



CENTRAL MISSISSIPPI CHAPTER
VINTAGE TRIUMPH REGISTER
P. O. Box 5263
Jackson, Mississippi 39216



NEWSLETTER

March 1986

NATCHEZ TOURIST
TROPHY RALLEY
April 26 & 27

CMC-VTR's first overnight event will be held April 26 & 27 in Natchez Mississippi.

As you will see from the flyer in your Newsletter, we are planning a first class event. If you plan to attend, we recommend that you turn in your registration card and make your hotel reservation NOW as the EOLA GUEST HOUSE has a limited number of rooms.

Many of you have, by now, already received information concerning this event, the hotel, and tourist information about Natchez. Our accommodations will be first class, as the EOLA GUEST HOUSE is a restored pre-Civil War structure with modern conveniences (indoor plumbing) and period atmosphere. The rally itself will be a relaxed event, so that participants will have an opportunity to enjoy the surrounding history and beauty of Natchez. As the event wraps up on Sunday morning, some of you may want to spend a little extra time in Natchez visiting the many historic homes and buildings in the area.

If you have any questions which are not covered



THE SPIRIT OF TRIALS.—Deep leaves, mud and ruts on the cart track through autumnal woods on Crowell Hill, in the Chilterns, with A. W. Morrish (M.G.) taking it with delight and plenty of throttle.

by the flyer, please feel free to call Craig House (Forest), Jack Pool (Natchez) or Alex Wade (Jackson). We guarantee a good time to be had by all!

GM/ROVER ?

The morning news recently announced that buyout talks between GM and Leyland's Rover Division have broken down.

Personally, I rather like the idea of Rover taking over GM. Rover's Japanese technicians and GM's Japanese technicians could have gotten together and produced a really fine car. The idea of an English couch powered by a big American V-8 and Japanese electrics simply boggles the mind!

Yessir, Rover really missed out on a great opportunity. Maybe Morgan would be interested!

NAME CHANGE?

There has been much discussion in recent months concerning a name change for CMC-VTR.

A business meeting was held in February to discuss the need for a change and to underscore three major points:

- A name change should be made to reflect the fact non-Triumph owners are welcome as members of the club.
- The club wishes to maintain its chapter status with the Vintage Triumph Register - we

will still be the Central Mississippi Chapter of the Vintage Triumph Register.

- Other marque groups within the club are welcome to seek chapter status from other national marque organizations. Marque leaders will be named or elected.

In attendance at this meeting were Keith Anderson, Steve and Julia Cappello, Craig and Jane House, Frank and Tricia Peel, and Alex and Tere Wade. Also in attendance were two members, Chris Maxwell and James Coe, who drove up from Baton Rouge (and took home some badly needed TR parts)!

A vote on the matter was taken at the Tops Down Party held March 22. An official announcement of the result (which is effective May 1, 1986) will be made in a future newsletter.

SHORT CIRCUITS

. . . the Pentecost TR-3A is to be repainted and bespoke soon . . . the Speetjens have purchased a 1949 Pakard (which was their first car). Only their 100-4 barely gives them enough edge to stay in the club . . . Lyndon Abell now has a set of Webers gracing his TR-6 . . . as a club project, Frank Peel and Bubba Brown helped install a new differential mounting kit and rear springs in Steve Collins' TR-6. Steve reports a tremendous improvement - contact The Roadster Factory for details . . . the VTR National Convention will be held August 14 - 17 in Greensburg, Pennsylvania . . . Car and Driver re-

cently named the TR-8 as one of the 10 most collectable sports cars made in the past 10 years . . . Austin Rover will be importing the Sterling (a \$20 - \$25K English Honda) to the US in late '86 or '87 . . . Frank Peel has been named Chairman of the 1986 British Car Day Committee. Please call him if you would like to volunteer your time and effort for our fourth annual event. . .



GLADDEN ENTERTAINMENT CORPORATION
Released by 20TH CENTURY FOX / THORN EMI


Wednesday
2/5/86

Alex & Tere -

I really appreciated your note and was delighted to hear that you all enjoyed "D.A.R.Y.L.". I am in the midst of completing "THE MANHATTAN PROJECT", a movie about a 17-year old boy and a very special science project. It's my first one as a full-fledged producer ... needless to say I'm very excited about it. It's also a terrific movie... coming out at the beginning of June...so I hope you'll all get a chance to see it.

I also want to let you know how much I love getting the GMC-VTR Newsletter. It helps when I get a little homesick! I just hope to time a vacation with one of the rallies...especially since my TR3 should be ready to roll around the beginning of summer.... I can't wait!

My best regards,


Jennifer Ogden

The Empire Hotel Penthouse, 44 West 63rd Street at Broadway, New York, N.Y. 10023 (212) 315-3010

BRITTLETS (First of a Series)

ESSUPLEXIC - a state of frustration from dealing with untunable carburetors.

TENAXOIDS - fingertip callouses caused by fitting a TR-3 top.

GOBIT - the one distributor part you left out but need to make your engine start.

CALENDAR

- 4-26/27 Natchez Tourist Trophy
- 5-2/4 Texas Triumph Regional (512) 681-6110
- 6-14 Rally to the River
- 8-14/17 National VTR Convention Greensburg, PA
- 9-6 British Car Day Jackson, MS
- 9-25/28 Southeastern Reg VTR Meet Sebring, Florida
- 10-4 Picnic Rally Natchez Trace
- 10-18 British Car Fest Memphis, TN
- 12-? Christmas Party

Jack Travis
11529 Willow Oak Dr.
Baton Rouge, LA 70815
(504) 272-3321
196? TR-4

TR-6 REBUILD PROJECT

Frank Peel has made an open invitation to anyone who would like to assist on a total TR-6 rebuild to be completed by May 1. Come by any weekend to 4656 Cedarhurst or call 366-3999.

FOR SALE: 1975 TR-6. Many new parts, inc. top, Starter, clutch, exhaust, and much more. Owner asking \$3000. Call Frank Peel for details at 366-3999.

FOR SALE: 1964 AH 3000 BJ8 Complete history plus lots of books and spare parts. \$5400 obo. 825-4305

FOR SALE: Fiberglass TR-3 rear fenders. \$60 pair. 825-9611

FOR SALE: Dervish, suitable for whirling. (212) 798-4544

WELCOME NEW MEMBERS

Jimmy Coe
8924 Wynne Wood
Baton Rouge, LA 70815
(504) 924-5510
196? TR-4

Lowery & Mary Collins
207 Winding Hills Drive
Clinton, MS 39056
924-2916 H/981-4741 O
1959 MGA

Ruth Ray & Woody Dinstel
1174 Martingale
Jackson, MS 39206
362-5544 H/948-0053 O
1968 TR-4A

John Lange
4670 Katherine Blvd.
Jackson, MS 39211
366-2188

Scott Shows
228 Taylor
Jackson, MS 39216
981-0450
1974 TR-6



In a class of its own!

THE

Morgan
FOUR FOUR

Pin your faith to the MORGAN 4/4. It has enjoyed an unrivalled reputation for consistent performance, expert workmanship, and sound design in pre-war days, and the new Coupé and Two-seater Models embody all the characteristics of the "Good Old Morgan" you used to know—plus new and improved methods of assembly and construction.

MORGAN MOTOR CO., LTD., MALVERN LINK, WORCESTERSHIRE



THE DECLINE OF THE SMALL BRITISH SPORTS CAR

What Has Happened, Queries the Editor, to the Under-1,100-c.c., Lightweight, Inexpensive Cars in this Category?

IT is an astonishing fact that in spite of the enthusiasm for motor sport prevailing all over the globe, including this country, the class of car which best meets the growing demand has practically disappeared from the British market. I refer to the small sports car, relatively inexpensive to purchase and to operate, which was once freely available to youth and beauty between the ages of 18 and 80. Look at the cars offered today and you will find that the least-expensive "off the peg" sports car is the Mk. II Dellow, at £448 plus p.t., compared with the lowest-priced non-sports car, the Ford Popular, at £275 plus p.t., both, incidentally, using the same 1,172-c.c. side-valve power unit. Moreover, apart from price, the selection of small sports cars available on the British market today can only be termed pathetic. Taking 1½ litres as the top capacity limit we find only six basic sports models by five different manufacturers. Come down to a capacity limit of 1,100 c.c., once so popular, and the representation is reduced to one. Of under-850-c.c. sports cars the score is nil, in spite of the one-time popularity of Austin, M.G., Triumph and Vale cars of this engine size and the attention which Continental manufacturers are devoting to the smallest sports cars through the medium of Dyna-Panhard, Renault, D.B., D.K.W., Fiat, etc.

The rising cost of existence in this green and pleasant land, the burning desire to motor interestingly, and the defence of the old Vale sports model by *MOTOR SPORT* readers (see the correspondence pages last month and this*), indicate with clarity that there should be an appreciable demand for small two-seater and occasional four-seater sports cars of under 1,100 c.c.

In this country the former capacity classes in competition events of up to 850 c.c., 851-1,100 c.c. and 1,101-1,500 c.c. are used less frequently than they used to be, but on the Continent these, or near, distinctions are made. So it seems droll that the Allard Palm Beach is 8 c.c. above the 1,500-c.c. limit, the Dellow 72 c.c. above the 1,100-c.c. limit and the TF M.G. Midget isn't really a midget at all, being 150 c.c. too large for the 1,100-c.c. class but giving away 250 c.c. to 1½-litre cars.

It is naturally possible to modify these engines to attain the required reduction or increase in capacity, but I am concerned here with "ready-to-wear" sports models. It is significant that the once-popular 1,100-c.c. class is in 1954—with enthusiasm for motor sport at its zenith—reduced to a single representative, the rather staid Singer Roadster. The under-850-c.c., as I have observed, is deadlier than the dodo.

In view of Britain's long association with small sports cars and the latent market for such attractive little high-performance cars, this is a sad state of affairs indeed.

Even before World War I, small sports cars like the eight-valve Bugatti and Calthorpe Minor were finding favour amongst the young bloods of that era. After the Armistice of 1918, firms like Hillman, Singer, Bugatti, Silver Hawk, Calthorpe, Morgan, A.C. and others catered for the small-sports-car market. By the mid-'twenties such jolly little cars were firmly established in popular favour.

Looking through the files of *MOTOR SPORT* for this period, it seems that if the Editor was not donning his leather coat and fur-edged flying helmet to test a Grand Prix Salmson he was doing so to try a Grand Sport Amilcar or to sample a sports Senechal, later to be joined by the Vernon-Derby and Mathis Six, etc. Alfa-Romeo, Bugatti and O.M. offered 1½-litre fast cars in a more elevated price-class. British manufacturers responded strongly, with the Anzani-Frazer-Nash, 12/50 Brooklands Lea-Francis, Super Sports A.B.C., the fast version of the 1½-litre four-cylinder A.C., the Redwing Riley, the very excellent big-port, short-stroke 12/50 "duck's bottom" Alvis, the beautifully made side-valve Aston Martin, the sports Gwynne, the 60-m.p.h. Jowett, the "Aero" Morgan three-wheeler, the stylish 11.9-h.p. M.G. (actually just outside the 1½-litre limit) which stemmed from Cecil Kimber's No. 1 M.G. of 1924, a car which today would be too spartan to appeal to most enthusiasts

* This is particularly interesting, because before these letters were received I should have agreed with "A. B. C." in his comments on this particular sports car.—Ed.



IN THE DAYS OF OLD WHEN MEN WERE BOLD, it was quite usual for drivers to embark on long-distance trials in hard-sprung, small-engined sports cars with a minimum of weather protection, as this pre-war picture of an H.R.G. followed by an M.G. approaching Simms Hill in the 1939 M.C.C. Exeter Trial demonstrates.

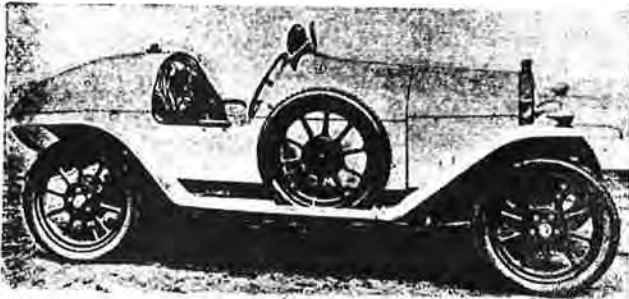
and the police,† and other lesser cars, while other manufacturers, such as Clyno, Windsor, Rover, Bayliss Thomas and Morris, etc., put sports bodies on their bread-and-butter chassis.

It was, indeed, the age of small sports cars! The "three esses" from France—Salmson, Surlbaise Amilcar and Senechal—were typical, having narrow two-seater bodies, sometimes with staggered seats, pointed tails like a Grand Prix racing car, and quite good four-wheel brakes. They had, respectively, twin-overhead-camshaft, side-valve and proprietary push-rod-o.h.v. engines, were capable of 70 m.p.h. or more, and sold for appreciably less than £300 from London-based concessionaires.

In the 1930s we had a good range of small sports cars on the market. Cecil Kimber had introduced the famous M-type M.G.; Midget, virtually a standard o.h.c. Morris Minor chassis with sports pointed-tail fabric body, offering brisk motoring more by reason of light weight than anything drastic under the bonnet. It is nice to sometimes encounter an unspoiled version on the road today, beside which a TF Midget looks like a growing young giant. The M-type was available in "Double Twelve" form. The Austin Seven was offered as a mild sports two-seater by its makers as early as 1924, and Gordon England soon provided the fabric "Cup" two-seater and the "real racing" pointed-tail, staggered two-seater "Brooklands" model. By 1930 the "Ulster," in both blown and normally aspirated form, was an exceedingly attractive small sports car with a racing pedigree. Triumph offered the Coventry-Climax-powered 850-c.c. Super Seven in sports form, Vic Horsman racing two

† I drove this excellent "early morning" car about three years ago and enjoyed the experience enormously.—Ed.

OVER THIRTY YEARS APART



THE SPORTS WOLSELEY TEN of 1921.—With o.h.c. engine, it was good for about 70 m.p.h. and was similar to the two-seater raced at Brooklands by Capt. Alistair Miller. "Excitements" not observable in the photograph included outside exhaust pipe and oil-filler extension to an aperture in the bonnet.

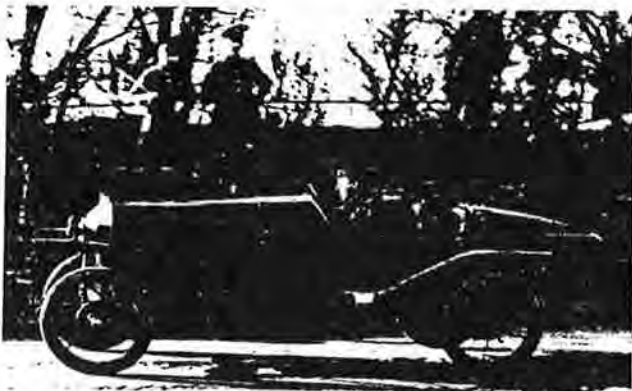


THE MODERN TF M.G. MIDGET, softly sprung, with i.f.s., push-rod o.h. valve gear, proper weather protection, luggage grid, boxed-in headlamps, etc., but thought by some to be too heavy for a sports car and too big to be called "Midget."

versions at Brooklands, and the Vale Special used this engine in a special, low-hung chassis. Singer had earlier introduced the sports-bodied "Porlock" version of the o.h.c. "Junior."

In the 1,100-c.c. class Geoffrey Taylor had launched his alluring low-chassis Alta and the Brooklands Riley Nine had been sponsored by Parry Thomas and Reid Railton.

From 1930 up to the outbreak of World War II can be regarded



ECHO OF THE MID-1920s.—The Grand Sport Amilcar, with racing body and typically French wings, here seen in an Inter-Varsity Speed Trial, gave 75 m.p.h. for £285. At this time a Salmson cost the same, the Senechal sold for £240, the guaranteed-75-m.p.h. Brooklands Austin Seven for £265.

as the heyday of the British small sports car. The Singer Junior was soon to blossom out as the famous o.h.c. sports Nine, and Swift, Standard and others floated with the stream in offering sports bodies on their economy-car chassis. The M.G. Midget was developed via the two-carburettor J2 and P-types into the 939-c.c. PB model, the o.h.c. engine finally being replaced by the still-bigger T-type push-rod o.h.v. power unit. Blown and unblown 750-c.c. Moulthery and J4 versions of the M-type were offered as true competition cars. The M.G. Magna and Wolsley Hornet six-cylinder o.h.c. cars came out as very popular sports models of "betwixt and between" 1,271-c.c. capacity, and the K-type M.G. Magnettes were pukku sports/racing 1,100-c.c. models, of which the blown K3 was in the higher price bracket. Riley introduced several excellent sports models, such as the Sprite and Ulster, which gained prestige because their engines formed the basis of the E.R.A. racing car. The o.h.c. Aston Martin and later "chain-gang" Meadows, Blackburn and Gough-engined Frazer-Nash cars were peers in the 1½-litre sports-car category, to be joined by the then-comparatively-low-priced Meadows-engined 1½-litre H.R.G., which in due course took on a Singer o.h.c. engine and was also offered in 1,100-c.c. form.

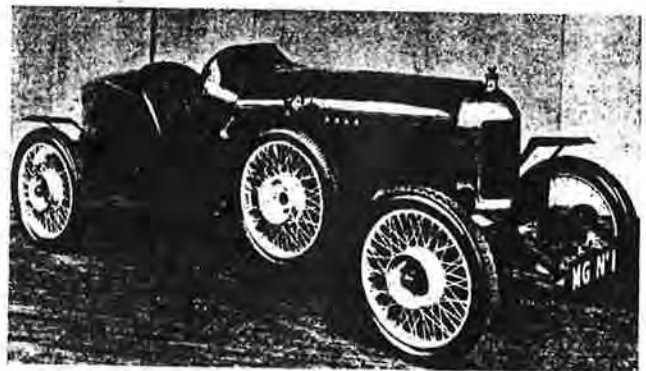
What a very different state of affairs exists today! Although the Continental manufacturers are developing some very potent and noteworthy small sports models, these are not available in the ordinary course of business from concessionaires in this country. The range of British under-1,500-c.c. sports models available in 1954 can be written down thus:—

UNDER 850 c.c.
Nil.

851—1,100 c.c.

Make	C.C.	No. of cylinders	Valve gear	Max. b.h.p.	No. of seats	Approx. dry weight	Basic price	Total price
Singer	1,074	4	O.H.C.	36	4	(lb.) 1,750	£ 519½	£ 737 8 9
1,101—1,500 c.c.								
Dellow Mk. II	1,172	4	S.V.	31	2	1,300	448	635 15 10
Dellow Mk. III	1,172	4	S.V.	31	4	1,300	498½	707 2 6
H.R.G.	1,496	4	O.H.C.	61	2	1,625	895	1,269 0 10
Jowett Jupiter Mk. IA	1,496	Flat-4	Push-rod o.h.v.	60	2/3	2,200	725	1,028 4 2
Jowett Jupiter R4	1,496	Flat-4	Push-rod o.h.v.	65	2/3	1,568	545	773 4 2
M.G. TF Midget	1,250	4	Push-rod o.h.v.	57½	2	1,950	550	780 5 10

This is not a very big selection, but if the quality is present it may be argued that this is of no moment. How, then, do these cars compare with those of the mid-twenties? They develop far more power, even the Singer, which as a four-seater roadster is not really



BRITISH CONTRIBUTION of the mid-1920s was the first M.G., completely devoid of weather protection and with wings that would upset the present-day policeman. But to drive it provides the rare satisfaction of wind howling past one's face, the "feel" of the engine working, a responsive gear-change which can also be felt, the intimacy and terrific visibility afforded by the narrow racing body, and extremely positive steering, which no modern small sports car can convey.



THE MIDGET ARRIVES.—The first of the M.G. Midgets, the fabric-bodied M-type of 1929, the chassis of which was virtually standard o.h.c. Morris Minor. Some enthusiasts own examples which are still in very fine condition.

a sports model at all, giving nearly the equal of the 1,100-c.c. sports models of 1925. But the excellent output of vigorous horses is offset by increased weight. A sports light car of 1925 weighed, ready for action, about 12 cwt. or less, whereas such a figure is today achieved only by the tubular-chassis Dellow with its comparatively sober side-valve power unit. The glass-fibre-bodied Jowett Jupiter R4, most exciting of our under-1½-litre sports cars, scales 14 cwt. dry. It has been a complaint of some of our correspondents that the 1½-litre TF M.G. is too heavy—it weighs over 17 cwt. dry—and although its performance has been maintained or improved by using the Stage Two tune for the engine, this involves a peak speed as high as 5,500 r.p.m. and is likely to produce an overall fuel consumption of less than 30 m.p.g.

The small sports cars of three decades or so ago were notable for simplicity and high gear ratios, yet light-weight and low drag endowed them with quite "interesting" performance without excessive consumption of the then far less expensive fuel. Let me demonstrate this with another table:—

1927

Car	C.C.	B.H.P. and R.P.M.	Top-gear ratio
A.B.C. ...	1,320	40 @ 3,500	4.5 to 1
A.C. ...	1,496	—	4.0 to 1
Alvis ...	1,496	50 @ 3,500	4.3 to 1
Alfa-Romeo ...	1,487	—	5.0 to 1
Amilcar ...	1,078	34 @ 3,800	4.5 to 1
Bond ...	1,496	50 @ 4,000	4.3 to 1
Frazer-Nash ...	1,496	38 @ 3,700	3.8 to 1
Lea-Francis ...	1,496	—	3.75 to 1
Newton-Ceirano ...	1,460	42 @ 3,200	4.075 to 1
Salmson ...	1,086	—	4.0 to 1
Senechal ...	1,094	39 @ 3,500	4.5 to 1

1954

Dellow ...	1,172	31 @ 4,200	4.7 to 1 (5.5 to 1 alternative)
H.R.G. ...	1,496	61 @ 4,800	4.0 to 1
Jowett Jupiter Mk. I	1,496	60 @ 4,500	4.56 to 1
Jowett Jupiter R4	1,496	65 @ 4,800	4.44 to 1 (o.d., 3.64 to 1)
M.G. TF Midget ...	1,250	57.5 @ 5,500	4.875 to 1

For once I am not riding my favourite hobby-horse by suggesting that the small-capacity sports cars of 1927 were in any way superior to those of 1954 (although if progress is to be measured, let us remember that a big-port 12/50 Super Sports Alvis was considered to give rather more than 50 very real horses and to weigh about 17½ cwt. fully equipped; Alvis Ltd. guaranteed 70 m.p.h. and many "duck's-bottoms" would do 80 or more). I merely imply that this class of car has been disgracefully neglected for many years and that a firm demand exists for simple, economical high-performance motor cars of 1,100 c.c. and smaller. They should have simple power units of comparatively low output to woo reliability, long mileage between servicing and fuel economy, the required performance being achieved by keeping the weight in the region of 12 cwt., preferably considerably less.

HOW THE SPORTS M.G. MIDGET GREW UP

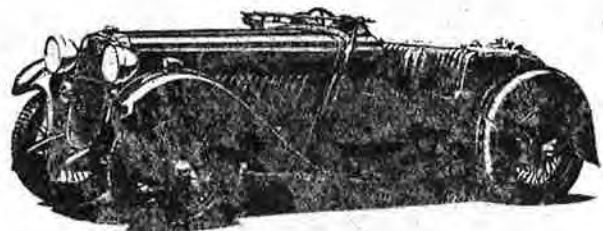
Year	Type	C.C.	Output
1929-1932	M	847	20 b.h.p. @ 4,000 r.p.m.
1930-1931	Double-Twelve	847	27 " @ 4,500 "
1931-1932	Mouthèry C	746	37.4 " @ 6,000 "
"	" "	746	44.1 " @ 6,400 "
"	" "	746	52.5 " @ 5,000 " s/c.
1931-1932	D	847	27 " @ 4,500 "
1932-1933	J1	847	36 " @ 5,500 "
1932-1933	J2	847	36 " @ 5,500 "
1932-1933	J3	746	" " s/c.
1933 ...	J4	746	72.3 " @ 6,000 " s/c.
1934-1935	PA	847	36 " @ 5,500 "
1935-1936	PB	939	43 " @ 5,500 "
1936-1939	TA	1,292	50 " @ 4,500 "
1939 ...	TB	1,250	54.4 " @ 5,200 "
Post-war	TC	1,250	54.4 " @ 5,200 "
"	TD	1,250	54.4 " @ 5,200 "
1954 ...	TF	1,250	57.5 " @ 5,500 "

N.B.—The weight of the M.G. Midget increased down the years; whereas the M-type two-seater weighed about 10 cwt., the PA of 1934/35 turned the scales at 14½ cwt., the TD weighed 17½ cwt. with five gallons of fuel, or over 21 cwt. laden and ready to go.

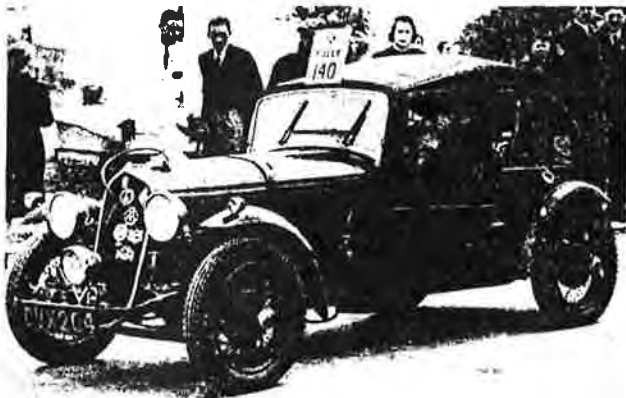
I visualise such cars as adjuncts to the family saloon for the middle-aged young, as well as the obvious choice of the rising generation. Although I have reached the age when I am supposed to have one foot in the grave and to be ready for putting out to grass in a nice quiet field within a year or two, I have never felt fitter in my life. I drove a sports two-seater on business and pleasure journeys in 1951, 1952 and 1953 without finding the absence of roof and wind-up windows a major inconvenience and, as keen as ever on motor sport, I can still drive 400 miles in a day without excessive fatigue and without speed or pleasure diminishing as such a journey nears its end. But I am aware that the sports two-seater is not everyone's everyday motor car. Some people complain of the nuisance of raising the hood every time it rains in this wet country, only to lower it again as the sun re-emerges because driving visibility and ventilation are badly impaired, of being unable to lock the vehicle and render it secure against today's crime-wave, of it being unsuitable for business and social (as distinct from sporting) occasions, of it causing too much nylon to be displayed during entry and egress, and of a small two-seater not allowing for even a planned family. In the 1920s, because saloons were sluggish, costly and not equipped with mod. cons., the gap between sports car and normal mode of transport was less marked.

The present price of sports cars precludes ownership of two cars in most cases, whereas the re-introduction of low-priced 1,100-c.c. sports models would open up a further market amongst those who would like to take a saloon instead of an umbrella on wet days, an open sports two-seater in place of golf-clubs at week-ends.

It cannot be denied that, however well established and excellent is the present range of under-1½-litre sports cars, it is nevertheless a restricted one. Only Singer and Dellow offer four-seaters, and the



FAMOUS BRITISH SMALL SPORTS CAR of the nineteen-thirties, the 972-c.c. Singer Nine Le Mans two-seater. The slab petrol tank and rear-mounted spare wheel(s) derived from the increase in popularity of mud-trials. The 1935 Speed Model was capable of 75.67 m.p.h. and 0 to 50 m.p.h. in 17 sec; it cost £225.



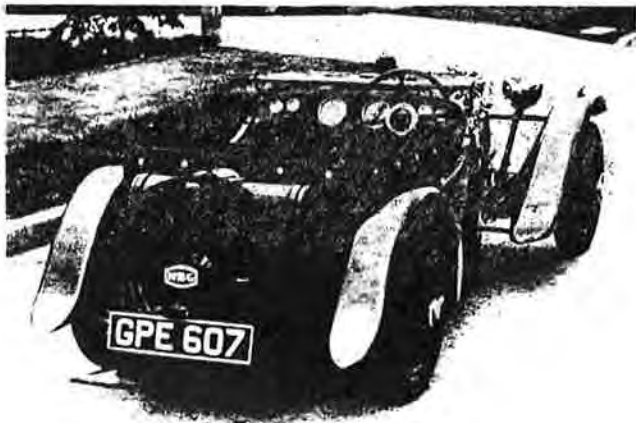
NO NEED TO GET WET.—A. C. Westwood rigged up this coupe body on the Fiat Balilla he drove in the 1938 R.A.C. Rally. The Balilla was an excellent small sports car, with higher gear ratios and steering ratio than was usual in British designs.

latter, developed from a trials car, is not intended to perform at much above 65 m.p.h. The H.R.G. has become relatively costly and is harshly cart-sprung, although admirable for the truly enthusiastic and competition-minded. The Mk. IA Jowett Jupiter is luxurious rather than inexpensively sporting and I have had no experience of the R4, which for all I know may never have gone into production, although on paper it seems about the best of them all in this category. The M.G. has a big following and we have read recently in these pages arguments for and against, but it is of an unfortunate capacity for competition work. And I cannot give a personal opinion of the TF, because the Nuffield Organisation's General Publicity Manager, Mr. R. A. Bishop, has informed me that this and other Nuffield cars are not available for road-test by MOTOR SPORT; no reason was given but perhaps they themselves no longer consider the TF a sports car?

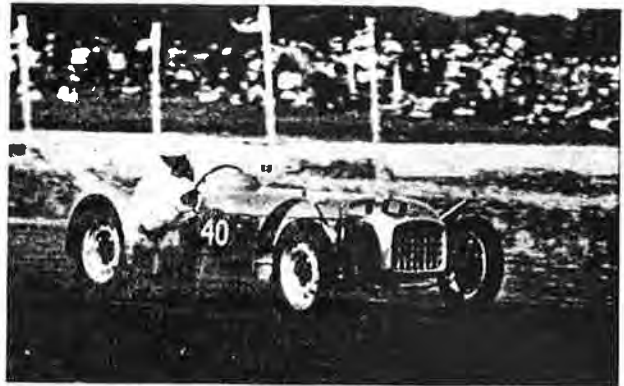
When you recollect the excellent sports cars of modest dimensions made in the past by the small concerns, the big combines should be able to build some really excellent models today—incidentally, what nostalgia is aroused by recalling those small constructors, not to mention the many small coachbuilders who specialised in sports bodywork on popular chassis but which, alas, have passed on.

In view of what is achieved today with engines of 800 c.c. and under in the saloon-car field (right down to the 375-c.c. engine of the Citroën 2 c.v.), I cannot see why a modern 80/85-m.p.h. sports car should need an engine exceeding 1,100 c.c. From production sports models of this kind might develop more specialised sports racing small-capacity cars able to defend British prestige in international races and rallies in which, at present, the Continental manufacturers have a monopoly of the honours.

It will be argued that the answer is to build your own sports car



TY PICAL.—The pre-war H.R.G. was typical of the best type of small sports car. The first models had a 1½-litre push-rod Meadows engine and could do nearly 90 m.p.h.; later o.h.c. Singer engines were used and today, made only in 1½-litre form, it is by far the most costly of Britain's under-1½-litre sports models.



A SOLUTION to the few small sports models now available is to build your own, such as the very excellent Lotus. A Ford-engined example is seen here racing at Ibsley.

from some of the excellent kits of parts now available, such as the remarkably effective Lotus, the Cooper, the Tojeiro, the Buckler or the Lister, etc. Such chassis frames and components, using a Ford Ten engine reduced to under 1,100 c.c. or a Ford Consul similarly brought below 1½ litres or a "hotted-up" M.G. engine increased to the latter capacity, provide just what I have in mind, especially as good roadholding and handling qualities generally are so essential to the enjoyment of sports motoring—some of us remember how we longed for an Ulster Austin Seven instead of a Chummy, even if it had to have a "cooking engine," because of the greater safety and control it offered even at modest speeds.

Not everyone, however, even with memories of their Meccano days still clear, wants to build a sports car. For this reason I think a return on the part of our manufacturers to under-1,100-c.c. sports cars is overdue. They would represent attractive vehicles both for home consumption and export. Shall we see some new small sports cars in this category at the next Earls Court Motor Exhibition?

W. B.

THE 12-HOUR RACE AT HYERES

June 6th.

The 12-hour race on the triangular circuit at Hyeres on the south coast of France, near Toulon, saw quite a number of British competitors taking part, amongst whom were Abecassis/Gaze with the H.W.M.-Jaguar, Whitehead/Hamilton with Peter's special Cooper-Jaguar, Alan Brown with his Cooper-Bristol, A. G. Whitehead/Griffiths with a DB3S Aston Martin, Mann/Brackenbury with the former's special coupé-bodied DB3 Aston Martin and Green with a Bristol-Kieft. The Cooper-Jaguar was unable to start due to failure of a vital part in the brake system.

Favourites for the race were Trintignant and Piotti who were sharing a 3-litre 12-cylinder Ferrari, though the H.W.M. was going extremely well. In the opening stages Brown kept the Cooper-Bristol in third place, until a bearing in the rear-end seized up, though Abecassis and Gaze had the H.W.M. firmly in second position, in spite of frequent stops for water due to a fractured water pipe. Their distance behind the Ferrari varied considerably, depending upon which driver was handling the Italian car, as the variation in lap-times between Trintignant and Piotti was remarkable, whereas the H.W.M. drivers were running very consistently. The organisation of the event was very much of a "free-for-all" nature and towards the end of the 12 hours the officials felt that the H.W.M. had been taking on more water than was decently permitted by the regulations and decided to disqualify the car. This produced a bit of an uproar amongst the British, but Abecassis inadvertently settled the problem by crashing on the last lap of the race and failing to finish.

Results :

12 Hours—Sports Cars

1st:	M. Trintignant R. Piotti (Ferrari)	1,581.114 kilometres	= 131.784 k p.h.
2nd:	M. Pivard C. Pozzi (Ferrari)	1,515.278 kilometres	
3rd:	Arneaugaud, Abbo (Osca)	1,417.376 kilometres	

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
530 SOUTH EAST ASIAN AVENUE
CHICAGO, ILLINOIS 60607

RECEIVED
JAN 15 1964
FROM
DR. J. H. GOLD
TO
DR. J. H. GOLD

Dear Dr. Gold:
I have received your letter of January 14, 1964, regarding the
analysis of the sample of [unclear] which you have
kindly sent to me. I am sorry that I cannot give you a
more definitive answer at this time, but the results of the
analysis are still being processed.

I will contact you again as soon as the results are
available. Thank you very much for your interest in
this work.

Sincerely,
[Signature]

Dr. J. H. Gold
Department of Chemistry
The University of Chicago
530 South East Asian Avenue
Chicago, Illinois 60607

CENTRAL MISSISSIPPI CHAPTER

VINTAGE TRIUMPH REGISTRY

presents

THE NATCHEZ TOURIST TROPHY RALLEY

WASH THE WINTER GRIME OFF YOUR TD, TR, FROG EYE, OR ROLLS(?), STUFF THE BOOT WITH OIL AND HYDRAULIC FLUID, PUT AN EXTRA SET OF POINTS IN YOUR DICKIE KIT AND JOIN CMC-VTR FOR THE FIRST RITES OF SPRING! DOMESTIC AND ASIAN IRON WILL BE WELCOMED IF FLYING THE CROSSES OF ST. ANDREW AND ST. GEORGE!

THE EVENT: A fun-type Ralley past historic homes & gardens of NATCHEZ, MS and over wooded country lanes (all hard-surfaced). This is not a race, but a touring event FOR FUN! Rules require an observer/navigator, and that you obey all laws and rules of the road. Ralley will be complete with instructions, a route quiz, and a mid-point CHECKPOINT. The TOURIST TROPHY will be awarded based on the most precise timing and observations!

THE HEADQUARTERS: The EOLA GUEST HOUSE, a pre-Civil War structure furnished with antiques and original art is ours at a SPECIAL \$50/night rate (rooms will sleep 1 - 4 people depending on your style!). Evening cocktails and continental breakfast Sunday are included. SECURE PARKING is also furnished. YOU MUST CALL IN YOUR OWN ACCOMODATIONS! - Annette, EOLA Hotel, (601)-445-2233. Plan on staying the evening with us!

REGISTRATION/INFORMATION: CMC-VTR P.O. Box 5263 Jackson, MS 39216
call Craig House (601)-683-3192 days, (601)-469-3279 eve; / FEE IS \$10 /
Jack Pool (601)-442-3052 days, (601)-442-0734 eve; / PER ENTRY /
Alex Wade (601)-949-8037 days, (601)-825-9611 eve. / /

SCHEDULE OF EVENTS APRIL 26/27

SATURDAY 10AM: A group will meet in Jackson, in the Sears parking lot at Metro Center to travel South together (folks from the Southern/Western reaches can contact Jack for good routes).
NOON - 3PM: Meet at THE BLUFFS OF NATCHEZ - at the foot of Main St by the river - for Registration, Dash Plaques, & picnic lunch (bring your own, soft beverages will be available).
3:30 - 5PM: NATCHEZ TOURIST TROPHY RALLEY departures (timed).
5PM: EOLA GUEST HOUSE for meeting the finishers. cocktails. & awards.

