

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 pinpoint 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.

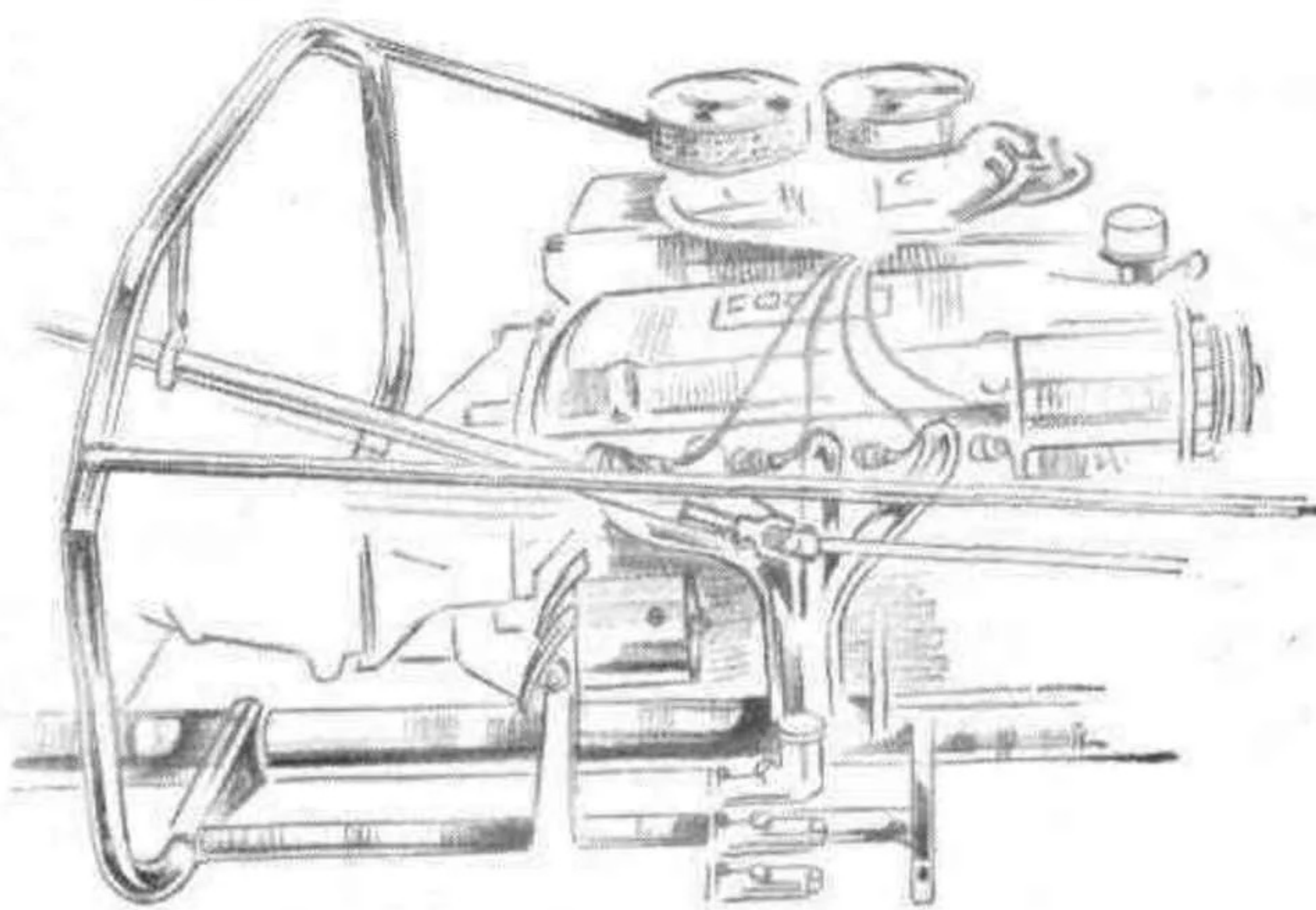
All the cars at Earls Court had independent front suspension but there is still no large-scale movement towards independent rear suspension, and although there are over 80 different cars on sale with independent rear suspension these represent a relatively small section of the British industry as the 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.

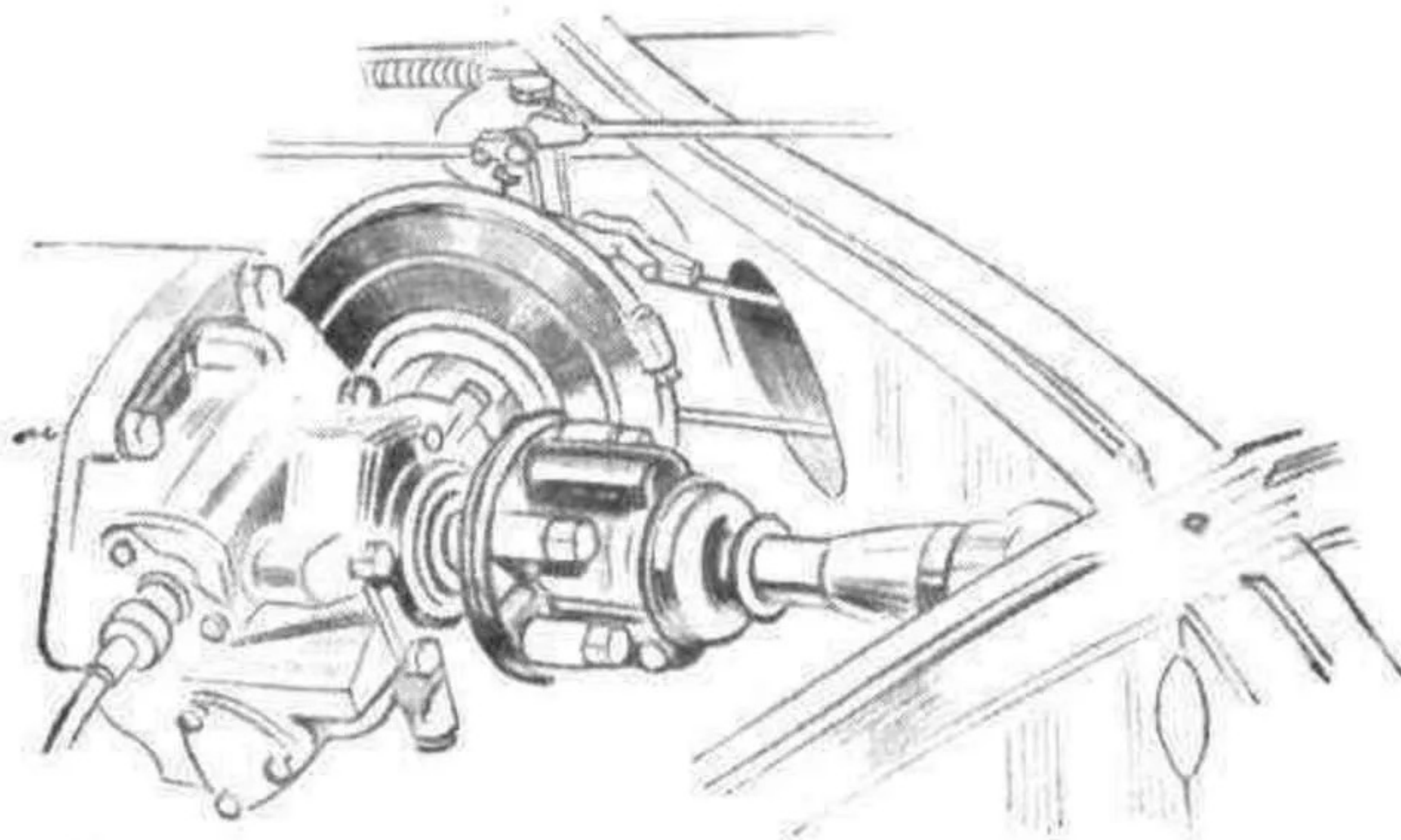
Few British manufacturers have excelled in gearbox design and manufacture but several good designs like those on the Ford Anglia/Cortina/Corsair, Vauxhall Viva and Hillman Imp are showing how it should be done and it cannot be long before the great British Motor Corporation designs new gearboxes to replace 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.

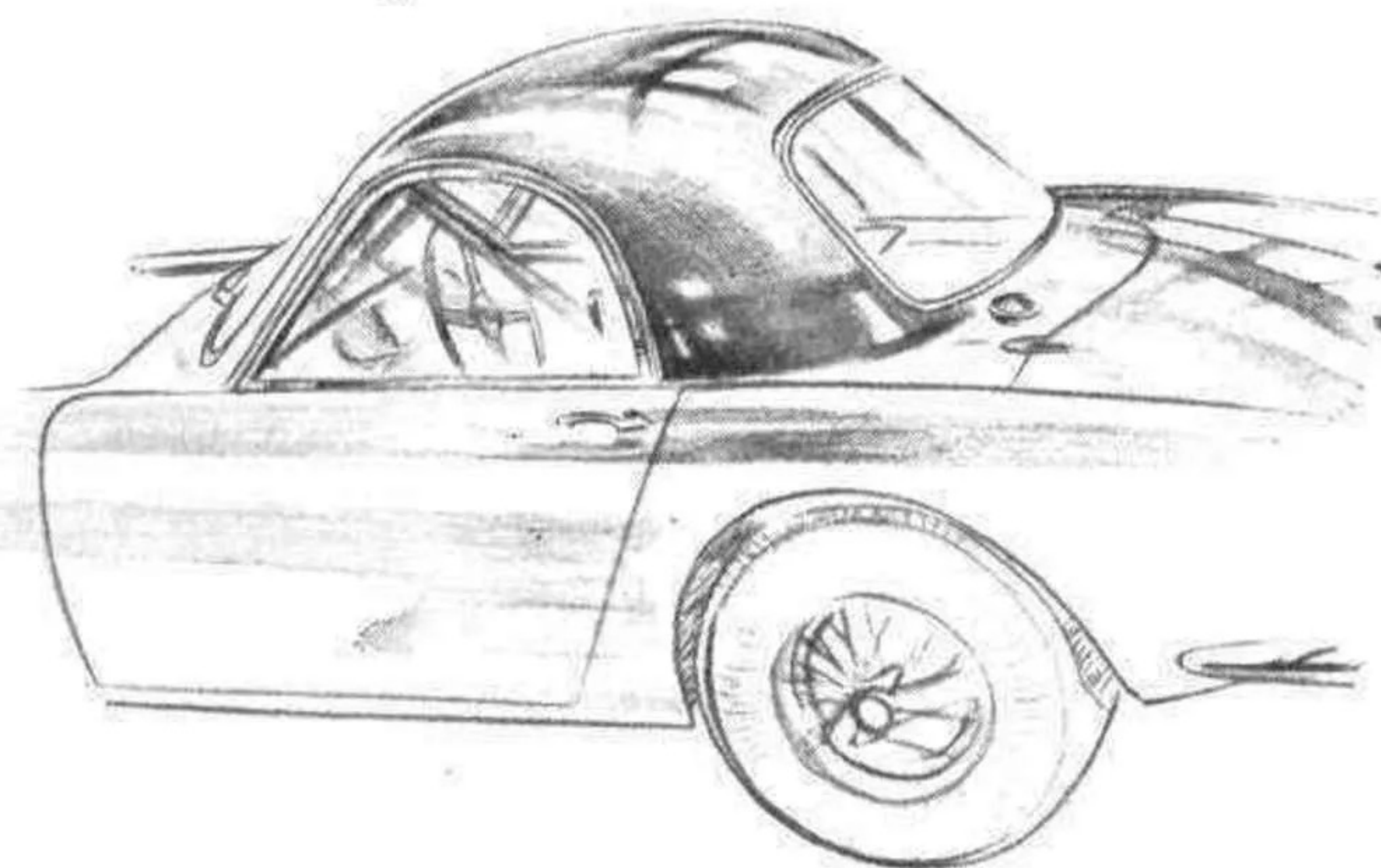
SOME RANDOM COMMENTS ON NEW CARS AT THE SHOW

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.



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



... 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.

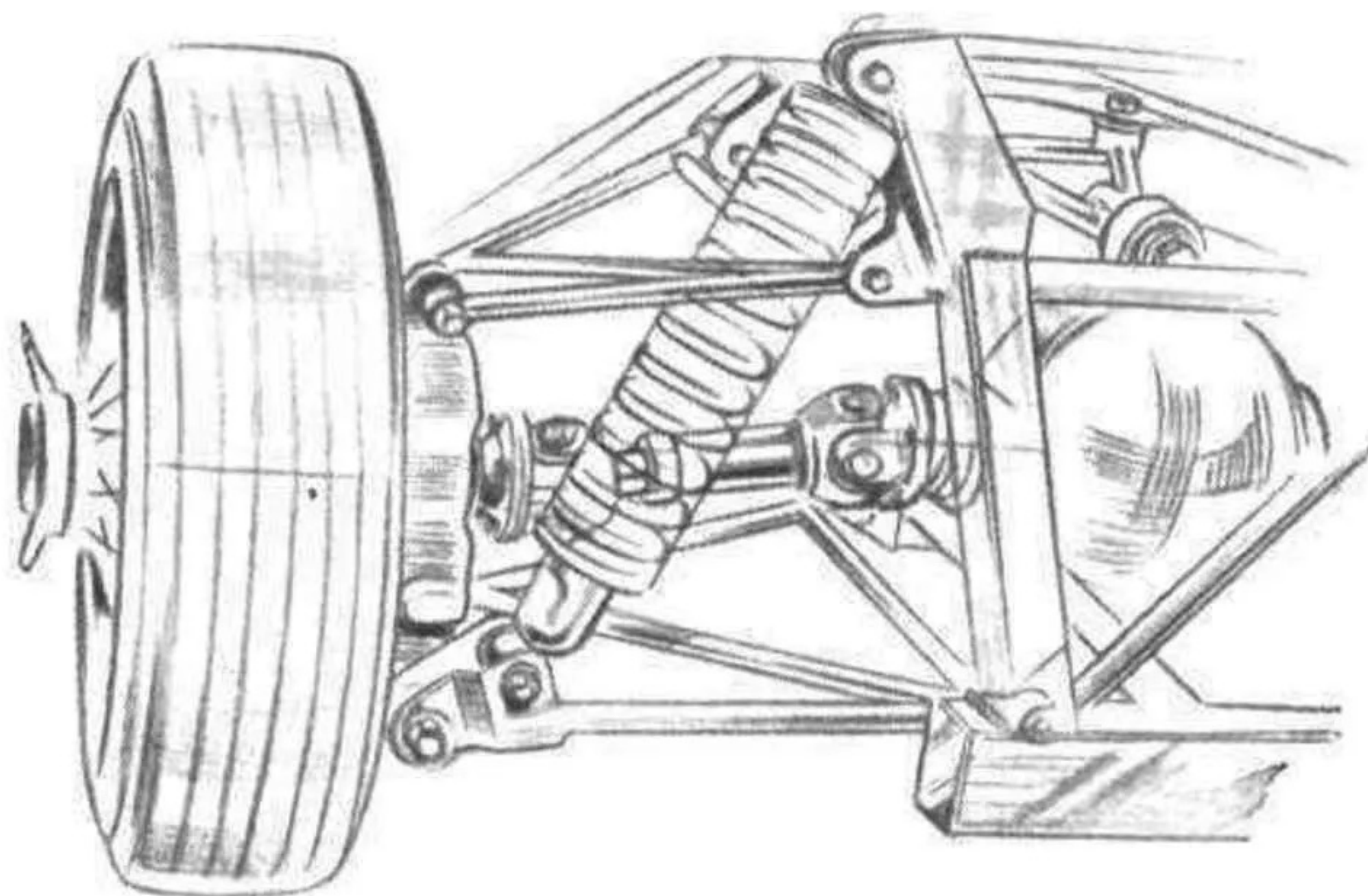
Alvis.—Alvis still sell a few of the 3-litre model which was introduced in Series III form at the Show. Minor coachwork changes were made, mainly to incorporate twin headlamps in each wing. The power has also been raised from 115 b.h.p. at 4,000 r.p.m. to 130 b.h.p. at 5,000 r.p.m., so that the car should 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 gearbox 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.



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



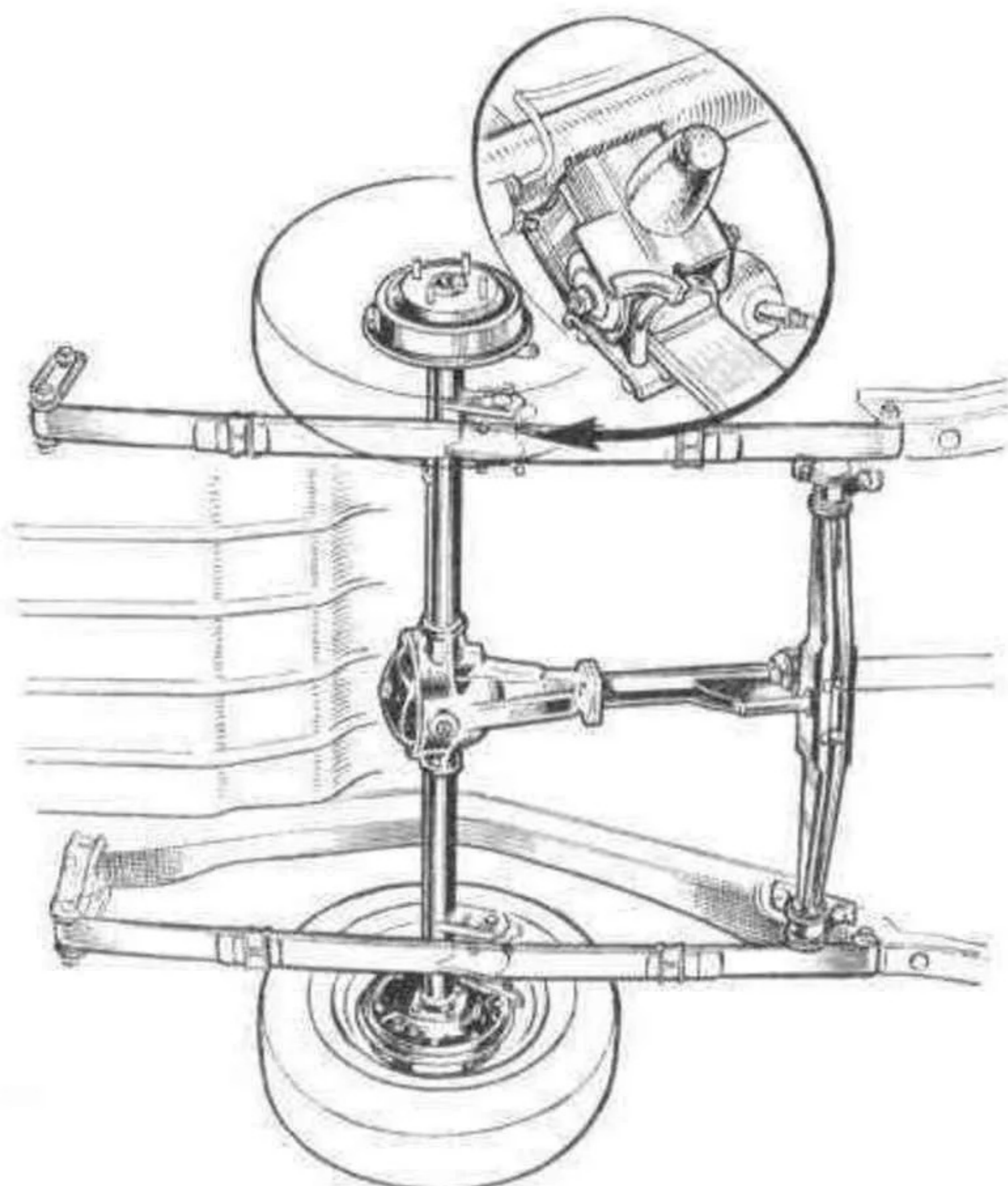
A GRANDIOSE Morris 1100, the Princess 1100.

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



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

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!

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 "squeezing" 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 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 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 18½ 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 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 2000 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-beam headlamps for safer night driving under all traffic conditions.
2. **Tapered Bonnet** Beautiful and wise—yours see the road to within six feet of the car.
3. **6-cylinder Silkiness** The Triumph 2000 is not the cheapest 6-cylinder car, but it is unquestionably one of the smoothest, and that's what you pay for (you can pay more and still only get a 4-cylinder engine).
4. **Tight Reins** The Triumph 2000 has rack-and-pinion steering—there is no more wobbly positive way of changing direction.
5. **Beautiful New Clutch** The new diaphragm spring clutch (less pedal pressure, fewer working parts) gives a smooth take-off that the 6-cylinder engine fully merits.



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., 11½ 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 ½ 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., 8½ in. × 6½ in. (*Methuen & Co. Ltd., 36, Essex Street, London, W.C.2. 30s.*)

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 Kohn, 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., 8½ in. × 5½ in. (*Neville Spearman Ltd., 112, Whitfield Street, London, W.1. 16s.*)

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

stiffly, 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., 11½ in. × 8½ in. (*Paul Hamlyn, Westbrook House, 583, Fulham Road, London, S.W.6. 12s. 6d.*)

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., 8½ in. × 5½ in. (*Temple Press Books, Bowling Green Lane, London, E.C.1. 21s.*)

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., 8½ in. × 5½ in. (*George Allen & Unwin Ltd., 40, Museum Street, London, W.C.1. 21s.*)

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*, 8s. 6d.)

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 $\frac{3}{4}$ -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

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- 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.



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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 18s. 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

Continued on page 898

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 2½-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—

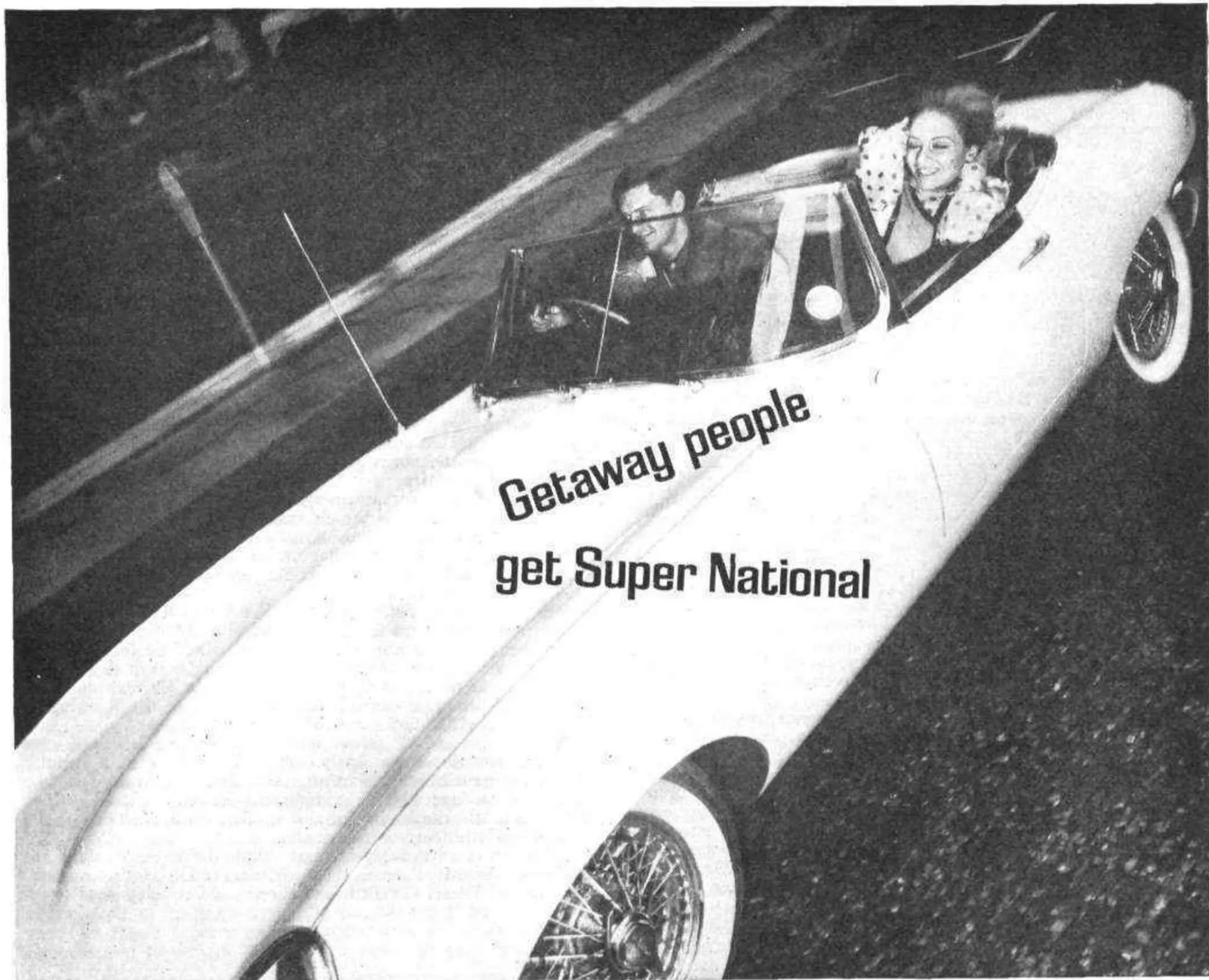
continued from page 873

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 Skales.

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.



Pale sunrise and purple evening . . . getaway hours! Sleek, beckoning roads and away-from-it places . . . getaway playgrounds! This is your moment. Relish the power of Super National. Getaway people get Super National.

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