Vol. XLIV No. 4 TWO SHILLINGS AND SIXPENCE April 1968

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



Raymond Firestone talks about the safe tyre

Today, more than ever before, the accent is on tyre safety. With the new laws that are in force from April 1st, it will no longer be just dangerous to drive on worn tyres, it will be an offence. The penalties will be severe, with fines of up to £50. Your choice of tyre is therefore extremely important.

Firestone tyres have always met and even exceed stringent tyre testing requirements

'If a tyre is going to carry the Firestone name, it had better be good.' That's something my father, Harvey S. Firestone, once said. And it's a policy we've always followed. You see we have always had our standards to live up to—standards which stem from the responsibility we feel towards our customers. Every tyre we make is custom-built and *personally inspected* to be safe. And if any tyre fails just one of the many exacting Firestone inspections, it simply doesn't leave the factory.

Our name is your seal of safety

Before we sell a single new tyre, each of our designs is thoroughly tested on indoor machines. These machines put the tyre through tortuous tests of strength and safety far exceeding any driving conditions you will ever encounter.

In addition, these tyre designs are proven at our own outdoor test track over roads that simulate the most difficult types of terrain the tyres will ever encounter.

Our tyre tests stop at nothing

Finally, before any design is put into production we test under actual day-to-day driving conditions on fleets of cars and commercial vehicles which pile up high mileage in short periods of time. All of these tests result in providing you with an extra margin of safety in any new Firestone tyre you buy.

So you see, tyre safety standards aren't new to us. All Firestone tyres have met or exceeded them for years.



The safe tyre

When you buy a Firestone tyre—no matter how much or how little you pay—you get a *safe* tyre. It's the only way we know how to make them.

Raymond C. Firestone

Firestone

For everybody's safety...get the feel of Firestone on your car

All this car*

For only £639



*

- 991 c.c. 50 h.p. valveless engine
- All synchromesh gear box with floor change
- Independent suspension all round
- Front wheel drive
- British-made radial tyres
- A host of other extras

—and now read on

A great economy car... 2-stroke, 3-cylinder, 991 c.c. engine for sparkling acceleration and much simpler servicing. No valves, distributor or dipstick. And the KNIGHT runs on the cheapest petrol.

A great looker... the 14ft. KNIGHT has the looks and finish of a far more expensive car. And compare the space inside, and its outstanding visibility. Standard equipment includes fully reclining front seats, 'throughflow' ventilation, fresh air heater/demister, British-made radial tyres.

Recommended retail price inc. P.T. **£639.13.0**

Other standard equipment includes: radiator blind, cigarette lighter, parcel shelf, wheel-trims, automatic lights in the boot and engine, adjustable beam headlamps, steering lock, mudflaps, childproof locks on rear doors, two-speed windscreen wipers, electric screen washer, twin reversing lamps, full tool kit.

The 'Knight' is a *big* saloon car—14 ft. long and 5 ft. 3 ins. wide—with a spacious boot! It has a sealed cooling system—no topping up required. Lubrication comes up only once in 30,000 miles! Independent suspension on all four wheels, front wheel drive and British-made battery, windtone horns and upholstery.

70 YEARS CAR MANUFACTURE EISENACH



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The first Wartburg, the popular 'Wartburg Wagen' was produced at Eisenach, Germany, in 1898. It was a family tourer which featured a vertical steering column and hand-built coachwork. The old tradition of care and thoroughness in every detail continue to this day at Eisenach, still the home of Wartburg cars.

There are specially selected Wartburg dealers in all parts of the country to sell and service the new Wartburg 'Knight'. And they all stock spares.
Please forward name of nearest dealer and full details of the new Wartburg 'Knight'. (I am over 17 years of age)

To: Industria (London) Limited,
248 Holloway Road, London, N.7

Name .....

Address .....

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Dept. MS

THE WARTBURG 'KNIGHT'

SMART — RELIABLE — ECONOMICAL — WONDERFUL VALUE — DEPEND ON IT!

Sole U.K. Concessionaires: Industria (London) Ltd., 248 Holloway Road, London N.7. Tel: 01-607 8261 (5 lines.) Telex: 23651

Wipac Lighting Kits throw new light on your motoring.







R4 Kit

Make a racing change up to Quartz-Halogen! A brilliant 4-headlamp replacement kit to bring big beam lighting to all vehicles with 5¾" diameter light units. Superbly engineered and factory sealed for peak performance.

Complete kit with simple fitting instructions and alignment chart: **£11.7.6d.**

2+2 Rally Lighting Kit

Bring your car lighting up to rally standards! Two high-powered Quartz-Halogen 7" light units with a matched pair of Quartz-Halogen fog and spot lamps make up the kit—with independent or simultaneous operation of the lamps at the flick of a switch!

Complete kit, wiring and auxiliary switches: **£15.15.0d.**

The Wipac Fog deFender Kit

Dial your visibility at the dashboard! A control switch allows simultaneous adjustment of the light intensity of the Quartz-Halogen fog lamp and twin rear-guard lamps. This 3-way switch ensures maximum vision in front and from behind in mist, fog and dense fog!

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The headlamp replacement Kit to completely transform your present lighting. It will replace all standard 7" headlamps converting them to brilliant Quartz Halogen lighting. Complete with the very latest double filament Quartz Halogen bulbs, reflector and glass set and two adaptors for easy fitting—no rewiring necessary. Price **£7.12.6d.** With pilot bulbs for B.M.C. Mini's, etc., **£7.17.6d.**

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WIPAC accessories

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Only £11.19.6 for the 80 mm tachometer with cowl, shown above. Weigh quality for quality, then choose Yazaki for price. This finest range of instruments includes a 52 mm tachometer—the only one in series production today—for as little as £7.19.6! Yazaki instruments are precision engineering of the highest order.

Yazaki

instruments you can trust



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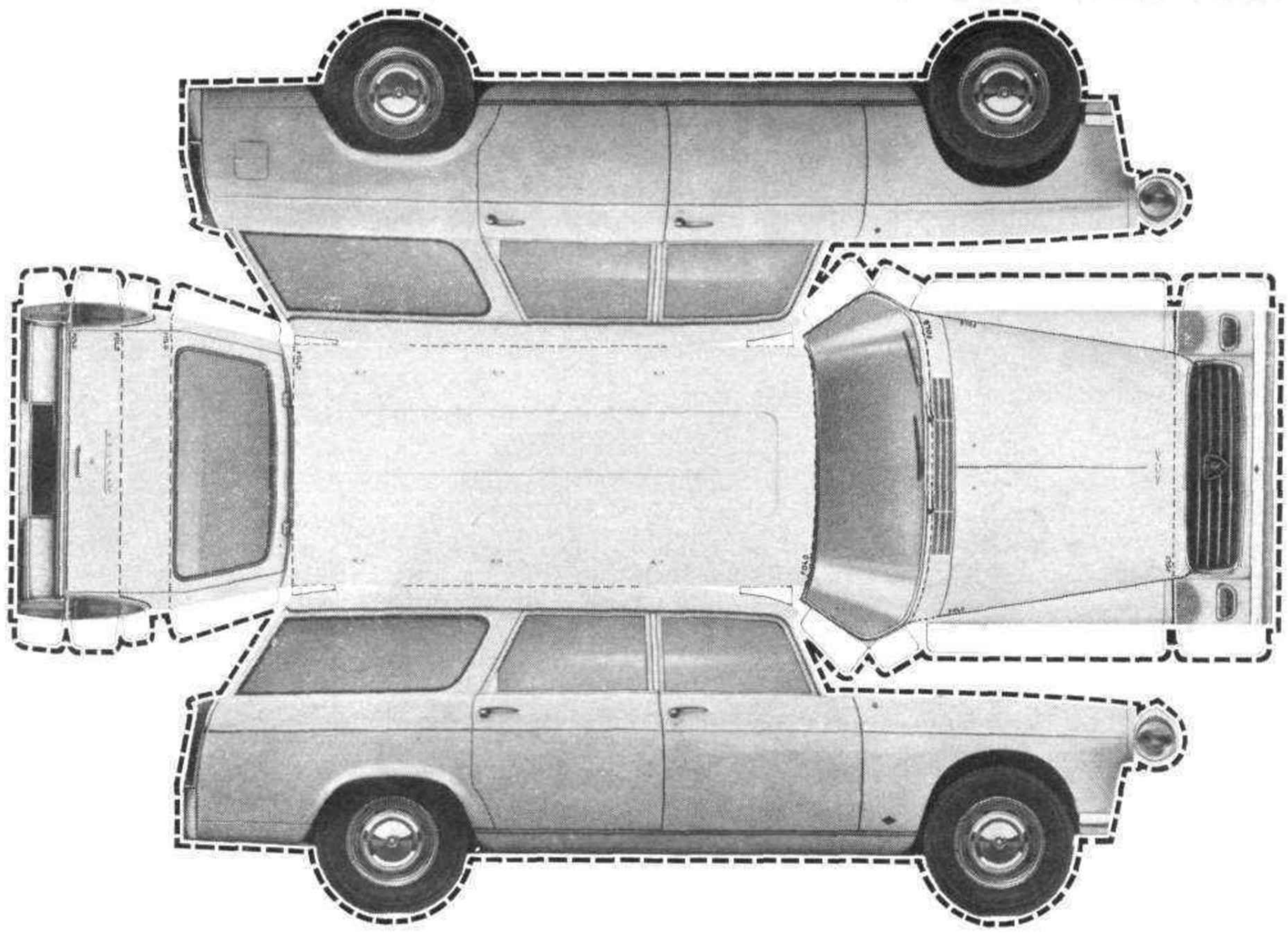
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MS



Cut round the dotted line and find out what a really great estate car looks like

Looks great—but inside and underneath there's more—much more! The 404 stems from a long line of safari winning thoroughbreds—with a tough, tireless five bearing engine, long life Michelin 'X' tyres, precise rack and pinion steering, four speed fully syncromesh gear box, power assisted brakes, fully reclining front seats, roof rack mounting points and comprehensive air conditioning. Your dealer will have the time to tell you the full story but it is best summed up by the Editor of Motor Sport who says " . . . this is truly a sports station-wagon, which handles extremely well, is very nice to drive and is outstandingly economical while blending practicability with individuality . . . I rate it as one of the best of the bigger estate cars".

404 Estate Car. 5/6 seater with 39 cu. ft. of luggage space or 66 cu. ft. when used as a 2/3 seater. Pay load 10 cwt.

Also available in Family Estate (7/8 seater), De Luxe, and Standard U6 form, not forgetting the exciting front wheel drive 204 Estate.

See the 404 Estate and other models in the Peugeot range at any of our main distributors listed below. The names and addresses of other dealers in your area can be obtained by writing direct to Distributors Peugeot Limited.

SOUTHERN ENGLAND

Autavia Garage
1114 Christchurch Road, Pokesdown.
Tel. Bournemouth 49241/2

Ballamy's Garage Ltd
11/17 Alfred Place. Tel. Worthing 5769.

Brewer's Garage
Norham Mews.
Tel. Oxford 56143 Sales—56387 Stores.

R. E. Cattermole
West End Road. Tel. Ipswich 55461/2.

Connaught Cars Ltd
Portsmouth Road, Send. Ripley 3122.

Continental Car Services Ltd
Springfield Road. Tel. Chelmsford 56622.

Cooter & Green
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Cotham Hill Garage
59 Cotham Hill. Tel. Bristol 35202.

Gordon Motors
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F. W. Kerridge (Normandy Street) Ltd
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M.T.C. Cars Ltd
173 Westbourne Grove, London, W.11.
Tel. Bayswater 4274.

Romsey Car Sales
Winchester Hill. Tel. Romsey 3185.

Roundbush Garage Ltd
Aldenham, Watford. Tel. Radlett 6320.

Vearncombe's Motors
Bristol Road.
Tel. Bridgwater 4101 Sales—2942 Stores.

MIDLANDS AND NORTH

Berwicks of Bradford Ltd
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Tel. Bradford 25522.

Dennis Bircher
High Street, Hadley. Tel. Wellington 4195.

Continental Cars (Lancaster) Ltd
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Tel. Lancaster 67221.

Jack Freeman Ltd
Grosvenor Garage, 55 Burnage Lane,
Levenshulme, Manchester. Tel. Rusholme 2874.

Galleys Motors
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Mustow Green Garage
Chaddesley Corbett, Kidderminster.
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Radwar Motors Ltd
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Tel. Northern 7288.

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Lunan Bay Garage
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Tune-up has more than one meaning for this man. He cherishes his car like his Strad. So to keep his engine sweet, smooth and clean, he insists on Gold Cross 20W/50 —blended by REDeX, the additive specialists, for all dedicated motorists.

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Just looking at a tyre won't do now

TYRE SAFETY MEANS KNOWING WHERE YOU STAND

It is no longer good enough to think that your tyres are right—or even that they look all right. The new regulations which came into operation on April 1st make it legally necessary to know that your tyres have a measurable tread on them and that the tyres are properly inflated. No more guesswork; now you must be sure. And Schrader make it easy for you to be sure. With these two gauges you will know your tyre treads to the nearest millimetre and your tyre pressures to the nearest lb.

FROM GARAGES, ACCESSORY DEALERS AND ALL BRANCHES OF **HALFORDS**

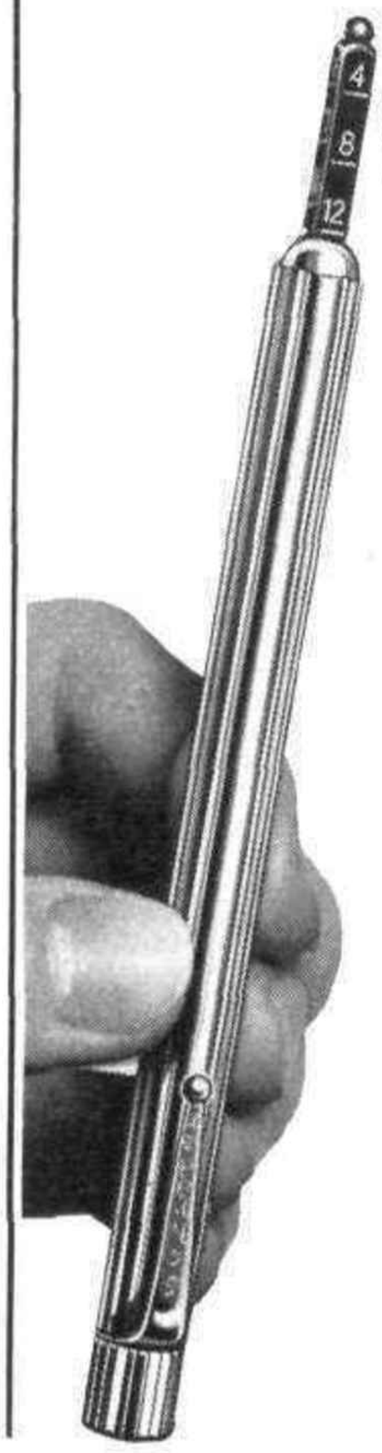
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TYBURN ROAD · ERDINGTON · BIRMINGHAM 24



No. 5638
TYRE TREAD
DEPTH
GAUGE

Not only tells the tread life left in a tyre but also indicates uneven tyre wear. The base is placed against the tread surface and the pin gently pushed to the bottom of the tread well. Clearly calibrated in millimetres. Strongly constructed in ribbed aluminium.

Schrader®

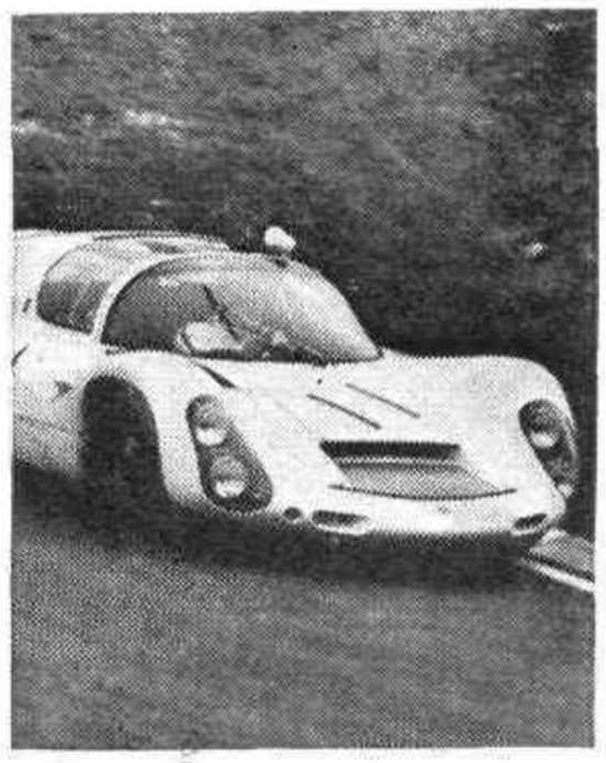


No. 5648
'TRUTEST'
TYRE PRESSURE
GAUGE

The straight push-on foot gives a direct approach to the valve. This ensures positive engagement with the pin of the valve core and a clean, decisive pressure reading. Non-corroding indicator bar slides with a silky action. Calibrated from 4 to 50 lb. in 1 lb. units. Strongly ribbed aluminium body.

** Recommended retail prices*

BOAC INTERNATIONAL 500



The flag will soon be raised for the race that became a classic overnight. The BOAC International 500 at Brands Hatch. Six hours of highly tuned music and high octane atmosphere from Alfas, Porsches, Ferraris, a new British Ford and other potent beasts as they attack Brands from Paddock Hill to Clearways.

Last year it was the mighty Chaparral by a minute or so. Whose turn in '68? Witness it for yourself at Brands Hatch on Sunday, **April 7th** at 12 noon.

And don't get left at the starting line in the sprint for tickets. Write to: **Brands Hatch Circuit Ltd., Fawkham, Kent,** for your advance booking form *now.*

BOAC 500





What are 'Safety Plates'?
'Safety Plates' are number plates faced with reflex-reflecting material — the material that makes road signs shine brightly when picked up by headlight beams at night. This material forms the background of the 'Safety Plate'. It is white on the front plate and yellow on the rear plate. High contrast black letters and numerals are superimposed on it.

How do they make it safer to drive at night?
They give vital advance warning to following traffic. At night, 'Safety Plates' can be seen six times farther away than ordinary number plates — a distance at which a car with normal reflectors is completely invisible. Whatever the weather, however dark it is, 'Safety Plates' ensure that other drivers see your car up to a 1000 feet away. If your lights fail or your car is stopped at the roadside with its lights off, 'Safety Plates' can prevent a serious crash. They give you, your family, your car and other road users valuable *extra* protection.

Are they Government-approved and tested?
Yes, they have been specifically authorized by Parliament in the Road Traffic Lighting Act of 1967. What's more, they have been tested for 2 years by the Road Research Laboratory and by U.N.O. safety experts. 'Safety Plates' have been proved in Canada, the United States and 15 other countries. In the State of Maine, U.S.A. they have been in use since 1950.

How much do they cost?
Only a little more than you would pay for your ordinary number plates and there's no fuss or red tape about having them fitted.

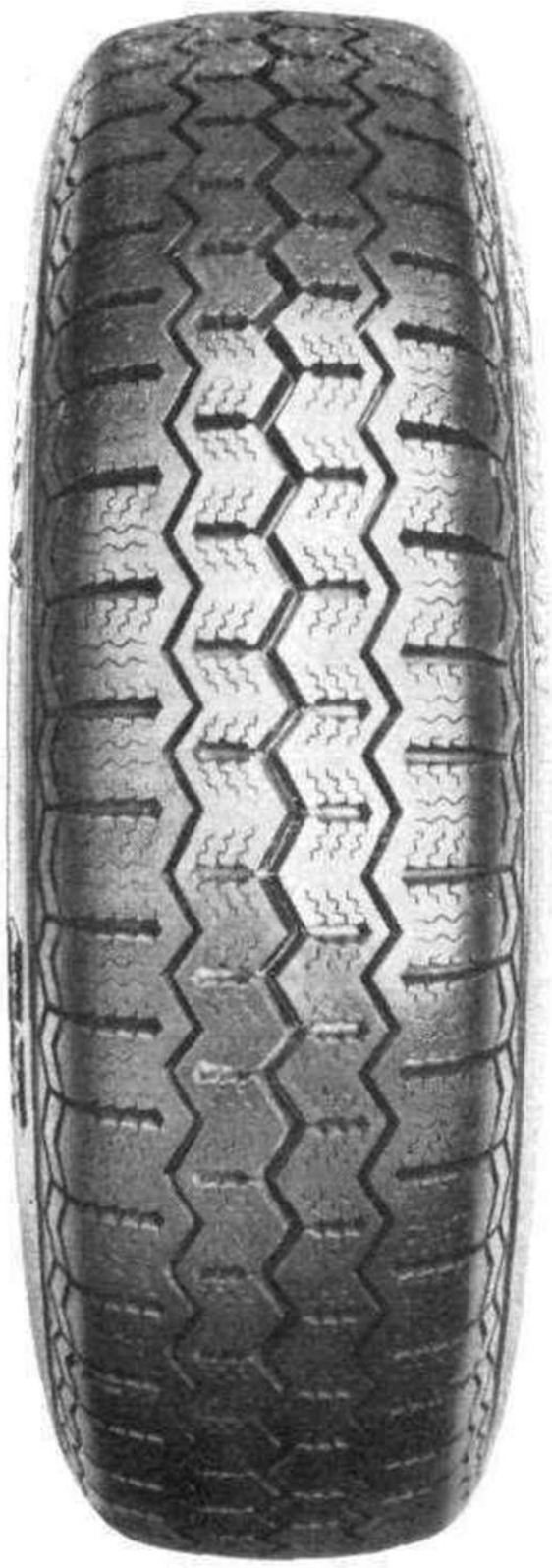
Where can you get them?
All leading number plate manufacturers supply them through normal outlets. For your own safety and the safety of your family get *your* 'Safety Plates' right away!

'Safety Plates' faced with 'REFLECTO-LITE' reflective sheeting conform precisely to the B.S. specification (B.S. AU 145) approved by Parliament for 'Safety Plates'. 'REFLECTO-LITE' reflective sheeting is the material used world-wide from Labrador to the Philippines for 'Safety Plates'.

3M COMPANY
REFLECTIVE PRODUCTS GROUP
3M and 'REFLECTO-LITE' are trademarks of Minnesota Mining and Manufacturing Co.

Give your family the extra protection of 'SAFETY PLATES'

Michelin's new ZX may be the best-looking radial you've ever seen



Who cares? You may. We don't.

We've put more into ZX than the good looks a squat, low-profile and a wrap-around tread can give a radial.

The ZX has new, *supple-as-silk steel cords* under its tread to brace it. Precisely where the general run of radials settle for *textile*.

One of these materials has the greater strength to hold a radial's tread contact area down firm and flat and fully gripping.

One of these materials has the greater strength to control a radial's treadblocks so that they can't shuffle about and be rasped abrasively by the road.

MS1

To: Michelin Tyre Co. Ltd.,
Technical Information Department,
160 Brompton Road, London, S.W.3.
Your brochure on the new ZX radial please.

NAME .....

ADDRESS .....

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.....

MAKE AND MODEL OF CAR .....

One of these materials has the greater resiliency to ride smoothly over cats' eyes, roadmarkings and road joints without transmitting surface noise and uncomfortable 'thrumps'.

Steel? Textile?

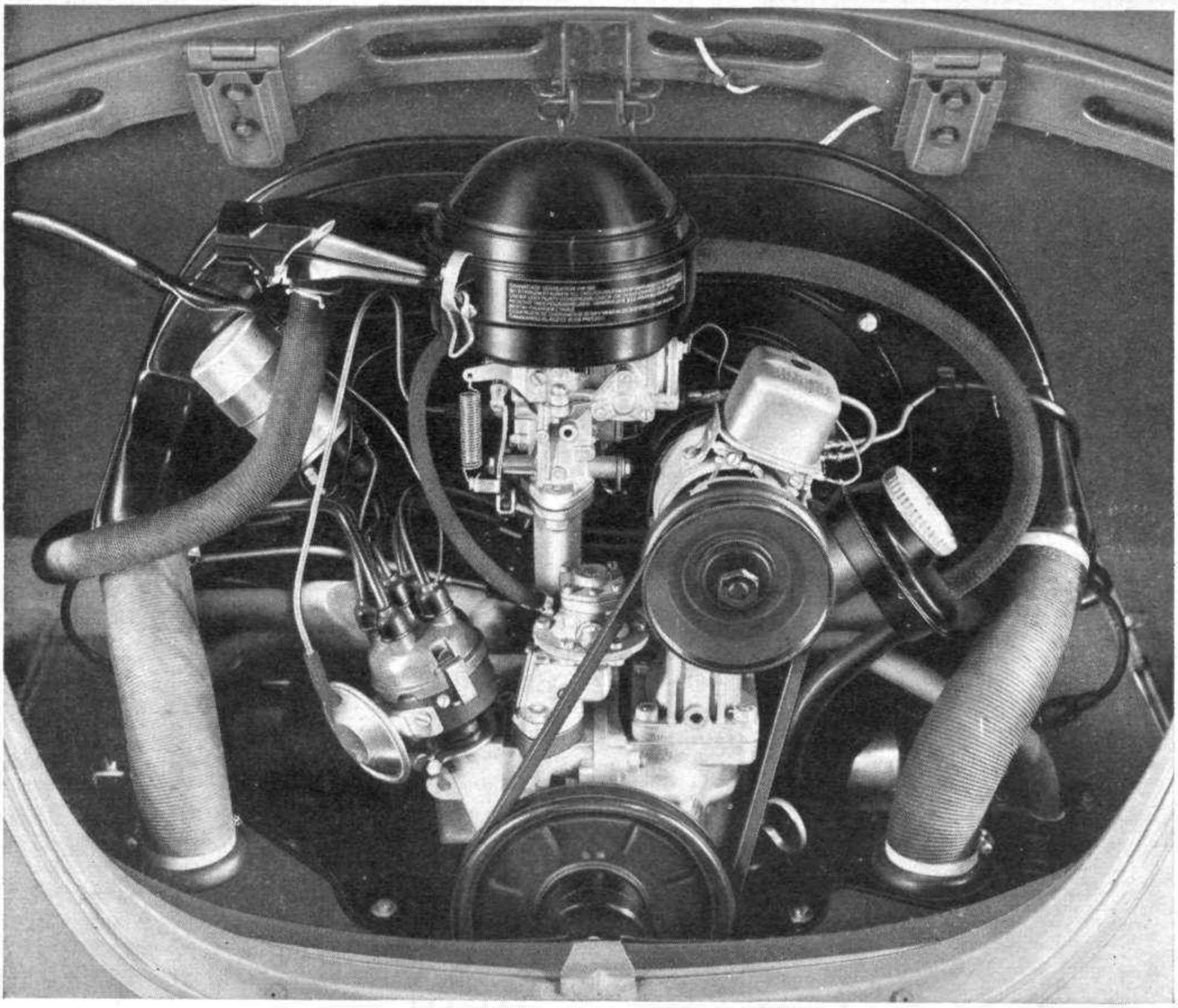
We know we've put the right one in the good-looking ZX.

The coupon brings an illustrated brochure about new ZX and its greater roadholding, mileage and comfort advantages. Or you can pick up a copy from your local dealer.

MICHELIN ZX

THE RADIAL WITH A HEART OF SUPPLE STEEL

68/11/GB



Your money wears out more slowly too.

The Beetle is designed to last donkey's years. If not longer. To stay reliable and take it easy on your pocket. It succeeds. Ask any of 10 million owners.

The Beetle is precision toughness. The engine is so well made you don't have to bother with the bore of running in. Maximum speed, which is cruising speed in a Beetle, is reached at low revs to save wear.

The engine is air-cooled too. So it can never let you down by boiling or freezing.

Every Beetle is protected by enough coats of paint to make garaging old fashioned. The thick steel body is guarded from below by a unique steel platform chassis. It makes the Beetle tougher still and protects all the working parts.

In addition you get fully independent suspension. A safety steering column. Dual brakes on the 1300 and 1500. Detachable wings for easy repairs. And many other safety and luxury extras at no extra cost.

You'll find the Beetle is a car you'll want to keep a long, long time. But when at last you come to change, you'll find your Beetle has held its value well. The next man to buy it knows it will last him too.

Recommended retail prices inc. P.T. 1200 £634.14.10: 1300 £718.6.6: 1500 £757. 13.2: 1500 Automatic Stick Shift £841.4.10.

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Do the same — save on costs — save your car — save with a Macaulay Battery

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6v. 72 a.h.	,,	3.	14.	6.
6v. 88 a.h.	,,	4.	1.	5.
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12v. 46 a.h.	,,	5.	13.	6.
12v. 56 a.h.	,,	6.	2.	6.
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Made by The Zenith Carburetter Co Ltd



Stage I tuning kits now offered by BMC

Super power-packing packages are now available for BMC single carburetter front wheel drive cars. Cylinder heads specially prepared by hand to give up to 25% more power throughout the speed range. This improved flexibility, matched with 9.25 to 1 compression ratio, can also give an improvement of up to 15% in fuel economy.

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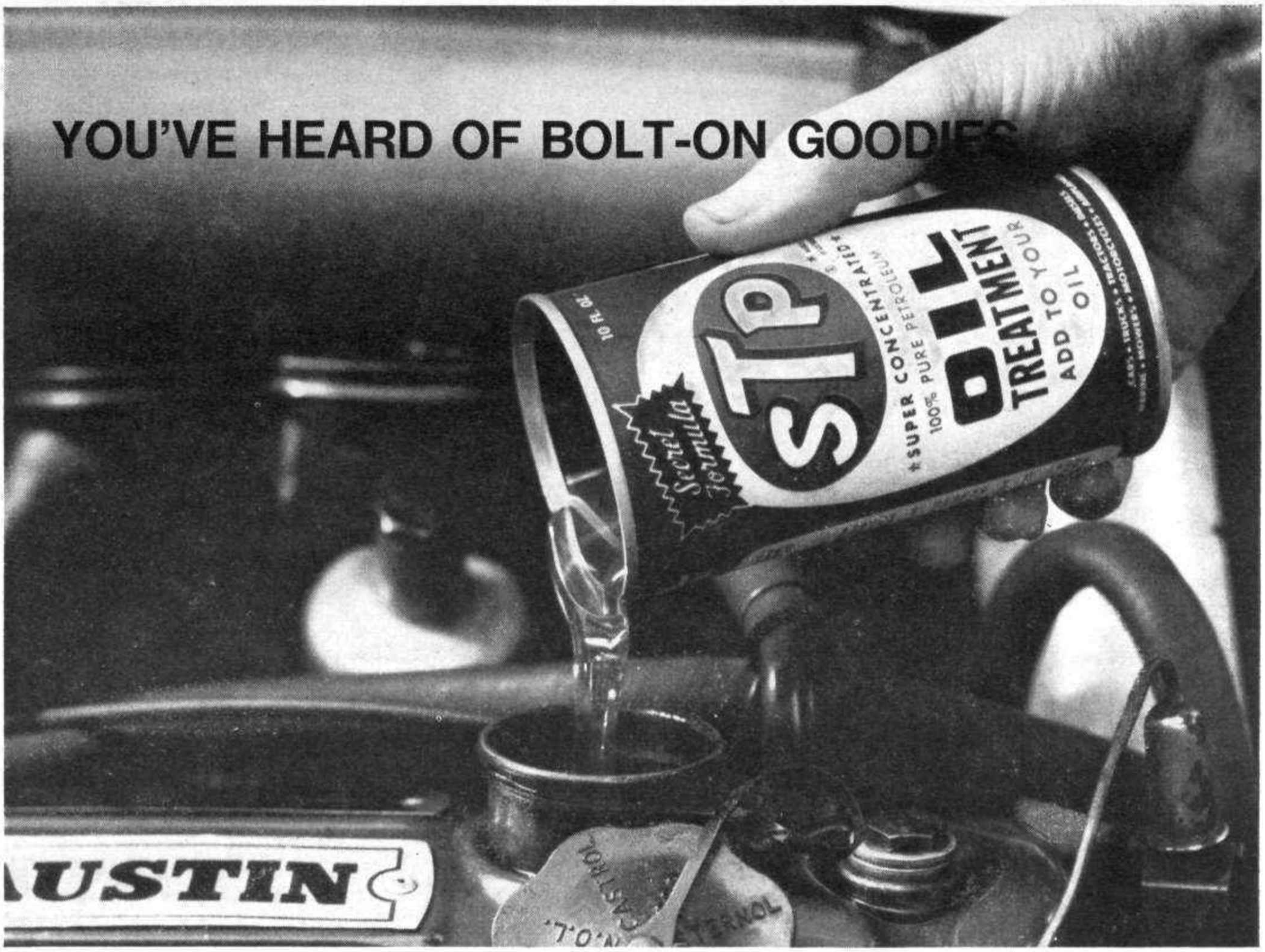
See your local BMC dealer now.

Price list Stage I conversion for BMC single carburetter front wheel drive cars	850 c.c.— £44 1000 c.c.— £46 1100 c.c.— £56 1300 c.c.— £60 1800 c.c.— £66
(cost of fitting extra)	

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Backed by BMC warranty These kits are supplied by BMC Special Tuning Department through the worldwide BMC Distributor and Dealer network. Most important of all, they are backed by the full BMC warranty.





well this is pour-in performance

Will one can of STP Oil Treatment convert your bog standard family saloon (or sports car) into a lightweight racer? Not quite – but performance will be improved – performance that you can feel – and see.

Try this instant test. If your car is fitted with a tachometer, add a can of STP Oil Treatment to your engine oil. Tickover RPM will rise by as much as 100 – showing the instant reduction in friction that has taken place. (If you haven't a tachometer you'll notice the improvement anyway).

STP Oil Treatment is pure oil treated to mix with engine oil and cover the working parts of your engine with an almost indestructible film of super lubricant. This STP/oil film reduces friction – improves performance and by ensuring complete and constant sealing of the rings – reduces oil consumption.

For the 1968 Indianapolis 500 Lotus and STP Corporation have joined forces to field a team of turbine powered cars. STP Oil Treatment provides extra protection against the stresses of 500 miles of gruelling racing—protection that you need in your family motoring.

STP Oil Treatment is available from Halfords and leading accessory shops

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Destroyer on patrol



Fly in it as a Naval Officer

Coming into service with the Royal Navy soon: the new Sea King helicopter. By day or night, in nearly any weather, Sea King can carry out its vital role of searching out and destroying submarines. Its sonar, radar and homing torpedoes make it the most advanced anti-submarine aircraft in the world.

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You must be between 17 and 19½, with at least 5 G.C.E. subjects including 2 'A' levels. For full details, send this coupon. *Today.*

Royal Navy

NAVAL ADVISER, OFFICER ENTRY,
R.N. CAREERS SERVICE (894WG2)
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Please send the details about joining the Royal Navy as a helicopter pilot or observer.

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Address _____

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Date of birth _____

U.K. applicants only

'Dipstick killer.'



Think of one good reason why the dipstick should survive as a species.

You could say that, by indicating oil level, it performs a vital function. But, at the same time, it's messy, inconvenient and laborious. In this modern age, it's decidedly dated.

Smiths new Oil Check does everything the dipstick did — more easily, quickly and cleanly. You stay behind the wheel and just pull the Oil Check indicator out. The indicator registers either green (satisfactory level) or red (low level). It's as simple and reliable as that.

The Oil Check fits neatly and easily in – or below – the dash. You can fit it yourself – neatly and easily.

At a recommended price of 69/6, Smiths Oil Check is the best thing to happen to motorists since the car heater (another "first" from Smiths Industries).

The dipstick is dead. Long live the dipstick killer.

SMITHS oil check

Post to Smiths Oil Check,

SMITHS INDUSTRIES LIMITED
MOTOR ACCESSORY DIVISION
OXGATE LANE, LONDON NW2

Please send me full illustrated details of Smiths Oil Check. These include fitting instructions.

Name _____

Address _____

Town _____ County _____ MS.1

NUOVA 3 LITRI MGC

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Parliamo Inglese

3-litri MGC	3-Litre MGC
Sicura e veloce	safety fast
Bella vettura sportiva inglese	beautiful English sports car
Manuale o automatica	automatic or manual transmission

The British Motor Corporation Ltd.
Longbridge, Birmingham



Nuova!
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Nuova!
Huge ($11\frac{1}{16}$" diam.) Front Disc Brakes



Nuova!
Exciting MGC/GT version

MOTOR SPORT

INCORPORATING **SPEED** AND **THE BROOKLANDS GAZETTE**

VOL XLIV No. 4 APRIL 1968

FORTY-FOURTH YEAR OF PUBLICATION
PUBLICATION DATE FIRST OF THE MONTH

STANDARD HOUSE,
BONHILL STREET,
LONDON, E.C.2

Telephone : 01-628 4741

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FRONT COVER PICTURE : Driving the only works Porsche entry, a 911T, Finns Pauli Toivonen/Martti Tiukkanen won the San Remo Rally last month. The same pair were runners-up in the Monte Carlo Rally to Vic Elford/David Stone, who were also driving a Porsche.

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MATTERS OF MOMENT

■ MOTORWAY ACCIDENTS INCREASE IN SPITE OF 70-LIMIT

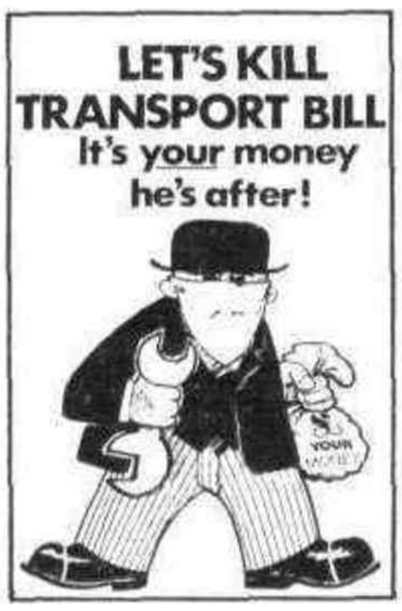
The Ministry of Transport's reply to our anti-70-m.p.h. Petition, published last month, has proved unacceptable to many of our readers. They are not prepared to accept the figures given by the Road Research Laboratory, yet it is these figures to which the Ministry keep returning, in arguing that accidents have been reduced since speed-limits.

A very serious criticism of speed-limits is that they create much bunching of cars, all travelling at nearly equal speeds. We have always maintained that this is a dangerous practice, and recent developments clearly bear this out. We quote from *The Times* of March 5th :

" The 70-m.p.h. motorway speed limit is no longer reducing casualties on the M1, according to Mr. Eric Turton, road safety officer for Bedfordshire. On the 19-mile stretch of the motorway in Bedfordshire last year, 186 people were injured in accidents, compared with 133 in 1966, he reported. The number of accidents increased by six."

This alone would make the Road Research Laboratory's figures look distinctly lop-sided. It caused us to check with another County involved in motorway patrols. The County we chose was Buckinghamshire, whose County Constabulary is well known for its hat-less policemen in a Jaguar E-type. This constabulary has sections of the M1 and M4 running through its territories. On the M1 the total number of accidents rose from 45 in 1966 to 54 the following year, and over the same period the number of casualties rose from 91 to 92. On the M4 in Buckinghamshire the number of accidents increased from 50 in 1966 to 69 in 1967, while the increase in casualties over the same period was a staggering leap from 98 to 126. The figures, which were supplied to us by the Buckinghamshire Constabulary, show upward trends in the totals of accidents and casualties throughout the years from 1964 to 1967. These figures surely speak for themselves. Yet we have heard that a 60-m.p.h. speed limit may become compulsory on all roads other than motorways! How much longer do we have to accept this infringement on our liberties? If any impartial body could produce figures which show clearly that the 70-limit *is* beneficial in reducing accidents, then MOTOR SPORT will stop campaigning. But when figures such as those given above are available 60/70-m.p.h. speed limits are becoming increasingly difficult to accept.

■ KILL TRANSPORT BILL



The un-Parliamentary way in which Mrs. Castle and her Ministry of Transport are trying to push through the Transport Bill is most upsetting. Although the passage of the Bill can be held up—indeed, it is possible it will not get on to the Statute Books until after this Parliamentary session has ended—there is little that can stop this self-acclaimed, power-obsessed woman from gaining her way. The contents of the Bill itself are galling enough, for it is nothing short of nationalisation, but almost as bad is the way in which the Bill has been handled. Perhaps it is best summed up by Mr. Peter Walker, the Opposition Front Bench Spokesman on Transport, who said in a statement on March 7th :

" The Government will be unable to produce any evidence that there has been any filibustering in debating the present Transport Bill. I defy them to find one Bill this century in which, in the first 19 sittings of the Committee, the Committee have considered 450 amendments, 35 clauses and five schedules. The average time for each debate has been less than 15 minutes and, indeed, in many sittings of the Committee, Government spokesmen have taken up more time than Conservative spokesmen."

Mr. Walker finishes his statement by saying : " It is a bad Bill and the Government want to avoid it being debated. I believe they underestimate the public out-cry that there will be at the use of such tactics. I call upon all of these organisations, drivers, road hauliers, garage proprietors, farmers, industrialists and housewives who will be adversely affected by this Bill to organise protest meetings throughout the country."

How right Mr. Walker is in condemning the Bill itself and the way it has progressed. If the Government get it through by the use of the guillotine, then who knows what could follow! It could push through a Bill which confiscated any part of each individual's personal belongings and no one would be able to stop it. Once these sort of tactics are tolerated they will be difficult to

Continued on page 260

MATTERS OF MOMENT—continued from page 259
stop. It is a grave warning of the way our National Heritage could be usurped by an irresponsible minority, who, having gained office as a majority, bulldoze through legislation for which they have no mandate. Act now—write to your M.P.! Public opinion, when forcibly directed, should still be feared by those given authority to act on its behalf.

THE THINGS THEY SAY . . .

"I don't want a psychedelic Mini. I want an elegant grey Park Ward convertible Bentley with a chauffeur in pale grey to match."—Anne Edwards, criticising the taste in worldly goods of millionaire George Harrison in her column in the *Sunday Express* last month.

A THOUGHT FOR CONCOURS D'ELEGANCE JUDGES

". . . elegance means Elegance, and no twistings of its meanings can ever bring into it such details as 'accessibility of batteries or tool-kits'; while some of the postulates, by which the judges were expected to be bound, were entirely out of accordance with the main idea with which, I presume, both these arbitrators and their victims first leapt happily into the competition."—Owen John (see page 282) writing in *The Autocar* about the Bournemouth *Concours d'Elegance* of 1927.

THRUXTON OPENS

IT WAS not the fault of the B.A.R.C. that a fierce and bitter wind thrashed across Thruxton circuit for the opening (Members') meeting on March 17th, sending clouds of dust from the safety-banks and confining several B.A.R.C. wives to the sanctity of their cars.

In spite of the unhappy meteorological circumstances a very impressive attendance was obtained. The racing ran slightly behind time but seemed to entertain the spectators, particularly the closely-fought F.3 race, with the lead frequently changing and Tose's Brabham-Ford just leading to the chequered-flag. And when this opening meeting at the resuscitated Thruxton is history, there will no doubt be those who, long after the cold, the wind, the mild congestion in Andover that evening and the drivers' names have been forgotten, will recall that the first race at the new circuit was won by a Hillman Imp, two of these rear-engined, rear-driven Rootes cars beating the f.w.d. B.M.C. Minis. There was drama, too, when a marshal noticed the n/s rear tyre of Fry's Ford GT40 deflating in the starting-area—it was changed in time for Fry to win the GT race.

The programme was confined to six 10-lap races. The spectators no doubt had a fine view of the racing and certainly most of the undulating circuit can be seen from the Paddock area. It is a pity, however, that the very fast bends "out in the country" are out of bounds for safety reasons. Also, unless equipped with Track passes, those who buy Paddock transfers see very little close-up racing, being confined behind wire-mesh, with their vision interrupted by deep crash-barriers which may effectively protect the aircraft petrol pumps but which blank off any sort of view of the cars taking the *chicane*.

A gate left open near the aircraft park resulted in spectators, including a child in a pram, circulating towards the unfenced sections of the course. This was just one of those mistakes which can be easily eradicated, and that wind must drop one day! The unsheltered Paddock and lack of a bridge over the course are more serious shortcomings.

But we predict an enormous crowd on Easter Monday, enjoying fast racing. Whether the car parks will empty expeditiously and Andover's bottle-neck proves a myth, we are not so sure.—W. B.

RAPIDE STEERING WHEEL

One of our staff photographers recently had a Super Accessories Rapide leather-rimmed steering wheel fitted to his Austin 1100. The wheel has polished alloy spokes and boss, and the fat, 13in. rim is covered with hand-stitched Connolly hide. Now that it has been on the 1100 for a couple of months, the leather is nicely worn in and feels quite soft. Being of such small diameter, the wheel clears the knees of the driver, whereas the standard unit rather gets in the way. The Rapide is available for the Mini, 1100, Spitfire, Sprite, M.G.-B, Anglia, Cortina and Imp at the very reasonable price of £5 15s. (plus 7s. 6d. post and package) from Super Accessories, 367 Lewisham High Street, London, S.E.13.

AN EAZI-EATER

Have you ever sat in a car, usually with the rain falling outside, and tried to eat a chicken and ham pie, without having the plate fall off your knee? Or perhaps you remember that buffet supper when all the seats and all the level surfaces have been taken, and the food has to be cut and eaten as politely as possible. Well, the new, stainless steel Eazi-Eater takes care of situations like this; simple cutting, forking and spooning can all be done with the right hand while the left hand firmly grips the plate. The serrated cutting edge is not sharp enough to cut the mouth, so dealing with tough steaks would be difficult, but for normal, tender meat and vegetables it is adequate. Not a "must" for the motorist but something which can make picnics in cars more comfortable. Obtainable from any hardware shop or from the importers, Richard Groves & Sons, Ltd., Sydney Works, 111 Matilda Street, Sheffield, S1 4QF.—M. J. T.

THE LATE PAUL WYAND

We deeply regret to report the death, in hospital on his 61st birthday, of Paul Wyand, who, as a young man, worked devotedly on Parry Thomas' racing cars. (He was responsible for "Babs" when it made the tragic one-way journey to Pendine Sands in 1927 on a hired, solid-tyred Scammell lorry.) Wyand later achieved a world-wide reputation and the friendship of royalty as Movietone's leading cameraman, and was a prominent figure at motor-racing events.

"MOTOR SPORT" FIXTURE LIST FOR APRIL

BRITISH EVENTS

April 6th.—B.A.R.C. race meeting (*C.*), Silverstone, 14.15; S.U.N.B.A.C. hill-climb (*R.*), Bagley Park, 14.00; BEWDLEY A.C. autocross, Blakeshall Farm, Wolverley, 10.00.

April 6th/7th.—TAUNTON M.C. Aprilia Rally (*C.*), starts Autorama, East Reach, Taunton, 22.01; CHESTER M.C. Bernie Rally (*R.*), starts Bernie's Motor Auction Queensferry, 23.00.

April 7th.—**B.R.S.C.C. B.O.A.C. 500 race meeting (INT.), Brands Hatch, 12.00**; ASTON MARTIN O.C. hill-climb (*N.B.*), Wiscombe Park, 13.30; THAMES ESTUARY A.C. rallycross (*R.*), Lydden, 13.00; SPORTING C.C. OF NORFOLK driving tests (*R.*), New Livestock Market, Harford Bridges, Norwich, 11.00; SURREY S.M.C. autocross (*C.*), Tinsley Green, Crawley; 432 M.C. shale hill-climb (*C.*), Allsops Quarry, Parsons Hill, near Dudley, 13.30; FOSSE WAY M.C. Safari Rally (*R.*), starts Ramseyer Motors, Bradley Road, Trowbridge, 09.00; NUCLEUS M.C. driving tests (*C.*), Brentford Market, 11.00; B.A.R.C. (Yorkshire Centre) hill-climb (*C.*), Harewood, near Leeds, 14.15; ROMFORD E.C.C. race meeting, Snetterton.

April 12th.—B.A.R.C. race meeting (*R.*), Cadwell Park, 14.15; **B.R.S.C.C. race meeting (N.O.), Oulton Park, 14.00; B.R.S.C.C. Guards 500 saloon race meeting (INT.), Snetterton.**

April 12th/13th.—MOTOR CYCLE CLUB 60th Land's End Trial (*C.*), starts Kenilworth, London and Launceston, 07.15.

April 13th.—B.R.S.C.C. race meeting (*R.*), Rufforth, 14.00; B.R.S.C.C. race meeting (*C.*), Castle Combe, 14.30.

April 14th.—SCOTTISH M.R.C. race meeting, Ingliston; TRURO & DIST. M.C. hill-climb (*C.*), Tregrehan, 14.00; SINGER O.C. driving tests (*C.*), Iver, 11.30; CIRCLE C.C. and B.A.R.C. (South-Eastern Centre) sprint (*C.*), Brands Hatch, 14.00; LANCASHIRE A.C. sprint (*R.*), Woodvale Airfield, 10.00; GREAT YARMOUTH & LOWESTOFT M.C. driving tests (*C.*), Battery Green Car Park, Lowestoft, 11.00.

April 15th.—**B.A.R.C. race meeting (INT.), Thruxton, 12.00**; SOUTH WALES A.C. race meeting (*R.*), Llandow, 14.00; NOTTINGHAM S.C.C. race meeting (*R.*), Silverstone, 14.00; B.R.S.C.C. race meeting (*C.*), Brands Hatch, 14.30; B.R.S.C.C. race meeting (*C.*), Mallory Park, 14.30; DARLINGTON & DIST. M.C. race meeting (*R.*), Croft; UXBRIDGE & DIST. V.V.S. *Concours d'Elegance*, Cassiobury Park, Watford.

April 20th.—VINTAGE S.C.C. race meeting (*C.*), Silverstone, 12.15; SEVENFIFTY M.C. practice day, Lydden.

April 21st.—EAST SURREY M.C. race meeting (*R.*), Lydden, 14.00; HEREFORDSHIRE M.C. autocross (*C.*), Weston Court, Madley, Hereford, 14.30; LONGTON & DIST. M.C. sprint (*R.*), Prince's Way, North Promenade, Blackpool, 13.30; M.G. C.C. race meeting, Brands Hatch; EASTERN COUNTIES M.C. sprint (*C.*), Martlesham Airfield, 13.30; WILTON WORKS M.C. Solstice Rally (*C.*), 86/658149, 09.00; VETERAN C.C. OF GREAT BRITAIN *concours d'elegance* and driving tests (*N.B.*), FoMoCo employees' car park, Warley, 12.00.

April 27th.—**B.R.D.C. race meeting (INT.), Silverstone, 10.30**; MID-CHESHIRE M.R.C. race meeting, Oulton Park.

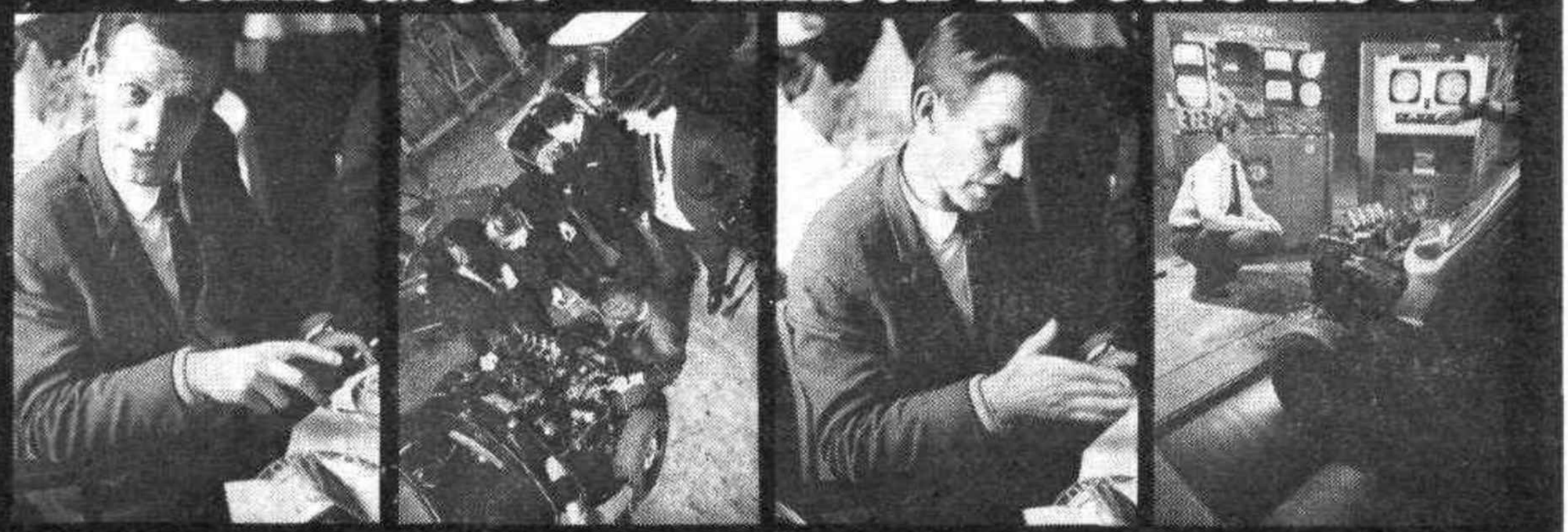
April 28th.—B.A.R.C. race meeting (*C.*), Brands Hatch, 14.30; BOLTON-LE-MOORS M.C. driving tests (*R.*), Moor Lane Car Park, Bolton, 11.00; MAIDSTONE & MID-KENT M.C. autocross, Great Danes Hotel; SPALDING C.C. autocross, Postland, near Crowland; B.A.R.C. (Yorkshire Centre) hill-climb (*N.B.*), 14.15.

FOREIGN EVENTS

April 4th-7th.—**A.D.A.C. German Rally (INT.).**
April 7th.—**AvD German Trophy, Hockenheim (INT.).**
April 11th-15th.—**A.A. OF EAST AFRICA Safari Rally (INT.).**
April 12th-16th.—**ULSTER A.C. Circuit of Ireland Rally (INT.).**
April 21st.—**AvD Eifel races, Nurburgring; A.C. BASCO-BERNEAIS races, Pau (INT.).**
April 22nd-27th.—**R.A.C. West Tulip Rally (INT.).**
April 25th.—**A.C. DI MILANO 1,000 kms., Monza (INT.).**
April 28th.—**R.A.C.E. Madrid Trophy, Jarama (INT.); U.S.A. races, Montlhery (INT.).**

Brian Gillibrand

talks about himself his cars his oil



A bumpy country track leads off the Manchester-Rochdale road to the BRT/British Vita Racing headquarters, home of one of the country's hottest Mini teams. At first sight, the establishment looks like a farm outpost: a large, soggy field, with a hut at one end and a barn at the other. But the doors of the barn are emblazoned with Castrol roundels, and the musical snarls of highly-tuned engines echo from within.

In the wooden building which conceals a surprisingly functional office, Brian Gillibrand greeted us affably. "What kept you?" he said. Like most men in the speed business, he seemed surprised that ordinary people take time to get from A to B.

Gillibrand, the brain and driving force behind British Vita Racing, has a deceptively easy-going manner. He is an angular young man with hooded, languid eyes. But the action racing photographs around the office are visible proof of his built-in winning streak.

"We do all our own engine development here," he said. "Our own cam-shaft designs, our own fuel-injection systems . . ."

"Body modifications as well?" we asked.

"Of course. We've just finished building a new engine housing in a club Mini which does away with access obstructions. Now just two men can yank off the fibreglass bonnet, disconnect, and lift the engine out between them."

Gillibrand has been obsessed with motor racing as long as he can remember, but became professionally involved only in 1964. He went to Sicily's Targa Florio in a team including Rev. Rupert Jones, the 'Rallying Vicar'. It proved more difficult to get there than to compete.

"We forgot to ask for full transit stamps at Dover. From then on, every country we entered insisted on stripping our cars and our transporter right down, and then putting them together again. They even pulled our spare parts to pieces." He winced at the memory. "By the time we got to Sicily I was wondering if I wasn't in the wrong profession."

But the racing bug had bitten. Gillibrand became Competition Manager for British Vita and began to assemble a team, gaining valuable experience in club competitions.

"1965-66 was a good season for club racing. We built up our image from virtually nothing."

"Who were your drivers?"

"Harry Ratcliffe and Jeff Goodliff. They showed us the potentialities of the Mini. So we've stuck with it — and it's paying dividends."

He took us up to the "barn". Inside, it was like another world from the windy wet country outside. Five blue Minis lay disembowelled on the workshop floor. Inside the adjoining garage, a file of BRT cars sat side by side. There was also an ancient green Alvis, and a snow-white Mini bearing the mysterious legend "Baron G. Entwhistle."

"What are you planning for 1968?" we asked him.

"For a start, the entire European Touring Car Championship. Up to 1,000 cc. class, John Handley and Alec Poole driving—in the hairiest of these." He nodded towards the blue Minis.

"It's a tight programme," he went on. "Leave March 17th for Monza. Then it's Austria for Zeltweg; back to England for Snetterton; Belgrade for a four-hour thrash; then Budapest, and Belgium. All this in six weeks."

"Will you complete the season here?"

"You bet. By the end of '68 each of my cars will have done the equivalent of three years of British racing. Then we might relax a few days." He grinned.

"That's pretty tough on your engines," we suggested.

"Be a lot tougher on them if we didn't use Castrol," he said. "If there's one thing that strains an engine, it's oil that breaks down under racing stress.



And Liquid Tungsten* seems to prevent that".

All oils must have protective qualities, but *only one oil* has Liquid Tungsten, generating an extra protective compound under extreme pressure.

Castrol

*Long-chain tertiary alkyl primary amine tungstate.

AMERICAN COMMENT

WITH the racing season yet to get into full stride, the most interesting sporting news of the past month has been the introduction by American Motors Corporation of its new AMX model. The AMX is the most significant new car to come out of Detroit since Ford announced the Mustang four years ago. It is significant not only for its concept—it is the only low-priced two-seater produced by a U.S. automobile maker—but also for the fact that it was sired by American Motors.

A.M.C. has been known for years for what its former president, George Romney, proclaimed as "sensible transportation"—simple, low-powered, 6-cylinder cars that it could sell to little old ladies from Keokuk, Iowa. It was sensible transportation, just like a Green Line coach and about as interesting to drive. But unfortunately for A.M.C. little old ladies from Keokuk, Iowa, don't make up a very large segment of the American car-buying public. The company was on the brink of disaster when new management was brought in to reorganise and revitalise it. The new team realised that the company could not hope to compete with the Big Three all down the line. Where it had to do so it would offer a better product at a lower price; but where it could it would exploit specialised markets in which the Big Three considered the potential volume too small to produce a profit. A market that was too small for Ford would not necessarily be too small for American Motors. Finally, the company acknowledged that its reputation for safe, "sensible transportation," although once an asset, was now a liability for it did not sell cars. The youth of today wanted performance, and if that was what they wanted that was what American Motors would give them.

The first step in building this new performance image came last autumn when A.M.C. introduced the Javelin as its entrant in the "ponycar" sweepstakes already occupied by Mustang. Barracuda, Camaro and Cougar. The Javelin wasn't radically different from these other cars but it was the sportiest machine that had been seen in American Motor showrooms for more than a decade. The public began to sit up and take notice. Last month A.M.C. carried the image-building process a giant step forward by unveiling the AMX. Here they were breaking completely new ground with a reasonably priced, two-seat sports/GT car that nicely filled the gap between the domestic "ponycars" and the sophisticated imported sports cars. It is the sort of car American enthusiasts have discussed for years. Unfortunately, everybody talked about it but nobody did anything about it until American Motors thought out the AMX.

The Javelin and the AMX had their origin two years ago when American Motors produced a design exercise, also known as the AMX (American Motors Experimental), to "test public reaction." The reaction was overwhelmingly favourable and the company launched a crash programme to get a car into production. For reasons of pure economics the Javelin came first because this market, although crowded, is undoubtedly much larger than that for a two-seat personal car. It is a credit to A.M.C. that they had the Javelin in production and in the showrooms in 18 months. Six months later the two-seat version appeared and it is remarkable how little it is changed from the original show car. For that reason, among others, it retained the name AMX.

There is no doubt about the relationship of the production AMX to the Javelin. It is, basically, a Javelin with 12 in. cut out of its mid-section just behind the doors. From the rear edge of the doors forward the cars are structurally identical, although slight changes have been made in the sheet metal for exterior differentiation. At the rear the AMX has been given a flying buttress roofline to emphasise the long bonnet-short boot theme that is popular in America today. The AMX is unquestionably a compromise but it is a decidedly successful one. It is a bit stubby at the back end, but apart from that the clean, uncluttered styling has attracted many favourable comments. In addition, one very real advantage of using existing Javelin components and tooling is that the AMX can be manufactured at a price that puts it in a class of its own in the middle of the market mainstream. It will sell in the United States for about $3,300—a good $2,000 (£800) less than either the Corvette (the only other American two-seater) or the Jaguar E.

Physically, it is about the same size as the Corvette and the Jaguar, with a wheelbase of 8 ft. 1 in. and an overall length of 14 ft. 9 in. The track is 4 ft. 10.4 in. at the front and 4 ft. 9 in. at the rear, with an overall width of 5 ft. 11.6 in. and a height of 4 ft. 3.7 in. The chassis is of unit construction and the curb weight, with oil, water and petrol, is about 3,400 lb. The suspension is independent at the front with unequal length A-brackets acting on coil springs, tubular shock-absorbers and an anti-roll bar. At the back the live axle attaches to multi-leaf springs and tubular shock-absorbers. There are also two radius arms running from the rear axle to strengthened areas in the floor pan to prevent axle tramp during acceleration. All this is standard American practice, of course, but if the components show no radical innovations the thinking behind them certainly does. "In the past," said John Adamson, A.M.C.'s vice-president for engineering, "our tendency has been to compromise cornering ability in favour of a softer boulevard ride. With the AMX we turned this approach around and now have superior handling at the expense of a superior ride." What the A.M.C. engineers have done, in effect, is to take the heavy duty ("handling package") suspension from the Javelin and make this standard on the AMX. An even heavier duty suspension is available for those who want it but a short road test suggested that the standard suspension is more than adequate. It obviously doesn't have the advantages of a good, fully independent system but it is taut, agile and responsive. Altogether a vast improvement over the typical wallowing ride of most American cars.

The handling is also helped considerably by a new glassfibre-belted tyre provided by Goodyear. This tyre is an interesting compromise that combines two conventional bias plies with a two-ply glassfibre belt running circumferentially under the tread. The bias-belted design provides the tread stability and longer life of a belted tyre without some of the harsher ride characteristics of fully radial ply tyres. The standard braking system is 10 in. × 1.75 in. drums all round, but 11.2 in. discs are available as an option at the front. There are three choices of steering: manual (5.1 turns lock to lock), quick-ratio manual (4.0 turns lock to lock and power-assisted (3.8 turns lock to lock).

There are also three choices in the engine compartment. The standard power plant is a 4.8-litre V8 producing 225 b.h.p. at 4,700 r.p.m. The optional units are a 5.6-litre V8 giving 280 b.h.p. at 4,800 r.p.m. and 6.4-litre V8 putting out 315 b.h.p. at 4,600 r.p.m. The 6.4 is the largest engine ever produced by American Motors and it is an interesting comment on the company's new performance philosophy that when Earl K. Brownridge, the president of American Motors (Canada) Ltd., was asked about the possibility of installing one of A.M.C.'s ubiquitous sixes, he replied: "There is no way a six goes into the car. We never entertained the thought." A refreshing change indeed! Completing the mechanical specifications, the car comes with a four-speed Borg-Warner manual transmission as standard equipment. A three-speed automatic is optional and there is a choice of axle ratios ranging from 2.87:1 to 4.44:1.

Our first test of the car was short and hampered by severe winter weather, but it was enough to show that in the AMX American Motors has produced an exciting, distinctive car that should do very well on the race track once the tuning experts get their hands on it. On paved surfaces it can be driven, and driven hard, without any suggestion of sudden, impolite behaviour. The 12 in. shorter wheelbase than the Javelin has improved the weight distribution so that while understeer is still the dominant characteristic, the handling is predictable. The 6.4-litre engine provides more than enough power to bring the tail out but the standard manual steering is much too slow to catch it. The power steering, on the other hand, lacks some feel and for spirited driving we would opt for the quick-ratio manual steering. The abysmal weather prevented acceleration and top-speed runs but other reliable testers have obtained 0 to 60 times in the region of 7 sec. and top speeds in the 125 m.p.h. bracket.

The AMX is a decidedly interesting car that is breaking entirely new ground in the American market. By itself it won't restore American Motors to full health but it is a well-written prescription for a performance image—D.G.

Notes on the cars at Brands Hatch

THE *Daily Mail* Race of Champions meeting at Brands Hatch saw the first appearance of new cars from McLaren Racing, the Owen Organisation B.R.M. team, the Cooper Car Company, and Matra-International, as well as a number of well-proven cars. There were two McLaren cars, M7A-2 for Hulme and M7A-1 for McLaren himself, both powered by Cosworth V8 engines and driving through Hewland gearboxes. The car is designed on similar principles to that of the Lotus 49, in that the V8 engine is fixed rigidly to the bulkhead behind the cockpit and forms the rear part of the chassis, a welded framework attached to the rear of the engine carrying the rear suspension members. Front suspension is by wide-based A-brackets, with interposed coil spring/damper units, and conventional Grand Prix practice with lower A-bracket, single transverse top strut and two radius rods on each side looks after the rear end. Radiator-air exits from two large openings on the top of the nose cowling and the cockpit has a full wrap-round screen of green tinted perspex. Fast in front of the screen in a flap, fastened by an aircraft-type flush fitting catch, which conceals the fuel filler. At the moment there is no bodywork aft of the cockpit, but provision is made for more bodywork at a later date. The glassfibre nose cowling has a high gloss orange finish and the cockpit and driving seat are beautifully upholstered in black quilted material. At the back of the car, on the left of the gearbox is a large black cylindrical container holding the oil for the dry-sump Cosworth V8 engine, with an oil radiator mounted above the gearbox. The disc brakes have special Lockheed calipers with four pistons, instead of the usual two, and these operate on large single Ferodo pads on each side of the disc. Due to a last-minute shortage of parts there was only one complete set of these new brakes for Hulme, so McLaren settled for 4-piston calipers on the back and twin-piston calipers on the front. The whole finish of the two cars was extremely praise worthy, while the detail work, especially of small machined components, would have done credit to Daimler-Benz or Vanwall racing cars, and showed a delightful "pride of workmanship" on the part of the McLaren workers.

The new B.R.M. cars were both powered by 3-litre 4 o.h.c. V12-cylinder engines, driving through Hewland 5-speed gearboxes, until such time as the new Bourne gearboxes are ready. When this 12-cylinder car project was started it was given to Len Terry and his design office and they built three cars, known as P126 models, the first two having 2½-litre engines installed for the Tasman races. The third car P126-03 had a full 3-litre engine in it and was driven by Spence at Brands Hatch, having also done all the pre-race testing. The fourth car was built at Bourne to the same Len Terry design and is designated the P133 model, and this was driven by Rodriguez. Unlike the McLaren, the Lotus 49 and the H.16 B.R.M., in which the monocoque chassis structure finishes behind the cockpit the V12 B.R.M. monocoque chassis runs the full length of the car, forming a cradle from the cockpit rearwards, in which the engine sits. Front suspension of the P126 and P133 cars follows the pattern of the H.16 cars, with inboard coil spring/damper units operated by a rocker-type top wishbone arm, with a lower wide-base A-bracket. At the rear the suspension has an unusual layout, in that instead of a lower A-bracket there is a rectangular shaped tubular bracket locating the bottom of the hub carrier. A single top arm and double radius rods each side follow standard practice. The pivots for the lower bracket are on a tubular sub-frame extending from the rear bulkhead of the monocoque, with the Hewland gearbox lying in the middle of it.

The Ken Tyrrell team of Matra-International, backed by E.L.F. petrol, had the first of their new cars, MS10-01, which was built in the middle of February. In this car the Cosworth V8 engine is *not* used as a chassis member and rear suspension carrier, for there is a tubular sub-frame bolted to the end of the cockpit monocoque and running rearwards to a steel bulkhead, an alloy plate between the engine and the Hewland gearbox carrying the power unit on this framework. To give clearance for the large final drive universal joints, which are combined rubber "dough-nut" and mechanical joints, the starter motor on the left of the gearbox is mounted at an angle and drives forward through a universal-jointed shaft. Oil is carried in a tank in the nose but there is an oil radiator mounted above the gearbox, just above a plate carrying the Lucas electronic ignition equipment. The driver's seat is made of glassfibre, as are the nose cowling and the oil breather "catch tank," while behind the driver's head and under the very solid double-tube crash bar is a "pull-knob" for operating the battery master-switch by cable, the switch being mounted on the left side of the gearbox, near the battery.

The new Cooper, designated the T86B, follows the general principles of the very flat 1967 Cooper-Maserati, with a full-length monocoque chassis structure, with "rocker-arm" front suspension and conventional rear end and has the same brake layout with the discs inboard of the hub carriers, but not completely inboard as on the Ferrari for example. The 1967 style welded sheet-magnesium wheels are used, and the rather "sports specification" V12 B.R.M. drives through a Hewland gearbox. The latest GP version of the engine, as distinct from the GT version, was not ready in time to build into the car. The differences in these engines is only detail, on such things as compression ratio, pistons, valve gear and connecting rods, the basic 4 o.h.c V12 layout with two-valves per cylinder, is unchanged.

The three Ferrari cars were their 1967 models, all with 4-valve-per-cylinder V12 engines and the latest 5-speed gearbox with the selector mechanism on the top and a system of rocking levers transferring the movement fom the right-hand gearbox lever. The engines had side inlet ports and exhaust ports in the centre of the vee, and Amon drove 0007, Ickx 0003 and de Adamich 0005.

The single Team Lotus entry driven by Hill was 49/5, the last of the 1967 cars to be built, 49/4 having been sold to Rob Walker and Jack Durlacher. As a temporary experiment in weight distribution the oil tank had been moved to the rear, as well as the battery, but the experiment did not appear to be a success, for the handling was visibly bad.

The mechanical interest at this meeting was of a very good standard, especially bearing in mind how early in the season it took place, the next Formula One outing being at Silverstone on April 27th at the *Daily Express* meeting run by the B.R.D.C., while the first Championship event is not until May 12th, when the Spanish Grand Prix takes place on the Jarama Circuit near Madrid. The McLaren cars would appear to be finalised in general conception, future modifications and improvements coming under the heading of racing development. The V12 B.R.M. cars will no doubt eventually have Bourne built gearboxes to replace the Hewland gearboxes, and the cars are said to be in the nature of a temporary expedient while the H.16 cars are undergoing further improvement, but if the H.16 cars do not make great strides forward then B.R.M. may find themselves embarrassed by the "wrong" cars being the most successful. The Matra MS10 is something in the nature of an interim car, for doubtless the French will want the all-French V12-engined MS11 car to win races ultimately, but as it is at present the MS10 will provide the Tyrrell/Stewart combine with good racing material. The Lotus 49/5 that Hill drove was very much the last of the 1967 effort, and would have appeared earlier had Lotus kept up to schedule with their racing programme. New Lotus cars for 1968 are under way and a 4-w-d investigation is well advanced. The Cooper-B.R.M. V12 is an extension of the 1967 programme, but doubtless there is some advanced design thinking going on at Byfleet, which should materialise during the 1968 season. At the moment there have been no signs of the 1968 Ferrari design thinking, but by Maranello's normal standards the existing cars and engines are absolete, and by Monza-time in September something entirely new should have materialised.

The fact that Brabham and Eagle missed the Race of Champions means that they are both one race behind their rivals, but Repco are well advanced with new engine designs and it never takes Brabham and Tauranac long to make up a new chassis. Eagle are concentrating on becoming self-supporting at the moment, having severed all connection with Harry Weslake Engineering. They are already building the Weslake-designed V12 engine themselves in a new factory, and intend to carry on engine development work on their own. In California the parent branch of A.A.R. are concentrating on new cars for Indianapolis, for not only has Dan Gurney got the ambition to win the 500-mile race with one of his own cars, but he also has the ability to do.—D.S.J.

RACE OF CHAMPIONS
A strange race

BRANDS HATCH, *March 17th.*

THERE was a time when the B.A.R.C. led the way in British motor-racing and opened the European Formula One season with a race at Goodwood, but of recent years the B.R.S.C.C. has taken over this lead and Brands Hatch has become the scene for the first Formula One race. Sponsored by the *Daily Mail* the race carries the title of "Race of Champions" but being early in the season it tends to lack champion drivers, but nevertheless gets an interesting entry and this year was no exception. The entry was not large, but it contained a galaxy of new cars and showed that interest and activity in Grand Prix racing is not lacking, which gives good prospects for more important races later on.

Heading the list were Hulme and McLaren with the two brand new McLaren cars making their first public appearance, both powered by Cosworth-Ford V8 engines. Then came Graham Hill with a lone entry from Gold Leaf Team Lotus, it being a 1967 Lotus 49-Cosworth V8, painted in the red, white and gold of the John Player's cigarette company. The Cooper Car Company had the first of their 1968 cars with B.R.M. V12 engine and driven by Brian Redman, while Ferrari arrived in force with their three 1967 cars, all with 48-valve engines, with Amon, Ickx and de Adamich as drivers. B.R.M. had two 1968 cars, both with V12 cylinder engines, driven by Rodriguez and Spence, and Ken Tyrrell's Matra-International team had a brand new Matra with Cosworth V8 engine for Stewart to drive. The Walker/Durlacher team entered their new Lotus 49 but during unofficial practice on the Friday before the race Siffort lost control of it in the wet and crashed badly, the car being severely damaged but he escaping injury. The following day the Walker racing department had a disastrous fire and the remains of the car were completely destroyed, together with much other valuable material. Brabham entered a single Repco V8-powered car for himself or Rindt to drive, but it was not ready in time, and having sold his last year's cars he had to withdraw. Reg Parnell (Racing) Ltd. entered their new car but they were still awaiting a V12 B.R.M. engine so also withdrew, and Surtees had no new Honda available so entered his 1967 Lola with 2-litre radial-valve B.M.W. engine. To swell the entry list numerous private owners were invited to compete and these comprised Bonnier with the ex-works McLaren-B.R.M. V12, which he purchased after the South African G.P., David Hobbs with Bernard White's B.R.M., which was one of the 2-litre V8 Tasman cars, but has been lengthened some seven inches behind the cockpit and a V12 B.R.M. engine has been installed, Silvio Moser with Vogele's ex-works Brabham-Repco V8, Gethin with Frank Lythgoe's Brabham-B.M.W., and Lanfranchi with a Brabham-Climax 4 cylinder. Non-starter among the private-owners was K. St. John with Sheppard's car which is one of the original McLaren single-seater with the old Coventry-Climax V8 "Godiva" engine that dates from the mid-fifties.

All told the entry was satisfying for a race so early in the season and the new models were very impressive, especially the two orange McLaren cars, while the V12 B.R.M. cars looked very powerful, if somewhat sombre in their dark green, in contrast to the vivid blue of the new Matra, as did the dark green with white stripes of the works Cooper. Practice was well organised on Saturday, with a two and a quarter hour session in the morning, and a further one and three-quarter hours in mid-afternoon, the only drawback being the icy wind that blew along the Brands Hatch valley all week-end. The lap record for the full-length circuit was standing to Gurney when practice began, with a time of 1 min. 32.6 sec., set up in March 1967 with an Eagle-Weslake V12 so it was no surprise when first practice lap times soon got below this figure, but it was a surprise that it was Spence who was setting the pace. He was driving very neatly and smoothly, the B.R.M. V12 running well and the Len Terry-designed chassis handling splendidly. In contrast



FIRST TIME.—Bruce McLaren had a smooth, troublefree run at Brands Hatch, to win the Race of Champions event over 50 laps. The sleek, orange McLaren M7A, powered by a 3-litre Cosworth V8 engine, was very impressive.

the Lotus 49 of Hill was looking terrible on the corners, and not much better on the straights, a re-arrangement of the weight distribution not working out at all well. This had been brought about by transferring the oil tank and battery from the front of the car to the rear, mounting a new saddle-shaped oil tank over the gearbox, with the battery in a recess on top of the tank. For the afternoon session the battery was returned to its forward position, but the car was far from right. McLaren had been doing a lot of pre-race testing with his new car and was well in the hunt for fastest time, though Hulme was not as impressive. Tyrrell was getting the Matra sorted out for Stewart, who was making full use of the power of the Cosworth V8 engine, but he could not challenge his old team-mate Spence, though he was second fastest during the morning. The complete Ferrari team formed a consolidated block behind these three, in the order Amon, de Adamich and Ickx and it would seem that a real champion driver would be able to get one of the red cars well up the front. Redman was being prevented from getting down to serious practice by little things going wrong or being altered on the new Cooper, and Hobbs was not happy with the gearchange on the modified Tasman B.R.M. for it has the gear lever built into the left-side of the cockpit whereas the Hewland gearbox it is using has the selector mechanism on the right hand side. As it is not possible to modify the monocoque easily, or have a Hewland gearbox with opposite side selectors, the gear-change linkage has to do a cross-over behind the engine; in addition the coolant was getting over-hot as the car still had the Tasman radiator. Poor John Surtees was looking rather lonely and forlorn with his little oversize Formula Two car amongst all the new 3-litre works cars, but now that Honda have withdrawn from classic motor-cycle racing, including the Isle of Man T.T., it is likely that they will make a really serious effort in Grand Prix racing and then Surtees will be able to do full justice to his driving ability.

In the afternoon session nearly everyone, except Rodriguez and Hobbs, improved on their times and McLaren's new car was going better than ever, getting down to exactly 1 min. 30 sec., while Spence improved from 1 min. 30.8 sec. to 1 min. 30.4 sec., being very satisfied with the car at this pace. The Matra improved by nearly half a second and Amon continued to lead the Ferrari team, being fourth fastest overall, so that there were four different makes heading the practice list, McLaren, B.R.M., Matra and Ferrari. The Ferrari team suffered a loss when Andrea de Adamich got out of control while braking for Paddock Bend and struck the bank on the outside and wrecked the rear end. Prompt action by the B.R.S.C.C. marshals prevented a disaster and the driver was only slightly hurt, suffering concussion, but he was out of the race.

STARTING GRID

↑

15 J. Stewart (*Matra MS10-Cosworth V8*) 1 min. 31.0 sec.
12 M. Spence (*B.R.M. V12-P126*) 1 min. 30.4 sec.
2 B. McLaren (*McLaren M7A-Cosworth V8*) 1 min. 30.0 sec.
1 D. Hulme (*McLaren M7A-Cosworth V8*) 1 min. 31.2 sec.
8 C. Amon (*Ferrari V12*) 1 min. 31.2 sec.
9 J. Ickx (*Ferrari V12*) 1 min. 32.8 sec.
11 P. Rodriguez (*B.R.M. V12-P133*) 1 min. 32.0 sec.
4 G. Hill (*Lotus 49-Cosworth V8*) 1 min. 31.6 sec.
6 B. Redman (*Cooper-B.R.M. V12*) 1 min. 33.4 sec.
18 D. Hobbs (*B.R.M. V12*) 1 min. 37.0 sec.
17 J. Bonnier (*McLaren M5A-B.R.M. V12*) 1 min. 35.2 sec.
19 S. Moser (*Brabham-Repco V8*) 1 min. 35.0 sec.
20 P. Gethin (*Brabham-B.M.W. 4-cyl.*) 1 min. 45.0 sec.
23 T. Lanfranchi (*Brabham-Climax 4-cyl.*) 1 min. 37.6 sec.

Non-starters: A. de Adamich (Ferrari V12)—1 min. 33.0 sec.
J. Surtees (Lola-B.M.W. 4-cyl.)—1 min. 33.2 sec.

On Sunday a good crowd of 40,000 packed the circuit and after a Formula Ford race for amateur drivers and the first half of a saloon car event, the Grand Prix cars came out for the 50-lap race for the *Daily Mail* trophy and £500 first prize. Though conditions were fine and occasionally sunny the freezing cold wind was still blowing, the splendid noise of the 3-litre engines being the only thing that prevented most people from turning into blocks of ice. The list of starters was reduced to fourteen when Surtees withdrew the Lola-B.M.W., and as the field rolled forward from the "dummy-grid" it looked as though the list would be further reduced for Hobbs was having trouble starting his V12 B.R.M. engine and the Rodriguez car was still having its plugs changed. McLaren was very happy and confident on pole position and his whole team were elated at having a really competitive engine after two seasons of floundering about with under-powered engines. From the start the front row went away in practice order, but Hill nipped

through into fourth place from the third row. Hobbs got started in time and Rodriguez just made it but was last away, apart from Gethin who was having bothers with his Brabham-B.M.W., and started late. McLaren led the field on the opening lap with Spence and Stewart following, but not challenging, while the Lotus 49 of Graham Hill was not looking very stable and he had Amon (Ferrari), Hulme (McLaren) and Ickx (Ferrari) right behind him wondering which way the Lotus was going to twitch next. McLaren was looking extremely confident, driving in a smooth and relaxed manner, not having to strain his car at all and yet steadily widening the gap between himself and the rest of the field. The new car was performing as immaculately as it looked and for the whole 50 laps McLaren led the field, this splendid performance more than making up for the troubles and frustrations that have beset McLaren Racing's Grand Prix efforts since they started. Stewart tried in vain to challenge Spence, but the amount of effort he was expending in wrestling the car round the corners was not being justified and Spence was having no difficulty in keeping the V12 B.R.M. in front of the bright-blue Anglo-French Matra. Hill was working away in fourth place, but it was a very shaky fourth and had there been a bit more distance between the corners Amon might have been brave enough to try to force his way by and Hulme would have certainly followed him through; as it was it seemed a case of stale-mate. Ickx over-cooked things on lap 5 and dropped behind Redman and after that failed to make any impression on the new Cooper driver, who was running a steady seventh. At the back of the field Rodriguez had really got the bit between his teeth, being worked up after his late start, and was carving his way past the tail-enders in fine fashion, demonstrating that if you are brave and courageous enough you can overtake in all sorts of unlikely places around the Brands Hatch circuit.

McLaren cruised round giving a fine demonstration of competence, completely untroubled by the rest of the runners, and Spence was doing a satisfactory job in second place, unruffled by Stewart's brief attack. The Matra had fallen back a bit, but was secure in third place and for ten laps Hill kept the Lotus 49 in fourth place, but then the left-hand inboard drive-shaft universal joint broke as he plunged down Dingle Dell and the flailing end split the oil tank and he had an exciting moment bringing it all to a stop. This gave Amon and Hulme a clear run, but they were too far back to challenge the first three cars, though they could not relax as Rodriguez had rushed past Ickx and Redman and had his sights on the orange McLaren of World Champion Hulme. Of the tail-enders Hobbs had made a brief stop to fix a breather pipe, Moser had retired with low oil pressure in his Repco V8 engine, and Bonnier had managed to get past Lanfranchi. The whole race had now become a bit processional, apart from the progress of Rodriguez who was becoming more inspired as he caught and passed Hulme and then dealt with Amon in the short space of two laps. As he was doing this Spence coasted into the pits with the other V12 B.R.M., his race finished as an oil pipe under the car become detached and had been rubbed through as the car grounded on it at various parts of the circuit. The courageous Rodriguez was still well wound up and not being a respecter of names and faces went past Stewart's Matra and into second place. It was not so much that the Mexican was going fast, it was more that everyone else was going slowly, for though he passed everyone except McLaren, it was the New Zealander who held fastest lap with a new record time of 1 min. 31.6 sec.

At half-distance, which was 25 laps, McLaren was comfortably up around Druids hairpin before Rodriguez came into sight at Clearways, and there was no need for him to strain his new car at all to maintain this distance. Hulme had got past Amon and when Stewart began to have trouble with the pedals on the Matra the orange McLaren moved up into third place, much to the joy of the chaps from Colnebrook. The trouble on the Matra was in the pedal pivot department and the clutch pedal was fouling the brake pedal and vice-versa, all of which did not make for fast driving, and eventually Stewart was forced to stop at



NEW CAR FROM OLD FIRM.—The latest B.R.M. Type 133 with V12-cylinder engine made a good impression and Pedro Rodriguez drove a spirited race from a poor start to finish second and run out of petrol on his "slowing-down" lap.



NAUGHTY BOY.—In the second practice session Hill went out with the Players "Sailor Boy" uncovered and was black-flagged by officials and made to cover it with masking tape. How childish can vested interests become, or is money talking louder than actions?

the pits on lap 34. Ickx had also stopped, with fuel pump trouble, but got going again, running in company with Amon, though four laps behind him, and the two Ferraris made a fine blare of sound. Stewart lost over a lap while a repair was effected and rejoined the race ahead of Rodriguez on the road, and got in the way of the B.R.M. for quite a time, though it did not really matter as McLaren could not be caught, and anyway he had plenty in reserve. With Stewart dropping out of the running Redman took over fifth position with the new Cooper-B.R.M. V12, driving a nice steady race and still on the same lap as McLaren, and he held this position until the finish. It was a well-satisfied McLaren who got the chequered flag, his new car as immaculate at the finish as it was at the start, and though he had led from start to finish and made a new lap record it was not to give false confidence for he knew he had not had to face the challenge of Clark, Gurney, Surtees or Brabham, while the new Matra was too new and the old Lotus 49 was not on top form. However, he was confident that at last he had got a truly competitive car, and that he and Hulme could now face the serious Grand Prix season in the knowledge that they were one jump and one race ahead of their rivals.

The B.R.M. team were happy with the way their new cars had performed and Cooper were not dispirited for their B.R.M. engine was only a "hack" one and had done over 400 miles of testing before the race had even begun. The Goodyear Tyre Company were very pleased for the first three cars were on their rubber and the McLarens and B.R.M. were all on Shell petrol and oil, and all used Champion sparking plugs, Ferodo brake pads, and Lucas electrics and fuel-injection equipment.

The cold, windy day ended with the second part of the saloon car race and then the 40,000 queued-up to join the public on the A20 road back to London.—D. S. J.

Results :

RACE OF CHAMPIONS—Formula One
50 laps—132.5 miles (213.2 kilometres)—Cold and windy

1st	B. McLaren (McLaren M7A-Cosworth V8)	1 hr. 18 min. 53.4 sec.—162.169 k.p.h. (100.77 m.p.h.)
2nd	P. Rodriguez (B.R.M. V12-P133)	1 hr. 19 min. 07.6 sec.
3rd	D. Hulme (McLaren M7A-Cosworth V8)	1 hr. 19 min. 24.2 sec.
4th	C. Amon (Ferrari V12)	1 hr. 19 min. 30.8 sec.
5th	B. Redman (Cooper-B.R.M. V12)	1 hr. 20 min. 20.6 sec.
6th	J. Stewart (Matra MS10-Cosworth V8)	1 lap behind
7th	T. Lanfranchi (Brabham-Climax 4-cyl.)	3 laps behind
8th	J. Ickx (Ferrari V12)	4 laps behind
9th	D. Hobbs (B.R.M. V12)	7 laps behind
10th	P. Gethin (Brabham-B.M.W. 4-cyl.)	14 laps behind

Fastest lap : B. McLaren (McLaren-Cosworth V8), in 1 min. 31.6 sec.—167.608 k.p.h. (104.15 m.p.h.).

Retired : S. Moser (Brabham-Repco V8) on lap 7 in pits—low oil pressure; G. Hill (Lotus 49-Cosworth V8) on lap 11 at Dingle Dell—broken drive shaft; M. Spence (B.R.M. V12-P126) on lap 18 in pits—broken oil pipe; J. Bonnier (McLaren-B.R.M. V12) on lap 30 in pits—no reason given.

14 *starters* — 10 *finishers.*

THE GUARDS TROPHY—Group 5 Saloons—Two 20-lap Heats
Addition of times

1st	B. Muir (Ford Falcon V8)	1 hr. 14 min. 34.0 sec.—136.601 k.p.h. (85.88 m.p.h.)
2nd	V. Elford (Porsche 911)	1 hr. 14 min. 44.2 sec.
3rd	F. Gardner (Ford Lotus-Cortina)	1 hr. 15 min. 48.2 sec.
4th	B. Robinson (Ford Lotus-Cortina)	1 hr. 16 min. 05.6 sec.
5th	J. Rhodes (B.M.C. Mini Cooper)	1 hr. 16 min. 51.8 sec.
6th	A. Stubbs (Ford Falcon V8)	1 lap behind

Class winners : Class A—Over 2,000 c.c. : B. Muir (Ford Falcon V8).
Class B—1,301-2,000 c.c. : V. Elford (Porsche 911).
Class C—1,001-1,300 c.c. : J. Rhodes (B.M.C. Mini).

Brands Hatchings

The Gold Leaf Team Lotus were forced by the circuit organisation to black out the Players Cigarette "Sailor Boy" symbol on the side of the Lotus 49. Could it be that Guards have purchased a cigarette monopoly on Brands Hatch—after all they do present the Trophies for the saloon car racing?

* * *

The Owen Racing Organisation still maintain that their V12 engine was designed as a sports-car unit and that the H16 is really their Grand Prix engine. Ford say that the V8 Cosworth engine is their Grand Prix engine, but are using it in their Group 6 sports car. Confusing isn't it?

* * *

Some people view the Tyrrell Matra as the reappearance of France into Grand Prix racing, but with a British engine, gearbox, tyres, electrics and driver, to say nothing of the very English team-manager, the French element is a bit thin. The works Matra V12 driven by Beltoise really will see the true return of the French blue.

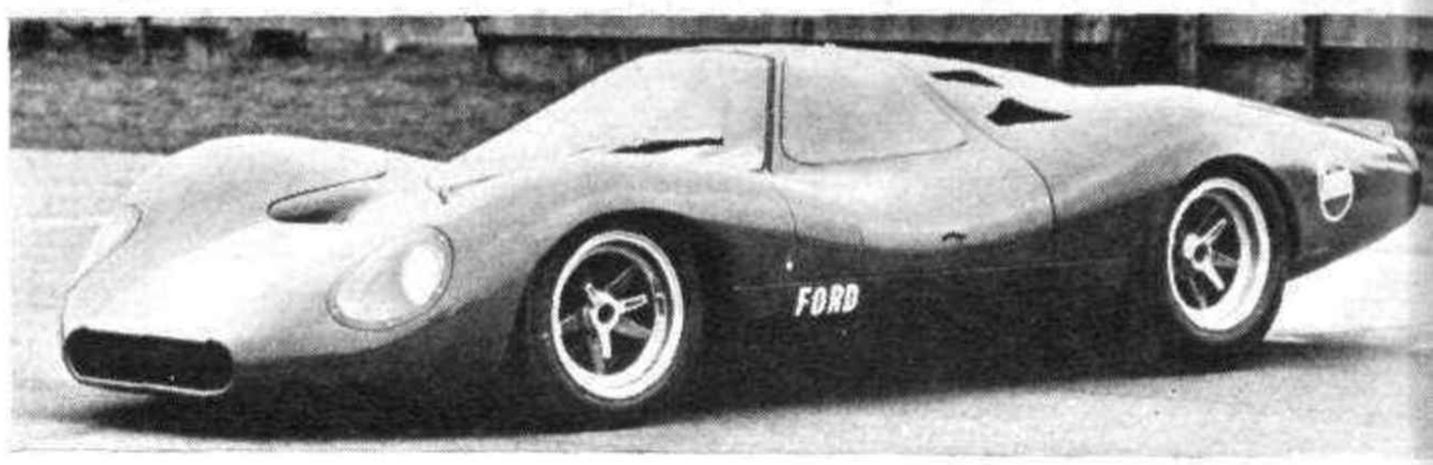
* * *

The accidents to Siffert and de Adamich make you wonder whether 400 b.h.p. in just over half-a-ton of motor car are not taxing some drivers' possibilities too far.

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As a season-opener the meeting was interesting, but not exciting.

Continental Notes



FORD OF BRITAIN—The new Group 6 Prototype Ford powered by a 3-litre Cosworth V8 Grand Prix engine, mounted behind the cockpit and driving through a Hewland 5-speed gearbox.

WHEN the entry list for the Le Mans 24-hours race was published recently the full impact of the C.S.I. dealings last year came to light and the 3-litre limit on Prototype cars and 5-litre limit on Group 4 Sports Cars has produced the most mediocre entry for this classic event that one has seen for many a year. If the works Porsche team do not win then it is quite possible that a private owner entry could. There are four T70 Lola coupés entered, which will no doubt set the pace while they last and the only sports Ferrari entries are from America, presumably LM models, though many people still think Ferrari will relent and send special works cars under the American entries. Matra have entered one V12 prototype coupé with 3-litre engine, but I wonder how far it will get, and Alpine have entered four of their 3-litre V8 engined cars. The Healey Motor Company have entered a single Prototype, which is a mid-engined coupé powered by a 2-litre Coventry-Climax V8 engine, and Marcos have an entry for a similar Prototype powered by a V12-cylinder B.R.M. engine, but I cannot see any of these being the winning car. This year's Le Mans race is certainly not one to get excited about, but no doubt the usual vast crowds will turn up, if only to hear the two Howmet Turbine cars running. If the racing is not enthralling at least there will be time to enjoy some of the side-shows and amusements for the Le Mans Circus will no doubt be in full swing. It all takes place on June 15th-16th.

For once it looks as though Enzo Ferrari is going to stick to his word and give Le Mans and all the other long-distance races a miss. He has never been enthusiastic about sports car racing, preferring Grand Prix racing, but his co-directors on the board of S.E.F.A.C. Ferrari have always maintained that victories at Le Mans and Sebring have done wonders for the sale of Ferrari road cars, so he has been forced to support the races. Now, at the age of 70, it looks as though he is going to have his own way. In the past his team have never been able to get down to serious development on the Grand Prix cars until after Le Mans, by which time the Grand Prix season is half way through. When John Surtees was with Ferrari he was always complaining about this and if he and Enzo had had their way they would have concentrated on Grand Prix cars only, but the Ferrari firm had expanded beyond the old Scuderia Ferrari into an automobile manufacturer where profits have to be watched. This year they are concentrating on single-seaters and already the 2.4-litre V6 Dino has given a good account of itself in the Tasman series, and a new Formula Two car has been built, very much like the Tasman car, with four valves per cylinder and single sparking plugs, with conventional inlet ports in the vee and exhaust ports on the outside. No doubt the Monza 1,000-kilometre race on April 25th will indicate whether Ferrari is sticking to his word about abandoning sports car racing or whether he is showing lukewarm interest.

* * *

The F.I.A. have sent out a notice justifying the homologation, as a Group 4 sports car, of the Lola T70, for a lot of people were convinced that Lola have not made 50 of these cars, and certainly not with 5-litre Chevrolet engines. The F.I.A. have carefully explained that people did not understand the real interpretation of the rules and that it was not necessary to have built 50 identical cars, but 50 *similar* cars, so that open T70 models count as well as coupé models, and also Can-Am cars as they are basically the same vehicle as the homologated sports car. In view of the hasty change to a 5-litre limit for Group 4 cars the F.I.A. have waived the engine rule and count all the 5.7-litre and 5.9-litre Lola cars. This was done to soften the blow that Lola suffered last year, when, having got set up to build 50 cars with 5.9-litre engines, the 5-litre limit was suddenly slapped on without warning. The F.I.A. reckon that by January, 1968, the required number of Lolas had been built and sold, so it was homologated as a Group 4 sports car as from February 1st, 1968.

* * *

At the Geneva Motor Show Mercedes-Benz introduced a new saloon known as the 300 SEL 6.3 and it should set new standards of road motoring on the highways of Europe. What the Stuttgart engineers have done is to put the V8-cylinder 6.3-litre fuel injected engine of the 600 Mercedes-Benz limousine, into the body shell/chassis unit of the smaller 300 model. The compact 5-seater saloon was a fast touring car in its 300 SEL form with the six-cylinder 2½-litre engine, but now with the 6.3-litre V8 giving 300 SAE horsepower (250 DIN) in the same car it should embarrass a lot of sports and GT cars. It is claimed to do 137 m.p.h. which is not beyond the bounds of possibility, for the V8 engine in the vast 600 limousine would propel it along at over 120 m.p.h. What is interesting is that last year when there were rumours of Mercedes-Benz returning to racing it was a known fact that some special cars had been doing some very fast testing on the Nurburgring. At the time Mercedes-Benz admitted that it was more or less true, saying that they had been trying different combinations of engines and chassis units, because you have to make experiments. One experiment was obviously very successful and the 6.3-litre V8 saloon 300 SEL model is the outcome.

* * *

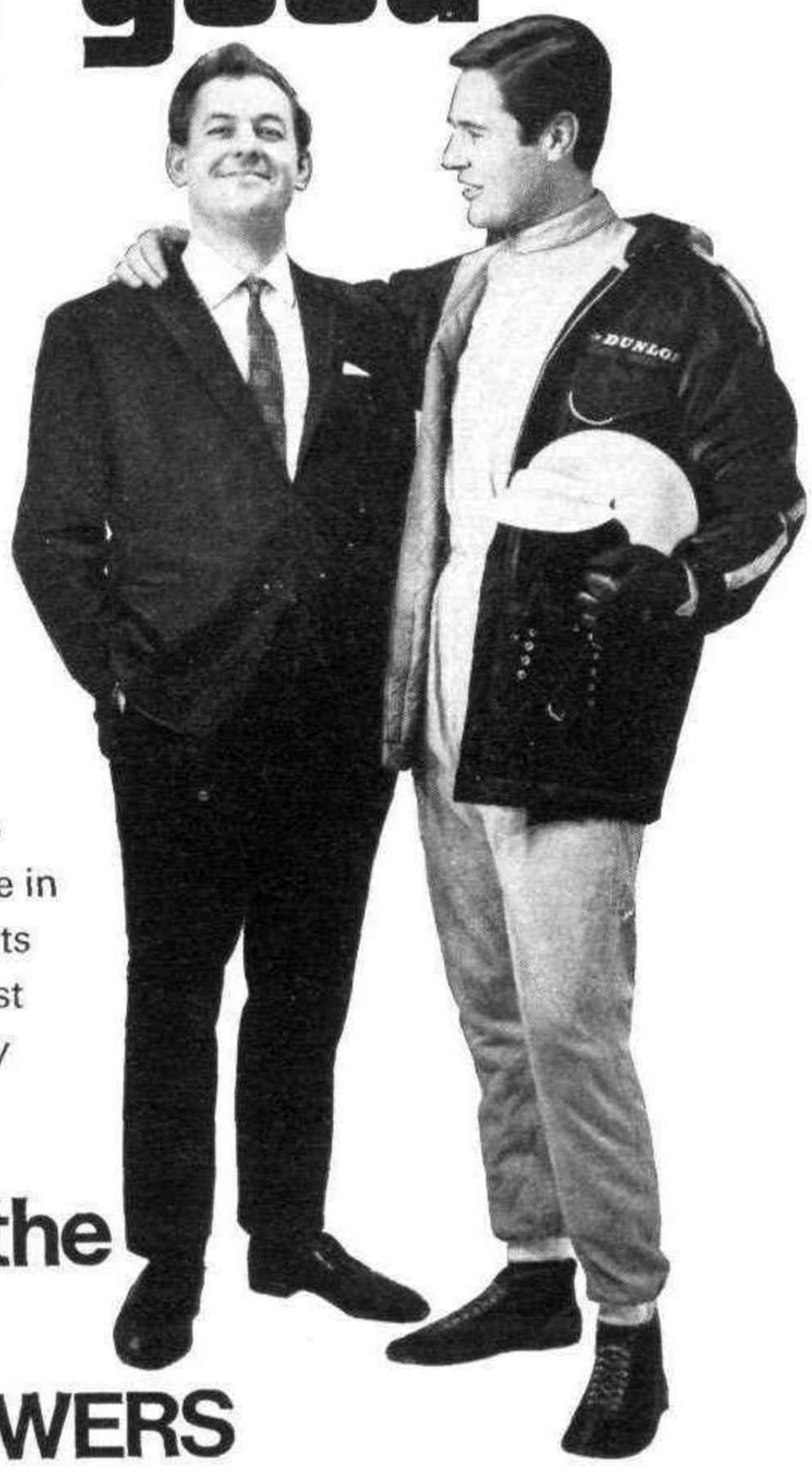
In the colour centre spread and on this page as well there is depicted the new Group 6 Prototype Ford coupé, powered by a Cosworth V8 Grand Prix engine. The body/chassis unit is a bonded and reveted structure and the all-independent suspension follows conventional Grand Prix practice, with wishbone and coil spring i.f.s. and wishbone and single transverse link with twin radius arm i.r.s. at the rear. The Prototypes have been built by Alan Mann Racing in conjunction with Ford (Great Britain) and it is hoped that Graham Hill and Jim Clark will drive one. Races of up to 1,000 kilometres in length are envisaged and some people have shown surprise that the cars are not entered for Le Mans. They seem to have forgotten that Ford won Le Mans last year and the year before, last year at a fantastic record speed with their 7-litre Mk. IV car, so what would be the point of trying to improve on that performance with a 3-litre car, and the chances of a brand new design winning Le Mans first time out are too remote to bother with. Last year Ford (U.S.A.) restricted their racing to Le Mans in Europe, so this year Ford (G.B.) intend to have a go at all the other long-distance events, starting with the B.O.A.C. 500 race on April 7th at Brands Hatch.

This new Ford Prototype is a really good looking car, small and compact and its progress in European events will be closely followed, for the intention is to take part in five or six events. The design has been in the charge of Len Bailey, of the Ford of Britain Research Engineering Centre, and the construction has been carried out in the Alan Mann workshops at Byfleet.

The overall height of the car is 35.3 in., the wheelbase is 87 in. and front and rear tracks are 55 in. Goodyear Grand Prix tyres on 15 in. wheels will be used and Castrol will lubricate the 400 b.h.p. Cosworth V8 engine and the Hewland five-speed gearbox. Until now Ford of Britain have been supporting racing through the media of established teams and cars, but now they are coming into their own with this exciting Group 6 Ford 3-litre coupé. In addition design is going ahead on an all-Ford Grand Prix car with 4-wheel drive, and this should appear on test before the end of the season. How long will it be before Ford of Britain produce a sports/GT type car to challenge the E-type Jaguar?

—D.S.J.

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on DUNLOP

If you drive on Dunlop, you're on a good thing. Because every time Dunlop tyres carry the winner of a big international rally—as they do, in a big way—all Dunlop users benefit. It is this extensive experience in gruelling action-packed international events that helps Dunlop build the toughest, safest and longest-wearing tyres for the everyday motorist. Keep on driving on Dunlop—you're in good company.

...proved again in the 1968 SAN REMO RALLY OF THE FLOWERS

1st *P. TOIVONEN, M. TIUKKANEN — PORSCHE 911T*

LADIES PRIZE 1st *MRS. P. MOSS-CARLSSON, MISS E. NYSTROM — LANCIA FULVIA H.S.*

TEAM PRIZE 1st *LANCIA FULVIA H.S.*

Subject to official confirmation

DUNLOP — THE TYRES BUILT ON SUCCESS

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



RARE CAR making its first competition appearance in recent times was this 1924 2-litre 4-cylinder Targa Florio Mercedes-Benz, splendidly restored (even if it does have AC-Delco dials) by G. M. Palmer of Vauxhall Motors Ltd. (he designed the Jowett Javelin) after he purchased it from Arthur Jeddere-Fisher. It gained a third class award in the V.S.C.C. Pomeroy Memorial Trophy Contest.

[Photo: R. Rew

HILL'S 1930 ALVIS SILVER EAGLE WINS 1968 V.S.C.C. POMEROY MEMORIAL TROPHY

ONLY the Vintage S.C.C. could run this event, one feels. It was conceived by the late Laurence Pomeroy as a means of finding the best all-round touring car, from Edwardian to current model. Pomeroy's father designed such famous fast touring cars as the Prince Henry and 30/98 Vauxhalls, and it was presumably to prove the superiority of this type of car that his son started this contest. It might seem that closed cars should be ineligible, even if a 30/98 was seen occasionally in this form and was raced as a coupé. However, the V.S.C.C. fortunately does not take itself too seriously. It has had to cut out the road section of this contest and so there are no cross-country journeys or hill-climbs to perpetuate Pomeroy's theories, but this year the fuel-consumption test was reinstated.

There is nothing wrong with a Club which receives 61 entries and four reserves for a specialised event of this sort, involving a high-speed dice round Silverstone. Moreover, this wasn't because members saw in it a chance to exercise modern cars at the expense of their older vehicles; the overall entry comprised 23 post-war vehicles and of the 42 pre-war cars opposing them, the oldest was Barker's mighty 1908 Napier, backed up by Edwardian Austrian-Daimler and an actual Prince Henry Vauxhall; of the remainder, 20 were vintage, *i.e.*, pre-1931. Well done, V.S.C.C.

Apart from those aforesaid, proficiency for happy high-speed touring was tested by a wiggle-woggle, to assess steering control, s.s. and f.s. ¼-mile runs, and a brake test, with a penalty for excessive noise, the whole handicapped under a most complicated formula.

It was bitterly cold as competitors did the steering test. Bendall's Austrian-Daimler opened well for the Edwardians, Hill's Silver Eagle was competent (and on this occasion wasn't towing a horse-box), Rose's Bentley was as usual very "Le Mans" until one noticed its shrunken back tyres, Dyer was trying really hard in his very nice 1927 4½-litre Bentley, and Conway produced wheelspin and fine sounds from his Type 43 Bugatti, Jones' 30/98 was quick, Mather slipped in a lower speed to aid his Frazer Nash/A.C., but Black overcooked it, spinning his 8C Monza Alfa Romeo. Whereas he stalled, when Gilbart-Smith spun his A.C.-Bristol in clouds of rubber smoke he continued unabashed. Pilkington's Lago G.S. Talbot emitted noise, smoke and smell, Pitt nearly fell out of his Willment A.C. Daytona coupé and missed the correct route, while an elusive trouble spoilt J. T. Williamson's run in his 3/4½-litre Bentley. Lee's 3-litre Invicta Special was very slow, Terry's Rover 2000TC went very fast at considerable roll angles, Stretton seemed nearly to lose his Sebring Frazer Nash, Rogers was snaky but fast in his 16/70 A.C. Special, and Bowler rapid, flinging stones, in his father's 1929 4½-litre Bentley, H. P. Bowler being ensconced in a Jensen 541R.

The lunch break gave an opportunity for looking round the Paddock. Penny Griffiths was running-in a 3.8 Jaguar engine in her Healey Silverstone, Milner now has Tim Carson's first 30/98 Reg. No. on his Vauxhall 30/98, Giddings' 1929 1750 Alfa Romeo Zagato has a 2.3 engine put in by the works in 1935, Gurney's Lagonda LG45 has a remarkable hood which lifts off in one piece, Nightingale's 1929 wooden-wheeled De Soto has been smartened up since last year, and entries ranged from Edwards' hack Armstrong Siddeley Star Sapphire to Corner's Ferrari GTO and two 1966 Jaguar E-types. The ex-Venables Llewellyn 1933 Silver Eagle Alvis Special with Speed 25 engine was driven by Lees-Milne.

The High Speed Trials were largely uneventful, Williamson's Bentley back to its customary 4,300 r.p.m. but the 1912 Austrian-Daimler now misfiring, Hutton's Invicta being flagged-in with a trailing brake rod, and Sismey's Alvis squealing its tyres. The Sapphire was showing its petticoats, and Mrs. Cattermull lost a core plug from her 1930 Alvis Silver Eagle with two laps to go—rotten luck! G. M. Palmer had a very satisfactory first day out with his 1924 Targa Florio Mercedes which Mays and Mather raced as a new car, apart from a little clutch slip. Pitt's Goodyear-shod 4.7-litre A.C. Cobra was best over the f.s. ¼-mile (7.11 sec.), Corner taking 7.95 sec., and on the s.s. ¼-mile the A.C. did 12.74 sec. to the Ferrari's 14.4 sec.

During the blustery afternoon the Hon. Patrick Lindsay arrived in a D.H. biplane and when the results of all the motoring were worked out and showed that the Pomeroy Memorial Trophy had been won by Keith Hill's 1930 Alvis Silver Eagle tourer, while, just to show that the contest is impartial, the runner-up was Terry's 1965 Rover 2000TC. This is a highly satisfactory outcome, because the Alvis is typical of the 30/98-era fast tourers with later vintage advantages such as six cylinders and four-wheel-brakes. It did 21.5 sec. in the steering test, against Williamson's best time of 21.05, 7.6 sec. in the braking test, in which Pilkington's Lago Talbot was best in 6.6 sec., 20.14 for the s.s. ¼-mile and 12.55 sec. for the f.s. ¼-mile. Incidentally, most economical of the day were Van Essen's Railton light tourer and Mitchell's Triumph TR4.—W. B.

Results :

Pomeroy Memorial Trophy : K. M. Hill (1930 Alvis Silver Eagle tourer), 425 points. **2nd :** B. R. Terry (1965 Rover 2000TC), 415 points. **3rd** (tie) : R. W. Upston (1933 Frazer Nash/A.C.) and S. G. Curtis (1931 Talbot 105 GO 53), 413½ points each.

First Class Awards : B. R. Terry (Rover), R. W. Upston (Frazer Nash/A.C.), S. G. Curtis (Talbot), E. N. Corner (Ferrari), and P. G. Cole (3½-litre Bentley Special).

Second Class Awards : B. Sismey (1934 Alvis Speed 20 Special), L. J. Stretton (1955 Sebring Frazer Nash), H. G. Conway (1928 Type 43 Bugatti), H. C. Bergel (1926 Type 35T Bugatti) and H. Rose (1928 4½-litre Bentley).

Third Class Awards : A. D. Jones (1923 30/98 Vauxhall), M. H. L. Bowler (1929 4½-litre Bentley), G. M. Palmer (1924 Mercedes) and S. C. Lee-Milne (1933 8 Alvis Silver Eagle Special).

ODDS AND ENDS

Keith Schellenberg has entered his 8-litre Bentley for the London–Sydney Marathon. It will presumably be in the category of an Edwardian Crossley saloon which competed in a pre-war R.A.C. Rally or the writer's 1922 8/18 Talbot-Darracq which completed the course on time in the 1935 R.A.C. Rally, only to fail the quick-starting test because it had no self-starter and the officials wouldn't allow a handle-start. It is nice to see another edition of *The Vintage Austin Magazine*, official organ of the Vintage Austin Register; the January issue contained an article on Austin 12s and 16s. A *circa* 1932 ribbon-radiator Chrysler 75 with pick-up body, which ran last in 1963, was for sale in more or less running order in Hampshire. The March V.S.C.C. Phoenix Meeting might have been held to the theme of "Where Have All the Vintage Cars Gone?" for the only one we saw was a 3-litre Bentley and the only other open cars were a 328 B.M.W. and an Aston Martin. Consequently, a smart Lanchester Ten, which might otherwise have gone unnoticed, stood out as an interesting inmate of the car park. However, Editor and Continental Correspondent plead guilty of having attended in modern gent's conveniences, made, respectively, by Rover and Jaguar. Rob Walker's 1927 Grand Prix Delage was unfortunately among the racing cars destroyed in a fire at his Pippbrook Garage last month.

A DATE TO NOTE—
V.S.C.C. SILVERSTONE, APRIL 20th

The sight of vintage and historic sports and racing cars in action appeals to others besides rabid enthusiasts. The first V.S.C.C. race meeting of 1968 takes place over the 1.6-mile Silverstone Club circuit on April 20th, and should bring a big crowd and an entertaining day's sport. The programme is traditional, with a one-hour High Speed Trial involving two compulsory pit-stops, which is interesting for spectators and fine training for novice drivers, the 10-lap Itala Trophy Race for vintage racing cars, a 15-lap Allcomers' Scratch Race for the Melville and Geoghegan Trophies, and a number of 5-lap Handicaps and Group Handicaps. This means that a great variety of cars from Edwardian to the early 1950s will be seen in furious action, to the accompaniment of inimitable sounds and scents. For competitors entries have closed and practice starts at 9 a.m. and on the Friday at 2 p.m.

For spectators the High Speed Trial commences at 12.15 p.m. The car park fee is 15s. per vehicle (7s. 6d. for V.S.C.C. members with special sticker) including all occupants (no dogs) and it is not the V.S.C.C.'s fault that the B.R.D.C. charge 2s. 6d. for a seat in the Woodcote and Pits grandstands, from which, however, a splendid view of the proceedings can be obtained. Cars finishing 1st, 2nd, or 3rd in any of the races score points towards this year's MOTOR SPORT Brooklands Memorial Trophy, which carries substantial cash prizes, providing they comply with the V.S.C.C. definition of a pre-1940 car.

This is a meeting you must not miss, especially as some very fast "new" historic racing cars are likely to run, such as Sir Ralph Millais' ex-Charlie Martin *monoposto* Alfa Romeo imported from the late Douglas Jarvis' stable in Australia this year and Cameron Millar's Maserati, the second 8CFT to be built, which the Equipe Lucy O'Reilly Schell ran at Indianapolis in 1940 and which has only recently returned to this country from America (see colour pictures in this month's Pictorial Review). In addition to Sir Ralph Millais' "new" Alfa Romeo, another *monoposto* is due to run, the car acquired, also from Australia, by the Hon. Patrick Lindsay. Neil Corner has acquired the Summers' *monoposto* Alfa Romeo and together these cars depict three stages of development, Corner's car having ½-elliptic springs all round, Millais' ½-elliptic front, reversed ¾-elliptic back springs and Lindsay's car Dubonnet i.f.s. with reversed ¾-elliptic back springs. On April 20th Corner will run his Type 51 Bugatti but it surely won't be long before all three *monopostos* appear together in the same race ?

V.C.C. NEWS

Veteran Car Club membership stands at 1,922, of whom 590 are Full Members, 1,220 are Associates and 106 are Junior Members. Forthcoming fixtures include the Mid-East Section Meeting on April 20th/21st, the London–Edinburgh Run of May 22nd-26th, the South-East Section Meeting on June 15/16th, the Prescott Hill-Climb on June 29/30th, the North-East Section Isle of Man Meeting on July 4-9th, the London Main Section Meeting on July 21st, the Midland Section Meeting on August 3rd/4th, and further Section Meetings on August 17/18th and September 8th. The Annual Dinner and Dance, the Auction Sale, and the A.G.M. were held in February.

The Club's headquarters and library remain at 14, Fitzhardinge Street, W.1, with Mrs. Dass as Secretary, and social gatherings happen every last-Wednesday at the "Marlborough Head." Last year's winner of the Lord Trophy, presented by the Austin Motor Co. Ltd. as the Club's *Victor Ludorum*, was G. A. Estler (1904 Siddeley).

V.M.C.C. 5th S.W. COAST RUN, MAY 12th

The Bristol Section of the Vintage Motor Cycle Club will hold this non-competitive run over some 50 miles of scenic coastal and country road between Bristol and Weston-super-Mare on May 12th, with stops for refreshments and lunch respectively at Portishead and Clevedon. Open to all vintage and veteran motorcycles and to cars and commercial vehicles of like age by invitation, this is a popular fixture, details of which are available from Colin Pask, 5, Fussell Court, Hill Street, Kingswood, Bristol.

V.E.V. Miscellany.—A 1930 Sunbeam 16.9 saloon in original condition was for sale in Hampshire. A local paper published an article about the low-priced Horley car, sometimes called the No-Name, which was built in Balcombe Road, Horley, from 1904 to 1914, at premises today partly occupied by Chequers Precision Engineering Ltd., who make components for old cars. Amongst relics unearthed there was a Horley Motor Co. wall plaque. A story of a clergyman's adventures with a 1932 Austin 7 saloon bought for £32 10s. is not quite the sort of book we would normally recommend, as it is non-technical and very simple, but it may appeal to some 750 M.C. members and other Seven owners—the line drawings are quite good. ("A Baby called Aggie," by Alan Stephens, Epworth Press, 25-35, City Road, London, E.C.1; 3s. 6d.) There is a Foden steam waggon, not necessarily for sale, in a yard at Galley Hill, Essex. The pilot now holding the earliest existing British licence, Capt. E. K. Keith-Davies, is still managing air transport companies in Johannesburg. A pre-war 15.9-h.p. Willys-Overland saloon has been laid up in Scotland since 1960, and is now available.

A copy of *The Scots Magazine* published last summer contained a long article by a lady about ownership in Scotland of a 1905 Arrol-Johnston landaulette, which remained in service until replaced in 1922 by a Fiat. In the same issue it is mentioned that the great brain-surgeon, Professor Norman Dott, O.B.E., likes fast open cars and used to drive at night from his home in Edinburgh to fishing expeditions farther north in his Alvis, the hood of which would never be raised.

The Austin 7 Swallow Register now knows of 61 Swallow-bodied cars, comprising 40 saloons and 21 two-seaters, three of them overseas, which is pretty remarkable considering that production only ran from 1927 to 1932. Jaguar Cars Ltd. donated a Swallow Trophy, won last year by a Mk. II saloon, and it is hoped that this will be competed for at the Beaulieu Austin 7 Rally on July 7th, and that Swallows will congregate at the Bristol Austin 7 Club's Longleat Rally on August 18th. The Register publishes information of value to those restoring Swallow Austin 7s; details from D. A. Doughty, The Rockery, Church Lane, Chaldon, Caterham, Surrey.

A Lammas-Graham has been seen in a Welsh breaker's yard. *The Austin Seven Advocate* for February, duplicated journal of the Austin 7 Register, carried an article on how Austin 7s have been bought and sold recently in the West Country for sums around £10, including a Nippy in running order and taxed, for £5, and that splendidly appropriate Castrol advertisement depicting a Chummy and its lubrication chart. A 1924 sleeve-valve 20-h.p. Daimler that had been in the Birmingham Museum of Science and Industry for 13 years was put back on the road after 1½ hours' work last year. Someone who worked for 35 years as a body-finisher at Longbridge has been thinking of disposing of the 1932 Austin 12/4 saloon which he bought for £80 when it was only six months old and which has stopped involuntarily only twice in 110,000 miles, when the magneto spring broke in 1938 and when a tyre punctured in 1961.

Mr. Smith in Rhodesia (no, not *that* Smith) seeks dating information about an Adler with 11.8-h.p. 78 × 88-mm. 4-cylinder 1,580-c.c. engine, tube radiator, 3-speed gearbox and artillery wheels shod with 32 × 3 tyres, which was bought secondhand in London during a honeymoon in 1912. Still they turn up—a 1923 s.v. Aston Martin, which was stored in pieces in a barn in 1932, is now for sale. A 1926 Armstrong Siddeley 14 tourer has been unearthed in Australia. Atkinson Vehicles Ltd. are anxious to discover and restore one of their pre-1933 commercial vehicles, but have been unable to locate one, although their 1916 prototype steam waggon worked until 1934, a steam tractor served in Liverpool until 1953, several Atkinson locos lasted into the 1950s and an early diesel lorry was running until a few years ago. If anyone can help, we can put them in touch with the Company.

Prices of vintage cars may be dropping; recently a garage advertised a 1928 Citroën described as being in good running order but with untidy body for £15. D. Edwards is building up another 16-valve twin-cam vintage Aston Martin racer, the car used by the Eyston brothers, with the engine G. E. T. Eyston used in his racing boat "Miss Olga." The Spring issue of the duplicated *Journal* of the Morris Eight O.C. contains details, with diagrams, of radiators used on Morris cars from vintage o.h.c. Minor to just-pre-war 25-h.p. The public will be welcome at this year's National Alvis Day at the Crystal Palace on May 19th, when at least 300 of these cars should be present.

H.C.V.C. LONDON-BRIGHTON RUN

The Historic Commercial Vehicle Club will, after all, have a London start for their annual run to Brighton on May 5th. The first of the 130 starters will leave Battersea Park at 6 a.m.

VINTAGE POSTBAG

Lamberjack as Coach Driver

Sir,

I may have a few things about Mlle. Lamberjack's father racing motor buses in France.

In 1922 the "Automobile Club de Nice" created the "Criterium International de Tourisme Paris-Nice."

In 1927, Lamberjack drove a Saurer motor bus he nicknamed Virginie—with 12 passengers it went 92 km. per hour in a 3 km. race in Grenoble (best performance), Lamberjack won his category (5,000 c.c. to 8,000 c.c.), he was the only competitor in this category!

In 1928 the same bus was again entered as well as another Saurer seating 20 passengers (driven by Lamberjack) — there was also a Bernard and a Renault, this Renault went 115 k.p.h. in the 3-km. race in Grenoble and was faster than the first 1,100 c.c. Amilcar in the "la Furbie" hill climb. In 1931 Virginie is there again, but Lamberjack drives a Saurer Diesel with 14 passenger body by Weymann (it only weighed 800 kg.) This was the last time a bus was driven in that race. It ended in 1939 with World War II. May I add that Mlle. Lamberjack finished 3rd in the 1936 edition of the Paris-Nice in Hotchkiss. In 1967, the Club de l'Automobiliste (4, Rue du Bac, Paris 7e), a veteran and vintage Club, organised a Paris to Nice rally with more than 40 cars. The 1968 Paris-Nice will take place in May — maybe some British amateurs will bring their buses along for a 1,000 km. rally through the Alps!

But please do not mention buses "racing" in the Monte Carlo Rally again!

St. Cloud, France. T. B. MANTOUX.

* * *

Mascot Identified

Sir,

Re a Mr. Cooke who in last month's edition of MOTOR SPORT I read that he is inquiring regarding a stag's head mascot. This I may advise him is off of a Stag motor car made around about 1920 to the early 30s.

Blackheath. J. HOLLOWAY.

* * *

V.S.C.C. Driving Tests, Shrivenham

Sir,

You write "Mrs. Cattermull was inclined to be untidy in her beetle-back Alvis Silver Eagle . . ."

Indeed, no, but her husband was quite incredibly untidy in her beetle-back Alvis Silver Eagle, I am sorry to admit!

Charlton-on-Otmoor. A. R. CATTERMULL.

[It must have been the cold!—ED.]

* * *

Belly Laugh

Sir,

In the March issue an advertiser states that one of his clients is "not unreasonably expecting a price in excess of £500," for, wait for it—a 1928 Austin Chummy! Thank you for a jolly good laugh.

Plymouth. J. BROWN.

* * *

Data Wanted

Sir,

I would be very grateful for help in obtaining as much information as possible concerning an engine that I unearthed recently. It has an engine plate stating the following facts:—

HERCULES MOTORS CORP
CANTON OHIO U.S.A.
(I think) SERIAL No. ZXB ENGINE No. 1110773
SIZE 2⅝" X 3" OIL PRESSURE 15lb
INT .006 EXH .006

Also attached, in very good condition, is a McCord radiator. Address on the plate:—

McCORD RADIATOR & MFG. CO., DETROIT, MICH.

Any help as to the type of body used or to the use of the engine would be most helpful as I have tried various reference libraries without success.

[Letters can be forwarded—ED.]

Aylestone. S. PENNINGTON.

* * *

Historic Grounds

Sir,

Your open question "does the field still exist," when referring to an aerodrome at Old Hall Farm, Withington, Manchester, in your "Period Piece" (February MOTOR SPORT), prompts me to reply. As a Mancunian I know a little of this area and after consulting my mother I think I am able to answer the question. The area once used as an aerodrome is now called Hough End Fields and it lies on the main road used by everyone travelling to Manchester Airport. It appears that many years back it was given in a bequest to the City conditional that it was not built upon. Albeit, the "powers that be" completely covered the field with those pre-fab houses (that were to last ten years) at the end of the last war, where they remained until last year. They have now been removed and the area is now clear again apart from the remains of the concrete foundations.

"Old Hall Farm" itself was in the corner of the area and for many years was empty. Vandals did their best (worst!) to the building and there was some talk of the Corporation restoring the buildings but these plans appear to have fallen through. Then local businessmen had the idea of making a club of the place—a casino—that idea came to naught.

During the war the Army used part of the area as a camp and later the T.A. Plans have been put forward to construct a sports stadium and running track. What will become of that idea is yet to be seen. Just prior to the last war the Royal Agricultural Show was held at Hough End Fields. As far as I know this was the one and only occasion that the event was held at that spot. During the "invasion scare" days of 1940-41, the field was covered with the, then, familiar concrete and wood posts to—ironically—prevent aircraft landing!

Members of my family recall Paulham flying from the field to land in an area not many miles away now known as Fog Lane. A brother of mine was bold enough when, as a schoolboy, he went for a "flip" in an aircraft from the field. I understand that when the airfield was used as such, the main road I mentioned earlier in this letter was but a cinder track anywhere South of the Hough End Fields and it wasn't until the bridge was built over the River Mersey that the road was built. This was in the late 'twenties—early 'thirties. The answer to your question then is "yes." In these days of high value being placed on land in the built-up cities it is surprising to find, any Saturday, local football teams playing out their matches and using the Corporation built dressing rooms on the very spot where the early aviators with names like Paulham once landed and took off in their "stringbags"!

One last thought. Where Paulham landed near Fog Lane, mentioned above, is now to be found a road called "Paulham Road." This was where he landed at the end of the Grahame-White-Paulham duel of 1909.

Galleywood. HARRY EDWARDS,
Club Historian and Editor,
Morris Eight Tourer Club.

[Photo: Gerald M. Morris



One road sign, complying with which would not be condoned by the authorities.

PORSCHE MODELS

WHEN the Porsche factory finally gave up production of the chunky little 356 series of cars, the new and very changed 900 series was well into production, and since that time variations on the theme have increased both in the road car 911 series and the racing 900 series. The old 356 Porsches were developed from a very basic vehicle designed around Volkswagen parts, and until the mid-fifties much of the Porsche and Volkswagen were interchangeable, but gradually Porsche designed and manufactured everything for the car, until it was only in appearance that the mechanical parts resembled VW. When the new 911 appeared all traces of VW ancestry had gone, apart from air-cooling and rear-mounted engine, and Porsche took on a new lease of life. With their horizontally-opposed 6-cylinder engine of 2 litres capacity, very sophisticated suspension and steering and completely "new look" body/chassis unit, Porsche set out to establish a new image in the motoring world. It was a difficult task, for the old beetle-like 356 models had been in production for well over ten years and were an accepted and admired shape in the motoring scene.

The introduction of the 911 series was rather like the introduction of the DS19 Citroën in France. Once a manufacturer has a series and basic conception that is respected it is a big step to make a radical change. Citroën made it with great success, and Porsche did the same, which speaks volumes for their designers, engineers, management and public-image staff. Nowadays the 911 series of Porsche cars are respected throughout the world, just as the old 356 series were, although a few die-hards still have a longing for the old beetle-like Porsche. In the racing world the 900 series have not only earned the respect they deserve, but they have also done much to consolidate the production cars. As always, Porsche have followed a rigorous and intelligent racing programme, not plunging blindly into competitions that were beyond them, apart from the abortive Grand Prix attempt in 1962, but aiming their racing spear at something that would bring them returns in engineering, development and sales. The honest solidarity of everything Porsche stems from this overall competition programme, and when I first had a Porsche in 1955 I remember the wonderful feeling of well-being it gave, knowing that the development work had been done by drivers like Frankenberg, Polensky and Herrmann in events such as the Mille Miglia, the Tour of Sicily, the Nurburgring, the Liège-Rome-Liège Rally, the Alpine Rally, and so on. Today when you drive a 911 Porsche you can feel that it is honest and solid in its design and construction, because if it was not it would not stand up to the rallies, races and hill-climbs to which it is subjected by Elford, Rindt, Neerspasch, Mitter and the rest. You do not finish the Targa Florio, the 84-hours Marathon at Nurburgring, the 24-hours at Le Mans and the 24-hours at Daytona on luck alone.

All the Porsche production models available today are based on the same steel body/chassis unit, the variations being mechanical and detail. The 912 is a genteel version that still uses the old type of 1,600 c.c. 4-cylinder Porsche engine that was developed from the Volkswagen, and you can have it with 4-speed or 5-speed gearbox. The 911T has the 2-litre flat 6-cylinder engine with cast-iron cylinder barrels and a fairly touring engine specification, with only 125 S.A.E. horsepower (110 DIN), this coming from an 8.6 to 1 compression ratio. Then comes the 911L, which is in effect the original 911 series that started it all, and this has the same basic 6-cylinder engine, with alloy barrels with cast-iron liners and 9:1 compression and develops 148 S.A.E. horsepower (130 DIN), and after this comes the 911S, with a similar flat-six engine, but with the compression ratio raised to 9.8 to 1 and the power output to 180 S.A.E. horsepower (160 DIN), and this model is recognisable by its forged light-alloy wheels.

With all these variations the speed goes up as you progress and the fuel consumption increases, which is only natural, but the weight stays pretty constant, for all Porsches are very lavishly and completely equipped, no matter what the mechanical specification. It is interesting that Porsche quote a weight of 2,384 lb. for the 911L and when I weighed a recent test-car it came out at 2,366 lb., which gives you a very healthy respect for Porsche facts and figures, unlike some manufacturers. All the 911 models can be fitted with the Porsche "Sportomatic" gearbox/transmission as an optional extra, while to special order there is the 911R model, which is an out-and-out competition model with a great many parts in glassfibre instead of steel and its 6-cylinder engine to the racing Carrera Six specification, but this is out of the run of normal production. All the foregoing are built around the 911 coupé body and have right-hand drive for this country, but in left-hand drive only is the Targa model, which has an ingenious open-car folding top, yet retains the effect of a closed car from the wind point of view, and it has a body section behind the front seats like a roll-over bar. As always, Porsche provide a car for almost every taste and you can select a specification to suit your requirements and your pocket, but outwardly they are all Porsche.

The competition scene has an equally imposing range of models, mostly for the factory team, but some available to order. The racing series are all designed around a layout that has the engine in front of the rear axle, whereas the 911 series has it behind the axle, in the interests of space for the passenger compartment. Heading the list is the very light left-hand drive open two-seater 910/Berg or hill-climb car, this having a tubular space-frame, glassfibre body and 2.0-litre horizontally-opposed air-cooled 8-cylinder engine, each bank of four cylinders having two overhead camshafts. The 8-cylinder Porsche engine is derived from the 1½-litre Grand Prix single-seater and has only ever been used in competition cars. Next comes the 907, a right-hand drive two-seater coupé, similar in layout to the 910, but with a 2.2-litre version of the 8-cylinder engine, followed by the 907/Langheck or long-tail, this having right-hand drive like the 907 but, as the name suggests, it has the very long tailed coupé body, as raced at Le Mans, and this car is powered by a flat 6-cylinder 2.0-litre engine. There are two long-distance racing versions of the 910, the 910/8 and the 910/6, the first the first with 2.2-litre 8-cylinder engine and the second with 2-litre 6-cylinder engine, and both have left-hand drive. Finally there is the 911R which, as already explained, is a competition version of the 911 series.

Summing up, the Porsche team have models for practically everything, the 910/8 Berg for hill-climbs, the right-hand steering 907 in 6-cylinder and 8-cylinder form as well as long and short tailed bodywork, and the left-hand steering 910 in 6-cylinder and 8-cylinder form, any of these four being suitable for serious long-distance racing. The general feling in racing circles is that with the enforced retirement of Ford, Ferrari and Chaparral from long-distance racing, by reason of the 3-litre limit, 1968 should be a Porsche year. The works drivers are Elford, Neerpasch, Scarfiotti, Herrmann, Mitter, Siffert and Stommelen, and with the equipment available to them, and with Huschke von Hanstein directing operations, it is difficult to see how 1968 can fail to be the Porsche year.

Concessionaires for Porsche in Britain are: Porsche Cars Great Britain Ltd., Falcon Works, London Road, Isleworth, Middlesex, and Porsche prices are as follows:

912 Coupé	£2,676 7s. 9d.	Including Purchase Tax and all import duties
911T Coupé	£3,105 7s. 4d.	
911L Coupé	£3,449 10s. 7d.	
911S Coupé	£3,964 11s. 0d.	

Sportomatic transmission for all 911 models ... £154 17s. 6d.
911R to special order only.



The Porsche 911L with "Sportomatic" transmission which is referred to in another article in this issue.

THE MAZDA

A Wankel-powered Sports Car from Japan

AS long ago as 1920 Felix Wankel, a German engineer, was studying the problem of the rotary piston engine as opposed to the conventional reciprocating piston engine, and he worked constantly on the theory until in 1951 he gained the support of the N.S.U. company in Germany. By 1957 N.S.U. had a rotary piston engine working, known as the DKM type, in which the piston and the casing rotated, but as this introduced complications in manufacture they produced the KKM type early in 1958, in which the casing was stationary and only the piston rotated. By mid-1959 the KKM was undergoing endurance testing and at the end of the year it was announced to the world in general. By this time Curtiss-Wright in America had taken out a licence with N.S.U. and the Japanese Toyo Kogyo firm were showing interest. In July, 1961, an agreement was signed between N.S.U. and the Japanese for a licence to continue development work on the KKM engine for the sole purpose of bringing the engine into practical use as soon as possible. The Rotary Piston Engine Development Division of Toyo Kogyo was formed in 1963 and work progressed to multi-rotor engines, with two, three and four chambers, and during that year a prototype sports car was built to take various versions of the Mazda-developed Wankel engine. By early 1965 endurance tests of 100,000 kilometres had been completed on the Mazda 110S, known also as the Cosmo Sport. After a very full test programme throughout Japan in all weathers and on their own proving grounds, the Mazda 110S was put into production and distributed to Japanese dealers during 1966, and they put the model through large mileage endurance and usage tests, so that by May, 1967, the car was ready for sale to the public, and May 30th marked the beginning of a new era in motor history, when the first production car powered by a rotary piston engine was put on sale.

Toyo Kogyo Ltd. are now probing world markets and the Mazda 110S appeared at Earls Court last October and the British concessionaires in Newbury, Berkshire, have been lending a demonstrator model to the Press with complete confidence. The two-seater fixed-head coupé model has a front not unlike a Marcos 1800, with an air intake under the full-width bumper, while the centre-section and tail are reminiscent of a baby Ford Thunderbird. The body/chassis structure is conventional steel and front suspension is by double-wishbones and coil-spring/shock-absorber units. At the rear the differential unit is chassis-mounted with universally-jointed half-shafts taking the drive to each rear wheel and these are sprung on long semi-elliptic leaf springs, while a de Dion tube ties the wheel hubs together. The twin-rotor engine has 500 c.c. combustion chambers and is the equivalent of a 2-litre conventional engine. It is coupled to an orthodox all-synchromesh four-speed and reverse geabox, driving through a normal type of clutch, the power unit being mounted in the front of the chassis but quite a long way behind the centre line of the front wheels. Disc brakes are used on the front and drum brakes on the rear and the pressed-steel 14-inch wheels have fancy perforated covers. The front track is 4 ft. 1¼ in., rear track 4 ft. 1 in. and the wheelbase 7 ft. 2½ in., while the overall length is 13 ft. 7 in. With full equipment including built-in radio and electrically operated aerial the car scaled 2,086 lb. (18 cwt. 2 qts. 14 lb.). The engine runs happily on cheapest petrol.

The Mazda 110S is known as the Type L10A, with 10A rotary engine, and it has comprehensive instrumentation, neatly grouped before the driver, the dials with white figures on black faces, comprising ammeter, fuel gauge, oil and water thermometers, clock and 200 k.p.h. speedometer with total and trip recorders by Toyo, and a Nenso tachometer reading to "9" for 9,000 r.p.m., red-lined from "7." Flick switches, recessed within the padded cowling surrounding the black instrument panel, operate the various services, including the two-note horns and electrically operated radio aerial, which is fitted at the offside rear of the body. These switches are clearly labelled in large white lettering, the symbols being in English, or rather American, and easy to understand if given a little thought—CL for cigarette-lighter and ANT for aerial or antenna, for example, although ROOM, at one end of the three-tier heater-control quadrants is an unusual one.

A well-balanced right-hand stalk on the steering column controls lamps-dipping after a conventional pull-out knob has put on the side/headlamps; the knob of this stalk is turned to bring in the wipers, which sweeps the screen in opposition, while pressing the end of the stalk operates powerful TNK washers; the horn button is in the centre of the wood-rimmed wheel. To alter wiper speeds there is a flick switch on the instrument panel and at the moment there is no headlamps "flasher," but this will be rectified. The Clarion radio is built into the instrument panel, has "searcher" type tuning and two speakers, like small boxes with chromium trims, mounted on the rear window ledge where they reflect badly in the rear window and the mirror, so that you continually think something is following you! There is an inspection plate for the fuel contents gauge on this rear shelf.

The recessed Koilo headlamps have air ducting to obviate condensation but this allows road muck to splash in, which is not good, and there are four large rear lights, which all light up on braking. These operate even with the ignition switched off, which is a good parking or stopping point; two reversing lamps are fitted. The headlights give a good spread but lack penetration and are not really adequate for fast night driving, while the full-beam indicator light between the main instruments is positioned to blind the driver! It was so bad that it had to be covered over by masking tape to make it tolerable, but the rheostat controlled instrument lighting was good. The lockable fuel-filler is beneath a small flap in the centre of the tail, between the rear window and the boot lid and is easily reached from either side of the car. The tank holds 12½ gallons and is mounted ahead of the rear axle and leaves about two gallons when the uncalibrated gauge reads "E." There is useful stowage space with retaining straps, on a ledge behind the bucket seats and a drop-lid lockable facia glove box, the lid dropping frequently over bad bumps taken at speed, the noise of which was a bit startling to inattentive passengers. The boot is shallow but reasonably accommodating, its lid having to be unlocked for access, and the spare wheel is buried in the floor of the boot. The 12 volt 25 a.h. negative-earth G.S. battery with visible fluid level is firmly fixed on the left of the boot, the lazy-tong screw jack is clamped on the right and the jack handle is held in rubber clips under the boot-floor carpet. A neat little zip-fastener hold-all contains the tool-kit, which includes an inspection lamp that plugs into a socket on the right of the engine compartment.

Reverting to the interior, which is black with check seat material, there are large rotary controls on each side that open and shut air-extractor vents, and there are three neat warning lights, clearly labelled BRAKE, BEAM, OILP in front of the driver, the BEAM being dazzling at night as already mentioned. A good item is that the white needles of the ammeter, and oil and water temperature gauges all hang centrally downwards when all is well, so that a quick glance is sufficient. When the ignition is switched off the temperature gauges read maximum, instead of the usual minimum, so a defective gauge would soon attract attention. The central hand-brake is on the left of the prop-shaft tunnel on r.h.d. cars and does not inconvenience driver or passenger. A big plated knob under the instrument panel locks the extendable steering column, a good point being that the indicator/wiper stalk and mounting move in and out with the wheel. The interior door handles are beneath the armrests and the window-winder handles have rubber knobs. The external door locks are in the push-buttons and work in conjunction with long-travel inside sill-buttons. One key works door locks, fuel filler and ignition, but another is needed for the glove-box and boot lid. Excellent leg-room complements the firm but practical seats and Takata Kojyo seat belts are fitted, but a grab handle would be appreciated by the passenger in view of high cornering powers the car can develop on its Goodyear G800 tyres. Apart from an excellent map light on a gimbal mounting like an aircraft air-vent there is no interior illumination, which is a short-coming. The interior trim is black and done without ostentation, there are solid-looking wrap-round bumpers, orange side-repeaters for the flashing indicators and faired racing type external mirrors to supplement tne adequate interior one.

Under the front-hinged bonnet the barrel-shaped casing of the

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SAN REMO RALLY

GENERAL CLASSIFICATION

		Penalties
1st :	Pauli Toivonen/Martti Tiukkanen (Porsche 911T)	5,983.0
2nd:	Pat Moss-Carlsson/Elizabeth Nystrom (Lancia Fulvia)	6,138.0
3rd:	Ove Andersson/John Davenport (Ford Escort t/c)	6,153.5
4th :	Harry Källström/Gunnar Haggbom (Lancia Fulvia)	6,170.0
5th :	Jean Vinatier/Jean-Francois Jacob (Renault Alpine)	6,183.5
6th :	Luigi Taramazzo/Luigi Pesco (Porsche 911S)	6,277.0
7th :	Sergio Barbasio/Alessando Merlano (Lancia Fulvia)	6,299.0
8th :	Arnaldo Cavallari/Dante Salvay (Lancia Fulvia)	6,454.3
9th :	Jerry Larsson/Fergus Sager (Lancia Fulvia)	6,810.7
10th :	Jean-Francois Piot/Jean-Louis Marnat (Renault Alpine)	6,510.7

Team Prize : HF Squadra Corse (Moss-Carlsson, Källström and Barbasio).

IT was certainly a good day for Porsche, way back towards the end of 1966, when they allowed themselves to be persuaded by Vic Elford that they should take an interest in rallying. In cars which differed only very slightly from those which could be bought from a showroom, they had a pretty generous measure of success in 1967, and they look like doing even better in 1968.

So far, three European Championship rallies have been held this year, and all of them have been won in Porsches. Firstly, Waldegård and Helmer won the Swedish Rally, then Elford and Stone won the Monte Carlo Rally. Now, the Italian San Remo Rally has been added to the list, for it was won in mid-March by Pauli Toivonen and Martti Tiukkanen, the two Finns who finished second at Monte Carlo.

Although it was billed as the eighth San Remo Rally, it was actually the first, for the other seven were held under the title Rally of the Flowers, after the horticultural industry which is carried on in that part of the North Mediterranean coast. The idea for the change may well have resulted from a desire to remove any hint that the rally is a gentle wander through the blooms, for this could not be further from the truth.

For 31 hours, the rally runs through without a break over two days and one night, the route totalling over 1,500 kilometres. Included in this are twenty special stages making up 170 kilometres. To some seasoned rally campaigners, this may sound like easy meat, but let me assure you that it is not. Those twenty stages were over rough, stony tracks little changed from the time they were laboriously hewn through the mountains by the military between the Wars.

Rough as they may be, they are the only roads over the mountain passes and have consequently been taken over by local authorities, or whatever are their equivalents in Italy. Being public roads, their closure for rallying means that the route has to be published well in advance, thus giving competitors the opportunity to practise.

Practising, and the making of detailed pace notes, is a laborious but necessary evil which all professional drivers have to put up with if they are to do at all well. Most of them would far rather not be involved in reconnaissance of this kind, but if the other fellow does it, one has to oneself. But practising for the San Remo Rally was more than just tedious. The shortage of roads in the mountains led the organisers to use several of them twice and even three times as special stages, often in opposite directions, and the final route map presented such a complex network that it could not be superimposed on an existing map; new ones had to be specially printed.

Practising, therefore, was more than a little perilous. No driver could be quite sure that he would not meet someone else practising the other way. The obvious precaution was to do it all by night, but even so the hazard was not completely removed and several crews damaged their practice cars, among them three of the five cars entered by the Lancia factory.

Two years ago, when Elford won in a Ford and was then disqualified due to a misprinted homologation form, the rally had two starting points, the routes converging at San Remo before any special tests were tackled. It was at the joint scrutineering that Fall was eliminated because the air filter on his Mini contained no paper element. He was not allowed to replace it as it was argued that the rally had already started. Wisely, there was only one starting point the following year so that any technical problems could be sorted out before the start and this arrangement was kept for 1968. The Monte Carlo Rally organisers could well take a leaf out of this chapter of the Italian book.

Although most European events run their special tests on scratch, when the fastest man wins, the Italians suffer from an administration which insists that there should be target times for each special stage. Anyone achieving a time less than target is credited with the target, and not the time which he has attained. Where several cars beat the target, this system results in a rather unfair levelling, much as the speed of a desert caravan is that of its slowest camel—provided, that is, that all camels are quicker than the bogey.

The same system is used in Britain on the R.A.C. Rally and all the other rallies which use special stages, although here the 50 m.p.h. rule is laid down by the R.A.C. and not by the law of the land as in Italy. To increase the target, or even to abolish it altogether, would certainly not be dangerous, for crews are already driving as fast as they possibly can.

Having digressed enough, I had better start talking about the cars. Although there were only 73 starters (another international rally in France at the same time had 112), no less than eight European manufacturers were represented, their entries totalling 18 cars. The majority of the entries were from sponsored drivers, their cars liberally plastered with advertising despite a clause in the regulations which said, "Publicity vehicles are not admitted." True private entrants were in the minority, the masses of Fiat Abarth drivers who entered in previous years having doubtless learned that a car-breaking rally, such as this one was, could be disastrous financially.

As expected, the strongest team was that of the Lancia factory who, earlier in the year, lost two of their best men when Luciano Lombardini was killed on the Monte and Leo Cella whilst testing an Alfa Romeo at the Balucco test track. Nevertheless, they had Fulvias for Barbasio, Ballestrieri, Pat Moss-Carlsson and, from Sweden, Jerry Larsson and Harry Källström.

Two years ago, when two Fulvias came to the R.A.C. Rally, they all but fell to pieces, but a considerable amount of work has been done in the meantime to strengthen the cars; on the San Remo Rally all five of them finished, Pat Moss-Carlsson in second place, taking the team award easily. The Lancia mechanics, of which there were many, had very few problems to contend with, their main one being to keep exhaust pipes in one piece. They were knocked off or damaged so regularly that two of the cars had them removed altogether.

The three Alfa Romeo GTAs entered by Autodelta were not really set up for rallying. One failed to start in *parc fermé*, another didn't finish and the third returned to San Remo absolutely shattered with the tyre missing from the right-hand rear wheel. Its dramatic, spark-showering entrance was greeted with the usual hot-blooded Italian enthusiasm.

Jean-Claude Ogier took his Citroën DS21 stably and comfortably to eleventh place, but not so lucky were the three works Dafs, none of which finished. Porsche, with their usual Teutonic assurance, worked on the principle that only one car can win and sent just a single entry for the two Finns.

B.M.C. entered their efforts on two Group 2 Cooper S's for Aaltonen/Liddon and Fall/Wood. They went well in the earlier stages, being beaten only by cars of much more power, but retired during the night with severely overheating engines. Ford, to baptise their new Escort, sent just one twin-cam version for Andersson and Davenport, the pair who drove for Lancia last year and still do when they are not required by Boreham. For a first time effort, it did well to finish third, with negligible mechanical trouble into the bargain, although I think it was a mistake not to have studded tyres at the ready for the few stages which had snow on them.

Finally, a word must be said about the two Alpines entered by Renault. These frail, ultra-light, glassfibre-bodied machines were almost laughed at when they arrived at scrutineering, and I must confess that I was among the doubters who expected them to retire early, broken by the rough mountain roads. To use them on the Monte was one thing but to take them at rally speeds over unsurfaced tracks was quite another.

But how the sceptics were made to revise their views! Not only did both cars finish, but Jean-Francois Piot actually led in his until nightfall. He would have finished near the top of the list had not his oil pump stopped working, necessitating much coasting on the last stage and down the main road to the finish.

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TOP ITALIAN CARS IN BRITAIN

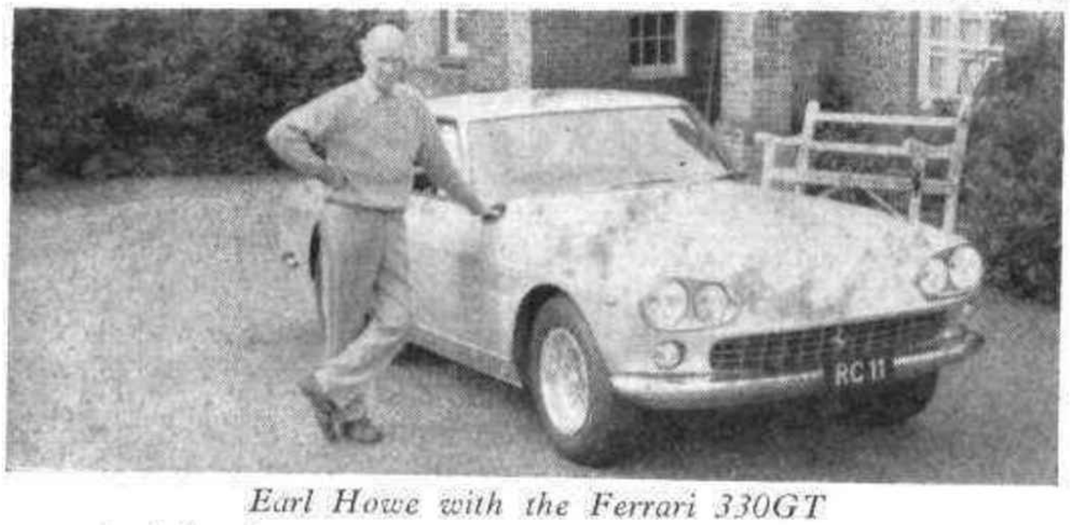
MOTOR SPORT interviews some owners

IT occurred to us that there are many owners in Britain of those exclusive Italian cars, Lamborghinis, Maseratis and Ferraris. We were interested to know why these people bought their cars, now that traffic restrictions have mushroomed and the roads are so overcrowded. Had they got a good service? Were there any draw-backs? Three views are given below. We hope to return to this fascinating subject next month.

COMING from a family with such a sporting background, it came as no surprise to learn that **Earl Howe** drives a Ferrari. He had owned a long line of exclusive cars such as Jaguars, Lancias, B.M.W.s, Aston Martins, Alfa Romeos and Mecedes-Benz before he took delivery of his present Ferrari 330GT in January, 1965. This car has now done six or seven thousand miles and Earl Howe is still terribly enthusiastic about it.

Earl Howe likes to own cars that have been successful in motor racing. He likes a car that is manoeuvrable, that has good brakes, handling and acceleration, and the Ferrari fills these specifications admirably. Countess Howe, who was present when we visited her husband, was just as enthusiastic about the car. She recounted a holiday one winter in Switzerland, where the Earl spent more time looking at the exotic parked cars than on the ski slopes.

A Ferrari is an exciting car to handle, the Earl thought. It is at its best on a motorway, with miles of open road before it, although during its life battling against the London traffic, his engine had



Earl Howe with the Ferrari 330GT

never fouled a plug or caused any other drama. Although one cannot travel at a reasonable speed in this country even on a deserted motorway, the Ferrari's handling and acceleration are so good that one knows it has the capacity to get out of any trouble, Earl Howe said.

Two previous cars owned by Earl Howe are a Bentley (" not quite my cup of tea ") and an Aston Martin, which gave a lot of plug troubles. He still has one of the " gull wing " Mercedes-Benz sports cars and is very proud of it. The big choice what to run was between the Ferrari and a Maserati, and he chose the Ferrari because it could offer four full seats. Before taking delivery he specified one or two little items to be altered and since that time has not experienced any trouble. Some people might not like the hard springing, but he did. The servicing is done by Maranello Concessionaires in Chiswick: " It's better to take it to the proper people," the Earl thought.

Although buying a Ferrari involved an expensive outlay, Earl Howe thought he had had good value for money. Would he buy another? " I haven't thought about that yet," he said. " Once you get a car you like, you don't change."

Peter Hampton is another person who has been used to good cars. Having owned a series of Bugattis—including a 57S—and Ferraris, what else but something like a Lamborghini could he have? The Ferraris which preceded the present Lamborghini 350GT were a 250GT, a 2 + 2 and a 330GT. Up to the 330GT he had thoroughly enjoyed the Ferraris, but just could not get on with this one; he sold it within a week. It was replaced by an Alfa Romeo Giulia Sprint SS, but ever since the Geneva Motor Show of 1964 Mr. Hampton had had his eye on the Lamborghini. He arranged a trial run, but at the last minute could not go. He saw one at the Monaco Grand Prix the following year, later ordered one through the factory in Milan, and took delivery in the first week of August. Mr. Hampton bought the car for a total of £1,500 less than the sum at which a similar car is priced today in this country.

Since new the car—the second to be brought into this country—has covered 13,000 miles, Mr. Hampton taking it back to the factory for servicing every 5,000 miles or so. He found the people at the factory most helpful and mentioned how he had had new brakes fitted free after the first set kept locking on. He had also experienced a noisy back axle, which was changed at the factory in March, 1966, but was still noisy afterwards—" Like picking potatoes out of a basket," Mr. Hampton described it. The following year he went on his annual pilgrimage for servicing with the same complaint and the factory mechanics took the rear axle from Sig. Lamborghini's personal car and fitted it to Mr. Hampton's. The problem has now been solved—all without charge. Apart from the electric windows which packed up (Lamborghini sent out new units within a fortnight) he has had less trouble with this than any previous car.

The Lamborghini, he finds, is quieter than other such cars, although he likes the beat of the V12 engine. It is also wider inside and far roomier. He thought it was a better motor car in many ways to a Ferrari, although he knew there were some people who preferred the ring of the name " Ferrari."

Peter Hampton would definitely buy a Lamborghini again, but not a Miura. Besides costing more, the Miura has no luggage space and is a car that *wants* to be driven fast. It is a little too fabulous, and he is well satisfied with his 350GT. " At my time of life it is all I need," he stated. Mr. Hampton will not talk about English cars such as Jensens and Aston Martins in the same breath.

Brian Morgan's early motoring was done in a selection of M.G.s, but after a progression of wonderful vintage cars and a selection of good, modern cars, he took delivery of his Lamborghini 400GT 2 + 2 in December last year. He had been drawn to the Lamborghini because of its sophisticated four-cam V12 engine, which appealed to him as an engineer. He had also heard that Sig. Lamborghini was personally interested in the car manufacturing project, and he knew from experience that in such cases a better product was likely. He has not regretted the choice: the car is used every day for commuting to work in Birmingham and has given no trouble at all. Brian Morgan never keeps a car more than three years, a maxim that was difficult to stick to when it came to selling his Bentley Continental R-type. He had never owned a proper GT car, and the choice of a Lamborghini was made after consulting enthusiasts like Peter Hampton, Denis Jenkinson and " Steady " Barker. What he likes about the car it is absolute lack of fussiness; there are no signs that it ever runs rich, even in the worst traffic jams. This was perhaps what surprised Mr. Morgan so much, for he had fully anticipated the exhilarating performance.

If he had any criticisms of the car, it would be of the standard headlights, which were just not up to the job. After borrowing a whole variety of lights and trying them, the problem has been overcome by fitting main beam Cibié and dipped beam Lucas lamps. He would also rather have a larger boot with the car as a pure two-seater—the rear passenger seats are too small to be used properly to any extent. The car has been serviced once, and this expeditiously by the English concessionaires, Mitchel and Britten.

Brian Morgan was a little hesitant stating whether he would buy another Lamborghini. " I try never to buy the same car twice," he said. " But I would certainly recommend somebody to buy one."

R.F.

Brian Morgan and his Lamborghini 400GT



BOOK REVIEWS

"Fast and Furious—The Story of the World Championship Drivers" by Richard Garrett. 200 pp., 9¼ in. × 5¾ in.
(Stanley Paul & Co. Ltd., 178-202, Great Portland Street, London, W.1. 25s.)

In spite of its title, this is not really a book for serious students of motor racing. Rather is it a book which explains to the uninitiated what modern Grand Prix motor racing is all about. It covers the usual facets of such studies—why men do it, how they do it, how dangerous it is, and what are the monetory rewards. After looking at such matters as they affect contemporary racing drivers, the author uses the 1967 World Championship races on which to build his story.

The book is well written, but is superficial when compared with magazine reports of these races or specialised annuals about the same subject. Yet it is readable, not expensive, and it contains some very good pictures of well-known drivers and their wives. Naturally, it has already dated, which is inevitable and is admitted by the author. Technically the text may be found not so much wanting as inadequate. But one feels that the author, although he confesses that he drives a family car and would be much too afraid to race, and who sees racing from the angle of a free-lance general journalist (Garrett is currently Editor of a Shell-Mex B.P. monthly), likes motor racing and is on our side. There have been many lesser books about the Sport, some of which, written from much the same angle, have done it harm, which this one does not. The Foreword is by Graham Hill, who welcomes a book about "the human side of the business."—W.B.

"Drivecraft" by Geoffrey Goodwin. 463 pp., 8¾ in. × 5½ in.
(Barrie & Rockliff, 2, Clement's Inn, London, W.C.2. 42s.)

This book covers most aspects of driving properly. We cannot think that many of our readers will wade right through it, because you either drive a car well or you don't, and experience on the road is far more valuable than any amount of paper study in progressing from the former to the latter state. But today there are driving tests to pass and advanced and high performance driving is openly discussed. So this big book may be of interest to some of those drivers who, unlike a certain policeman, believe that safe, fast driving can be accomplished by others than specially trained police drivers. At all events Stirling Moss and Lord Montagu think so.

The Foreword is by Bill Hartley and the book is aimed particularly at driving instructors.—W.B.

* * *

A soft-cover history of Atkinson Vehicles Ltd., and its products, from 1907 to 1967 (60 pp., 8¼ in. × 11¼ in.) should interest commercial vehicle enthusiasts. The book has many fascinating illustrations, including diagrams, although some of the pictures are not very well reproduced. The text is difficult to read on the colour pages but is nevetheless fascinating, covering as it does Atkinson steam waggons, oil-engined lorries from 1930 onwards, 60,000 such chassis being built by 1967 (surely the "Rolls-Royce" of the commercial world?) and railway locos. The author refers to short-comings as well as merits in the vehicles he is describing, and some hectic journeys by works personnel are mentioned. The Preface is by Mr. A. W. A. Allen, Chairman of the company, and there is a detailed list of the steam waggons built by Atkinson between 1916 and 1929, with Reg. and maker's numbers and original owners. The book is indexed. It is available for 21s. post free, from Atkinson Vehicles Ltd., Walton-Le-Dale, Preston, Lancs., on mentioning MOTOR SPORT.

* * *

The quarterly Italian magazine *Style Auto* and the *FIA Year Book of Automobile Sport* are both available in this country, *Style Auto* from *Chater and Scott*, 524-530 High Street, London, W.4, and the *Year Book* from, P.S.L., Brooks House, Upper Thames Street, London, E.C.4. The 1968 edition of the *Year Book* costs 20s. The magazine costs 29s. 6d. soft cover, 42s. 6d. in hard cover form, post free and should interest those engaged in car styling, body building, etc.

MINIATURES NEWS

Dinky Toys' recent releases include a Ford Escort (No. 168) priced at 6s. 11d. and a Ford Cortina rally car (No. 205) at 8s. 11d., both having opening bonnets, doors and luggage boots, and detailed under-bonnet features, while the Cortina has Monte Carlo Rally competition numbers (7), twin radio aerials, external mirrors, rally finish, racing tyres and suspension and (centre-pivot!) steering. The Cortina has adjustable seat-squabs, the Escort tip-up front seats, both models have windows all round, and Dinky are to be congratulated on putting Reg. Nos. on their miniatures. We were reminded that these excellently finished and detailed models are Meccano products by a familiar-looking screw beneath the Escort! A much bigger Dinky model is No. 267, a "Superior Rescuer" ambulance on a Cadillac chassis, this, too, having suspension, steering and a great amount of detail. Collectors of tractor models will welcome the Dinky version of the Camberley built Michegan tractor-dozer, with detachable engine-cover, cab steering, splendid agricultural tyres and simulated hydraulic rams. Finished in yellow and red, it is described as "a welcome embellishment to any living-room carpet," and it sells for 16s. 11d.

Lesney's latest include an Iso Grifo, 3 in. long, to a scale of 61:1, No. 14 in their "Matchbox" series, at the reasonable price of 2s. 2d., considering that windows, openable doors, seats, steering wheel, and gear and brake levers are included, and a Leyland petrol tanker in B.P. livery, also 3 in. long, but to a scale of 92:1. This is "Matchbox" model No. 32, likewise priced at 2s. 2d. There is also another highly detailed "Model of Yesteryear," of a 1912 Simplex tourer, scale 48:1, length 3¾ in., with detachable hood. Almost every detail is featured except the pedals. This fine collectors' piece costs 6s. in this country: reference No. Y-9.

* * *

Citroën say that in Paris the Dinky Toy Citroën 2 c.v. miniature has broken all records, by selling 2,109,177 up to last October. Yet this is exceeded by the real car, of which more than 2½-million had been sold by that date.—W.B.

THE MAZDA—continued from page 272

twin-rotor Wankel engine is impressive beneath the big yellow Roki air-filter, on which servicing data is listed, in Japanese and English. There are two NGK8 sparking plugs mounted one above the other to each rotor chamber with Nonshin coils and two distributors, one to the upper pair of plugs and one to the lower pair of plugs. The ducted radiator has a plastic fan driven by a single belt which also drives the Mitsubishi alternator. Mazda summer and winter coolants are recommended for the radiator, and stamped on the bulk-head is "Made in Japan." The minimum servicing intervals are every 2,000 miles, with engine oil changes every 4,000 miles and chassis greasing every 20,000 miles.

The price of the Mazda 110S is not yet finalised but should be around £2,700 and it is handled by Mazda Car Sales (G.B.) Ltd, Pearl House, Bartholomew Street, Newbury, Berkshire, while Cumberland Garage, Bryanston Street, London, W.1, look after service and maintenance. For further reading about this interesting car during a 1,825-mile road-test, read the article "Pistons Going All Ways" on page 276 of this issue.

—D.S.J./W.B.

RALLY REVIEW—continued from page 273

Jean Vinatier, the other Alpine driver, had no trouble whatsoever and made fifth place despite the baulking which he suffered on an early stage, an undesirable happening which affected many crews (including the Escort's), caused entirely by the failure of the organisers to seed the entries properly.

It was thought that an Alpine would be seen rallying for the first time in the British Isles when Piot brought his over for the Circuit of Ireland Rally, but after San Remo was over he told me that this was not at all certain.

The next rally which counts for the European championship is the East German Rally on April 4th-7th, but it is not expected that there will be any entries from the British factories, although there will doubtless be a Porsche on the scene. Later in the month, far more interest will be centred on the East African Safari to which B.M.C. are sending three Austin 1800s and Ford a Cortina Lotus to compete against highly experienced local crews driving Peugeots, Renaults, Triumphs, Datsuns, Vauxhalls, B.M.W.s, Porsches, Daihatsu, Alfa Romeos, Volvos, Volkswagens, Saabs, Opels, Fords, Toyotas, Fiats, a Mercedes-Benz and a Rover—91 cars in all.—G.P.

PISTONS GOING ALL WAYS



An evaluation of three interesting cars in the sporting category. Left to right, Jaguar 4.2 litre E-type with 6-cylinder in-line engine, Porsche 911L with horizontally-opposed 6-cylinder engine and Mazda 110S with twin-rotor Wankel engine.

THIS story could have been entitled "It never rains, it pours down," except that on the weekend in question the sun was shining, the roads were dry and spring was in the air. I was all set to get down to some serious work on one of my vintage car projects when everything seemed to happen at once; the telephone kept ringing and there were people to see, cars to look at, and cars to drive, and the pandemonium ended up with my having three cars standing outside the house, all of them crying out to be driven. All I wanted to do was to get on quietly with my vintage project, but what could I do? There was this Japanese car, the Mazda 110S, a Porsche 911L, and my 4.2-litre Jaguar E-Type, and lined up they not only made the mouth water and the throttle-foot itch, but they dispelled any thoughts of stopping in the workshop.

The Mazda was the latest from Japan in two-seater coupé form, with coil and wishbone i.f.s., de Dion rear end with semi-elliptic leaf springs, like the old Lancia Aurelias, and was powered by a twin-rotor Wankel engine, the whole thing an entirely unknown quantity and very intriguing. The Porsche was a lavishly equipped 911L, which is the normal production model with 2-litre horizontally-opposed, air-cooled six-cylinder engine, and it had the Porsche "Sportomatic" gearbox transmission, with a hydraulic torque-converter and electrically controlled vacuum-operated clutch, which does away with the clutch pedal. The Jaguar was my well-used 4.2-litre E-type, of quite standard specification, with 8:1 compression and a 3.07 to 1 final drive unit, and it had recently completed its third year and was past 70,000 miles without ever having had the engine touched. Not surprisingly, this trio attracted numerous friends, and comments were interesting. There are those people who have never ridden in a 4.2-litre E-type, let alone driven one, who run down Jaguars on principle, probably because they feel that a car like the E-type selling for just over £2,000 cannot be genuine, when Aston Martins, Maseratis, Ferraris, Lamborghinis and Mercedes-Benz cost twice or even three times as much. The true Porsche lover believes implicitly in the Zuffenhausen products and it is an accepted fact that "Dr. Porsche says the Porsche is the best car in the world, in the Porsche magazine," and anyway "a Porsche is a Porsche, is a Porsche," and if you like motoring you will like Porsche motoring. And the Mazda? The first reaction from most people when they hear the name is to say, "Isn't that an electric light bulb?" It is in fact a car built by the Toyo Kogyo Co. Ltd., of Hiroshima, in Japan, and they make the rotory-piston Wankel engine under licence from N.S.U.

So there I was with three interesting cars, one with a conventional six-cylinder, water-cooled in-line engine, with twin overhead camshafts and the pistons going up and down, one with an air-cooled horizontally opposed six-cylinder engine with single overhead camshafts to each bank of three cylinders and the pistons going in and out in a horizontal plane, and one with a water-cooled Wankel engine in which the pistons were going round and round; and some people think automobile design is stagnating!

I approached the Mazda 110S first as being the one I knew least about, but my approach was rather lukewarm, for the Italian-looking coupé body, while being very pretty, looked more suited to the parks and promenades than the open road. It was the rotary-piston Wankel engine which really drew me, for ever since I first saw one on the test-bed at N.S.U. many years ago, I was sold on the principle and felt it must come, like the turbine. Here at last was a production Wankel engine, on loan with no fuss or bother, no strings attached and no special instructions, to be accepted and treated as an ordinary power-unit. Some while ago I had occasion to borrow a two-seater Fiat with a 1,500 c.c. OSCA engine, a combination that Fiat were putting into small-scale production. The little 4-cylinder twin-cam unit, designed by the Maserati brothers, was a jewel and revved to 7,000 r.p.m. like a dynamo, but the rest of the car was terrible. It didn't handle, it didn't steer, and it didn't ride properly, and the engine was completely wasted on the rest of the car. When I looked at the Mazda 110S, I thought history was going to repeat itself, and I was convinced that the car was purely a test-bed for the exciting twin-rotor Wankel engine. I had no qualms about the power unit, for the design originated from Germany, but I could not see that Mazda knew much about sports cars or race breeding like Porsche or Lotus. In the subsequent week and about 1,000 miles I had to change all my preconceived ideas; in fact, they were changed within the first ten miles and well and truly consolidated in the subsequent mileage. There was no question of the Mazda 110S being an electric light bulb; without doubt it is the Lotus Elan of Japan, but what puzzles me is "who told the Japanese how to design good cars, and how did they find out?"

The Mazda may look a bit fancy and frilly from outside, but once in the driving seat it is very much a functional sports car, with the

Continued on page 280



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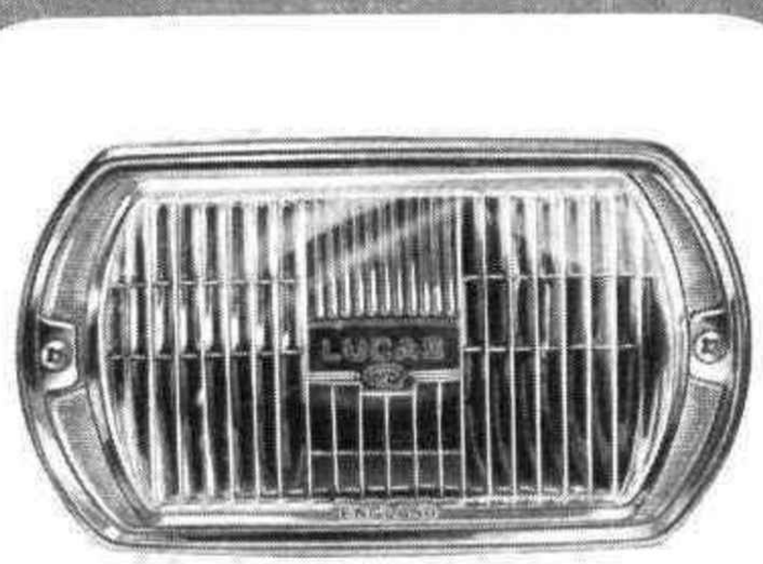
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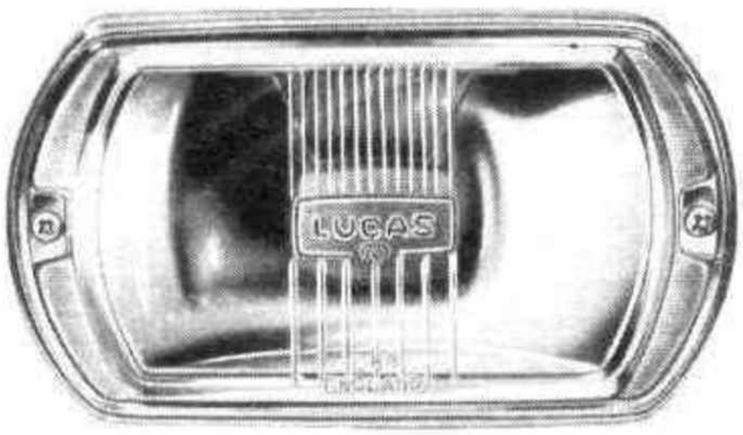
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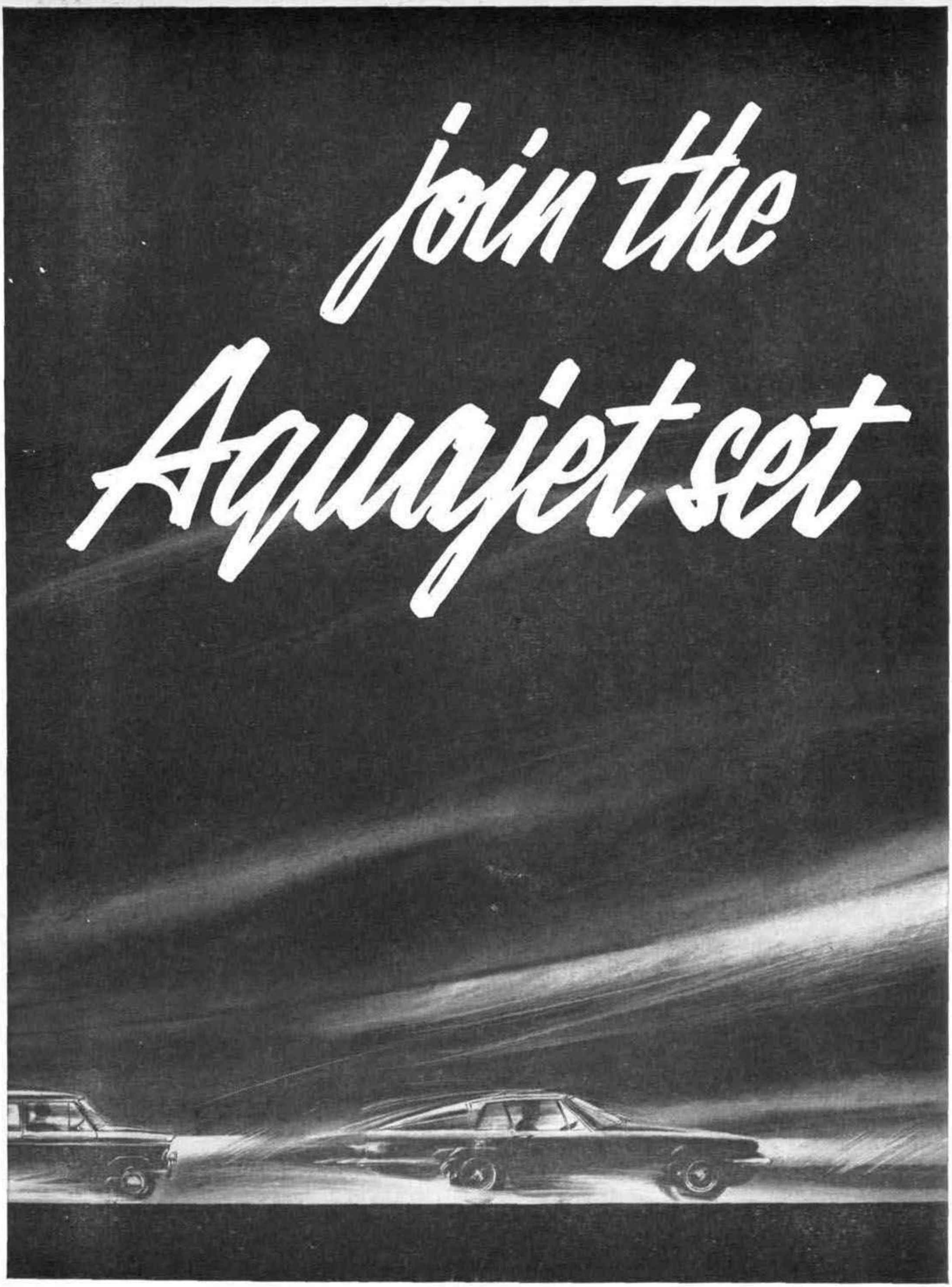
QUARTZ-HALOGEN FOG AND LONG RANGE LAMPS



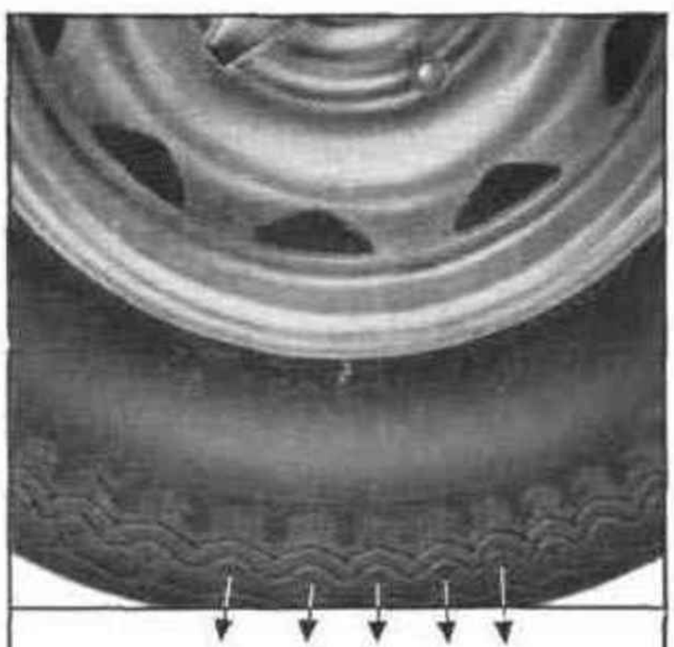


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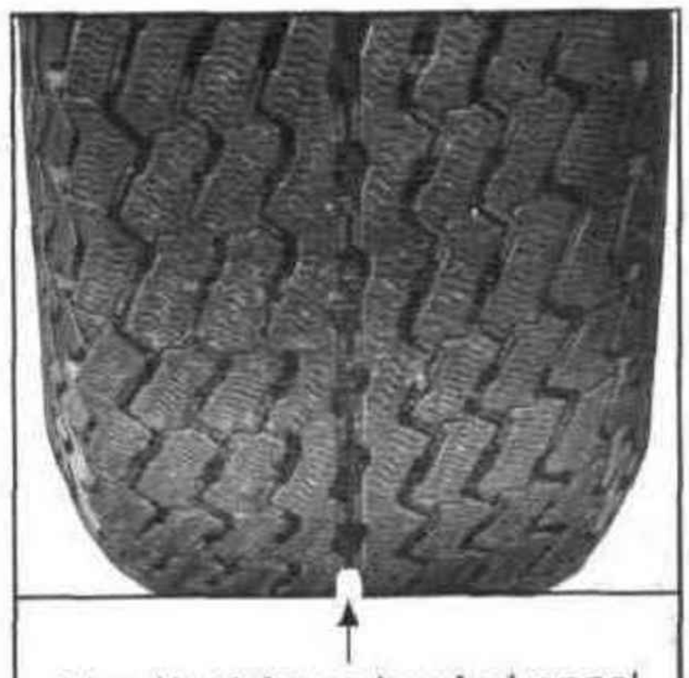
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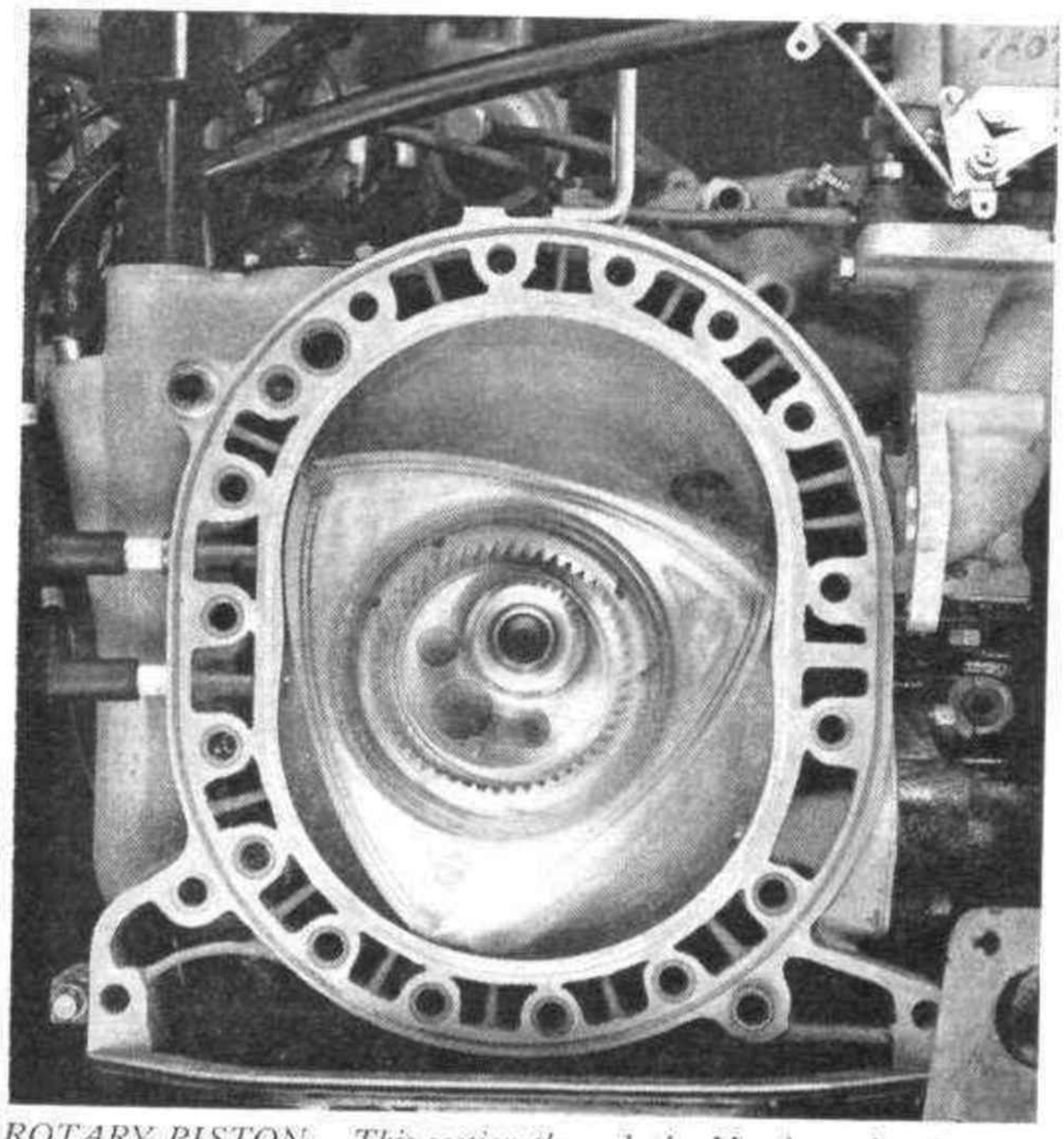
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The new **DUNLOP SP SPORT**

The tyre that goes with the car that goes

PISTONS GOING ALL WAYS—continued from page 276

wood-rimmed steering wheel in an almost vertical plane, a short, stubby gear-lever by the left hand, speedo. and rev.-counter in front of you, a pedal layout that is absolutely right, and excellent visibility, the thin screen pillar being well back out of the field of vision. A twist of the ignition key starts the engine, and it ticks over at 750 r.p.m., the exhaust note sounding like a healthy two-stroke, such as a competition Saab, not the " ring-ding-ring " of an unhealthy economy two-stroke. " Use 7,000 r.p.m. for all normal motoring," the Mazda man had said, " and 8,000 r.p.m. if you get excited, but don't stay excited for a period of time." After being spoilt by the vast torque of a Jaguar engine, where you can let the clutch in at 600 r.p.m. and just motor away, the Mazda-Wankel needed 2,000 r.p.m. to pull away cleanly, and then the rev.-counter needle soon whistled round the big dial. The carburetter in use at the moment has a double butterfly throttle system, in which the second one comes in at around 4,300 r.p.m, and at that point there is a slight hesitation like a flat-spot, but then the engine really comes alive as " 5," " 6 " and " 7 " are soon shown on the dial. The gearbox and gear-change are very like a Lotus Elan or an M.G.-B; nothing to rave about, but satisfactory and sporting, and the position and movement of the lever encourages you to use it all the time, the engine joining in the fun with eager response. There are some gearboxes which don't encourage use, by their feel, and you only change gear if you really have to, and there are some combinations of engine and gearbox that are just not in sympathy. If you do change gear, you feel the engine is saying to itself, " Oh, dear, he wants some different r.p.m., what a terrible bore, but I suppose I shall have to do what I can." A well-designed engine-gearbox combination is the complete opposite; as your hand goes to the gear-lever you can sense the engine anticipating a change of r.p.m. The Mazda-Wankel is in this category, especially when you drive it hard and fast, for third-gear ratio is nicely close to top-gear ratio, so that you can flick backwards and forwards between the two, to keep the engine on the boil around 5,500-6,500 r.p.m., and if you do that it really hurries along. Alongside the clutch pedal is a footrest, and you can pivot your left foot on the heel from this rest to the clutch pedal very nicely. The disposition of the brake pedal and accelerator pedal are first class, so that " heel-and-toe " operation when snicking into third gear is a natural function, even though it is not necessary for the four-speed gearbox has synchromesh on all gears. When the engine is up in the higher r.p.m. range the exhaust note is just like a rally-tuned



ROTARY PISTON.—This section through the Mazda engine shows the forward chamber and piston of the twin rotor Wankel unit, the piston driving the power take-off shaft through sun-and-planet gearing. Gas enters at the upper right of the chamber and exhausts at the lower right. The piston rotates anti-clockwise looking from the front as in this view.

works Saab, so that you tend to do a double-declutch movement from top into third gear for the sheer joy of the music, and everything responds to it so nicely that it makes for very pleasant driving. As the engine r.p.m. go up through 5,000 and 6,000 there is some bad resonance in the gear-lever, but the engine is like a dynamo and goes on and on as smooth and taut as you could wish. The tachometer red-line starts at 7,000 r.p.m., but there was no stress when it went on up to 8,000 in third, which was over 95 m.p.h. and really got things on their way, but over 100 m.p.h. there was little more to come. It wound up to 6,500 r.p.m. in top gear, which was around 110 m.p.h., but anything more needed special circumstances, its absolute maximum being just over 115 m.p.h. The speedometer was calibrated in k.p.h. and showed 200 (124 m.p.h.) very easily, and one feels that the Japanese must have been influenced by the Germans, to allow such a ridiculously fast instrument.

The Wankel engine came up to all expectations with its smooth dynamo effect, and during the two weeks and 1,825 miles that everyone drove it a pint of oil was all that was needed to keep it happy. The oil filler is a one-inch diameter tube rather buried among the air-filter and oil-filter, so that you have to pour the oil in from a great height and it calls for a very steady hand and a good aim. This is a pity, for the average garage hand will almost certainly let some run over the circular engine casting, and it keeps itself so oil-tight that clumsy drips would be infuriating. After one particular " demo." on local race-tracks, in which 40 miles were covered in a little over the same number of minutes, with the engine being kept up around 6,500-7,000 r.p.m. all the time, we got back and were very impressed with the way the engine just sat there " pobbling " over at its usual 750 r.p.m. tick-over as though it had only just been started. This was not to prove at all unusual, which really endeared the Wankel unit to me, for there is nothing worse than an engine which gets back from a bit of a thrash and excitement and goes " stutter, fumble, fumble, stutter, hiccough," and then stalls, or, worse still, gets all flustered and won't switch off. The 4.2-litre Jaguar engine has the endearing manner of whispering away quietly at 600 r.p.m. with no fuss and bother even after a whole day of high-speed thrashing. Had the characteristics of the Mazda-Wankel engine been all there was to the 110S coupé, I would have been satisfied, but there was much more to come.

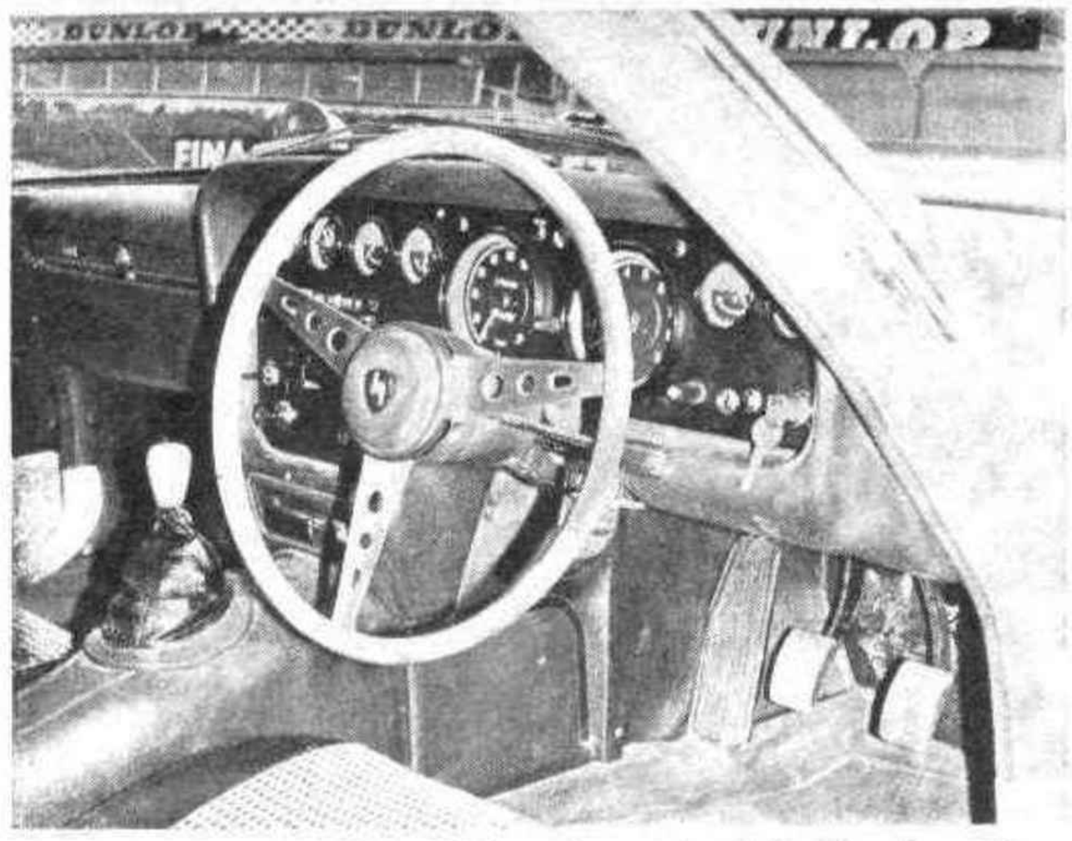
From the moment you set off the " feel " on the rack-and-pinion steering gear is absolutely right and without any juddering or kick-back it transmitted exactly what the front tyres were up to. The bucket seats are on the Lotus principle of being designed to hold you in place, and not for being comfortable. The suspension looks after the comfort, so that you sit firmly in the seat and ride with the car at all times, and not in opposition to it, like so many cars. It is a firm sports-car ride that is better for the driver than the passenger, for it transmits splendid " feel " to the driver, and this gives you great confidence, but the level-ride comfort standard is not very high. As the car is such fun to drive the driver can overlook this, but passengers just have to put up with it. In cold weather the passenger has to suffer cold feet, for the heater outlet vent is by the knees and the heat wafts up and warms the body, leaving the feet and ankles very cold. The seats are adjustable for fore and aft position, the back-rests are adjustable for rake and the steering column can be adjusted in and out, so that most people from 5 ft. 2 in. midgets to 6 ft. 2 in. giants can get in, but the big ones tend to have their head touching the roof. The particular Mazda 110 S being loaned was fitted with 165 x 14 inch Goodyear G800 tyres, and not only did they look right, but they also felt right. So many cars look under-tyred, and most of them are, that it was gratifying to see a car that was adequate in its tyre section. On the first half-dozen corners the tyres squealed to high heaven and I was doing far more work on the steering wheel than seemed justified, so that I felt there was something wrong. There was. The tyres were at 14 lb. per square inch front and 20 lb. rear, these pressures being recommended for speeds under 60 m.p.h. Over this speed the pressures should be raised to 20 lb. front and 26 lb. rear, and doing this eliminated all the previous problems. This information is given on a little plate on the driver's door by the catch. It seems that Japan has an overall 60 m.p.h. speed limit (oh, happy England, with its 70 m.ph. limit), and needless to say once the tyres had been blown up to 20/26 they were kept that way. The steering is nicely high-geared and the cornering characteristics are neutral at most speeds, the rear wheels sliding first if provoked, but the car is so nicely balanced that you can " play " with the steering as the tail goes out, letting it develop some quite startling attitude-angles, everything feeling very much under control. Under extreme provocation,

as the rear wheels slide and you put on opposite-lock, the car will quickly lose speed on tyre scrub and flick straight.

Due to the nice characteristic of the driver riding with the car and not in opposition, any roll on corners is of no consequence and large undulations in the middle of fairly fast corners merely exercise the suspension and do not upset the feeling of balance, while the steering transmits the right sort of information about what the tyres are doing. It is essentially a forgiving car and you can take diabolical liberties with it on corners, knowing that even if you goof you can get away with it and "fumble your way round," as Phil Hill used to say. It also has excellent "dodgeability," just like a Lotus Elan, and it really enjoys being driven hard and encourages you to play "bears" just for fun. Colin Chapman said of the Elan that it is a fun car, and the Mazda 110S is definitely in this category. As the Editor said "After driving about in Fords, Vauxhalls, Rootmobiles and B.M.C. products, this Mazda brings back the real meaning of motoring."

Now, fun is fun, and going from B to C the Mazda was most enjoyable, but when I used it for a motoring trip from A to B some of its shortcomings began to appear, not because they are faults, but because I have been motoring in a different world for the last three years, the world of effortless · high-performance and for all practical purposes unlimited speed and power. I am referring to E-type motoring, behind 4.2-litres of engine pushing out over 250 b.h.p. After only just over 100 miles of pressing on in the Mazda I felt I had been working hard, whereas the same journey in the same time in the E-type was completely effortless. Keeping up around the 80-85 m.p.h. mark was all right in the Mazda, but every time there was traffic to overtake it meant a flick into third gear, wind it up to 7,000 r.p.m., back into top, accompanied by the rather obtrusive exhaust note. Roundabouts meant playing at Jim Clark, down into 3rd, down into 2nd, which is bit too low and "notchy" so that it does not always go in, wind it up in the gears and back to cruising speed, which was all good fun and very enjoyable. When I found that the time and distance factor was the same as for the E-type when it just lollops along without using more than 4,000 r.p.m. and only occasionally using third gear, and hardly ever standing on the brakes, it began to make the small-fizzing fun machine a bit pointless, and when I remembered that the E-type costs £2,068 all in, and the Mazda costs £2,700, and that they were both doing 18 m.p.g., I began to see why I still like the E-type for serious motoring, even after 70,000 miles. The Mazda, like the Lotus Elan, is a fun machine and a little racer, but after an E-type they lack real performance. The E-type will achieve their standards with no effort at all, and on 500-mile trans-continental journeys it really demonstrates its seven-league boots, which on mine are Goodyear G800s like the Mazda. If you start "playing bears" with a 4.2-litre E-type, which I do occasionally just for fun, and wind it up to 5,500 and more in the gears, and really use the brakes and the tyres and the cornering power, then it gets beyond being excitement and fun and for me becomes very dangerous because my driving ability does not extend into that realm of performance. If your name is Graham Hill then it is probably all right, but it's a big car and it is really on its way. On normal road motoring I have never had it flat out, with my foot down on the floor saying "that's its lot, there's no more to come." On an Autostrada I can do that, and the absolute is 143 m.p.h. but on roads on which one lives that is academic speed. Speeds of 115, 120, 125 and even 130 are practical, so that cars like the Mazda, Elans, Porsches, Marcos, Alfa Romeos, B.M.C., all seem to lack real steam. It would seem that the only way I shall ever drive an Aston Martin or Ferrari seriously will be to buy one, and they would probably have adequate performance, but at twice and three times the cost of an E-type they jolly well should out-perform it.

While on the subject of E-type motoring one amusing aspect is the way you can be ambling along, around 65-70 m.p.h., when a local "hot-shoe" in a souped-up Ford or Mini will latch on to your tail and have a real go when you come to a winding bit of road. I often wonder if they realise that they are driving their "whizzer" at nine-tenths to keep up with the E-type which is loping along at four-tenths. Normal enthusiasts like ourselves can drive a souped-up "whizzer" or sporty car at nine-tenths, but I know I could not drive the E-type at nine-



GOOD LAYOUT.—The cockpit and controls of the Mazda 110S are well laid out, the stubby gear lever asking to be used by the left hand, the right hand "dip control and indicator" being operated without removing the hand from the wood-rimmed wheel, and the clutch foot having a nice rest, well placed alongside the clutch pedal.

tenths. If I could I would not be writing about it, I'd be earning a living as a professional racing driver.

My peaceful week-end had not only changed into high-speed motoring, but it had become a week as well, and finally I tackled the 911 L Porsche, and I must admit I did not have a great deal of enthusiasm for it. When I heard about the "Sportomatic" transmission last August I was aghast at the thought and said "what awful people must be invading the ranks of the motorist," if they need automatic in place of that beautiful Porsche five-speed gearbox, surely the finest production gearbox in the world. The "Sportomatic" is not an automatic transmission by any imagination; it is merely a device that does away with the clutch pedal and provides a mechanism for coping with the first two or three thousand r.p.m. in the rev.-range to save the driver from having to slip the clutch. It is a very clever engineering exercise and technically interesting, but as I said last September in MOTOR SPORT "someone hold me up," that Porsche drivers should need such a thing. The functioning is simple enough. Between the flat-six engine and the four-speed gearbox (yes, four not five on the Sportomatic), is an hydraulic torque-converter and a normal plate clutch. The clutch is actuated by mechanical links from a vacuum servo system and this system is energised by an electrical contact on the gear selector mechanism, the floor-mounted gear-lever operating the gearbox in the normal manner with rods and selectors. You start the engine, it churns the torque-converter and the clutch round, but as you put pressure on the gear-lever and move it forward into first gear the first bit of travel on the selector trips an electrical contact which energises a solenoid which in turn sets the vacuum system in motion, which in turn frees the clutch, so that the final movement of the gear-lever actually engages bottom gear quite normally. As soon as the lever is fully home the electric circuit releases the solenoid, which lets the vacuum engage the clutch, whereupon the torque-converter comes into action and the car stays at rest even though the engine is running, first gear is engaged and the clutch is fully engaged. Operation of a normal clutch pedal arrangement by the left foot gives you the same effect, but of course with the clutch being slipped instead of a torque-converter absorbing the slippage. Being hydraulic it can put up with this almost indefinitely, whereas a slipping clutch, even if it has plenty of clearance, will finally complain. As you speed up the engine on the "Sportomatic" the torque-converter transmits the right amount of power and you glide forward accelerating until 3,500 r.p.m. are reached, at which point the torque-converter has completed its work and you have direct drive from the engine through the clutch and first gear pinions to the rear wheels. If you have inadvertently kept your hand on the gear-lever after putting it in first gear then none of the foregoing will happen, because you will be actuating the electric trip, which actuates the

Continued on page 289

On the Road

This new feature, which will not necessarily appear every month, is intended to provide for coverage of those cars which are not entirely new models or are not sufficiently interesting to warrant a full road-test report or "road impressions" treatment and also to cover asides and items about motoring gleaned mainly while driving about the country, cars being for driving, not for parking or picnicking in or washing at the kerbside on Sunday mornings. . . . It takes the same title as the feature which Owen John, whose real name was O. J. Llewellyn, wrote every week for *The Autocar* from 1905 to 1930. He was a private owner who bought an already outdated Brush automobile in 1903 out of curiosity, using it on his travels as a Government official responsible for inspecting canal tunnels and bridges. He subsequently owned such vehicles as a 2-cylinder Clement-Talbot, a 19.6-h.p. Crossley, a Ner-a-Car motorcycle and a Poppe-designed 16/50 Rover saloon, of which he once wrote that it went like a dream "and gives me so little trouble that I can never find anything to write about it." At the same time he had a Rover "Nippy Nine" as a second car, used by his family, and later a 10–25-h.p. Rover. It is perhaps appropriate that at the time of commencing this feature I, too, am running a Rover; but then many motoring writers favour this make of car; for example, Edward Eves (until recently), John Eason-Gibson, Rab Cook, David Phipps, Michael Kemp, John Langley, Harold Dvoretsky, Dr. Keith Jollies and others.

Owen John drove big mileages on business, commenting on roads, hotels, scenery and the changing scene as he did so, and he was offered various cars and products to comment on, apart from using his own vehicles. So this feature, although it appears monthly instead of weekly, and is unlikely to run for a quarter of a century, will be following in the wheeltracks of this prolific writer whose outpourings spanned the veteran, Edwardian and vintage periods of motoring, with the proviso that I shall be less literary than O. J. but will include a bigger dosage of technicalities, as befits the changed face of motoring journalism.—Ed.

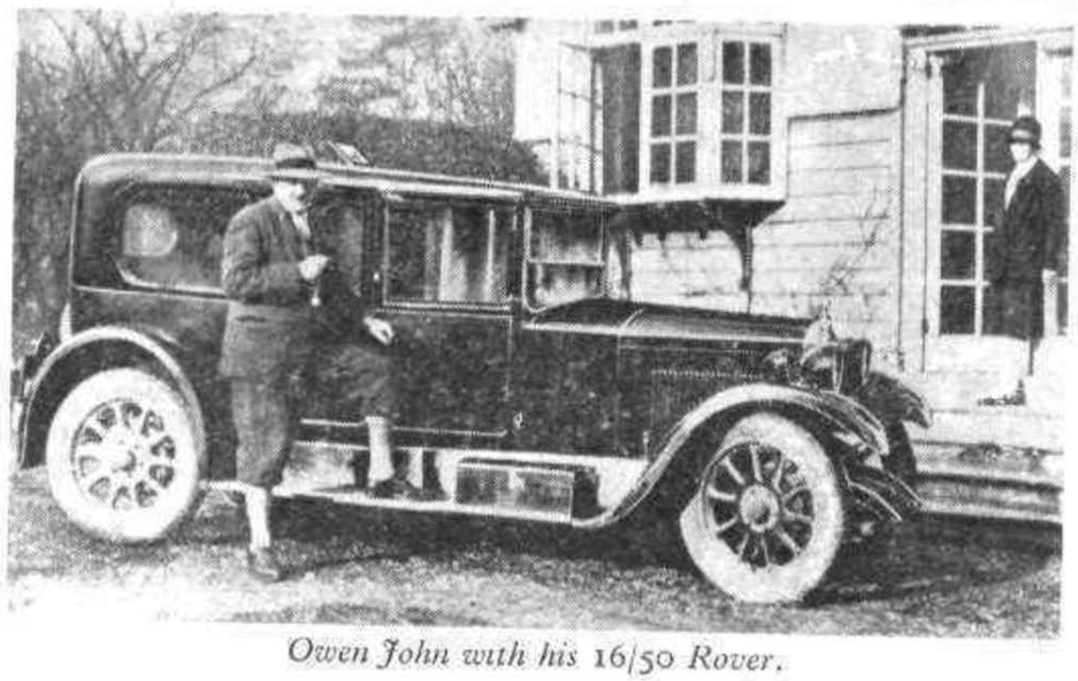
* * *

ONCE a confirmed Beetle fan, these days I find myself driving only occasionally one of the original-shaped Volkswagens. But my one-time fanaticism for them sticks, because I am sometimes still accused of flaunting them at the expense of British cars, although a dozen years have passed since I paid homage so avidly to Wolfsburg products.

Today I regard a Volkswagen as sound transportation, excellent value-for-outlay, rather as one regarded the Model-A Ford as the vintage years ebbed away. The original Beetle, as imported into Britain, was in many respects far ahead of contemporary cars from Birmingham, Coventry and Dagenham. The present VW is not to everyone's taste and other cars in like categories certainly compete with it and even out-flank it. Yet so cautious is human nature that when, in my opinion, it was the only car to buy at the price, its very unusualness turned many British families away from it; now, when I am only too willing to listen to reasons why a VW will not fill a particular person's requirements, more and more people are clamouring to purchase them.

Just look at the figures! Volkswagenwerk have been producing an average of 1.5-million vehicles a year in recent times, of which 460,000 were exported to America in 1967. They are now, by a narrow margin, second only to Fiat as the largest motor vehicle producers in Europe, with 585,000 cars sold between January and June last year and over 10½-million Beetles built between 1958 and 1967 (compared to Ford's 1.8-million Anglias) although their output is not augmented by baby cars at one end of the spectrum or heavy commercial vehicles at the other.

The VW I tried was the two-pedal, semi-automatic 1500 Beetle. That is to say, it had no clutch pedal and the gear-change was effected by a normal lever operating a micro switch at its base. I met a somewhat similar but less smooth system on small Renaults and other cars many years ago, and didn't much like it. But since then automation has grown in esteem among the World's car-using population and sales suffer if two-pedallers aren't available. So Volkswagen, ever a make to progress with current trends, had to get going with



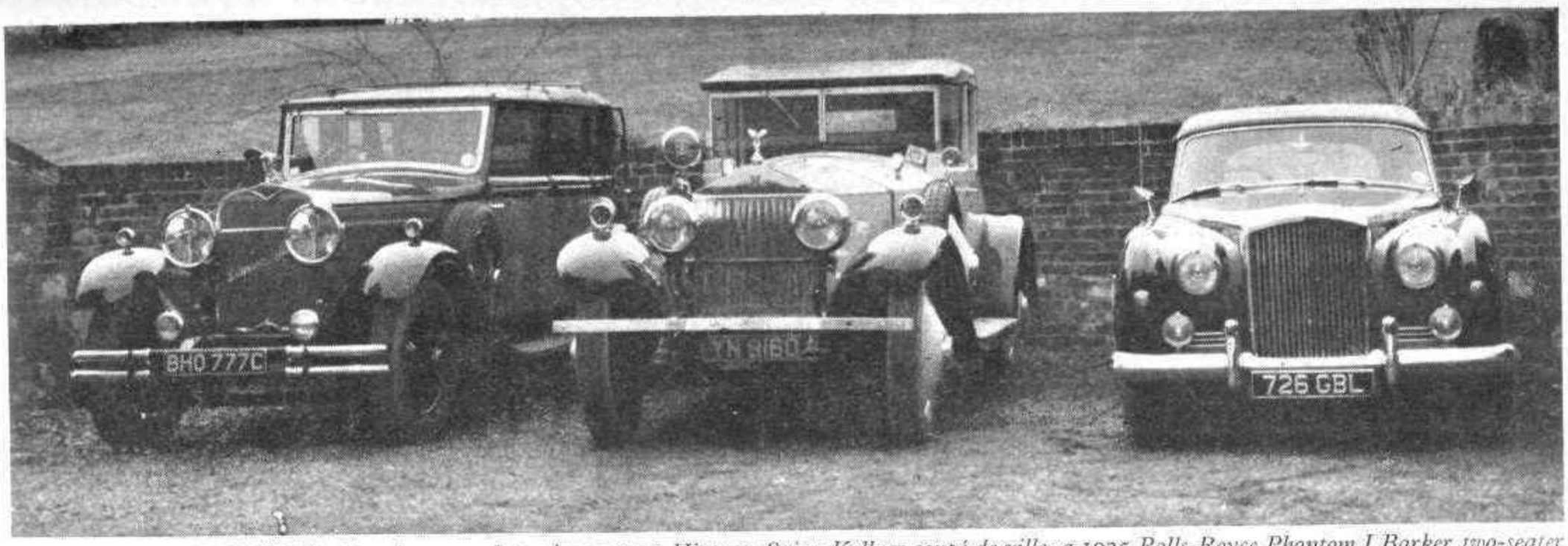
Owen John with his 16/50 Rover.

automatic transmission. They now offer this as full automation on the 1600 and in this 3-speed stick-shift form on the 1500. The latter provides for starting easily from rest without touching the gear-lever even if it is in the 4.375-to-1 top-gear position. A boon to lady drivers, novices and the nervous. . . . It also enables a "normal" driver to select the two lower gears and change out of them as he (and some shes) desires. Apart from the fact that the changes are heavy and notchy, in contrast to the excellence of VW synchromesh, there are no snags, although those capable of coping only with automation may regard as such the absence of a hill-hold. Because the "electrikery-gremlins" are at the base of the gear-lever, not in its knob, resting a hand lightly on the lever does not throw out the clutch; but a straying knee will do this. (This is an improvement on those horrible semi-automatics in which a hand laid lightly on the gear-lever throws the car out of gear, as on Fiat, N.S.U. and even the £3,500 Porsche 911L, the 911L I tried recently also stalling in the most inconvenient situations.) There is enough creep to make starting easy and the flexibility of the 83 × 69-mm. flat-four engine, aided by the torque converter, is extraordinary. One tester wrote that he had driven across London in top gear. I wasn't quite as automated as that, but I discovered that corners could be taken at a crawl without changing down, entirely without protest, and pick-up out of them wasn't all that sluggish. Clearly, this semi-automatic VW is the beginner's delight.

The disadvantages are a good deal of noise, and a fuel consumption of 27 m.p.g.—but of the least-expensive 91-octane petrol. (Absolute range = 241 miles.) The advantage is that the adoption of semi- and fully-automatic transmission has forced VW to abandon swing-axle i.r.s. on these models for an ingenious trailing-link i.r.s., with a transverse torsion bar. This has further improved Beetle cornering, until it is now perfectly normal. So driving the car presents no oddities.



The shape of the Beetle hasn't really changed since its introduction as a private car just before the war. This is the semi-automatic transmission 1500. The sign by which it was photographed suggests the New Forest or even Scotland. In fact, it was taken within 50 miles of London.



A DELECTABLE STABLE—from l. to r., a late-vintage 37.2 Hispano-Suiza Kellner coupé de ville, a 1925 Rolls-Royce Phantom I Barker two-seater and a Bentley R-type Continental, all of which were sampled on the same afternoon. [Photo by Anne Hewitt

The disc/drum brakes require a fair prod but are decently powerful and progressive, once the rather badly-placed wide pedal has been mastered. The old characteristics of some steering shake and a too-lively ride have not been eliminated but then neither have the excellent finish, good interior trim and the very comfortable seats. The fuel filler is now external, covered by a flap at the front o/s of the body, and so it is no longer tamper-proof or replenishable from a normal can.

There are still reflections in the screen and rear window, the interior lamp remains on the n/s on r.h.d. models, and you either like the compact interior, simple instrumentation, and the luggage-carrying arrangement of the Beetle or you don't. The headlamps-flasher is on that well-contrived l.h. stalk and the entire car is rugged and implies reliability, which is why this make goes on selling and selling and selling. Just as the Model-A Fords, and before that Model-T, used to do.

In this form the VW isn't fast, being all-out at about 80 m.p.h. But this is of no moment to this Island's law-abiding drivers and it does out-accelerate most of the small semi-automatics. The test car was apt to stall from cold as a gear was selected and automation engaged it, which was annoying, and in 375 miles the engine had consumed a quart of oil. Personally, I was happy to be in an up-to-date Beetle. If you are in the market for one, the £83 extra which semi-automatic transmission costs can be offset by the feeling that you are being nice to the wife, while gaining the benefit of that under-steer handling for yourself! I won't argue with those who think the Beetle has dated. But at just over £841 in this country I still think it is good value and the only car which meets fully a number of specific requirements.

* * *

I found myself at a farmhouse very much in the depths of the country some time ago and lined up outside, a truly impressive sight, were a late-vintage 37.2-h.p. Hispano-Suiza Kellner coupé de ville, a 1925 Rolls-Royce Phantom I two-seater and a Bentley R-type Continental. Later we went for short drives in these fine cars.

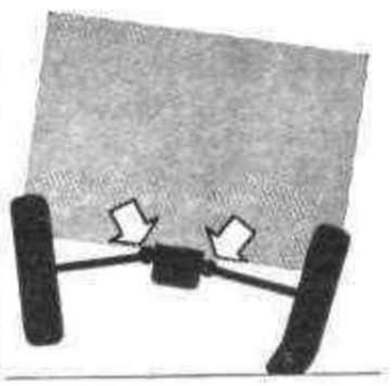
I was particularly interested to compare the Hispano with the Rolls. I had driven a few Hispano-Suizas previously but never a very good one. The way in which this Kellner-bodied car picked up speed and cruised swiftly along, to a purposeful deep note from beneath its long bonnet, was most impressive. Moreover, it had servo f.w.b. which were as powerful as modern brakes. The 3-speed gearbox is sometimes quoted as the poor feature of this car but what such critics cannot have experienced is the very good top-gear flexibility and performance of the Hispano-Suiza. This completely exonerates the absence of an extra ratio; this would be especially true when driving the car between distant towns in France. The gear-change, by r.h. lever, was easy, providing a lightning movement was accomplished to get into top from the second speed.

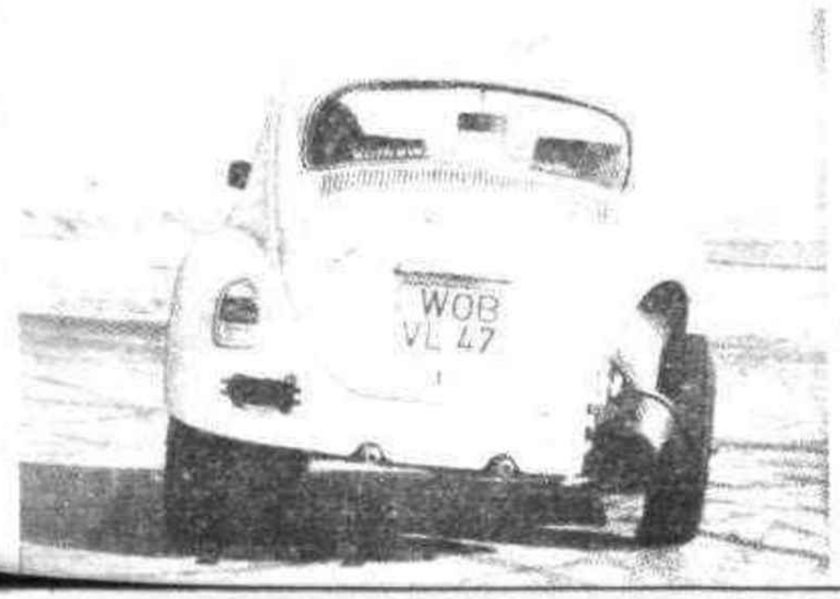
In the Rolls-Royce you sat up very high in the unique two-seater-cum-dickey Barker body. But although the engine was noticeably quieter than the overhead camshaft one in the Hispano-Suiza, the steering was less accurate, the gear-change, with the short r.h. lever automatically centring itself in the gate, less precise, and the steering lock poor, while there was relatively little performance. Our host emphasised that the Hispano was in excellent fettle whereas the Phantom might be a bit tired. But for those who were unaccustomed to both cars, there was no question which was the superior motor-car. . . . It is amusing to reflect that at a rather earlier era than that in which these two left Bois Colombes and Derby, a furious correspondence raged in *The Autocar* as to which make of car was truly the World's Best. (Indeed, it ran for more than ten months, making present-day "Letters to the Editor" seem apathetic in comparison!) Ignoring those writers who had reached no definite opinion, I make the score eight in favour of the Rolls-Royce Silver Ghost, six who preferred the 40/50 Napier, four who voted for the Lanchester 40, and three for the 37.2 Hispano-Suiza, before the discussion deteriorated to include Ford, Bean and £100 Carden. But perhaps this was indecisive, because not many readers would have driven the Hispano-Suiza in 1921/22.

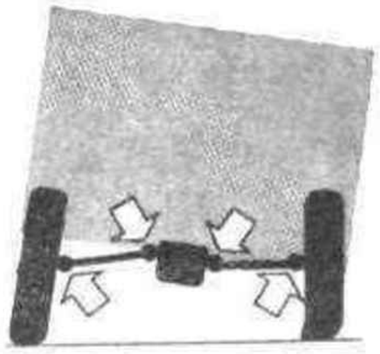
The Bentley Continental? A fine car, with an automatic transmission you can over-ride so easily, confidence-giving brakes and road-holding, and the highest pinnacle of luxury in the comfort of its leather-upholstered armchairs and its interior appointments. I have been told, more than once, that this is the finest used-car purchase you can contemplate. But you still have to pay around £2,000 for a Bentley Continental and, bearing in mind the cost of keeping it in

Photographs and diagrams which emphasise the improved cornering powers of Volkswagens with trailing-arm i.r.s., as on the semi-automatic and fully-automatic transmission cars (bottom of picture), as against those with swing-axle i.r.s. (top of picture). [Photos: Gut Fahrt









tyres and fuel, and lack of a worthwhile guarantee with used cars, I wonder whether its advantages are not outweighed, price for price, by some of the current luxury cars? I expect, however, that B.D.C. members, and others, will tell me I have missed the point. . . .

* * *

The terrible rash of costly (it's your money) road-signs which has broken out in very recent times is unhappily prevalent in N.E. Hampshire. So I was glad to see that the Candovers (Preston, Chilton and Brown) have so far been spared, for they are typical English country villages, rivalled only in this respect by the Winterbournes farther West, so far as this region is concerned.

I am all in favour of big clear signs on roads where traffic moves fast. But to clutter up every country cross-roads and side-turning with great gormless tin signs, frequently repeated to reiterate information with mileages added, is wasteful, ugly and absurd. And we pay for 'em! When they give different distances on almost adjacent signs, and when the direction to large towns is given at very minor turnings from which strangers to the area are likely to emerge only on very infrequent occasions, I say this mania for roadside signs has gone much too far and is typical of the Civil Service mentality at its worst. It is bad for map-makers and will thrust on to the back-routes and byways those who previously were frightened away from them because of their inability to read 1-in. maps. Which is, I fear, a selfish thought. . . . But over the unsightliness of over-large signs I am in good company, for the Earl of Haddington has criticised signs in East Lothian for this reason and they were attacked last year in *Country Life*.

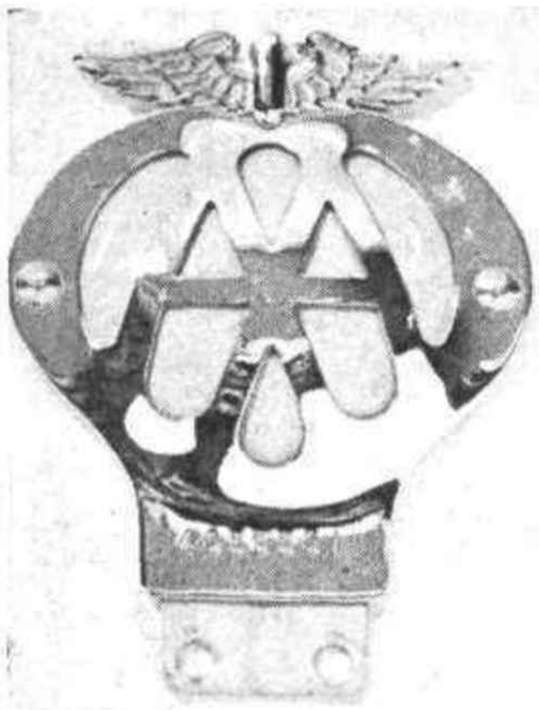
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Another personal dislike—the new A.A. badge. It is so unimaginative. Why not accept tradition and leave well alone?

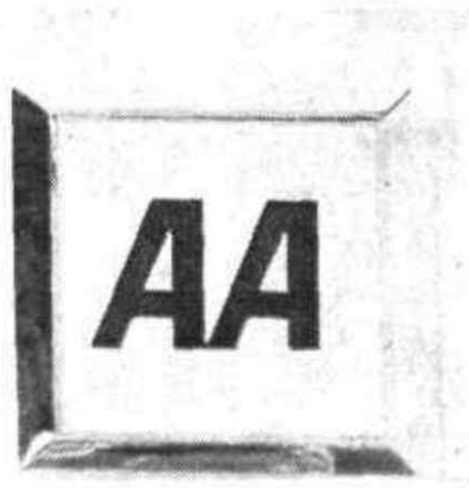
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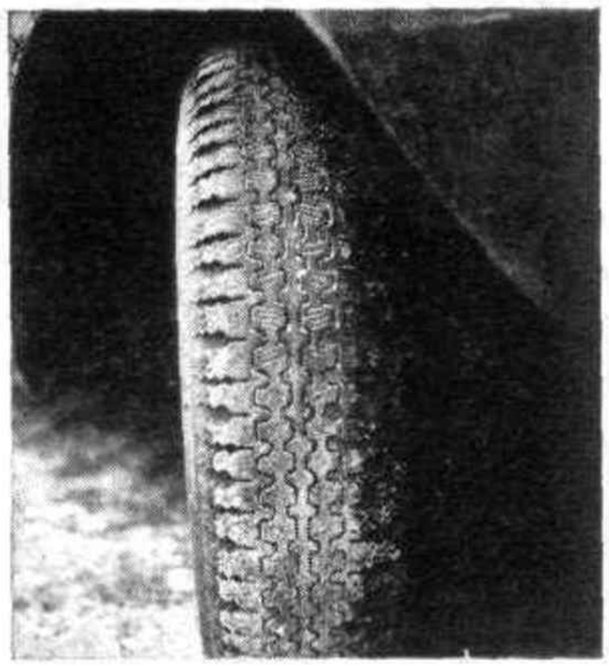
Before I had had it for a full eleven months, the editorial Rover 2000TC completed 10,000 miles in my hands. I had intended to make this an occasion for a special article about it. But I can say, as Owen John did over 40 years ago of his o.h.c.-cum-cross-push-rod inclined-valve 16/50 Rover (see heading) that it has given so little trouble that I cannot find anything to write about it. Or scarcely anything.

These days 10,000 miles is all too short a distance in which to appraise properly a new car, 12,000 or even 24,000 miles being the more usual figures. But I am happy to have done 10,000 in the Rover with nothing more unfortunate than breakage of the fuel-reserve and bonnet-release linkages, because other editorial cars ran into more serious troubles before even this mileage had been reached. My first, a Morgan 4/4, had its gearbox break up, with no spare ones anywhere in the country, at 6,200 miles. The Morgan Plus-4 which replaced it broke a clutch lever at 1,350 miles and thereafter had continual steering-damper fractures which were accompanied by uncontrollable wheel wobble.



On the left, the type of A.A. badge which was introduced in 1906, with wings added in 1911. It was virtually unchanged until the A.A. got the idea of a "1970 new-look" badge (right) early last year. Ugh!





Still safe and sound—one of the Pirelli Cinturato tyres on the Editorial Rover 2000TC, after running 10,000 miles.

The 1955 Volkswagen which came next nearly got to 10,000 without stopping involuntarily, but burst its oil-cooler just before the target distance, and subsequently a front-wheel bearing went and the timing gears stripped. Editorial transport was next provided, noisily and uncomfortably but safely, by an early Morris Mini-Minor, and this little car gave no serious trouble in the first 10,000 miles, except for electrical failures and a neglected battery which necessitated push-starting on three occasions. This encouraged me to have a Morris 1100 "on the firm," but at 2,500 miles it boiled away all its coolant because the sealed system hadn't been protected with anti-freeze and at 2,742 miles the gearbox seized up, and then, just before I had done my 10,000-mile stint with it, the fuel pump packed up and left me stranded. That was apart from a great many minor electrical and bodywork troubles. . . . An M.G. 1100 gave far better service, but was not strictly an editorial car.

So, in comparison, the Rover has done very well. I wrote of it when it was acquired and in the "My Year's Motoring" article last February, so there is nothing much to add. The clutch is either in or out but gives no other anxiety except for dragging slightly when engaging reverse; an odd noise when depressing it has been traced to the exposed coil return spring which is attached to the pedal. The servo all-disc brakes remain absolutely first-class, no pedal-pumping ever having been required, although they cannot have been adjusted more than once. The engine tends to stall after the "choke-off" light has been obeyed, as this happens at about 65° C. whereas the working temperature is 85° C. Petrol consumption has increased with mileage from the earlier 25 to 27 m.p.g., perhaps because I now drive the car harder, but is never less than 22½ m.p.g. and recently has been averaging 23.4 m.p.g. on local short-hauls, of costly 101-octane stuff, however. No Castrol XL is needed between sump draining at 5,000-mile intervals. The Pirelli Cinturatos have never punctured; their average tread-wear has been nearly six mm. rear, nearly five mm. front, from nine mm. on a new cover, checked with a P.C.L. depth-gauge.

The engine has never failed to start, if not always instantly, cold or hot, although the big Exide battery has been topped-up very infrequently, and there has been not a single electrical failure or shortcoming, except that the tachometer cannot be read in the dark. The brake-lever required adjustment early on, and the engine idled too fast. The Smiths Radiomobile radio has functioned reliably and nothing is amiss with the body trim, but, the car having been seldom cleaned and kept about 50/50 in the open and in a garage, rust is beginning to attack the bumpers, especially the back one. The exhaust system is starting to blow.

I suppose the Rover's ride can be described as lurchy and the de Dion back-end is sometimes a bit too lively on bumps (I am told Konis cure this) but I find the car extremely comfortable and safe, and it sits on the road very well, my only real dislike being the steering, which feels lower geared than it is at 3½-turns, lock-to-lock, of a too-big steering wheel, which, however, has useful adjustable column-rake, and rather heavy on acute corners, while there is sometimes some kick-back.

I will leave it there, because I expect to have more exciting things to write about Rovers next month; I *had* thought of including a picture taken of the car immediately after it had completed the personal 10,000 miles, but it would look just like any other 2000TC, only dirtier, because the MRA "Nevarust" stainless-steel exhaust tail-pipe is covered in winter mud and the new Lucas rectangular quartz-halogen F28 fog-lamp and LR8 long-range spotlamp (which you can buy for £5 19s. 6d. each) had not then been fitted.—W. B.

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U.S. CAR CONCESSIONAIRES IN GREAT BRITAIN

SELLING highly individualistic U.S. cars in Great Britain is a fairly small operation for the four makes concerned. Yet the demand seems to be increasing and one wonders how much this has had to do with the introduction of more acceptable and sporting machines such as the Mustang and Camaro. Figures obtained from the Society of Motor Manufacturers and Traders' Statistics Office show that in 1965 284 U.S.-made cars were imported into Britain, with a value of £367,072. The following year the number increased to 368 (£484,666) and last year the number was 480 (£632,982). The sales figures given to us by the various concessionaires did not seem to bear these out but we are inclined to accept those of the S.M.M.T. A survey of the four companies concerned, Lincoln Cars, Rambler Cars, Lendrum and Hartman and Warwick Wright, follows :—

American Motor Corporation —Rambler Cars

By far the smallest of the American " Big Four " automobile manufacturers is the American Motor Corporation. In fact, on the U.S. market Volkswagen manages to out-sell their products, although some recent changes in top management, which now officially encourages motor racing, and a really aggressive " knocking copy " advertising campaign in the States may see their fortunes changing. The picture in Britain is slightly different, for Rambler Cars, the British concessionaires, claim to have imported 40% of the U.S. cars last year.

Rambler Cars, which are based by the Chiswick fly-over in West London, have been in this country since 1924; the Chiswick plant used to assemble Hudsons. In 1954 Hudson and Nash joined forces to form American Motors and recently the name Rambler was reintroduced with the birth of the so-called compact car, while the trading names of Hudson and Nash were both dropped. Rambler Cars started selling seriously in this country in 1963 when import restrictions were lifted, and they have always sold a sedate type of motor car. In 1968, however, the emphasis is on the more sporting Javelin.

The sales policy in Britain is to bring in a restricted line to simplify dealer stockings. The smallest compact is available only to order, while the Javelin is only available from stock with the biggest engine. In the States there are nine engine options but in Britain Rambler concentrate on the six-cylinder 3.8-litre and 4.8 and 5.6-litre V8s. Prices in this country range from £2,100 to £2,600.

Rambler Cars have a fairly wide cross-section of buyers, including those to the military and diplomats. Among the owners of Ramblers are those two eminent Back Britainers, Sir Max Aitkin and Derek Marks of the *Daily Express*—very ironic! The Chiswick depot is the parts centre for the whole of Europe and the Middle East, and Rambler Cars reckon they earn $1 million a year in re-exporting, a total that far exceeds the value of cars sold. These spares are all computer-controlled and Rambler say they can have spares to any town in Britain within 48 hours and to a big town in 24 hours. They also use Heathrow Airport a great deal, especially since the M4 was built on their doorstep. The stock of spares in the main goes back for five years although they also carry certain Hudson, Nash and Austin Metropolitan parts.

General Motors —Lendrum and Hartman

All of the gigantic General Motors' cars are handled in this country by one company, Lendrum and Hartman, a member of the Lex Group of companies. The various G.M. makes have gradually been brought under their control, finishing with Lendrum and Hartman moving into bright new offices in Flood Street, just off the King's Road, Chelsea, two years ago.

The company was established 40 years ago in premises in Albemarle Street, dealing in Buicks and Cadillacs. The leading light in those days was Capt. Hartman, a dominant figure under whose influence these cars were sold mainly to the established rich and aristocracy, including one to a ruling monarch. Today, said Lendrum and Hartman's acting General Manager Victor Shaw, the cars are sold in the main to theatrical people, pop groups and diplomats. During their early years all servicing was carried out at Old Oak Lane, Willesden, where a certain amount of assembly work was done before the war.

Within the last 10 years a number of mergers have taken place, Lendrum & Hartman first taking over the Chevrolet marque from B. & C. Concessionaires. After Capt. Hartman's death Mrs. Hartman continued to run the business until it was acquired by the Lex Group. Lex already held the Oldsmobile franchise, leaving only one make outstanding. Three years ago a merger was arranged between Lendrum and Hartman and Kaye Don's U.S. Concessionaires and Pontiac came within the Lex combine. All of this took place from Albemarle Street, but to bring the whole show under one roof a move was arranged to Flood Street. Old Oak Lane, the service depot, is now silent and the spares and service is done from Kensington Place, Campden Hill Road, London N.W.8.

General Motors offer a choice of some 100 models in five car marks (Cadillac, Buick, Chevrolet, Pontiac and Oldsmobile) in the U.S. but Lendrum and Hartman restrict their stocks to just 12 models. They are quite prepared to order something special if a customer requires it. Because there are some Chevrolet and Pontiac models still available with right-hand steering, these are the ones that sell best in this country. The showrooms in Flood Street also display German Opels, a make that Mr. Shaw expects will sell very well in this country. General Motors recently established a Vehicle Division in Kingsbury, London N.W.9, which will be able to provide closer liaison and better technical resources for all G.M. dealers in this country.

For general servicing for anyone living out of easy reach of Kensington Place, Lendrum and Hartman recommend owners to take their cars to Vauxhall main dealers; however, for bigger repairs a G.M. main dealer is recommended. The concessionaires have mechanics who have been trained in Antwerp, the main spares depot for Europe.

Mr. Shaw said Lendrum and Hartman carried £80,000 worth of spare parts, although making the decision on how much to stock was a big one. Other spares are dispatched from either Antwerp or the U.S., body spares, because of their bulk, being the main concern for worry. However, Lendrum & Hartman know from experience which are the parts that are most likely to be needed.

Mr. Shaw is normally Export Sales Manager and Graham Bennett, who was on a course in the U.S. at the time of our visit, is the official General Manager.

Ford Motor Company —Lincoln Cars

Since their recent change of premises, Lincoln Cars are once more fully up to strength and are nicely settled down. Like all of the U.S. car concessionaires in this country, they are not a big organisation, employing some 30 people. The head of the operation is Robert Scruton, director and the manager, who has been with the Ford Motor Company for 37 years and was formerly with Ford-Malaya.

Lincoln Cars, which is a wholly owned subsidiary of the Ford Motor Company, was formed in 1936. It handles all of the group's imported products, including those from Australia and Germany. The sales and service, etc., used to be done from Brentford, Middlesex, but this operation is now performed in two divisions. Management, vehicle sales and service administration is handled by 10 people working on the fifth floor of the Ford showrooms in London's Regent Street, while the

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The most compact.



*Recommended price ex-works inc. p.t. Seat belts extra.

The compact is an American idea.

A small car with big car features. Like the Sunbeam Stiletto.

The Stiletto is, without doubt, the most luxuriously appointed small car you can buy. At a standard price.

Yet once we said it was 'for men whose wives think they've given up sports cars'. For no other small production car combines performance and luxury quite like this. Thus.

His Read the other side to your wife to convince her. The engine. Is the Imp Sport version of the famous Imp inclined four-cylinder, 68mm x 60.375mm, 875cc single OHC aluminium engine. Twin Stromberg 125CD carbs, new cylinder head with improved gasflow and larger inlet valves, higher lift cam, stronger pistons, Tufftrided skew gears, oil cooler, 6¼in. Laycock diaphragm self-adjusting clutch.

The superb standard Imp gearbox. Synchromesh, top to bottom. 0-50 in 10.6 secs ('Motor' road test).

Top speed 90mph.

Fully independent suspension. Girling system servo assisted brakes, 8in. drums, 150sq. in. swept area.

Full safety-standard dashboard with matt-bevelled instruments. Plus new 15in. padded leathercloth covered steering wheel. And as a little extra bonus . . .

Hers Just pretend performance isn't for you and read on. The Stiletto has standard big car virtues. Such as wind-up windows. Headlamp flasher. Carpet, wall-to-wall. Through-flow heating and ventilation. Plus: sublimely comfortable front reclining seats. A lockable glove box. Padded arm rests. Beautiful, breathable Amblair upholstery. Individual fold-down rear seats. Curved side windows.

Outside: Great trim. Black vinyl covered roof on the raking fastback. And four headlights to bring a little light into your life

Consider also: the obvious small car advantages. Parking. Garage space. Economy. Ease in traffic. So come along for a his/hers test drive. The Sunbeam Stiletto costs just £726*

And that's the only mundane thing about it.

Rootes new deal is your new deal.

The £726* Stiletto

SUNBEAM ROOTES

AUSTRALIAN RACING

AFTER the visiting drivers and teams had journeyed from New Zealand to Australia, leaving the locals to enjoy some National racing, the Tasman series got under way again with a 100-mile race on the two-mile track at Surfers Paradise near Brisbane on February 11th. The organisers had a very "head-in-the-sand" outlook and objected to the Team Lotus cars looking like cigarette packets, which was understandable for anyone out of touch with Europe, but they also objected to the B.R.M. cars having Owen Racing Organisation painted on the sides. The result was that there was deadlock and Lotus and B.R.M. did not start in the short preliminary Heat, so that Amon had an easy win. Hulme was still trying to join in this 2½-litre racing with a 1,600 c.c. Brabham F.2 car, and in the Heat he lost a wheel and struck a fence, the suspension being bodged up in time for the main race, but he could only manage sixth place.

The organisers climbed down over the advertising nonsense and everyone started in the final. McLaren had returned to England, so Attwood took his place in the B.R.M. team, and Graham Hill joined Clark in the Gold Leaf Team Lotus Group, driving 49/1, which was built up like Clark's car 49/2, with a 2½-litre Cosworth V8 engine. Among the Australian residents who joined in was Leo Geoghegan with a Lotus 39 chassis, one of the 1966 work cars that used an H16 B.R.M. engine, with a V8 Repco engine taking the place of the Bourne unit. Ferrari sent out a new engine for Amon's Ferrari, this being a V6 with four valves per cylinder, single sparking plugs per cylinder and one-piece camshaft covers to each cylinder head. The fuel-injection inlets were in the vee of the engine and the exhausts on the outside, and the layout is being used on the 1968 Ferrari F.2 engine. Although Clark took the lead with his Lotus 49 the Ferrari seemed able to match the Lotus for performance, and Amon chased hard until overheating set in on the new engine and he was forced to retire, leaving Clark untroubled. His team-mate Hill was having his first motor race since January 1st and the well-practised Courage gave the Lotus driver a bad time, the 1,600 c.c. McLaren F.2 car being well suited to the circuit. The two V12 B.R.M. cars again made a miserable showing, retiring with fuel system and injection problems, which must worry those people who hope to win Le Mans with this type of power unit. The Brabham-Alfa Romeo 33 of Gardner was not really in the picture at this race.

On February 18th the company were at Warwick Farm Circuit, near Sydney, so it was no surprise that Brabham now joined the racing with the latest things in Repco V8 engines installed in a BT23E Brabham chassis. The new unit had a magnesium crankcase but was still a single overhead camshaft per bank lay-out. Serious oil leaking stopped it doing much in practice and an older engine was put in for the race, but this leaked oil as well, so Brabham had a poor time, though he did manage to make fastest lap, but finished seventh. Held over 45 laps Clark out-drove everyone to win comfortably from his team mate and for once Amon could not get to grips with him, the Ferrari still using the 24-valve engine, even though the characteristics were not particularly suited to the tight little circuit. In practice he had used the earlier 18-valve engine, but it was a bit tired so he reverted to the later unit for the race. Once again Piers Courage went splendidly in his F.2 McLaren, whereas Hulme was not so impressive with his F.2 car. Graham Hill had to drive hard to keep the "Fiddler" opposition at bay, which he managed, but it did not keep him up with Clark, who was on terrific form. The B.R.M. team took a backward step by having to use a 2.1-litre V8 car for Rodriguez who finished sixth, though Attwood drove a P126 B.R.M. V12, but retired. The Alfa Romeo 33 engine got very truculent and broke a connecting rod, which put a stop to Gardner's progress.

The following week saw the Tasman circus journey 600 miles westwards to Melbourne, to the faster Sandown Park circuit on February 25th and here the V6 Ferrari was able to match the Lotus 49 cars and Clark and Amon had a terrific battle throughout the 55 laps, finishing almost side-by-side, an official one-tenth of second apart. Graham Hill had a similar battle with Gardner, the Mildren Brabham having a new Alfa Romeo engine in it. Brabham had yet another Repco V8 engine in his Brabham, this time with new cylinder heads having the inlet ports in the vee of the unit and the exhaust port on the outside, with the pipes running down under the suspension. This unit got going well after a slow start and Brabham caught up with the leaders, but before half-distance it was in trouble again and he had to retire. Attwood managed to keep his V12 B.R.M. going to the finish, but behind the F.2 McLaren of Courage, and Rodriguez retired his V12 B.R.M. As in New Zealand the residents did not get much of a look in, if you class Gardner as a European driver.

The final round of the Tasman series took place on the fast Longford circuit on Monday March 4th, in Tasmania but the general form of the series was upset by the weather. Heavy rain caused the start to be held up for quite a time, and the race distance was cut from 28 laps to 15 laps. The 2½-litre Grand Prix-type cars could find little adhesion from their wide-tread tyres and Courage was able to out-drive Clark, Amon, Hill, Gardner, Rodriguez and Attwood, his little under-powered F.2 car proving very manageable in the wet conditions. Clark finished in fifth place and Amon in seventh place so the Scot was the overall winner of the Tasman championship, amassing 44 points over the four races in New Zealand and the four in Australia, while Amon was runner-up with 36 points, followed by Courage with 34 points.

Although the series was contested by only a handful of top drivers, there being no Stewart, Gurney or Surtees, while Brabham and Hill did not compete in all the races and Hulme had a non-competitive car, the results show some interesting pointers such as the reliability of the Cosworth V8 engine, which augers well for Ford's own Group six Prototype sports car, the all-round improvement of the Amon/Ferrari combination and that B.R.M. still have a lot of development work to do on their V12 engine. The Australian races gave Brabham and Repco a chance to try out some new engine ideas, but overall Clark and Lotus would seem to have gained the greatest benefit, the driver being able to keep on top racing form and the Lotus 49 T undergoing endurance testing, for one race, no matter how small, is better than any amount of testing on an empty track.

Results :

SURFERS PARADISE—BRISBANE (February 11th)

50 laps—160.9 kilometres (100 miles)

1st : J. Clark (Lotus 49-Cosworth V8—2½-litre) .. .. 1 hr. 00 min. 22 sec.—160.049 k.p.h. (99.45 m.p.h.)
2nd: G. Hill (Lotus 49-Cosworth V8—2½-litre) .. .. 1 hr. 00 min. 28.4 sec.
3rd : P. Courage (McLaren M4A-Cosworth FVA—1,600 c.c.) 1 hr. 00 min. 29.9 sec.
Fastest lap : C. Amon (Ferrari V6), 1 min. 11.1 sec.

WARWICK FARM—SYDNEY (March 18th)

45 laps—160.9 kilometres (100 miles)

1st : J. Clark (Lotus 49-Cosworth V8—2½-litre) .. .. 1 hr. 08 min. 17.2 sec. 143.232 k.p.h. (89.01 m.p.h.)
2nd: G. Hill (Lotus 49-Cosworth V8—2½-litre) .. .. 1 hr. 08 min. 22.9 sec.
3rd: P. Courage (McLaren M4A-Cosworth FVA—1,600 c.c.) 1 hr. 08 min. 27.3 sec.
Fastest lap : J. Brabham (Brabham-Repco V8), 1 min. 29.0 sec.

AUSTRALIAN G.P.—SANDOWN PARK, MELBOURNE (February 25th)

55 laps—170.6 kilometres (106 miles)

1st : J. Clark (Lotus 49-Cosworth V8—2½-litre) .. 1 hr. 02 min. 40.3 sec.—164.020 k.p.h. (101.92 m.p.h.)
2nd: C. Amon (Ferrari V6—2.4-litre) .. .. 1 hr. 02 min. 49.5 sec.
3rd: G. Hill (Lotus 49-Cosworth V8—2½-litre) .. 1 hr. 03 min. 39.6 sec.
Fastest lap : C. Amon (Ferrari V6), 1 min. 07.0 sec.

SOUTH PACIFIC TROPHY—LONGFORD, TASMANIA (March 4th)

15 laps—110 kilometres (68.5 miles)

1st : P. Courage (McLaren M4A-Cosworth FVA—1,600 c.c.) 41 min. 47.5 sec.—156.026 k.p.h. (96.95 m.p.h.)
2nd: P. Rodriguez (B.R.M. V8—2.1-litre) .. .. .. 42 min. 43.4 sec.
3rd: F. Gardner (Brabham-Alfa Romeo V8—2½-litre) .. 42 min. 44.0 sec.
Fastest lap : P. Courage (McLaren F.2), 2 min. 42.0 sec.

Tasman Championship Results : 1st : Clark. **2nd** : Amon. **3rd** : Courage.

DAYTONA 500—NASCAR
Stock Cars—500 miles—(February 25th)

The high speed race for American saloons round the banked tri-oval at Daytona Beach, Florida, saw not only the usual incredible lap speeds but an almost photo-finish after 500 miles of racing and numerous pit stops. The official placings gave only eight-tenths of a second between the first two cars, while the third car was on the same lap. No wonder such track racing draws huge crowds of spectators.

Results :

1st : C. Yarborough (Mercury Cyclone V8) .. 200 laps—3 hr. 23 min. 44.0 sec. 230.545 k.p.m. (143.257 m.p.h.)
2nd: L. R. Yarbrough (Mercury Cyclone V8) .. 200 laps—3 hr. 23 min. 44.8 sec.
3rd: R. Allison (Ford Torino V8) .. .. .. 199½ laps
4th: D. Pearson (Ford Torino V8) .. .. 199 laps
5th: P. Goldsmith (Plymouth V8) .. .. 199 laps
6th: D. Dieringer (Plymouth V8) .. .. 199 laps
Fastest qualifying lap: C. Yarborough (Mercury V8) 304.519 k.p.h. (189.222 m.p.h.)

PISTONS GOING ALL WAYS—continued from page 281

solenoid, which lets the vacuum withdraw the clutch, so you just sit there with the engine r.p.m. rising and nothing happening. As you take your hand off the lever the "gizmos" engage the clutch but you do not leap forward with a sudden jerk because the torque-converter looks after things. When you have reached 4,000, 5,000, 6,000 or 7,000 r.p.m. (the 911 is another smooth power unit that goes on revving like a dynamo), you simply pull the gear-lever back into second gear and as the gear selectors move they set the electricity in motion to disengage and then engage the clutch at precisely the right moments. If, when you get into the next gear the r.p.m. are below 3,500 r.p.m. the torque-converter works and smooth the transmission of power. If you are over this figure then you have direct drive. This business goes on in third and fourth gears, but if you are lazy or not intelligent enough to select the right gear and the right r.p.m. for the road conditions then the torque-converter is there to help you, and if need be you can go everywhere in fourth gear, letting the torque-converter take up the drive from 800 r.p.m. There is no question of there being any automatic gearchanging, the driver does that; the "Sportomatic" removes all thoughts of clutch operation and allows a wide speed range on any gear, once the driver has selected that particular gear. It is all clever stuff, and works impeccably, except that the engine kept stalling at tick-over, the power at 600-700 r.p.m. on a closed throttle not being sufficient to overcome the drag in the torque-converter so that as the car crept forward in traffic and you put the handbrake on, the engine stalled. You could overcome this maladjustment two ways, either by putting your left foot hard on the brake pedal and speeding up on the throttle with your right foot, so that the torque-converter and the brakes had a little battle of their own, or you could merely rest your hand on the gear-lever and cause the clutch to disengage. Driving the car like a genteel old auntie it was all very smooth and refined and easy, but driving it normally you soon got tired of the whirring of the engine not being in unison with the road-speed or the rate of acceleration, until you reached 3,500 r.p.m.

As I said when I first got to know the 911 Porsche, it was not impressive driven gently, and did not feel like a Porsche, but once you wound things up and really used it the car became alive and you felt immediately that it was a Porsche. The 911 still has this characteristic so it was not long before I used the gearbox to keep the engine well above 4,000 r.p.m. all the time, and then all the old love for true Porsche motoring came back. The positive steering, the beautifully controlled suspension, the impressive ride, the feeling of solidarity, the cornering control, the unburstable feeling of the engine, the hard, taut feel to everything was the real Porsche design coming out, but of course, driven like this there was no need for the "Sportomatic" except that it left me with a useless left leg, and the lack of a gear, while the "feel" on the gear-change to anyone who is sensitive was not like the normal Porsche gear-change when using the clutch with your left foot. One of the greatest satisfactions to me in motoring is to wind a five-speed 911 Porsche up to 7,000 r.p.m. in third gear, time the clutch and gear-lever movements to perfection, and "wham" into fourth gear, on up to 7,000 r.p.m. and another perfect movement, and "wham" into fifth gear and you are really on your way singing with mechanical enjoyment.

Had I used the "Sportomatic" for long I would have gone right off Porsches, but luckily you can outpace it and then you drive in a true Porsche style and it is great fun, and civilised as well, but as explained earlier in this article my Jaguar motoring has spoilt me and the ordinary "cooking" Porsche lacks poke. I know Porsche make a hot 911S and a hotter 911R, but my Jaguar is bog-standard so I'm comparing it with other bog-standard cars.

A Porsche is still a Porsche, but "Sportomatic" is not for "Sports;" it's for people who can't drive or the aged or the infirmed, but not for me. However, it is comforting to know that when I am old and enfeebled, or have had an accident and lost my left leg I shall not be doomed to live in a Ford or Vauxhall, but can go on enjoying real motoring in a Porsche 911. The "Sportomatic" is a clever technical exercise, but as I see it with limited uses. Real automatic transmission with no levers or selectors is another matter altogether, providing you have an engine with a large enough torque spread.

At the time of the foregoing motoring week I had already decided to keep the E-type, as the financial situation will not yet run to a GT40, and apart from that, where do you go from a 4.2-litre E-type, if you want to progress in motoring. In consequence I had Jaguars open up the engine for the first time since the car was built, exactly three years ago, almost to the day. It was collected from Coventry on March 10th 1965, and on March 7th 1968 the Jaguar mechanics removed the cylinder head and sump, took out rods and pistons and we surveyed the scene after 113,553 kilometres (approx. 70,500 miles), most of which have been done on the roads of Europe. It has always run on Castrol oil, used any brand of petrol from Esso to "pirate" brands, but always the highest octane, used Autolite AG42 plugs without missing a beat and had new oil filters, new ignition points and new plugs every 10,000 miles. The camshaft covers have never been off and the only adjustment to the engine has been to tighten-up the top timing chain a couple of clicks on the eccentric adjustment. The whole inside of the engine looked very happy and comfortable, apart from a slight corrosion of the head gasket around the water passages, while maximum bore wear was three and half thousandths of an inch. The main bearing shells were slightly scored, it was thought due to water getting in the oil from the corroded head gasket but the verdict was that a decoke and valve grind and set of new big-end and main-bearing shells would see it comfortably up to the 100,000-mile mark.

After analysing and evaluating the Mazda 110S and the Porsche 911 I was glad I had decided to go on using a Jaguar. Some people might think I am merely "Backing Britain," but I backed British cars three years ago when the 4.2-litre Jaguar was introduced. It was such an improvement over the old 3.8-litre E-type that I was prepared to give it a go in preference to Porsche motoring, and I have no regrets, except perhaps that the Jaguar family has never seemed such a happy one as the Porsche one. Even though I am no longer a Porsche owner I still feel I am one of the family for Zuffenhausen have a nice way of keeping in touch, with a Porsche club, a Porsche magazine, Porsche souvenirs and they are at all the big races all the season. Jaguar seemed to die when they gave up racing, as far as I was concerned, and Coventry seems a very impersonal place, even to a Jaguar driver, while there are some truly disgusting Jaguar drivers on the roads, as I found out when I spent a day in an Austin-Healey Sprite!

Summing up my interesting trio with pistons going in all directions, I can assure the reader that Mazda does not mean an electric light bulb (it is a brilliant little car that is great fun to drive) and Colin Chapman and Dr. Porsche had better watch out in the Californian-type fun market. I would still like to know how the Mazda engineers found out so quickly and effectively. My guess is that they bought an Elan and a 911, and probably an Alfa Romeo and a 230SL Mercedes-Benz as well, and evaluated them very intelligently. The Porsche 911, when driven like a Porsche, is still a Porsche by any standards, and the E-type satisfies me still, even after living in it and with it for three years.—D.S.J.

THE PRESTIGE OF THE ROLLS-ROYCE

Nicholas Carroll of *The Sunday Times* scored a minor scoop in the issue of February 18th by listing those top diplomats abroad who are provided with Rolls-Royce cars. It was stated that of 113 top men abroad, including High Commissioners, who represent Britain, only 30 have the use of a Rolls-Royce and that this "causes more heartburning among top diplomats than almost any other subject."

Apparently the dozen Grade One posts are entitled to one of these cars but Ottawa, "for its own reasons," prefers an Austin Princess. But in Bonn, Paris, New York, Rome, Washington, Tokyo, Pretoria, Moscow, Canberra, Brussels and New Delhi, according to *The Sunday Times*, the British diplomats travel in Rolls-Royces. They go on to say that half of the 20 Grade Two men also have them, but that in Athens there is a Daimler, in Cairo a Jaguar Mk. X, with Austin Princesses for the other eight next-top men. If you are Grade Three you do not normally expect a Rolls but it seems that in these posts nine have them. So of the 900 or so vehicles provided by the Diplomatic Service, 30 are Rolls-Royces, of which Silver Shadows are used in Bonn, Paris, Pretoria, Canberra and Brussels (N.A.T.O.), post-1962 Phantom Vs in New York (U.N.), Washington, Tokyo and New Delhi, and pre-1962 Phantom Vs in Rome and Moscow. In Ulan Bator the diplomatic cars are a Humber Snipe and a Land-Rover. As the older Wolseleys, Humbers and Princesses become due for replacement, what to replace them with is becoming a problem, as British makers are dropping their larger prestige models. Diplomats are choosy, and apparently while a Jaguar Mk. X might pass muster in Geneva, it would not do in Lisbon. Perhaps the big 3½-litre V8 Rover will find a sales outlet here?—W. B.

U.S. CAR CONCESSIONAIRES—continued from page 286
spare parts and servicing depot is carried out from the old Ford Advanced Vehicles premises on the Slough Trading Estate. At the Slough parts centre, which employs some 20 people, the stock is valued in excess of £100,000. Mr. Scruton was quick to emphasise that Lincoln Cars "lean over backwards" to supply spare parts. If a certain item is not available in this country it is airfreighted from either the U.S. or their main European depot at Antwerp within 24 hours.

Since January 1st this year American Fords have been available only with left-hand steering. This obviously does not help a salesman trying to sell in this country, and Lincoln Cars have an arrangement with J.W. Automotive Engineering, also based in Slough, to convert the cars to right-hand steerers.

But who buys products from Lincoln Cars? Mr. Scruton's answer was predictable. Prices range from around £2,000 right up to the top end of the scale, the Lincoln Continental at £6,000, so it is obviously not the Smiths and Jones of England. The market to U.S. forces in this country is bigger than any for Lincoln Cars, and a vast percentage of orders are paid for in dollars. Other owners are members of the aristocracy, with whom the Canadian Galaxie was very popular, motor racing and a good deal of theatrical personalities. London is the centre of the foreign diplomatic corps in Great Britain, and as new diplomats arrive in this country they are actively solicited by Lincoln Cars.

The Mustang, as in its home country, is the best seller in Britain. Indeed, said Mr. Scruton, it is Ford's most successful car launched since the Second World War, selling close to a half a million units in its first year of production. Consequently Lincoln Cars carry a wider range of new Mustangs than other models but there are so many derivatives that many cars are simply ordered to customers' specifications. Ford products are the Falcon, Fairlaine, Galaxie, Mustang and Thunderbird and the Lincoln-Mercury products are the Comet, Cougar, Mercury and Lincoln Continental.

Mr. Scruton said that Ford had learnt an awful lot in racing. He gave this a bit more thought and then added: "The Ford success in racing has reflected over the whole range of our products. You don't go racing for the publicity. There is no finer way of finding out about your product."

Chrysler Motors —Warwick Wright

The products of Chrysler Motors are now handled by Warwick Wright, a wholly owned subsidiary of Rootes. This is a comparatively recent development, for from the mid-twenties Dodge Brothers of Kew had brought in Chrysler products. Between the wars these cars were very popular and before higher import duties forced up prices they were in the medium-price bracket. Dodge continued with the Chrysler franchise but were mainly concerned with trucks and in 1966 Warwick Wright took over the concession and also began importing Australian-built Chrysler Valiants.

The success of the Valiant—Warwick Wright say they sold about 300 that first year—inspired Rootes to adopt this for wider distribution. This is how Warwick Wright have continued, selling the North American-sourced Plymouths, Chryslers and Dodges, with the emphasis for simplicity on Plymouths. The main models brought in by the company are the Barracuda and Fury, which the company say they will continue to import in right-hand steering form. Like all their rival importers, however, they will bring in any other model that a customer particularly wants.

Bob Wimbush, Warwick Wright's Manager, described trying to sell cars to diplomats as highly competetive. "If I arrange to make a $30 profit someone will undercut me," he said. He found servicemen are not profitable either and thinks that his cars go one year to advertising people, another year to farmers and another to antique dealers. He simply did not know what the professions of the buyers were. Most Americans living in Britain, he thought, wanted a "cute little English car."

Warwick Wright are based in the Rootes buildings in Barlby Road in London's Ladbroke Grove area. Here they have thousands of pounds worth of spares; the amount has obviously grown since they took over the £48,000 of stuff from Dodge. These new parts arrive in England from three places, Newark, N.J., Adelaide and Antwerp. Keeping some of the older parts is still a problem, but Mr. Wimbush said that in many cases these parts do not change. While a body style may change annually, the American designers are almost loath to change the design of actual mechanical parts such as steering and brakes.

The staff of Warwick Wright have spent their whole careers selling British cars in the States. "It is remarkable the amount of knowledge you gain in handling imports," said Mr. Wimbush, who returned to Britain five years ago after a spell of 17 years in the U.S. The garages that sell most of Chrysler Motors' cars are the specialists, Mr. Wimbush believes; a big domestic retailer is seldom as successful trying to sell imported cars.—R.F.

CORRECTIONS

Last month, apart from some rather odd descriptions of the M.G.-C, including calling the steering ratio the turning circle, and the gear lever the gearbox, we ascribed the second of the Readers' Letters to Sir Clive Thomas, Bt., when it should have been obvious that it was written by that well-known enthusiast, Sir Clive Edwards, Bt. Then John Oldham's Rolls-Royce 74 GN was described in the text as a P. II but in the picture caption as a P. I. It is, in fact, the former. Finally, there was a classic slip of the typing finger in the announcement of the *Daily Express* London–Sydney Marathon, when, in drawing attention to a marathon of the 1920s which the R.A.C. refused to sanction, we stated that the idea was for light cars to attempt to cover 10,000 in 50 hours. This would be 200 m.p.h., as many readers gleefully pointed out! In fact, the object was to have been to attempt 1,000 miles within 50 consecutive hours, on a route taking in at least three steep gradients. It was promoted by the York & Dist. M.C., who offered a gold medal for such performances, from 1921 onwards. In 1923 *The Light Car & Cyclecar* decided to support these runs, offering an aluminium radiator plaque to successful drivers. The last person to comply with the conditions prior to this announcement had been Ian Macdonald, who covered a circular route from his home in Oundle and back within the time-limit. He drove a 12/20 Calthorpe and ascended the Cat and Fiddle, Shap Fell, Beattock, Amulree, Trinafour and the Grampians, returning down the Great North Road. Within a week of the aforesaid sponsorship the R.A.C. refused a closed permit for future runs, although the overall average speed was only 20 m.p.h. Reporting this, *The Light Car & Cyclecar* wrote: "It is to be hoped that the R.A.C. will not carry things too far in this direction, for if it be admitted that more supervision is necessary in certain cases, drastic action should not check the sporting enterprise of the motor clubs."

So, as we said, it is nice to know that the London–Sydney Marathon has been sanctioned, although of course the *Daily Express* has sensibly said that this is not a race, but a trial in which entrants compete on time, not against one another but against the sponsors. Nevertheless. . . .! We note that starters are likely to include official Ford and B.M.C. 1800 entries.—W. B.

THE THINGS THEY SAY . . .

"Much of the track design, I understand, was done by the former G.P. driver Tony Brooks, who is on the B.A.R.C. Council. It has since been endorsed by Jack Brabham, though certain features did not exactly please him—which may result from Brooks's limited experience of driving contemporary rear-engined racing cars."—Maxwell Boyd writing about the new Thruxton circuit in *The Sunday Times*. This seems to be a case of courses for horses, which in our opinion is putting the cart before the horse.

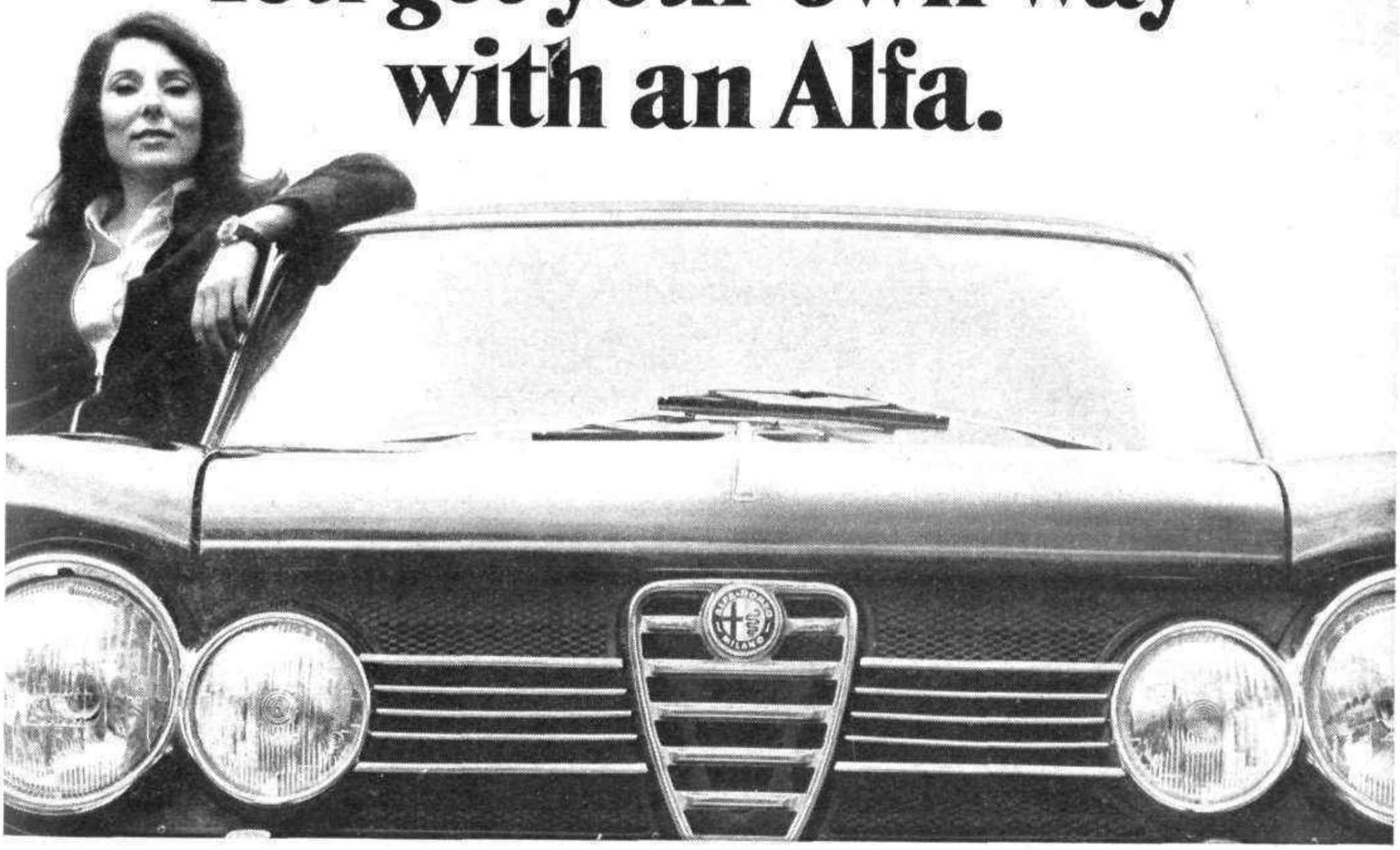
CONDOLENCES

We tender our condolences to Edward Eves, who was involved in an M1 pile-up in February, writing off the Reliant Scimitar he was driving. This happened just before his article "Safety At Any Price" was published in *Autocar*.

ROVER SPORTS REGISTER

It may not generally be known that the Rover Sports Register, which publishes a monthly duplicated magazine, *Freewheel*, caters for P3 and P4 Rover models, of which there are so many still in use, as well as for older models and current Rovers. The subscription is £1, the annual dinner is at Little Gaddesden, Herts., on April 20th, and the Registrar is T. L. J. Bentley, 11, Woodhall Drive, Pinner, Middlesex.

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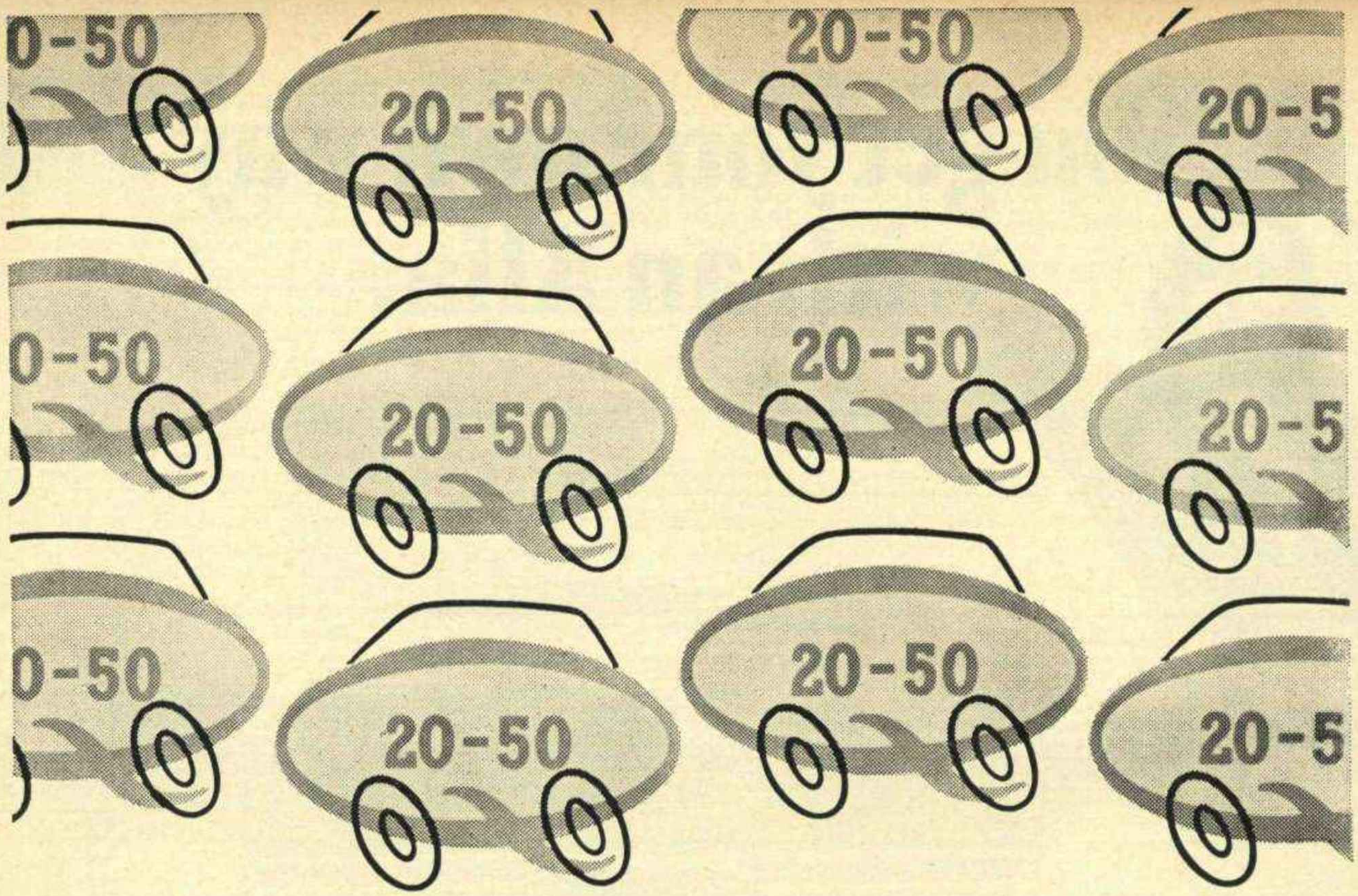
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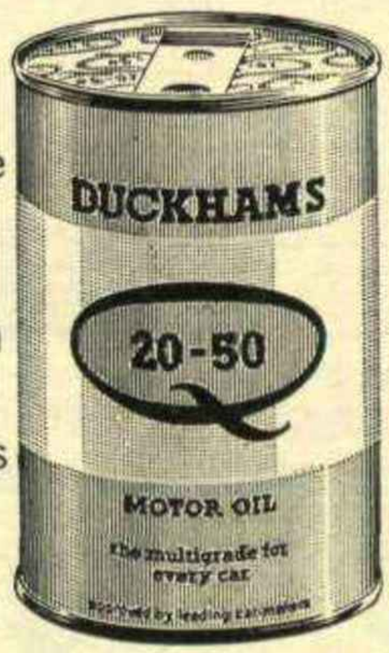
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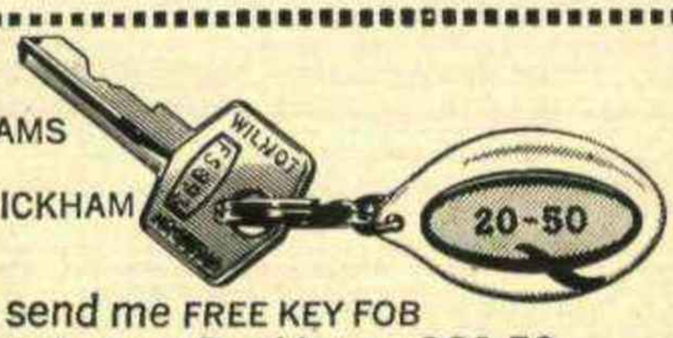
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PICTORIAL REVIEW

SAN REMO RALLY
PROTOTYPES

HISTORIC CARS
ITALIAN CARS

SALOONS
MAZDA 110S



SAN REMO RALLY RALLY DEBUT.—The San Remo Rally was the first international event to be tackled by a Ford Escort Twin-Cam and Boreham sent just one, driven by Ove Andersson and John Davenport, and, although it was not really a match for a Porsche, it made third place overall, even after being badly baulked on the first stage. It gave no trouble other than breaking a handbrake link.

THE LANCIA TEAM entered five Fulvias on their home event, and all of them finished—although their exhaust pipes did not. Pat Carlsson and Liz Nyström brought theirs into second place

THE RENAULT ALPINES raised smiles at the start, for few expected their fragile bodies to survive the rough tracks. Both finished however, Jean Vinatier's in fifth place.

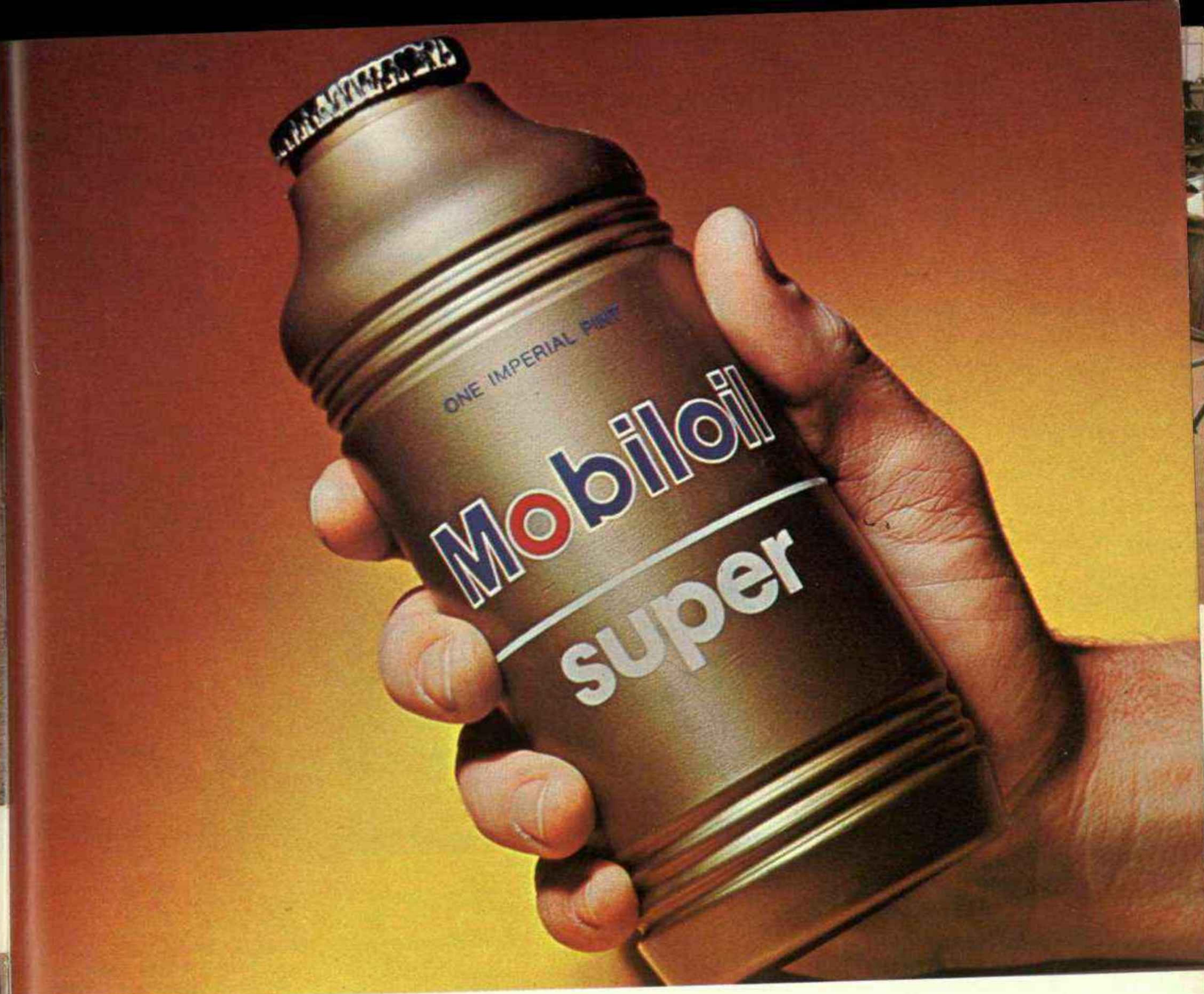




TWO HISTORIC CARS IMPORTED THIS YEAR

ALFA ROMEO.—The 1935 Monoposto 2.9-litre car raced pre-war by Charlie Martin has just been bough from Australia by Sir Ralph Millais. It has half-elliptic leaf-springs at the front and reversed quarter-ellipti springs at the rear.

MASERATI.—The 3-litre 1938 Grand Prix 8-cylinder car, number 3031, has been bought from America b Cameron Millar. It is seen as it arrived from the docks, and its history is chronicled elsewhere in this issue



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Get Mobiloil Super, the advanced multigrade that saves engine wear, oil consumption, battery wear and saves on petrol consumption.

The Advanced Formula makes Mobiloil Super better. How? Because Mobiloil Super is the multigrade with a new performance improver which resists the stress of engine conditions—far longer than any other multigrade.

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How Mobiloil Super saves battery wear and petrol consumption. In cold starting conditions most multigrades thicken excessively, wearing down battery power, calling for extra choke, so burning more petrol in the first moments after starting. Because Mobiloil Super stays fluid, even in extreme cold, it gives less resistance to cranking, gives easier starting, saves battery wear and cuts down on petrol consumption.

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GROUP 5 SALOON.—The 1300 c.c. Ford Escort by Broadspeed is seen on test at Brands Hatch, driven by John Fitzpatrick, during a Ford Motor Company Press Day. It has a 5-speed Hewland gearbox and runs up to nearly 9,000 r.p.m. The Broadspeed team of Ralph Broad will be part of the Ford 1968 saloon car onslaught.

HOT MINI.—The Group 5 B.M.C. Mini racing saloons being run by the Cooper team this year have 1293 c.c. engines with fuel injection.

RALLY FORD.—The works Escort rally-cars are powered by twin-cam Lotus-Ford engines with twin double-choke Weber carburetters. The front is covered by spot-lamps wearing Ford protective bags.





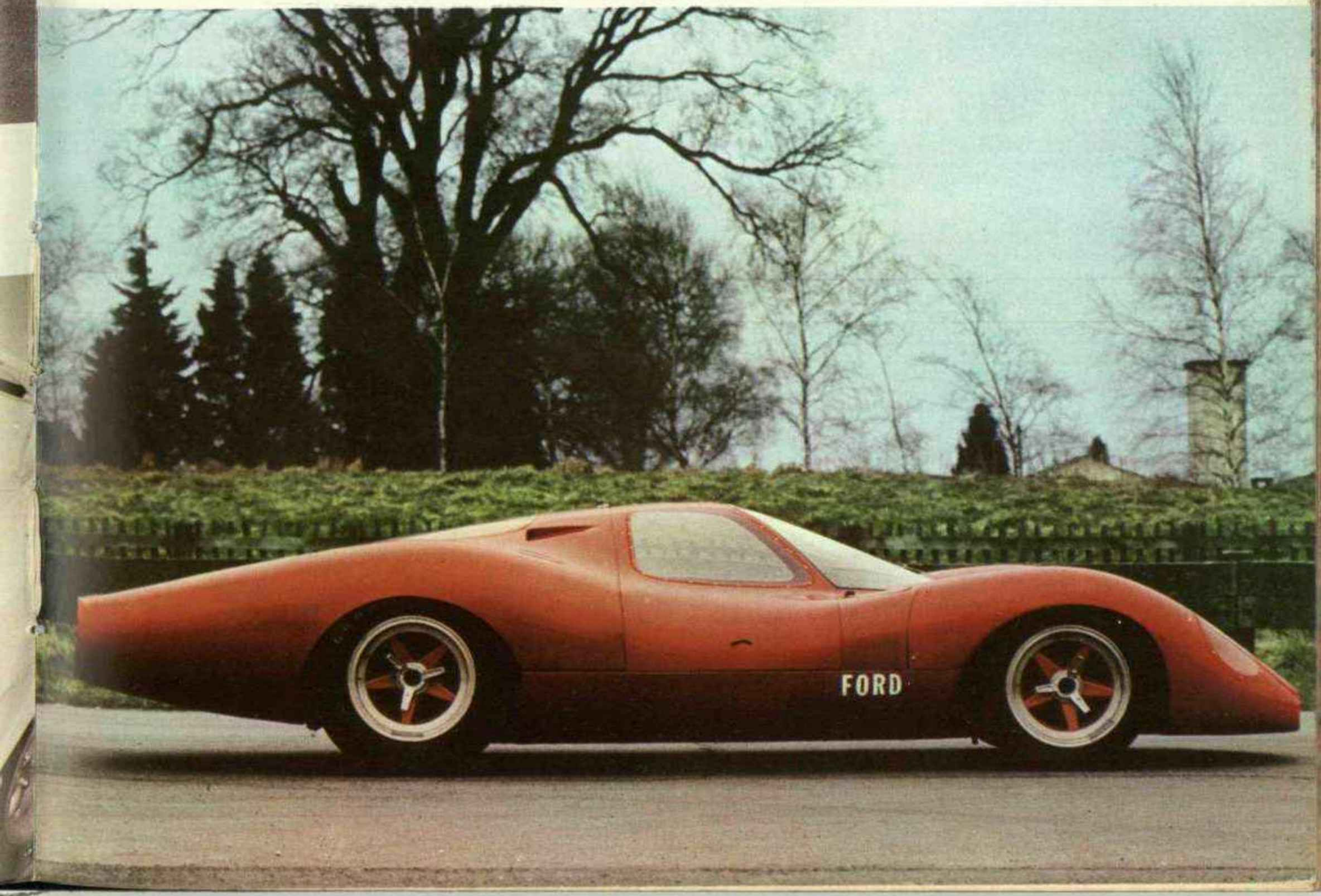


PRODUCTION LINE.—The Lola T70 Mark III has been homologated as a Group 4 sports car, a complete car leaving the Slough works every ten days.



LE MANS HEALEY.—Taking shape in the racing department at Warwick is a Prototype powered by a 2-litre V8 Coventry-Climax engine, driving through a Hewland gearbox. The body/chassis unit is built up on a substantial floor pan.

FORD PROTOTYPE.—Ford of Britain are entering into Group 6 Prototype racing this year with this very sleek coupe powered by a 3-litre Cosworth V8 engine mounted amidships behind the cockpit. It was built by Alan Mann Racing and designed in conjunction with Ford engineers, and should make its debut in the BOAC 500 race on April 7th.



EXOTIC ITALIAN CARS

FERRARI.—Two cars off the production line at the Maranello Ferrari works, were awaiting collection. These are the 275GTB (right) with bodywork by Scaglietti—the 3.3-litre V12 engine has four camshafts—and the Pininfarina-bodied 330GTS with a two-camshaft 4-litre V12; both engines develop 300 b.h.p.

LAMBORGHINI.—The Miura, with Bertone bodywork, has the 360 b.h.p. 4-litre V12-cylinder engine in unit with the 5-speed gearbox, mounted transversly behind the cockpit. It portrays the trend of things that must come in the world of high-speed motoring.

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Two litre,
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Sporting 112 b.h.p.
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Vauxhall's safety engineered
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Viva Gran Turismo.

The Vauxhall Breed's got style.

MAZDA 110S



ALL ALIGHT.—When braking with the Mazda all four rear lights burn brightly. The English number plate is rather an afterthought.

UNUSUAL SHAPE.—The Mazda 110S attracted attention in England by its Italian styling which always seems to contrast strongly with British cars. Cooling air enters through a slot under the front bumper, and the steel disc-wheels have very fancy covers.

THE MASTER HUNTER



OFFERS to road-test tuned cars such as Ford Cortinas and Mini-Coopers are never lacking at MOTOR SPORT. Because of these cars' obvious sporting associations there is a big market for such conversions, but it was rather refreshing recently to try something a little different. The car was basically a Hillman Hunter which had been prepared and tuned by Davenport Vernon & Co. of High Wycombe, and was known by the grand title of Master Hunter.

It was in November last year that Ralph Denne, the joint Managing Director of the company, had the idea of the Master Hunter. Davenport Vernon are Rootes main dealers and have enormous premises in High Wycombe, and were therefore in an ideal position to develop and market a conversion. The result is a fast five-seater, four-door saloon retailing, as tested, for under £1,000. The performance is Rapier-like but the car does not cost that extra £200.

The engine was modified by fitting an Alpine camshaft to the familiar alloy-headed 1,725-c.c. Rootes engine. To the head were added two Stromberg CD carburetters, with wire mesh air filters, and that was the sum of the engine modifications. To balance the increased performance, a Lockheed brake servo was thought necessary. Goodyear G800 radial-ply tyres were fitted to Cosmic 4½J alloy wheels, which may have accounted for the very light steering. The leather-rimmed steering wheel was slightly smaller in diameter than the standard one, while the only other real difference was the fitting of a small Smiths rev.-counter on top of the facia. We say " real," because Master Hunters carry contrasting stripes along the waist, on the boot and on the nose; distinguishing, but not in the realms of a really useful addition.

The cost of these extras, including fitting, brought the Master Hunter's price tag to £998. This seems quite reasonable, especially in view of the fact that it would cost more to do it yourself. The firm say that if a member of the public bought all the various bits separately it would cost him £165. Davenport Vernon are also making Hillman Minx conversions available, and all are covered by the maker's warranty.

There was no need to alter the seats of the Hunter, for they have adjustable back rests and a very comfortable driving position can be easily obtained. Everything is light to use, including the steering which was perhaps a little vague. The car is a confirmed understeering one, as we found out at our test track, but nevertheless was pleasant to drive. It would plough nose first through a corner at quite respectable speeds, at which it felt completely safe. Even when we encountered a slow-moving hazard and had to lift off a bit, no drama was shown.

The increase in power seems to have affected the amount of torque available; there is a definite time lag before the power comes in. Once wound up the car was fast and there was little wind noise. Prospective customers may care to note that they can cruise at indicated speeds in excess of 80 m.p.h. without fear of being stood in the dock; the speedometer, checked against our fifth wheel, was about 13 m.p.h. optimistic at 70 m.p.h.

The car accelerated well, although when we came to do our figures it was, of course, raining. Consequently our times were nothing to shout about, but Davenport Vernon assure us that it is the quickest Rootes model of its type up to 60 m.p.h. Allied to the slipperiness of the track, which the Goodyears did their best to overcome, the car produced a bit too much axle tramp. High revs. could definitely not be used to do quick starts and the trick was to move off gently and then start accelerating hard.

However, Davenport Vernon do offer a set of Armstrong Road Holder adjustable shock-absorbers, which would be a must for any conversion. But this would take the price over the magic £1,000—after which the public seems to have a mental blockage—and MOTOR SPORT would rather forget the jazzy stripes along the side (£15) and have instead the rear shock-absorbers (£13 12s. 6d.).—R. F.

MASTER CONVERSIONS INSTALLED

Twin Stromberg CD carburetters mounted on tuned manifold, £38 10s.; high-lift camshaft, £17 4s.; Lockheed brake servo, £16 19s.; alloy wheels, 4½J rims, £42 10s.; alloy wheels, 5½J rims, £52 10s.; Goodyear G800 tyres, £10 10s.; leather-rimmed steering wheel, £8 10s.; contrasting flash incorporating Master symbol, £15; rev.-counter, £15 15s.; Armstrong Road Holder adjustable rear shock-absorbers, £13 12s. 6d.; silenced air intake filters, £3 10s.; extra high-lift camshaft, £14 10s.; tuned exhaust and manifold, £21.

BIGGER ENGINES FOR VAUXHALLS

HAVING SEEN General Motors' influence on the German Opels, it was not surprising to see the American giant adopt similar ideas for their British company, Vauxhall Motors. The latest products from this firm are a 3.3-litre-engined Victor called the Ventora and the Viva GT, which uses the s.o.h.c. 2-litre Vauxhall engine. The Viva will inevitably be compared with Ford's recently announced Escort Twin Cam, while the 140-b.h.p. Ventora is a competitively priced small luxury car. We had very brief runs in both cars shortly before they were announced, spending more time with the more sporty Viva. The engine is a twin-Stromberg version of the 2000 developing 112 b.h.p. at 5,400 r.p.m. Coil springs and shock-absorbers are stronger, while an anti-roll bar has been fitted at the front. The wheels have gaudy embellishments but genuine alloy wheels will be available shortly. Radial-ply tyres are standard while low profile Goodyear A70s on 4½J rims are an extra. Braking power has been increased, from a total swept area of 199 sq. in. for the standard Vivas to 287 sq. in. for the GT. Price is about £1,000.

From the outside the car is distinguished by a matt black bonnet and red stripes on the side of the white body. Such features are becoming increasingly popular on most cars but one can only hope they fade from favour as quickly as whitewall tyres did. Even on some rough roads which we found, the GT sat on them well and seemed quite controllable. Second and 3rd gears were nicely close together and pleasant to use, but top-gear work on the motorway brought out the car's worst feature when we tried it—the noise level was particularly high. We had similar experience with the torquey Ventora, which is priced around £1,100, depending on the extras.—R. F.

SCHHH . . . .

What funny things the publicity people get up to! When Ford organised their Main Dealer presentations of the Escort to customers they were faced with providing drinks which would liven up the general appreciation of the new car while being breathalyser proof. So they asked Schhh . . . You Know Who . . . to devise special non-alcoholic drinks. They came up with three—Schhh . . . De Luxe, Schhh . . . Super and Schhh . . . GT, the last-named punch having a harmless amount of alcohol. If you want the recipe, ring Mary Baxter at HYDe Park 6050, telling her you read this in MOTOR SPORT.

BUMP!

You have read about the high opinion which the police have of themselves as drivers. So it may seem a bit droll that when taking their much-prized train-robber prisoner, Charles Wilson, from London Airport to the Isle of Wight, in a Rover, according to the *Daily Express* this police car was unable to stop in time when another road user stopped at a crossing. The Rover ran into the car in front and was rammed by the other police cars, the damage being sufficient to warrant transferring Wilson to a Humber which had been only slightly damaged!

THE MASERATI 8CTF and 8CL CARS

THE year 1938 saw the beginning of a new Grand Prix Formula with a supercharged capacity of 3,000 c.c. and naturally the German teams of Auto-Union and Mercedes-Benz built new and advanced cars for the first season. At the Tripoli G.P. early in the season a lone Maserati 3,000 c.c. appeared and was driven by Count Carlo Felice Trossi and it went incredibly quickly, making second fastest lap at 135 m.p.h. to the fastest lap by Lang's Mercedes-Benz at 136 m.p.h. This Maserati was an 8CTF model, number 3030, and it followed typical Maserati design from the 1936 and 1937 " voiturette " racing cars of 1,500 c.c. It had a channel-section steel chassis, i.f.s. by wishbones and longitudinal torsion bars and ¾-elliptic leaf springs at the rear supporting a one-piece conventional axle. The engine was a straight-eight cylinder with two four-cylinder blocks end-to-end with two overhead camshafts. At the front of the engine were two Roots-type superchargers, mounted one above the other and feeding to a common inlet tract, single-stage, not two-stage. A four-speed gearbox was mated to the rear of the crankcase and the propeller shaft ran under the driving seat and compared with the German cars with their tubular chassis frames, V12-cylinder engines, de Dion rear suspension and low build, the 8CTF seemed rather old fashioned. However, it obviously had a lot of power and was manageable for the Tripoli circuit was very fast and full of flat-out curves. During the season a second car, 3031, was built and the two of them appeared in the Coppa Ciano race at Livorno, the second one being driven by Zehender. In practice Trossi drove 3030 to fastest lap on both days, lapping in 2 min. 26.1 sec. to the 2 min. 26.4 sec. of Lang and Caracciola in Mercedes-Benz cars, and the 2 min. 27.4 sec. of Farina with a 12-cylinder Alfa Romeo. In the race Trossi took the lead on the fourth lap and held it for four laps, until the engine went sick and he retired, Zehender in 3031 having already retired. For the Coppa Acerbo at Pescara, which followed, only one car was ready in time, this being 3030, and Trossi drove it, but he was taken ill during the race and stopped to hand the car over to a new young star named Luigi Villoresi, who proceeded to show remarkable ability with this very fast car. Although he got nowhere in the race he did make the fastest lap, and everyone realised that if only Maserati had an organised team like the Germans they could have been winning races. In the Italian G.P. at Monza the two cars were entered, driven by Trossi and Zehender, and the former finished in 5th place. In late October the Donington G.P. was held and Maserati sent 3031 to be driven by the young Villoresi, but it retired after 18 laps with piston trouble, when lying behind the German cars.

In 1939 the Italians decided to run all their races to a 1,500 c.c. limit, in a rather unsporting attempt to stop the Germans winning races, so Maserati slowed up on development of the 8CTF, but interest was shown from Indianapolis. When the Germans and Italians went to the Roosevelt Raceway event in 1936 and 1937 the Indianapolis racing fraternity took keen interest in the machinery and Wilbur Shaw made it quite clear that with a European car he could win Indianapolis in 1938. It was not possible to buy a German car, and Alfa Romeo would only sell obsolete Grand Prix cars, so Shaw looked to Maserati and made a deal with Michael Boyle, who entered cars at Indianapolis. Boyle's mechanic Cotton Henning contacted Bologna and bought the latest Maserati in early 1938, but it was a 1,500 c.c. 6-cylinder, for they only had the one 3-litre at the time. As soon as the 1½-litre car arrived at Indianapolis Shaw realised it was not what he expected and arranged for Mauri Rose to drive the car, for though it lapped at 118 m.p.h. and was quick enough to qualify it was not quick enough to win. After the 1938 race Boyle agreed to try again and this time Henning went to Bologna and returned with a brand new 8CTF number 3032 on March 17th 1939. Meanwhile the Maserati factory were busy with " voiturette " racing and were developing their new 4-cylinder 1½-litre which had a bore and stroke of 78 × 78 mm. and four valves per cylinder, whereas their previous 4-cylinder engines were 69 × 100 mm. with two valves per cylinder. The 8CTF engine was based on the earlier engine with the bore and stroke of 69 × 100 mm., with two valves per cylinder. The factory retained the two cars, 3030 and 3031, but did not use them until the middle of 1939 when Villoresi and Paul Pietsch drove them in the German G.P. at the Nurburgring.

Before this, Indianapolis had taken place and Shaw was as good as his word and won the 500-mile race at 115.035 m.p.h. having qualified at 128.977 m.p.h. The car was entered as the Boyle Special and the owner was more than satisfied with his association with Shaw, but it had not been straight-forward. When the car was unloaded from its lorry at Indianapolis after its arrival from Bologna it was found that the cylinder blocks were cracked. Before Henning left the factory with the car the engine had been run and it had been shipped without draining the water out, and being late February it had frozen during the voyage and the brand new car was ruined by frost damage. Some high pressure trans-Atlantic dealings got another engine over in time for Indianapolis practice, this being 3033, there not being a chassis of that number. First time out Shaw lapped easily at 127 m.p.h. and his qualifying speed got him third fastest and on the front row of the grid.

In Europe Pietsch did great things at the Nurburgring, getting into second place behind Lang and when the Mercedes-Benz had plug trouble Pietsch led the race until failing brakes let the other German cars go by. Villoresi had already retired and after four pit stops Pietsch finished third, but only because seven out of the nine German cars retired. Even though Pietsch knew the Nurburgring as well as most drivers, he proved that the 8CTF was still a very fast car. With war clouds gathering Maserati sold 3030 and 3031 to Laurie Schell who with his wife had been running the Ecurie Lucy O'Reilly-Schell and financing Delahaye racing. They entered one 8CTF for the Swiss G.P. driven by Rene Dreyfus, who finished in 8th place and they entered both cars for a race in Zurich on October 8th 1939, but the war put a stop to this event. The factory also entered for this event with proposed new cars based on the 16-valve 4CL, the 3-litre being known as the 8CL and having 32 valves. On October 16th 1939 Laurie Schell was killed in a road accident and his wife took the Ecurie and the two Maseratis to America. Racing had ceased in Europe but Indianapolis was due to be run in 1940. Shaw and Boyle were still united and had heard about the 32-valve 8CL so set about trying to buy it, but were beaten by a group of Argentinians who bought the car, number 3034, for Raul Riganti to drive in the 1940 Indianapolis race. Boyle entered his 1939 car again and Lucy O'Reilly-Schell entered 3030 and 3031 for Rene Dreyfus and Rene Le Begue to drive, so there were four 8-cylinder Maseratis entered and they influenced car-building in a big way on the American scene. Shaw qualified at 127.065 m.p.h. slightly slower than his 1939 speed, but it got him second place on the grid, in the middle of the front row. Riganti qualified at 121.827 m.p.h. and Le Begue at 118,981 m.p.h., but Dreyfus was not fast enough. In desperation he took Le Begue's car and in trying to qualify he broke the engine, a connecting rod coming out of the side. For the race the engine from the original Dreyfus car was put into the car that Le Begue had qualified, number 3031, and the two Frenchmen shared the car, finishing in 10th place. Shaw chalked up yet another win, at 114.277 m.p.h. but Riganti crashed and wrecked his car, and he returned to the Argentine with 3034 and was never seen again.

With America not being involved in war Indianapolis was held in 1941 and Shaw drove the Boyle car once more, qualifying at 127.836 m.p.h. The two O'Reilly-Schell cars were sold and appeared for the 1941 race as Elgin Piston Pin Specials, Mauri Rose qualifying 3030 at 128.691 m.p.h. to take pole position on the grid, and Duke Nalon qualifying 3031 at 122.951 m.p.h. On the 152nd lap, of the 200, Shaw was leading the race when a wheel collapsed and caused him to crash, thus spoiling all hope of a hat-trick for 3032 and for Shaw and Boyle. The Rose car went out early when the engine would not run properly and Nalon finished in 15th position. The 8CTF cars held everyone's interest after practice and qualifying for Rose and Shaw were on the front row, flanking Rex Mays in the 8-cylinder Winfield-engined Bowes Seal Fast Special. After this race the cars were put into safe keeping until Indianapolis re-opened in 1946, when the war was finished and racing resumed. In Italy Marshall-aid was getting things back to normal and Maserati assembled the second of their 1939/40 cars, the second 8CL number 3035 and the Scuderia Milan entered it for the 1946 Indianapolis race to be driven by Villoresi. As Shaw had retired from racing Boyle got Ted Horn to drive 3032, unchanged from pre-war days except for the addition of a small head-fairing behind the driver; he qualified at 123.980 m.p.h. which was only seventh fastest. Villoresi qualified the new car at 121.249 m.p.h. and the other two pre-war cars also qualified, Emil Andres qualifying 3031 as the Elgin Piston Pin Special at 121.139 m.p.h. and Russ Snowberger qualifying 3030 at 121.593 m.p.h. running as the Jim Hussey's Special, entered by R. A. Cott. Three of the cars finished the race, Ted Horn in third place, Andres in fourth, and Villoresi in seventh place, while Snowberger retired.

In 1947 only two Maserati 8-cylinders got into the race, 3032 still

driven by Horn was now called the Bennett Brothers Special, entered by Cotton Henning and it was changed from its traditional red colour to black and gold. It was qualified at 126.564 m.p.h. and got pole position on the grid, while Snowberger again drove Cott's car 3030, which got in at 121.331 m.p.h. The ex-Boyle car, now in its fifth Indianapolis 500-mile race, finished in a creditable third place, but 3030 retired. The remarkable 3032 ran again in 1948 still driven by Horn and still called the Bennett Brothers Special and after qualifying at 126.565 m.p.h. it finished fourth, but the end of the Maserati era was in sight, for qualifying speeds had gone up to over 130 m.p.h. The other two 8CTF cars got into the race in 1948, the Cott car, number 3030 being driven by Paul Russo, under the name of the Federal Engineering Special, and 3031 ran again, driven by McQuinn, but both retired, having qualified at 122.595 m.p.h. and 122.154 m.p.h., respectively.

In 1949 a syndicate called Indianapolis Race Cars Incorporated took over 3032 and also acquired 3035, the 8CL that Villoresi had driven in 1946. I.R.C. entered Lee Wallard on 3032, and Fred Agabashian on the 8CL number 3035. Although the cars were going as fast as ever they had done, qualifying at 128.912 m.p.h. and 127.007 m.p.h., respectively, they only just scraped into the fastest thirty-three starters. Sam Hanks drove 3030 for R. A. Cott but it was not fast enough to qualify, and though the other two got in they both retired quite early in the race. The following year, 1950, saw Cott replace the Maserati engine of 3030 by a 4-cylinder Offenhauser motor, and under the name of the Fadeley-Anderson Special it qualified at 129.748 m.p.h. Apart from the exhaust pipe being a large single one on the right, instead of two on the left, the car looked like a normal 8CTF Maserati. I.R.C. Inc. did the same thing to 3035, changing its colour from black to yellow, and Henry Banks drove it at 129.646 m.p.h. to get into the race. Both cars were still running at the end of the race, being flagged off when the winner crossed the line. I.R.C. had also entered 3032 again, but it did not get beyond practice. For this race Maserati built two new 8-cylinder cars around 4CLT/48 chassis, the 3-litre cars being known as 8CLT/50, but they were still-born and went to New Zealand, and do not fit into this history.

The life of the Maseratis was now at an end as far as serious Indianapolis competition was concerned, but they still turned up and in 1951 a concern called Maserati Race Cars entered 3032 and 3030, the former unchanged from the Shaw days, the latter as Cott had last run it, with a 4-cylinder Offenhauser engine still installed, but now a supercharged 3-litre instead of the unsupercharged 4½-litre. McDowell qualified 3030 at 132.475 m.p.h. but retired in the race, while 3032 did not even have a driver nominated for it. Joe Barzda entered 3031 still as a normal 8CTF for Bud Sennett to drive, but he crashed in practice and that was about the end of the Maserati activity at Indianapolis. Barzda entered 3031 in 1952 and 1953 but failed to qualify each time, and finally gave up. Since 1939 the Maseratis had achieved remarkable results in the Indianapolis 500 race, the original Wilbur Shaw car winning twice, finishing third twice, fourth once and retiring twice. It is now in honorable retirement in the Indianapolis Museum, looking exactly as it did in 1939 when it first arrived at the Raceway, and where it was to have a profound effect on the trend of design of Indianapolis cars. The two cars that Lucy O'Reilly-Schell took to America did not have such an illustrious career, but nevertheless were very active. 3030 is still in America, while 3031 has recently been imported by Cameron Millar and should be seen in V.S.C.C. racing this season. The original 8CL of Riganti still resides in the Argentine, and the post-war 8CL of Villoresi is still in America, but like 3030 was modified to take an Offenhauser engine.—D. S. J.

Bibliography.—Information gleaned from "The Indianapolis 500" by Jack C. Fox; Floyd Clymer's "Indianapolis Race History"; "Gentlemen, Start Your Engines" by Wilbur Shaw and "Racing Car Review, Vol. 1" by Denis Jenkinson.

Brief History of 8CTF and 8CL cars.

3030—original works car—8CTF—1938
3031—second works car—8CTF—1938
3032—Wilbur Shaw, Boyle Special—8CTF—1939
3034—Raul Riganti—8CL—1940
3035—Luigi Villoresi—8CL—1946

. . . . AND NOW—THE MICHELIN ZX

A pioneer of radial-ply tyres, famous for its flexible steel casing—"the supple secrets of X"—the Michelin X tyre has been widely copied and remains a very popular cover for those who put road-clinging and longevity high on their list of tyre priorities. The disadvantages of such radial-ply covers has been heavier steering, thump as they ride surface irregularities and, to those who drive very fast, the knowledge that the excellent road-clinging qualities may suddenly change to loss of adhesion at high "g" factors.

It is to supply a tyre as good as their famous "X" with none of these disadvantages that Michelin, so soon after the introduction of their elaborate "XAS" tyres, has brought out the Michelin ZX.

Introduced almost simultaneously in Italy and now the U.K., the "ZX" will gradually supplement the present "X" tyre in the complete car tyre range. As a start, eight sizes, which between them cover all the most popular vehicles on the British market, are being brought out. These are the 145–10, 155–12, 145–13, 155–13, 165–13, 145–14, 155–14. Other sizes will follow later this year. The tyres all carry the marking SR (e.g., 145 SR–10), signifying that they are suitable for speeds up to 113 m.p.h.

The Michelin ZX has a completely new wider wrap-around tread pattern which offers over 15% more tread contact area than cross-ply tyres and up to 4% more than other standard radials. Its bracing plies are accordingly wider and these are made of a new, more flexible steel cord—"filament fine, supple as silk cords," say Michelin. The new steel cord is, in fact, processed to an extremely fine tolerance, and Michelin claims that its resilience allied to the round-shoulded tread gives the "ZX" the ability to "ride the punch of uneven surfaces," taking it smoothly over cats' eyes, road joints, without transmitting road noise and uncomfortable "thrumps."

The new, wider tread also has the effect of giving the tyre a more squat cross-section. In other words, it is a low profile radial—another feature adding to its road-holding ability. The tread pattern has been designed to wipe water from the tyre's path.

Prices of the new "ZX"—which for the British market are all made at Michelin factories at Stoke-on-Trent and Belfast—remain almost the same as the present "X" equivalents.

The new tyre is for all normal cars, whereas the "XAS" is for speeds of up to 130 m.p.h. Michelin does not encourage racing on its tyres, but this is conservative Company policy, and in no way reflects lack of confidence in steel-cord plies. Indeed, we recall instances of cars being raced on Michelin X with very good results—



The new Michelin ZX steel-cord, radial-ply tyre—which will no doubt soon become as well-known and respected as the World-famous Michelin X.

ask George Abecassis, who ran an H.W.M. shod thus, in a Goodwood Nine-Hour Race some years back. At Brands Hatch last month Michelin introduced us to the "ZX" tyre. They had laid on various cars, such as Fords, Triumph 1300, Vauxhall Victor 2000 and Rover 2000TC for demonstration lappery, on standard tyre wear and then on "ZX"s at normal pressures. I drove a few laps in the Rover and found that sliding the corners was very predictable on the "ZX"s, that the noise level, both as squeal and thump, was low and the steering quite light at low speed. "ZX" should soon be as well-known and respected in the tyre world as the World-renowned "X."—W. B.

BARDIC LIGHTING

We have frequently praised Bardic electric hand-torches, an essential item of motoring equipment, for their unfailing reliability. Bardic has recently merged with Alkaline Batteries Ltd. of Redditch, with the intention of making full use of the famous Nife batteries and the latest sealed nickel-cadmium-alkaline cells in their various products. The Company is now called Bardic Systems Limited, of William Street, Southampton, and it makes emergency lighting equipment which should be of interest to safety officers in car and accessory factories and the larger garages, etc.

LETTERS FROM READERS

N.B.—Opinions expressed are those of our Correspondents and MOTOR SPORT *does not necessarily associate itself with them.*—ED.

THE "TR" RANGE

Sir,

I am surprised at the apparent disinterest, in the motor world in general, at the passing of one of the best, overall, pieces of engineering that I, personally, have had the pleasure to own and work upon—namely TR engines and their whole 4-cylinder range.

My experience stems only from the TR2 unit (with its unfortunate camshaft bearing design and apparent, and only apparent !, lack of b.h.p.) to the last one as used in the TR4A with its funny, backward operating starter motor, plumbers' nightmare manifolding and at long last a return to S.U.s and a reasonable m.p.g. I am sure that many owners, not only of Standard Triumph, but of Doretti, Morgan, Peerless, Warwick (and my 1935 Wolseley Hornet 14 saloon) and many others who use this power-piece would appreciate the experienced comments. Why was this engine replaced by that underpowered six ?

Please keep MOTOR SPORT controversial and help the few enthusiasts who are left (apparently only a quarter of a million) to fight B.C. and her bureaucratic bungling. A good TR eats 70 in 2nd (overdrive at worst).

Wednesbury. MICHAEL T. PALFREYMAN.

* * *

SAPPHIRE APPRECIATION

Sir,

I noted with particular interest your comments in your Editorial for February's MOTOR SPORT regarding " . . . a Sapphire which looks derelict standing outside a workingmen's club opposite Hersham Green."

In case any would-be Armstrong Siddeley enthusiasts have ideas about renovating it I think the position should be made clear regarding the car's future.

Three years ago I was offered an Armstrong Siddeley Sapphire automatic for free providing I could remove the car from the gentleman's garden.

This proved to be less of a problem than I anticipated, because all that was needed was an overnight battery charge and a press of the starter button—this was after three months of standing idle.

After much hard work on the part of myself, my parents and two close friends plus a large tin of Simonize " Kleener " the Armstrong regained much of its dignified grace.

As far as my running the car on the road was concerned, this was out of the question because at the time I was only 17 (I vaguely mentioned the possibilities of insuring this 3½-litre two-ton car to my father's insurance broker and he just laughed and laughed).

Anyway, in due course I sold it to a gentleman and his son who were Armstrong enthusiasts and when not in use it lived outside the above-mentioned workingmen's club (its number was SYK 774).

It has subsequently been resold and its place taken by the grey Sapphire mentioned in your Editorial. When time and weather permits, I understand that this Armstrong will be renovated by its present owners, so anyone looking for a derelict but restorable Sapphire must, I think, search elsewhere.

I have seen a similar Armstrong standing in a field on a farm near Chilworth in Surrey but I am not sure how decayed or otherwise this vehicle is.

Weybridge. R. BURFITT.

[I apologise if anyone had a wasted journey looking at this car. —ED.]

* * *

ASTON MARTIN ASPECTS

Sir,

I was most interested to read Peter Messenger's letter in MOTOR SPORT as it is not often that Aston Martins get a mention.

It is strange, but apart from the first two complaints I had none of those particular troubles with my DB5. Perhaps it was that they didn't worry me. What did however were to my mind far more serious faults: a clutch which was so heavy that exhaustion set in after a few miles in traffic and needed replacing as often as the plugs; very weak synchromesh and difficulty in engaging first and second gear when cold; a noisy rear axle (I'm told David Brown has his rear axle transferred from car to car.)

Over the last few years I have owned a DB4, DB5 and now have a DB6 so there must be some good points. I think the reason why I first fell for their charms was that despite all their faults they feel right and handle perfectly at any speed above 70 m.p.h., which makes life a little difficult at the moment ! Like Peter Messenger I always feel that the car has something in hand even if I haven't The engine has that rare quality of unburstable power, while at the same time having none of the harshness usually associated with high performance units.

Last June I took the car down to Le Mans; it went like a bird and I was able to average a little over 75 m.p.h. there and back with no trouble at all. I had hoped to see the Lola-Aston Martins coming in first and second but perhaps it was too much to expect and unfortunately it was the Aston half that caused the trouble.

I look forward to reading a road-test of the DBS in MOTOR SPORT before long; that really should be something.

Godalming. T. HOLLAND-BOSWORTH.

[The reason you haven't read a DB6 road-test is that we are not permitted to do the test abroad and short runs in speed-scared Britain would scarcely do justice to a car in this price/performance class.—ED.]

Sir,

I was most interested to read Peter Messenger's account of his experiences with an Aston Martin. Having read the two opening paragraphs I was rather afraid that it would be on the same theme as the experiences of an acquaintance of mine who bought a Maserati Mistrale which didn't seem to like central London and so was exchanged for an E-type and an aeroplane—both second-hand, but quite a fair bargain.

In 1965/66, living in Essex and entirely dependent on a car for business and pleasure I bought a second-hand 1963 E-type. It was a superb car in spite of the slow gearbox and uncomfortable seats and in 11 months and 16,000 miles of completely trouble-free motoring I do not remember any large bills or replaced parts except for a radiator header tank and usual pads, plugs, etc. It was completely rust free when I sold it when I resettled in London and I had no difficulty in getting the fairly high cash price I wanted.

After a pause of a few months I decided—perversely perhaps—that because I was now less dependent on a car and doing a smaller annual mileage I would depart into even more high-powered exotica. I tried one of two Aston Martin DB4s which I found at first brief acquaintance rather disappointing, they seemed too big and heavy. This was particularly disappointing as I was already hooked on Aston Martins having come under the beneficial influence of A.M.O.C. members in Essex. I then saw an advertisement for a 1960 DB4 GT at a price less than a good second-hand M.G.-B GT. I was on a train North the next day and one view, one ride produced a snap decision about which I had no doubts or second thoughts. The car, bright red with white leather, was very early No. 12 out of 100, it had already had four owners, had been raced and rallied, had caught fire and had been re-sprayed, nothing was guaranteed and at least one owner, so I was told, had kept it in his garage most of the time because he couldn't get it to go—hence the small mileage ! On this basis it may seem surprising that I even got this complex, temperamental monster back to London. Now, over a year later and 20,000 more miles on the clock including a trip to Le Mans and another to the Riviera, I have not been stranded by the side of the road once. This is not to say that it has been an inexpensive year or that I have not had my problems.

First, who was to look after it ? I rang Aston Martin's in Piccadilly who gave the names of their two main agents in London

but refused to recommend any other garages who could be counted on as being reliable. I was thus forced to go to one of the agents. As I feared they were slow, expensive and uninterested. The last straw came when they insisted on overhauling the braking system. They kept the car a week and within an hour of collection the brakes seized solid in the middle of Mayfair. Eventually they cooled down enough to allow me to drive back to the agent on the handbrake where the car sat for another few days. Completely unnerved by this I rang Aston Martin's in Newport Pagnell who are a good deal more helpful than the rather posh London office. The technical department gave me the name of a wizard in West London, ex-Aston Martin's, who has probably forgotten more about the innards of high performance machinery than most so-called experts ever learn. The first five minutes with him proved the point. The central London agent had diagnosed an ugly knocking from the back axle as either universal joints or differential. They advised me that it would cost me something just to have the exploratory stripping down carried out. The expert diagnosed it as loose wheels and a couple of taps on the Borrani three-eared hub caps did the trick.

The first major failure was the clutch which gave out slowly giving me plenty of time to decide what to do. I was recommended to put in a standard DB6 Laycock clutch modified with a Bosch centre plate which is supposed to be a good deal stronger—that cost £78. The only other major job was a complete top overhaul which cost £130. This was brought on by a huge leap in oil consumption—from 90 miles to the pint to 22 miles to the pint with hard motoring. There was also the attendant severe oiling up of the narrow 10 mm. plugs (two per cylinder). The Dykes rings were replaced by DB5/6 rings which meant machining new grooves in the pistons. Instead of having highly expensive new valves and valve guides the worn valve guides were reamed out oversize, the valve stems were chrome plated and machined down to an exact fit. Labour and material worked out at 30s. per valve.

Aston Martin's disapprove of this but won't say why—perhaps they like selling expensive new valves. The con-rod bearing shells were replaced with new ones for £9—the old ones showed very little wear. The whole job was done without taking the engine out—something that Aston Martin's again will not do.

This whole job would have cost well over £200 at Aston Martin's or any main agent. My consumption is now over 500 miles to the pint and I am able to run the car in central London on 100s—hot racing plugs. The only other serious problem I have had is low oil pressure and high oil temperatures on extended runs at between 110 and 130 m.p.h. This we have now partially resolved by the staggering discovery which has taken over a year to make that the engine has a capacity of 17 pints of oil not 13 as we thought and that the dipstick reads full when there is another 4 pints to go. This means that on some of my long runs when the oil level has been allowed to get down below "Low" there may have only been about six pints of oil in the whole engine—no wonder it got hot. Luckily I obey the instruments and when the pressure drops below 75 lb/sq. in., I let off, otherwise results could have been disastrous. On reflection it seems extraordinary that such a sophisticated complex, expensive piece of machinery could have been endangered by something as simple as an incorrectly calibrated dipstick

Driving the DB4GT on the road is a unique and exhilarating experience. It is a combination of the road-holding of a Lotus, the kick of a Cobra and a solidity and strength all of its own. If this seems like an exaggeration it is worth remembering that while the latest four-camshaft GTB Ferrari does 0-100 m.p.h. in 15 sec., a motoring magazine's road test on a standard DB4GT recorded 0-100 m.p.h. in 14.2 secs. There is no bottoming in this car on Continental roads and the very hard springing allows one to cruise at over 100 m.p.h. over most French roads without any low frequency bouncing.

In spite of my total devotion to this remarkable car I would not buy another Aston Martin, neither the DB5, DB6 or the dreary DBS have quite the fire of the GT (though I think Aston Martin's were quite right from a marketing point of view to produce a more luxurious and convenient car). As far as I am concerned a car much closer to the GT in character is the 275 GTB which from looks alone is worth every penny of six and a half thousand—it's just that I haven't got that kind of money at the moment. The only alternative I can think of at the moment is to drop a 4-litre Vantange engine and a 5-speed ZF box into a DB4GT; I think it would make a very potent but very pleasant motor car.

The DBS worries me a lot. It's a sad, ugly car. In their quest for clean lines designers have forgotten how exciting full flowing curves are—in a car, in the hull of a boat, in a woman. The Aston Martin designer could take a few lessons from Oldmobile's treatment of the back of the Toronado which in my very personal view is the only really beautiful back ever put on a car and in his treatment of the air extraction slots from (again) those on the 275 GTB which put to shame the skimpy, under-nourished little things on the DBS.

London, W.11. C. CHADWYCK-HEALEY.

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PEERLESS PROGRESS

Sir,

May I take this opportunity to thank you for the mention given in your publication for November 1964, concerning the formation of a Peerless Register. Since our first meeting in December of that year, we have moved from strength to strength, and have become Peerless Warwick Owners' Club, boasting some 70 members. When it is rememberd that Peerless Cars of Slough produced only about 300 cars, we feel that our membership shows a keen interest in the *marque*, many of our members having joined as a result of advertisements in your excellent magazine.

This year, to celebrate the one outstanding landmark of the car, we are arranging a pilgrimage to Le Mans, it being the tenth anniversary of the one and only entry in this race by Peerless Cars. For those who may not be aware of the facts, two cars were entered by the factory in 1958, standard apart from slight modifications to the engine and a large fuel tank fitted in the boot, together with other minor alterations to save weight. One of these cars was, we understand, used in practice, the other being entered. The entered car finished 16th, having climbed from 41st place at the end of one hour's running. The car averaged 86 m.p.h. and returned 24 m.p.g. Chassis No. was GT2/0008; race No. 24.

We understand that the mechanics in the Peerless pit became very bored having only to check oil, petrol and tyres throughout the whole period. Not bad for a first outing. We would be most interested if anyone can quote any other make entered for the first time at Le Mans with such a record !

Sawbridgeworth. D. G. BROOKE BOULTON,
(Past-Chairman, Registrar)
Peerless Warwick Owners' Club.

[We are glad to learn that this very specialised club is doing well, and hope those of its members who go to Le Mans will enjoy themselves thoroughly, but we must disappoint them about the Peerless saloon in the 1958 Le Mans race, driven by Jopp/Crabb (P); it proved reliable, with its Triumph TR3 components, but was too slow to be classed as a finish; 16th place went, in fact, to the 714 c.c. Stanguellini driven by Sigrand/Nicol, the only other car to be placed being the Stacey-Dickson 741 c.c. Lotus.—ED.]

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AUSTIN-HEALEY ASPECTS

Sir,

Since I own a Healey Silverstone for fun, and an Austin-Healey for the family, I feel confident in offering unbiased comment on Mr. Trickett's views on the "Real Healeys."

If the Austin-Healey is a Special, so is the early Warwick Healey; the only difference between them is that the Riley cars were expensively hand-assembled, and cost a lot of money—the Silverstone sold for £1,200 in 1949, which must be around £3,000 at today's values. The result was performance which only a few could afford.

The Healey 100 (later mass produced as the "Austin-Healey 100/4) was designed to the same basic criterion as the early Healeys. This criterion was defined by Donald Healey and the late James Watt when their new sports car (they thought then it would be a Triumph !) was plotted during the war—a minimum power-to-weight ratio of around 100 b.p.h. per ton. Just because the Austin car made Healey performance available to a great many more people through swopping two cams for one, roller bearings and machine alloy castings for shackles and steel pressings, there is no justification to stop calling it a Healey.

Since Mr. Trickett does not think the Austin-Healey 3000 compares very well for performance with its contemporaries, it is

only fair to point out that a Healey was not really a match for a Frazer Nash, an Aston Martin (except when D. Hamilton was driving) or a Jaguar. Nevertheless the Healey is a beautiful car to own and drive, and can still outpace any ordinary M.G., TR or Austin-Healey (excepting the 3000). My own Austin-Healey admittedly improved by inheriting the odd bit from a successful works car, is able to show a clean pair of bumpers to almost anything on the road up to an E-type, whilst the babe sleeps peacefully in the back and the push-chair rattles on the luggage rack. (I can assure Mr. Trickett that Elans get tired of it after about 115 m.p.h.)

The Austin-Healey which is not a Healey is surely the Sprite. It is this car which is badge-engineered and overtaken by the next rep. in a Cortina. Let us settle for calling a "Silverstone" a Healey, an Austin-Healey 100 or 3000 a (Big) Healey and a Sprite a "Spridgefire."

Henley. B. DERMOTT.

Sir,

On reading Mr. Trickett's letter concerning Healeys and Austin-Healeys he stated one of the biggest falsities of the year. Only LOVI and DAD 10 could have out-sprinted a Mk. 3 3000, which is as quick as an S2 Elan. Certainly no untweaked Elite could touch a Healey 3000. Has he ever driven or even travelled in either of these cars, I wonder? (We have owned both, the Elite bought new in 1962 and the Healey with 8,000 miles on the clock last year.)

Godalming. P. DARWALL-SMITH.

* * *

ACTION !

Sir,

Being a MOTOR SPORT outfit you support your cause and put forward a good case concerning the value of the British Motor Industry to Britain's economy and general reputation as a manufacturing nation.

When we can win Grand Prix and Monte Carlo Rallies with fair regularity it backs your cause; when we can produce Minis, Rover 2000s, E-types, Elans, and Rolls-Royces it backs your cause; and when the admiration and pride of owning a vehicle in England is compared with the contempt for cars (except to get to "B" and back) on this side of the Atlantic it should back your cause.

People get the Government they deserve but when the British Motor Industry and the "deranged" mind of the guy who loves his car is insulted by the present "batch" containing a non-driving Transport Minister and headed by a man who tells sophisticated U.S. bankers that Britain will "knock hell" out of them, and to De Gaulle "we won't take no for an answer," the time comes to speak out from all corners that are affected.

You are admirably doing your bit, for the Motor Industry is being insulted, and you have at least 280,000 written approvals of your report. (Mine, I'm ashamed to say was on that occasion absent.) I'd like to suggest that more organised complaints are lodged with some assurance that they are not ignored and called extremes; for the Englishman loves his car (a generalisation which I hope isn't an unfair one) and doesn't want to be hampered, victimised, trodden on and then ignored when he has something to say.

I've assumed that the Motor Industry in Britain is an important aspect of the economy and therefore write to you (you are an excellent magazine and I would like to praise, having never heard it remarked before, your very fine type face). But since I'm a "temporary" deserter (as long as Wilson and his "amazing dancing bears" are temporary) I cannot back Britain with much effect, but I buy tea, Scotch, Robertson jam, M.G.-B, and Ilchester cheese instead of too many cans of coke, peanut butter, instant breakfast, pancakes, and Chevrolet.

If the Englishman loves his car—he is badly treated—then let's make something happen. This is my meagre contribution to the Back Britain crusade.

Toronto. C. T. SPENCER-PHILLIPS.

* * *

THE 3½-LITRE "LEYVERICK"

Sir,

Although there appear to be some grounds for the creation of bigger and better mergers, one cannot help regretting the disappearance of yet another honoured name, the departed on this occasion being The Rover Co. Limited. Together with the company has gone the famous 3-litre Rover which, so recently as the 1966 Show, was presented as being masterpiece of motor engineering not likely to be improved upon for some time. Senility seems to have overtaken it with unprecedented speed, the motoring public now being asked to believe that it was, in essence, a "Grannie" and had held the stage for too long. Such are the marvels of modern science and the all-powerful effects of modern advertising. The reduction of 200 lb. weight at the front end and the addition of half-a-litre to engine size should ensure increased maximum speed and superior acceleration, but the new car will have to be very good indeed if it is to earn and keep a reputation equal to that so deservedly held by the 3-litre. In my view, the old company's engine was a really fine piece of work, being extremely reliable, almost silent, possessing outstanding longevity and requiring the minimum of attention. To those mesmerised by the magic of modern brain-washing, the mere 105 m.p.h. or so of the 3-litre borders on the pedestrian, but to me, a back number now in my 65th year, it is more than adequate and even if the 70-m.p.h. speed limit were not in existence, would seldom be used even on a Motorway. Externally the "Leyverick" is very much the same as its predecessor, but why on earth has its appearance been spoiled by the fitting of such shockingly ugly wheels? I am all for change that is plainly an improvement, whether it be on the technical or aesthetic plane, but it seems to me that in motor cars, as in so many other things of the present day, the straining after originality is often a proof of paucity of this quality.

Neath. N. PADDISON.

* * *

KILL "TRANSPORT BILL"?

Sir,

May I draw to your attention some aspects of the Transport Bill which is soon to be brought before the House of Commons. The passage of this Bill is likely to be difficult and protracted. It is probable that, whatever happens to it in the Commons, it will not reach the Statute book until some time next year at the earliest. There are indications that both opposition parties will attempt to make life very difficult for the Government on this matter. The Conservatives are already beginning to stir up public opinion at the local level and some bodies who will be affected, if this Bill becomes an Act, have begun an opposition publicity campaign. However, there are some sections which particularly concern the future of the private motorist, and which may, possibly, be overlooked during the debates on the Bill.

The Bill sets up transport boards dealing with different spheres of transport, such as the National Freight Corporation, the National Bus Company and the Scottish Transport Group (these being concerned with road transport). In Part IV clause 45 sub-section 2 (a) the Bill states that any board may commence "to manufacture for sale to outside persons (that is to say, to persons other than an authority to whom this section applies or a subsidiary of such an authority) and to repair for outside persons, anything which the authority consider can advantageously be so manufactured or, as the case may be, repaired by the authority by reason of the fact that the authority or a subsidiary of theirs have spare materials or facilities for, or skill in, the manufacture or repair of that thing in connection with some existing activity of that authority or subsidiary." In this subsection the Bill is authorising state-owned public services to manufacture anything that could be manufactured by them and to sell their products to the public. There is virtually no limiting factor, for if the authority does not have the facilities to manufacture a particular commodity, there is no stated reason why they should not acquire those facilities. The phase "in connection with some existing activity" is so loose one could drive a P.T.A. bus through the loopholes. Authorisation to commence manufacture depends on the Minister, and, if the present Minister remains, then one can foresee permission being freely granted.

Under the terms of subsection 2(a) it is possible for the Transport Boards to manufacture road vehicles. In fact, later in the Bill, the clause is repealed in the 1962 Transport Act, which prohibited transport authorities building road vehicles. How long would it take before an authority producing large vans, turned to light vans and thence to private cars?

In clause 45 subsection 5(a) the Bill states "each of the authorities to whom this section applies shall have power, at any place where the authority, (in the exercise of their powers under that section) provide a car park, to sell to outside persons (whether or not persons using the car park) petrol, oil and spare parts and accessories for

motor vehicles and for that purpose to purchase any of these things." This subsection permits the authorities to set up a chain of state-owned garages with full facilities on any of the authority's car parks. What constitutes a "car park"? It could be the forecourt of a garage. Without precise definition, this would allow any transport board to build a forecourt under the name of "car park" and then build the garage to accompany it. If this was the case, I believe it would be the thin end of the wedge. It is possible to visualise the private motorist, possibly with a state-manufactured car, having to have his car serviced at a nationalised garage. Although this is an attempt to reduce the burden nationalised industries and services place upon the taxpayer, in that sense private enterprise in competition with state services is really putting up the rates, the example set us by the other already-nationalised industries is a sorry omen. Can you imagine the delay in getting urgently needed spares? Whatever may be our individual political belief, we should all, as private motorists, oppose this particular aspect of the Bill.

Canterbury. K. V. PRICHARD-JONES.

* * *

PERSECUTION

Sir,

I read with interest the letters in the December and January issues concerning "Police Persecution."

Some 18 months ago I was summoned on a charge of using a motor vehicle in a "dangerous" condition. I own a TR4A and the front offside wing was slightly damaged. Which, by the way, did not affect the running of the car. I was informed that it was dangerous to pedestrians (in the middle of the road?). The incident took place the evening before the car was due to go into the garage for repair, a fact that the police (and subsequently the magistrate) chose either to ignore or disbelieve.

I pleaded guilty, mainly because of lack of finances for legal representation, and also because I was under the mistaken impression that the Court would take mitigating circumstances into consideration. The magistrate was just not interested in anything except conviction. I was fined £5 with licence endorsed. I hate to think of the consequences of pleading not guilty, which is virtually calling the police liars.

I wish the correspondent in the December issue the best of luck; he will need it.

Finally, to the gentleman who considers police drivers the only safe drivers at speed, I would say just one word—"Rot."

[Name and address supplied—ED.]

* * *

GOOD SERVICE IN BRITAIN

Sir,

I recently had the misfortune to have inflicted upon one of my Mark II 1½-litre Aston Martins what can only be called "a crushing blow."

The front end was flattened and headlamps, horns and spots were almost unrecognisable. Replacement impossible. So I approached Joseph Lucas who suggested I sent them the "remains" and while making no promises, they would see what they could do. Within a fortnight the parts were returned as new. If it was not for certain identifying marks I would say they *were* new.

I have no connection whatsoever with Lucas but would like to give great credit to a large firm for excellent service and difficult work superbly carried out.

Beckenham. R. O. WILSON-KITCHEN.

* * *

ACT ON THIS!

Sir,

By invoking the "no advertising" clause in its charter, the B.B.C. appears to be discriminating against Formula One motor racing and could, indeed, contribute to the eventual cessation of all racing in this country.

May I, therefore, appeal to all enthusiasts to make it their duty to write and complain to the B.B.C. whenever they detect the slightest semblance of advertising in any of their programmes, sending a copy to the Postmaster General to draw his attention to the manner in which the Corporation flagrantly violates the same charter when it suits its own purpose.

Ealing. E. SMITH.

THAT REPLY TO OUR PETITION

Sir,

As one who helped in the petition against the 70 limit I felt that this should have been presented just as indicating the amount of opposition which the Minister said did not exist.

To discuss what a speed limit might do is as vague as to try to vindicate it and this has given the Ministry an opportunity to brush off the legitimate fears and objections of 280,000 people.

It is impossible to get a politician (particularly a woman) to back down when covering up for someone else, in this case Fraser who resigned after putting the limit in operation.

Let us analyse the Ministry reply without the suggestions which the Ministry "cannot accept."

The Minister accepts the conclusion that the R.R.L. puts forward that in 1966 with the limit in force there were 480 casualties less "than would have been expected without a speed limit." This last sentence gives the whole policy in a nutshell. A policy not based on facts derived from the data of each accident but what might have been expected (with suitable bias).

The information required by a proper scientific research (not the political piffle accepted by the R.R.L.) would include:—

1. The speed at which each accident was caused, with and without a speed limit in force on the particular road section.
2. Whether the driver was aware of exceeding the speed limit before becoming involved in an accident.
3. Whether the existence of a speed limit has to his knowledge prevented a driver becoming involved in an accident.
4. The exact speed at which a driver should have been driving under the road conditions then existing in order to have avoided the accident in which he was involved.

From the above it would be obvious that a speed limit to suit all the road conditions cannot be decided by Ministry regulation.

The fact that the speed limit is the same on both motorways and ordinary roads indicates that either the motorways were a waste of money in that they provide no more safety than other roads, or the speed limit has no relevance other than the use of fear of prosecution instead of skill as the deciding factor in driving.

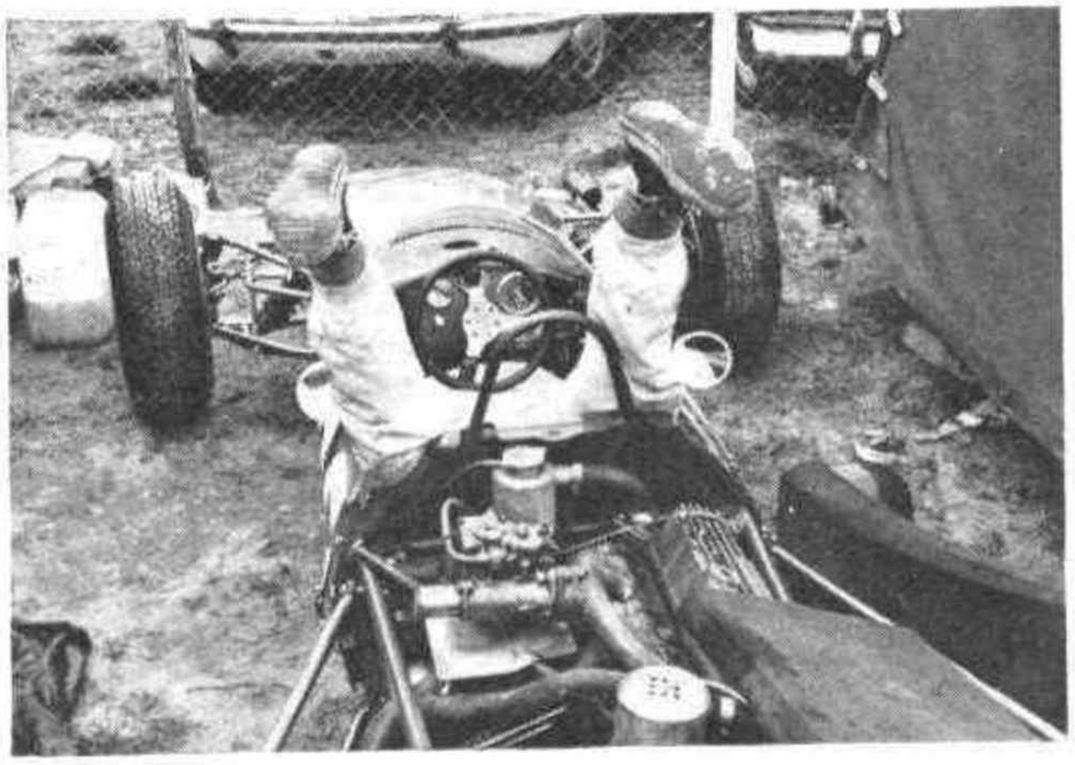
I regret the low standards which are being brought about by the substitution of rules and regulations for driving skill. Having a Minister and Parliamentary Secretary who are not drivers makes this almost inevitable. Our next petition should call for their resignation and their replacement by people who know what they are talking about. There appears however to be a shortage of these in every section of this Government.

Stockport. J. C. ARMSTRONG.

[We may soon get a 60 m.p.h. limit on nice quiet roads from which traffic has been drawn off by the expensive motorways, unless a real protest is made—ED.]

TAILPIECE

[Photo by Paul Watson



ACCESSIBILITY!—Ian Ashley working on his Merlyn-Ford at Zolder last September.

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FOR SALE

1962 JAGUAR E-TYPE, FIXED HEAD. Radio record player. Well above average. £795 or consider exchange. Tel.: Cleethorpes 63470. (2025

1966 MARCOS VOLVO IN SUPERB order. No competition work. £1,325. Exchange considered. Tel.: Cleethorpes 63479. (2026

1960 HUMBER HAWK. TAXED AND M.o.T. tested, Michelin X tyres fitted all round. Offered at dealers' trade-in price of £135 o.n.o. Harry Almond, 3 Aire View, Carleton, nr. Skipton, West Riding, Yorkshire. (2028

1952 BENTLEY, GREY AND BLUE, recent M.o.T. certificate. Full flow engine. Radio. Must be sold for health reasons by private owner. Tel.: Eastbourne 33334. (2029

1937 DELIGHTFUL DISTINGUISHED Delage D6.70 Vita saloon. Excellent running order. Body professionally resprayed. Part of collection with shortage of room. £245. Will haggle over pint. Tel.: Mr. Curtis, Bury St. Edmunds 2266 (day) or Barrow 417 (night). (2030

1965 LOTUS ELAN S 11 CONVERTIBLE. British Racing Green. 5½J Magna wheels. Flared wheel arches. High ratio final drive. Radio. Taxed. Sensibly priced at £795 o.n.o. Write R. J. Adams, 228 Overndale Rd., Downend, Bristol, or Tel. 26860, business hours. (2031

ASTON MARTIN DB4 FOR SALE. 1960. The car must be sold and so low price of £950. For information ring Rochdale 47728 day and 79393 night. (2032

MORRIS MINI-MINOR. CHERRY RED. Regularly garage maintained (receipts available). "Thirty-three good horses needing a good stable!" "Berry's Luck," Frome-Saint Quintin, Dorchester, Dorset. (2033

V12 LAGONDA DEVILLE 1938. IN FAIR condition. Easily restorable, £250. Alexander, 4 Totley Lane, Bradway, Sheffield. (2034

ROLLS - ROYCE 20/25. RUNNING. Chassis with open tourer body. Requiring fitting. £250 o.v.n.o. Alexander, 4 Totley Lane, Bradway, Sheffield. (2035

BENTLEY MK. 6 WITH UNUSUAL Bonnie and Clyde American body, scruffy but sound. Good mechanics. Offers, or exchange Bentley drophead or similar with cash adjustment. Box 0622. (2036

ROLLS-ROYCE WRAITH WKC 12, ALU-minium sports saloon with projecting boot by Park Ward. Vast sums spent recently to mechanically overhaul throughout. Offers invited. Phone Birmingham 021-429 4097. (2037

MINISPRINT TRAVELLER DE LUXE. Converted late 1966. Low mileage. One of the best-looking Minis on the road. Opalescent silver blue/dark blue. Back seats. Fibreglass back door. Cibie rectangular headlights. Fog light. 850, Stage 1 tuned. Modified head, inlet, exhaust. 1½ in. S.U. Good radials. Minifin drums. Photo available. Worth over £600. £475 o.n.o. Tel.: Street 2107 (Somerset). (2038

ROVER 60 P.3 SALOON, 1948. SPECI-men condition. Worth seeing. £175. Tel.: 01-550 3021 (Ilford). (2039

BENTLEY 1939 4¼-LITRE MX SERIES 4-door sports saloon. Grey coachwork with red leather. Good condition. £350 o.n.o. Box 0628. (2027

LAGONDA RAPIER 1934 ABBOTT tourer, near concours. New radiator, engine rebuilt, new tyres (7). Taxed and tested. Nearest 249 gns. Delivered. Must go. Raine, Dearnlea, Park Rd., Thurnscoe, Yorks. Tel.: Goldthorpe 3094. (2040

LANCIA AUSTURA TOURER V8, 1931, impeccable. Vernon-Derby racer special. 1921. £300. Alexander, C. Comes, Haarlem, Holland. Halbertsmastraat 35. (2041

FOR SALE—continued

LOTUS ELEVEN CLIMAX 1098. X'S AND hood for road use, racing tyres and spare wheels. Offers around £300. Paul, 021-BRO 1486. (2042

GOLDEN SAND RELIANT SCIMITAR, Dec., 1965. One owner. 15,000 miles. Maintained by works since new. This car is as new in every way, only needs seeing. £900, no offers. Newham, 227 Alfreton Rd., Blackwell, Derbys, South-Normanton 506. (2043

MERCEDES 190SL CONVERTIBLE, 1960. R.H.D. Red/black top, red interior. Immaculate £675. Jack Oaten, Thanet 41398. (2044

ROVER 75, 1959 MODEL, BREAKING for spares. W. J. Murray, Kinnordy Cottage, Auchterhouse, Angus. (2045

1928 ROLLS-ROYCE 20, SUITABLE FOR restoration. Offers. Tel.: Kingsley 722 (Cheshire). (2046

CITROEN 2-CV. 1957, R.H.D. TWO owners. Daily use. £50. Tel.: Stamford 2212, evenings. (2047

1938 ROLLS - BENTLEY 4¼-LITRE sports saloon for sale. Thrupp and Maberly body. £250. Tel.: Elmswell (Suffolk) 298. (2048

1966 850 C.C. MINI. 649 RACING CAM, 40 Weber, Stage 2 head, brake servo. Cooper gear change, new brake linings, new tyres, radio, plus many other extras. Body and engine immaculate. Not rallied. £425. Tel.: Jordans 3195. (2049

RILEY KESTREL, 1937. RESTORABLE. View any time. Halsall, 7 North Close, Barnet, Herts. (2050

TWO SUNBEAM TALBOTS SPORTS saloons. 1953: M.o.T. mechanically sound, body needs attention. 1952: body and mechanics sound. £70 the pair. Tel.: Plymouth 66958. (2051

1954 ROLLS-ROYCE SILVER DAWN. Shell grey over black. £1,450. F. Sinclair, 50 Waterdale, Doncaster. Tel.: 3809. (2052

1937 4¼-LITRE BENTLEY, PARK WARD 4-door sports saloon. Mechanically and bodily excellent. All original equipment. £425. Matthews, Mill House, Mill End, Nr. Henley. Tel.: Hambleden 265. (2053

BENTLEY 1947 4¼-LITRE FREESTONE and Webb aluminium saloon. Good condition throughout. M.o.T. tested. Dark green and fawn. Unique. £475 o.n.o 42 Hornsey Lane Gdns., Highgate, N.6 (2054

1960 MERCEDES 190SL. EXCELLENT condition. H.P. arranged. £750 o.n.o. Eastbourne 20508 (Mon.-Fri., 9 a.m.-5 p.m.). (2055

BENTLEY "R" TYPE, 1953. MAROON and silver grey. Privately owned. A beautiful motor car, in good condition. £525. Tel.: Whaley Bridge 2445. Nr. Buxton, Derbyshire. (2056

1928 AUSTIN CHUMMY TOURER. CON-cours condition. Absolutely original. Used daily. £300 o.n.o. London, Box 0623. (2057

FEEL LIKE A RAJAH! BENTLEY Mk. VI, 1951. Lovely line. White/black. In excellent condition. Electric hood, radio and many extras. View Streatham. Top offers to Box 0624. (2058

1955 "R" BENTLEY SALOON. AUTO-matic. Excellent condition. £650. Southbank, Oakleigh Pk. Nth., London, N.20. (2059

1937 VAUXHALL 25 LIMOUSINE. TWO owners. Excellent running condition. Includes essential spares, five complete wheels, gaskets, etc. Tel.: Toddington (Beds.) 311. (2060

A.C. 2-LITRE SPORTS SALOON, 1951. Over £400 overhaul in 1961. Slight damage to nearrside rear wing. £95. Tel.: Southend 82151 after 6 p.m. (2061

M.G.-B 66. MINERAL BLUE. REASON-able mileage. Engine balanced and tuned. Extras, w/wheels, new Cinturato tyres, oil cooler and others. £725 o.n.o. The Glen, Plantation Rd., Leighton Buzzard. Tel. Heath and Reach 322. (2062

FOR SALE—continued

1947 ROVER 12 H.P. TOURER. EXCEL-lent example both bodily and mechanically of this very rare model. Under 90,000 miles from new. Brakes relined 2,000 miles ago. £165 o.n.o. D. Adams, 17 Ramsey Rd., Warboys, Huntingdon. Tel.: 489. (2063

IMPERIAL DE LUXE. COMPLETE Nerus conversion, 43 p.c. increased performance claimed. Many extras. S.A.E. for full details. Box 0625. (2064

1948 LEA FRANCIS OPEN TWO-seater. Recently reconditioned. 1767 c.c. engine. Excellent bodywork, mechanics. Fog. spot, sealed beams. New tonneau, carpets. £150 o.n.o. East Horsley (Surrey) 3921. (2065

LAGONDA 1933 16/80 SPECIAL SIX d.h.c. Good condition throughout. B.R. Green. Offers. Box 0626. (2066

SKODA FELICIA, 1963. H/S TOPS. LIKE Floride. Immaculate. 26,000. £210. 722 0910. 2 Antrim Gro., N.W.3. (2067

RILEY 1½, 1954. ENTHUSIAST'S CON-dition all round. £210. 16 Dover Way, Croxley Green, Herts. (2068

LANCIA AURELIA G.T. SERIES VI. B20. R.H.D. Servo brakes. One of the best remaining. New mains and big ends. Offers? Ring 01-828 5977 (day). (2069

ROLLS-ROYCE 20 H.P. 1928 PARK Ward owner-driver saloon. Magnificent tall old car restored to concours condition. Over £1,000 spent on restoration. Completely rebuilt from chassis up. Repainted. Real hide upholstery, fabric top. Mascot. M.o.T. £1,275. Box 0627. (2070

ALVIS 12/50, 1931. EXCELLENT CONDI-tion. £250. P.S.Y.CHU, 45 Monks Drive, London, W.3. Tel.: 01-992 2592. (2071

1967 MORGAN 4. 4TR ENGINE. AS new, mileage under 5,000. Colour, kingfisher blue. Heater, Karobescar seat, tonneau cover, wire wheels. Second car. Lady driver. £900. Hire purchase arranged. Tel.: Rickmansworth, Herts., 73655. (2072

SPITFIRE 1965 MK. II ROYAL BLUE. H/S tops tonneau. Fog and reversing lights. Excellent condition. £500. Tel.: HOP 0521, evenings. (2074

M.G. MIDGET, 1966. B.R.G. WIRE wheels, heater, new radials, tonneau cover. Taxed. Honestly immaculate. £500. Tel.: Cropredy 632 (Banbury). (2075

M.G. T.F. A SUPERB CAR. MANY extras. Air horns. About £350. 18 Kent Cres., Sth. Wigston, Leics. Tel.: Wigston 7411. (2076

M.G. MIDGET. OCT., 1965 BLUE. EX-tras. £420. D. Pinkerton, Lubards Lodge, Rayleigh. Tel.: 2017. (2077

M.G. MIDGET. JULY, 1967. WHITE. Only 7,000 miles. Seat belts, etc. Absolutely immaculate. £630. Ford, Fort Villa, Milverton, Somerset. Tel.: Milverton 449, day or night. (2078

SUPERLATIVE XK140 D.H.C. TO GOOD home only. 1956 special equipment model. A little clutch slip on first, so therefore a genuinely sacrificial £230, no offers. Sole reason for sale, restoring 120. Tel.: Paul Skilleter, Enfield 3414, after 7 p.m. (2079

1930 AUSTIN 7 TOURER. FITTED 1937 engine and 4-speed gearbox. Vynide hood, tonneau, M.o.T. and spares. Excellent body and mechanics. £100 o.n.o. Wilson, 5 Well Meadow, Bridgnorth, Shropshire. (2080

LANCIA APPIA III., 1963. IMPORTED 1966. Low mileage. Interior covers since new. New tyres, battery. Extras. Taxed Dec. Superb condition. £350 for urgent regretful sale. Nazeing 2273. (2081

1962 BRABHAM CLIMAX AUSTIN-Healey Sprite. Red, black trim. Five 1220 Stage 2. Ashley G.T. hard top, wire wheels, discs, wood rim wheel, hood, tonneau. One owner. Immaculate. £425 o.n.o. Tel.: Uxbridge 33896. (2082

FOR SALE—continued

M.G.-B. G.T. BLUE. STAGE 2 DOWN-ton tune and balanced crankshaft. Overdrive. 20,000 miles. 122 m.p.h. 28 m.p.g. Servo brakes. Chrome wire wheels shod with German Dunlop S.P.s. Webasto roof. Triplex heated rear window. Vibrasonic Blaupunkt self-seeking radio and stereo tape recorder. Quartz iodene spot and fog. Five Mazerati air horns. The list goes on and on. Superbly prepared M.G. Car Co. showpiece. A. B. Paget. Tel.: Romford 43741. (2083

M.G.-B. 1965. WIRE WHEELS. HARD/ soft tops. New G.800 tyres. £625. Paget, Romford 43741. (2084

MERCEDES BENZ 190C AUTOMATIC. Aqua blue. 21,000 miles only. In new condition from elderly owner. Superb radio. £1,150. Terms arranged. Liverpool. Great Crosby 3838. (2085

ROLLS - ROYCE 1930 WINDOVER saloon. Good running order, with spares. £495. Tel.: Nottingham 250614. (2086

GO. 10 1930 P.II TOURER (REPLICA). 2,000 miles since engine rebuild. Good tyres, hood, sidescreens, tonneau. Handsome brute, goes fast. £1,400. Gale, The Warren, Hollybush Lane, Sevenoaks. (2087

VINTAGE BENTLEY REQUIRED. OPEN or saloon. Any condition. Good sensible price paid, with or without body. Genuine enthusiasts. Member V.S.C.C. Immediate reply required, no ifs or buts. Cash waiting. "Woodgarth," 14 Lisburn Lane, Offerton, Stockport, Cheshire. (2088

GINETTA 1500 HARD TOP, 1964. ONLY 23,000 miles. One owner. Not, repeat not, raced. Silver grey. Radio, heater, etc. £480 o.n.o Box No. 0629. (2089

M.G.-A. TWIN CAM 1959. ORIGINAL glacier blue hard/soft tops, tonneau, knock-on disc wheels, c.r. gears, oil cooler. Cost £1,420. Four new Cinturatos and batteries. M.o.T., well maintained vehicle. £255. 15 Lymans Rd., Arlesey, Beds. (2090

HALDA SPEED PILOT, 15-70 M.P.H. £15. Iver Heath 4157. (2091

DAIMLER DB.18, 1951. TWO OWNERS. Low mileage. Excellent generally. Some attention would make perfect. £95. Tel.: Lewes (Sussex) 3414. (2092

1947 M.G. TC. STRIPPED TO CHASSIS and rebuilt. Resprayed b.r.g., rewired, reupholstered. New hood, tonneau, tyres. Reconditioned mechanically. Concours. £295 o.n.o., sweat and tears free. Tel.: 021 STR 7119. (2093

ALFA ROMEO GIULIA SPIDER, 1964. Low mileage. Immaculate condition. Full history available. Red, hard/soft tops, belts, spots, conversion with Weber carburetters. Recent engine overhaul with new pistons and linings. £710 o.n.o. 01-402 6791, day, or 01-228 4324, evenings. (2094

RILEY 1½-LITRE 1954 RME. BODY-work rough but works replacement engine, gearbox and rear axle sound. Owner can no longer afford time on car. Suit enthusiast for either renovation or spare parts. Tel.: Horley 3711. (2095

MORGAN 3-WHEELER, 1934. IMMACU-late super sports Beetle-back MX4. Completely rebuilt, rechromed, repainted regardless of cost, new tyres. Rare opportunity. £145. H. Brown, Middle Rookery Farm, Lowsonford, Warwickshire. Tel.: Claverdon 320. (2096

RILEY 1½ R.M.E. ABSOLUTELY MAG-nificent. New tyres. Genuine 45,000, full history. £235. Tel.: Bristol 674291. (2097

LOTUS ELITE 1962 CLIMAX, STAGE II., Series II. Excellent condition throughout. Red with black interior. Radio and heater. This is a particularly good example of the much admired Elite. H.P. arranged. £595. Tel.: 01-953 2102. (2098

TR4. IMMACULATE. 36,000. HARD/ soft top. Cinturatos. Not overdrive or wire wheels. £475. Consider small four-seater saloon/drophead part exchange. Hagerty, 4 Oxford Rd., Southport. (2099

B.M.W. 319. COMPLETE BACK AXLE suspension, 4 wheels, etc. Offers. Tourlamain, Easterhill, Helensburgh. (2100

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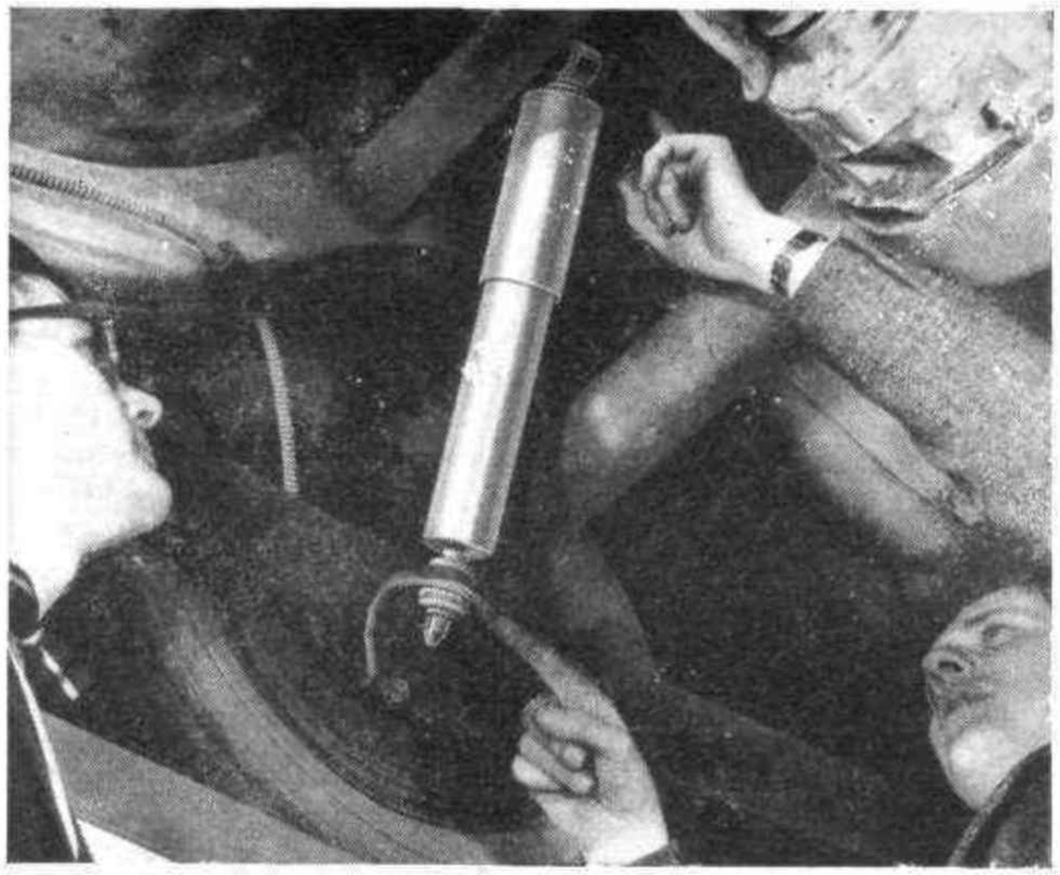
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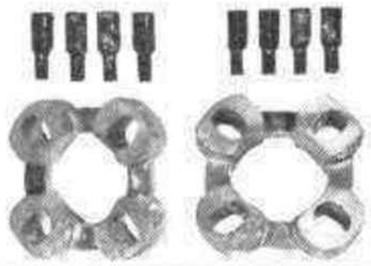
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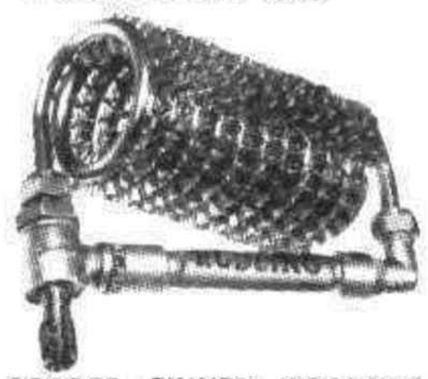
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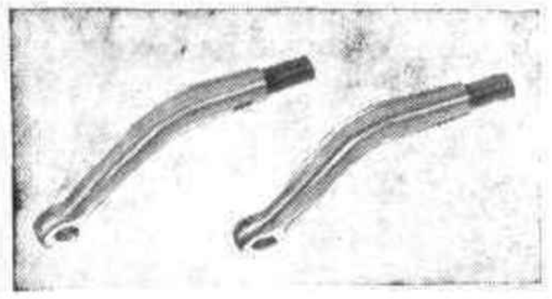
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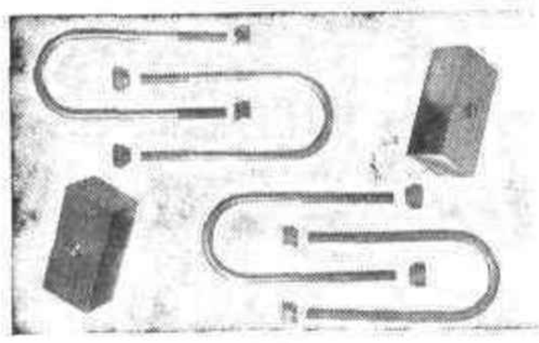
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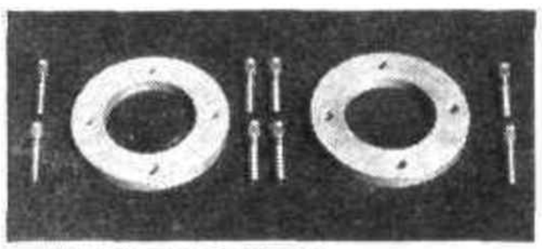
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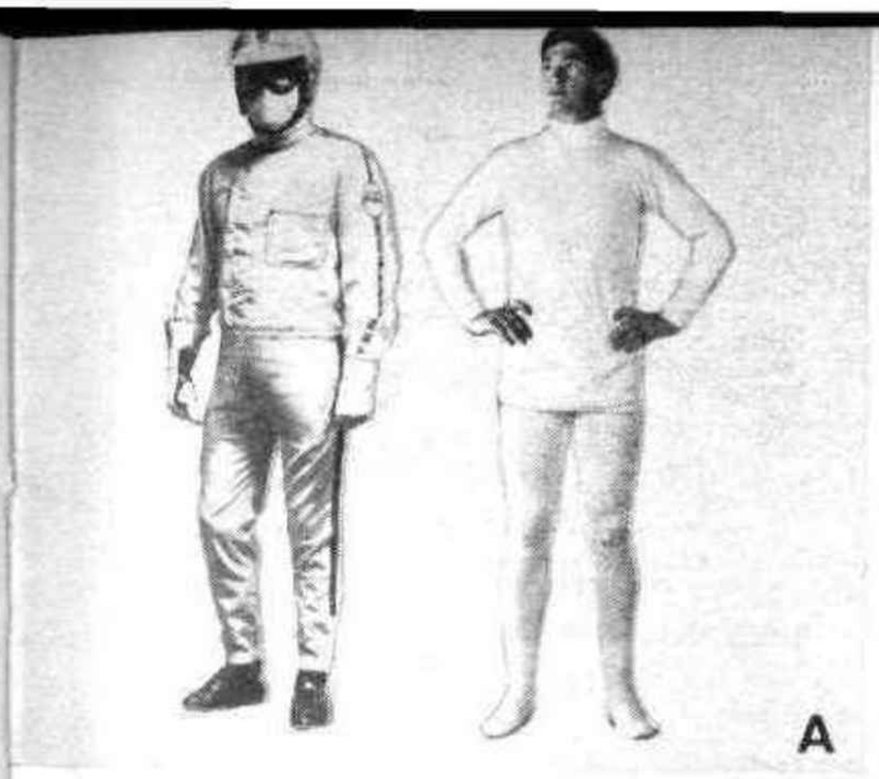
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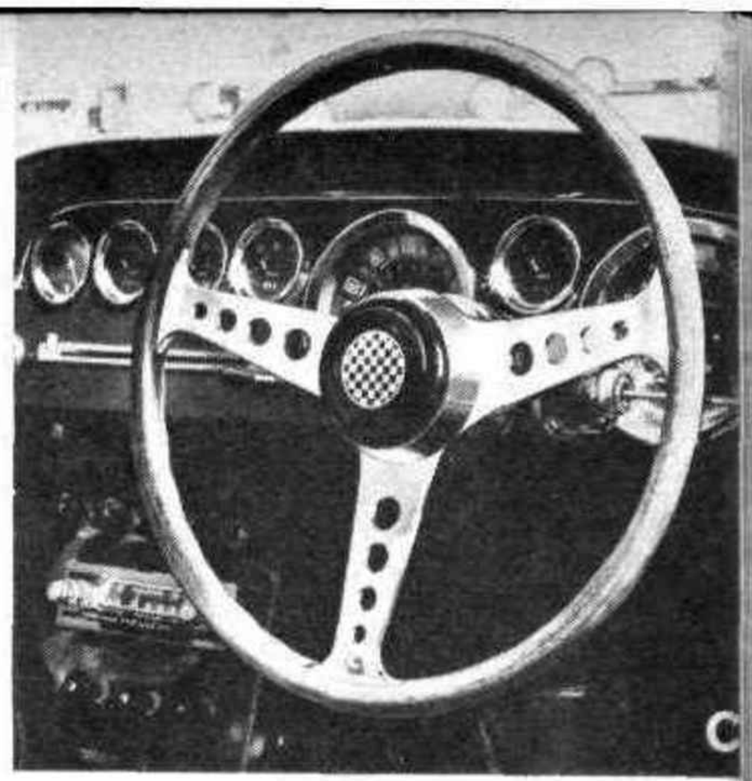
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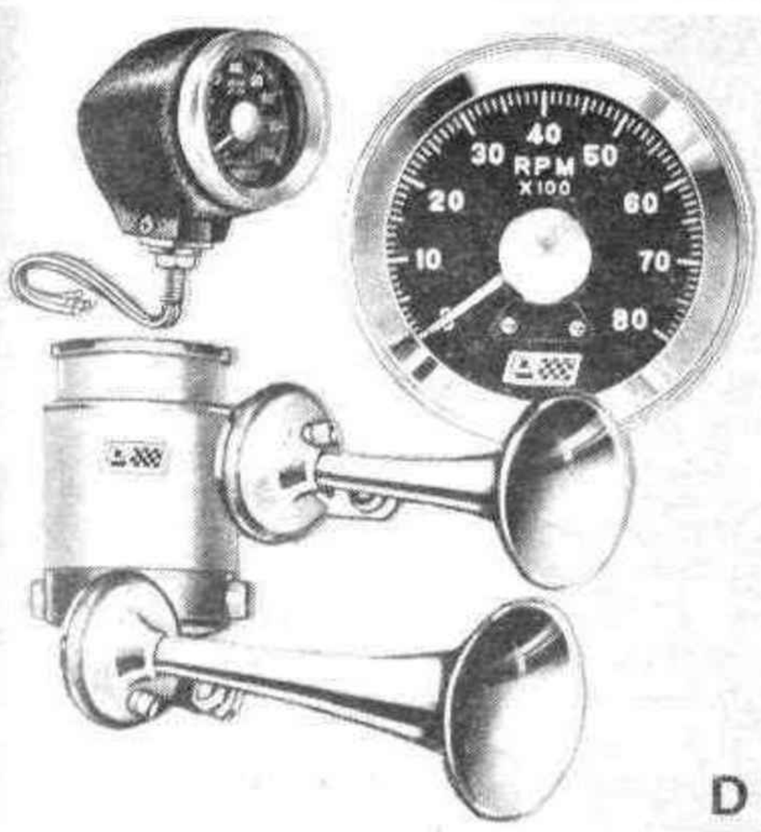
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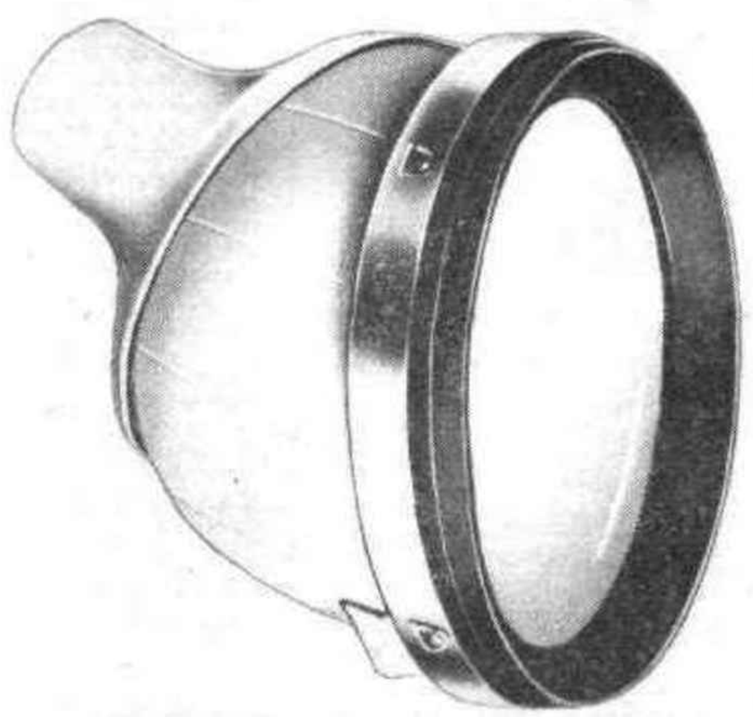
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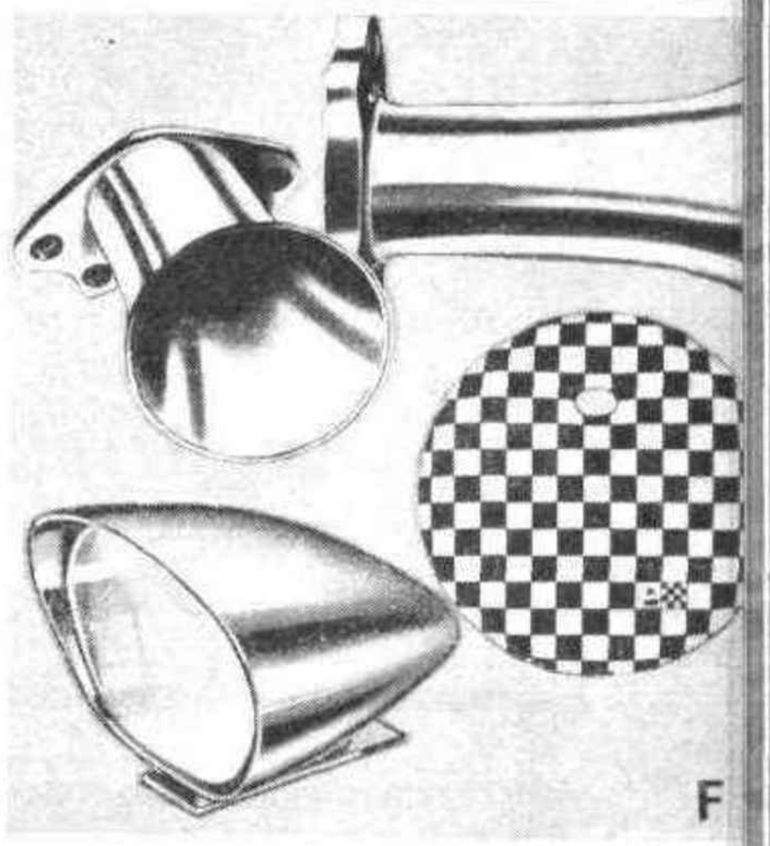
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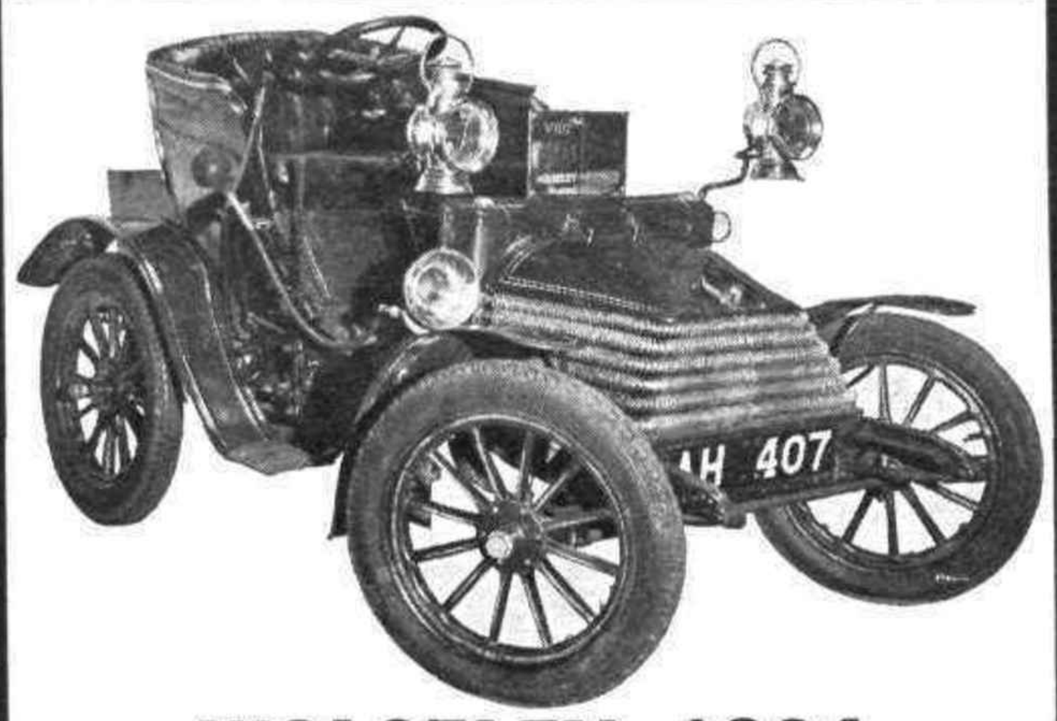
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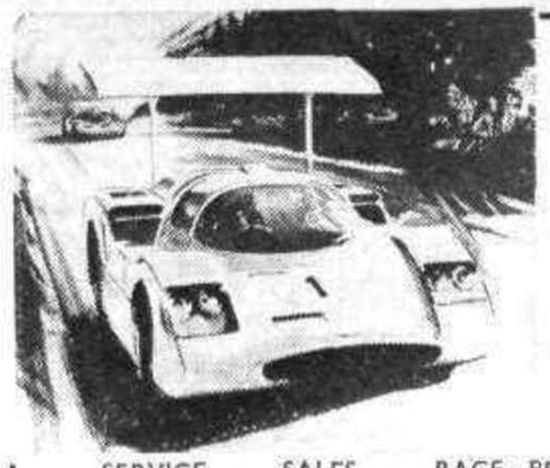
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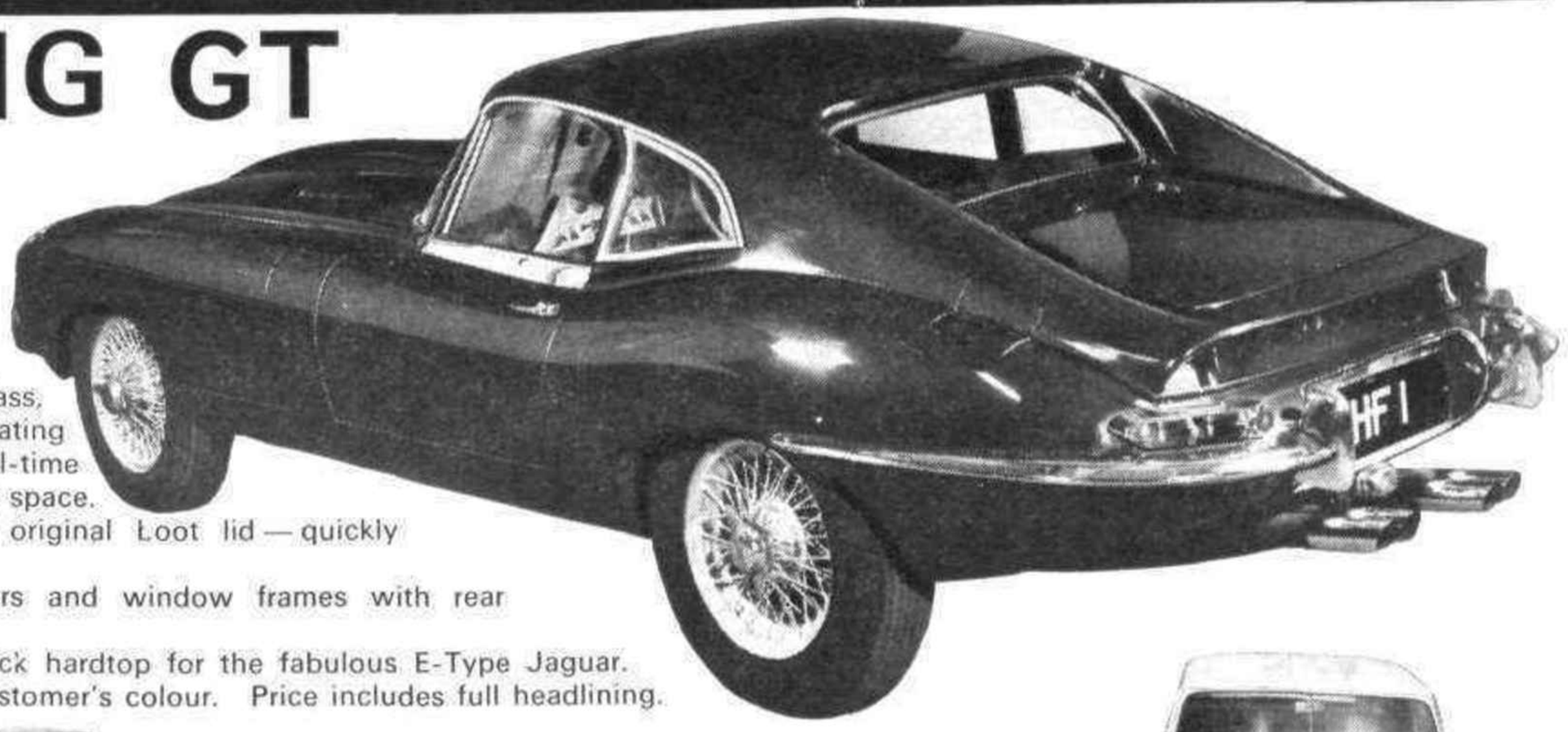
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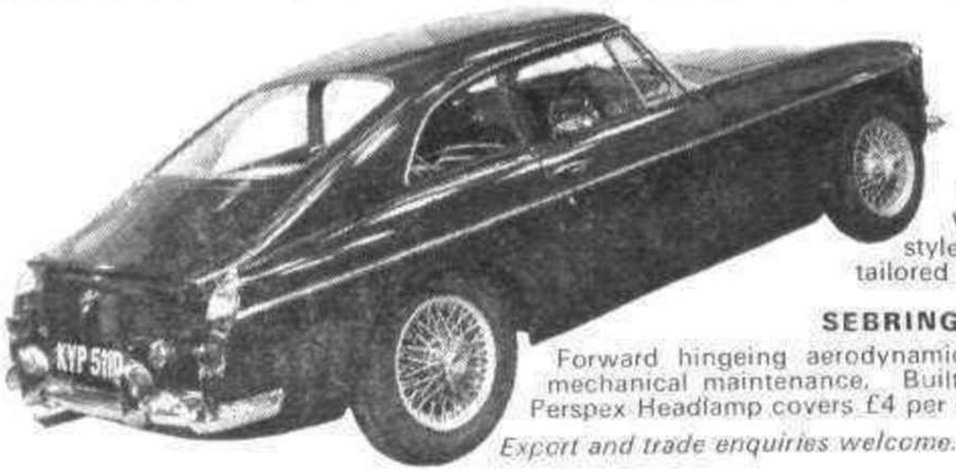
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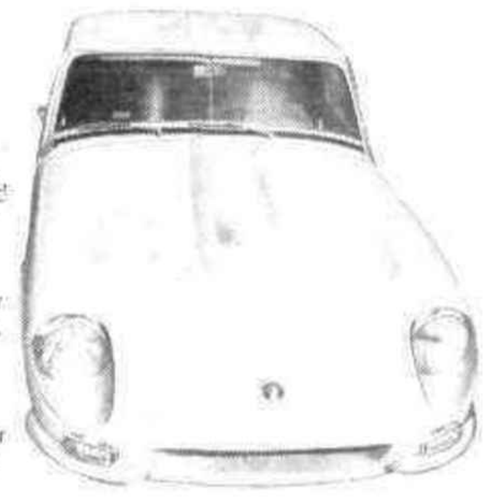
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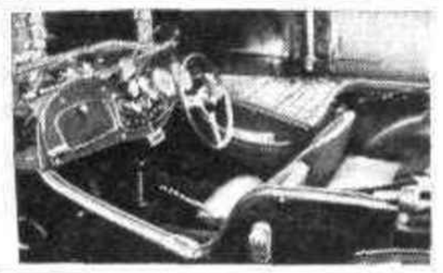
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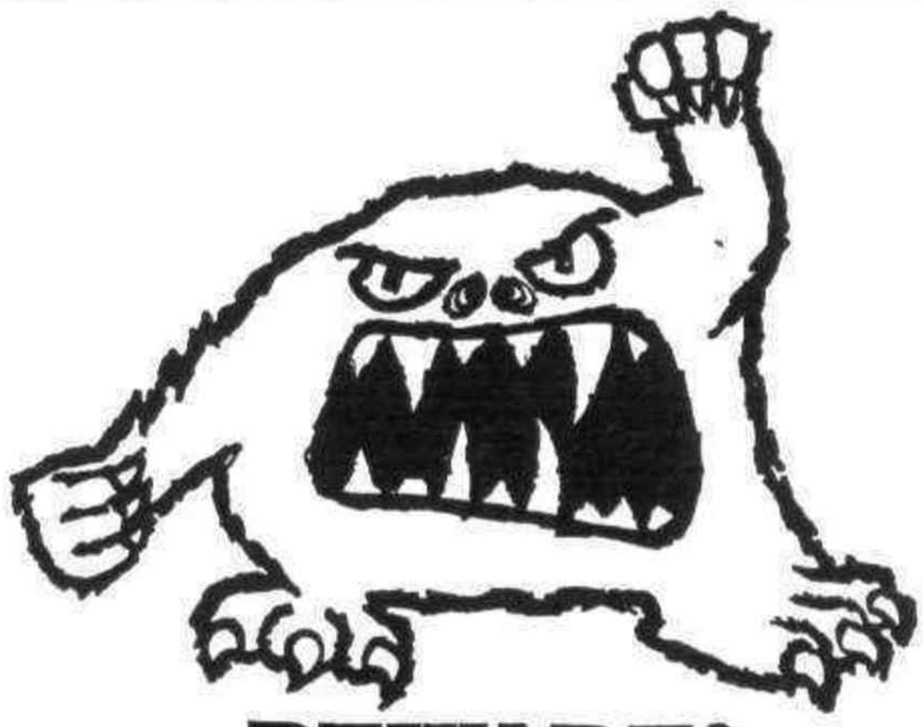
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RAMBLER Classic 770 V8 engine, automatic radio, heater, s/belts..... £1,299

SPORTS CARS

LANCIA FLAVIA, 1964, coupé, finished in grey with beige leather interior, beautiful..... **£849**
LANCIA FLAMINIA, 1966, Zagato coupé, special body with distinctive lines. Metallic silver grey with red, magnificent..... **£1,899**
LOTUS Elan convertible, 1965, knock on wheels, Radial tyres, completely unmarked in any way **£899**
LOTUS Elan, 1965, convertible in darkest blue with black interior, fitted Motorola, seat belts and Radial tyres..... **£829**
LOTUS Elan, 1966, fixed head coupé, electric windows, K.O. wheels, 3.5 rear axle, close ratio gearbox, very low mileage..... **£1,049**
LOTUS Elan, 1966, special equipment convertible, fitted radio and heater, B.R.G. with black..... **£999**
MARCOS MINI, built 1966, Cosmic alloy wheels, Nerus 1100 engine, disc brakes. Bright red.... **£499**
MERCEDES BENZ 229SEB, 1960, maroon, beige leather interior fitted heater, superb..... **£749**

SPORTS CARS

MERCEDES BENZ 220SE, 1963, green with beige leather, low mileage specimen, radio..... **£1,099**
MERCEDES BENZ 190, 1960, model, in cream with red Webasto roof, red leather-interior..... **£499**
MERCEDES BENZ 219, 1959 model, dark blue with grey leather, fitted heater **£399**
M.G. Midget S II, 39,000 miles only, red with red interior, as brand new throughout..... **£369**
M.G. Midget, 1964, S.P. tyres, radio and heater, spotlights, wood rim wheel, etc..... **£399**
M.G. Midget, 1965, in red with black interior, fitted heater, luggage rack, wing mirrors..... **£449**
M.G. Midget, 1965, blue with blue, luggage rack, loose carpets and covers..... **£469**
M.G. Midget, 1965, in green with black interior, heater, tonneau cover, near new tyres..... **£499**
M.G. Midget, 1966, B.R.G. fitted with black hardtop, softop and black leather interior..... **£549**
M.G. Midget, 1966, again green with black, fitted heater, low mileage and excellent..... **£529**
M.G. Midget, 1967, 6,000 miles only, fitted heater, 1275 engine, as new throughout..... **£649**
M.G. TF, white with black interior, splendid example of this collector's piece, investment... **£399**
M.G.-A 1500, 1959, dark green rust free body, black hood, heater, miles above average **£249**
M.G.-A, 1959, fixed head coupé, in red with black interior, extremely well kept and superb..... **£299**
M.G.-B, 1964, all black with black hardtop, wire wheels, fitted heater, numerous small extras **£549**
M.G.-B, 1964, overdrive, wire wheels and heater, red with black interior, hardtop available **£599**
M.G.-B, 1965, blue overdrive model, needs attention in minor points, but excel. general cond..... **£599**
M.G.-B, 1965, fitted Motorola radio, 23,000 miles, one owner from new, new G800 tyres..... **£649**
MORGAN +4 Super Sports, Lawrencetune 1966, 2-seater, red with white leather..... **£949**
OPEL Record, Special 1900 engine. Fastback coupé H.R.W. Leather roof. Works mileage only... **£1,299**
RELIANT Scimitar, 1966, fixed head coupé, seat belts, wire wheels, one owner, heater..... **£1,099**
RENAULT Caravelle, 1966, hard and soft tops, beautiful looks and marvellous economy..... **£699**
RENAULT Gordini, 1965, 1100 performance saloon. French blue/black interior, fitted heater **£599**
SUNBEAM Alpine, 1962, hard and soft tops, wire wheels, heater, red with red interior **£329**
SUNBEAM Alpine GT, 1964, detachable top with Webasto roof, overdrive, one owner, red..... **£549**
SUNBEAM Alpine, 1965, overdrive, conneau cover, radio, heater, mirrors, hardtop..... **£599**
TRIUMPH Spitfire, 1963, new battery, tyres, two owners from new, very low mileage, and in excellent condition throughout..... **£369**
TRIUMPH Spitfire, 1964, yellow with black interior, luggage rack, tonneau cover..... **£399**
TRIUMPH Spitfire, 1965, Mk II, hardtop, radio, heater, 3,000 miles only, spare unused..... **£549**
TRIUMPH Spitfire, 1966, racing mirrors, one owner, spare unused, heater, blue..... **£549**
TRIUMPH Spitfire, 1966, red with black interior, fitted heater, A.1 condition, without extras... **£529**
TRIUMPH TR3, 1959, red with black top, modified dashboard, Goodyear G800 tyres, just about every extra in the book, new to look at **£349**
TRIUMPH TR3, 1961, red with black hardtop, just recellulosed in quite beautiful condition... **£399**
TRIUMPH TR4, 1963, overdrive, wire wheels, radio, heater, hardtop, red with black..... **£449**
TRIUMPH TR4, 1963, Surrey top, heater, overdrive, two owners from new..... **£499**
TRIUMPH TR4, 1964, blue with blue, hardtop, radio and heater, spot lights in grille **£569**
TRIUMPH TR4, 1964, a straight clean car with no extras and very cheap. Green with black..... **£549**
TRIUMPH TR4A, 1965, Wedgwood blue, hardtop, overdrive, heater, sparkling condition..... **£629**
VOLKSWAGEN Karmann-Ghia, fixed head coupé, blue with blue interior, remarkably pretty car and very cheap..... **£399**
VOLVO P1800S, 1963, overdrive, chrome wire wheels, heater, records 18,000 only, as new **£899**
VOLVO P1800S, 1963, coupé, one owner till '67, records 29,000, overdrive. Dawn grey..... **£869**

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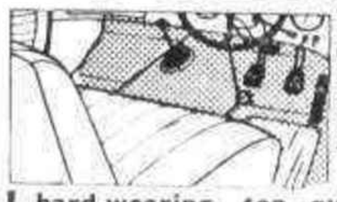
1937 25/30 ROLLS-ROYCE Sportsman Saloon by Cockshoot of Manchester. Aluminium coachwork with sliding roof. Colour: two-tone grey.

This car has had only two owners, if one allows father to son as one ownership. The condition for practical purposes almost as new, paintwork (1959) unmarked; chromium as new. Total mileage from new as shown on speedo., 67,675; engine decarbonised at 63,077. The advertiser wishes to emphasise that this car has never been reconditioned, there has never been the necessity, as it has always been kept in perfect order. The Service Manager at Crewe drove this car when total mileage over 62,000 and gave his all clear (touch nothing!). The interior (loose covers fitted to keep clean) is as faultless as the exterior, the original carpets, front and rear, are excellent. Interior lights and cigar-lighters all operate as do all dash instruments. Heater and Radiomobil fitted, four good tyres, spare smooth. The tool box is original and intact, comprising thirty-two pieces, additional tools—starting handle and wheel-changing tools are in their original felt covers. There are two handbooks, one as new. One radiator cap with mascot, one without. Snow chains included. The advertiser, second owner for past nine years, discussed the car with the son of the original owner in 1959, obtaining all relevant information. Bills available for the past ten years. Full set of keys for doors, bonnet (hood) and boot. This Rolls-Royce requires no attention and is fit for Continental tour.

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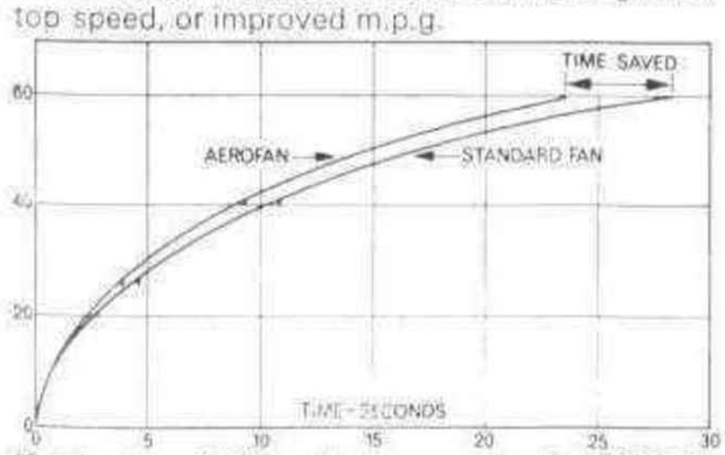


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4 m.p.g. out of me.
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You're so quiet and simple,
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Aerofan is the result of a £100,000 four year design and research project by International aeronautical experts into the problems of power-loss caused by engine cooling fans.

The conventional radiator fan absorbs up to 10% of the maximum engine horse power. By fitting **Aerofan** this loss can be cut to as little as 1%.

Saving of this needless waste of power provides a reserve for increased acceleration and greater top speed, or improved m.p.g.



(Graph shows 0-60 m.p.h. time saved with AEROFAN during a controlled test).

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Independent test reports have shown an increase of up to 8 m.p.h. on top speed—quicker acceleration 0-60 m.p.h.—saving of up to 4 m.p.g.—quicker warming up from cold and a vastly reduced noise level.

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Aerofan is a British made, precision cooling fan rigorously tested to ensure trouble free running—it can easily be fitted in under 30 minutes, and provides an immediate improvement in engine performance. And there are no delicate parts or electrical components to go wrong.

Aerofan is now undergoing evaluation tests by most leading car manufacturers.

Aerofan is now available for: B.M.C. Mini, 1100 and 1300 ranges A30, A35, A40, Morris 1000, Austin Healey Sprite, MG Midget, Vauxhall Viva, Triumph Herald and Spitfire, Ford Cortinas and Anglia. And models for most other makes of car will be available shortly. Check with your dealer, or send coupon now.

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Under £100: 1928 Standard 9 Gordon England saloon, **1930 Morris Oxford** tourer, **1923/4 Sunbeam 14/40** running chassis and a Bedford vintage car transporter. **1953 A6 GCM 250F-type Maserati, £1,600. 1925 Vauxhall 23/60** tourer. **1939 Alfa Romeo 2½-litre** drophead coupé, **£350. 1926 Senechal** sports (see last month's advertisement). Spring reductions on both the fuel-injection **Maserati 3500 GT** and **1964 330 GT Ferrari. 1928 Swift** tourer shortly into stock.

35-39, Main Street, BASTON, Nr. Peterborough

FOR SALE—continued

LOTUS CORTINA, 1964, EXCELLENT condition. Low mileage (engine 7,000). £525 o.n.o. Mr. Follett, 14 St. Agnes Place, Kennington, S.E.11. WAT 9581 (day). (2106

M.G.-B, JUNE, 1963, RED, HARD AND soft tops, new Cinturatos. One owner. Extraordinarily good condition. Price £475. Tel.: office 01-499 1432, home 01-373 5742. (2107

SUPERB EXAMPLE OF THE FAMOUS 1960-62 Berlinetta Ferrari competition engine. Special aluminium body by Scagliati. Both disc and Servo brakes. New clutch and flywheel. 55,000 miles. Splendid condition, as this car serviced only by Ferrari mechanics and driven by expert driver. A very fast but docile specimen of the best type of Berlinetta Ferrari ever constructed. Available Switzerland, £1,900 to enthusiast. Apply: Adrian Conan Doyle, Chateau de Lucens, Lucens (Vaud), Switzerland. (2109

WEBERS 4 ODCOE, ONE PAIR ONLY, slightly used, £35. Elan flywheel, new ring gear, £6. Jaguar 2.4, 3.4 and 3.8 flywheels, s/h but refaced and sound, £6 each. Butcher, Baldham House, Seend, Melksham, Wilts. (2108

ASTON MARTIN DB 2/4 3-LITRE Saloon, 1955 (Nov.). Works replacement engine 1963, mileage 42,000 since. Mechanically excellent. Unmarked metallic silver with red leather interior. £475. R. Lloyd, The Cottage in the Woods, Rookesbury Park, Wickham, Hants. Tel.: Wickham BL44. (2110

SUNBEAM ALPINE TONNEAU COVER and luggage rack. Both excellent condition. £6 each. Reading 71820. (2111

PORSCHE 356A 1958 1600 C.C. MID-night blue. Very good condition. Sell £395 or exchange V.W. Mini, W.H.Y., value £100, plus cash. N. Folliard, 20 Grove Rd., Norwich, Norfolk. Norwich 24957. (2113

FORD THUNDERBIRD, 1961. POWER brakes, steering, windows, seats. New tyres, radio. Tinted windows. 300 b.h.p. V8. Completely immaculate throughout. £500. Might p/x interesting sporty car. 01-567 6402. (2116

RILEY (1½-L) '53. NEW MICHELIN tyres, radiator block and steering parts. Offers. Glossop 3893, evenings. (2117

AUSTIN HEALEY 3,000, MK. I, 2/4, B.R.G. ovedrive, wire wheels, radio, luggage rack, wood rim wheel, 39,000 miles. Bodywork good. New G800s fitted. £365. Esher 64152. (2118

1934 FORD 8 H.P. IN VERY GOOD original condition. Offers to Woods, Potts Lane, Pulborough, Sussex. Tel.: 2407, after 6 p.m. (2119

SUNBEAM TALBOT 1948 SPORTS saloon, 2-litre. Well-shod. Runner—little to do. £40 o.n.o. Ashby de la Zouch 3403. (2123

FIAT 500F, SEPT., 1967 (1968 MODEL). 4,000 miles only. Still under manufacturers' guarantee. Immaculate condition. Sunshine roof, seat belts. Very economical. Cost £446 on the road. A bargain at £370. Finance available. Phipps, Abingdon 4067. (2120

OFFERS. 1939 S.A. M.G. SALOON. V.G.C. Elva F3 chassis. Cooper S cam, 2 c.v. gearbox. Box No. 0630. (2121

1935 AUSTIN 10. TAXED M.O.T. IN showroom condition. £120 o.n.o. Revd. A. Jardine, 57 Weston Way, Baldock, Herts. (2122

1937 ROVER 10 SPARES. 1935 BENTLEY (body only) Freestone. Webb, Stourbridge 3845. (2112

1949 ROLLS-ROYCE SILVER WRAITH touring saloon with electric division and sunroof. Mileage 106,000. Finished in embassy black with grey hide interior. Absolutely original and in outstanding condition throughout, having been maintained virtually regardless of expense by Hoopers from new. Complete with all tools, mascot, handbook and history. £1,150. Rickett, "Melbourne," Alexander Rd., Worcester. Tel.: 23940. (2124

M.G. TF. 1250. SMART BLACK. GOOD chrome. Engine tip-top condition after recent £75 overhaul. Cinturatos. Needs new steering gear. £180. Shippey, Mudcroft Farm, Newton, Wisbech. (2138

1939 MORRIS 8, SERIES E. BEAUTIFUL bodywork, mechanics excellent. Gold Seal engine and gearbox. Mint cond. throughout. M.o.T. £65. Tel.: Eshcr 65217. (2127

M.G. YB SALOON. RECENT ENGINE and brakes overhaul. Heater, radio, blinkers. M.o.T. Feb., '69. Taxed May. Clean specimen. £135 o.n.o. 01-777 7408, evenings. (2128

JAGUAR — THE EX-LUMSDEN-SAR-geant 1964 Le Mans lightweight E-type. Fuel injection, 5-speed ZF gearbox. Only two club runs since complete engine overhaul by Jaguars. 10 alloy wheels. Remarkably flexible, licensed for road. Offers invited to Gibson, Chawston Manor, Chawston, Bedford. Eaton Socon 421 (2129

1937 ALFA ROMEO 6C 2300B "PES-cara", fitted Ferrari-like Pininfarina fixed-head coupé. New gearbox, clutch, Turbospeeds. Recently reupholstered. £500. Seen Gloucestershire weekends. Sir Anthony Stamer, Black Horse Inn, Teffont, Nr. Salisbury, Wiltshire. Teffont 251 (weekends Ulev 236). (2130

TRIUMPH ROADSTER 2,000 C.C., 1949. Body and works good. Trim rather sad. Haggle from £90. Hindhead 1090. (2131

UNUSUAL SPECIAL. ROVER 2½-LITRE. Aluminium body looks like D-type Jaguar. 100 plus. First offer over £60, or exchange pre-war Riley, Maher, Iver 113, after 7.30 p.m. (2132

1929 SINGER JUNIOR TOURER. RE-built by engineer owner. Excellent original condition. Many spares. New remoulds. £400. Tel.: Newton-St.-Cyres 203. (2133

HONDA S800 COUPE, JUNE, 1967. Silver grey. Excellent condition. Company car enables economy. £680. Aldridge 54622. (2114

AUSTIN SEVEN 1934 FOUR-SEATER tourer. Very good condition. £100. Also many spares. D. Yates, 32 Burkes Rd., Beaconsfield, Bucks. Tel.: Beaconsfield 4395. (2115

BENTLEY SPEED SIX 1930 GURNEY Nutting open 4-seater. £3,750. Bishop, Ashford Hill, Newbury. (2134

1840 DOGCART BY COCKSHOOTS OF Manchester, £165; 1933 Austin 10 saloon, £95; and 1937 Austin Ruby, £65. All in excellent condition. Macclesfield 2920 (Cheshire). (2135

1934 ROLLS 20/25 PARK WARD LIMOU-sine. Excellent mechanics and M.o.T. Box 0631. (2136

1952 M.G. Y.B. GOOD EXAMPLE OF this now unusual car. Fitted belts, heater. Maintained in good running order. About £105. Hoare, 7 Palmerston St., Romsey, Hants. (2137

VOLVO "122 S". WHITE, BLACK TOP. Cinturatos. £425. Milford House, Chobham, Surrey 8473. (2125

ASTON MARTIN DB4. RED. EXCEL-lent condition. £1,050. Milford House, Chobham, Surrey 8473. (2126



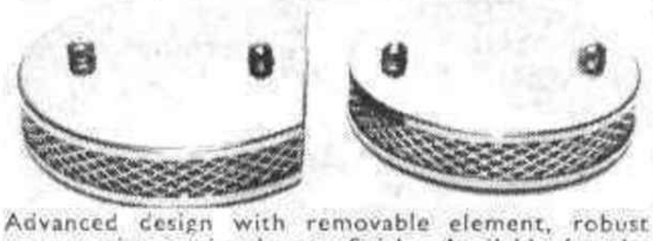
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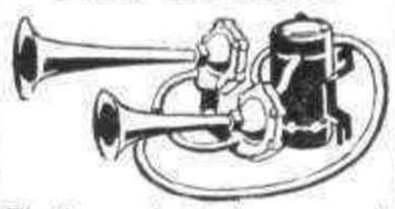


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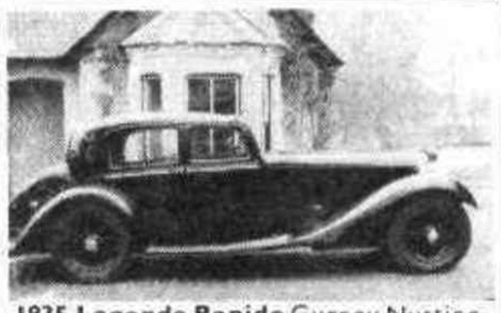
LANCHESTER "LEDA" 1953. M.O.T. to Jan., 1969. Taxed. Tel.: Kingsdown (Deal) 604. (2139

ASTON MARTIN D.B. 2-4 MARK I, 1955. £450. Colour B.R.G. with original beige interior, in good condition, not the usual bodged mess. 3-litre Vantage engine recently overhauled. Twin exhausts fitted. All accessories as originally fitted, foot pump, grease gun, etc. Reason for sale, getting DB4. Ring evenings, Uckfield 3640. (2140

FRAZER NASH TARGA FLORIO. LAST one made. Bristol 8 BS.1 Mk. III engine. £320 just spent on mechanical overhaul. Registered with Griffiths formula. Send for photo. About £750. Muirhead, Brixworth 279, evenings. (2141

HERON M.G. GTB DE LUXE HARD top. Latest model, one year old, as new. White. £60 o.n.o. Gosling, Nil-Desperandum, Gt. Bentley, Essex. Tel.: 703, after 8 p.m. (2142

M.G. T.A./T.C. PART RESTORED. SELL complete or will break. Tel.: Woodstock 7299. (2143



1935 Lagonda Rapide Gurney Nutting.
1938 SS 100 roadster. Green. 3½-litre.
1938 SS 100 roadster. Red. 2½-litre.
1936 Morgan super-sports. Matchless.
1938 Bentley 4¼-litre Thrupp spts sln.
1931 Phantom II Continental saloon, 71,000 miles.

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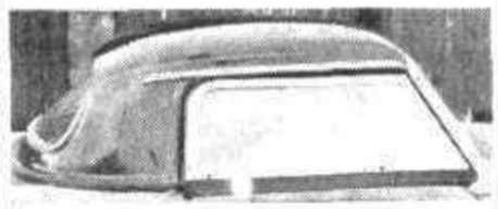
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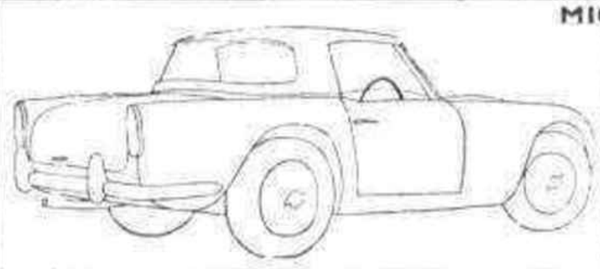
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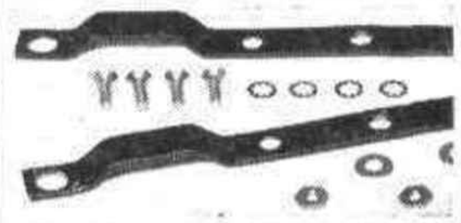
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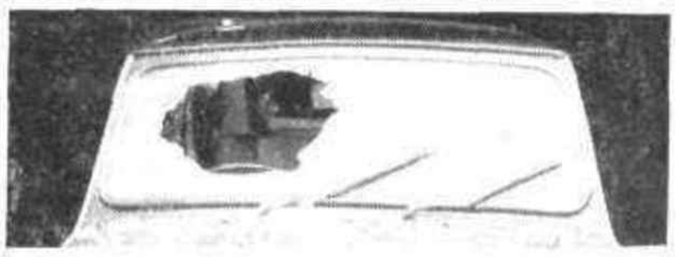


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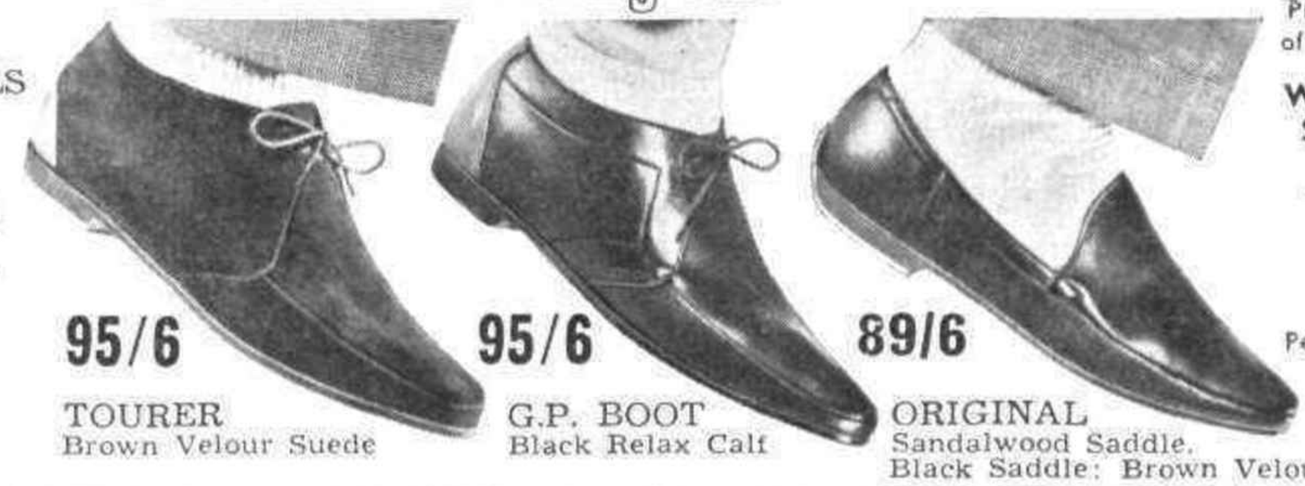
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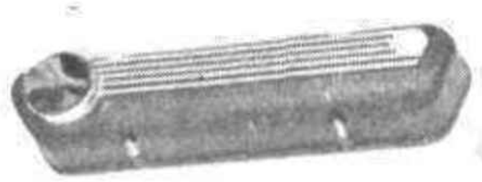
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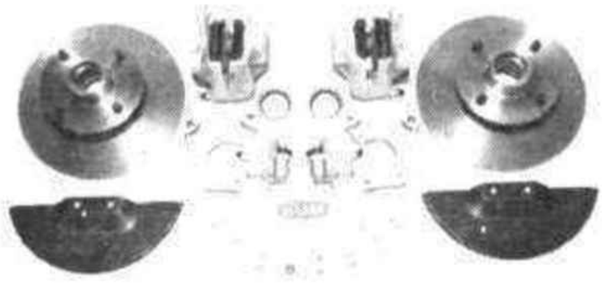


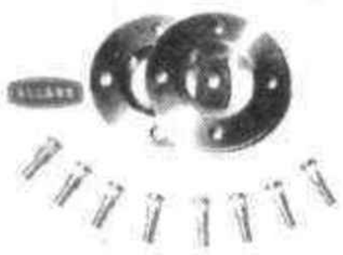
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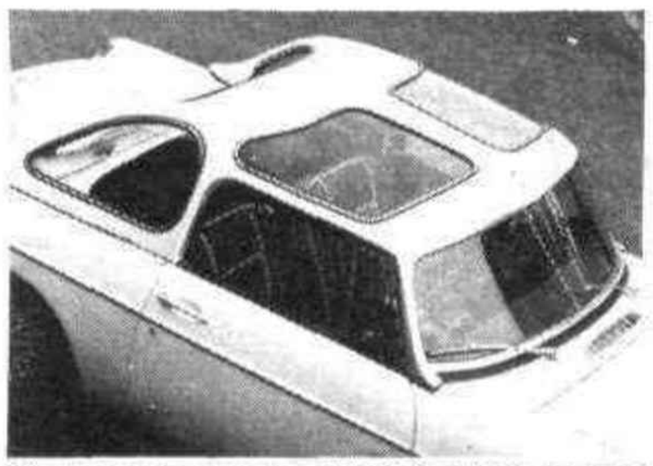


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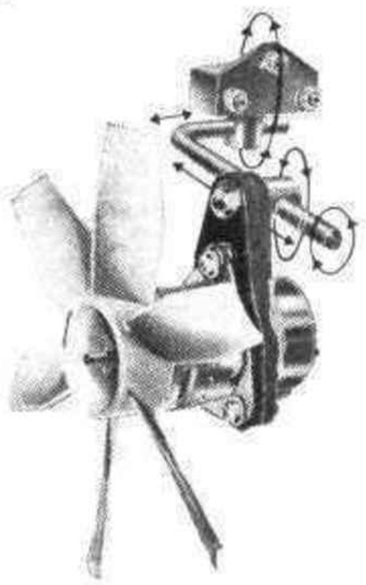




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LANCIA AURELIA B10 PILLARLESS saloon. R.H.D. Mechanically excellent, interior untidy. Taxed. Cheap. Merchant, Lings Mill, Lings Lane, Hatfield, Nr. Doncaster. (2344

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DUE TO COLLISION WITH WIFE moving tree, I am obliged to dispose of my Austin Healey 3000. Damage to front off side. Lights, grille, chassis, engine and transmission perfect. New Cints fitted to undamaged wheels. Offers invited. Tel.: Heaton Moor 4910, 33 Alexandra Rd., Heaton Moor, Stockport. (2346

JAGUAR XK150 3.4 drophead coupé, finished in Cotswold blue with grey int.; fitted radio, taxed; in outstanding cond. Two careful owners since new in 1960; genuine mileage 32,000; Price **£675.**

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ALFA ROMEO GTA sports coupé in Alfa red, 1,500 miles only, regd. 4.12.67. Cost over £3,000—our price **£2,695.**

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FOR SALE—continued

TWO RARE CARS FOR SALE, 1929 Bentley 4½-litre open tourer, excellent condition mechanically and bodily. Circa 1906 Argyll 2-seater, completely original condition. Offers. Harper, DIDsbury 2050 (Manchester). (2347

1927 AUSTIN 7 SALOON. CHARMING car in lovely condition. M.o.T. £250. "Gatehouse," Middle Lane, Trowbridge, Wilts. (2348

BENTLEY 1926 3-LITRE. ENGINE JUST overhauled. Whole car in very good order. Unfortunately not an original body. £750. Cyster, Gate Court, Northiam, Sussex. Northiam 2260. (2349

VAUXHALL 14/40 1926 TOURER. Maroon with black wings. In beautiful and very original condition throughout. Handbook. M.o.T. Extremely reliable and delightful transport. Offers considered. Only reason for sale: acquired vintage Bentley. Archbell, Nade House, Notton, Wakefield. Tel.: Royston 537. (2350

MARRIAGE FORCES SALE. 1964 TR special. M.o.T. till Aug. Space frame, alloy body, i.f.s., De Dion RS, discs, overdrive. Weight 12½ cwt. 11,000 miles. £250 o.no. Sully, 3 Hunter Rd., Guildford. (2351

M.G. "Z" MAGNETTE. PERFECT mechanically. Reconditioned engine. New clutch, new Webasto roof, safety belts. Tyres as new. Taxed. Tested 1969. Offer or any exchange. G. Final, "Garsyte," Sandpit Hill, Cholesbury, Tring, Herts. Tel.: Cholesbury 360. (2352

M.G. J2, 1932. NON-ORIGINAL BUT IN lovely condition. £150. Brownrigg, "Earnleys," Bell Lane, Birdham, Sussex. (2353

LOTUS ELAN S2 D.H.C. SPECIAL equipment. 1965. Factory-built. Guaranteed only 14,000 miles. Unmarked British Racing Green cellulose with black trim. One private owner, and infrequently used as the second car of the household. Most carefully driven, and impeccably maintained by the doyen of this country's tuning specialists. The car is a most superior specimen and faultless in every respect. Now privately offered through change of plans. £845 o.n.o. Tel.: 01-348 4208. (2354

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J. H. Searle, 28 Radnor Drive, Southport, Lancs.



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ROLLS ROYCE Silver Wraith Touring Limousine, Hooper body, 1949. Quite outstanding specimen, recently repainted by makers and fitted with replacement full flow engine and gearbox. Black with beige leather. Documented history **£1,375**

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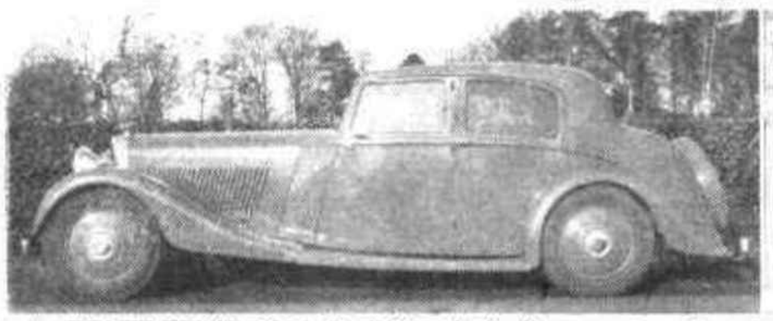
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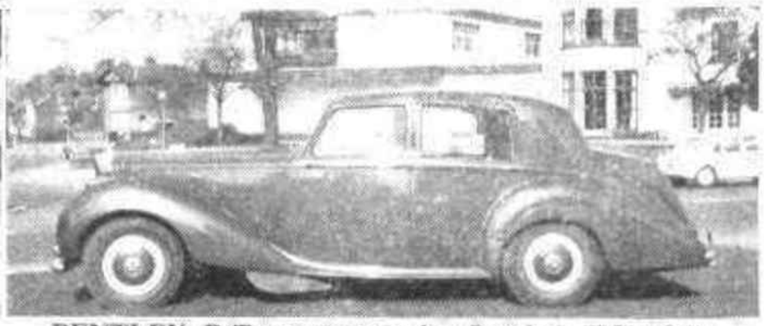
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JAGUAR XK150 roadster (not coupé), wire wheels, overdrive, radio, white, red trim, just decarbonised, brakes relined, etc., and a very fair specimen. **£495**

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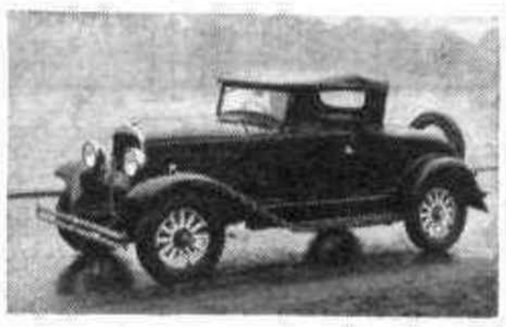
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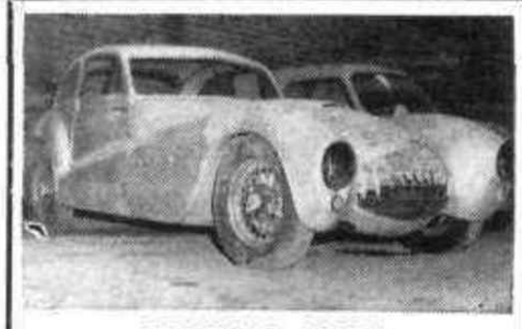
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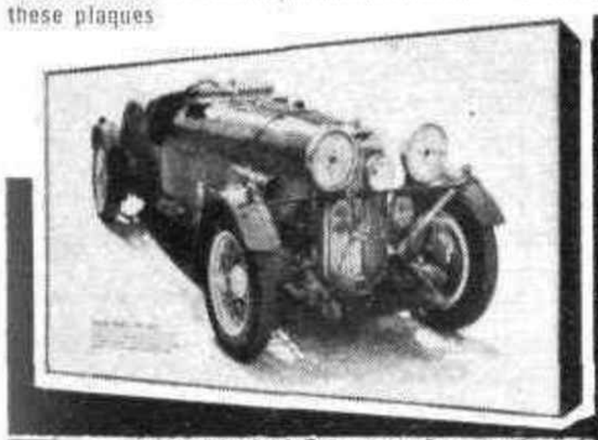
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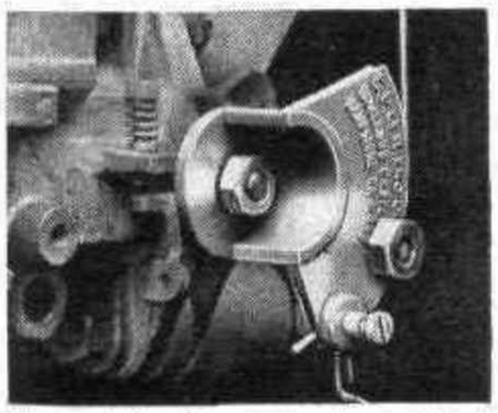
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65 SPORTS CARS WANTED IMMEDIATELY

1964 M.G.-B, red/red Ogle hard-top/soft-top, heater, tonneau; one owner; sold by us new, quite immaculate **£595**
1964 'Nov.' M.G. Midget, B.R.G./black, wire wheels, tonneau, oil cooler, Selmar, seat belts, heater, flasher, mirrors, reversing light; one owner; supplied by us new, certified mileage 26,253. We think this is the finest Midget of this year available **£515**
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1967 Model Rover 2000 TC Model, Venetian red/tan; one owner; Cinturatos, servo discs all round, push-button radio, heater **£1,145**
1965 Sept. Reliant Scimitar, white, ZF box, wire wheels, discs, radio, heater, Cinturatos, belts, flasher; two owners, reputed 19,717 miles **£945**
1907 (V.C.C. Certificate) **Riley** **£2,000**
1965 Sunbeam Alpine Mk. IV, dark blue, wire wheels, Motorola, Cinturatos, heater, discs; one owner; carefully maintained **£565**
1962 Singer Vogue, duo blue/white, seat belts, radio, heater; one owner ... **£375**
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1964 Triumph Spitfire, red, overdrive, heater, radio, undersealed, seat belts, tonneau; one owner; exceptional condition **£485**
1963 Triumph Spitfire, red/black, hard-top/soft-top, radio, heater, SP41s, belts, wheel trims; two owners only **£375**
1963 Triumph Spitfire, red, radio, heater **£375**
1963 Triumph 12/50, white/red, seat belts, heater, mirrors, discs ... **£325**
1965 Oct. Triumph Vitesse saloon, heater, seat belts, Strombergs, discs, 21,662 miles, beautiful example **£525**
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1938 BUICK 8 cyl. convertible with rumble (seat not tummy). For the more criminally minded *Motor Sport* readers, the getaway car par excellence' High axle ratio, 100 m.p.h. plus, very fine order, history available. **£375. FORD "B" Tudor 1932.** Mechanically and bodily excellent, only needs painting and spring cleaning. **£165. TALBOT 75** Sports Saloon '33, really an outstanding car to drive and admire. **£225.** Our famous '38 **CADILLAC V8** Clubmans f.h. coupé, star of stage, screen, T.V. and radio, now seeks summer season. Pristine performance and condition. Fee **£525.** Achtung *Chaps!* 1952 **MERCEDES BENZ 220S** 2/4 seater cabriolet. Recent new engine and complete checkover in the Fatherland. Rare and handsome at **£295.** 1965 **SUNBEAM Tiger** (personal transport of Moe) white, hardtop, fastidiously maintained ("bloody fusspot" Jake mechanic) **£595.**

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FOR SALE—continued

1965 CORTINA GT. PLATIGNUM grey. Safety belts. Undersealed. Cinturatos. Licensed July. Low mileage. One owner. £525. H.P. Part exchange. 146 Northampton Rd., Broughton, Kettering. Tel.: Broughton 383. (2355

RILEY 1½-LITRE RME, 1953. TAXED. M.o.T. Good condition throughout. Engine and clutch overhaul just completed. Relined brakes, new tyres, twin spots, reversing lamps. £185. Tel.: Nottingham 263634. (2356

XK140 D.H.C. GOOD CONDITION throughout. Good hood, tyres, etc. £100. Tel.: Nottingham 263634. (2357

LOTUS CORTINA. MID-1964. RECENT engine overhaul. Close ratio gears. Almost new Cinturatos. Many extras. Weekend use only. Immaculate. Realistic price £485. Tel.: Ryton (Co. Durham) 3200. (2358

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FOR SALE—continued

CORTINA GT, 1964. WILLMENT SPRITE engine. Genuine 33,000 miles. Cinturatos, airflow ventilation, undersealed, i.s.t., v.g.c. £490. Clecthorpes 63700. (2359

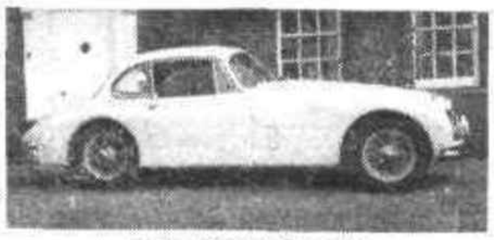
ROLLS 20/25, 1933, PARK WARD Sedanca de Ville. Fully opening front. Superb condition. Rear boot, fabric top. Resembles miniature Phantom 2. £785. Gaylard, 6, Brittons Ash, Bathpool. Tel.: West Monkton 454. (2360

M.G.-Y, 1949. V.G.C. NEW WOOD flooring, fitted carpets, new base in boot. Interior trim good, impressive exterior. Mechanically sound. Good tyres. £92. Tel.: Watford 36169. (2361

A40 SPORTS. EXCELLENT CONDITION. Aluminium body. Good tyres, hood, belts. Licensed for year. £85. Tel.: 01-870 3987. (2362

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Our move to more convenient premises becomes more imminent, and our stock remains at fairly low ebb to enable the changeover to come about with a minimum of upheaval. More about our new set-up next month, when it all happens — and details then of the many desirable new vehicles and odds and ends we hope to take into stock to start things off afresh with a flourish.

In the meantime, a reminder that we are the only concern North of the Border dealing exclusively in "enthusiast" vehicles, and primarily with vintage and P.V.T. machines — we do not sell, nor indeed have any real interest in, post-war vehicles other than the very select few.

Cars apart, we also like to keep around us a selection of cycles, motorcycles, and so forth of the appropriate periods, and in addition we make quite a thing of spare parts of all descriptions, lamps, tyres, and the like.

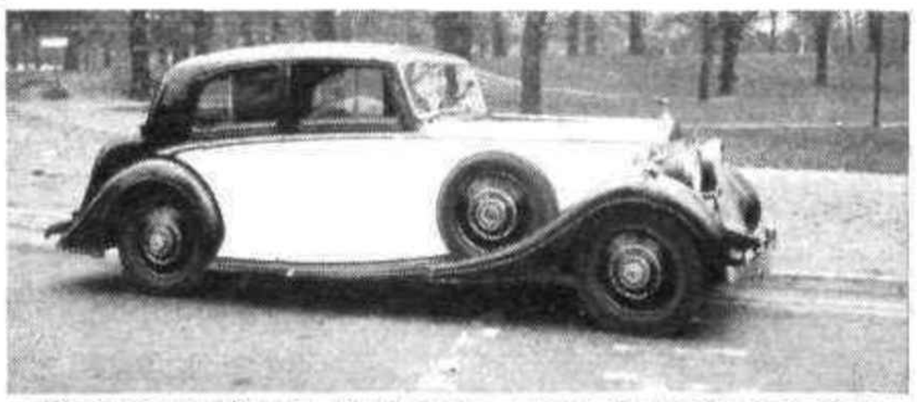
Enquiries are always invited therefore for vehicles and motoring trivia of every kind: we always do our very best to satisfy all enthusiasts, no matter how modest their needs.

In stock at the time of writing are nineteen vehicles of various types and in varying degrees of good order, from a **1930 Rolls-Royce** Thrupp and Maberly touring limousine in highly original condition to a **1922 McKenzie** pedal-assisted cycle requiring a bit of restoration. Our turnover at this time of the year is, however, becoming increasingly rapid, and we will undoubtedly have fresh treasures available by the time this advertisement appears in print.

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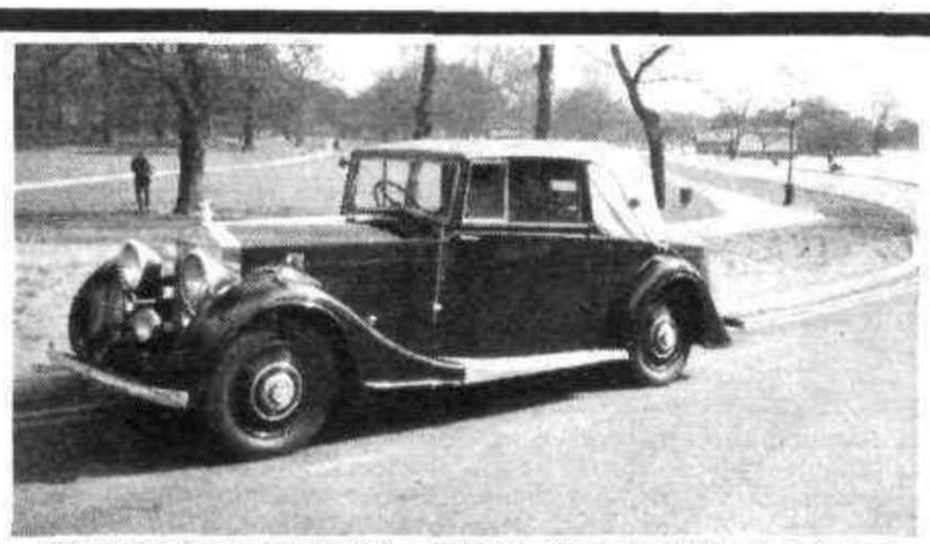
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1936 ROLLS-ROYCE 25/30 sports saloon by "Rippon." Two owners, low mileage **£895**



1931 LAGONDA 2-litre low-chassis tourer, chassis rebuilt, good original example **£795**



1938 ROLLS-ROYCE 25/30 drophead coupé by "Windover," one owner, fine example **£1,650**



1934 ALVIS Speed 20 tourer, not restored, but in very fine condition.

1928 ROLLS-ROYCE 20 two-seater drophead coupé with dickey by "Windover," two owners; painted black and carriage green **£2,150**
1929 ROLLS-ROYCE Phantom II sedanca de ville by Hooper, restoration in progress.
1930 ROLLS-ROYCE 20/25 sedanca de ville by Hooper, restoration in progress.
1929 ROLLS-ROYCE 20-h.p. fabric saloon by H. J. Mulliner **£750**
1933 ROLLS-ROYCE 20/25 sports saloon by Park Ward, completely restored.
1954 BENTLEY "R"-type Automatic Standard Steel saloon, good example ... **£650**
1931 LAGONDA 3-litre tourer, restored to a very high standard.
1934 BENTLEY 3½-litre drophead coupé by Park Ward, details on request.
1934 BENTLEY 3½-litre sedanca coupé by Freestone & Webb, coachwork and interior reconditioned, engine overhauled, available early May.
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Choice of two **BENTLEY 4¼-litre** sports saloons ... ... From **£395**

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FOR SALE—continued

MERCEDES BENZ 220S, 1958. 41,000 miles. Dark grey with red upholstery. Radio. An exceptional, thoroughly pampered car in perfect mechanical order and in unbelievably immaculate condition. £750. Caudwell, Whiteladies, Western Rd., Abergavenny, Mon. Abergavenny 1545 (day time). (2363

LAGONDA 16/80 SALOON. COMPLETE. 1934. In need of restoration. £100. Wanted, Rolls Mascot, Headland 555, 83 Crofton Lane, Hillhead, Nr. Fareham, Hants. (2364

JENSEN 541 S, 1961. IMMACULATE. Mechanically excellent. 53,000 miles only. Fitted radio, spots, overdrive, seat belts and safety plates, good tyres. £725. T. G. Broughton, Renfrew Cottage, Goosenford, Cheddon Fitzpaine, Taunton. (Evenings tel. West Monkton 579). (2365

ALVIS SPEED 20, 1934, DESIRABLE Vanden Plas tourer. In excellent original order. Good history. £525. Bath 89146. (2366

1961 SPRITE, SERIES I. V.G.C. RECENT engine overhaul. New kings. Good weather equip. Original paint. Fitted carpet. £250 o.n.o. 5 Foxleigh Close, Wem, Salop. (2367

1958 M.G. M'NETTE. 71,500 MILES. Superb mechanical condition. Professionally *maintained, regardless expense. U-sealed,* recellulosed, rust-free. New Gold Seal engine. Full detailed log available. £200 o.n.o. Wilson, 55 Woodcote Hurst, Epsom. Tel.: 23077. (2369

LAGONDA 2-LITRE 1933 OPEN TOURER. Just completed extensive restoration, including respray, rechrome and new upholstery. London. Box 0655. (2370

FACEL VEGA 1964, FACEL II, AUTOMATIC. P.A.S. Showroom condition, as new. Connoisseur's piece. Open to offers of over £2,500 till Apr. 30th. View by appointment only. Box 0656. (2371

1908 DE DION BOUTON TWO-SEATER. In original near-perfect condition, except for nickel. Believed the only one in existence. Best offer accepted. Box 0657. (2372

1935 RILEY KESTREL SIX-LIGHT saloon. Taxed. M.o.T. Till Jan., 1969. Smart. £55 o.n.o. Box 0658. (2373

THE LAST OF THE BIG LUXURY Renaults. Unusual 2-litre Fregate Amiral. Few imported. Independent suspension. Elegant lines in a hideous age (1954). Well-built, roomy, long-legged cruiser. Spares available. M.o.T. Feb., 1969. Used daily. Wife needs smaller car. To best cash offer over £100. Tim Nicholson, 132 Dora Rd., Wimbledon, S.W.19. 947 2473 or 836 6211. (2374

M.G. TF. 1954, 1,250 c.c. NEW HOOD, screens, excellent mechanics. £285 o.n.o. Norwich 35329. (2375

TORNADO TALISMAN 1963 (DEC. 62) Fitted Coswerth 95 b.h.p. unit. Heater etc. Midnight blue. £345. 01-262 3509 (2378

M.G.-B SEPT. 1964, O/E WHITE genuine 25,000 immaculate. Overdrive hard and soft tops, wire wheels, Cinturato tonneau, Motorola radio, spots and much more. £600. Mynn, Woodford (Essex) 01-504 9499. (2376

SPACIOUS, ECONOMICAL, RELIABLE. 1937 Lanchester 11 Mulliner saloon. Repainted. Reconditioned engine. Insured value £90. Offers. Bedford 55674. (2377

BENTLEY. 1935 3½-LITRE PARK Ward Sports Saloon. Paint and upholstery ageing. Otherwise good, especially mechanics. Offers over £200. Bedford 55674. (2377

BENTLEY 1937 KT SERIES 4¼-LITRE sports Saloon by Park Ward. Engine, gearbox, clutch etc. in particularly good order. Interior a little tatty and two tyres are worn. Quick sale required as I have just bought an older model, hence only £175 o.n.o. Telephone evenings 01-686 5479 (2379

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Four and six strap. Quick release aircraft-type centre buckle tested to 25 G minimum. As used by F.1 works teams and Indicars. These harnesses are designed and built by G. Q. Parachute Co. Ltd. specifically for competition work.

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TWO-SEATER WITH DICKEY
One family since new.
Believed only one still running.
£250 o.n.o.
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MACCLESFIELD 3626 (Evenings)

FOR SALE—continued

MORGAN PLUS 4, 1964, FOUR SEATS, TR4 engine, wire wheels, twin spots, heater, washers, reversing lights, good tyres. Gleaming buttercup with black interior. Family forces sale. £575 o.n.o. Tel.: Crayford (Kent) 21423. (2380

BRISTOL 401 (1951). RESPRAYED ivory, new chrome, immaculate interior. Good mechanically. 22/25 m.p.g. £250 for this superb 2-litre GT saloon. Ferndown 4340. (Bournemouth) (2381

CHASSIS IN RUNNING ORDER 1928 Rolls-Royce 20 h.p., 4-speed gearbox £175. 1928 Rolls-Royce Phantom 1 £500. Phone Brunt, day 0782-79-301 (Silverdale, Staffs, 301.) (2382

RILEY 1½, 1952, GOOD CONDITION, tested March 1969, heavy duty battery, new tyres, workshop manual. £60 o.n.o. Cheltenham 27625. (2383

SUNBEAM ALPINE SPORTS. A UNIque opportunity exists to purchase this immaculate car. It is finished in British Racing Green with fitted Cinturatos, radio, heater, Kenlowe fan, etc. It has been used as a second car, is 17 months old. 14,000 miles on the clock. Offers over £670 will be considered. Box 0659 (2384

SPITFIRE, 1964. RED, BLACK HARDtop. Full instruments, lights etc. Well maintained. £450. Merstham (Surrey) 2112. (2385

PORSCHE 356A 1955 R.H.D. BEAUTIful condition throughout, finished in old English white, M.o.T. 1969. Offers around £245, or would consider exchanges. Cooper, 75, Beeches Road, West Bromwich, Staffs. Phone West Bromwich 1758. (2386

BROUGH SUPERIOR D.H.C. 1938. REliable, used daily, tested 1969, good body, new hood but only fair mechanically. £200. No offers. Eccleshill 4367. (2387

ALFA GIULIETTA SPRINT COUPE, white, Cinturatos, belts. Much above average throughout. 30 m.p.g. Genuine reason for sale. £360 o.n.o. "Brookside," Monxton, Andover. Abbotts Ann 221. (2388

M.G.-B. OCTOBER 1963. WHITE 2 owners. Radio, twin spots. £495. Taylor, Lanaton, 2 Shop Lane, Herring, Weymouth. Abbotsbury 286. (2389

E-TYPE JAGUAR D.H.C., OP. DARK green, immaculate and original, new tyres, radio. Will swop for M.G.B., Elan or B.M.W. H.P. possible. Cash £795. Tel.: 01-653 1044. (2390

ALLARD



TYPE: 1952 P.1 SALOON 4-STR. Coachwork: aluminium. Engine: 3,622 c.c. V8. Sprayed opalescent acrylic grey. New Cinturato tyres. New batteries.

£250

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Garage Proprietor has tidy 1959 left-hand-drive Mercedes, rough engine, plus up to £500, interested in old Rolls or similar.

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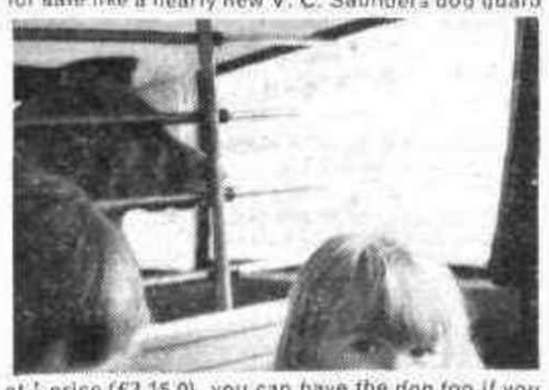
Sports cars glinting in the morning dew; one of them just made for you. **MG-B GT,** late 1966, sort of beigey grey with black leather, overdrive, wire wheels, Cinturatos, one architect owner living in Cornwall, £930. **Triumph TR4,** 1964, Wedgwood blue, overdrive, wire wheels, hard and soft tops. £590. **Honda S800** fixed-head coupé, July 1967, silver grey, radio, 3,000m., £785. **MG-B,** 1965 model, BRG, overdrive, wire wheels, radio, Cinturatos, one owner, £645. **Triumph Spitfire Mk. II,** 1965, dark blue, £495. **MG Midget,** 1963, blue, wire wheels, hard-top, £390. The picture shows our Moscow Road place (otherwise known as



the Russian Embassy). On my left, Permanent Paul Moxley. On my right, Affable Andrew Maclean. Having heard that the boss is on his way they have returned from the pub next door and are removing sticky fingermarks from one of our Reliant Scimitars. **Austin Healey Sprite,** 1964, wind-up windows and all the gear, Riviera blue with matching trim, late property of ardent socialist, *conservatively driven however,* £375. **Austin Healey 3000 Mk. III,** 1966, Old English white, black leather, overdrive, wire wheels, £830. **MG-B GT,** Oct. 1966, BRG, black trim, overdrive, radio, Cinturatos, one owner, £915. **MG-A f.h.c.,** 1958, opalescent dark blue, £255. **Triumph GT6,** *Sept. 1967 with 'F' reg.,* dark blue, overdrive, wire wheels, Webasto, radio, £995. **MG Midget,** 1963, white with tan hood and trim, radio, spotlamps. Cinturatos, belonged to such a nice girl who only sold it to start a little driving school with the *new Ford Escort I sold her.* £370. **Triumph Spitfire Mk. II,** 1966, white, black trim, G800s, radio, £545. **MG-B,** 1963 Oct., white, radio, one gentle owner, 31,000m., about £495. **MG-A f.h.c.,** 1960, bile green, two owners, Cinturatos, £360. **Triumph TR4,** late 1963 with '64 features, conifer green, overdrive, wire wheels, hard-top, £590. **Triumph Spitfire Mk. II,** 1965, conifer green, hard-top, overdrive, £535. **MG-B,** 1964, Chelsea grey, hard and soft tops, not yet priced. **MG Midget,** 1966, Ashley hard-top and everything else you can think of, not yet priced. **MG-B,** 1965, BRG, matching works hard-top, soft-top, wire wheels, Cinturatos, radio, £715. **Dove Triumph GTR4,** 1965, white, 4A dash, overdrive, wire wheels, radio, fitted tool kit, never disturbed from individual foam rubber nests, £745. **MG Midget,** 1965, BRG, one owner, £460. I also own ¾ an acre of **Jag. Mk. X 4.2** auto., 1966, green, one private owner; you can have it for trade price which is £1,105 but no p/ex, of



course. Picture shows TVR Tuscan cockpit layout. Even the cheapest TVR Vixen has six proper round instruments, nice row of switches, and a general air of sophisticated luxury that you don't get in any other £1,000 car. We run both Vixen and Tuscan demonstrators, and can offer you Vixen 1600s more or less immediately in Regal red, Bahama yellow, Silver Fox, Sherwood green and Ermine white. These are all at Moscow Road, but along with the other secondhand cars at Arkley we usually have some good used TVRs, including at present **TVR 1800S,** 1965, 5-bearing MG-B unit, close-ratio gearbox, wide rim 72-spoke wire wheels, oversize SP41s, Vixen bonnet, 45DCOE, overdrive, late property TVR Club dignitary, £795. **TVR Grantura Mk. III,** 1963, BRG, wire wheels, SP41s, 1220 Climax unit as Lotus Elite, £550. **TVR Grantura Mk. II,** MG-A 1600 unit, red, around £350. **TVR Tuscan S/E,** 1967, regal red, 217hp V8 power unit, radio, leather wheel, one owner's third car, £1,825. Two svelte Scimitars have just reached us from Tamworth, one is midnight blue and the other Manhattan blue, a light opalescent colour. Both have radio, overdrive, 3-litre V6 engine, etc., and one of them's got a hot rear window. Lots more sports cars arriving by every post, so please ring up to enquire. Almost forgot—I have a 1933 **Austin Light 12-6** with unique coachbuilt foursome d.h.c. by Salmon, many kinky attractions including a sort of starting handle which when inserted in a secret hole in the side of the car causes the hood to fold itself. Also a 1936/37 **BSA Scout** which is in *very fine condition and is not for sale at present* but you are welcome to come and look. All cars except the old horrors are rigorously serviced and tested, and you get a very good guarantee. We will fix you up with HP and insurance at very reasonable terms, and you don't have to have *comprehensive* insurance. I want to trace a stolen Lotus Cortina having engine no. LP 707, please ring me at once if you get a clue. Many, many thanks for the 743 letters you sent me last month, am only sorry they can't all be replied to, much better to ring us *if you would like to buy something.* Lu-crat-ive spare time job for school-boys living in Man-ches-ter. Please write. Tubeless Tyler, so called because of his resemblance to Mr. Michelin, and who has a hot line on Barnet 1146, is still offering all sizes of Cinturatos 25% discount, also many cross ply tyres at 27½% for perfect and 35% for slightly blemished. There might be just a few blemished radials left at big discounts, but I am afraid that there are no more supplies to be had after present stocks run out. In common with Arkle, Mr. Tyler recently broke a bone in his foot, but is now restored to perfect health and (I hope) vitality. Brian Elkington will look after all your workshop and stores demands and will pass the time of day with you in a most pleasant fashion; he is to be found on Barnet 1144, which will also reach Jeff Hutchings who will sell you a car in a very kind-hearted way. We have all sorts of interesting things for sale like a nearly new V. C. Saunders dog guard



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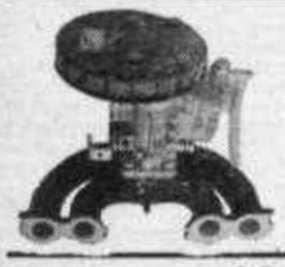


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CANNON TRIALS CAR, BUILT 1964. Offers. Davis, Coombe Side, Harrowbarrow, Callington, Cornwall. (2314

V6 3-LITRE CORTINA. JUST COM-pletely rebuilt for racing. Full racing specification, including modified Zodiac engine, etc., etc. Not yet raced, but ready for track. Immaculate. My half-share in car for sale. Any reasonable offer considered. Day tel., T. Read, Stevenage 3636. (2315

WOLSELEY HORNET SPECIAL, EW Daytona, 1934, open 4-seater. In good running order. Offers. Bailey, 26 Whichers Gate Rd., Rowlands Castle, Hants. Tel.: 573. (2316

M.G. TD, 1950. RESTORED TO PRIS-tine condition. Retrimmed, resprayed, red, recarpeted, engine overhauled. Twin spares, new hood, tonneau. M.G.C.C. member. About £245. Davis, Harpenden 61442. 2317

SPRITE MK. II, 1961. RED WITH black interior. Heater, tonneau, carpets, Cints, £290 o.n.o. Codeny, 01-654 2815. (2319

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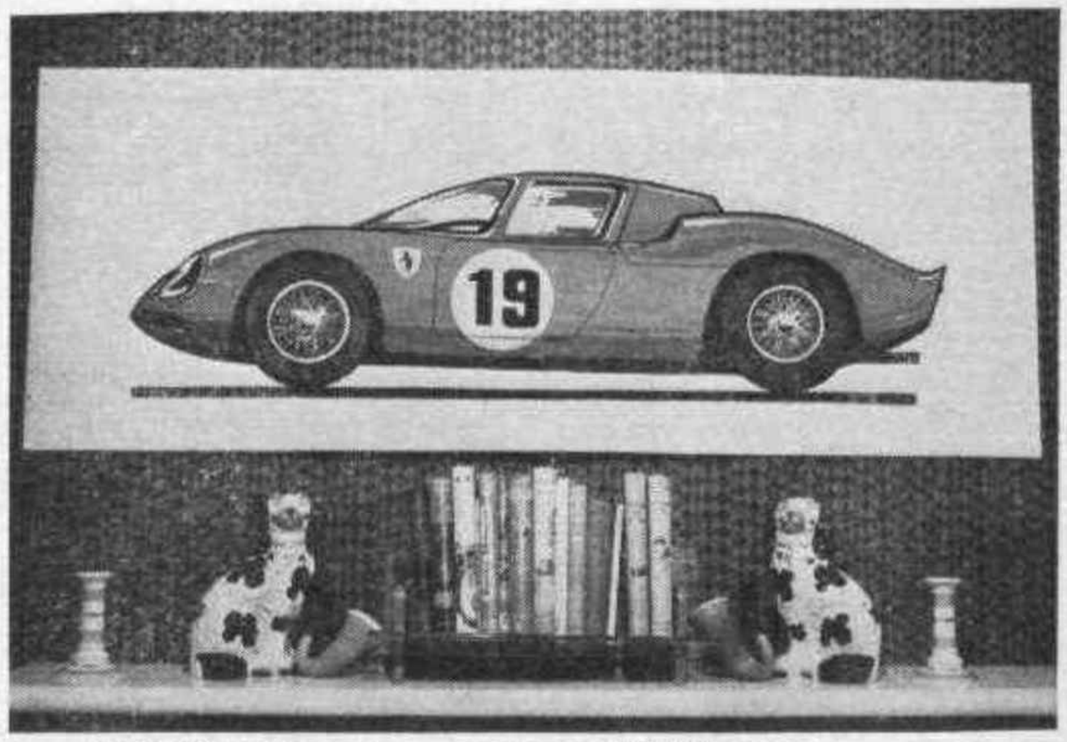
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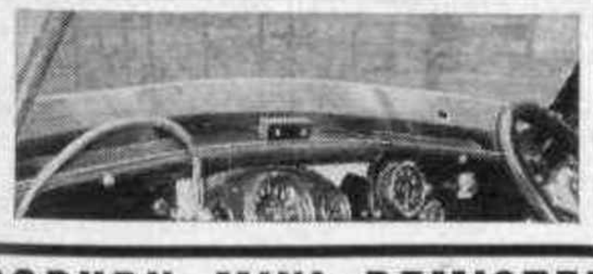
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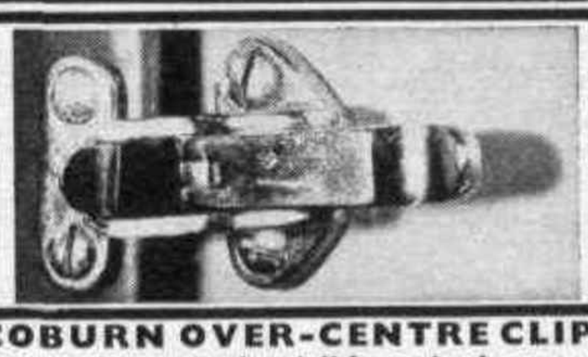
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1960 JAGUAR XK150S FIXED HEAD coupé. Immaculate in Cotswold blue with grey interior. Fitted wire wheels, overdrive, new shock absorbers, exhaust, and brake pads. Genuine 27,000 miles from new and completely without fault. £795. Tim Frost, 2 Littlepark Mansions, Titchfield Lane, Wickham 2030. (Hants.) (2392

BENTLEY — 1935 3½-LITRE PARK Ward sports saloon, genuine 41,000 miles since new! Known history. Remarkable condition. Offers over £500. Box 0693. (2393

ONE OF THE DISTINCTIVE FEW Rover 12 h.p. tourers made. Engineer's own car in attractive and excellent condition. Running in mileage only after extensive mechanical overhaul. Unused since proper respray in genuine Rover maroon. Disappearing hood and all-weather equipment. £200—no offers. Thetford, 19 Alexandra Road, Malvern, Worcs. (2394

1962 WOLSELEY 1500, MAROON. Grey leather interior fine example at £250 o.n.o. J. Kenlock, Orchard Cottage, Stoke Hammond, Bucks. Tel.: Soulbury 288 evening, daytime Bletchley 3632. (2395

1965 MORGAN 4/4 COMPETITION 24,000 miles, remote gear change, other extras. Must be sold. Phone: Holytown 2100 ext. 673 days. (2396

1275S 1964 SUNROOF, LEATHER wheel, reclining seats, carefully used, £425. Phone: Radlett 4652 evenings. (2397

HEALEY TICKFORD 1951 HIGH PER- formance sports saloon. Twin spots, heater, radio. Body and mechanics good condition, engine needs attention, financial pressure necessitates sale. Offers please. Chilton, 58 Sunny Bank, Hull, Yorkshire. (2398

LOTUS ELITE SERIES 2 1962. IN absolutely superb condition, finished in Sebring white, red interior, 1220 Climax heater, Cinturatos, £595, H.P. arranged. Tel.: Hathern 279, Leics. (2399

UNDERSLUNG VINTAGE RILEY chassis 7½ ft. wheelbase, excellent wheels and tyres. Tim Ely, Oatlands Chase, Weybridge. 43040. Business Walton-on-Thames, 20942. Private. (2400

1957 ASTON MARTIN BLOCK ASSEM- bly. Unused since overhaul. Weybridge 43040. (2401

M.G.-A. TWIN CAM, 1959, WHITE, immaculate condition, new hood, oil cooler, anti-roll bar, radio, heater, £325 or part exchange with Healey 3000. Esher 62736. (2402

FIAT 500 FITTED SUPERCHARGED Volkswagen 1200 c.c. engine and gearbox. Extensively modified by professional engineer. Bod/work re-shaped and interior fitted with extra instruments, special seat, steering-wheel, etc. Never abused in any way and in excellent condition, but should be seen to be really appreciated. Further information and photos available on request. Tel.: Weston super-Mare 22804. (2403

BENTLEY 4½-LITRE SUPER- charged with original V.D.P. body. Rebuilt to concours condition. Serious enquiries to Box 0660. (2404

CITROEN SAFARI 6-8 SEATER Estate, 1960. Above average condition. £285 o.n.o. Passfield (Hampshire) 209. (2405

M.G.-A. 1958 FIXED HEAD, GOLD Seal engine. Clutch, 5 new tyres, radio, L/rack. Much time and money spent including complete respray in blue. M.O.T. taxed £255. Holmer Green 3480 (Bucks.). (2406

1954 SUNBEAM ALPINE. VERY GOOD condition, recent respray and gearbox overhaul. New X's. All letters answered. £250 o.n.o. or exchange. H.P. possible. Cox, Dean Buildings, Chipping Norton, Oxon. (2407

SUNBEAM ALPINE 1957 (MAY), 8,000 miles, overdrive, white, black trim, owner now has company car. £800 o.n.o. Tel.: High Wycombe 20980.

M.G. TD WHITE. £150 SPENT ON engine and gearbox overhaul including new balanced crank and S.U.s. New wipers, special exhaust, washers, flashers, full harness, tonneau, fog and reversing light. Excellent condition. Very fast. £265. Box 0661. (2409

S.P. 250 AUTOMATIC HARD/SOFT tops. Tonneau, alternator. Maroon, white upholstery. 25,000 miles genuine. As new throughout. 125 m.p.h. 25 m.p.g. Similar performance to Healey 3000. Cost £1,810 in April 1964, offered at £620, or see "exchanges" column. Ring Woodward 061-832 5084. Office hours. (2410

ROLLS-ROYCE LIMOUSINE 25/30, 1937. Engine overhauled, resprayed, seat covers, offers around £500. Reid, 190 Quarry Street, Hamilton, Scotland. (2411

SUNBEAM ALPINE G.T. IV 1965, RED. Overdrive, wire wheels, new tyres, v.g.c. £585. Telephone: Farnham 5766. (2412

GINETTA G4 1966 1500 C.C. FORD engine, 5½J wheels, electric fan, hard top, 6,000 miles only, one owner, immaculate condition, offers around £600 or exchange, plus cash. Evenings, Tel.: 021-308 0224 (2413

ASTON MARTIN TOURER, 1936 2-LITRE four-seater. V.g.c. Butterworth, "Woodside," Potbridge, near Odiham, Hants. (2414

SUNBEAM ALPINE JULY 1966, OVER- drive, wire wheels, radio. Used as second car only. 14,500 miles. £720 o.n.o. Wadley, Aldershot Military 2423 (day). Week-ends Abingdon 3384. (2415

FIAT 500 SPECIAL. HYDRAULIC brakes. Ford 10 engine. Unfinished. Space wanted. £10 or offer. Seymour, "Clarendon," Netherfield Road, Battle, Sussex. Phone: 2631." (2416

PORSCHE 1600 S.C. FIXED HEAD 1965. Ivory with red interior, one owner, radio, iodine spot, new tyres, 28,000 miles. Superb condition and only needs to be seen at £1,300. Phone: 01-570 9079. (2417

BRISTOL 403 IMMACULATE CONDI- tion throughout. Rebuilt engine, 3,000 miles. Alfin drums. Remote change c.r. gearbox. New (1968) Cinturatos, brakes, cellulose, chrome, etc. First £325. Martin "Hanstead," East Hanney, Wantage. Tel.: West Hanney 676. (2418

A.C. GREYHOUND 1961 ONE OF 18 made with 2.2-litre Bristol engine, 35,000 miles. Two owners, green with off-white interior, good chromework, flickswitch overdrive, rear window demister, extra sound proofing. 01-730 7441. (2419

ASTON MARTIN D.B.2 SALOON. Fitted XK140 engine, very potent, silver blue, blue trim. £250. Tel.: Formby (Lancs.) 2778. (2420

L.H.D. M.G.-A. 1500 C.C. 1958, EXCEL- lent condition, radio, spots, tonneau, new hood. £150. Tel.: Formby (Lancs) 2778. (2421

TR4, 1963, NEW RADIALS, HOOD, usual extras. Expanding family. Realistic price. £495 o.no. "Grangeholme," Elm Close, Lavenstock, Salisbury. Tel.: 4494. (2422

SUNBEAM ALPINE IV G.T. 1964. Belts, RS5's, undersealed, 27,000, soft-top included, tonneau, Kenlowe fan. £500. Welwyn Garden 23400 ext. 3441. (2423

BENTLEY 1934 3½ DROPHEAD Coupé. Original. Good order with exceptional engine. Rare opportunity to obtain a true thoroughbred. Box 0662. (2424

G.T. CORTINA, SPACE AND PACE. 1964. One immaculate owner, 4-doors, green/white flash, underseal, many extras £425, would exchange for M.G.-B. or similar. Denham 2794. (2425

RILEY 1½-LITRE R.M.E. 1953. GREEN. Excellent condition. Fastidiously maintained by engineer enthusiast. New roof, belts, heater, electric washers, radiator blind. Special roof rack. Workshop manual. £150. Tel.: 01-668 3884. (2426

1948 TRIUMPH ROADSTER 1800. Recent reconditioned engine, clutch etc., M.o.T., taxed. For £60 a bargain. Sale due to change of address. A. Payne, 9 Church Street, Corsham, Wilts. weekend viewing, Colheridge, near Worcester. (2427

M.G.-A. 1600 FHC., G/SEAL, W/ wheels, tartan red, radio, s/belts, many extras. Mechanically very sound, body excellent. £315. Sevenoaks, 61575. (2428

RILEY 2½ 1951. V.G.C. NEW M.O.T. £85 including spares. 16 College Road, Alsager, Cheshire. (2429

COOPER 1275S 1966, PRIVATE USE only, 19,000 miles. First class condition, many extras. First reasonable offer or exchange early Elan or Healey 3000. 14 Westgarth, Wharlton Grange, Westerhope, Newcastle-upon-Tyne 5. (2430

M.G. TC, WHITE EXCELLENT CON- dition throughout. £200 o.n.o., Schlosser, 520-0524 (evenings). (2431

TRIUMPH ROADSTER 1800, 1948. Bodily and mechanically in very good condition, reconditioned engine and new hood 15,000 miles ago. £60 o.n.o. Batey 673-4583 (evenings), TRA 2273 (days). (2432

AUSTIN SEVEN BOX SALOON. EX- cellent condition and original throughout. M.o.T. £100. 297 Castle Hill Road, Totternhoe, Dunstable. Tel.: Eaton Bray 656. (2433

M.G.-A. IMMACULATE 5J's, VARIOUS extras, £295. Burgh Heath 50202 for a superb car. (2434

M.G.-A. 1500 GREY, GOOD CONDI- tion, very clean, new batteries, hood, tonneau, carbs front shock, coils/motor, outsize rears. M.o.T. 1968. £230. PAL 9838. (2435

WILLMENT SPRINT CORTINA G.T. September 1964. White, grey flash, fully balanced engine, competition clutch, uprated second gear. Special seats, instruments, anti-tramp bars, air horns, sump/tank shields. Immaculate. £475 o.v.n.o. Phone: Ashford MX. 52324. (2436

T.V.R. 1961 Mk. II. 1600 M.G. UNIT, various new mechanical parts, full details on request. Outstanding performance. An enthusiast's car at the sensible price of £340. Bate, 54 Kipling Avenue, Bath. (Bath 61727). (2437

ALVIS TD21 1960, WHITE, MANUAL, wire wheels S.P.41 H.R. tyres, radio, electric fan/aerial, 38,000, new engine 5000, all modifications, one of the best in country. Watford 28482. (2441

AUSTIN-HEALEY 3000 Mk. III, ICE blue, every extra including w.w., overdrive, radio. 22,000 miles, new, Cinturatos and exhaust. £675 or exchange good "Spridget" with cash adjustment. Mann, 5 Standard Road, Downe, Kent. Farnborough 51673. (2438

ONE OF THE RAREST AND CER- tainly the most beautiful sports cars ever built. 1964 Alfa Romeo 2600 Spyder, white, black hood and interior, 36,000 miles, radio, 5-speed gearbox. This magnificent car has been a most treasured possession and is absolutely immaculate. £795. Byfleet 45595. (2439

TR4 1963 SURREY TOP. LOW MILE- age, two owners, good condition. Offers. Southend 79174. (2442

BUICK STRAIGHT 8, 1937. IMMACU- late condition only done 33,000 from new, choice of 2 cars, offers. Preston, Thorpe, Ashbourne, Derbyshire. (Thorpe Cloud 209). (2443

1933 ROLLS-ROYCE 20/25 CHASSIS. Good running order. Halifax 81475. (2444

1926 ROLLS-ROYCE 20 H.P. 4-SEAT tourer. Replica Barker body just completed. Halifax 81475. (2445

PORSCHE 1600 356A. ALMOST RE- built. 12-volt, alternator etc. £350. Tel.: 560-2151. Ext. 211 or evenings MAC 8536. (2446

M.G.-B. 1963 OVERDRIVE, WIRE wheels, Cinturatos, belts, radio, tonneau, heater, woodrim wheel, etc. Chelsea grey, £465. Bowyer, Tel.: Cobham 4653. (2447

ASTON MARTIN D.B.24 1956 SALOON. Excellent mechanical condition, new Cinturato tyres. Slight body change, at front and rear. Hence £195. Phone: Nottingham 256676. (2448

REQUIRES NEW FEET, BUT GOOD body/innards. TR2. Hard Top, heater, etc. M.o.T. Haggle round. £125. Manchester (PRE 1707) daytime. (2449

1275S, COOPER, 1965, IMMACULATE. £480 or part exchange M.G.-B., 7 Victoria Road, St. Annes 26204. (2450

1965 M.G. MIDGET B.R.G. BLACK interior, wire wheels, wing mirrors, belts, A.R. bar, R. Light. Showroom condition. M.o.T. January 1969. 17 The Greenway, Sandiacre, near Notts. Tel.: Sandiacre 8363. (2452

1932 M.G. J2. IMMACULATE CON- dition. Rebuilt, resprayed, re-upholstered. New tyres and s.descreens. "C" Type close ratio gearbox. Completely original. Lots of spares. Probably the best in this part. £125. Tel.: Bristol 681410 (after 6 p.m.) (2453

D.B.2 ASTON, BREAKING FOR SPARES. No bonnet. £250 spent on engine and box 1,200 miles ago. Jackson, 32 Farnway, Braunstone, Leicester. (2454

ALVIS THREE LITRE, 1952 SALOON, genuine engine rebuilt by enthusiasts, sound coachwork and excellent tyres, a smart vehicle, £150 o.n.o., Padwicke, 16, Broomfield Road, Welwyn, Hertfordshire. (2455

1952 M.G. TD. GOOD CONDITION, but requires new hood. £225. o.n.o. Parrott, 5, Osborne Close, Wrexham. Tel.: 3986. (2456

1938 M.G. VA FOR ENTHUSIAST. M.G. Red/Court Grey, genuine 54,000 miles, superb condition. M.o.T., offers Tel.: 01-954 1771. Harrow. (2457

ALFA-ROMEO GIULIA SPIDER, 1964. Open sports 2-seater, 5-speed gearbox. Disc brakes. Right-hand drive. Radio. Blue/black interior. Meticulously cared for. Accept £620. Tel.: Uxbridge 34144. (2188

JAGUAR XK150S ROADSTER, 1960, 3.8- litre. Triple carb. engine. In superb condition. Overdrive wire wheels, etc. Bills for recent overhaul. Exchange for W.H.Y. or sell at realistic price of £350 o.n.o. Tel.: Leeds 685178. Glick, 170 Nursery Lane, Alwoodley, Leeds, 17. (2189

ROLLS-ROYCE 1936 20/25 LIMOUSINE. Park Ward. Disappearing division. Hide trim. 86,000 miles. Reg. No. DHK 234. Body renovated, rechromed. In excellent condition. Black over rich burgundy. Photos supplied. Offers. J. Barnes, 11 Hollowgate, Chapeltown, Sheffield. Tel.: Ecclesfield 3899. (2190

MERCEDES-BENZ 300B CABRIOLET, 1954. This rare and much-sought-after model, with excellent history, must be one of the finest examples on the road today, being of outstanding condition, both bodily and mechanically. Genuine reason for sale. Offers around £550, or exchange. Box 0635. (2191

JOWETT JUPITER, 1952. EXCELLENT mechanics. Reground crank, gearbox overhauled, new clutch, track rod ends and front wheel bearings. Body good. Taxed and M.o.T. £125. 01-REN 3065. (2192

1938 M.G. SERIES "T". ENGINE EX- cellent body, needs slight restoration. £70 o.n.o. Stephens, 5 Joyce Ave., Blackpool. (2201

ALFA ROMEO GT SPRINT, 1965. White, 38,000 miles. One owner. Director. Perfect condition. Radio, belts, mirrors. £985. Office hours, Wolverhampton 20044. (2197

1965 COOPER S 1275 GREEN/WHITE. One titled lady owner and only 8,000 repeat 8,000 miles since new. Fitted Taurus-tuned engine, twin tanks, oil cooler, inertia reel belts and radio. The original tyres are scarcely worn, and the car is barely run-in. This must be the finest Cooper S in existence. £535. Byfleet 45595. (2440

ROLLS-ROYCE PHANTOM 3, 1936. Good condition all round. £425. Box 0636. (2193

MUCH ADMIRED TR3A. (1959), MON- za red, many extras, u/seal. £255 o.n.o. Tel.: Caldy 8727 (Cheshire). (2452

RILEY 2½-LITRE, 1950. B.R.G. AND ivory, fawn leather upholstery, mahogany facia and door surrounds. Seat belts, reversing and spot lamps, tachometer, flashing indicators. Largely overhauled during last 12 months, including full bottom overhaul. Beautiful car, in excellent condition. £220. Bartlett, 20 Gallows Hill, Kings Langley, Herts. 5176. (2194

BREAKING ALVIS SALOONS, 19.86. RE- bored engine. Reconditioned starters, carbs., springs, steering boxes, stubpins, gearboxes, diffs. 550 x 19 tyres. S.a.e., Sayers, 133 McKinlay Cres., Irvine. Tel.: 2930. (2195

BEAUTIFUL 1952 LAGONDA. £100 JUST spent. 70,500 miles believed genuine. Excellent mechanically, bodily and tyres. £295. Write, Long, Monkeypuzzle, Windmill Hill, Herstmonceux, Sussex. Tel.: 2122 (2196

TRIUMPH 1300 T.C. DEC., 1967. 105 m.p.h. conversion. Electric fan, rev. counter, Cinturatos, Motorola radio, Interior Silent Travel, inertia reel belts, reversing lamp, two Cibié fog lights, quartz iodine headlamp conversion. 3,700 miles only. Cost £1,100 new. Now offered at £885! Basingstoke 3896. Mr. Glosson. (2198

1925 ROLLS-ROYCE 20 PARK WARD 4- door tourer. 3-speeds. R.W.B. Twin sidemounts. Rear leather trunk. Engine rebuilt. New hood. Connolly hide interior, tonneau, sidescreens, carpets. £1,650. Box 0637. (2199

M.G. TA. EXCELLENT CONDITION. Engine reconditioned. Good battery, new hood. Year M.o.T. Taxed. £125. Southampton 47402. (2200

LAGONDA 1951 DROPHEAD COUPE. This car is in Concours condition, renovated to maker's specification with rebuilt body frame. Finished in immaculate opalescent green, fawn P.V.C., fully lined hood and replated chromework. The beige interior has upholstery renovated and re-dyed by Connolly, new Wilton carpet and repolished woodwork. The completely rebuilt engine is perfect, brakes overhauled and Cinturato tyres fitted. 1,500 miles since complete rebuild. Further details and picture upon application. Offers to S. Bowchier, "Ar-y-Bryn", Llandewi Skirrid, Abergavenny, Mon. (2202

COOPER 1275S, 1966. UNDER 16,000 miles. Tacho, oil cooler, newish G800s. Unmarked. Any test. £560 o.n.o. 01-SIL 8254. (2203

MAGNETTE LATE ZA, BLUE, RED IN- terior. Low mileage. Tyres good. Carefully maintained. Few owners. Excellent condition. Nice model. Taxed. £165. 13 Stephen Hill Rd., Sheffield 10. (2204

M.G. TA. BEAUTIFUL CONDITION. Engine completely overhauled. £165 o.n.o. Tel.: Limpfield 3292 (Surrey). (2548

1939 ASTON MARTIN INTERNATION- nal. First-class condition. Details (London) Box 0681). (2549

PVT 1931 M.G.-M TYPE. ORIGINAL body, completely rebuilt. Highly competitive in trials. Offers above £250. Another completely original, £100. Another in pieces, £50. Many spares. 7 Lodge Drive, Hatfield, Herts. Hatfield 63278. (2550

BUGATTI. BRESCIA MODIFIED 2- seater body. Engine dismantled. Offers. Box 0682 (2551

TR4. SUPERB CONDITION. ORIGINAL paintwork. Engineer-owned, serviced. Overdrive, wirewheels, tonneau, Strombergs. 1963. £500. 1115 Kingsbury Rd., Erdington, Birmingham. Stechford 4526. (2552

1957 3-LITRE LAGONDA IN BUR- gundy and silver. Excellent condition. Only two "money no object" owners. Push-button radio, spot/fog lights, five excellent Cinturatos, £375. Hertford 4525. (2553

UNREGISTERED ROCHDALE OLYM- pic. Special lightweight car in full racing trim. 1100 Cosworth engine, 5-speed gearbox, discs, alloy wheels, etc. £545, or converted to road tune £395. Hertford 4525. (2554

TR4, 1962. O/DRIVE. W/WHEELS. Radio, all extras. Immaculate. Quick sale £475. 66442 Nuneaton. (2555

MASERATI A6 2-LITRE. TUBULAR spare frame. GT alloy body, Borrani's, triple Webers. Regd. 1960. Very rare car, only 18 built. Original cost £8,250. £575. Box 0683. (2556

ABARTH FIAT 595, JUNE, 1967. WHITE, blue flash, seat modification, new tyres. Immaculate. Reluctant to part with for £460. H.P. available. Tel.: Liverpool Hale 2145. (2557

1967 M.G.-B. HEATER, SPOTS, WIRE wheels, tonneau, folding hood. Old English white. £740. Probert, 103 Cliff Rock Rd., Redral, Birmingham. (2558

ROLLS 20 H.P. 1926 LANDAULETTE. Superb motor car in Concours condition. V windscreen, mascot, handbook. M.o.T. £1,285. Box 0684. (2559

AUSTIN NIPPY, 1934. RESTORATION virtually complete. M.o.T. £100. 01-864 1873. (2560

RILEY 1½, 1950. BLACK. GOOD CON- dition. £150. Ladkin, 44 Skip Lane, Walsall. (2561

ENTHUSIAST'S SPRITE. NEW ENGINE, B.M.C. h/t, new s/t, tonneau, Weslake head, Howe exhaust, Weber carb., oil cooler, a/r/b, special seats, B.M.C. competition cam, also four extra racing wheels and tyres, radio, heater, instruments. Will haggle £425. 01-653 1044 (office). (2562

ACECA. A.C. ENGINE. RECENT OVER- haul. Light metallic green. Overdrive, seat belts. Very good condition. £360 o.no. Potters Bar (Herts.) 54121. (2563

FOR SALE—continued

ASTON MARTIN D.B. 2/4, MK. III. Triple S.U.s, twin exhaust system, Reutter reclining seats. Good condition, body and mechanicals. Box 0687. (2564

1959 RUDDSPEED VOLVO 1125. W/ wheels, lowered suspension, Koni's, Cinturatos. Engine overhauled, new gearbox/clutch, twin-speaker radio, Marchals and S.B.s. Enthusiast's car. Immaculate condition throughout. £390. P. Jones, Mitcham, Surrey. Tel.: 01-648 9803. (2565

MORGAN PLUS 4 D.H.C., 1961. 28,000 miles only. B.R.G. Wire wheel, Cinturatos. £455 o.n.o. Lesh, 1 Serpentine Rd., Poole 2119 (Dorset). (2566

ROVER 12 COUPE, 1934. TH'S PRECI-ous member of family, in daily use, reluctantly offered at £100 with spare engine, gearbox, axles. Pinney, 2 West Rd., Emsworth, Hants. 3320. (2567

ROLLS-ROYCE 1929 SALMONS TOUR-er. 1933 Hooper limousine. Both need restoration. £700. Will not separate. Box 0685. (2568

A.H. 3000 MK. III, 1965. B.R.G. OVER-drive, five excellent Cinturatos, new exhaust, adjustable steering column, special driving seat, anti-theft device, heater, Radiomobile, tonneau. Immaculate. £780 o.n.o. Tel.: Hathern 425 (Leics.). (2569

BENTLEY MK. VI, 1949. S.S. 110,000 miles. Resprayed by Rolls agents. Velvet blue with ermine white side panels. Engine, exhaust, brakes overhauled. Good tyres and battery. Original radio and logbook. Sliding head. £475, or exchange large saloon or estate car. Godfrey, First House, Exeter Rd., Teignmouth, Devon. Teignmouth 1575. (2570

1935 ROLLS 20-25 HOOPER SPORTS saloon. Offers around £500. Waters, 1 Montpellier Gdns., Cheltenham. (2571

BENTLEY R-TYPE, 1953 MODEL. NOT immaculate, but runs well. Taxed. M.o.T. May. What offers? Exchange considered. Also Rolls 20 Chassis, 1928. Oxford 61432, evenings. (2572

M.G.-A, 1959. METALLIC BLUE. LUG-gage rack, heater, recent new hood, clutch, Cinturatos, brake linings, front s/absorbers. £240. Solihull 7757. (2573

ASTON MARTIN D.B.4 SUPERLEG-gera. Wine, with black leather upholstery. Magnificent condition. H.R.W., radio, works manuals, history. £895 o.n.o. Wimborne 4241 (office). (2574

XK 150S 3.8 JAGUAR, 1960. B.R.G. Drop-head coupé with fitted overdrive. Excellent body and mechanical condition. £675. 01-235 4001. (2575

JUST MARRIED AND WIFE REFUSES to continue carrying spanners in handbag. So must sell 1965 Lotus Super 7. £450 o.n.o. Any trial welcomed. Tel.: Malpas 366 (Cheshire). (2576

JAGUAR XK 120 1954 D.H.C. AN EX-cellent example of this classic car, fitted with many extras. Offered at a post-budget investment price of £195. Tel.: Harpenden (Herts. 5241, office hours, or 4110, evenings.) (2577

1962 TURNER FORD 1340 C.C. GOOD hood, tyres. £225 o.n.o. Tel: Mike, Marton (Warwicks.) 567. (2578

VOLKSWAGEN 1500N SALOON. REG. Aug., 1963. Immaculate condition. Low mileage. Second car. £400 o.v.n.o. "Winster," Holme, Carnforth, Lancs. Tel.: Burton 336, evenings and weekends. (2579

RARE JENSEN 541 1955 ABBOTT CON-vertible. Green, fawn leather. Fitted overdrive. Konis, nearly new Xs. Recent bills for £250. Remarkable value at £395. Taxed. 01-723 9114 (days). (2580

GOLD BOND EQUIPE, NOV., 1965. 16,000 miles. One lady owner. Taxed. £450. Letters, please, 51 Sandy Lodge Rd., Rickmansworth, Herts. (2581

LOTUS ELAN 1966 S.2. RED. 23,000 miles. Hardtop, tonneau, radio. £950. Take Mini or similar part exchange. H.P. possible. St. Mawes 265, Cornwall. (2582

XK150 1960 F.H.C. SE MODEL. EX-cellent bodily and mechanically. Low mileage. Two previous owners. £555 o.v.n.o. Tel.: 021-458 4572. (2583

ASTON MARTIN D.B.4, 1961. GOOD all round. Reconditioned engine, new Cints. Urgent sale. £850. Tel.: Rudgwick (Sussex) 543. (2584

FRAZER-NASH T.T. REPLICA, 1933. Meadows engine. Excellent condition. Offers. Box 0686. (2585

M.G. TD MK. II. RED. GOOD CONDI-tion. Recent complete engine overhaul. New hood, sidescreens. Fog, spot, luggage rack, full tonneau. £300. Tel.: Wisbech St. Mary 239, Cambridgeshire. (2586

M.G.-A. 1500, 1957. LIGHT BLUE. Garaged for winter since respray. Good condition. 13,000 miles new engine. Convertible hardtop. Taxed. M.o.T. £250. Weekday evenings, weekends till Apr. 11th. Benson, 108 Newhouse Pk., London Rd., St. Albans. (2587

FORD ZEPHYR SIX, 1965 MODEL. Maroon. Radiomobile, seat belts. 37,000 miles. Immaculate throughout. £410 o.n.o. Southampton 69416. (2588

SPRITE MK. I. NEW CINTURATOS, Abarth exhaust. Quick sale, £165 o.n.o. Buckhaven, Fife. Tel.: Buckhaven 2239. (2589

P.V.T. M.G. PA, 1934. 2,000 MILES since recellulosing and engine, chassis, steering and brake rebuild. New electrics, tyres and top. Excellent investment in these times of rising prices. £185. S.a.e. for photo and details. P. Meeks, 57 Rose Valley, Brentwood, Essex. (2590

RARE, BEAUTIFUL AND THOROUGH-bred 1949 Singer Roadster. Vintage type character. Soft top, tonneau, 1074 c.c. o/h cam engine. Sincerely finest example seen, possibly a museum piece. £325 or nearest highest offer. Mr. Down, 24 Golden Hill, Horfield, Bristol, 6. (2591

FOR SALE—continued

1958 PORSCHE 356A COUPE. R.H.D. Body good. New clutch, battery, engine just replaced. Sold with complete spare engine (running). £450 o.n.o. Tel.: Birchley 01-928 9511 (office). (2592

1911 RENAULT AX TWO-SEATER. Dickey. Excellent condition. Three owners since new. V.C.C. dated. £1,650. Ferndown 3209. (2593

M.G. TC, 1949. NEW WEATHER equipment. Recent silver-grey respray and mechanical overhaul. Real crumpet catcher. Haggle from £250. Baines. Tel.: Clacton-on-Sea, Essex, 21488. (2594

RILEY 1½ RMA, 1947. ONLY 56,000, New M.o.T./tyres. Garage maintained. £195. 26 Shepherds Way, Ringmer, Sussex. (2595

1933 AUSTIN TWELVE. HAS BEEN IN the open for four years at my farm. Ideal for spares. Hope, Heath Rd., Huntingdon. Tel.: Warboys 493. (2186

ANASTASIA 1924 ALVIS 12/50 TOURER. Early barrel-sided. 67,000. Two owners. 30 m.p.g. 70 m.p.h. M.o.T. Many spares, including artillery and wire wheels, new magneto. Needs hood. Beautiful original condition. New coach paint. Must go. £595. Rosecroft, Dark Lane, Romsley, Worcs. (2187

CONCOURS SUNBEAM MK. III, 1955. Taxed. M.o.T. October. Overdrive, many extras. Worth over £175 but will accept reasonable offer. Tel.: 01-467 5675. (2613

BALILLA FIAT, 1936, 1-LITRE 2-SEATER sports, original, finned tail, rebuilt engine; delightful. £350. Tel.: Brighton 56315. (2614

DAIMLER SP250, OCT. '63. 'C" SPEC., new engine and hood, wire wheels, wood rim; excellent condition. £625 o.v.n.o. Tel.: 01-794 5626. (2615

TR4, 1964, OVERDRIVE, CINTURATOS, Surrey top, special seats, many extras. £600. Tel.: Hertford 5532. (2616

MARCOS GULLWING GT, 1962, EX-WORKS, unregistered. Cosworth 1,000-c.c. Mk. II. Hewland 5-speed. Excellent, ready to race. Wanted: Historic racing car, prefer M.G., any order, high price paid. Churcher, 2 Beaufort Rd., Winchester. Tel.: Winchester 5401, extension 383 (daytime). (2617

1961 FORD THAMES 15-CWT. VAN. EXCEL-lent condition, clean, pleasant interior; fitted passenger seat, heater and side loading door. Good tyres and battery. Must be sold. £70 or best offer. Tel.: 01-940 5591. (2618

BRISTOL 400 AND 401 FOR SALE, EXCEL-lent condition. £150. Also 401 spares and completely reconditioned exchange engine, 85 and 100 Series. Wanted: Bristol, any condition. 7 Barnsley Rd., Birmingham 17. Tel.: 021-BEA 2220 or 01-450 6176. (2619

S.S. JAGUAR 1½-LITRE, 1946, IN GOING order. Body and engine need a little attention. £45. Also new tyres: two 600 x 18, two 550 x 19. M. C. Geary, Northview, Kingston, Ringwood, Hants. Tel.: 3863. (2620

ASTON MARTIN DB2/4, MK. I. FINE CON-dition. Grey. Engine overhauled, rewired, recarpeted, new battery. Tel.: Thatcham 3253 or 01-607 0805 (after 7 p.m.). (2621

JAGUAR, 1947, 2½-LITRE. LOW MILEAGE. Sun-roof, radio, tools, manual. Engine overhauled, cost £100. New twin exhaust, battery and brakes. Body and paintwork immaculate. Rolls-Royce headlamps. Year's M.o.T. £350 o.n.o. 187 Hillcrest Rd., Hornchurch, Essex. (2622

BENTLEY, 1939, 4¼ MR, OVERDRIVE, PARK Ward saloon, good condition, recent engine overhaul. Offers. Tel.: Woking 62825. (2623

LOTUS ELITE, RED. RECENT RESPRAY. Stage II mods., engine just rebuilt. SP41s. Lotus maintained. Cost £425. Tel.: LAR 2772. (2624

RILEY 1½-LITRE, 1948, BLACK. EXCELLENT engine and tyres; radio. M.o.T. £100 or near offer. Box No. 0691. (2625

DOCTOR'S COUPE. AUSTIN SIX WITH special Gordon England 2-seater coupé body with dickey seat. Approx. 1932 vintage. £100 o.n.o. Genuine inquiries, s.a.e. to Rose Cottage, Colwinston, Glamorgan. (2626

MAGNIFICENT M.G.-A F.H.C., 1960, WITH 1963 1622 engine. Recently rebuilt, resprayed and refurbished throughout. Black/opalescent bronze (even paint in boot). All usual extras, some unusual. Successful applicant will bring £350. Linton, Tel.: CUN 8942. (2627

M.G. PA 4-SEATER. RESTORED THROUGH-out. Engine rebuilt, new upholstery, chrome, wiring, resprayed, etc. Completely original. £160 o.n.o. 15 Ollards Grove, Loughton. Tel.: 01-508 1812. (2628

ASTON MARTIN DB2/4 SALOON, BLUE with grey interior. 1955, first registered U.K. 1959. 3-litre Vantage engine. Monte Carlo Rally competitor. Good, clean example of this famous *marque*. Taxed and M.o.T. of course. £495, or very near offer. Tel.: Preston 58458 or Forton 665. (2629

M.G. MIDGET, NOV. 1961. EXCELLENT condition. Weber. H.P. arranged. £260 o.n.o. Tel.: Borough Green 2373 (Kent). (2630

MORGAN 4/4, 1961. IN EXCELLENT CON-dition throughout. 12 months' M.o.T. £285 or offer. Lee, 1 Shaw Lane, Leeds 6, Yorks. (2631

M.G. TA, 1938. GOOD CONDITION, NEW batteries and steering box. £105. Nicholls, 11 Christchurch Rd., Worthing. (2632

M.C. M-TYPE MIDGET, 1930. COMPLETELY restored. Fabric-covered body with slab tank. New battery, tyres, hood, tonneau, upholstery, etc. Sensible offers or exchange Sprite considered. Seen Surrey. Box No. 0692. (2633

TR3A, S.A.H. 135-B.H.P. ENGINE, H/S., overdrive, w/wheels, many extras. £100 just spent on complete overhaul. Very fast. £365 o.n.o. Available after Easter. S. Gee, 5 Oldfield Rd., Bath. Tel.: Bath 3988. (2634

JAGUAR 3½-LITRE MK. V SALOON, BLACK/ cream. Completely original, virtually unmarked, mechanically and bodily almost showroom condition. 52,000 miles only. New SP41s. Best offer accepted. Tel.: Bagshot 3366 (evenings). (2635

WANTED

38/250 S.S. MERCEDES CARBS. AND manifold urgently required. Anyone who can help please contact Fergus Preparations, North St., Bourne, Lincolnshire. (2205

BUGANTICS FOR 1953 AND EARLIER issues. Some duplicates for exchange. Box 0638. (2206

WANTED, M.G. TF, TD, TC, TA. ANY condition, good, bad, or smashed. Good price paid. Write, 4 Cruikshank House, London, N.W.8, or Tel.: 01-722 8952. (2207

ASTON MARTIN 1½-LITRE OR 2-LITRE speed model wanted. Good price paid for fairly original car. Tel.: Medway (Kent) 42028. (2208

THOROUGHBRED PRE-WAR OPEN sports car wanted privately. Original, complete and in good running order. Please write, Rae Smith, Flat 6, 156 Sloane St., London, S.W.1. (2209

WANTED, ROLLS-ROYCE OR BENTLEY saloon, coupé or convertible, not limousine. The car should be in good condition, 1930-1940 preferable. Please send all details and photo to Ola J. Borge, Lonevaag, near Bergen, Norway. (2210

ALL KINDS OF OLD CARS, RUSTY OLD ones, open cars, we buy everything, everywhere. Pay good prices in English or foreign money. Offers to Alexander C. Comes, Haarlem, Holland, Halbertsmastraat 35. (2211

WANTED, AUSTIN ULSTER OR ANY Austin 7. Photos returned. Box 0639. (2212

WANTED, E-JAG, L.H.D. EXCELLENT condition. Cash. J. Ford, 197a Lakenheath, Suffolk. Eriswell 2460. (2213

SPRITE OR MINI PLUS CASH FOR 1966 Turner 1500 Sports Mk. III. Box 0640. (2214

MARCOS 1963/64, A CLEAN, UNUSED model required. Buckley, 36 Knoll Rise, Luton. (2215

REGISTRATION NUMBER JW 11, 22, 33, etc., or JS 11, 22, 33, etc. Write stating price, Box 0641. (2216

SHORROCK SUPERCHARGER KIT suitable for 848 Mini. Tel.: Billericay (Essex) 2138, evenings. (2217

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1930-32 ROLLS PHANTOM II FOUR-door sedan or sedanca-de-ville. Under £900. Full details and photographs to 6 Mount Drive, Reigate, Surrey. (2219

MORGAN PLUS 4 WANTED, 1956 ON-wards. 2 Tyrrells Close, Harwell, Berks. Tel.: Harwell 200 (evenings). (2220

SILVER DAWN OR CHASSIS, ANY condition. Newcastle, Staffordshire, 69644. (2221

M.G. PB, PREFERABLY ORIGINAL. Condition immaterial. P.A.N., 18 Dorstable Rd., Newport, Mon. (2222

WANTED, SHORROCKS/ROOTS SUPER-charger for M.G.-A. Chambers, 25 Cross Rd., Bromley, Kent. (2223

WANTED, RESTORABLE VINTAGE Austin 7 with original bodywork. Other small car considered. Details, Snape, 19 Moor Ave., Penwortham, Preston, Lancashire. (2224

WANTED, BUGATTI TYPE 57, PREFER Atalante coupé. Consider similar quality car. Full details plus photo if possible, to V.S.C.C. member, 66 Preston Hill, Kenton, Harrow, Middx. (2225

BENTLEY 1931-1939 SALOON PLUS D.H.C. required. Full particulars to Mr. Needham, 82 The Straits, Gornal, Dudley, Worcestershire. (2226

LAGONDA AND ASTON MARTIN wanted for spares. Any model, condition or location, if cheap. Box 0642. (2227

REAR AXLE FOR BRISTOL 405. Whitaker, "Laundside", Laund Rd., Accrington. Tel.: 35690. (2228

WANTED, ALFA, ASTON, BENTLEY, Bugatti, S.S.100, B.M.W. 328, Lagonda, or any open sporting type car. Please forgive Box No. advertisement, car is required for advertiser's wife for birthday present, and address would give the game away to her. All replies answered and photos returned. Box 0643. (2229

AUSTIN HEALEY 3000, 1966 OR THERE-abouts, wanted. Must be good. Tel.: Yockleton 632 (Shrewsbury). (2230

WANTED, CYLINDER HEAD COM-plete with rockers, valves, springs, carbs. and cover for 1967 Mini Cooper. Also 4-cyl Tacho, woodrim wheel and W.H.Y.? for Mini. Also Triumph T110, trophy, Bonneville, 1958-62. Box 0647. (2231

ROLLS-ROYCE PRE-WAR WANTED. Any model or condition considered. Box 0644. (2232

LAGONDA RADIATOR, PREFERABLY trackworthy, for vintage 3-litre. State condition, core and shell, how mounted. Roy Paterson, 64 Ella St., Hull. (2233

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BENTLEY BENTLEY, OF ANY MODEL and style. Also Rolls-Royce of character. Box 0645. (2235

WANTED, WORKSHOP MANUAL, MOR-ris ten-four, 1934. Tel.: 01-734 3500, office hours. (2236

WANTED, 1937 BENTLEY 4¼-LITRE two-door, Vanden Plas coachwork (no substitutes, please). Wanted by poor American student. Condition not important, but must be good mechanically. Please send picture and price to W. R. Patton, 210 Taviatock Ave., Los Angeles, California 90049, U.S.A. (2239

WANTED—continued

MORGAN PLUS 4 WANTED, AROUND £300-£400. Must be good condition. Tel.: Doncaster 53786. (2237

BOOT RACK FOR M.G. TC. MISS Holt, Towers Hospital, Leicester. (2238

JAGUAR XKL20 FIXED HEAD COUPE wanted. Must be in excellent condition. Up to £400 offered for the right car. Would also consider Lotus Elite. Box 0648. (2240

WANTED, VINTAGE FRAZER-NASH "chain gang". Price, condition to C. H. Niver, R.D. 1, Fulton N.Y. 13069, U.S.A. All letters answered, all photos returned. (2241

REBUILT B.M.W. PRE-WAR 2-LITRE. 6 cyl. engine, as in 319 and similar models. Box 0649. (2242

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QUALITY MOTOR CAR DESIRED. POST or pre-war. First choice Rolls-Royce or Bentley. Consider others. Any coachwork. Maximum £1,000. Prefer less to permit Concours refurbishing. Kindly send particulars and photographs. Box 0650. (2244

V.S.C.C. MEMBER SEEKS OPEN-BODIED Edwardian or vintage car. Must be worth over £2,000, but no top limit. Box 0651. (2245

JOHN BRITTEN WILL PAY A FAIR price for your well-kept sports car. 31 Moscow Rd., Bayswater, W.2. 01-727 2707, and Arkley, Barnet, Herts., 01-449 1144. (2246

DESPERATELY WANTED BY ENTHUSI-ast, any vintage or post-vintage saloon or tourer, in tatty condition or otherwise. Must be reasonable, as funds are limited. Will collect anywhere. Bradley, 55 Cricklewood Lane, London, N.W.2. GLA 5072. (2247

OPEN ROLLS-ROYCE OR BENTLEY required. Must be very good mechanically although no objection to some bodywork or interior restoration. Tel.: Narborough (Norfolk) 260, or write: Foster, Narford, Kina's Lynn. (2481

1936/1938 ASTON MARTIN TOURER/ sports or 1929 Red Label Bentley for renovation. No wrecks. £100 available. Grindleford 213. (2482

WANTED, MORGAN V-TWIN THREE-wheeler. Photo appreciated. P. Phillips, 29 Park Ave., Blackburn, Lancs. (2483

MARCOS 997C.C. 1098 C.C. THROUGH recognised dealer. Details to Dungan, 8 Onslow Gardens, S.W.7. (2484

WANTED, LOTUS 11 OR 15 CLIMAX. Immediate cash. 10 Kersfield House, Kersfield Rd., London, S.W.15. Tel.: 01-789 3039. (2485

HELP! CAN ANY ENTHUSIAST OFFER accommodation for 1932 Austin 7 in dire danger of being towed away? Anywhere within 30 miles of London where impoverished owner can work on car. Tel.: Mr. Seddon, 01-937 5975, after 6.30. (2486

WANTED, CRASHED LOTUS ELAN BY private enthusiast. J. Scanes, "Chadwell Arms," Chadwell Heath, Romford, Essex. Tel.: SEVen Kings 1860. (2487

ASTON MARTIN BONNET FOR DB2/4 required. Fooks, Kings Lane, Coldwaltham, Pulborough, Sussex. (2488

WANTED, HEALEY SILVERSTONE, must be E-type. Body condition immaterial. Cash waiting for sensibly priced mechanically good car. North West area preferred. State price. Box 0667. (2489

BM 1, BWM 1, MN 1, CRM 1, BNM 1, DMN1, DNN1, HJN1, CTN1, and TNW1, or interesting low registration number received. Box 0668. (2490

ALVIS TA21. SOUND ENGINE WANTED or offers for car less engine. C. D. West, 51 Nottingham Rd., Kimberley, Notts. (2491

WANTED, DISTINCTIVELY NUMBER-ed registration RDB. Bush, 39 Blackbrook Pk. Ave., Fareham, Hants. (2492

RA REGISTRATION WITH LOW OR significant number. Any number considered. Allen, Hill Rd., Billingham, Co. Durham. (2493

WANTED ELVA COURIER, PREFER-ably Mk. 11. Condition not too important. Must be reasonably priced. Kinsman, 13 Ellenborough Close, Bracknell, Berks. Tel.: Bracknell (0344) 23313, evenings. (2494

WANTED, AUSTIN HEALEY SPRITE, Mk. 1, 1959. A1 body and mechanics, hood and hardtop. Information returned. Box 0669. (2495

REGISTRATION NUMBER SUITABLE 1912 car. "Flying lady" mascot for early Silver Ghost. Reply, stating price, to Box 0670. (2496

WANTED, MY LOTUS CORTINA, 1963 (leaf spring conversion), registered 114 ROV, white with green stripe, stolen West End of London on Mar. 1st, 1968. Engine No. LB707A, chassis Z14C 0661G7J. Any information at all, tel. 01-WEL 1113, or write to Box 0671. A reward for information leading to . . . etc. 2497

JENSEN 541 SERIES MUST BE GOOD condition. Cash waiting. Bishops Cleeve 3134. (2498

MORGAN 4/4, SERIES II/III, OR PRE-war Riley sports. Any condition. Up to £150. Laburnum Cottage, Brook End, Chelmsford. (2499

WANTED MORGAN 4/4, SERIES V, 1963/65. B.R.G. or red. W/wheels. Box 0672. (2501

WANTED, M.G. TC. GOOD PRICE offered for immaculate car. Holland-on-Sea 2054 (Essex), evenings. (2502

WANTED, M.G.-B TUNING BITS AND c/r gears. Muirhead, Narrow Lane, Ferriby, Hull. 631673 or 29864. (2503

QUICK, VINTAGE BEETLE-BACK Alvis or similar. Pathbone, 2 Blandford Drive, Wordsley, Stourbridge, Worcs. (2504

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1965 BOND Equipe GT 4s. Maroon with black interior; two owners from new, in very good order throughout **£545**

1967 FIAT 850 coupé, Bertone body. 8,000 miles only and absolutely as new. Ferrari red with black interior **£795**

1967 HONDA S800 fixed-head coupé. Quite as new, only one owner and genuine 2,800 miles only. Metallic silver and black interior **£775**

1965 JAGUAR E-Type fixed-head coupé. An exceptionally nice example with chrome wire wheels, radio, Waso steering lock. A new clutch has just been fitted (bill available), and both bodily and mechanically particularly good **£1,325**

1964 series 3.4 Mark II JAGUAR saloon. One owner, in very good order throughout. Silver grey with red interior **£645**

1964 JAGUAR 3.8 saloon. Overdrive fitted, with Webasto roof. A very good example in British Racing Green with green interior **£745**

1965 JAGUAR 3.8, overdrive. Dark blue with red interior. Very superior example with wire wheels and push-button radio. One owner from new ... **£945**

1964 LANCIA Flavia Farina coupé. Only one owner from new and in excellent condition throughout. Dark grey with beige interior **£995**

1963 LANCIA Flavia 1.5 convertible. Unusually fine example of this extremely rare model. Immaculate in silver grey metallic with blue interior, fitted with push-button radio **£895**

1962 M.G. Midget, red with black interior. We have just fitted a new clutch and the rest of the car is very, very much above average **£385**

1960 MORRIS Minor convertible with much modified twin-carb. engine, SP3 new tyres, special seats and carpets. Very fast **£195**

1966 RENAULT R16 Grand Luxe. Silver grey with black interior; one owner from new and in excellent condition. New SP41 tyres just fitted **£675**

1960 SUNBEAM Alpine. Very nice car fitted with overdrive and hard-top, pale green with black interior. We have just fitted a new clutch **£345**

1960 ALPINE, same as above with wire wheels and a noisy first gear ... **£275**

1965 TRIUMPH Spitfire Mark I. Superb one-owner low-mileage car with hard-top and radio. Pirelli tyres. Well above average **£465**

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1968 VAUXHALL Viva SL90. Sold by us only six weeks ago. 1,400 miles. Obviously with full Vauxhall warranty, underseal and wing mirrors. Saving of over £70 on list **£715**

Just come in. 1967 LOTUS Cortina, white with green flash. Underseal, reel-type belts, G800 tyres. Only 9,000 miles, as new **£945**

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JAGUAR E-Type roadster, 1965. Spotlessly finished in autumn gold with black detachable hard-top, soft-top, wide-rim wire wheels, Firestones, radio and heater, luggage rack, tinted screen, etc. Beautiful ... **£1,465**

LOTUS Elan fixed-head coupé, 1966 series. 14,000 miles only from new. Pristine order in dark green with black trim, k/o. wheels, close-ratio gearbox, radio and heater, seat belts, electrically-operated windows **£965**

RELIANT Scimitar 2½-litre, 1966. Finished in metallic silver with black interior, and fitted with wire wheels, overdrive, radio, heater, twin spotlamps, tuned engine, etc. **£1,095**

TVR 1800S, 1966. Very striking in brilliant white, with red upholstery, white wire wheels, headrest, spot-lamp, etc. **£865**

MERCEDES-BENZ 190SL, 1956. Two owners from new. The condition has to be seen to be believed, quite immaculate throughout in black, with white detachable hard-top, and red leather upholstery. With radio and heater, seat belts, etc. Must be the best available **£695**

JAGUAR E-Type fixed-head coupé, 1963. Finished in tartan red with red trim, wire wheels, radio and heater... ... ... **£865**

M.G. Midget Mk. 3, 1967. Very low mileage only. Unmarked throughout in Old English white with red interior. 1,275 c.c. Wire wheels, heater, tonneau, seat belts **£695**

TRIUMPH Spitfires, 1964. A selection of four hand-picked cars, in red, pale blue or white; all have radio, heater, and many other extras. Prices from **£395**

ASTON MARTIN DB3 Tickford convertible, 1959. Finished in Burgundy with black trim, very good order throughout. We have bills on this car for £860 last year, which makes it excellent value at **£745**

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AUSTIN-HEALEY 3000 Mk. 2, 1963. Monza red with black side panels and red trim, and fitted with wire wheels, overdrive, radio and heater, twin spotlamps, tonneau cover **£595**

TRIUMPH TR4, 1964. Finished in white with red upholstery, and with radio, heater **£595**

M.G. Midget Mk. 2, 1966. One owner, 25,000 miles only. Superlative in black with matching trim, equipped with wire wheels, radio, heater, tonneau cover ... **£565**

LANCIA Flaminia 3C GT, 1959. Beautiful in red with pale grey upholstery, 2½-litre V6, discs all round, Webers, etc. A rare and distinguished car ... **£895**

AUSTIN-HEALEY Sprite Mk. I, 1960 series. In bronze with black trim, 1,098-c.c. engine, radio and heater, seat belts, spotlamp, etc. **£245**

M.G.-A 1600, 1959/60. Choice of two very good examples, finished in white with red trim, new gearbox, etc., or in red with red trim, etc. ... ... From **£295**

TRIUMPH TR3, 1959. B.R.G. with black hard-top, soft-top, and pale grey upholstery, with heater, 'X' tyres, rear seat, etc. **£365**

AUSTIN-HEALEY 3000 Mk. 2, 1961. Choice of three, in dark blue, or dark red, all equipped with every extra ... ... From **£395**

M.G. Midget Mk. 2, 1962. Three owners from new, in red with black interior, with heater, tonneau, seat belts, etc. Another in white with radio, heater, etc. ... ... Both **£325**

SUNBEAM Alpine Mk. 3, 1963. Very attractive in pale metallic green with black upholstery, heater, etc. **£435**

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HILLMAN Imp, 1965. Two owners only since new. A distinctive example in black with a red top, red side flash, and red upholstery. Moderate mileage only **£345**

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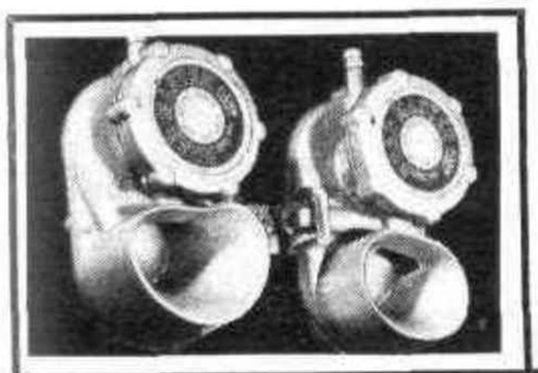
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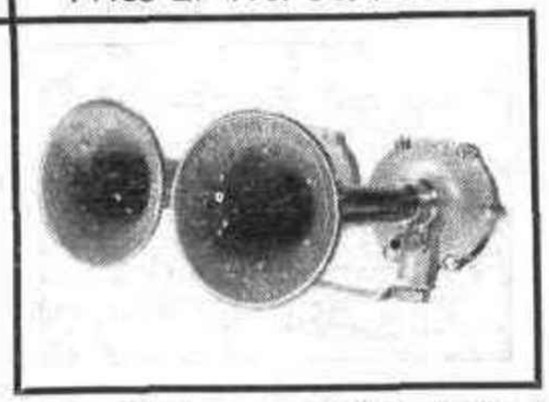


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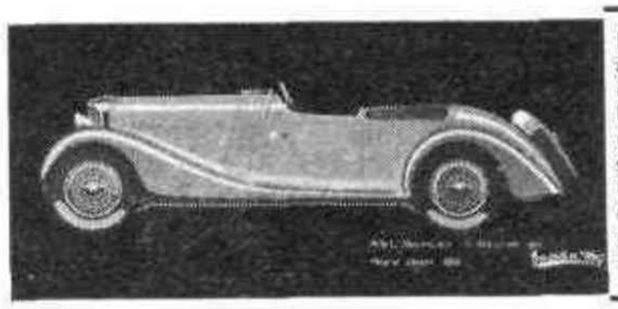
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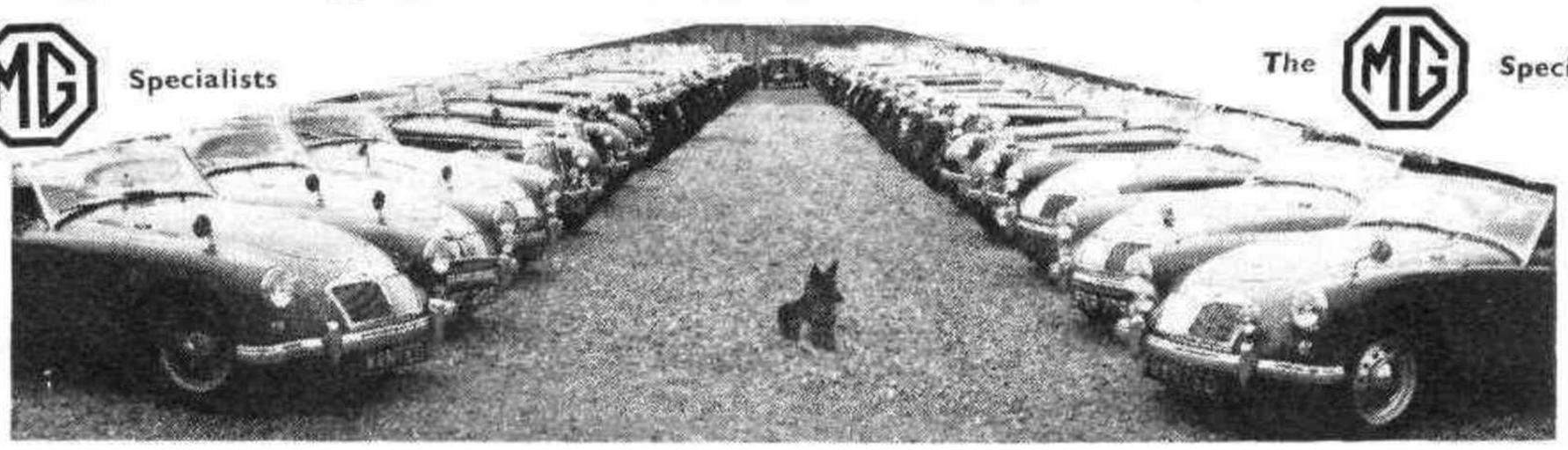
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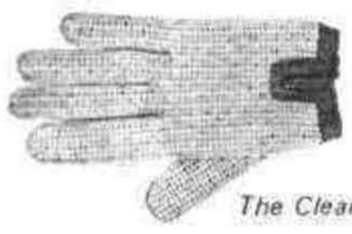


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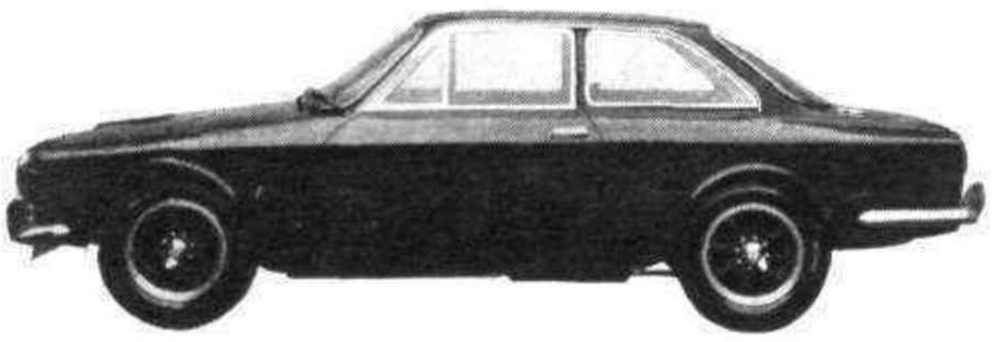


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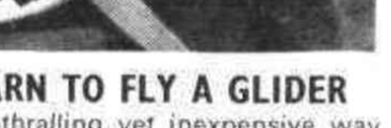
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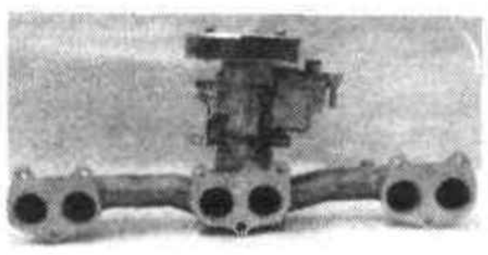
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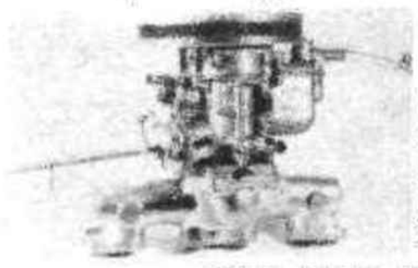


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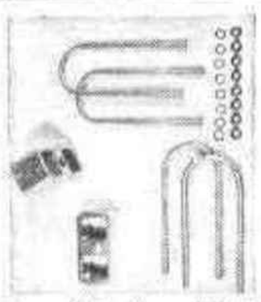
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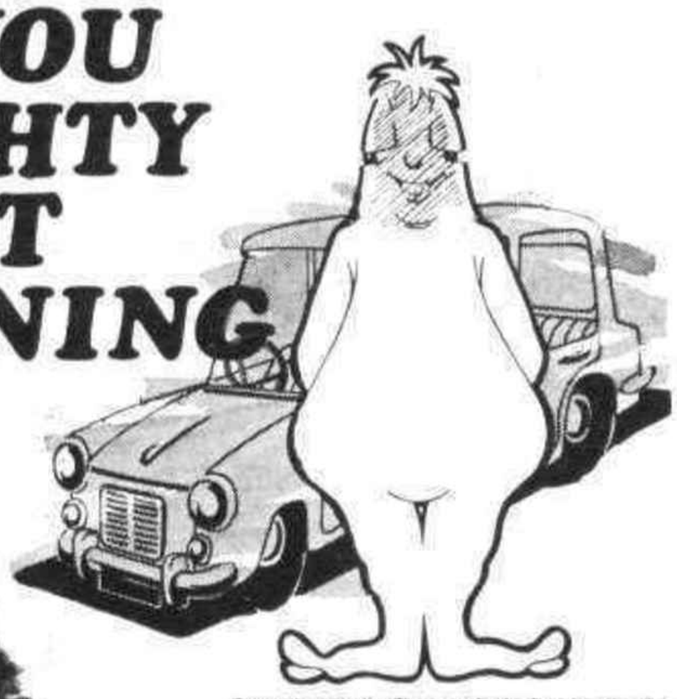
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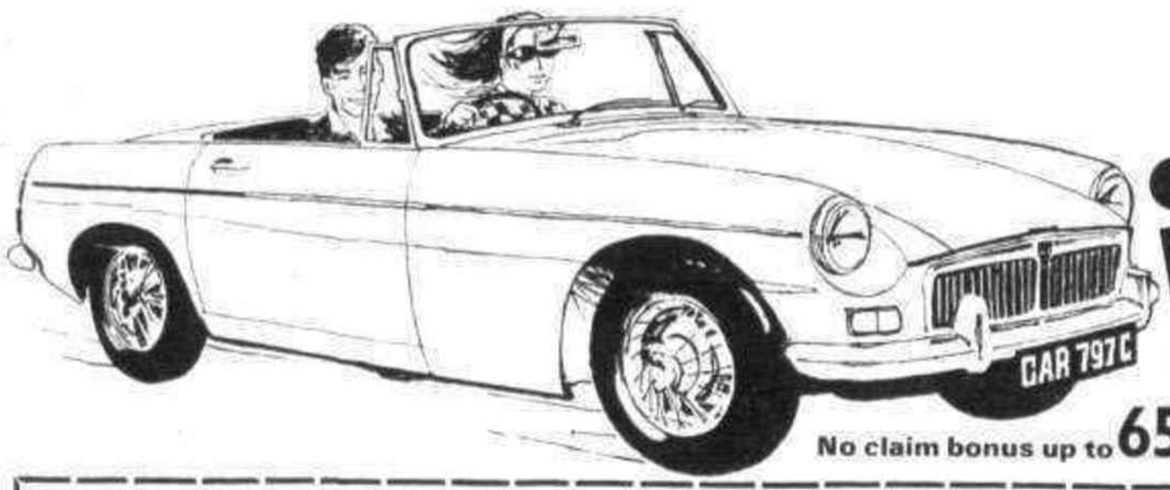
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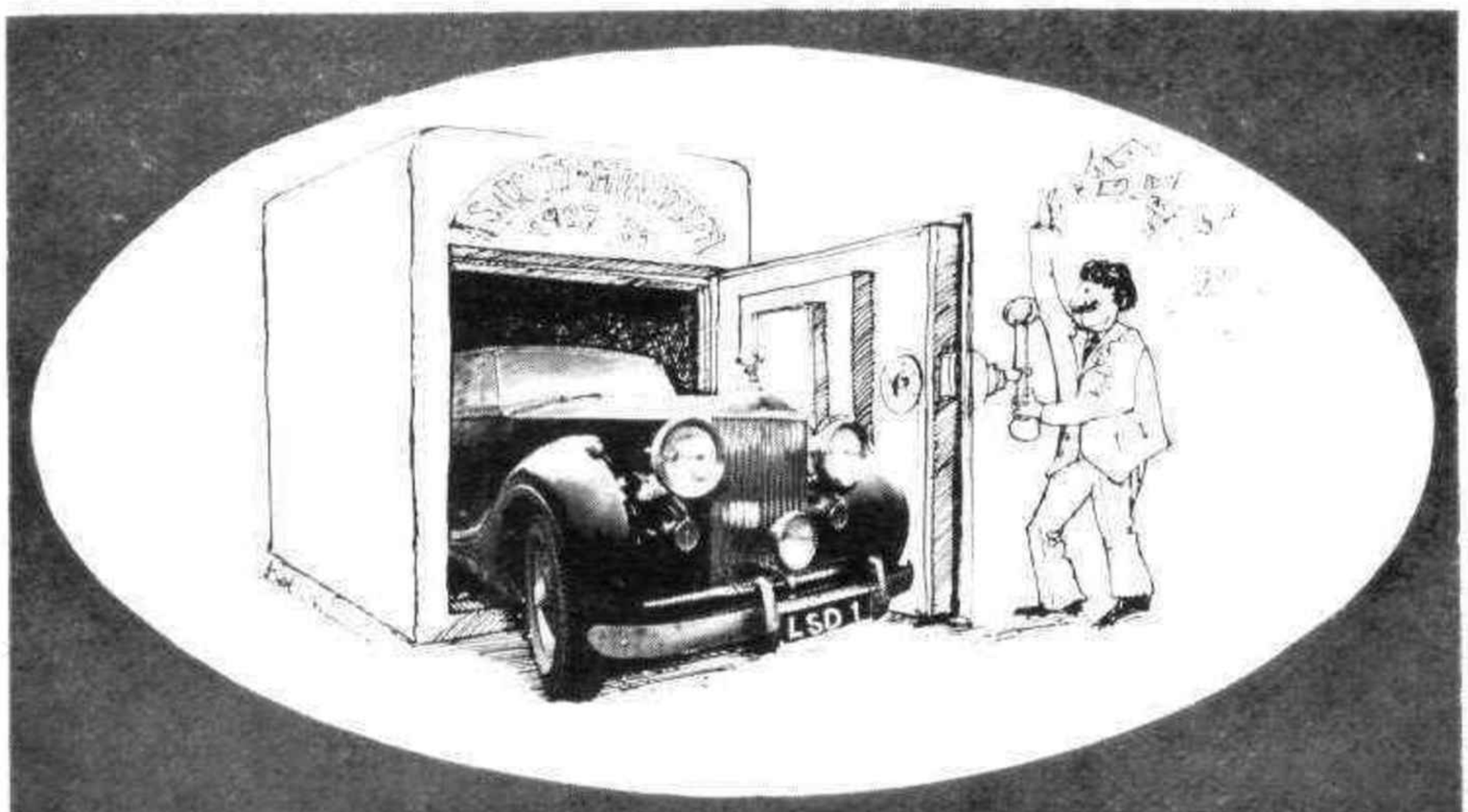
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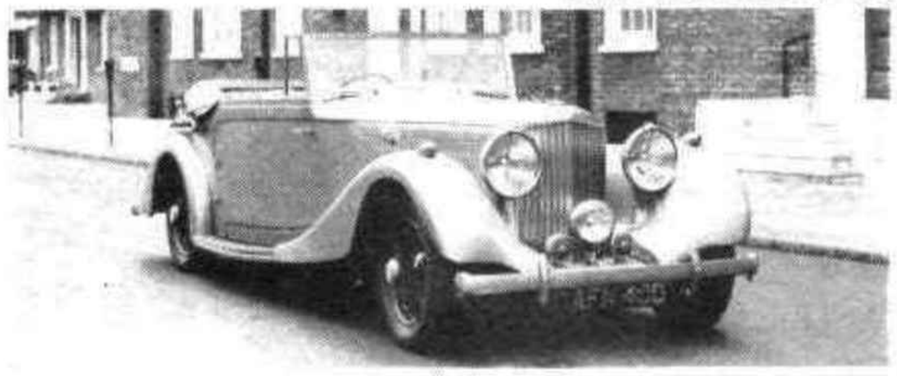
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