: Rudgwick (Sussex) 479. [8675

RILEY KESTREL SIX-LIGHT, 1937. Bodywork excellent. Good SK engine, twin Zeniths. Gearbox, clutch rebuilt. Brakes, tyres, steering very sound. Marchal headlamps. Taxed Feb. £120 o.n.o. Roberts, 48, Loughborough Road, Nottingham. Tel.: 85529. [8676

LAGONDA RAPIER saloon. Bodywork, mechanics and electrics in excellent condition. £130. Tel.: Mountview 4716 (evenings). [8677

OPEN ROLLS 20, boat-bodied 2-seater with dickey. Yellow/black/light oak. *Concours* condition. Real eyecatcher. £300. Or, fine 19384½ Bentley saloon, £200. Tel.: LIV 4577. [8678

T.V.R., 1962, M.G.-A 1622 engine, 13,000 miles. 115 m.p.h. Discs. Black leather interior. Immaculate. Never raced or crashed. £500. Collins, Tel.: MOUntview 4022, SHEpherds Bush 8681, ext. 8 (daytime). [8679

1933 RILEY MONACO, M.A.G. engine. Body/mechanics good condition. £60 o.n.o. 91, Northumberland Road, North Harrow, Middlesex. Tel.: Pinner 6056. [8680

THE MOST IMMACULATE TR3 in captivity. Red, perfect, absolutely perfect throughout. Tonneau, hood, white hard-top all faultless. £345. Harper, Needham Hall, Spath Road, Didsbury, Manchester. [8681

M.G. TA. Reconditioned TC engine. Sell, family reasons. Offers. 97, Kiln Lane, Milnrow, Rochdale. [8682

1938 BENTLEY 4½, Freestone & Webb, black and silver. Total mileage 58,800. Full history. Box No. T.683. [8683

RILEY KESTREL Big Four, excellent condition throughout. Probably the finest Riley of this type in existence. Walker, " The Willows," Knutsford Road, Grappenhall, Warrington. [8684

T.V.R. Mk. IIA, 1962. Deep red with black leather interior. M.G.-A 1,622-c.c. unit. Condition as new throughout. Must be seen. Offers. 68, Whitehouse Crescent, Sutton Coldfield, Warwickshire. Tel.: Sutton 6898. [8685

BUGATTI T35A. Engine and body in excellent original condition. Maintained for many years by former Bugatti mechanic. Blue. New tyres, front axle chromed. Price £2,190 plus shipping charges from Continent. Box No. T.728. [8728

1958 JAGUAR XK150 f.h.c., suede green. " X "s, twin spots. Excellent condition. £465 o.n.o. 6, Evelyn Court, Malvern Road, Cheltenham, Glos. [8686

1956 SUNBEAM Mk. III saloon. Low mileage. Many extras. £320. Mumford, 65, High Street, Cheltenham. [8687

M.G. PA. Original nearly mint condition. M.O.T. Still running well. Realistic price of £75 to allow for engine overhaul. Gehlen, 16, Colchester Drive, Pinner, Middlesex. [8688

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TRIUMPH 1800 roadster. Basically sound. Engine requires slight attention. Offers. 53, Hayes Lane, Exhall, Coventry. [8410

1924 VAUXHALL, rare M-type 14/40. Elegant d.h. coupé by Fountains Auto-CarriageWorks. Sound and original; many spares, including excellent engine and gearbox. Stuart Wallace, 5, St. James's Gardens, London, W.11. Tel.: PARk 8745. [8411

1951 RILEY 1½-LITRE saloon (red). Nice condition, M.O.T. £150. Call evenings or weekend. Porter, 5, York Mansions, 46, Chichele Road, Cricklewood, N.W.2. [8412

XK150 f.h. coupé. Marriage necessitates sale 1958 special equipment model. B.R.G. Wire wheels, Michelin "X"s, radio, heater, etc. Reconditioned engine. Excellent condition. £450 o.n.o. Seen Wimbledon. Tel.: LAK 2732 (evenings) [8413

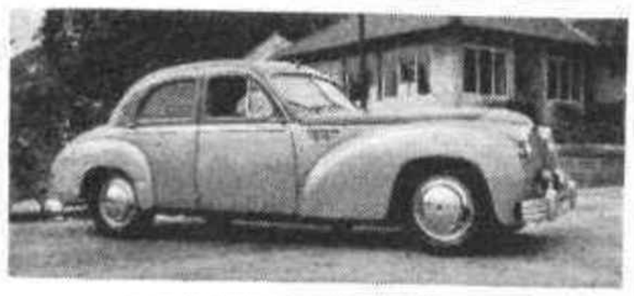
SIMCA MONTLHERY, 1961. Fast and economical sports saloon in perfect order. 27,000 miles, original owner. New tyres. £420. Webster, 14, Oakwood Grange Lane, Leeds, 8. Tel.: 658566. [8414

RILEY ADELPHI, semi-convertible, 1936. Enthusiast's bargain. £75 o.n.o. Tel.: High Wycombe 3282 (days), 1907 (evenings). [8416

TALBOT 65 sports saloon. Very good specimen. Just running-in after rebore and complete overhaul. Also abundant spares. Must clear. £100 the lot, or would split. Addison, 24, Brokes Crescent, Reigate, Surrey. [8417

A35, 1959, de luxe. Branch manifold, twin S.U.s, h/l. camshaft, h.c. head, oversize inlet and exhaust valves, lightened flywheel. Engine and gearbox completely overhauled when tuned. Immaculate throughout. £275 o.n.o. Tel.: WOO 7034. [8418

1961 (JULY) Mk. II Austin Sprite, red, unmarked; perfect. Hard/soft-tops, tonneau cover (unused), heater, radio, Burgess silencer, screen washer. 18,000 miles. Two spare tyres. Tel.: Chalfont St. Giles 561. [8419



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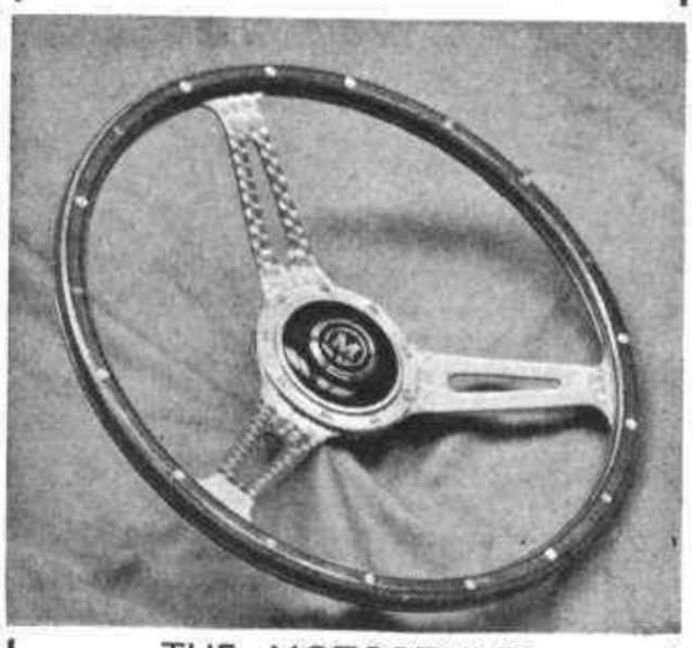
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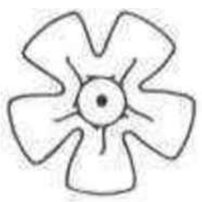


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1959 PEERLESS G.T. 2-litre. Heater; overdrive, second, third, top; disc brakes. Ivory colour. 33,000 miles. £440 o.n.o. J. Underwood, 65, Lawson Street, Maryport, Cumberland. [8420

A.C. 2/4-SEATER drophead tourer, P.V.T., with complete engine overhaul last month. Body good. Upholstery immaculate. £180 o.n.o. Pennington, 116, Constable Road, Ipswich, Suffolk. Tel.: Ipswich 52579. [8421

ROLLS-ROYCE, 1933, 20/25 Windover saloon. Superb condition throughout. Five new remoulds. £260 o.n.o. 16, Tudor Avenue, Coventry. [8422

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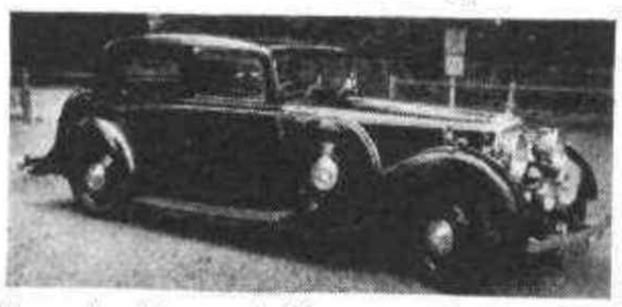
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RILEY NINE MONACO, 1933, black. Exceptionally good condition. Manual box, twin S.U.s, Marchal headlamps. £125. Bugden, 38 Blenheim Road, Orpington, Kent. Tel.: Orpington 26374. [8430

SPRITE, 1959. Excellent condition, many extras, child's seat. Must sell, family grown. £270. 75, Hill Common, Bennetts End, Hemel Hempstead, Hertfordshire. [8432

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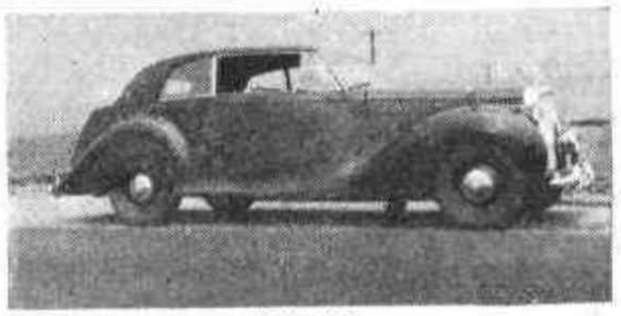
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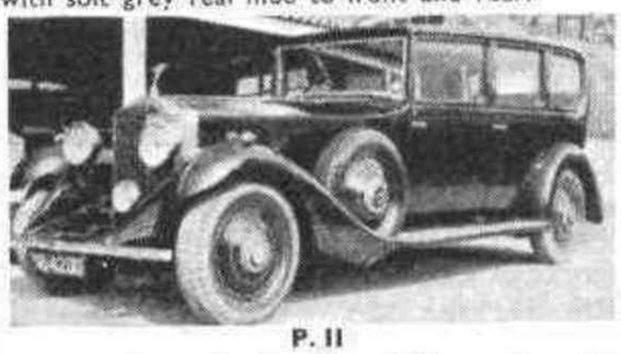
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P. II

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TR2, 1955, B.R.G., soft-top, tonneau, "X"s, heater; two owners. £245 o.n.o. 5, Underwood Cottages, Winchmore Hill, Amersham, Bucks. [8436

LAGONDA, 1954, 3-LITRE blue/silver sports saloon. Low mileage. Outstanding condition. Manuals, tools, spares. About 375 guineas. Riley, 11, Eliot Hill, London, S.E.13, or Tel.: HUNter 4444. [8437

SUNBEAM ALPINE, 1961, red/black. Equipped with over drive, wire wheels, oil cooler, heater, tonneau cover, safety belts. £560. Savage, 34, Limberlost Close, Birmingham, 20. [8438

PEERLESS G.T. 25,000 miles. White. One owner. Wire wheels. Seen Hampshire. Genuine reason for sale. £400 Box No. T.439. [8439

RILEY ROADSTER, 2½-LITRE, 1950, mint cond., new chrome. Hood, ocelot covers, Firestones, spots. M.O.T., taxed, insured. Black with red trim. Immaculate car. £225. Glasgow, Tel.: LAN 8146. [8440



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M.G.-A, '58, roadster, white, red trim, htr, luggage grid, woodrim s/whl, racing mirrors **£395**

M.G.-A, '62 series, f.h. coupé, **1600 Mk. II,** pale blue, twin spots, w/rim s/whl, mirrors ... **£665**

M.G.-A, '60, f.h. coupé, **1600,** red, black trim, htr, transistor radio, washers, wonderful ... **£545**

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£100—AUSTIN ULSTER, 1930, very good condition. First, 750 F. Wellesbourne Sprint. Rebuilt body, engine, etc. Stone, 10, Watford Road, Northwood, Middlesex. Tel.: Northwood 21181. [8689

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M.G. TC, Nov. 1949, 1,500 c.c., 8.6 : 1 c.r. Excellent condition throughout. Luggage rack, spots, tonneau; good weather equipment. £185 o.n.o. Seen Stoke or Bedford. Write : 12, Russell Avenue, Bedford. [8692

M.G. TD, Above average condition. New stage II engine and hood six months old. £265. Hull, "Gore-End," Woolton Hill, Newbury. [8693

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LANCIA APRILIA, 1939, Series II engine. Exceptional condition. Must be seen to be appreciated. £110. Lund, "Glenmore," Ilford Gardens, Castle Lane East, Bournemouth. [8696

DERRINGTON TWIN-S.U. carburetter unit, "Easy-Flow" exhaust manifold, air filter, silencers for Ford 100E engine. As new. Complete, £18. Coolen, 77, Dukes Avenue, Chiswick, London. Tel.: CHI 2845. [8697

£495.—SUNBEAM ALPINE, October 1960, green with black hard-top. In good order. Purchased in September for £525, but circumstances force quick resale. Harris, 10, Tamworth Road, Hertford, Herts. [8698

ALFA ROMEO GIULIETTA TI, 1959, registered September 1960. L.H.D. Excellent condition. 48,000 miles. £450. Proudlove, 16, Threefields Close, Congleton, Cheshire. [8699

M.G. SA ENGINE, perfect condition, with gearbox; also spare wheel, steering box, etc. £45. Tel.: SYD 4340 or BEC 2783. [8700

ALVIS TA21. Radio, heater, washers, etc. Recently resprayed black, new figured walnut dash, new tyres. £200 o.n.o. Tel.: Ravensbourne 8740. [8701

BRISTOL 400 2-LITRE sports saloon, late 1950. £185. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [8702

A.C. 2-LITRE, 1949, Licensed Feb. 1964. General condition good, well shod. Bargain, £75. Thorn, Belle Vue, Bude. Tel.: 518. [8703

BENTLEY, 1952 (model). Mk. VI 4¼-litre full-flow engine. Finished in immaculate metallic shell grey offset to a nicety by a light grey leather upholstery with imperial maroon seat covers. Fitted sunshine roof, push-button radio and a new set of tyres. Offers invited around £385. 25, Denehurst Gardens, Richmond, Surrey. Tel.: PROspect 6828. [8704

LANCIA APRILIA, 1937, fair condition. £60. T. Cowell, 5, Grove Road, Selsey, Sussex. [8705

RILEY 1½, 1949. Radio, heater. £170. *Concours* condition inside and out, hence price. Clarke, 167, Chestnut Avenue, Eastleigh. [8706

WOLSELEY HORNET SPECIAL, 1934, E.W. sports body. Very good condition throughout. Requires new hood and screen. £50. Clark, "White Coppice," Selby Lane, Keyworth, Notts. [8707

HOT MORRIS EIGHT engine (Ser. I). Twin carbs., chrome rampipes, big valves, double springs, high comp. pistons, modified head, lightened flywheel, tappets. Balanced crankshaft, steel centre main, h/p. lubrication, pick-up, filter. £24 Axle, good king-pins, Ferodos, tyres. Ruffle, Tel.: Addiscombe 4860. [8708

750 FORMULA CAR, excellent body, boxed chassis, hydraulic brakes, special wheels, new tyres, fully modified engine; needs slight attention. Must sell, £50 o.n.o. Cullum, Bailey Farm, Stoke-in-Teignhead, Devon. [8709

M.G. PA. Original specification. £65. Pinnock, 44, Broadhurst Gardens, Reigate. Tel.: 45201 (evenings/weekend). [8710

ROLLS-ROYCE PHANTOM II Continental sports saloon by Barker, with rear-mounted spares. £375. All details from Major Chichester, Wiscombe Park, Colyton, Devon. Tel.: Farway 252. [8711

AUSTIN SPECIAL. "Super" aluminium body. Bowden i.f.s., hydraulic front brakes. Reconditioned 1935 Ruby engine, flywheel trouble. Supaloy head. Own design of front wings. Offers for whole or parts. 128, Ridgeway, E.4. Tel.: SILverthorn 2233. [8712

1936 BENTLEY 4¼ f.h.c. by Barker, uses little oil. Taxed and tested. Radio, heater, etc. £110. Also 1933 Rolls 20/25 sports saloon by Park Ward, projecting boot, twin spares. Engine and clutch just rebuilt. £200. Tel.: Oxford 61432. [8713

BREAKING 1938 and 1936 Talbot Tens, all parts available. Beer, 64, High Street, Ide, Exeter, Devon. [8714

1948 LANCIA APRILIA cabriolet, good condition. M.O.T. Michelin "X"s all round. Leather top. Attractive-looking job. £125 o.n.o. Tel.: MAL 8396 (after 7 evenings, or weekends). [8715

LAGONDA 2.6-LITRE saloon, September 1952. "Golde" sliding roof. Navy blue. Perfect condition throughout. £325. Bennett, 42, Welbeck Avenue, Highfield, Southampton. [8716

1926 SUNBEAM 20.9 sports 2-seater with dickey. Mechanically sound; body above average. £95 o.n.o. Creasy, Tel.: Oxford 48291. [8717

ARMSTRONG SIDDELEY limousine, 1938, 3½-litre. Recent overhaul. Superb body condition. Two owners. £80. Tel.: Chichester 7238. [8718

1955 FORD PREFECT de luxe. Twin carbs., 4-branch manifold. Excellent condition throughout, well shod. £150. H.P. can be arranged. Box No. T.719. [8719

1931 LAGONDA 2-LITRE with special body by Park Ward, drophead coupé. Good all round condition. M.O.T. certificate. £120 o.n.o. Tel.: Walton 24185. [8720

M.G. SPARES : M-type block, front casting, dynamo, manifold; also pair 1½-in. M.G./S.U. carburetters, 19-in. wheel tyres, 4-speed gearbox and Hornet gearbox suitable M.G. or conversion to Ford. Tel.: MUSeum 7275 (business). [8721

LAGONDA 3-LITRE, 1930, open 4-seater tourer. This well-known character vehicle was recently completely rebuilt and beautifully restored. Offered for personal reasons at a fraction of actual cost—£295. Mew, Hill House, Tunbridge Wells. Tel.: 25798 (office hours). [8722

1930 STAR coupé, £35. 1927 Rolls-Royce hearse. No rust whatever, in daily use until 1961, complete with mascot. £75. 1929 Ford 25-cwt. truck, unregistered, £65. K. Miller, 5, Oakmere Avenue, Withnell, Nr. Chorley, Lancs. Tel.: Brinscall 281. [8723

FOR SALE—*continued*

CLAYTON-DEWANDRE BRAKE booster, complete with pipes for Lockheed or Girling systems. £8 delivered. Box No. T. 724. [8724

LAGONDA 2.6 TWIN-CAM, 1952, complete rolling chassis including scuttle, floor, steering, engine/gearbox (offers). Make interesting sports/racer. Unusual vintage cyclecar, 4-wheeler, air-cooled, make unknown, suitable restoration. 26, Kingswood Road, Longbridge, Birmingham. [8725

B.M.C. 1,100-c.c. rods, valves, camshaft, shells, head—pistons. 950-c.c. twin carbs., rods. A30 complete engine. All excellent. The Bungalow, Tibberton, Droitwich. [8725A

DISMANTLING 1939-48 STANDARD Eight, 1953 Humber Hawk. All parts cheap. 130, Brookfield Road, Bedford. Tel.: 5606 or 3840. [8726

VETERAN/VINTAGE MOTOR books for sale, also small collection of vintage motorcycles. All rare models. Overseas inquiries invited. S.A.E. for list. Box No. T.727. [8727

BUGATTI T.57, year 1938, carrosserie by Bugatti, coach Ventoux, very good condition. Engine as original. Price £1,095 plus shipping charges from Continent. Box No. T.729. [8729

M.G. TD, 1953. Resprayed, new brakes, bumpers. £240, or highest bidder—must sell. Tel.: WAT 29863. [8730

AUSTIN TWENTY limousine, 1931. Taxed, M.O.T. Reliable. Requires renovation. Deliver. £35. 83, Moulsham Street, Chelmsford, Essex. [8731

AUTO UNION 1000 f.h. coupé de luxe, 1959 model, regd. Nov. 1958. Actual Motor Show car. Blue/white roof. Radio, heater, etc. Genuine 46,000 miles. One owner 'till April 1963. Faultless condition throughout. Any trial. £325, terms arranged. Exchange 4-door car considered. K. Jennings, 81, Heath Street, Stourbridge, Worcs. [8732

RILEY 12/4 ENGINE, gearbox, axles, diff., etc.; also 9-cyl. head, gearbox, etc. Getting too old—room wanted bath chair. Gloucester. Box No. T.733. [8733

XK150, OCT. 1958, drophead, sound condition. New " X "s, overdrive. M.O.T. tested. £500. Tel.: MIL 5787 (after 6 p.m.). [8735

TR2, 1955. Excellent condition throughout. Heater, extras. £290. Barrett, 34, Forge Meadows, Headcorn, Kent. [8736

BUICK, 1934-35, 7-seater Imperial limousine, NA Series, London coach built. One owner; garage maintained until recently. Attended American Car Rally 1963. Lack of space forcing sale. £150 o.n.o. W. Nuttall, 2, Mount Pleasant, Stanground, Peterborough. [8737

ASTON MARTIN DB2/4 Vantage, light blue. High-ratio back axle. Immaculate condition. £500 for quick sale. Mr. Hardy, 7, St. Albans Road, Rishton, Lancs. [8738

1935 ALVIS 13-h.p. tourer. Reconditioned engine 3,000 miles. Excellent motor throughout. £80 o.n.o. 40, Brocks Hill Drive, Oadby, Leics. Tel.: Oadby 5454. [8739

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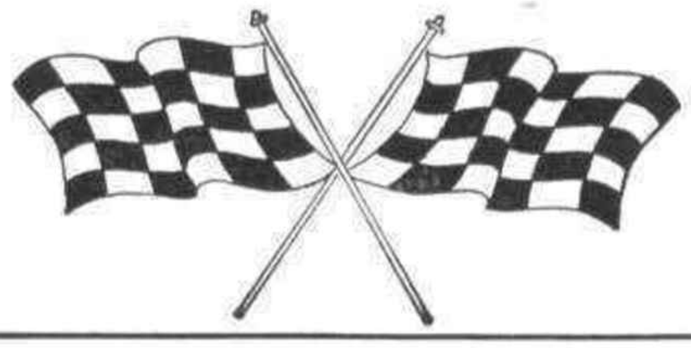
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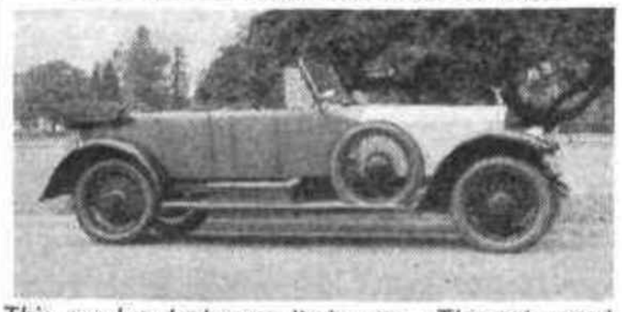
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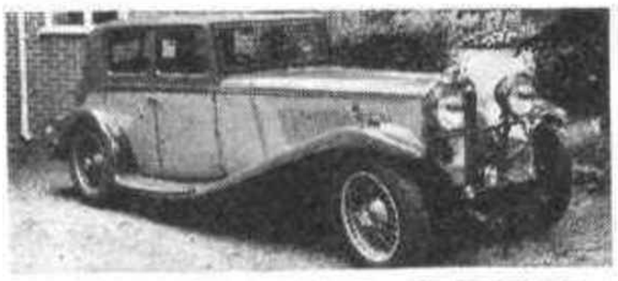
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M.G.-A, 1956. White/red trim. Extras, many new parts, new "X"s. V.G.C. Phillips, "Swift House," The Green, Theydon Bois, Essex. [8515

ROLLS 20/25, 1933, Barker close-coupled sedanca. Immaculate. Black. Realistic offers. Newbery. Tel.: CLI 1262 (office hours). [8518

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DEC. 1960 LOTUS Seven. Modified Sprite engine, rigid side-screens, p.v.c. hood, leather-bound wheel. Polychromatic blue. £280. Harrington, 84, Glover Road, Scunthorpe, Lincs. Tel.: 4280. [8523

ROCHDALE OLYMPIC, June 1962, 1,622 c.c. Twin tanks, Kenlow fan, wood wheel, sprayed red, heater, etc. Cost about £760, accept £500. Percy, 1, High Row, Gainford, Darlington. Tel.: Gainford 316. [8524

JAGUAR XK120 roadster, Sept. 1953. Rebuilt and restored on to a new chassis, resprayed Humber midnight blue, in immaculate condition. Extras too many to list. "C"-type engine and other modifications. The general condition is such that the owner believes it to be one of the last available in such superb order. Full description, specification, photographs, offered to genuine inquirer, who would be met anywhere within reason, demonstration. D. R. Thomas, 53, Whitestone Road, Nuneaton, Warwicks. Tel.: Nuneaton 2422. [8526

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ALVIS 12/70. Mechanically sound, coachwork excellent. £40 o.n.o. Tel.: Balham 6261 (day). 88, Auckland Road, Ilford, Essex. [8754

ROVER MODEL 10/25. Vintage. Mechanically and bodily very sound. Tyres new or good. Full running order. Asking around £50. Plymouth area. Box No. T.755. [8755

A.C., 1951, 2-LITRE saloon, black. Recon. engine. Excellent running order, M.O.T. Oct. 1964. £165 o.n.o. View weekends. 21, Widford Road, Hunsdon, Ware, Herts. [8756

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PA 4-SEATER. Body sound. Good order mechanically, engine rebuilt and rewire 10,000 miles ago. M.O.T. Must sell, hence bargain, £60. Tel.: Ipswich 51346. [8759

ALVIS 12/60 TJ, 1931, 4-seat tourer, original. Good hood, screens, mechanics. Bargain, £75. 5, Gail Park, Bradmore, Wolverhampton. [8760

RILEY 12/4 ADELPHI, one owner 24 years. Excellent original. £95. Ward, Tel.: Yatton 2381. [8761

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1928 9/20 HUMBER saloon. Taxed, tested. Good body and wings. Excellent original interior. Original jack, emergency *bulb horn,* handbook and most tools. Spare new fibre timing wheel, brake linings and differential parts. Useful spare 9/28 axle. £125 o.n.o. Wanted: Austin Swallow saloon. Hunter, 40, Castle Street, Saffron Walden, Essex. Tel.: 2494. [8765

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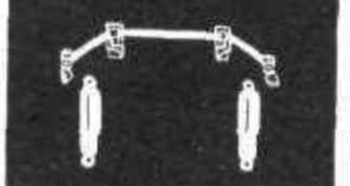
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1936 RILEY LYNX 12/4. B.R.G. £135. Machell, Tannery Lane, Neston, Cheshire. Tel.: Neston 1195. [8779

1960 HEALEY 3000. O/drive, w/w., h/top, spots, etc. 20,000 miles, as new. 680, Burnley Road, Crawshawbooth, Rossendale, Lancs. Tel.: Rossendale 176. [8780

M.G.-A 1600, 1960. Alamo beige. Radio, heater, tonneau, five new " X "s, etc. Exchange or sell, £515. 9, Battledown Close Cheltenham. [8781

Mk. I SPRITE, 1961, two owners, 23,000. Undersealed, heater, radio, washers. A very clean car, £370 o.n.o. E. G. Barnes, 21, Trinity Road, Hertford Heath, Nr. Hertford, Herts. [8782

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JAVELIN, LATE 1953. Reconditioned gearbox, radiator. Excellent tyres, battery. Good runner but noisy. Repay overhaul. £75, offer. Box No. T.789. [8789

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1932 MORRIS MAJOR. Immaculate. Good tyres; tested; original condition. £30. Brook, 73, Cowleigh Road, Malvern, Worcs. [8818

1928 HILLMAN 14 saloon. £75. Original, roadworthy, reliable. Handbooks. Serious enthusiast only. Not for breaking. Gunz, 73, Teignmouth Road, N.W.2. Tel.: GLA 5021. [8819

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1956 JAGUAR 2.4, first-class condition. Radio, heater. Immaculate. £325. P/exch. considered. Also 1935 Chevrolet saloon, first-class original condition, 11 months M.O.T. £65. Tel.: Luton 1924. [8822

JAGUAR Mk. 9, 1959 (May), 25,000 miles only. Manual box, overdrive, " X " tyres. Fastidiously maintained and in excellent condition. *Tel.: Broughton (Sheffield) 50800.* [8823

TR4, OCT. 1963, B.R.G. Overdrive, w/w. tyres, etc. Delivery mileage only, still in showroom. Purchased by doctor leaving for Canada. Bill for £988 available. Offers please. Tel.: CUNningham 6231 (evenings). [8824

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M.G.-B, 1963. Indistinguishable from new. Impeccably finished in flame red and equipped with Pirelli tyres, seat belts, heater, etc. One careful owner **£765**

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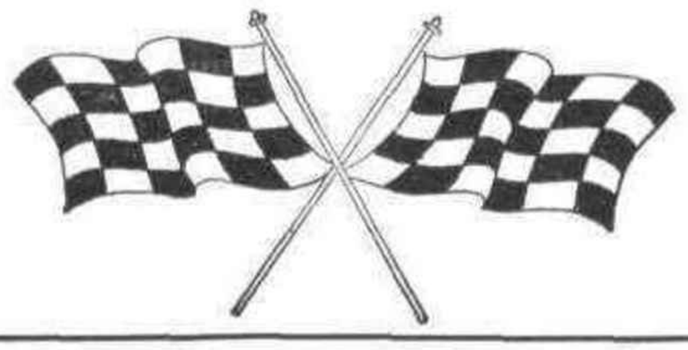
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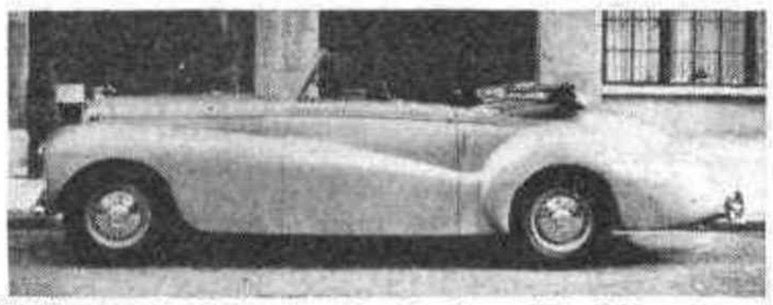
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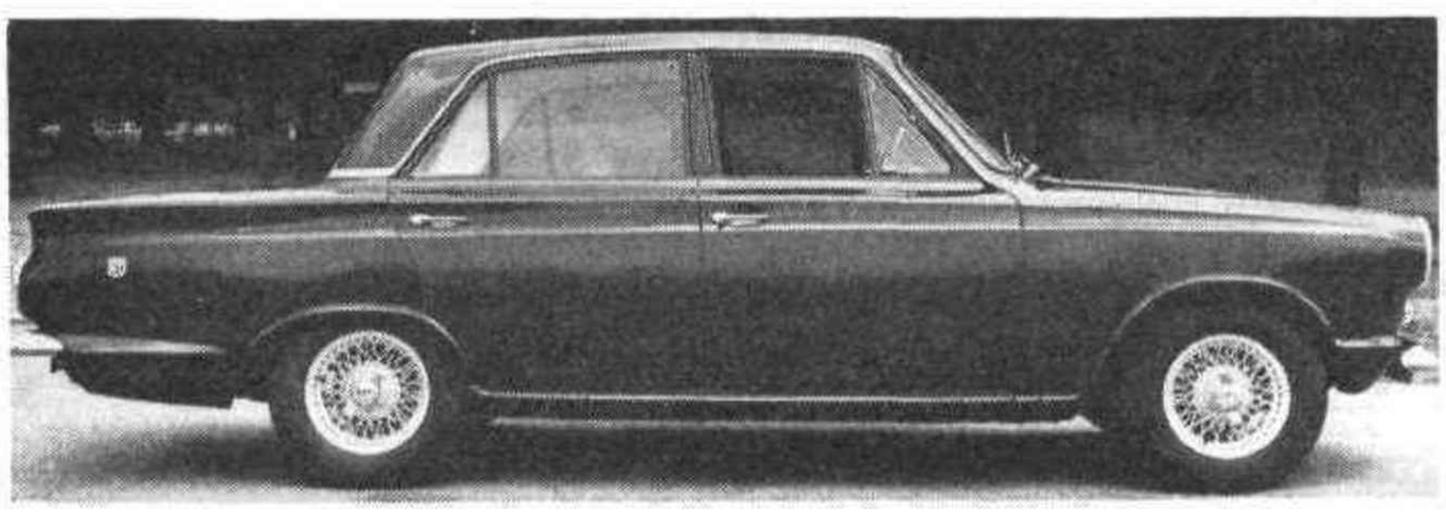
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BREAKING WA M.G. Four 16-in. wire wheels with oversize "X"; E.N.V. 110 preselector box; 3-litre d.o.h.c., dual ignition, 3-S.U., 7-bearing all-alloy Meadows engine, also complete engine for spares. Offers. Box No. T.837. [8837

1924 VINTAGE BENTLEY 3-litre long-winged tourer. Excellent original condition. £475. Tel.: IMP 5390 (day), 3011 (evenings). [8826

ARNOTT BLOWER, complete, suitable M.G.-A, £18. 51 Whetstone Lane, Birkenhead. [8827

16/80 LAGONDA open tourer, 1933. Preselector. 5,000 miles since complete rebuild. Recellulosed, B.R.G./black. V.D.P body. Rechromed entirely, new hood, screens and tonneau. Taxed, insured. Used daily by V.S.C.C. member. £375 o.n.o. 121, Swallow Street, Iver Heath, Bucks. Tel.: Iver 1309. [8828

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1953 RILEY 1½, R.M.E. Radio, heater. Excellent condition. £210 o.n.o. 24, Benslow Rise, Hitchin. Tel.: 3322. [8830

RACING ENTHUSIASTS : 1954 Le Mans Prototype Aston Martin, DB1 engine, alloy body. Quick sale, getting married. £350 o.n.o. Tel.: FREmantle 6398. [8831

TR2, 1955. Overdrive, heater, hard-top. Just resprayed. £190. Seen Middlesex area. Write Box No. T.832. [8832

N.S.U. SPORT PRINZ, 1960, coupé, immaculate. Red, 50 m.p.g. £425. Tel.: Sudbury (Derbys) 213. [8841

AUSTIN HEAVY 12/4 gearbox, wheel, unused 500/20 tyre. The Hollies, Scopsley Lane, Whitley, Dewsbury. Tel.: Mirfield 3400. [8842

SUTHERLAND ANNOUNCES THAT his 1925 Humber 3-litre tourer, 83,000 miles, is for sale at £100. Ambleside Cottage, South Queensferry, Scotland. [8843

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XK140 F.H.C. Red. Host extras. £250 o.n.o. Terms, exchanges. 113a, Nottingham Road, Stapleford, Notts. [8845

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SPORTS/RACING 12/50 Alvis, 1926. Modified engine, Wilson box, special axles, oil cooler, etc. Box No. T.849. [8849

KHARMANN GHIA coupé, 1958, R.H.D. Twin carbs., "X"s. Perfect condition. £535. 2, Coniston Road, Tettenhall, Staffs. [8850

1951 SUNBEAM-TALBOT Mk. II d.h.c. Brakes relined. Front suspension, steering, overhauled. Engine, body and paint good. Just passed M.O.T. £120 v.n.o. Box No. T.851. [8851

"MOTOR SPORT," 1940, 1942, 1943, unbound, complete. Best offers. Box No. T.852. [8852

UNUSED MATCHED PAIR 1¼-in. H2SU carbs. Crown-wheel pinion for Austin 10, 1932-38. Dow, 293, Springfield Road, Chelmsford. [8853

CITROEN LIGHT 15, maroon. Excellent condition. New universals, battery, dynamo. £155 o.n.o. J. Kirby, Coniston, Hull, Yorks. Tel.: 70199. [8854

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ROLLS-ROYCE 20/25 6-light saloon by Cockshoot. Projecting boot; excellent tyres; sound throughout. £140. 6, Warren Drive, Newton-le-Willows, Lancs. [8856

1923 DAIMLER, large imposing limousine. Requires enthusiast's attention. Also three Silver Ghost chassis, hearses, etc. Might exchange. 58, Station Road, Garswood, Nr. Wigan. [8857

ALVIS 4.3 saloon by Windover. Unique, original, *concours* award winner. Aluminium body, resprayed grey, wine trim. Mechanically excellent. July 1939, 75,000 miles since new. £215. 95, Maida Vale Crescent, Coventry. [8858

1938 AUSTIN SEVEN export type tourer. Hood, sidescreens recently renewed. M.O.T. cert. Tel.: Farnham Common 252 (weekend). [8859

LANCIA AUGUSTA, 1935 sporting saloon. Good original condition, good Michelins, M.O.T., taxed, 30+ m.p.g. £55 o.n.o. Also all Aprilia spares. Tel.: SUN 3043. [8860

S.S. JAGUAR SPARES, 1935-1950. Tel.: St. Mawgan 259, Linne, Mawgan Porth, Cornwall. [8861

DOWNDRAUGHT WEBER ON chromed manifold for Herald 1200, £15. Edmonds, "Ciceter," Halsford Park Road, East Grinstead, Sussex. [8862

1932 PLUS ULTRA RILEY Gamecock—magnificent specimen Resprayed B.R.G. and rechromed, new tyres, Brooklands gearbox, good tonneau, spares. Must sell quickly. £125. Tel.: Claughton (Birkenhead) 4332. [8863

HEALEY-ALVIS '53 SPORTS 2/3-seater. Aluminium body, Autumn red, 24,000 miles only, 100 m.p.h., 25 m.p.g. Whole car in immaculate condition. Used only as second car. Write for full details, photos and appointment to view. £375. Philpot, 11, Trinity Avenue, Mildenhall, Suffolk. [8864

MORGAN FAMILY MODEL, rare MX A.C. engine, many spares, manuals, etc. M.O.T. July '64. Haggle around £80. Tel.: Bourne End 2090 (evenings). [8865

PEUGEOT 403, LATE 1959, green, 28,000, all vouchers, one previous family owner, five good "X" tyres, radiator blind, Marchal spots, excellent throughout. Taxed January 1964. £465. Tel.: Watford 21761 evenings, week-ends. [8866

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WANTED

WANTED : Pair matched S.U. H4's c/w linkage suitable Healey 3000, A105. Major Lee, Harrow Cottage, Knockholt, Kent. [8406

SILVER WRAITH WANTED. Any condition, style or year considered. BM/4BAR, London, W.C.1. [8415

URGENTLY WANTED for 1914 Silver Ghost: Elliott combined speedo and clock, gearbox mounted air pressure pump and top water manifold. Offers to Box No. T.247. [8247

CASH OFFERED for 1953 Ford Pilot. 5, Osborne Road, Doncaster, Yorks. Tel.: 66268. [8734

WANTED—*continued*

PRE-1930 BENTLEY SPORTS TOURER, good or reasonable condition. History and photographs helpful. G. Paterson, Smallburgh, Norfolk. Tel.: Smallburgh 226. [8250

GNOME, OR OTHER rotary aircraft engine. Fuller, The Cottage, "Woodlands," Pirbright Road, Normandy, Surrey. [8269

WANTED : DIESEL HUMBER Super Snipe or diesel Perkins P/6 for same with fittings. Hartley, 50, Finkle Street, Cottingham, Yorks. [8271

BENTLEY, 3- or 4½-Litre required for cash. Box No. T.274. [8274

J.A.P. 500 c.c. RACING ENGINE. Complete or incomplete, also pair front Reutter seats. Box No. T. 275 [8275

HARPER-BEAN and HARPER ELECTRIC car. Harper, Glen Eyre Hall, Bassett, Southampton. [8278

WANTED : 1927 AUSTIN 7 parts—magneto, dynamo, complete engine or car. W.h.y. Wm. C. Duff, West Craig, Forfar. Tel.: 1021. [8287

WANTED : FRENCH JAEGER dashboard clock to fit hole of 33/16ths diameter. Also Mawell magneto for early Lancia Lambda. Buckmaster, Brettenham, Ipswich. [8291

JUDSON SUPERCHARGER KIT, complete, suitable for Volkswagen 1,192 c.c. Anderson, Old Mill House, Haynes, Bedford. [8296

LEA-FRANCIS 2½ Sports gearbox or 18 h.p. Armstrong Sidderley Manual 1951. Also Body and Trim for 1930 Aston 2-seater International. 1, Kempton Gardens, Gateshead, 8. [8304

FIAT 1100 T.V. '54-'57 wanted. A. Heath, Chase Cottage, Blackdown, Leamington, Warwickshire. [8305

WANTED : JAGUAR XK 140/50 convertible. 45, Shirehall Park, London, N.W.4., Tel.: Hendon 7755. [8310

A BRACKET. Anti-tramp bracket Konis for 105E. C. G. Wood, 47, Addington Street, Ramsgate, Kent. Tel.: Thanet 51877. [8313

MINI : REMOTE GEAR CHANGE, also boss for mounting woodrim steering wheel. Philpott, 11, Edith Terrace, London, S.W.10. [8321

PORSCHE 1,600 c.c. ENGINE WANTED, reasonable condition. Please state mileage. Flat E, 2, Sholebrooke Avenue, Leeds 7. [8224

RENAULT 4-SPEED GEARBOX or Gordini engine and gearbox. Pugsley, 10, The Parks, Minehead, Somerset. [8326

HALF-SHAFT FOR MARENDAZ SPECIAL urgently required. 142 Worcester Road, Bromsgrove, Worcs. [8336

RENAULT 750 (1955) 4-branch exhaust, twin carb. modification, Derrington or similar. Full details and price. Preston, Blue Vistas, Grannys Lane, Perranporth. Tel.: 2075. [8333

M.G.-A HEATER WANTED. Martindale, Beechbrook, Boynton, Bridlington, Yorks. Tel.: Bridlington 5236. [8364

WANTED : TR2 IN good condition. Tyrie, 69, Inchkeith Road, Southway, Plymouth. [8369

BENTLEY. I am anxious to purchase soon a Continental R or S Type. Manual gearbox. No objection to high mileage, provided good and complete history. Box No. T.374. [8374

WANTED : DEAD OR ALIVE : Alvis 12/50 tourer, pre-1930 preferable. Original, but any condition considered. In exchange for my 1930 Silver Eagle beetle back Alvis. Value about £120. G. Burdett, 65, Battersea Rise, London, S.W.11. [8384

WANTED : OVERDRIVE AND wire wheels for T.R.3. D. Munro, 70, Mapperley Hall Drive, Nottingham. Tel.: 64815. [8394

ALVIS Grey Lady sports saloon. Weigold, "Tamora," Christchurch Road, Virginia Water, Surrey. Tel.: Wentworth 2045. [8409

RILEY ENTHUSIAST requires the following original bodied cars for restoration. Gamecock, March Special, Lynx 9. Full details, price and photograph if possible. Box No. T.431. [8431

FOR 12/12 M-type M.G. 44-spoke 19in. three stud wheels, J-type water pump, engine front housing, aluminium clutch cover plate, C-type camshaft. Milton, Manfield Hospital Northampton. [8447

M.G.-A 1588 RODS. 5.60 x 14 C41 nylon. "A" series self-locking differential. Box No. T.450 [8450

WANTED : FRAZER NASH T.T. replica unmodified Cherrett. 28, Western Avenue, Branksome Park, Poole, Dorset. Tel.: Canford Cliffs 77743 evenings. [8463

ZEPHYR Mk. I OVERDRIVE, 6-branch exhaust, twin carb. manifold. Good price paid. 25b, Eastern Place, Brighton. [8472

SS.1 1931-33 HANDBOOK REQUIRED. Lindsay, Oakwood House, Burton Leavard, Harrogate. [8474

AVEZ VOUS BUGATTI T37/40 suitable restoration? Genuine enthusiast and sensible amount cash available. Box No. T.480. [8480

HARD-TOP WANTED FOR Austin Healey, 100-6 or 3000. Box No. T.501. [8501

WANTED : HARD-TOP FOR Sunbeam Alpine Mk. I, any colour. Box No. T. 502. [8502

LANCIA APRILIA ENGINE urgently required. Must be in good condition. Allen, "Elm Grove," Cherry Garden Lane, Maidenhead. Tel.: 23331 (office). [8203

ROLLS-ROYCE PHANTOM I tourer with rear passenger screens. Must be original. Box No. T.239. [8239

MERCEDES 300B, within reasonable distance of Ipswich. Tel.: Hintlesham (Suffolk) 302 (evenings). [8273

WANTED—ONE CLEAN, black bucket seat and runners, suitable for M.G.-A. Write or call : Slater, 315, Lichfield Road, Four Oaks, Sutton Coldfield. [8360

BUGATTI WANTED, any 8-cylinder type, any condition. Box No. T.500. [8500

WANTED : LARGE OPEN touring car—p.v.t., such as Packard V12, Duesenberg, P.III Rolls, Hispano, Bugatti, P.II Continental—any monster for restoration. Send photos and complete details. Will answer all letters and pay top price for right car. Box No. T.507. [8507

S.U. CARB., 1½ in. or parts. Also parts for K3/Q M.G.s. 72, Kingswood Road, Manchester, 14. [8511

FIBREGLASS HARD-TOP wanted for 2-seater Austin Healey 100-4. State price. Box No. T.513. [8513

1750 ALFA SPARES wanted. Particularly radiator and supercharger. Tel.: REL 4960. [8517

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. T.525. [8525

WANTED : "MOTOR SPORT" (with covers). 1940 : Jan., Oct.; 1949 : June. Can offer exchange. 1941 : Feb., March, June, Oct., Nov. Morley, Little Barn, Moreton Road, Buckingham. [8528

HISPANO-SUIZA, for good Scottish home. Full details please and price to Box No. T.547. [8547

HARD-TOP, SLIDING-SCREENS, boot-rack, for M.G.-A 1500. Lowest prices to 12, Fraser Terrace, Perth. [8559

MASCOT for Rolls-Royce Silver Wraith. State price required. Box No. T.569. [8569

WANTED : BENTLEY 3, 4½, Speed Six; Bugatti; Hispano. Anything considered; good price for good car. R. King, Runcton Cottage, Runcton, Nr. Colchester. [8576

WANTED—*continued*

L.H.D. 3½-LITRE JAGUAR, 1948, needs : Ace wheel discs, air-cleaner assembly, leaping Jaguar rad.-cap, king-pins and bushes, P.100 guts (has sealed-beam conversion), thermostat, spare tyre door, speedo. cable and housing; many rubber items. Nugent, 937, Moraga Road, Lafayette, California. [8581

ANYTHING SUITABLE M.G.-A 1500, speed equipment, etc. Exchange Olympus 35-mm. automatic camera, e.r.c. Unused, cost £40. Write Box No. T.592. [8592

HARD-TOP, 1959-62 Sunbeam Alpine. Tel.: Bookham (Surrey) 4508. [8609

WANTED, WINDSCREEN for Austin Healey 100/4 (BN1). Evans, 41, Carnarvon Street, Hollinwood, Oldham, Lancs. [8626

MURRAY OVERDRIVE WANTED for 100E Ford. State age, condition, price. Leggatt, 44, Wembdon Road, Bridgwater Somerset. [8636

SECONDHAND SLIDING SIDESCREENS for Sprite. Tel.: Park 2488, Miss Ayres. [8645

BUGATTI. Any interesting model considered. Please send particulars and photo. Sports preferred. Box No. T.648. [8643

ROCHDALE OLYMPIC Phase II; selling Dauphine Gordini. Walker, 107, Whitchurch Road, Chester. [8649

AUSTIN SWALLOW saloon. All letters answered. Hunter, 40, Castle Street, Saffron Walden, Essex. [8766

PORSCHE WINDSCREEN for model 356, 1952-55. 16, Woodside Close, Tolworth, Surrey. Tel.: ELM 4512. [8803

WHEELS AND TYRES, 15 x 135, required to fit Ford Ten hubs. John Moorhouse, 42, Martin Green, Greetland, Halifax. [8805

GOOD HARD-TOP for 1960 Sprite. State colour and make. Fleet, High Street, Halstead, Essex. [8806

TRIUMPH SPITFIRE WANTED. Tabbron, 35, The Riddings, Allestree, Derbys. Tel.: Derby 58053. [8808

HARD-TOP, AUSTIN HEALEY 3000 Mk. II 2-seater. Tel.: Coventry 66441. [8809

PORSCHE, 1957-1959, in exchange for Healey Tickford saloon in mint condition. Cash balance. Cashman, 6, Kempnough Hall Road, Worsley, Lancs. Tel.: Walkden 3122. [8810

WANTED : RILEY NINE Lynx in good condition, up to £100. "Whitefold," Elmsway, Hale Barns, Cheshire. [8811

LANCHESTER 21. Coachwork any, repeat any, condition. Also all spare parts. Box No. T.812. [8812

1926 HUMBER 12/25 differential or complete back axle. 17, Kenton Park Crescent, Kenton, Harrow, Middlesex. Tel.: Wordsworth 2879. [8813

ARNOTT SUPERCHARGER and all fittings suitable XK Jaguar, also Power-Lok axle complete, also 6.50 x 16 racing covers. 12, Pindock Mews, London, W.9. [8814

PRE-1951 SINGLE-SEATER racing car or any suitable running chassis. 12, Pindock Mews, London, W.9. [8815

SUNBEAM ALPINE I/II hard-top. Write, Shirazi, 36, Clifton Gardens, London, W.9. Tel.: CUN 6231. [8825

WANTED : COOPER MINI cylinder block, primary gear, flywheel, clutch, pistons. Hinton, 9, Mansfield Street, Sherwood, Nottingham. [8833

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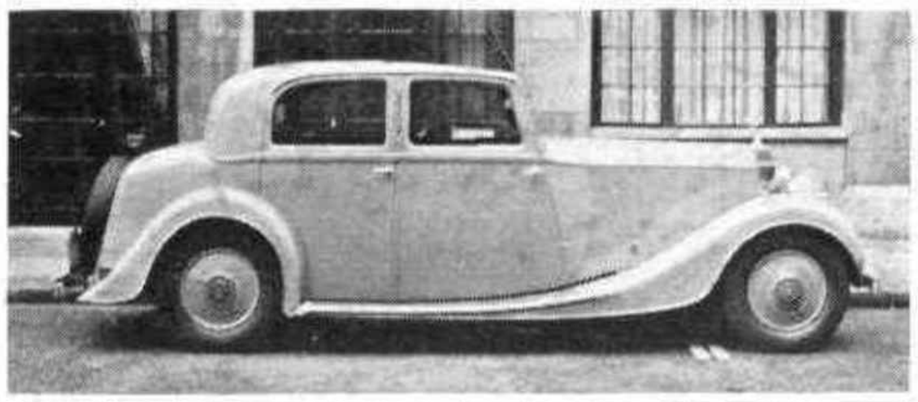
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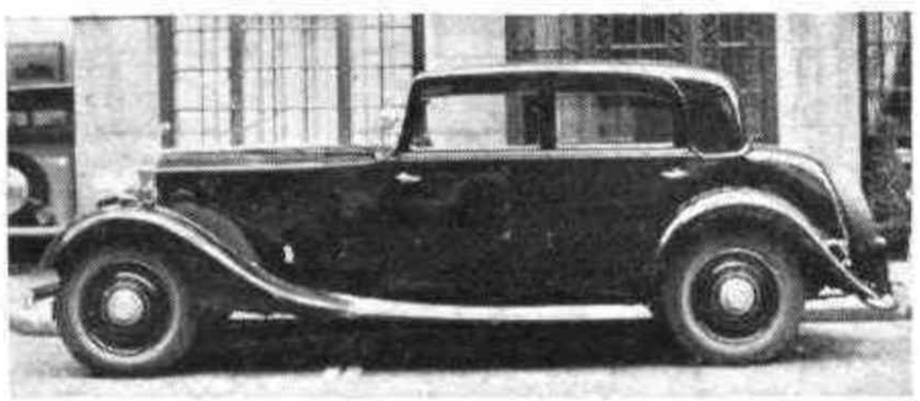
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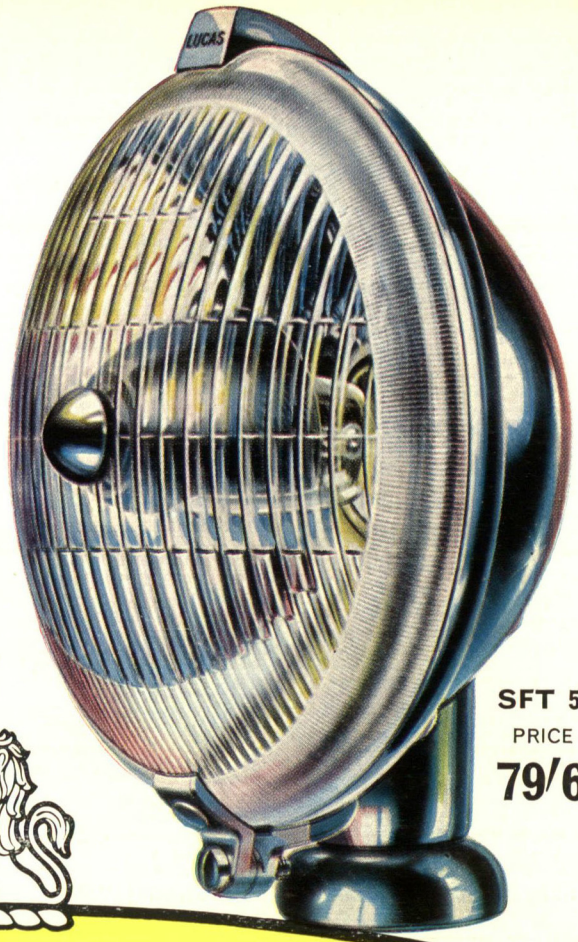
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