

Vol. XLIII No. 3

TWO SHILLINGS

March 1967

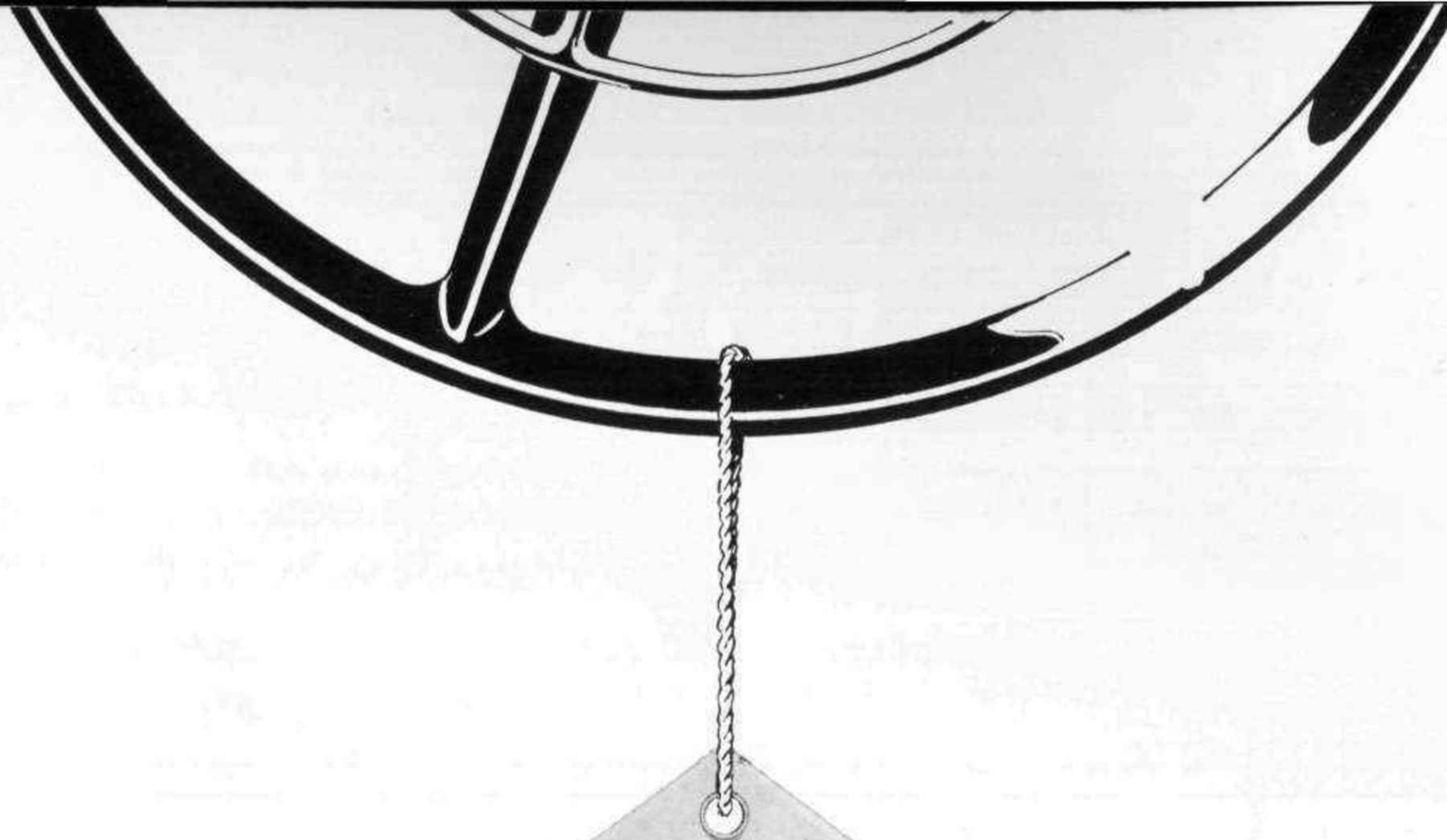
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This year we've added an extra 200 c.c. in the engine to make it

the liveliest Beetle yet. It has new disc brakes. Modified rear suspension. And a host of other changes that also make it one of the safest Beetles ever.

Test drive the new Beetle 1500 soon. Particularly if you're concerned at all about costs.

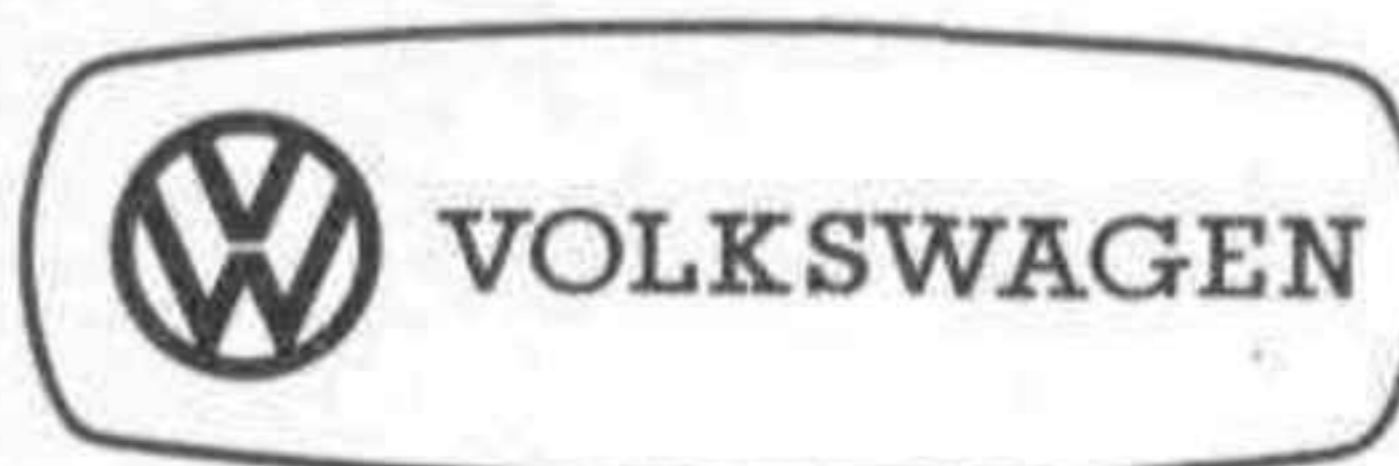
We don't give the car away, naturally. But we do the next best thing. We ask less for it.

Less than any other 1½ litre car.

Recommended retail prices: 1500 Beetle £697.8.7. inc. P.T. (1300 Beetle £661.3.4.) Test drive

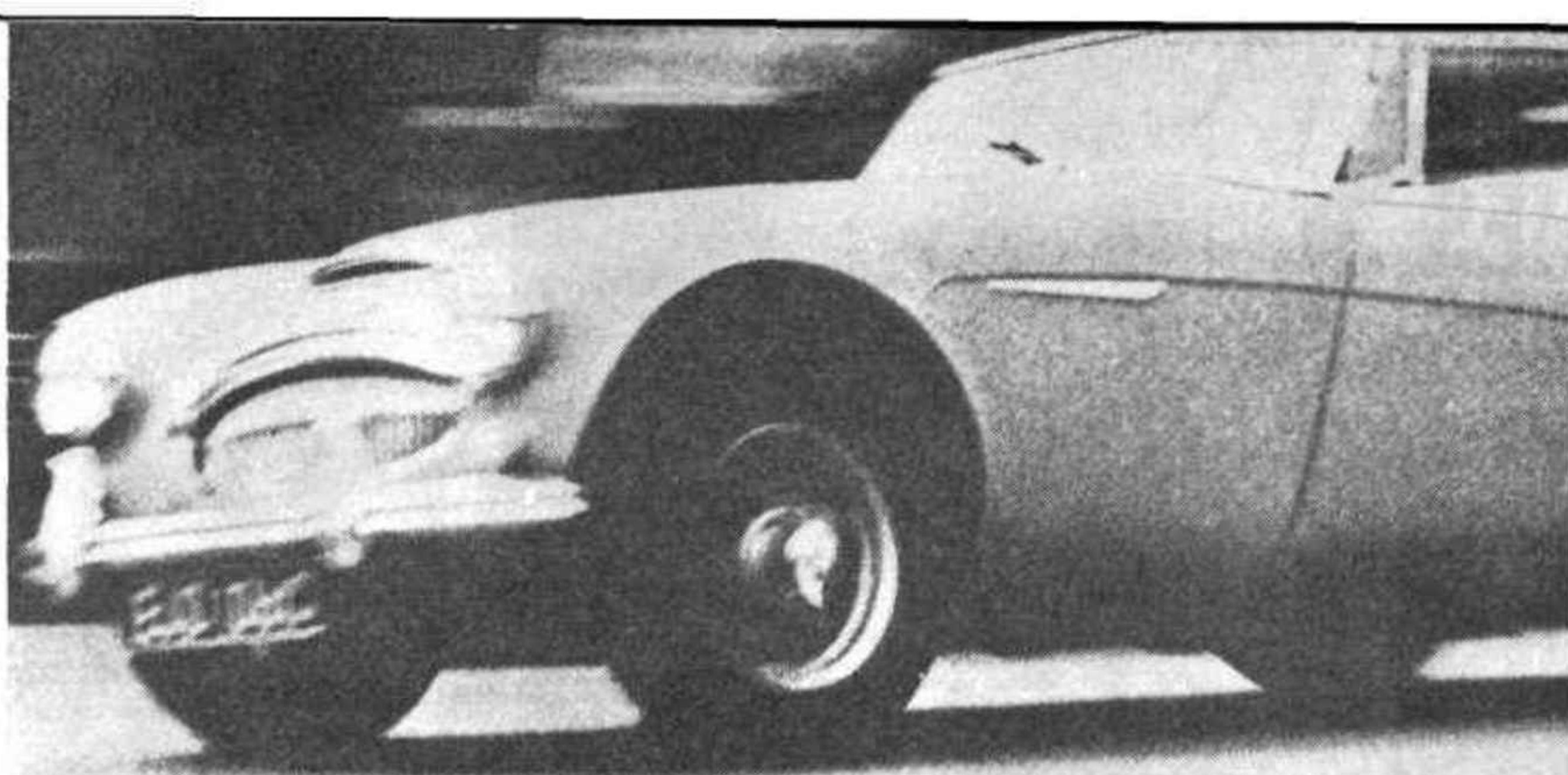
them both and see the 1600 Fast-back and Variant estate car at your VW dealer's now.

Give yourself the chance to win a new hot VW 1500. Take a test drive at your nearest VW Dealer's to enter the VW Competition now.





**Braking
on the world's
first and only
asymmetric
radial
tyre**



***The new
Michelin XAS.
The radial tyre
for high
performance
cars.***

The Michelin XAS is the world's first and only asymmetric radial tyre. The tread pattern, as you can see, is off-centred. It varies from a close-ribbed heavy rubber shoulder on the outer edge to widely spaced individual island blocks on the inner.

The advantages this brings are considerable. It gives you:

Incisive braking: like all Michelin X tyres, the new XAS has a **steel-braced tread** to bite down hard and fast into the road.

Controlled adhesion: at all speeds, even under limit cornering conditions.

Extended life: from the built-up shoulder of rubber on its outer edge—the part of a tyre that takes the greatest pounding at speed.

Fantastic grip in the wet: the deep, openly ribbed inner tread squeegees away a vast amount of water quickly.

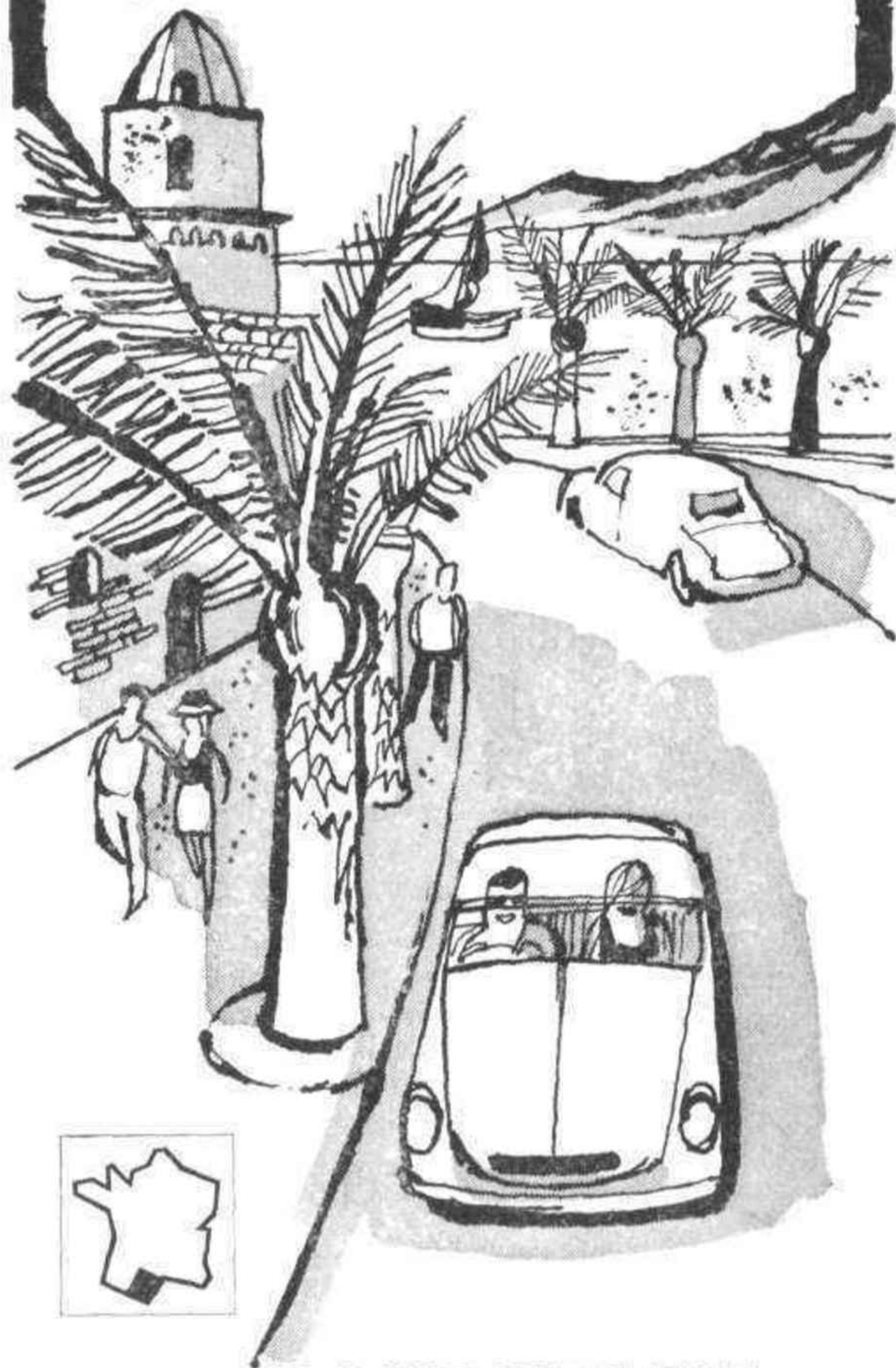
Michelin's new XAS tyres are currently available to fit:
Austin-Healey 3000;
Citroen DS, ID; Corsair GT;
Cortina GT; Daimler SP 250;
Lotus Cortina; Mini Cooper type S;
Peugeot 404 injection;
Sunbeam Alpine Mk IV & V;
Sunbeam Rapier; TR4A;
Vauxhall VX4/90FC; Volvo P1800.

Note: The XAS is so special you must fit 4 tyres: and each must be fitted with its built-up shoulder on the outer side.



**MICHELIN
XAS**

FRANCE WELCOMES GO-AHEAD DRIVERS



Take the **ROUSSILLON** Road IT LEADS YOU A LONG WAY INTO THE HOLIDAY OF A LIFETIME!

Drive along the open roads of France to the sun-drenched corner of Roussillon. Relax in sandy bays by the sparkling Mediterranean. Go yachting or water ski-ing. Or motor through countryside rich in history, passing Roussillon's famous vineyards. Pause a while in peaceful villages to savour the delicious local wines and cuisine, to watch festivals and folk dancing, to admire the surrounding Pyrenees. It's warmth and gaiety all the way. No need to spend a fortune — information available on low-cost hotels, out-of-the-way places. And don't forget your car gives you £25 extra allowance.

- Roussillon's roads are made for easy motoring. So map your route to warmth and French friendliness and come to life in France!
- Perpignan and the Coastal Resorts — Le Barcares, Canet-Plage, St-Cyprien-Plage, Argeles-sur-Mer, Collioure, Port-Vendres, Banyuls-sur-Mer, Cerbere.
- Spas — Amelie-les-Bains, Le Boulou, Prats-de-Mollo/La Preste, Prades/Molitg-les-Bains, Vernet-les-Bains.
- Winter Sports Resorts — Font-Romeu, Mont-Louis/Les Angles.
- Other Resorts — Ceret, Arles-sur-Tech.

See your travel agent, or write to us for your free 'motorist's pack'.

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timing

by Heuer

It's the instant control you get that makes a modern chronograph so indispensable to a serious sporting motorist. Engineered to measure short time-intervals and continuous or intermittent time-recording accurate to 1/5th of a second, these watches cope with periods from a few seconds up to 12 hours. (Incidentally they tell the time of day too!) For the latest in timing—call on Watches of Switzerland. They're specialists.



HEUER CARRERA
TACHY (above)

A wrist tachometer giving immediate and accurate speed calculations. One of 120 models available in this range. Waterproof, stainless steel case with date and month. £58.10.0

HEUER CENTURY
RANGE (below)

This pocket watch decimal recorder is one of 90 models available in this range. Stop and go with push-button zeroing. Large central 60 min. register, incabloc shock-protected. £15.0.0



timing from the specialists

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Six showrooms in London, and others in seventeen towns and cities of the U.K.



Any man who loves his wife will buy this car

THE NEW FIAT 850 IDROMATIC. NO CLUTCH PEDAL. NO PROBLEMS.

Come out from behind the magazine. We've got news for you. The Fiat 850 IDROMATIC. What's Idromatic? A car without a clutch pedal. It works like this. When you want to change gear, just depress the gear lever and change. All in one motion. No clutch pedal. No problems. And almost no changing. Your wife can drive it. And enjoy herself while she does. She can drive you to work, pick you up from work, take the kids to school, collect the groceries. And love you for the car. Will you love the car? You may think that driving isn't driving without changing gear.

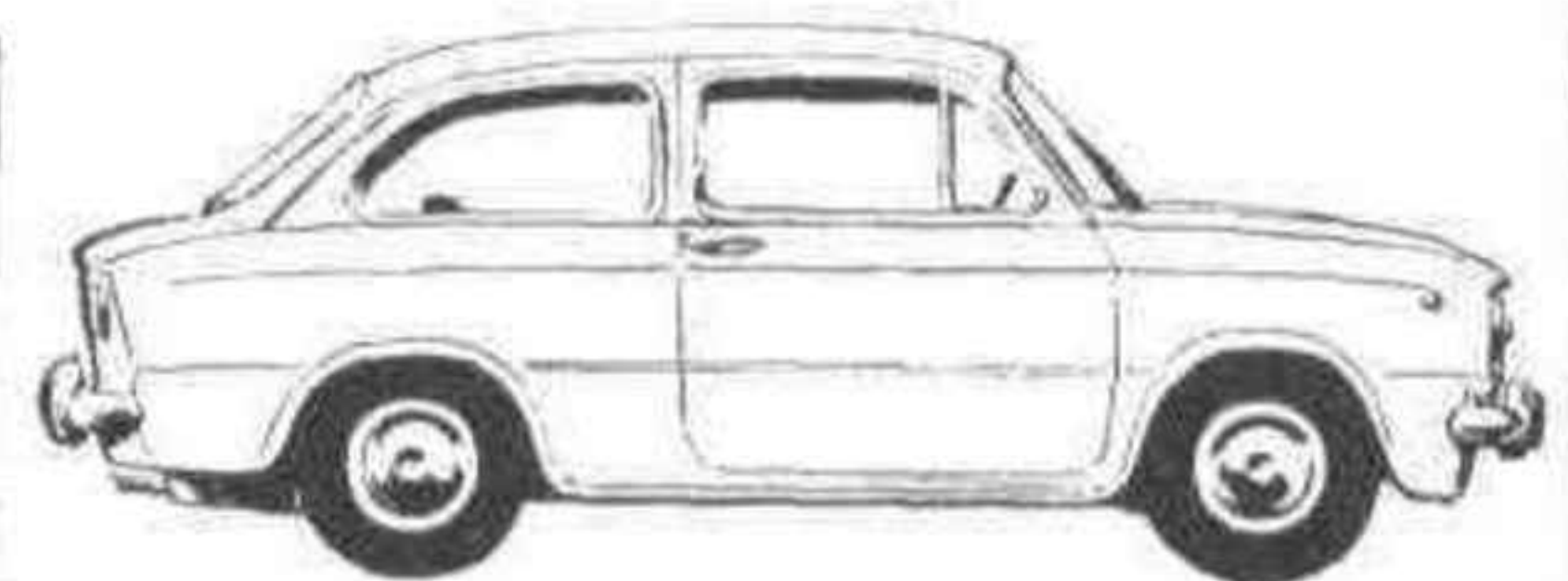
Fine. Change gear. You can drive this 850 like a sports car. Change gear as much as you like. You've got a floor mounted gear lever. You just don't have to keep stamping your foot down on a clutch pedal. If you love your wife, you'll buy this car. You'll love the car. Your wife will love you. So what else is new?

Fiat 850 Idromatic £632.17.11
FIAT 850 STANDARD SALOON £559.2.11

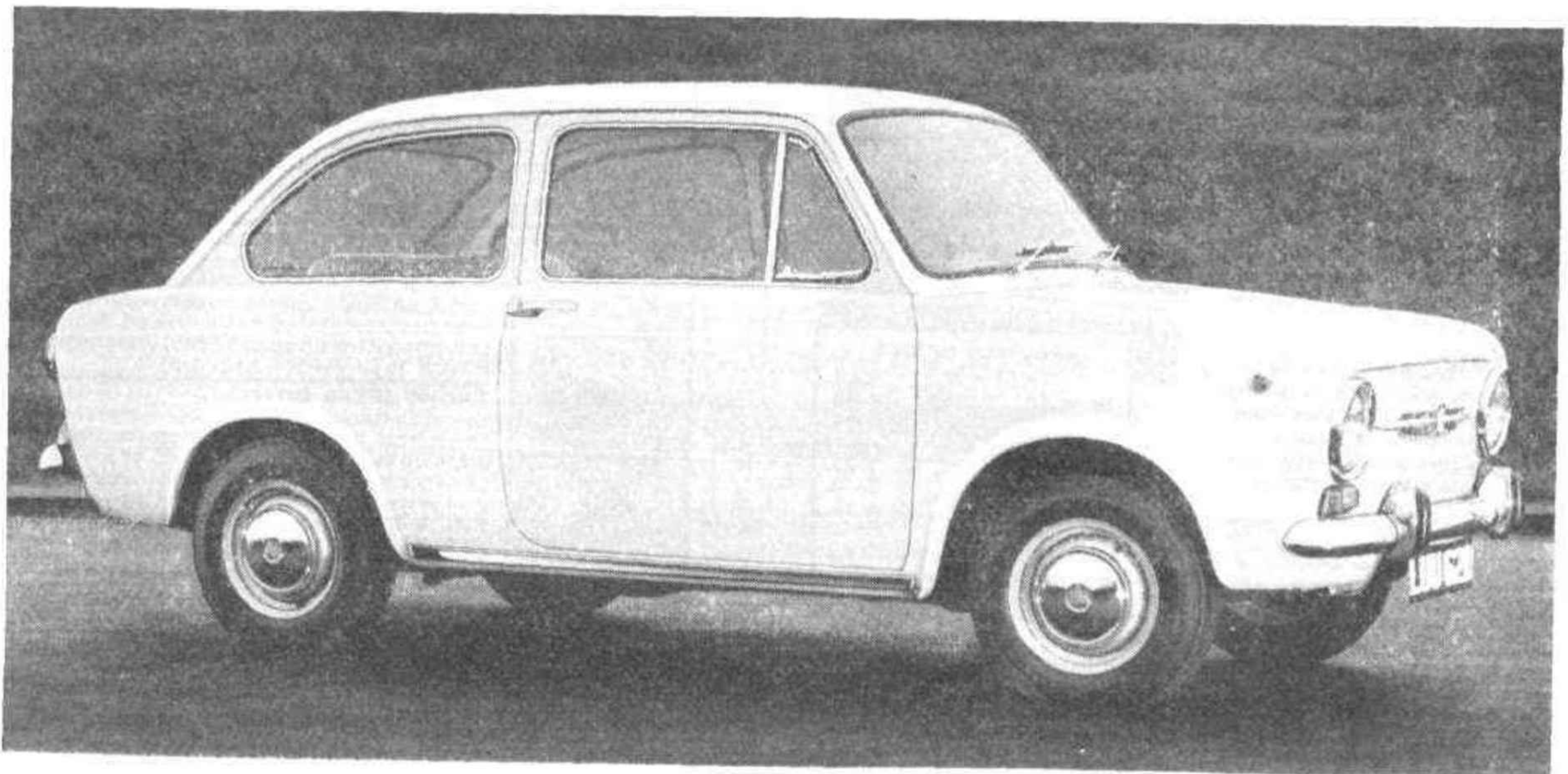
These are recommended retail prices, inclusive of purchase tax. Contract hire terms available on request.

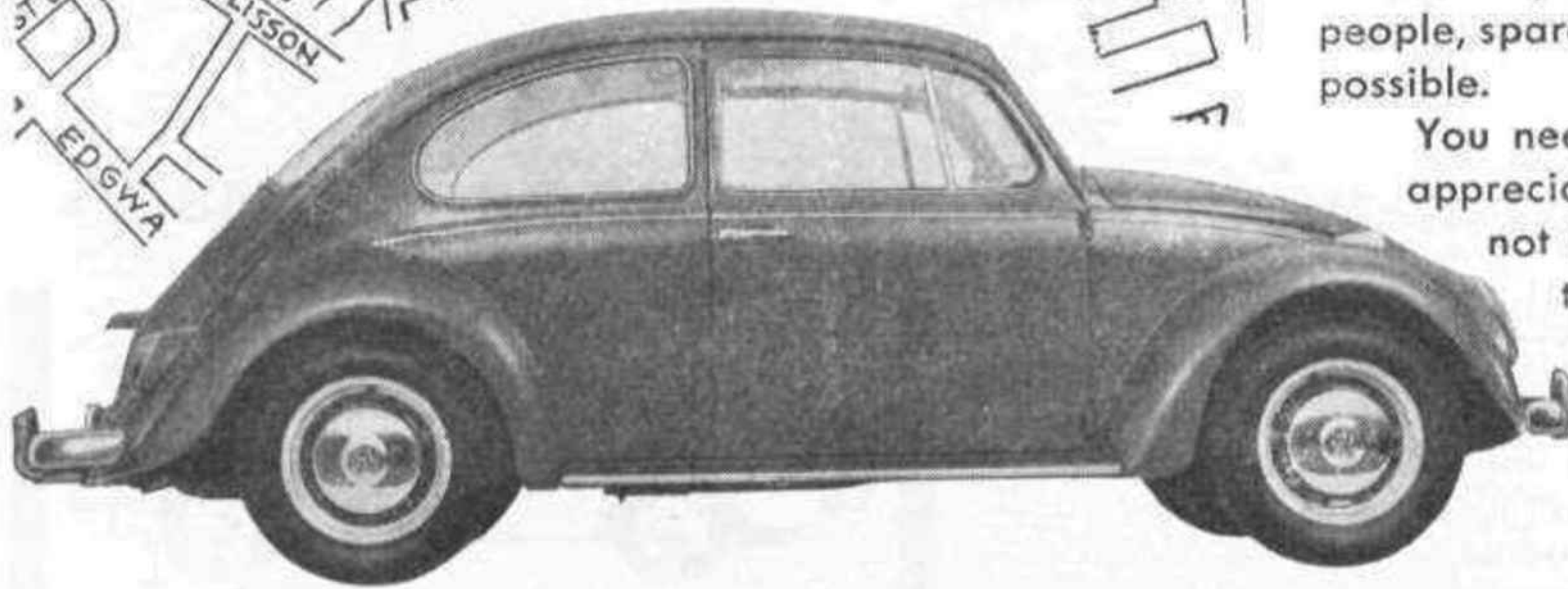
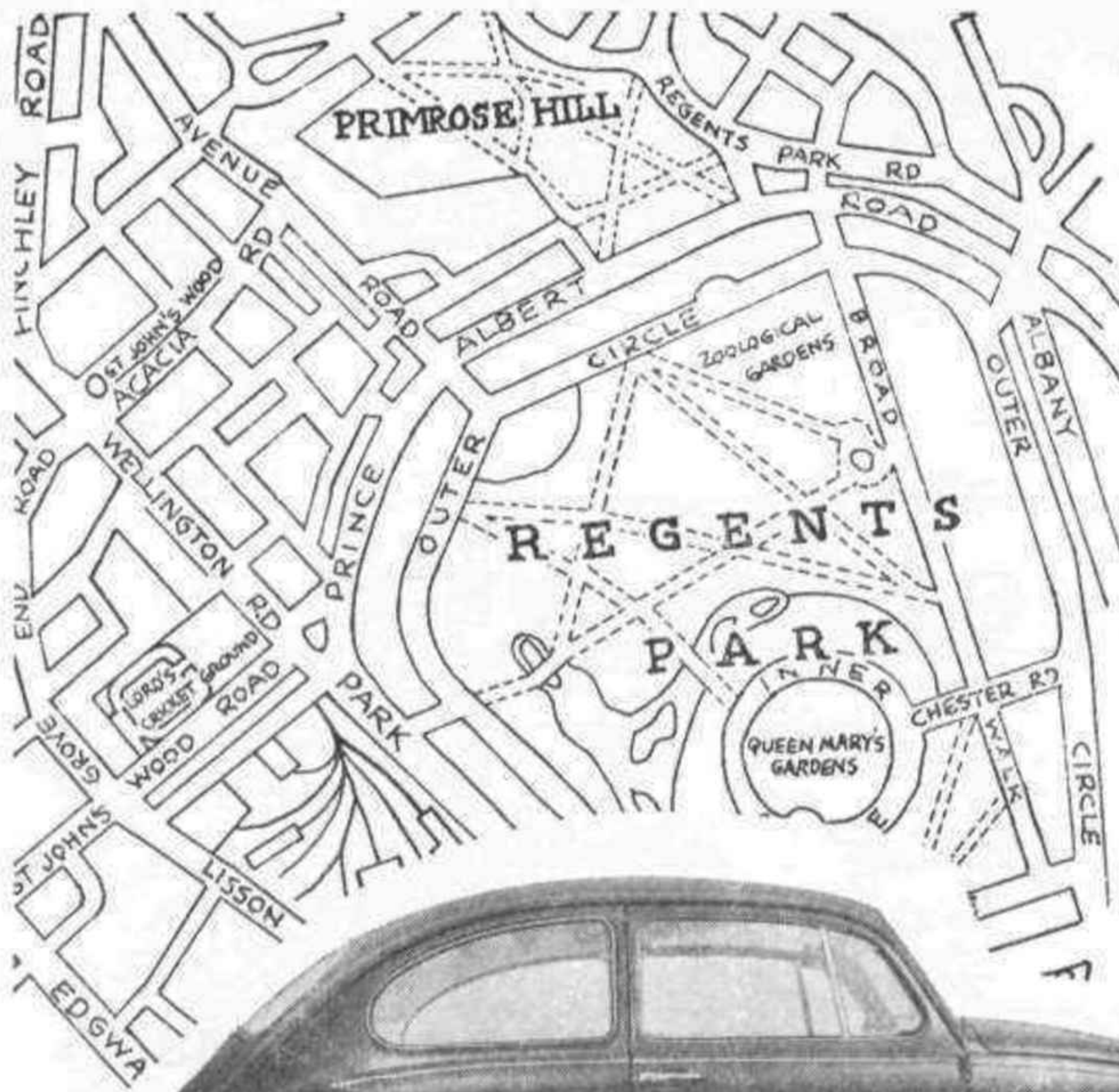
**Take a test drive.
See your Fiat dealer.**

FIAT (ENGLAND) LIMITED
NORTHDALÉ HOUSE - NORTH CIRCULAR ROAD
LONDON NW10 - TELEPHONE: ELGAR 1951



FIAT 850 IDROMATIC





Our Breadwinner!

At least it's one of them! You'll find this exciting new 1500 Beetle at Volkswagen (North London) Ltd. As we're the VW distributors for the area, we've a full range of the new Beetles (1500 and 1300), 1600 Fastbacks, Variant Estate cars and commercials. Plus a varied stock of used VWs. (Every one is checked and tested). And we've the people, spares and accessories to give you the best deal possible.

You need to drive the new 1500 Beetle to really appreciate it. The same goes for every VW. So why not call round at one of our showrooms for a test drive today—either at Lords or Dover Street (just off Piccadilly).



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SPECIMEN PRICES

	for	£.s.d.
6v. 56. a.h.		3. 3.6.
6v. 72. a.h.		3.16.6.
6v. 88. a.h.		4. 3.6.
12v. 38. a.h.		5. 2.0.
12v. 46. a.h.		5.17.6.
12v. 56. a.h.		6. 5.6.
Charging for 6v.....		4.0.
Charging for 12v.....		6.0.

switch panel

Belt up and stay that way! Mounts controls forward on driver's door. Accepts lights, ignition, washer unit and wiper switches from facia PLUS lamp flasher and switch. 2 extra positions available. Wiring loom and extended washer tubing built in. In crackle black for Mini and Coopers.
PRICE £4 19s 9d (including p & p)

MAGNETIC DRAIN PLUG

Effectively traps dangerous metal particles. Long reach extra high flux magnet, unique design. Replaces standard drain plug, positions magnet under oil filter, captures heavy particles circulating in oil. Removes more swarf than standard plug. All BMC transverse engines.
PRICE 7s 6d (including p & p)

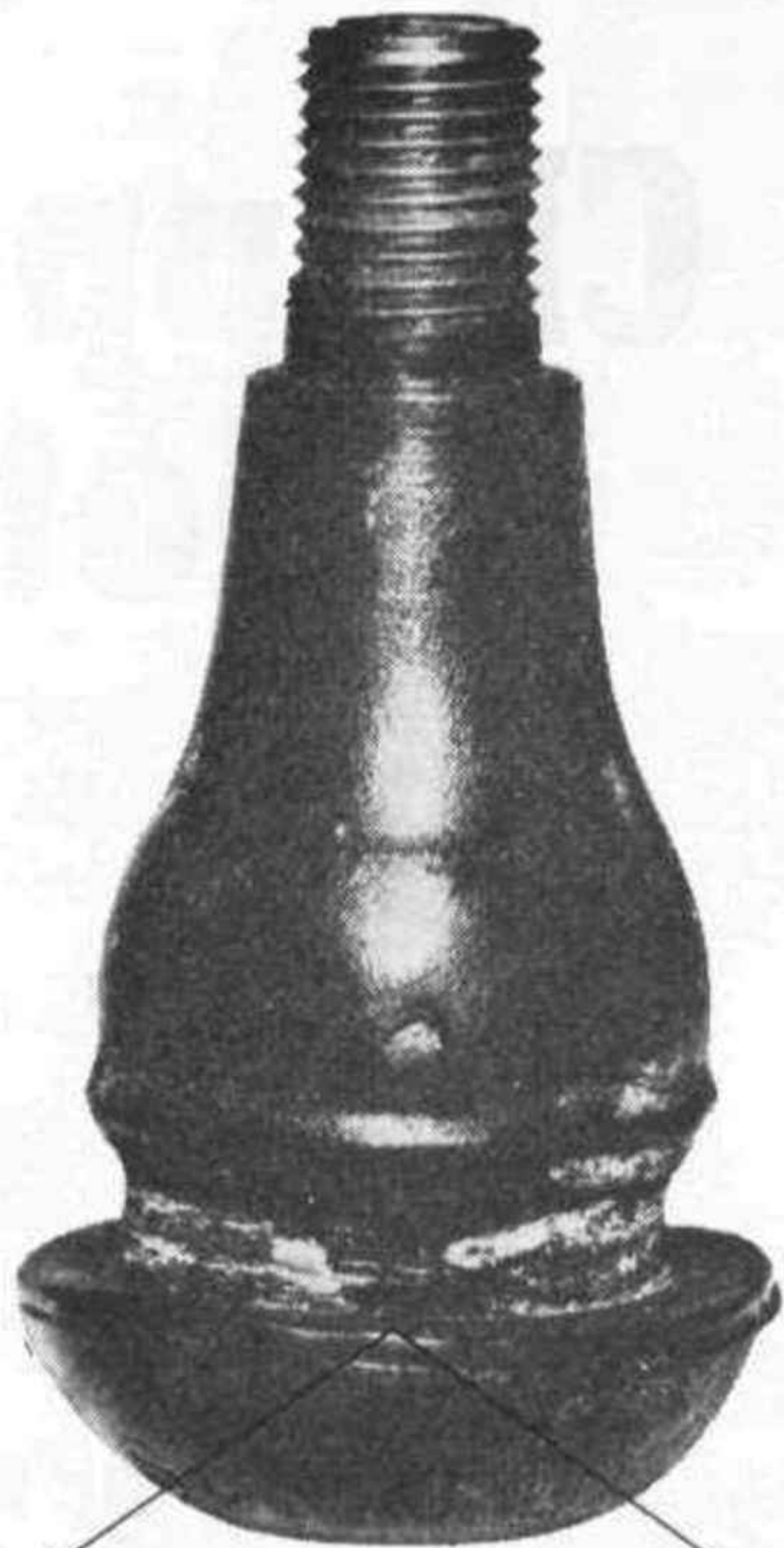
TACHOMETER COWL

See at a glance! Original design mounts rev. counter on steering column directly before the driver—where it should be! Crackle black finish, hooded to prevent glare. Accepts 3½ inch electric tachometer. We think it's the perfect answer!
PRICE Mini/Cooper, Elf/Hornet & Morris 1100 £2 7s 3d. MG & Austin 1100 £2 12s 6d. (inc. p & p)

Send 6d stamp for brochures. Trade and export inquiries invited.

BY SPQR

SPQR Engineering Co.
 Rowlands Castle, Hampshire.
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**THIS TYRE VALVE
HAS DONE ITS
JOB WELL**

This tubeless tyre valve was removed from the wheel when the tyre was worn out. It is mis-shapen due to the wear and tear while it was compressed in the rim hole. Rubber under constant compression becomes fatigued and loses its resilience. This reduces the safety of the air seal. When a tyre has run its course, so has the valve.



**THIS VALVE IS
READY TO TAKE
ITS PLACE**

This is a new Schrader valve ready to serve a new tubeless tyre. The fleshy rubber body provides the resilience for the snap-in seal on the rim. It also enables the valve to give if it is knocked, without interfering with the seal. For safety's sake insist on a new Schrader valve whenever you have a new or remould tubeless tyre fitted.

**INSIST ON A NEW SCHRADER VALVE WHEN YOU
HAVE A NEW OR REMOULD TUBELESS TYRE FITTED**

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* you get an extra £25
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Chopper Pilot



-and an officer in the Royal Navy

(Could be you
 if you're aged 17-25)

In today's Royal Navy more and more ships carry at least one helicopter. And the pilot's role is crucial.

Depending largely on whether he flies a 'Wasp' or a 'Wessex' he may hunt submarines, drop torpedoes, ferry ashore Marines and equipment, provide air support, or seek out likely bridgeheads and landing zones.

He must also maintain supplies and communications, lift off the sick, fly in relief personnel and carry out air-sea rescues.

Important work. And difficult. For a Royal Navy chopper begins and ends every sea mission on a tossing, pitching circle only 20' in diameter.

5 'O' levels

You could be flying soon as a chopper pilot or observer in the Royal Navy if you are aged 17 to 25, are physically fit and have 5 'O' levels including Maths and English.

Pensionable commissions—which can lead to permanent commissions—are available with or without break-points at 8 years (gratuity £1,750) and 12 years (gratuity £5,000).

Direct entry permanent commissions are also available to those aged 17 to 19½ with 2 'A' levels.

Your pay—and future

When you're a qualified chopper pilot or observer, you can earn up to £2,500 a year as a married Lieutenant over 25. The role of the helicopter is constantly expanding—and your future opportunities as helicopter aircrew are virtually limitless.

Post this coupon for further details.

Royal Navy



Captain J. H. F. Eberle, R.N.,
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 Old Admiralty Building,
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Please send me details about joining the Royal Navy as a pilot or observer—helicopter or fixed wing.

Name _____

Address _____

Date of birth _____

Terrific grip in the wet! Plus up to 80% more mileage.

Firestone F100 Radial Tyres

SAFER GRIP

14% extra tread contact on the road gives positive road and braking grip.

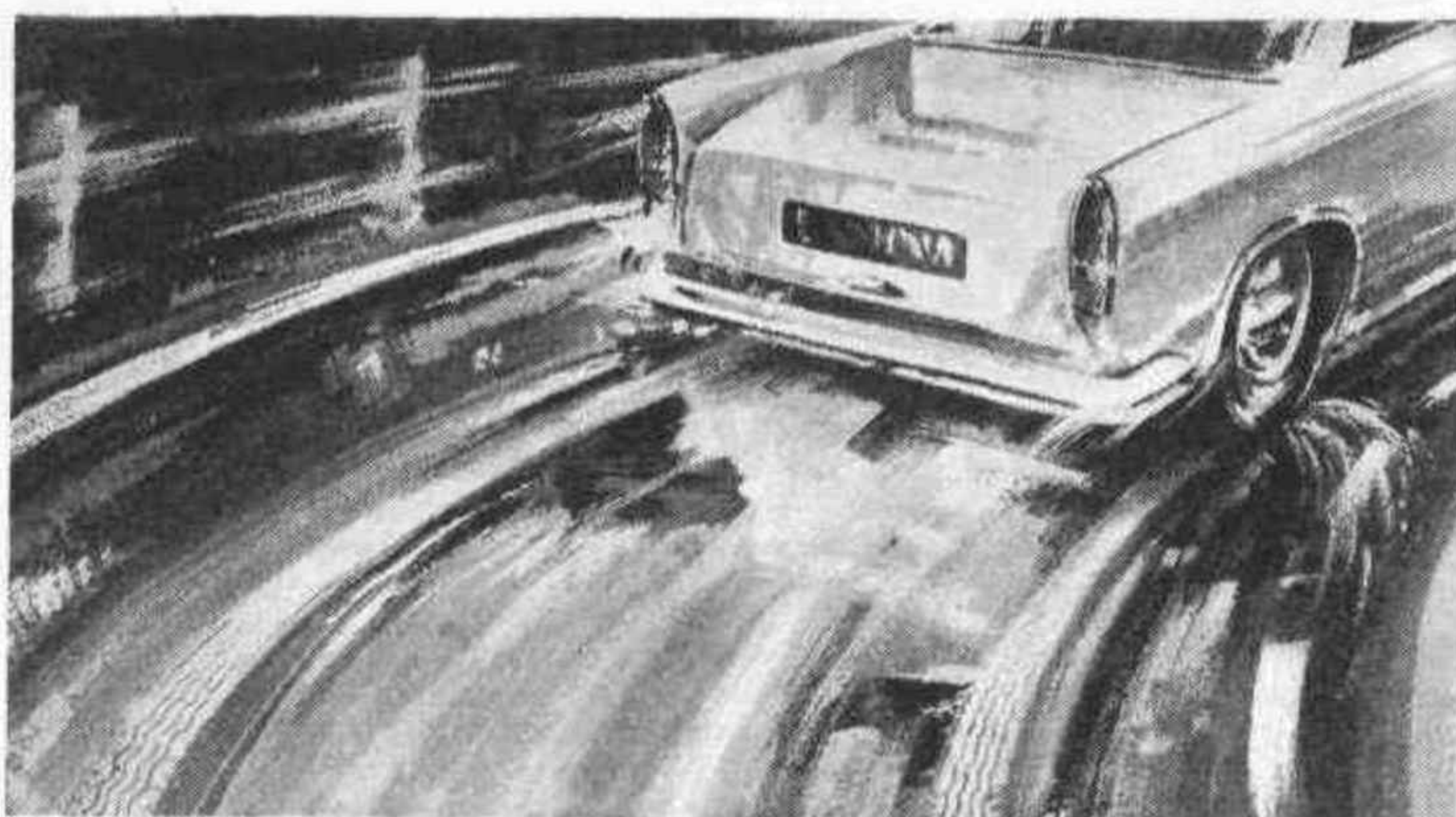
SUPER MILEAGE

New F100 radial construction and unique Sup-R-Tuf rubber compound give much more mileage than ordinary cross-ply tyres.

PETROL SAVINGS

More miles per gallon due to less rolling resistance.

MIGHTY FIRESTONE MIGHTY SAFE



**Fit them.
Feel the difference.
Instantly!**

(ASK FOR F ONE-DOUBLE-OH)

Safety Note: Radials should preferably be fitted on all wheels or as a pair on the rear wheels only.

What happens when a 3-times-world-champ racing driver breathes on Britain's most exciting 1-litre saloon?



Here's Jack with a twin-carb Brabham Viva. For just over £700 you can join him.

Brabham Viva!

Say it.
"Brabham Viva!"
And again.
"Brabham Viva!"

Sounds hot, doesn't it. It is. Brabham Viva gives you 14% bigger bhp than the Viva 90. And you get to 70 mph 4 seconds sooner (and remember, the Viva 90 is no snail).

Yet your overall mpg is no less than Viva's. Which is surprising.

Brabham Viva is great value as well. You get a bright-red, 79-horse, high-compression, Viva 90 powerplant.

Plus twin CD Stromberg carbs. Plus separate air cleaners. Plus a special new inlet manifold. Plus a big-bore, straight-through Brabham exhaust. Plus a gleaming, chromium-plated tail pipe.

Plus all the great things you get with Viva 90. Such as large-diameter prop shaft. Power

brakes, with front discs. Wide-rim wheels. Low-profile tyres. And, most important, Viva's all-coil wide-track stability.

Plus zoom-stripes on bonnet and sides. Plus exclusive Brabham insignia on front wings and boot. Plus a burnished mahogany gear knob, with an inlaid Brabham badge.

Plus the pride and glory of owning a 1-litre mile-eater that's been breathed on by a 3-times-world-champ racing driver who, incidentally, is the only champ in history to win in his own car.

All for just over £700.

Which is only £37.10 (fitting extra) more than Viva 90. So get your Vauxhall dealer to lay on a test-run. Free and without strings.

Tell him Jack sent you.

The Vauxhall Breed's got style

MOTORSPORT

VOL XLIII No. 3

MARCH 1967

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

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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

Telephone: MONarch 8944

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FRONT COVER PICTURE: SPLASH OF RED.—The red cars of Italy dominated the Daytona 24-hour Continental from the early stages. The picture shows the works Ferrari P4 driven by Amon and Bandini followed by the N.A.R.T. P3/4 driven by Rodriguez and Guichet, having lapped the M.G.-B of Ganger and Weaver. Note that Bandini is not wearing goggles in the open car.

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All prices include postage.

MATTERS OF MOMENT

■ TRACTION AVANT

This year's Monte Carlo Rally, refreshingly free from protests, underlined what we have long advocated—abolition of the prop-shaft in cars of under 2-litres. Outright victory went to a f.w.d. Mini-Cooper S, front-drive Lancia Fulvias occupied second, fourth and fifth places, third place being taken by a rear-engined Porsche 911S. It was not until you came to 12th place, taken by that most effective of conventional rally cars, the Ford Cortina-Lotus, that the old order got a look-in, the remaining 6-11th positions being filled by Mini-Coopers, the Team Prize-winning Renault Gordinis and another Lancia Fulvia. So *traction avant*, so ably brought to public reach by Alec Issigonis in Britain and by Citroën in Europe (the latter putting as much power through the steered wheels over 30 years ago as a modern Mini-Cooper S), carried the day, backed up by rear-engined cars, a fine demonstration of the effectiveness of having the power unit as close as possible to the driving wheels.

B.M.C. spent some £30,000 in preparing four works cars for this event and conducting the successful operation, a measure of the public following they consider this winter contest attracts. The result fully vindicated the value of f.w.d., in which General Motors is now taking a keen interest, and should help to sell lots of Issigonis/Moulton B.M.C. saloons and luxury Lancias, cars in which safe handling is built-in, a philosophy which is better than trying to make less safe-handling cars accident resistant in the event of an impact being unavoidable. Another striking demonstration by f.w.d. cars has been the conquest of Cape North, off Norway, during the severe northern winter by two Lancias, a Fulvia and a Flavia, which, defeating the sub-zero temperature, wind-driven snow and undulating ice, became the first cars to travel this road, so well-known to summer tourists, under these conditions.

■ SALES AND THE 70-m.p.h. SPEED-LIMIT

When MOTOR SPORT addressed its open letter to Mrs. Barbara Castle in January we expressed the opinion that the blanket 70-m.p.h. speed-limit would throttle our most important Exports Industry, by diverting manufacturers away from high-performance cars to flabby over-weighted "keep-up-with-the-Jones" vehicles.

Comrade Kosygin, travelling amongst us in a Rolls-Royce, had a splendid reception from British workers. But these workers feel less cheerful in the car factories, where so much short-time working, punctuated by strikes, is the order of the day. The Credit Squeeze will be blamed for Aston Martin having to slash £1,000 off the price of the DB6, for Jaguar facing its biggest fall-off in sales since the 'fifties, with demand down by one-third and 46% of the remaining customers going for the obsolescent 2.4-litre car, for American Motors across the water making a last bid for survival with a new low-price Rambler, and for Ford of America dropping 12% earnings last year.

But the 70-m.p.h. speed-limit is largely to blame, a view *The Sunday Times* shares with us. It is noticeable that several new British family cars do not want to exceed this speed, suggesting that engine development is being sacrificed to bodywork and equipment modifications which increase weight and reduce speed and acceleration. The financial depression may restrict the majority to under-1½-litre cars, with Executives and Viscounts for the fortunate minority and Shadows and 600s reserved for the World's leaders. But if there is an overall lowering of performance and handling standards in British cars, any Export sales we have will be liable to evaporate, in those countries free of restrictive speed-limits, and because flabby handling is dangerous on our type of roads, accidents will be liable to increase faster than the speed-limit allegedly to reduce them.

The toll of the roads is terrible but there is not an atom of evidence to show that restricting speed, especially on Motorways, reduces accidents. Obviously those who drive habitually at 40 m.p.h., with occasional daring holiday bursts to 60, will not oppose a 70-m.p.h. limit. As this restriction affects only a minority of drivers, mainly of long experience driving cars that are designed to be safe at far higher speeds on the right roads, and as Police patrols are there to go after anyone driving dangerously on Britain's Motorways, Mrs. Castle has no reason to prolong a speed-limit tried and found unnecessary in Continental countries. While she insists in imposing it she must share the blame for sagging sales of the very cars for which this country is held in such high esteem, and for short-time working in our car factories. After all, who is going to spend thousands of pounds on a safely-fast car for the pleasure of driving it through a radar-trap on its first outing? Mrs. Castle, take off this brake on the skilled minority, with its serious threat to sales of our better, more expensive cars.

Motor Sport Fixture List For March

★ Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list ★
 C. = Closed Event. C.I. = Closed Invitation Event. R. = Restricted Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Mar. 4/5th	Southport M.C.	MR 94/503519	Southport	Rally (R.)	22.30
Mar. 4/5th	Cirencester C.C.	Webb's Garage	Cirencester	Rally (R.)	20.00
Mar. 4/5th	North Wales C.C.	The Esplanade	Criccieth	Rally (R.)	22.30
Mar. 4/6th	L.M.R.A.	Longford	—	Formule Libre Races (INT.)	—
Mar. 5th	Shenstone & Dist. M.C.	Barker's Café	Streethay	Trial (R.)	10.00
Mar. 5th	B.A.R.C.	Snetterton	Thetford	Race Meeting (R.)	14.15
Mar. 5th	Singer Owners' Club	Tunnel Hill	Pirbright	Trial (C.)	11.00
Mar. 9/12th	A.D.A.C./A.C. du Rhone	Stuttgart	—	Stuttgart-Solitude/Lyon-Charbonnieres Rally (INT.)	—
Mar. 11/12th	N. Staffs M.C.	Council Car Park	Cheadle	Rally (R.)	20.30
Mar. 11/12th	Mini 7 Club (N.W.)	Backford Garage	Chester	Rally (C.)	22.00
Mar. 11/12th	Burnham-on-Sea M.C.	Bridgwater Garage	Bridgwater	Rally (R.)	22.30
Mar. 12th	B.A.R.C.	Brands Hatch	Farningham	Race Meeting (INT.)	—
Mar. 12th	B.A.R.C.	Mallory Park	Kirkby Mallory	Race Meeting (C.)	14.15
Mar. 12th	Truro & Dist. M.C.	Truro	—	Trial (C.)	—
Mar. 12th	Yorkshire Sports C.C.	Pack Horse Inn	Southwram	Trial (R.)	10.30
Mar. 12th	Volkswagen O.C.	Wolfe Garage	Brasted, Kent	Rally (C.)	11.00
Mar. 12th	Oxford M.C.	Airfield	Chipping Norton	Sprint (R.)	14.00
Mar. 18/19th	Hants & Berks M.C.	Bordon Common	Alton	Rally (C.)	19.00
Mar. 19th	Surrey Sporting M.C.	Brands Hatch	Farningham	Race Meeting (C.)	14.30
Mar. 19th	Yorkshire Sports C.C.	Castle Howard	Malton	Hill-Climb (R.)	14.15
Mar. 19th	Sutton & Cheam M.C.	Bracknell	—	Rally (R.)	09.30
Mar. 23rd/27th	R.E.A.A.A.	Nairobi	—	East African Safari Rally (INT.)	—
Mar. 24th	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (INT.)	—
Mar. 24/28th	Ulster Automobile Club	Gallagher Factory	Ballymena	The Gallaher Circuit of Ireland Rally (INT.)	22.00
Mar. 25/26th	APOC Car Club	MR 159/881783	—	Rally (R.)	21.00
Mar. 26th	Motor Sport Halesowen 64	Curborough	Lichfield	Sprint (C.)	13.30
Mar. 26th	Gt. Yarmouth & Lowestoft M.C.	Battery Green Car Park	Lowestoft	Driving Tests (C.)	14.00
Mar. 26th	Uxbridge & Dist. Vintage Vehicle Society	Cassiobury Car Park	Watford	Concours (N.O.)	13.30
Mar. 26th	Truro & Dist. M.C.	Carlyon Estate	St. Austell	Hill-Climb (C.)	—
Mar. 27th	Darlington & Dist. M.C.	Croft	Darlington	Race Meeting (R.)	13.30
Mar. 27th	B.A.R.C.	Silverstone	Towcester	Race Meeting (INT.)	11.30
Mar. 27th	West Cornwall M.C.	Trengwainton	Penzance	Hill-Climb (R.)	14.00
Mar. 27th	B.A.R.C.	Castle Combe	Chippenham	Race Meeting (R.)	14.00
April 1st	S.C.C.A.	Sebring	Connecticut	Sebring 12-hours (INT.)	—
April 2nd	A.C.B.B.	Pau	—	Pau Grand Prix (INT.)	—
April 2nd	750 M.C.	Bury Farm	Clophill	Trial (C.)	11.00

SOUTH AFRICAN GRAND PRIX AND B.P.

British Petroleum have taken exception to the following part of our report of the Grand Prix of South Africa: "Unfortunately for him (John Surtees) some foreign matter in the B.P. oil caused considerable damage to the engine."

Some of our readers may read into this that the "foreign matter" was in the oil before being poured into the engine. There is no evidence that this was so, neither was our wording intended to convey this impression.

In further conversation with John Surtees he confirmed that the damage was caused by "foreign matter" in the oil system but emphasised the fact that it was no fault of B.P.

ROLLS-ROYCE ANTI-FREEZE

Rolls-Royce Ltd. tell us that the only anti-freeze of which they approve is to BS 3150 Type A specification.

MINIATURES NEWS

Corgi claim that their new Bedford tipper miniature faithfully reproduces the solid short stubby appearance of the original. No. 494 in the Corgi Toys series of die-cast models is four inches long, has a working tipper body, and the distinctive rear-view mirror, convex dished front wheels and concave back wheels of real Bedfords. Finished in blue, with yellow bodywork, it costs 6s. 11d. We find it an excellent container for paper clips.

The other new Corgi is a very detailed Volkswagen breakdown truck, which has a steering wheel in the cab and is replete with working jib crane, tow bar, and plated replicas of tools, batteries, tyres, etc. in a moulded tool chest. This one is No. 490, costing 6s. 9d. Corgi also came out during January with a small replica of the B.M.C. Mini-Cooper S used by Fall and Wood during last year's R.A.C. Rally. In other words, it has the rally plates bearing No. 21, extra lamps, sump guard, etc., but no Registration plates! They are now about to offer a model of the Cooper-Mini S driven to victory in the Monte Carlo Rally by Aaltonen and Liddon—No. 177, Reg. No. LBL 6 D. No doubt this will come along in due course.—W. B.

"MOTORING NEWS" GT CHAMPIONSHIP

A Championship for Special GT Cars is to be sponsored this year by *Motoring News*. Drivers will compete for a Trophy and £300 total prize money at 20 selected meetings covering seven circuits, with the final race at the B.R.D.C. Clubman's Championship meeting on October 14th.

NEW ZEALAND RACES

Tasman Formula

Results :

NEW ZEALAND GRAND PRIX, Pukehohe, January 7th—57 laps, 100 miles.

1st : J. Stewart (B.R.M. 2.1-litre), 162.49 k.p.h.
 2nd : J. Clark (Lotus-Climax 2-litre).
 3rd : R. Attwood (B.R.M. 2.1-litre).
 4th : J. Palmer (Brabham-Climax 2.5-litre).
 5th : G. Lawrence (Brabham-Ford 1.5-litre).
 6th : J. Boyd (Brabham-Climax 2.5-litre).

LEVIN GRAND PRIX, Levin, January 14th—43 laps, 50 miles.

1st : J. Clark (Lotus-Climax 2-litre), 139.1 k.p.h.
 2nd : J. Stewart (B.R.M. 2.1-litre).
 3rd : R. Attwood (B.R.M. 2.1-litre).
 4th : F. Gardner (Brabham-Climax 2.5-litre).
 5th : G. Lawrence (Brabham-Ford 1.5-litre).
 6th : D. Hollier (Lotus-Ford 1.5-litre).

LADY WIGRAM TROPHY RACE, Christchurch, January 21st—44 laps, 100 miles.

1st : J. Clark (Lotus-Climax 2-litre), 154.33 k.p.h.
 2nd : R. Attwood (B.R.M. 2.1-litre).
 3rd : D. Hulme (Repco-Brabham 2.5-litre).
 4th : F. Gardner (Brabham-Climax 2.5-litre).
 5th : K. Bartlett (Brabham-Climax 2.5-litre).
 6th : R. Levis (Brabham-Ford 1.5-litre).

TERETONGA, Invercargill circuit, January 28th—60 laps, 96 miles.

1st : J. Clark (Lotus-Climax 2-litre), 143.2 k.p.h.
 2nd : R. Attwood (B.R.M. 2.1-litre).
 3rd : J. Palmer (Brabham-Climax 2.5-litre).
 4th : L. Brownlie (Brabham-Ford 1.5-litre).
 5th : R. Levis (Brabham-Ford 1.5-litre).
 6th : D. Hollier (Lotus-Ford 1.5-litre).

ARGENTINE TEMPORADA, FORMULA THREE

Results :

BUENOS AIRES (January 22nd)

1st : J-P. Beltoise (Matra-Cosworth) 140.563 k.p.h.
 2nd : E. Offenstadt (Lotus 35-Cosworth).
 3rd : J-P. Jussaud (Matra-Cosworth).

MAR DEL PLATA (January 29th)

1st : J-P. Beltoise (Matra-Cosworth) 132.877 k.p.h.
 2nd : J-P. Jussaud (Matra-Cosworth).
 3rd : C. Crichton-Stewart (Brabham-Cosworth).

CORDOBA (February 5th)

1st : J-P. Beltoise (Matra-Cosworth) 143.411 k.p.h.
 2nd : J-P. Jussaud (Matra-Cosworth).
 3rd : C. Crichton-Stewart (Brabham-Cosworth).

BUENOS AIRES (February 12th)

1st : J-P. Beltoise (Matra-Cosworth) 138.89 k.p.h.
 2nd : J. Servoz-Gavin (Matra-Cosworth).
 3rd : J-P. Jussaud (Matra-Cosworth).

Monte Carlo won outright on Castrol XL



There's only one reason why BMC take on the rest of the world in this rally of all rallies. To prove the absolute reliability of their cars in every possible motoring condition. Once you appreciate that, you know the reason why we're glad to be in there with them. Castrol and reliable cars just naturally go together. Always have. Always will.

Castrol cuts down engine wear with 'Liquid Tungsten'



**OUTRIGHT
WINNER**

BMC MINI-COOPER S

Rauno Aaltonen/Henry Liddon

(Subject to official confirmation)

PROSPECTS FOR FORMULA TWO

— Interesting engine developments

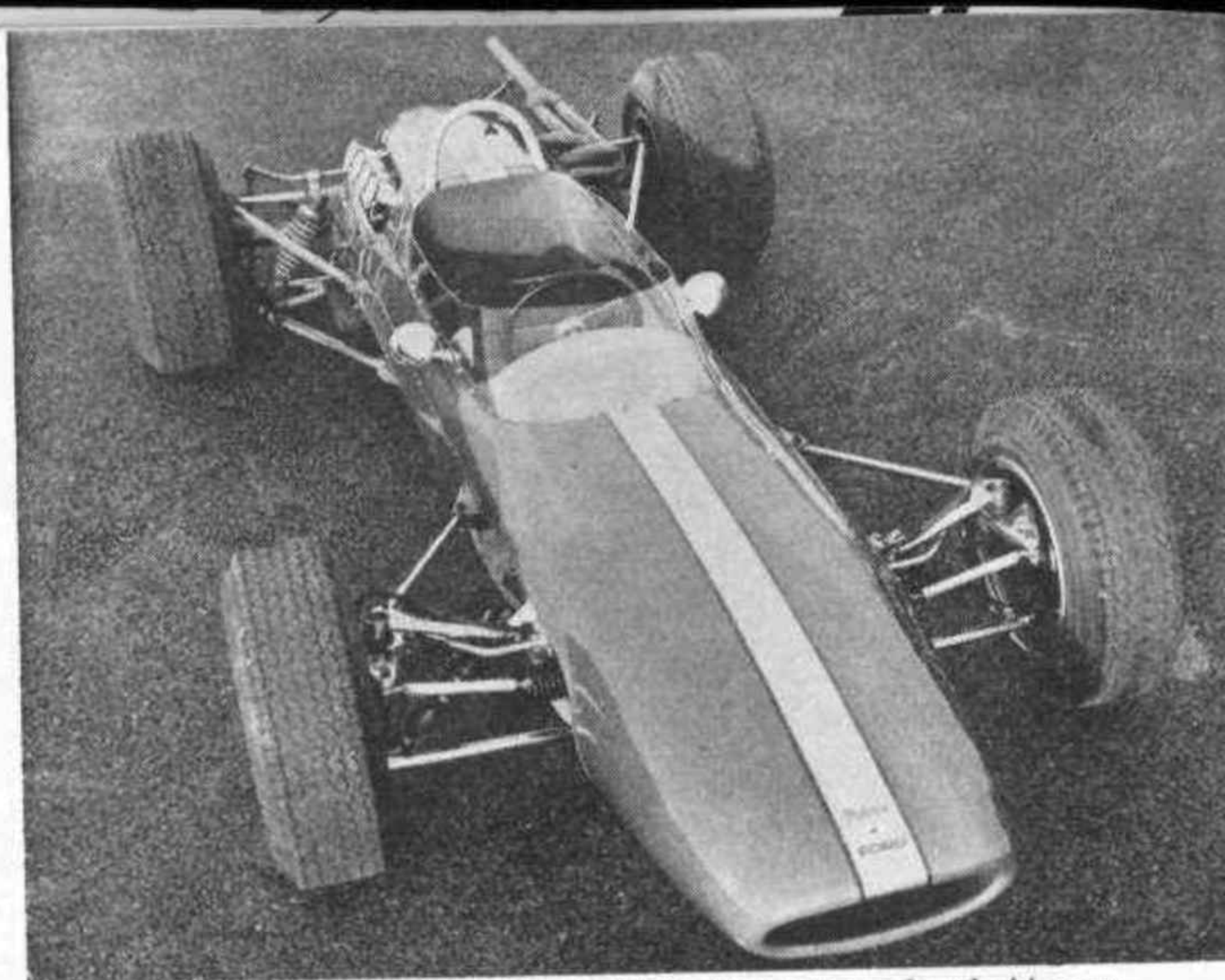
THE new Formula Two came into being on January 1st of this year and will remain in force until December 31st 1971, which means that we will have five full seasons of racing for this new category. As its title suggests it is intended that this new category of racing cars should be a minor league to the more important Formula One, or Grand Prix category. For this reason there are numerous restrictive rules both as regards car construction and competitors, these rules being intended to keep Formula Two as a stepping stone to the 3-litre cars of Formula One and Grand Prix racing.

Engines for Formula Two are limited to a maximum capacity of 1,600 c.c. and a minimum of 1,300 c.c., and the cylinder block must come from a homologated production car of which at least 500 examples have been made within 12 months. There is a limit of a maximum of six cylinders, but this limitation can be changed by the F.I.A. if there are three or more production cars homologated with more than six cylinders and a capacity not exceeding 2,000 c.c. If it is deemed desirable to change the limit of the number of cylinders at any time it will not come into force until the following January. Having got your production cylinder block you can reduce the capacity to 1,600 c.c. by a reduction in bore or stroke or both, and almost any other modifications are permitted, though there is a limit of two camshafts per line of cylinders and the system (i.e. plain or roller) of bearings for the crankshaft and rods must not be changed. No supercharging is allowed but fuel injection may be used, either direct or indirect, and the basic cooling method must remain the same (i.e. air or water). There is a clause to permit "special engines" which includes the N.S.U.-Wankel engine and turbines, providing they are basic production units, and the classifying of these types of engine are by a special formula to equate them to piston engines.

The cars are single-seaters to the standards of construction and safety as used for Formula One cars, and there is a minimum weight limit (starting line weight) of 420 kilogrammes or 924 lb. A maximum of five forward speeds is permitted and all cars must have a fully working reverse gear, while only two wheels may be driven, either the front pair or the back pair, but not all four.

The basic rules for this new Formula Two were drawn up at the end of the 1964 season, so that there was more than adequate warning and for once there was no wailing and moaning from the racing car constructors or engine designers and everyone got on with the job. The result has been that activity is very well advanced long before the first race is due to take place, which augurs well for the future of this Formula. It is particularly interesting for small manufacturers who cannot contemplate the cost and complexity of Formula One, and for engine manufacturers with similar limitations, while it is of interest to established Grand Prix car teams as a training ground for drivers and engineers for bigger and better things.

A European championship has been drawn up for this new Formula



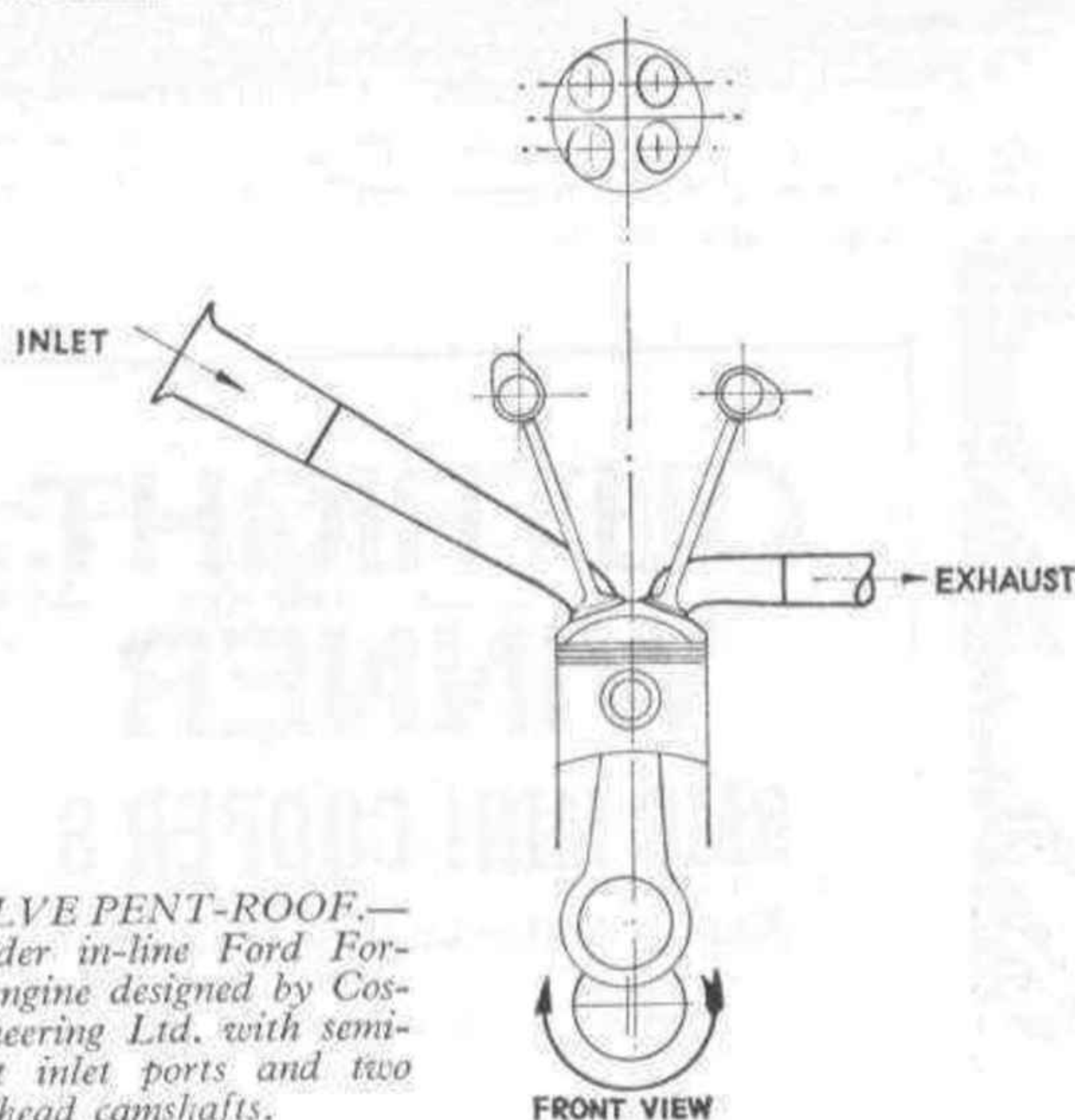
BRAND NEW.—Bruce McLaren and his designers produced this new Formula Two car in barely four months. It uses an aluminium monocoque chassis, orthodox Grand Prix suspension, a Cosworth 1,600-c.c. engine and Hewland 5-speed gearbox. Further details in *Racing Notes*.

Two, to be known as the European Trophy, and there are thirteen events counting for points, the first being at the Snetterton meeting on Good Friday March 24th, closely followed by the B.A.R.C. meeting at Silverstone on Easter Monday March 27th. As mentioned last month this championship is only open to non-graded drivers, or in other words, minor league drivers, though the big names can compete in the individual events. This may well mean that at the end of the season the F.2 champion driver is someone who never finished higher than 6th or 7th in a race, but at least it will stop the professional Grand Prix drivers from monopolising everything.

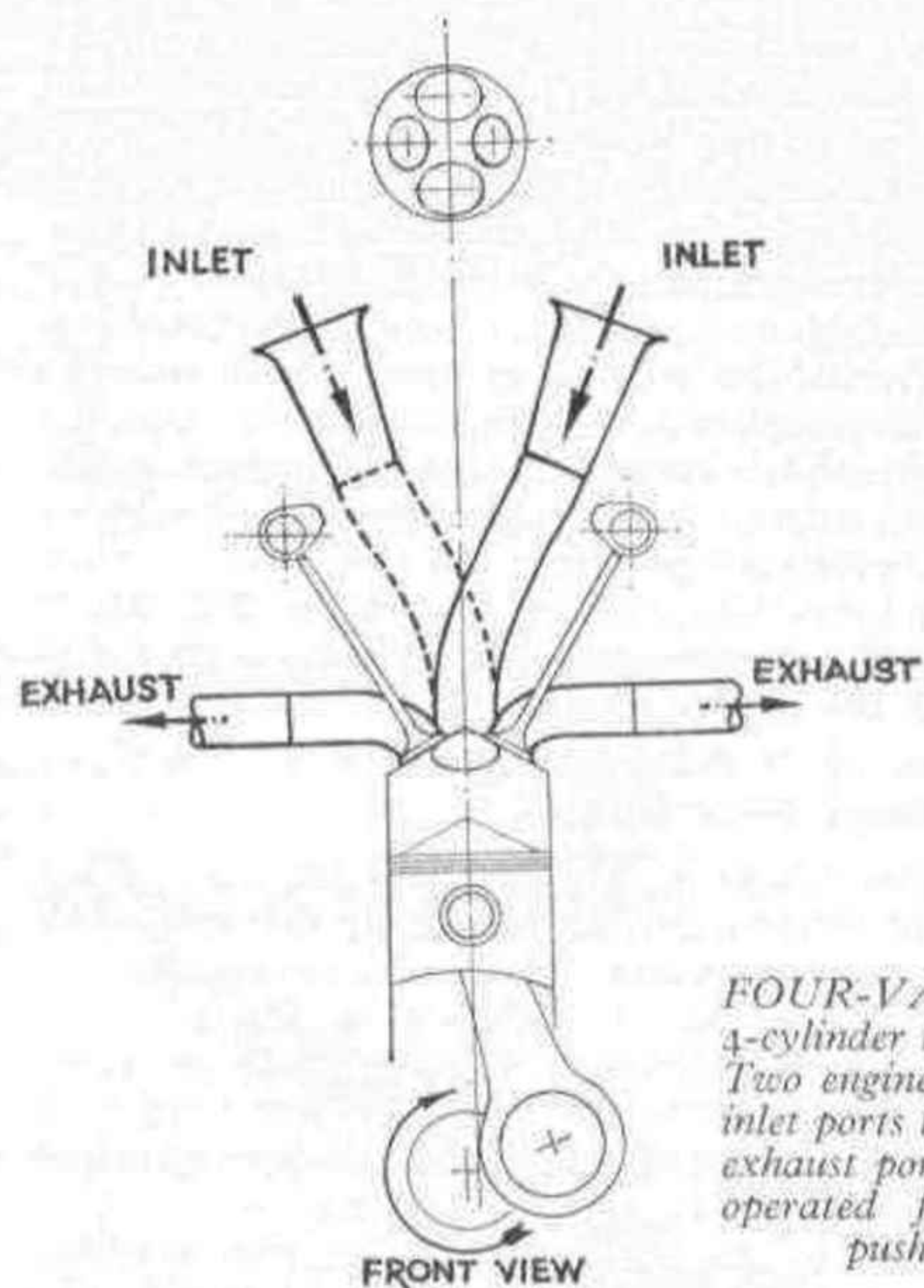
Already constructors are well advanced and the first race should see a good turnout of new machinery. Mainstay of the British teams and the private owners is going to be the new Cosworth-Ford engine, mated to a new Hewland 5-speed gearbox, this complete power/transmission pack being available to anyone with sufficient money, and already the first units have been on test and early customers are getting delivery so that the first race should see a preponderance of Cosworth-Hewland units in the entry. Lotus, Lola, Brabham, Cooper and McLaren cars are all using this power pack, as are Matra and no doubt any other small manufacturer that wants to join in. The Cosworth engine is designed around the Ford Cortina five-main-bearing cylinder block and Ford (England) are strongly behind the project, with money and materials and the cambox has FORD cast into it, while Cosworth rivet on a plate saying that the engine has been designed and developed by them for the Ford Motor Company. In the very early days of development Keith Duckworth and Mike Costin estimated that 195 b.h.p. would be available from this 1,600 c.c. power unit, and by the time the production engines were being assembled well over 200 b.h.p. was being developed. A production run of 40 engines was laid down and they have all been sold, the price being £2,500 each. The alloy cylinder head has four valves per cylinder, arranged in a vee-shaped or pent-roof combustion chamber with two inlet and two exhaust and each row of valves is operated directly by an overhead camshaft, with inverted-piston tappets between cam and valve. The two camshafts are driven by a train of straight-cut gears from the front of the crankshaft, while a further gear-train on the rear of the camshafts drive auxiliaries such as alternator and fuel-injection metering unit, there being a cog-belt drive between the actual metering unit and the gear-train. Sparking plugs are 10 mm. and are sunk down between the camshafts in deep tubular tunnels in the one-piece camshaft cover. Semi-downdraught inlet ports are used and a Lucas-Cosworth injection system is used, with sliding-plate throttle slide, the injectors squirting onto the throttle slide.

A prototype engine was fitted to a Brabham chassis last year and Mike Costin drove the car in numerous club meetings, recording some impressive victories, so that by the time the production engines were delivered to the customers Cosworth could truly say that it was a race-proved engine.

In Germany the B.M.W. firm in Munich have been taking a keen interest in competition and as the successful 1800 and 2000 B.M.W. saloons put the firm back on its feet, and the 1600 saloon was introduced, they became more and more interested in racing. This year they are



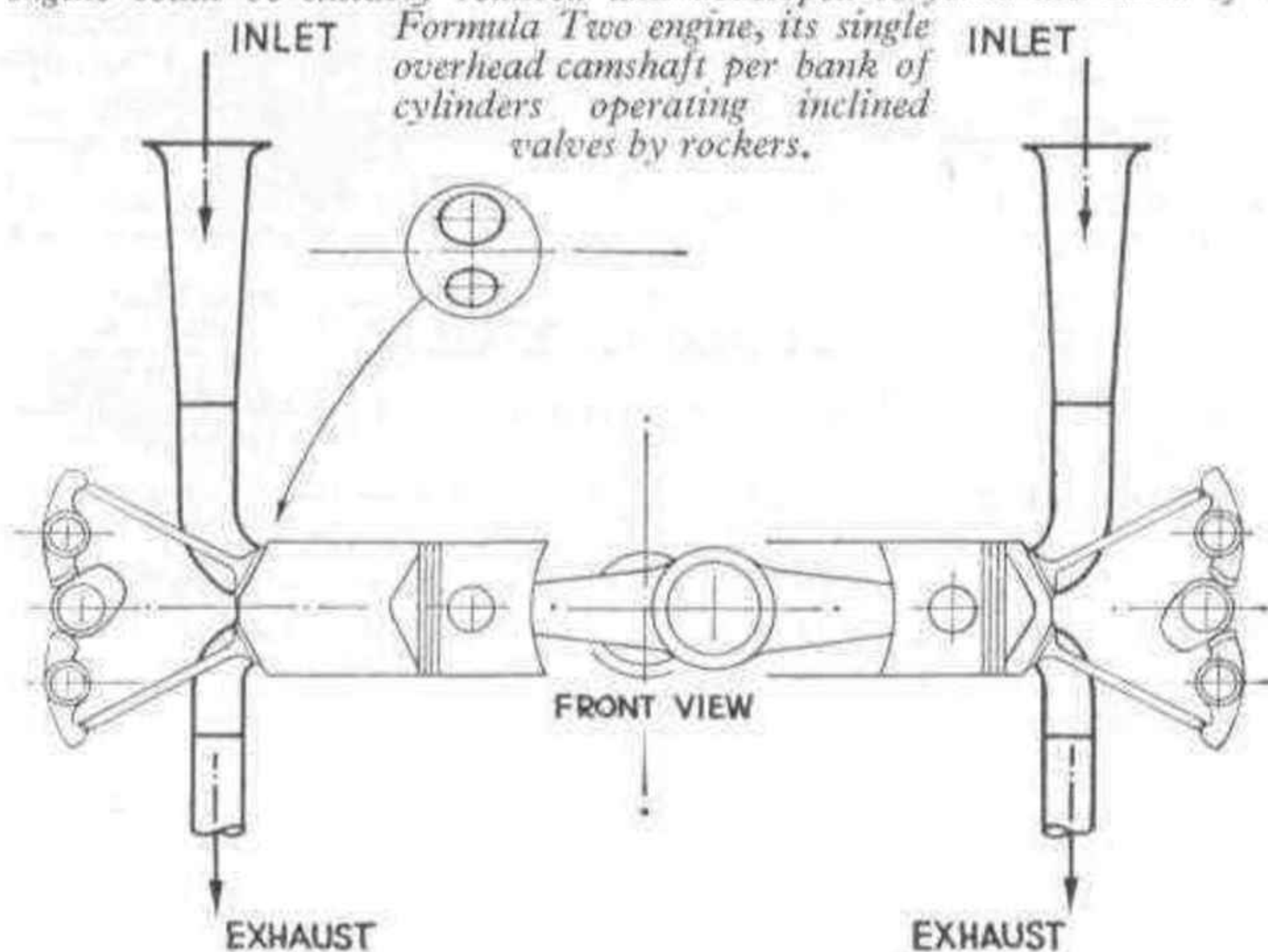
FOUR-VALVE PENT-ROOF.—The 4-cylinder in-line Ford Formula Two engine designed by Cosworth Engineering Ltd. with semi-downdraught inlet ports and two overhead camshafts.



FOUR-VALVE RADIAL.—The 4-cylinder in-line B.M.W. Formula Two engine with twin downdraught inlet ports to each cylinder and twin exhaust ports, the inlet valves being operated from the camshafts by push-rods and rockers.

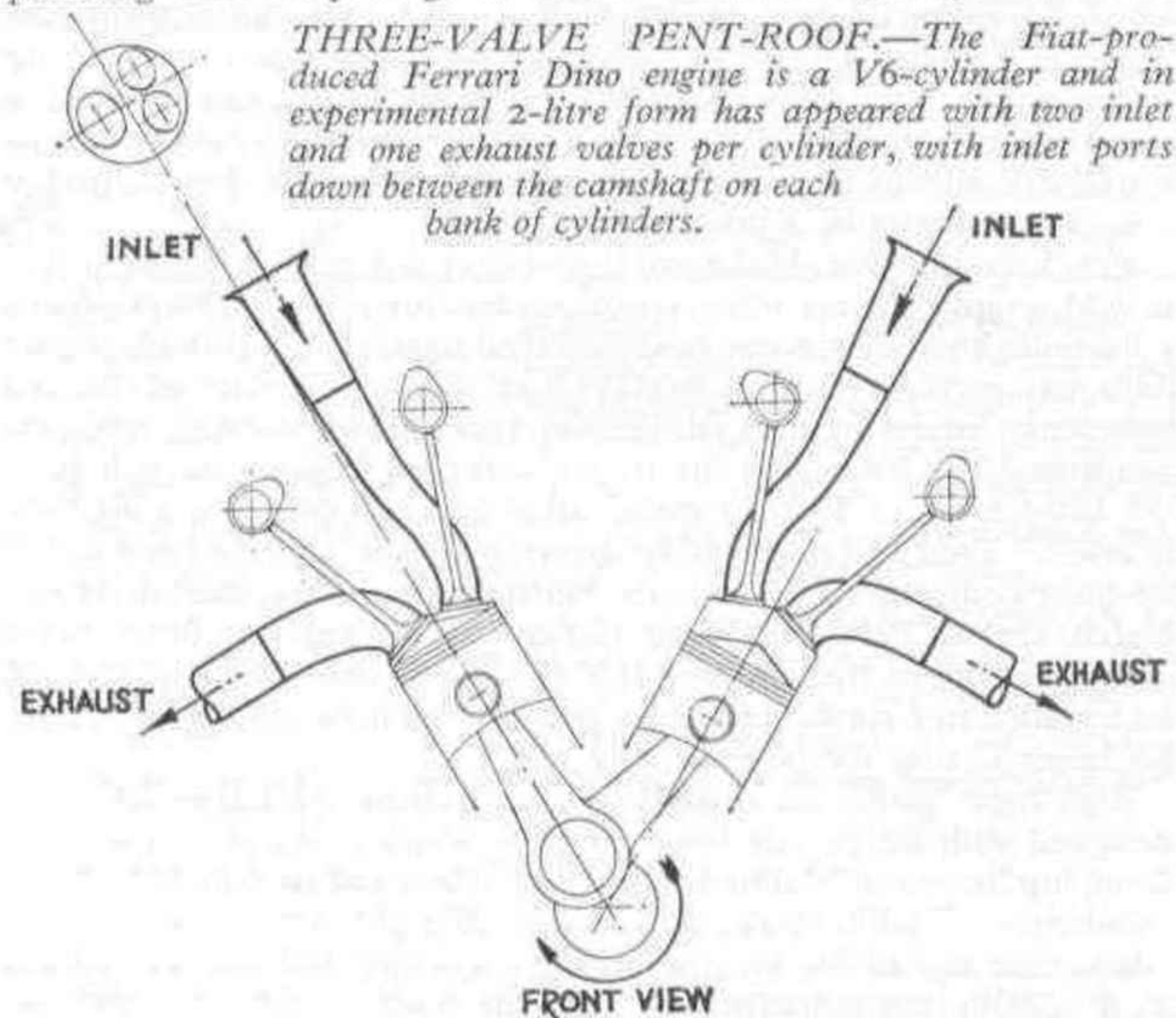
running a factory team of two cars, to be driven by Hubert Hahne and Joseph Siffert, and an agreement has been reached between Lola and B.M.W. no doubt greatly assisted by John Surtees who has always been very friendly with B.M.W. and who has more than a passing interest in Eric Broadley and the Lola firm. B.M.W. have developed a Formula Two engine and Lola have a sound F.2 chassis so they have got together with the result that the factory B.M.W. team will use their engine in a Lola chassis, and the factory Lola team will use a B.M.W. engine in their chassis, driven by John Surtees. F.2 Lola cars for sale will use the production Cosworth engine. The B.M.W. engine is designed around the production 1,600 c.c. cylinder block and like Cosworth they have developed an alloy cylinder head with four valves per cylinder and two overhead camshafts, but there the similarity ends. This new head is designed by Ludwig Apfelbeck, an Austrian designer who has been with B.M.W. for a long time, and he has arranged his four valves in a hemispherical combustion chamber, so that the valve stems stick out radially. The inlet valves lie fore and aft, along the axis of the 4-cylinder engine so that there are two downdraught inlet passages, and the exhaust valves lie across the cylinder axis, with an exhaust port on each side of the head. The exhaust valves are operated directly by the two overhead camshafts and the inlet valves are operated from the same shafts by a system of rockers. Each of the eight inlet valves has its own port and Lucas fuel-injector unit, and there are four exhaust ports on each side of the cylinder head. At the moment there are two versions of this interesting cylinder head in being, one with the inlet valves lying along the centre-line of the engine, as shown in the accompanying illustration, and the other with the combustion chamber

TWO-VALVE HEMISPHERICAL.—The flat 6-cylinder Porsche engine could be suitably reduced and developed to form the basis of a Formula Two engine, its single overhead camshaft per bank of cylinders operating inclined valves by rockers.



rotated some degrees off the centre-line so that one exhaust port points slightly forwards and the other slightly rearwards, and it now appears that the latter is the more promising. The first of these radial four-valve heads was built on a 2-litre block and installed in a Brabham chassis, and during last season it made frequent successful attacks on the standing start quarter-mile and 500 metres records, as well as running in some German hill-climbs. Using special racing fuels this 2-litre engine has developed 290 b.h.p. (145 b.h.p. per litre) and it is expected that the 1,600 c.c. version, running on straight petrol, will give 225 b.h.p. The combination of Lola on chassis and road-holding, and B.M.W. on engine should prove very interesting and a strong competitor for the various cars using Cosworth engines.

Before B.M.W. announced that they would be running a factory team in Formula Two it was generally thought that Porsche would be interested in this class of single-seater racing. This idea was encouraged by the fact that the flat 6-cylinder 911 Porsche engine was in full-scale production and the 911 car has been homologated not only as a GT car (500 off) but also as a Group 2 touring car (1,000 off). Suitably reduced from its present 2,000 c.c. to 1,600 c.c. the flat-six air-cooled Porsche engine, with its overhead camshaft and rocker-operated inclined valve heads, would appear a very likely unit for Formula Two, and some of the better known British teams were making enquiries in Stuttgart last year. However, Porsche say that as B.M.W. will be upholding German prestige in Formula Two racing they will not be



THREE-VALVE PENT-ROOF.—The Fiat-produced Ferrari Dino engine is a V6-cylinder and in experimental 2-litre form has appeared with two inlet and one exhaust valves per cylinder, with inlet ports down between the camshaft on each bank of cylinders.

running a factory team, preferring to concentrate their efforts on Group 4 and Group 6 two-seater long-distance racing. This may be so at the moment but it would not surprise me if Porsche either decided that B.M.W. needed support, or that they should not be allowed to take all the credit for German successes in single-seater racing!

In Italy Ferrari is definitely interested in Formula Two racing and went to Fiat for help. The help he needed was the ability to put a suitable engine into full production so that its cylinder block could form the basis of a Formula Two engine. Needless to say Ferrari had a suitable engine in the V6 four overhead camshaft 2-litre Dino engine which he had been racing in Prototype racing and hill-climbs. Fiat have designed a car to take this engine and have already produced 500 cars, with a second batch of 500 under way, so Ferrari can now produce a 1,600 c.c. V6 four camshaft engine for his Formula Two car. Last year he developed a new cylinder head for the Dino, with two inlet and one exhaust valve per cylinder, with the inlet ports running down between the camshafts on each bank of cylinders, this engine being illustrated.

There is never a shortage of chassis designers and builders but quite often a shortage of engine builders, but with this new Formula Two there is a sufficiency of both so that the first season looks like being very interesting and competitive. Alfa Romeo are running a 2-litre V8-engined prototype sports car this year, and Abarth is experimenting with a V8 engine so it only wants someone like Honda to put a V8 engine into production and in two or three years' time we might see a new batch of 8-cylinder engines for Formula Two. Whatever happens the last two years of this new Formula should be most interesting, for engine development is already at an advanced state and we have not yet started racing.—D. S. J.

RACING NOTES

News from McLaren

AT the end of last season the McLaren Racing Team decided to cut their losses and abandon the 3-litre Ford-Indy-engined Formula One car project, as well as the abortive Serenissima-engined gap-filler. In the short months of the off-season they designed and built an entirely new car with a new purpose in life. This is a small and compact car that is basically intended for Formula Two, using a Cosworth-Ford engine and Hewland gearbox, the team getting delivery of one of the first production Cosworth F.2 engines, so that testing started promptly. Two cars are being run by the works team in F.2 races and with the design finalised the car is now in production by Elva Cars at Croydon, in the way that the McLaren Group 7 sports car has been produced. Less engine and gearbox it sells for around £2,500.

The chassis structure is a monocoque of duralumin sheet riveted and bonded to steel bulkheads, the side pontoons containing rubber fuel tanks, with a third one behind the driver's seat. Suspension is completely unsophisticated, following accepted Grand Prix practice, with coil-spring/damper units, while disc brakes and 13-in. alloy wheels are used. The wheelbase is 7 ft. 6 in. and the front and rear track are 4 ft. 6 in. The detail finish of the whole chassis follows the standards of previous McLaren cars and with a competitive engine installed it should be a worthy contender in Formula Two, either as a works car or run by a private team.

For Formula One McLaren is awaiting the new production V12 B.R.M. engine, as are other small constructors, but in the meantime a Formula Two chassis has been modified to take a V8 B.R.M. engine. This has involved cutting away part of the rear section of the side pontoons, increasing the stiffness at this smaller section, with the result that the V8 engine fits in very neatly. The engine will be to the latest 2.1-litre Tasman specification and is coupled to a Hewland gearbox. This works car will be driven by Bruce McLaren and should be quite competitive in the early Formula One races, such as Brands Hatch, Oulton Park and Monte Carlo. By the time the faster events arrive it is hoped that the V12 B.R.M. will be delivered, and this will be installed in a similar car to the present Formula Two chassis, but a bit larger to take the longer engine.

This new series of single-seater cars from McLaren has been designed with the private buyer in view, which is the main reason for dropping the use of Mallite in the construction and turning to orthodox duralumin. Mallite construction was all right for the works cars, where time and money are not terribly important, but was not practical as a saleable proposition, both from the point of view of initial construction and subsequent maintenance.

The McLaren Racing Team now have a fine new 6-cylinder Ford diesel transporter and with two Formula Two cars ready at least a month before the first race, as well as a makeshift Formula One car for the beginning of the season, so they should enjoy a better season than they had in 1966. Bruce McLaren should get plenty of single-seater driving this season, while he will also be very busy with the American Ford team in long-distance racing. Because of his work with Detroit on the Mk. II Fords there is no question of McLaren Racing getting involved in Group 6 as yet, though the Group 7 sports cars for American racing are continuing.

News from Ferrari

Last month saw most of Modena and a lot of Italy well off the ground with excitement and satisfaction, following the sweeping victory by the Ferrari team in the Daytona 24-hour race. To start two new P4 cars and have them finish first and second, with a private P3 backing them up in third place, was more than anyone could wish for. Even the most anti-Ferrari people were delighted to see the "little house of Maranello" really trounce the Ford Empire, and to rub it in by crossing the line at the end of the 24 hours three abreast; and to think that a short while ago Mr. Ford very nearly bought the whole Ferrari plant. When the Ford people saw the new P4 on test at Daytona in December they said what Aston Martins used to say at Le Mans practices some years ago. "These speeds are impressive, but they won't keep them up for 24 hours." The P4 cars, described in greater detail in the Daytona report elsewhere in this issue, were using the new V12 engine that has three valves per cylinder, two inlet and one

exhaust, and with the inlet tracts down between the camshafts, with Lucas fuel-injection. This 3-valve layout first appeared on a Dino V6 engine in hill-climbs and then at Monza on the Grand Prix cars, when they finished first and second on their first outing; now the "3-valve" P4 engine has finished first and second on its first outing, which makes one realise that Ferrari really knows about engine design and building. During the winter it was thought that the P4 engine would be well over 4-litres, but it turned out to be 3,967 c.c. No doubt the rumoured 4.8- or 4.9-litre version could be built if more than 450 b.h.p. is needed, for engines are no problem to Maranello. The 4-o.h.c. P4 engine runs at 8,000 r.p.m. and is everything that a European racing engine should be, in direct contrast to the 7-litre iron Detroit engines with their 520 b.h.p. If Ferrari can get 450 b.h.p. from a 4-litre, then it is not too much to hope that Aston Martin can get the same figure from their new 4-o.h.c. 5-litre engine, so that we might see the Lola-Aston Martin challenging the existing giants.

News from B.M.W.

The Bayerische Motoren Werke in Munich have for many years been sending out news of interest only to the family motorist, with occasional sorties into the sporting world, such as the V8-engined 507 two-seater of some years ago, and the TI versions of the fine 1800 and 2000 saloon. This year news from Munich contains much of racing interest with the formation of the factory Formula Two team and their tie-up with Lola. The performance of the radial-valve cylinder-head engine will be followed with keen interest, as have the various record-breaking runs made by the 2-litre version in past months. Latest news is that Lola are supplying a two-seater sports chassis into which one of the 2-litre versions of the Apfelbeck engine will be installed, and this will be driven in the European Mountain Championship events by the Austrian driver Dieter Quester, and it should have about 270 b.h.p. available.

News from Porsche

Latest news from Porsche is that they say they have no intention of taking part in Formula Two this year, leaving that field of racing to B.M.W. The Stuttgart firm are certainly very active in long-distance prototype racing, their latest version of the Carrera Six appearing at Daytona, where it finished fourth overall. In addition to this, one of last year's Le Mans cars finished fifth and production 911 models were ninth and 10th. In ninth place was a 911 S, and in 10th place was a 911, so that Porsche cleaned up all possible categories. The 911 S is homologated as a GT car (Group 3, 500 off) and the normal 911 as a Touring car (Group 2, 1,000 off). Porsche production and sales are now reaching such a volume that the F.I.A. are going to have to rewrite their rules, or else other manufacturers are going to have to do something about it. The "cooking" Porsche with the flat-four push-rod engine, the Type 912, has now passed the 9,000 mark in 12 months, so is homologated as a Group 1 series-production Touring car; the flat-six overhead camshaft 911 model, in standard form, has nearly reached an output of 3,000, and has been homologated as a Group 2 Touring car, while the hot version of the flat-six, the 911 S, has passed the 1,000 mark, but remains homologated as a Group 3 Grand Touring car, though it could be up-graded to Group 2 if needs be. The wild-looking Carrera Six was homologated last year as a Group 4 sports car (50 off), and the latest Carrera Six, known as the 910, is a worthy Prototype or Group 6 car. In the 2-litre category Porsche would seem to have a stranglehold on the F.I.A. group classifications for long-distance racing. It is just possible that one day they might progress to something much larger than 2-litres and then they will be a challenge for overall victories, for the existing cars are not far behind the "big boys" even now.

News from the R.A.C.

Any news from the R.A.C. is of interest and when it concerns racing cars in the Isle of Man it is more than welcome, but the latest information is that the projected match race between a car and a motorcycle round the T.T. circuit is now OFF. This time the cold water has been poured by "the firm next door," the Auto Cycle Union, for they have now cancelled the idea, even though the R.A.C. were in favour of this one. Simple and uncomplicated enthusiasts like you and me, who just want to enjoy all branches of our sport, just can't win. It seems like it is a case of "back to the disused airfields and stadiums for our enjoyment, it's all we are going to be allowed." No wonder more and more people are going to watch Continental motor races.

Forthcoming Events

The month of March will see motor racing start in a big way, even though club-type racing has been going on throughout the winter, for on March 12th the Race of Champions has been resurrected at Brands Hatch. This season-opener for Grand Prix cars was held in 1965, when Mike Spence won it, and at the time it seemed a worthwhile and successful event, but was missed last year. It is being run in two very short heats, of 10 laps each of the full Brands Hatch circuit, followed by a 40-lap final, the first heat starting at 12 noon. Interspersed with these short races for Grand Prix cars (as distinct from Grand Prix races) will be some saloon car races, a type of racing that seems to have degenerated into the sort of thing that Stock-car Racing used to be, with unruly yobboes masquerading as racing drivers. If you can tolerate the low standards and all the fun of the fair, then Brands Hatch will be the place on March 12th, for the Grand Prix entry should be good, and the only entries not yet confirmed are the works B.R.M. team. Even Honda seem to be sending a car for John Surtees, so the noise alone will be worth the entry money.

At the end of March we have Easter and the myriad of events that it entails, but the two big ones are at Snetterton and Silverstone. On Good Friday the Snetterton meeting will see the first appearance of the new Formula Two cars, with their 1,600-c.c. engines, and it is hoped that a Lola-B.M.W. will be running, to challenge all the Cosworth-engined cars. There will also be the usual full supporting programme, and then on Easter Monday those of the entry that are still raceworthy will be at Silverstone. Ever since racing got going again after the war Easter has been synonymous with Goodwood, the B.A.R.C. holding an International meeting of short races on Easter Monday at the Goodwood circuit. The Sussex airfield was never very exciting as a racing circuit, but it was an ideal setting for a Public Holiday meeting, and Easter Monday at Goodwood always seemed a pleasant affair, even if it rained, for the Sussex rain seemed clean and fresh as it swept off the Downs. Now that the Duke of Richmond and Gordon has got tired of having us racing in his "back-garden" (and who can blame him), the B.A.R.C. had to make new plans, and thanks to the friendly relationships with the B.R.D.C. they are holding their Easter Monday meeting at Silverstone. After the compact and comfortable feeling of Goodwood the Buckinghamshire wide open spaces will seem a bit cheerless for Easter Monday, so let us hope the sun will be shining. The only drawback is the fact that exactly one month later it will all be repeated at the B.R.D.C.'s own International Trophy meeting, except that on Easter Monday F.2 cars will form the main feature, and on April 29th there will be Formula One cars that will make a different noise, even if they will look the same to the casual observer.

On April 1st the 12 Hours of Sebring takes place, and this year it was hoped to organise the race at a new circuit in California, but progress has been delayed so Sebring will be at Sebring once more. After the Daytona disaster the Ford team should come charging back into the fray with their biggest hammers raised high to stamp out the little Italian upstart who took the mickey out of them in February. It would be just like Ferrari to give Sebring a miss, leaving Ford

SMALL CAR TOPICS—THE RENAULT 10

THE OTHER day I was without a car and then the 'phone rang and I was told a Renault 10 was available. I suppose because I went all through last year driving but one Renault, the larger front-drive 16, I had forgotten what a friendly little car the 1,108-c.c. Renault is. And not all that little either, although it suffers from slightly restricted accommodation because the front-wheel arches intrude into the driving compartment and there is a luggage well behind the back seat. It makes up for this by exceptionally comfortable seats, the front ones having reclining squabs as an optional extra, four doors, and a claimed luggage capacity, free from spare-wheel intimacy, of 13½ cu. ft.

The quality of the interior trim is outstanding for a car of this price-class. I rate the Renault 10 a luxury small car, not because it has a simulated wood-veneer fascia panel, this polished *decor* extending to the two back-swept spokes of the steering wheel and the tip of the gear lever, but because its suspension is quiet as well as comforting and the engine only buzzes at Motorway speeds. The instrument panel apart, the fascia finish is matt black but there are reflections in the windscreen. Instrumentation is kept to a bare minimum—speedometer with total-mileage recorder and fuel gauge. Warning lights do the rest. There is a very effective heater and big fascia fresh-air vents that really do ventilate the car.

The central gear lever controls a nice all-synchromesh change and no longer dithers about to any extent. The lamps are lit by moving a tiny rotary switch on the steering wheel nacelle, and headlamps beams

wielding its hammer with no one to strike. While the Ford/Ferrari vendetta rages, to the immense joy of everyone on the outside, and has particular point as Ford failed to buy Ferrari a few years ago, one tends to overlook a small concern called Chaparral, who quietly "figure things out" down in Texas, though it is generally accepted that they use General Motors' brains to help with the "figuring out." Until Phil Hill slid into the retaining wall at Daytona and damaged the Chaparral coupé, it was leading all the Ferraris and all the Fords; and remember who won the 1,000-kilometre race at Nurburgring last year? It was not Ford and it was not Ferrari, it was Chaparral, and Phil Hill was driving that one as well. If Ferrari does not run works cars at Sebring and the Chaparral wins then we can stand well back, for the Ford Empire is liable to burst at the seams. It would only then want a 4-cylinder Offenhauser-engined car to win at Indianapolis and the Ford engineers would jump into their own computers and press the "panic button." Do not get the impression that I am anti-Ford, far from it, for I admire and envy the technology they can apply to racing machinery, but a little suffering does everyone good and makes the best of us strive even harder.

Driver Grading

At the end of each year that enthusiasts' magazine *Autosport* sum up the famous drivers on a star scale, giving people like Jim Clark five stars, and others four, three, two and one. This is a purely personal idea of the Editor and indicates how he rates the big names. The F.I.A. have their own system of grading and anyone who has figured in the points-gaining lists of Championship events is considered a Graded Driver, and there are certain things a Graded Driver cannot do, such as compete for the new Formula Two European Championship. I have a personal way of classing drivers, starting with Amateur/Amateur drivers, the best of whom progress to Professional/Amateur drivers. Then you move up into the Amateur/Professional category and when you are Internationally famous you are in the Professional/Professional category, by which time you should be making a comfortable, if not necessarily honest, living from being a racing driver. For the record the F.I.A. list of Graded Drivers for 1967 is as follows:—

Chris Amon	Bob Anderson	Peter Arundell
Richard Attwood	Lorenzo Bandini	Bob Bondurant
Joakim Bonnier	Jack Brabham	Ron Bucknum
Jim Clark	Mark Donohue	Richie Ginther
Dan Gurney	Graham Hill	Phil Hill
Denis Hulme	Willy Mairesse	Bruce McLaren
Herbert Muller	Michael Parkes	Jochen Rindt
Pedro Rodriguez	Lloyd Ruby	Ludovico Scarfiotti
"Skip" Scott	Joseph Siffert	Michael Spence
Jackie Stewart	John Surtees	

I think that it is reasonable to say that any aspiring racing drivers could be well satisfied to have their names on the F.I.A. list, for the above collection of drivers represents pretty serious "fast company."
D. S. J.

are selected with the l.h. stalk lever, which also flashes them on dipped beam. The Cibie lamps give a splendid light but have a sharp cut-off. The r.h. stalk lever operates turn-indicators which are rather too eager to self-cancel. A lidded and an open cubby hole and a lockable parcels tray are provided. The lavishly-equipped Renault's only apparent concession to price-cutting is sliding back windows. These complement the child-proof door locks, however.

There are 10.2 in. disc brakes all round but they are not quite so effective as one would expect. The rack-and-pinion steering is commendable, road-holding likewise, aided by 15 in. Michelin "X" tyres, but the 44½ b.h.p. alloy-head 5-bearing engine needs working up to 70 m.p.h. and 60 is about the usual gait on normal roads. The Gordini version would be different, no doubt! I did not manage a long-duration fuel consumption check but over a short distance 35 m.p.g. was recorded. The absolute range was a very creditable 294 miles. After 430 miles the "bent wire" dip-stick indicated the need for a pint of oil. The smart Renault 10 makes a particularly pleasing town car, apart from that uncertainty about the brakes from low speeds. There are minor irritations such as sharp-edged interior door handles, low-set window-winding handles, and a fuel filler that will not take a can, but they are only small snags. The test car had a very clear Dutch-made Philips radio. It costs a modest £720 15s. 8d. with reclining front seats, and is handled here not by a marketing company or by concessionaires but by a well-organised branch of the famous Billancourt factory.—W. B.



Mustang -v- Camaro



AMERICAN cars used to be something of a joke so far as Europeans were concerned, when bulbous and (to us) ugly styling concealed dreadful inadequacies in suspension and braking. But then, they were believed to satisfy the conditions in the States and who were we to argue? Gradually the influence of imported cars began to be felt, producing first the "compact" Detroit-built lines and now a new and very exciting range of semi-sporting models. If Volkswagen and Porsche inspired the Chevrolet Corvair, the first U.S. "compact" (it has its power unit in the tail) then the Ford Mustang must have been inspired by the popularity of Jaguars, and the success of this handsome challenger is seen in a production of well over a million vehicles within two years of introduction. Then at the Paris Show last October Chevrolet replied with the Camaro, even importing stylists to mould plasticine models before the approving gaze of visitors.

Both the Mustang and the Camaro bridge the gap, which has steadily narrowed, between American and European ideas of a good-looking car. Both are strikingly extrovert in appearance, attract admiring glances wherever they are seen, and are hard to fault on aesthetic grounds. Equally, they offer a very poor overall length/passenger-carrying ratio and are clearly defined as packages of styling and performance (i.e. crumpet-catchers) rather than family transport. Neither car corners adequately on wet roads and in both cases the rearward and three-quarter rear vision is extremely poor, rather encouraging a careless or tired driver to back-up until he hears a crunch.

We are getting a phobia in Britain about "badge engineering" and not without reason as more and more famous makes merge their identity in a common bodyshell, but if the exercise is carried out properly practically every car made could have a slightly different identity, for the combination of options in these American catalogues is virtually endless.

Because we most often see Mustangs on the race circuit we generally regard them as brutally powerful cars, yet the basic model is a mere 3.3 litres contained in a 6-cylinder unit, developing 120 gross horsepower. Then you could order a 4-litre "six" (150 b.h.p.), a 4.7-litre V8 developing 200, 225 or 271 b.h.p. to choice, or the 6.5-litre Thunderbird V8 developing 320 b.h.p. Having chosen one of three body-styles—convertible, fastback 2+2 or hard-top—there are 114 different options to consider, including disc brakes, 4-speed manual or SelectShift Cruise-O-Matic automatic, "rally suspension," limited slip differential, power steering, different axle ratios, special instruments, different seats and so on.

In like manner, General Motors offer the sports saloon or convertible Camaro with a choice of engines ranging from a 3.8-litre in-line six developing 140 or 155 b.h.p., a 5.5-litre V8 developing 210 or 275 b.h.p., to the 5.7-litre Turbo-Fire SS350 unit giving 290 b.h.p.; 3- or 4-speed manual transmissions or 2-speed Powerglide automatic, limited slip differential, heavier road springs, wide-rim wheels, power steering and many other items are optional, but the front ventilated disc brakes are standard equipment on the most powerful SS350 version—ten years later, the message has got through!

The Mustang and the Camaro have integral construction, but depart in opposite directions from previous practice; the Mustang's shell is carried on a platform chassis which supports the engine, transmission and running gear whereas Chevrolet, who have in recent years favoured the perimeter frame, eschew the principle in favour of fully-integral construction with sub-frames carrying the suspension and power unit. Although it is six inches wider overall (77 in.) and an inch longer at 15 ft. 4.7 in., the Camaro is a full 3 cwt. heavier in kerb weight (29.4 cwt.) so obviously the new construction has not brought about any theoretical saving in pounds.

Of the two cars, the Mustang feels as though it has the edge on torsional stiffness, indicating as we already felt that there is not much Fords have to learn about combining lightness with stiffness, but on the other hand the suspension on the Camaro is so superior that the Chevrolet ends up with a definite advantage. Both have quite conventional hypoid axles, that of the Mustang located and suspended by fore-and-aft 4-leaf springs and inclined damper units, while the Camaro adopts what is, to us, a revolutionary feature of a Mono-Plate single-leaf longitudinal spring on each side securely anchored to a sub-frame. In both cases, front suspension is the normal double wishbone with vertical coil-spring/damper units.

Extremely heavy insulation and sound-damping is common to both cars, with entire success; yet the two road-test models had an uncommon number of squeaks, groans and rattles in the bodywork which suggest that stiffness is not, perhaps cannot be, up to the normal standards expected of European cars, so if we want sales points for our cars in the U.S. market, there is one to start with.

From the viewpoint of practicality, especially in town conditions, the Mustang scores more points overall. Going from the Camaro to the Mustang provided a sort of relief that the Ford was six inches narrower and felt it in traffic; moreover the Chevrolet had provided the stylist but no-one else with pleasure in pronounced bulges in the wheel-arches which raise the heartbeat slightly when threading through a 6 ft. 6 in. gap! Since both cars are nothing more than 2+2 there seems little point in providing so much more room than even two heavyweight wrestlers could need to accommodate their shoulder physique. Again, the Mustang is distinctly a better bet for teenage children sitting in the back—for all occupants, the Mustang had softer, more comfortable seats which offered better location in fast travel, although to look at the two interiors it would be hard to decide which one was going to be better.

The interiors were less gaudy than one sometimes sees, unless one likes acrylic plastic and red-plastic steering wheels. Predominant colours were black for upholstery, carpeting, facias and instrument faces, equally striking in the white Mustang and the gold-and-black Camaro. Comparison between the two cars is invidious since they were carrying options in no way comparable—the Mustang had a 4-speed floor shift and a basic selection of instruments in front of the driver, while the Camaro had Powerglide transmission (again with a sturdy floor lever) and extra instruments mounted on a sub-panel on

the centre console where they were hard to read at a glance. Very deeply recessed, the speedometer and rev-counter on the Camaro had rather pointless conical-shaped plastic protection which did no good or harm for their legibility. The Chevrolet had much better positioning for minor controls, especially the heating and ventilation system which worked amazingly well; that on the Ford was less easy to sort out and we could not rid ourselves of a cold draught on the ankles. With its steeply raked rear window, the Mustang had great need of the optional demister, which was a welcome piece of standard equipment on the Camaro. The fastback Ford has, however, sliding ventilators in the rear quarters which ought to demist in time but failed to at London traffic speed. The Camaro also had rapid but noisy power-operated windows, an effective handbrake, power-assisted steering, and a Positraction (Salisbury) limited slip differential, none of which did the Mustang. Both models did have splendid under-bonnet accessibility, alternators to provide the electrical charge, and surprisingly little luggage accommodation in the boot, although the rear seats of the Mustang fold flat when not in use to give extra space.

From this point we had better diversify, since the cars differed in many ways. The tax-paid price of the Chevrolet in Britain is £2,558 including automatic or 4-speed transmission, power-assisted disc brakes, limited slip differential, power-assisted steering, tilt steering wheel, heater, de luxe interior trim, "rally sport equipment," and a 5.4-litre V8 engine, to which we add £118 for the more powerful



5.7-litre engine, £44 for the special instruments, £54 for the electrically-operated windows, and then some for the radio and vinyl-covered roof, bringing the total to £2,858.

With the SS350 engine comes heavier suspension, 11 in. disc brakes, concealed headlights with electrically-operated sliding covers and a few more bits and pieces to make the car look different, including a black-painted nosepiece. Our particular car had the lowest axle ratio available, 3.73, which limited the maximum speed to 96 m.p.h. indicated before running the rev.-counter deep into the red above 5,000 r.p.m. Harnessing that much power to that drive-train produces phenomenal

Chevrolet Camaro



results which had passengers complaining of strain to their neck muscles, and the car was really the ultimate in road-going dragsters. The Camaro would easily keep up with an E-type to 100 m.p.h., after which you would have to let the Jaguar go or face a serious repair charge for the engine. With a high axle ratio, however, there is little doubt that the Camaro would exceed 120 m.p.h. comfortably and sacrifice no practical advantage in acceleration.

The point about this sort of performance is that it is all so easy with automatic transmission. Far from being converts so far as small cars are concerned, there seems little point in inducing three lurches and breaks in the power flow in order to change gear when, simply by pressing the little pedal on the right, the Camaro can start from rest with its tyres smoking and maintain the most exhilarating acceleration up to 100 m.p.h., with an almost unnoticed upward change from Low to High at 60 m.p.h. when, with the lever in Drive position, the engine is permitted to run right up to 5,000 r.p.m. before the change. At 60 m.p.h. the lever can be notched back to Low to let the engine assist braking, though it was hard to get a smooth change with power off, and to avoid screeches from the back tyres we accelerated slightly while moving the lever.

While all this is happening there is but a remote and subdued power noise rather like a vacuum cleaner in the next room or, more realistically, being in a jet airliner on the runway. One can get very attached to this sort of performance and we can understand why anyone not a dedicated driver might prefer it to the clamour and vivacity of a real sports car (especially when it adds up to half of the price in the States). The fuel consumption can be dragged as low as 12 m.p.g., but on a more leisurely run the consumption is around 17 m.p.g. When treated quietly, the Camaro makes completely imperceptible changes up at 15 m.p.h. (you have to watch the rev.-counter carefully) and is as near to silent as you may get on smooth roads, though there is a little road roar on coarse surfaces.

This performance is nothing but frightening if the car does not stop or steer properly, and we are getting to the reason why American cars are so much better these days. With disc brakes both the Camaro and Mustang matched up with our accepted standards in stopping, though as the Editor remarks the Camaro's brakes can become a bit lumpy when hot.

General Motors like really fierce brakes—drive a Vauxhall or an Opel if you don't believe us—and in town the Camaro's brakes were too fierce if anything, especially when cold. The first time we tried them at speed, fresh from another car, we momentarily locked all four wheels at 90 m.p.h., so while recommending the system we would advocate care and experience when driving in the rain. Despite the limited slip differential and six-inch wheel rims the Camaro was anxious to accelerate sideways the moment dew settled at night, so in this department anyway the Americans have some more homework to do.

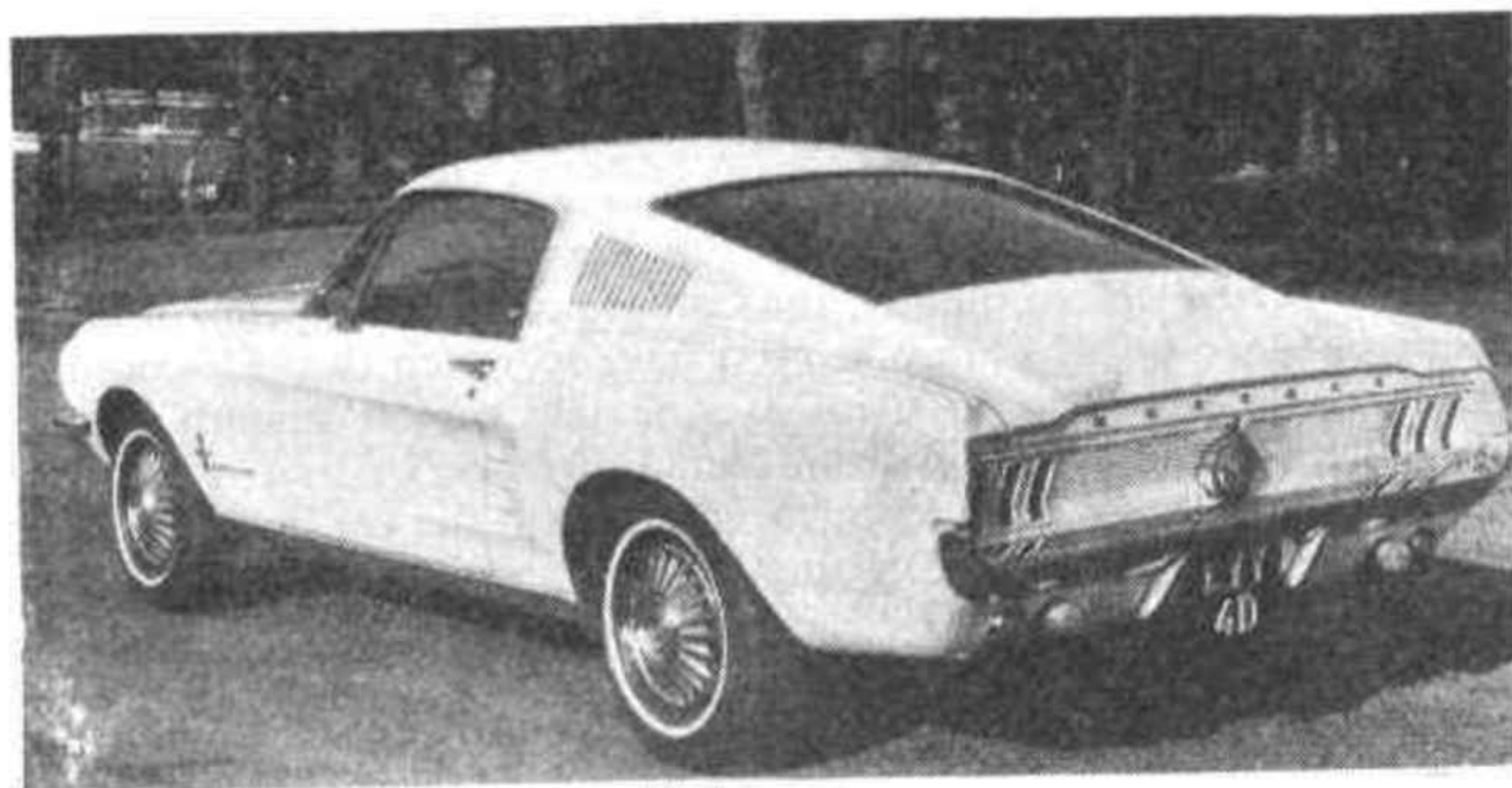
On dry roads, the cornering power is surprisingly good. A bit of a

Ford Mustang



handful on tighter turns, developing a rolling tail-out attitude under power, the Camaro takes fast bends in comfort with a very limited amount of roll. It understeers right up to maximum speed and needs careful setting-up if the driver is enterprising, or else the understeer can develop rather alarmingly, but considerably driven there are no untoward tendencies. The ride factor is good—the Chevrolet does not float on undulating surfaces, is somewhat harsh on bad surfaces as one would expect, and practically boulevard on main roads. Mentioning the steering last, it has almost gone from one extreme to the other as it is ultra-light and very high geared too, having a 20:1 ratio giving $3\frac{1}{2}$ turns from lock to lock. Only recently we drove a Pontiac GTO from the same stable, having ultra-light and *low-geared* steering which seemed quite unnecessary. With the Camaro, it is still possible to go from lock to lock *at rest* with one finger pushing the spoke of the steering wheel, and on the move a new driver has to overcome a tendency to turn the wheel too much.

Soon after stepping from the Camaro into the Mustang we had to analyse some mixed feelings. The Ford we tested was equipped with the 4.7-litre V8 engine developing 225 b.h.p. It had power-assisted disc brakes at the front, six-inch rim wheels shod with a new pattern of Firestone Super Sport tyres, 4-speed manual shift, heavy-duty export suspension (standard equipment for this country) and a good many extras to do with appearance, safety and comfort.



We were immediately impressed by the greater comfort of the seats both front and rear, and thought that the interior was marginally better finished as it looked more expensive, though it lacked the range of instrumentation. It was, however, noisier in respect of engine and gear train sound, though still reaching a very high standard by our home-bred levels.

Unfortunately the Mustang we tested was not only giving away 65 quoted horsepower but it was pulling a very high axle ratio which meant that although it would attain 120 m.p.h. comfortably on the open road it was not particularly happy in town, requiring a lot of revs to make sure of a clean start—not always recommended on wet roads. Also, just to get our grumbles done with, it had not got power steering so at town speed we had to accustom ourselves to much slower, heavier response to the wheel; at speed, we preferred the Mustang's steering and would have liked it a bit higher-geared, with some servo at low speed—that should not be impossible.

Both these American cars started well with automatic chokes and power units ran with creamy smoothness up to maximum revs. Accelerating the Mustang may not have been so exhilarating but it was certainly adequate, and by rough reckoning it would reach 100 m.p.h. in about 30 seconds. As we tested the car it cost £2,569 so it should match the Camaro's cost as the options are added on, and no doubt had we driven a Mustang with a 271 b.h.p. engine, power steering and automatic transmission the reckoning would have been much closer.

Despite its power "deficiency" the Ford is a lighter car, so a more suitable axle ratio would have pleased us better and given closer comparison for performance. The gearbox is quite excellent, providing an unbeatable change at any speed with precision, and the sturdy lever endorses an impression that the box is built to last for ever.

Accelerating hard, the 1967 Mustang impressed us more than earlier examples (admittedly with 271 b.h.p.) in that it did not steer to the left as torque reaction wound up the rear springs and moved the axle (producing a sharp opposite reaction when the clutch was dipped for gear-changing), so presumably the axle is better located now. The Mustang's suspension is stiffer than that of the Camaro but it feels less well damped, and directional stability on any but the best surfaces is not quite so good. In fact the Mustang was quite badly deflected, right down to walking pace, by ridges in the road, and at speed the

stability becomes questionable when the body floats on the springs over a hump.

We formed a preference for the Mustang's braking system, a bit heavier and more positive and quite fade-free so far as we could tell. Both cars had adequate but not excellent lighting, and the Mustang was distinctly more economical, returning from 14 to 20 m.p.g. according to one's style of driving, but again this is probably due to lower power and higher gearing.

When the two cars were matched for the first time at Daytona our correspondent remarked that the Camaros were visibly better through the turns, and this was our opinion in everyday use. The Mustang has more practical body styling and better static comfort, but the Camaro is more "roadable," especially at speed, and quieter. Neither car is trustworthy on slippery roads but this seems to be the only outstanding problem of any magnitude. Both the Ford and the Chevrolet now appear to be complementary to our range of cars in Britain, by virtue of their pricing and despite the fact that they are only made with left-hand drive. They must undoubtedly make it more and more difficult to sell European sports cars in America unless there are new ranges of 5- and 6- (even 7-) litre engines on their way from Coventry, Abingdon and Newport Pagnell.—M. L. C.

Postscript.—Before handing over the Chevrolet Camaro to a colleague for its comparison with the Ford Mustang, which seemed the best way of reporting on a car lent to us for appraisal but not for full road-test, I put in a full day's motoring in it, which gave rise to the following impressions. General Motors introduced the Camaro to the S.A.E. in January, as a car "developed to provide a 4-passenger package with sports flair styling, adaptability to a range of available power trains, and sports feeling roadability," remembering that the 2-passenger limit and high cost of the Corvette restricts the market for this "true sports car" and that the Corvair Monza in the lower price bracket has a limited power potential.

Chevrolet started the final design of the Camaro late in 1964. Early in 1965 the shape of the car became well defined and a $\frac{1}{4}$ -scale clay model was subjected to detailed wind-tunnel tests at Dallas, occupying 78 hours. Flow visualisation studies, using the inkstain method, were also conducted. The construction retains the Chevrolet separate frame and integrated body-frame, and the heater, chassis wiring and printed instrument cluster circuit follow established Chevrolet lines. Experience with the Chevy II dictated control characteristics, response using both 6.50×13 and 6.95×14 tyres being measured on a pre-test vehicle, at the Milford Proving Grounds. Because the Camaro utilises regular G.M. parts it can be built over conventional lines, mixed with other Chevrolet models. In fact, it is being built at the Norwood, Ohio and Los Angeles plants. Combining engine-transmission, steering gear, and front-wheel running gear in a unitised sub-assembly sets the Camaro apart from other cars in its class and is claimed to greatly improve quiet running. Front suspension is closely related to that of the Chevelle and rear suspension is based on that of the Chevy II, but with a shorter Mono-Plate leaf spring saving $2\frac{1}{2}$ lb. in weight. A Salisbury back axle is used, similar to those of the Chevelle and Chevy II.

The car we tried was the property of Mr. Guy Newton and was the sports-coupe with 350 cu. in. Turbo-Fire engine, which G.M. call a "general performance street engine." It gains 23 cu. in. over the 327 unit by a stroke increase of 0.23 in. and has reduced-height pistons and larger crankshaft counterweights.

I have expressed the view that because American cars of this type have vast reserves of smooth power and their handling is improving all the time, when they are made to stop effectively they will become dangerous competitors of European sports and GT cars. The Camaro we drove had the optional disc front brakes and although they were a bit lumpy at times and rather sudden, they were adequately powerful and I never made them fade. The other notable aspect of this Camaro 350SS was the extreme smoothness of its Powerglide automatic transmission. Not only were changes of ratio almost imperceptible but it was never apparent that kick-down was being used to give increased acceleration. You just pressed the accelerator and there was instant smooth response, of an order which embarrassed one Jaguar E-type I happened to encounter. As to top speed, in this "wet" country it is desirable to check this on a private road where you are not overlooked by those who object to cars like Camaros being extended beyond a gentle cruising gait; but I saw 112 m.p.h. on the speedometer, momentarily, while still accelerating.

I would not have a personal Camaro because of its size for London

Continued on page 178

RALLY REVIEW

SWEDISH RALLY

Results :

General Classification

1st	B. Söderström/G. Palm (Cortina-Lotus)	..	..	..	43,726 penalties
2nd	S. Lampinen/T. Palm (Saab V4)	..	..	..	44,440 ..
3rd	R. Aaltonen/H. Liddon (1,275-c.c. Cooper S)	..	..	..	44,720 ..
4th	O. Eriksson/H. Johansson (Opel Rekord)	..	..	..	45,700 ..
5th	L. Nassenius/B. Frodin (Opel Rekord)	..	..	..	46,105 ..
6th	P. Toivonen/J. Ahava (Lancia Fulvia)	..	..	..	46,364 ..
7th	O. Bromark/R. Eriksson (Saab V4)	..	..	..	46,982 ..
8th	L. Nilsson/K. Riggare (Porsche 911)	..	..	..	46,986 ..
9th	B. Söderström/R. Olsson (Opel Rekord)	..	..	..	47,030 ..
10th	A. Gullberg/L. Wahlin (Opel Rekord)	..	..	..	47,050 ..

SWEDEN is a very long and fairly narrow country which has a terrain rather "rounded off" by the ravages of the Ice-Age. One infers by this that there are no great sharp outcrops of mountains except on the Norwegian borders in the north but rather a gently undulating glacial geography, not only that but like Finland the valleys are full of water making the southern third between Gothenberg and Stockholm one vast Lake District. Then there is the enormous inland lake by the name of Vänern, said to be the largest one in Europe, and it is on the northern tip of this in the timber town of Karlstad that the Swedish Rally '67 started and finished. The forests to the north and west of the town in the province of Varmland and right up to the Norwegian border are owned by the Billerud paper-industry concern, and it is mainly in these woods that the *Kungliga Automobil Klubben* of Sweden ran their third winter-time Swedish Rally. Incidentally the warm welcome extended everywhere one went is typified by the area manager of Billerud at Torsly who invited all competitors out during the official practice weekend before the rally to come to his house for drinks. Actually, the way practising was held was a bit of a sore point for the stages were supposed to be kept secret, but several people are known to have had notes of at least 90% of the route. Still all arguments were soon forgotten in the jovial and friendly atmosphere.

This event then is something akin to the R.A.C. in that most of the stages run through forests but they also have the advantage of being able to close the roads so that many kilometres were on fast minor-class roads. In fact stage mileage at 1,300 km. was nearly half the total road mileage, and all of it covered on ice or snow. This makes the event an extreme test of driver skill and must put it high in the list of top ten rallies in the world. Not only that but one could not wish to meet a nicer or more helpful and friendly set of people both organisers and competitors, and to cap it all the results were prompt and accurate, despite the main organisation being refreshingly haphazard.

Sweden is an intensely motor-sport competition minded country, which could be seen from the excellent press and TV coverage, as well as from the masses of spectators at each stage. This also shows in the keen spirit of the event among the drivers, and indeed the Swedes and Finns showed us once again how good they are on the slippery stuff—and really no matter which car they were driving. Obviously the most praiseworthy drive was that of Bengt Söderström and Gunnar Palm. The chubby lorry driver had a very successful year in 1966 with several fine and steady drives, and with this being his first E.R.C. rally this year he's obviously still in winning form, it also shows what a well developed rally car the Lotus-Cortina has become in its old form—let us only hope that the new shape can do as well. The sometimes much-under-rated Simo Lampinen showed a flash of his skill by a very steady and quick drive in the new Saab V4, he and Ake Andersson never being much apart just as last year when they finished first (Andersson) and second when they were both in two-strokes but mechanical trouble put Andersson out just as a head-gasket put out the fancied Eric Carlsson.

The B.M.C. team have never had much success since, ironically, Bengt Söderström won it for them with a 997 Cooper back in the "Midnight Sun" days of 1962. In the last couple of years both Mäkinen and Aaltonen have rarely lasted more than just a few stages, and indeed the picture looked bleak this year when Mäkinen went out after three stages with the rear brake seals burst. However the wily and coolly driving Rauno Aaltonen together with Henry Liddon came through with a steady drive to take third place despite having rolled it (a very unusual occurrence for him) just before half-way. The eight road minutes penalty lost in replacing a bent steering arm certainly cost them second place.

Two really outstanding drives came firstly from Björn Waldegard,

the VW exponent who works for Scania Vabis (Swedish VW importers), and who really showed how to handle the sleek Porsche 911, for threequarters of the rally showing a clean pair of heels to one and all, and secondly a previously unknown Mini driver by the name of Lasse Jonsson who fairly hurled his 1293S, privately owned and prepared, round the route.

Lancias didn't have too happy a rally, Cella retiring with a split sump but Toivonen leastways drove steadily to sixth. The five works Renaults were similarly quite unhappy, and funnily enough it was only the young Frenchman Piot who lasted. The G.M. dealer entered Opel Rekord 1900s with their o.h.c.s and 100 b.h.p. in Group 1 trim were a sight to see and went extremely quickly to take fourth and fifth. The secret of their success lies mainly in incredible reliability as well as the fact that loose surfaces are a great equalising factor where great care and concentration are needed constantly, for the slightest moment of inattention, a stray wheel drops into a snow-rut and into the enveloping and fluffy but icy-cold snow bank the car goes.

These great soft snow-banks are the reason why one so often hears of a car rolling yet continuing afterwards virtually unscathed. On the subject of handling it is said that the new Saabs handle better than the old, but still need more tuning as do the Volkos; the Renaults handle very well on the "yumps" for their weight distribution lends itself to good four-wheel landings; the Lancias went very well but Cella isn't used to the ice, while the Cortinas, Minis and strangely enough the tail-heavy Porsches were all handling beautifully.

One other interesting rallying facet seen only on the Swedish is the great specialist tyre and stud war. For snow and ice a narrow section high profile tyre is favoured, and Goodrich (Saab and Renault), Fulda (Porsche) and Hakkapeliitta (virtually everybody) were the favourites, this of course raised problems for Dunlop who have Saab and B.M.C. in particular under contract. A lot of contract waving ensued, but this is a peculiar position which can only happen on this rally and shouldn't bother anyone much during the rest of the season.

When looking back at the Swedish the thing one most remembers is the colour and the action of the whole thing. Cars plastered with advertising hurtling over stage after icy stage, sometimes in forests over loose snow-rutted icy and freshly ploughed tracks, or along frozen lakes and rivers between dazzling-white car-swallowing snow-banks; or the four-lap four-car races at the Karlstad Travbana (Trotting Ring) where great plumes of ice-spray rose from the starting-straight as 5 mm. studs strove in madly spinning wheels to out-drag others to the advantage-giving first turn. One also recalls the press helicopter following cars up the crazy riverstage, of looking through two inches of clear ice onto the road surface and slithering and sliding in the crisp cold air whenever trying to walk... and perhaps above all the buxom blondes!

MONTE CARLO RALLY

Results :

General Classification

1st	R. Aaltonen/H. Liddon (1,275-c.c. Cooper S)	..	..	11,491.92 penalties
2nd	O. Andersson/J. Davenport (Lancia Fulvia)	..	..	11,503.36 ..
3rd	V. Elford/D. Stone (Porsche 911S)	..	..	11,556.16 ..
4th	L. Cella/L. Lombardini (Lancia Fulvia)	..	..	11,564.08 ..
5th	S. Munari/G. Harris (Lancia Fulvia)	..	..	11,651.20 ..
6th	P. Hopkirk/R. Crellin (1,275-c.c. Cooper S)	..	..	11,673.20 ..
7th	J-F. Piot/M. Karaky (Renault Gordini)	..	..	11,718.24 ..
8th	B. Jansson/Mme. Sengtsmann (Renault Gordini)	..	..	11,960.08 ..
9th	J. Viatier/C. Roure (Renault Gordini)	..	..	12,006.72 ..
10th	A. Fall/R. Joss (1,275-c.c. Cooper S)	..	..	12,117.20 ..

TYRES were the crucial topic on the 1967 Monte Carlo Rally, not so much perhaps for the effect they had on the results but because they highlighted the one real headache of team-managers—cost—and in particular the tremendous cost of doing the Monte. Let us just take a look back to the 1966 rally when tyres were allowed in unlimited quantities. Dunlop, mainly at the expense of Stuart Turner's B.M.C. competitions budget, had several trucks and a total of over six hundred assorted tyres dotted round the Alpes Maritimes, for the weatherman being the unpredictable person that he is any conditions could prevail during the event and the correct tyres in enough quantity at the right place had to be available for the three team drivers. With eight types ranging from R7 racers to deep snow and ice "chisels" one can soon see why a limit on tyres can be a blessing as far as the manufacturer goes, and in fact B.M.C. only required 420 tyres to be available at Monte Carlo this time.

The organisers of the Monte had however set their limit not with a view to saving costs for the manufacturers but apparently to help team-manager René Cotton with his now very outpaced Citroëns. The

idea in the first place back before the R.A.C. had been that any private owner could have a factor of 0.88 (12% advantage) applied to his stage penalties if he elected to use only eight tyres on each of the two loops, the 1,000-kilometre Monaco-Chambery-Monaco circuit and the 600-km. Monaco-Monaco mountain circuit. 12½% is an awfully big handicap to beat and it soon became apparent to the Monagesques that several "works" drivers would be entering their "private" cars although there were stipulations about showing log-books and dated receipts of purchase, etc. The next step was to drop the private-owner idea but to retain the eight-tyre advantage. As it transpired 90% of the entry elected to go in the advantageous Category B, despite the added inducement that only Category A would count for points in the European Rallies Championship. It was little surprise to find two works Citroëns in Category A, one in Group 1 trim for Robert Neyret, and the other in Group 2 trim for Jean-Claude Ogier, and had the conditions been really changeable from absolutely dry on the first loop to deep snow on the second these two could have undoubtedly done very well; as it was Neyret took Category A and Ogier won his class.

Before each loop Category B crews had to guesstimate the weather and then choose eight tyres accordingly. The seven *Routes Complémentaires* had been virtually snow-free except for the Athens crews who had a fair bit of digging to do, but if anything most people were over-cautious and took too many studs with them, this showing in the results—particularly for the Renault and Lancia drivers. On this first loop the Porsche 911S of Vic Elford and David Stone showed its tremendous potential by coming in first, but Turner's mighty Minis were magnificently lying second, third and fourth, the order being Hopkirk, Aaltonen and Mäkinen. After a night's sleep the crew had once again to make their choice and then go through the tedious business of getting yellow daubs of paint put on the side-walls (incidentally this paint soon cracked and flaked off under hard cornering), into which the competition numbers were then branded by converted soldering irons!

Herein lies the secret of Aaltonen's success, for the wily Finn seeing that spots of rain had begun to spit in Monte recalled the old saying that rain in Monaco meant snow in the mountains and so took six studded Dunlop SP44 Weathermasters and only two non-studded ones. Also he had the studs set extra deep in the rubber so that when first used they acted virtually as dry tyres, yet had a fair showing of metal for the later snows. Hopkirk and Mäkinen both chose four dry and four half-studded. Timo Mäkinen with Paul Easter proceeded to rocket into the lead over the first three stages of the mountain circuit but they were promptly eliminated by a rolling boulder, while the unfortunate almost studless Hopkirk/Crellin car had to drop back when the snows came as was also the plight of Elford's Porsche. It was the turn of the Lancia Fulvias, and Ove Andersson with John Davenport running on well-studded Finnish Hakkapeliittas made fastest going of all over the six Monaco-Monaco stages, while the young Frenchman Jean-Francois Piot fairly hurled his bright-blue works 1300 Renault Gordini into second fastest over this loop. However it should also be remembered that running with low numbers they did each stage about ninety minutes before Aaltonen/Liddon running at No. 177 and so of course had respectively less snow on each section. Anyway the Finn held on to a slender lead and the final result showed him only thirteen seconds ahead of the Lancia driver with Elford third only fifty-three seconds behind that. Incredibly three minutes only cover the first six places!

CHEVROLET CAMARO—continued from page 176

parking, and an interior *decor* startling to an old-fashioned Englishman. I mean, G.M. may say the deeply-buried speedometer and tachometer with their sharply convex glasses blend with the exterior styling, but to me they have a distinctly sexual connotation, while the smaller dials down on the console before the T-handle gear selector are not all that easy to read. The power steering is rather vague but geared 3½ turns lock-to-lock; factory-made r.h. control is not available. The seats were a nasty surprise, having badly shaped non-adjustable squabs, which you do not expect in a £3,000 car when Renault, for instance, make you so comfortable at less than a third of the price. The Camaro's seats were not good enough, in my opinion, for 300 miles' continuous driving.

The suspension felt quite hard and accentuated body rattles. The Firestone Super Sports wide-oval nylon tyres lacked grip in the wet, the tail coming round too easily, in spite of the limited-slip differential. Electric window-lifts are essential on such a wide, fast car and even the ¼-lights were electrically operated. But they all became

To return to our original point about costs, the idea of tyre limitation is basically a step in the right direction. However those journalists who cried "foolish" and "dangerous" are also quite right, for a Mini putting down 95 b.h.p. needs more than three sets of fronts to last the demanding mountain circuit. So why not make a stipulation that the choice of tyres must be made at the time of closure of entry, also just allowing any two types to be chosen. Let each car carry just six tyres but let them be changed each 300 km. or thereabouts. For argument's sake this would be at Gap on the way out on the Monaco-Chambery-Monaco leg and for the same argument it could be at Gap on the way back again. On the shorter mountain circuit crews could have just one change for six fresh tyres at St. Sauveur, roughly half-way. The safety aspect is well looked after then, but so is the cost side for the maximum any one car could have would be five changes or thirty tyres, multiplied by two for the alternative choice, this makes only sixty in total. For example then the B.M.C. team would need a complete total of 180 tyres and a reduced number of rims so making a considerable saving!

Mind you, the basic cost of days of tyre testing in the Alps and other development work would still go on, which one feels is a necessary happening anyway, but the result might well be an extremely good all-round lightly studded compromise winter tyre. This suggestion is being put to the Monte organisers as an idea for next year, and seeing that elderly Jacques Taffe is rumoured soon to be retiring the new and younger (but not that much younger!) generation of Monte-Carlo Rally organisers might be a little more amenable to suggestions than the very patriotic *commissaire général*.

Much talk has also been bandied about as to the future of this classic event. Many say that if anything it should be turned into something like a winter Alpine for at the moment the result is decided on six special stages per loop making only a total of 250 kilometres of decisive motoring. However there is much to be said for having the seven or eight run-ins, for I would like to hazard a guess that much of the Monte's remaining popularity lies in the local starts; one only has to consider the popular reception Paddy received in Athens, and how nice it would be to have a British start in Birmingham—the heart of our motor industry! In the not so distant past of days when rallies like the *Sestriere* ran it was quite the done thing to have several starting points—and let us not forget that generally speaking entry lists in those days were far larger than they are today. Not only that but the crews have to get to Monte somehow anyway, and running around Europe with rally plates adds something of a romantic touch. Something for the privateers in fact.

Probably one of the many reasons why so many people had something to say against this '67 Monte was that if there is no snow then the first loop in particular becomes extremely easy and quite boring for the works drivers, and the second loop is not so difficult either. However one should remember that time schedules have to be set with the worst in mind and that if the snows and blizzards of 1965 had been repeated then a similar quantity of finishers (twenty-seven in all) would have been more the order of the day, and incidentally one didn't hear many voices calling for a tougher route then. Still perhaps it wouldn't be such a bad thing if another 250 km. of stages or even of some form of *selectif* were introduced, but above all the Monte has an image which gives manufacturers a forum from which to blare about and otherwise publicise their wares for a week or so, and for that advertising reason alone we should consider always keeping the Monte in roughly its present format.—A. E. A. K.

inoperative with the ignition off; imagine the domestic situation if they were left down, wife in the car, the driver away somewhere with the key in his pocket, and it began to rain...!

The body presents quite a bad blind-spot at the rear when driving out of angled junctions. Acceleration, with nearly 300 American horses on tap, is, naturally, tremendous, even from 70 m.p.h. onwards. The bonnet has dummy ribbed valve covers apparently protruding through it and the sliding grille concealing the headlamps is clever but delays lamps-flashing, nor is there any separate flasher-control. One little lever adjusts steering-wheel tilt; another flashes all the wipers in a road-blocking emergency. I didn't like the crash-pad above the facia, which was so high I imagined it impaired visibility. The rigid mirror with a turn-knob for rendering it anti-dazzle was appreciated, likewise the lockable well between the front seats, the proper back seats (which had their own safety-belts) and tyre pressures listed on the cubbyhole lid. All told, the Camaro is the best sports-type car from across the Atlantic I have yet experienced.

W. B.

The FIAT DINO 2-litre

A Sports Car from Turin

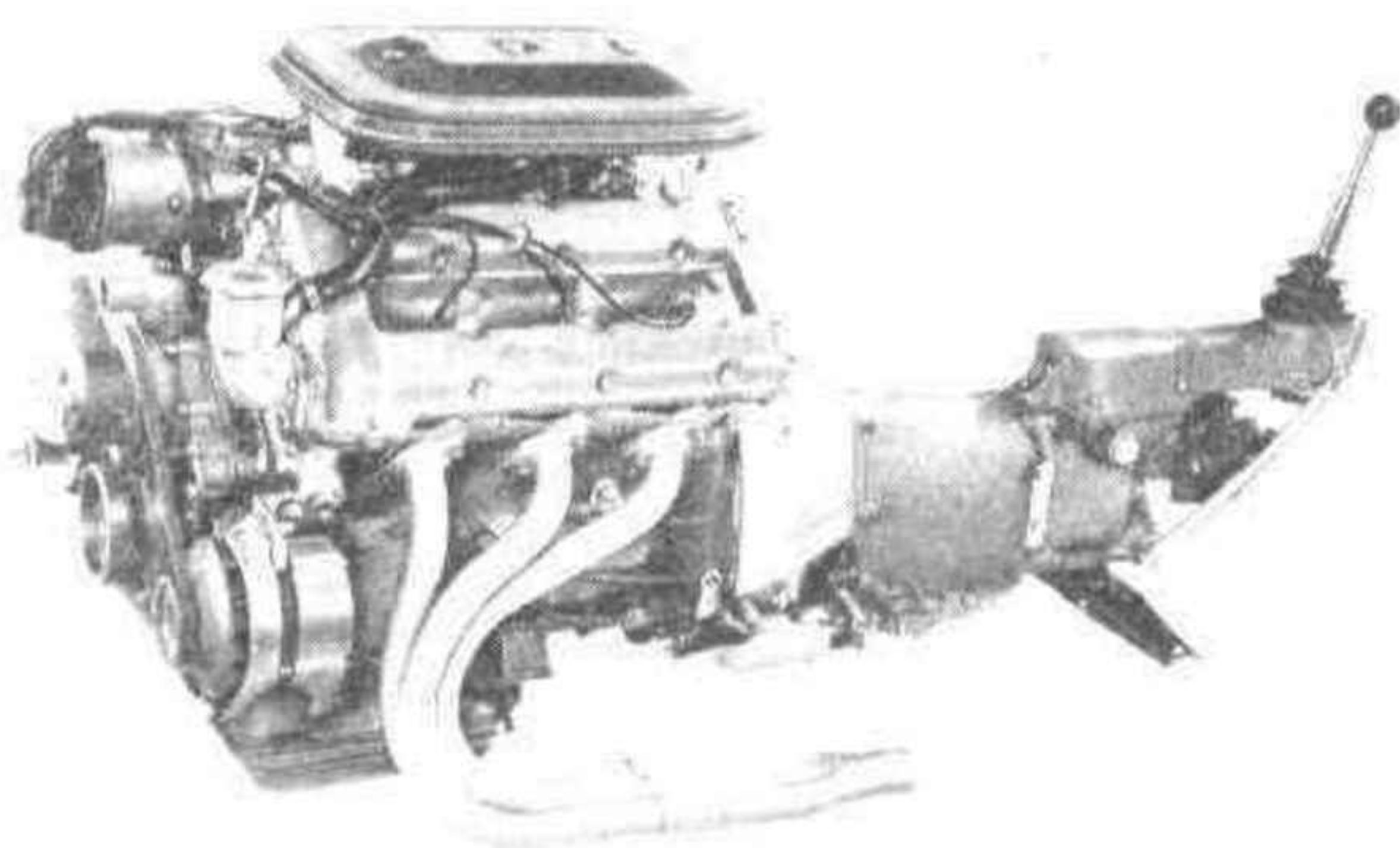
MASS PRODUCED.—The Fiat Dino would be outstanding if it were from a small hand-built production line; it is even more impressive being in full production. There are wind-up windows and a very good soft-top that does not flap about and is simple to erect, though it naturally gives rise to a lot of wind noise.



THE whole basis of the Fiat Dino car is the V6 engine which is a production version of the interesting 4-o.h.c. Ferrari engine, which dates back to 1957 when Enzo Ferrari produced the first of his successful V6-cylinder engines in a Formula Two car. Ferrari built various capacity versions on this V6 theme, the original engine being named after his son Dino (pronounced Deeno), who died from an illness as he was beginning the development of this new line of engines. V6 engines were not new in Italy, for Lancia had been building the narrow-angle V6 Aurelia for many years and the 3.3-litre racing/sports Lancia of 1953/54 was a wide-angle V6 with four overhead camshafts.

Two years ago Ferrari approached Fiat with the request for help with a view to Formula Two racing in 1967, the new Formula requiring a production cylinder block to form the basis of any engine. He had developed a 2-litre version of the Dino engine to a fine pitch, using it in sports cars for long-distance racing and hill-climbs, and he gave Fiat one of these engines. The Fiat engineers took it apart and studied it closely, redesigning it to suit mass production methods, and then set about building a car to take this engine. The Fiat Dino was announced at the end of the 1966 season and was seen to be a handsome 2/4-seater with a Ferrari-like frontal treatment. From front to back the car was a new Fiat design, the Turin engineers at last being able to design a car with sporting characteristics rather than for economy or family purposes. The engine is a 65-degree V-6-cylinder with two overhead camshafts to each bank of cylinders, the four camshafts being driven by duplex chain from the front of the crankshaft. In the vee of the engine are three double-choke Weber carburettors, fed by a large air box on top. The engine has a bore and stroke of 86 x 57 mm.

TWO-LITRE VEE-SIX.—The Ferrari-designed, Fiat-built, four camshaft Dino engine, coupled to a Fiat 5-speed gearbox. After a day of hammering on autostrada and mountain-going the engine remained smooth and oil tight, running to 8,000 r.p.m. like a dynamo.



and a capacity of 1,987 c.c., developing 160 b.h.p. (DIN) at 7,500 r.p.m. on a 9-to-1 compression ratio. The engine is coupled to a Fiat 5-speed and reverse gearbox using Porsche-patent baulk-ring synchromesh on all gears. The chassis consists of a floor pan that is integral with the body and front suspension is by double wishbone system with separate anti-roll bar, and coil-springs mounted above the top wishbones, there being telescopic shock-absorbers within the springs. Rear suspension is unusual in that it is non-independent, the rigid back axle being mounted on long leaf-springs, these leaf-springs each having only one large wide leaf. The springs are mounted well below the axle housing, while above it are radius rods running backwards to the rear spring-hangers and there are two telescopic shock-absorbers on each side. This layout causes the back of the car to rise on hard acceleration, thus pressing the wheels on to the ground, rather than the usual rigid rear ends that wind up and cause the car to sit down at the back and lose traction. Radially slotted ventilated disc brakes are used on all four wheels, and the splined hub wheels are of cast magnesium, with three-eared knock-off hub caps.

The bodywork is styled by Pininfarina and is in effect a sporting two-seater, with two small seats behind the driver and passenger, while all-weather equipment is provided, with wind-up windows and an easily erected and very rigid hood, there being a large boot in the tail.

A recent trip to Italy provided the opportunity to drive the new Fiat Dino for a day, and the car used was a green one, chassis number 00093 of this Tipo 135A. Fiat provided a closed autostrada for speed testing, with timing boards for a standing 500 metres and kilometre, and a flying kilometre. The Dino engine revs like a dynamo with 8,000 r.p.m. the prescribed limit in the gears, and using the first three gears of the 5-speed box saw 16.6 sec. on the standing 500 metres, and an average of 29.5 sec. for the standing kilometre, the latter figure matching up well with production sports-car times at Brighton speed trials. On the standing kilometre four gears were needed, the rev.-counter nudging 8,000 r.p.m. at the end of the run. Taking a long run and winding things up to 8,000 in 4th gear, 7,600 r.p.m. came up in top gear and this gave a timed flying kilometre of 125.7 m.p.h. (202.3 k.p.h.) from an average of two-way runs. A rev.-counter check at 6,000 r.p.m. gave a calculated 202.8 k.p.h. at 7,600 r.p.m. The speedo. was about 10 k.p.h. fast at maximum speed.

After flogging this Dino up and down the autostrada the engine showed no signs of stress and the day being cold the oil temperature stayed below 80° C. Having recorded figures that satisfied the Fiat engineers I was given the freedom of the road, so motored smartly out of Turin and headed for the mountains where you can really throw the car about on empty roads and indifferent road surfaces. On the flat roads leading to the mountains 100-110 m.p.h. was a normal gait, the general handling and road manners of the car being delightful. The gearbox is controlled by a short stubby central lever with 1st and 2nd to the left, 3rd and 4th in the middle, and 5th away to the right and forwards, with reverse back to the right. The lever is strongly spring loaded in the 3rd and 4th positions and the change is completely foolproof, there being no tendency to go too far across the gate when changing upwards rapidly. The power is very constant

Continued on page 184

DAYTONA CONTINENTAL 24-HOUR RACE

FERRARI TRIUMPH

DAYTONA BEACH, 5th Feb. 1967

WHEN Ford won the Manufacturers' Championship last year it was achieved with a very diminished opposition from the chief rival, Ferrari, and now at the first race of 1967 they were defending their position for the championship and, for this race, their 1, 2, 3 victory of last year. That the Italian team were taking this year very seriously became obvious when they sent a new 330 P4 and their four drivers testing round the 3.81 mile Road & Track Daytona Speedway just before Christmas. Immediately following these very successful tests the Ford team turned up to put their cars through a series of elaborate tests. The results of the latter's tests are sketchy as they threw a security net around the whole place and even NASCAR President, Bill France, owner of the Speedway, had difficulty getting in.

Several days were set aside for training with Thursday as qualifying day. The Ford team consisted of six Mk. II Fords entered by Shelby-America and Holman & Moody. Each car was painted a different colour for quick identification. The Mk. IIs have undergone certain improvements at the expense of weight. Into the cockpit area there is now a roll frame of heavy construction. The instrument panel has been ergonomically improved and by the side of the driver is a large fixed gas extinguisher which is designed to keep fire out of the cockpit long enough for a driver to be rescued in the event of an accident. The oil tank which used to be in the forward compartment has been moved to the rear and now lies on the left of the engine. Other than moving some of the weight to the back this also gets rid of a lot of heat from the front.

The 7-litre engines are producing more power and they now have two four-barrel downdraught carburettors. The extra power which brings the total to over 500 b.h.p. is needed to push the extra 200 lb. plus along. The Shelby cars have had the high rear air scoops to the brakes removed, and to overcome the increased "g" on the banking two ideas were used to stop the cars bottoming. On the Shelby cars a lug on the centre of the anti-roll bar pressed on a stop when the car was well down on the springs—this stiffened the last inch of movement. Holman & Moody had a similar idea but they had an extra connection on the right rear wheel and a short torsion rod to the centre stop. This had the effect of leaving the anti-roll bar to function normally while the other bar only came into use when the right suspension was almost on the stop. One other slight difference in the cars was one car from each team had Mercury written on the side instead of Ford.

The drivers were McLaren/Bianchi, Bucknum/Gardner, Foyt/Gurney Donohue/Revson, Andretti/Ginther, Ruby/Hulme. Three private GT40s were also entered, one being J.W. Engineering's GT40 driven by R. Thompson and J. Ickx. The Ford set-up was fantastic in its opulence. The huge Holman & Moody garage just behind the pits was full of machinery and tools of all descriptions, a huge steel surface plate, cases of engines stacked to the roof with spares for every other part. The garage thronged with people, more than 150, so it was noted, and with such an army no job was too difficult.

The Ferrari team was much less pretentious. They had brought two new 330 P4s. Bodywise there is not much difference but underneath all is new. The rear suspension has been lightened and re-designed, putting the brakes on the outside tucked away in the wheel. The discs, which are vented, are a quick-change variety. The new cast wheels, similar to those on the F1 cars are held on by a normal 3-eared centre locknut. When the wheel is removed all that holds the disc are the calipers and some spring clips. The engine is brand-new; it is a 3,967 c.c. 60° V12 with a bore and stroke of 77 mm. x 71 mm. and four cams operating 36 valves. Lucas fuel injection delivers fuel into the manifold just where it divides into two above the two inlet valves. The engine is developing 450 b.h.p. at 8,000 revs. and a new gearbox transmits the power to the road. One of the cars was open and was used for testing before Christmas while the other was a brand-new closed car. Both weighed 792 kg. dry or 980 kg. ready to start the race. Amon and Bandini were paired in the open car and Parkes and Scarfiotti in the other. Backing up the Modena entry were two cars from N.A.R.T. and Ecurie Francorchamps. These were 1966 P3s with the new P4 suspension, and 5-speed ZF gearboxes.

Both cars had last year's carburetted engines and were driven by Rodriguez and Guichet and Mairesse and Beurlys. David Piper had his P 2/3 with co-driver Attwood and N.A.R.T. had a P2 with much modified body. For the under-2-litre class a Dino privately entered, was the only opposition to Porsche.

The other contenders for the honours were Jim Hall's Chaparrals. There were two cars, both fitted with 7-litre Chevrolet engines and 2-speed automatic transmission. One car was the 2.D as raced last year and the other, a 2.F, was new. Using the well-tried Fibreglass chassis Hall had built a G.T. car incorporating much experience gained from his Group 7 car. The radiator is split into two and is situated on either side in the middle of the car. Air is ducted through the radiator then over the wheel arches and out of the flat back. The wing type spoiler is mounted directly onto the rear wheel uprights and is located each side by arms going forward and others going to the centre. For Daytona the hydraulic wing controls were not connected and the angle of the wing was fixed. Both cars had twin damper/spring units at the back to overcome the "g" loading on the banking and new 16 in. wheels were also used on the 2.F with deep-set centre lock wheels. The keyed nuts retaining the wheel were removed by a special tool which locked onto the nut and left three ordinary cars to hammer round. The Chaparrals were driven by P. Hill/Spence and Johnson/Jennings.

Other than the lone Dino in the under 2-litre class Porsche had their factory team. This consisted of two 906 Carrera 6s and one new 910 Carrera 6. The three cars were using Bosch fuel injection, the injector situated low down in the inlets just above the valve. The injection pump was driven from a camshaft by a long-toothed belt. The 910 has much improved suspension, is shorter and lighter, and using 13-in. wheels, is lower. It is a racing version of the hill-climb car and has centre-lock wheels with an ordinary large nut to hold them on. It was interesting to see they were using a new compound Dunlop tyre which enabled them to complete the race with ease without a tyre change. The team drivers were Mitter/Rindt and Schultz/Stemmelon in the 906s and Herrmann/Siffert in the 910. Backing up the team were two of the long-bodied 906s raced last year and entered by Swiss teams, plus several 911 models.

Practice started on Tuesday with qualifying on Thursday. It became obvious that the Ferraris were lapping consistently faster than the Fords and this was causing concern in the Ford pit. The Chaparral was not going as fast as it should and both drivers were complaining of one thing or another as to why their times were not better. On Thursday when it was obvious that the 2.F was not going to get a good time Hall donned goggles and helmet and in a few laps he was down to 1 min. 55.36 sec., a lot faster than his drivers, and on coming in he commented that he could find nothing much wrong with the car.

With a Chaparral and two Ferraris faster than the best Ford, Gurney's car was set up as a sprint car. The tyres were changed for some Goodyear short-life sticky ones and the fuel was cut to a minimum for a few laps. Gurney succeeded in getting pole position by 0.26 sec., but his engine had to be changed afterwards. Most fast drivers had some story to tell of having to dodge the slower moving *chicanes* and Scarfiotti was pushed into the outside wall damaging, fortunately, only the bodywork.

With all day Friday to prepare the cars there was no excuse for the 60 starters not being 100% prepared. On Friday there was a 300-mile stock car race to encourage the crowd to come for a week of racing. Saturday was overcast, but as the 3 p.m. start neared so the clouds broke and the sun came out. The cars lined up on a dummy grid in the pits, and just before 3 o'clock they moved off to do one complete lap and then start on the green flag on the back straight.

FASTEST TIMES IN PRACTICE

1st	D. Gurney (Ford Mk. II)	1 min. 55.10 sec. (119.165 m.p.h.)
2nd	J. Hall (Chaparral 2F)	1 min. 55.36 sec. (118.897 m.p.h.)
3rd	P. Rodriguez (Ferrari P3-4)	1 min. 55.4 sec. (118.856 m.p.h.)
4th	C. Amon (Ferrari P4)	1 min. 55.6 sec. (118.656 m.p.h.)
5th	M. Andretti (Ford Mk. II)	1 min. 56.36 sec. (117.889 m.p.h.)
6th	L. Scarfiotti (Ferrari P4)	1 min. 56.4 sec. (117.835 m.p.h.)
7th	B. McLaren (Ford Mk. II)	1 min. 56.7 sec. (117.530 m.p.h.)
8th	P. Hill (Chaparral 2D)	1 min. 56.8 sec. (117.431 m.p.h.)
9th	R. Bucknum (Ford Mk. II)	1 min. 57.5 sec. (116.724 m.p.h.)
10th	L. Ruby (Ford Mk. II)	1 min. 57.6 sec. (116.632 m.p.h.)

All except one car started. Tony Dean's new Porsche threw a rod as the car was started and he never left the pits. As the green flag fell, Foyt and Hill shot forward into the banking. Before they had completed the first turn, the Chaparral had already pulled out a lead of 50 yards. Andretti had been given the job by Fords of going into the lead and breaking up the opposition. However, try as he may, the American track driver could not keep up with the Chaparral. Lap by lap, Hill pulled out a lead at the rate of a second every two laps. When the first pit stop was made after about an hour and a half, Spence took over the 2F and was still in the lead.

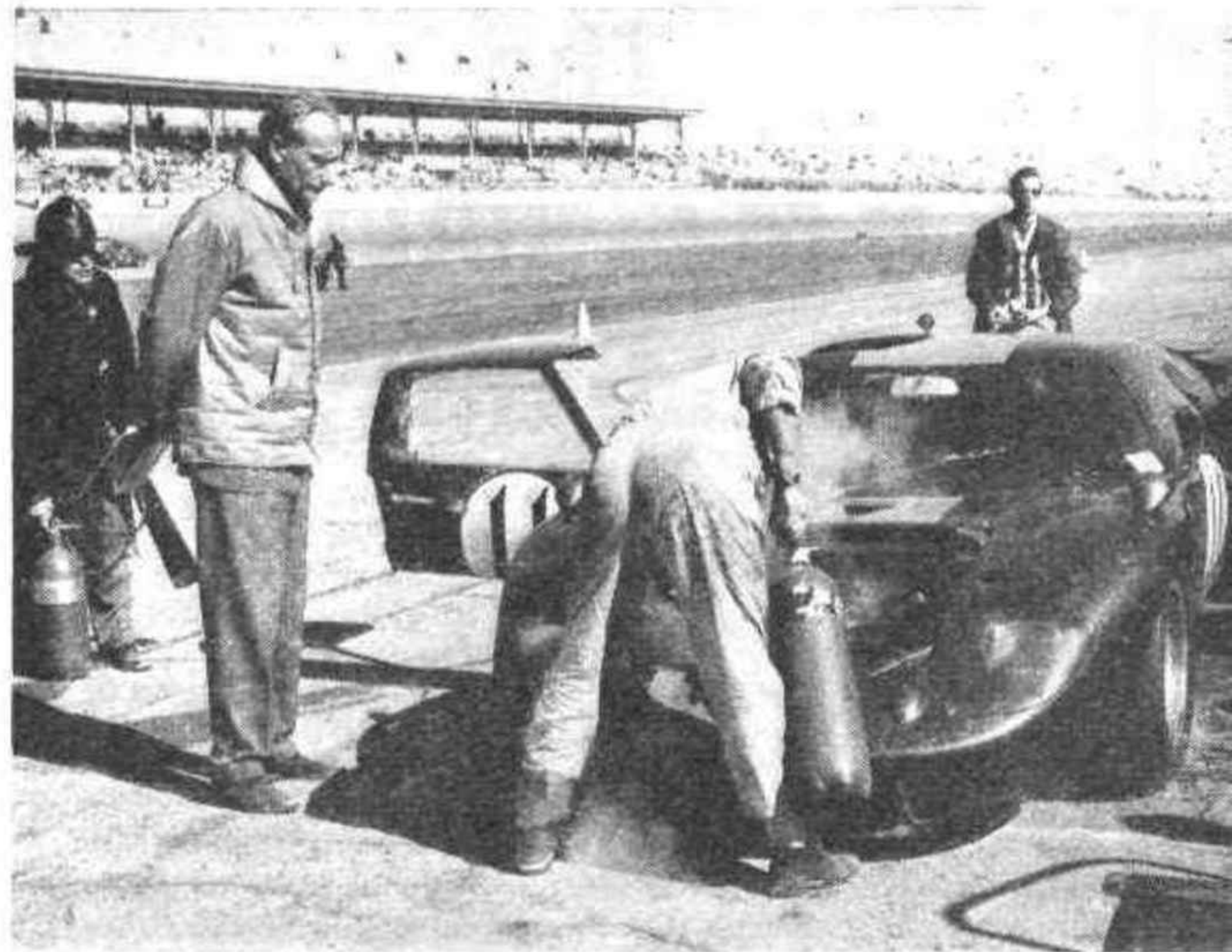
For the next 90 minutes Spence held and increased his lead, then after the second pit stop Hill had the misfortune to get onto some loose surface where the road section meets the banking and he hit the wall a resounding thump. When he pitted at the end of the lap it was hoped only the wheel was buckled. Unfortunately, after one lap it was obvious that the damage was more substantial and after a short examination the car was wheeled away with a buckled wishbone and a bent mounting part. The other Chaparral was not as quick, neither driver being of Hill's and Spence's calibre. On the banking past the pits it spun at high speed but continued for the rest of the lap, then came in to have the tyres with flats changed. During the night the automatic transmission failed when all the fluid had gone and the second Chaparral was out after completing 186 laps.

In the opening laps Andretti, who was running as the fastest of the Fords, tried to hold the Chaparral but after this futile attempt had gone on for about 30 minutes the car began to handle badly and went into the pits for a front wheel change. This did not improve the handling so, after a few more laps, Andretti again came into the pits for a rear wheel change. This immediately improved the handling, as the left rear tyre had a slit in it which was causing it to deflate. On lap 15 Bucknum came into the pits complaining of transmission trouble, and eight laps later he was back and he had no third or fourth gears. The output shaft had sheared and mechanics set about replacing the whole gearbox. As the leaders completed their 42nd lap, Bucknum was back again but right at the back of the field. McLaren's Ford was overheating when he made his first pit stop. From that moment onwards water was added at every stop and in the last hours, stops were made every 20 laps. A cylinder-head gasket had blown in the early stages, and it was thought to be only a matter of time before the sick car was retired; as it happened it was the only works Ford to finish.

Donohue ran into suspension trouble on his 62nd lap and was in for a long time as a shock-absorber was replaced. Then the Andretti/Ginther car came into the pits with no third or fourth gears and the gearbox was replaced. A short while afterwards Ruby made an unscheduled stop and his box was changed. In each case the output shaft had sheared at exactly the same place. An outside contractor had let the team down due to faulty finishing and heat treatment. Before dawn arrived every works car had its gearbox replaced while two cars had two new boxes. As the replacements broke the cars were withdrawn, for not even Fords carry an unlimited number of spare gearboxes. At dawn the Gurney/Foyt car was lapping fourth and the McLaren/Bianchi car ninth. Just after 8 a.m. Foyt/Gurney were out when their engine blew up after covering 483 laps. This left only one of the original six cars and this one was taking on almost as much water as fuel, for the leak in the head gasket was pouring water very quickly. The general opinion among the Americans seemed to be that the defeat could only do good as some members of the works team were under the impression that they were now invincible.

The Ferrari effort was superb for under their new team manager, Franco Lini, they had hardly any problems. In the opening hours the two works cars were not drawn out by the Chaparral or the Fords and when the Chaparral retired at three hours it was Amon/Bandini and Parkes/Scarfiotti who took over a lead they never lost. During the night the Parkes/Scarfiotti car built up several laps' lead when the other team car had difficulty starting, but after 12 hours the leader lost his place when the pistons on the brake calipers took a long time to be pushed back to accept the new pads. In third place the North American Racing Team P3-4 had its problems but finished third. The biggest problem after various nudges, which made the car look a bit of a wreck, was a broken gear linkage out on the circuit by the signalling pits. Three mechanics with parts rushed out to the car and Rodriguez was told what to do and, strangely enough, "found" all the spanners and parts in the grass!

The Ferrari trio crossed the line side by side to rub in their first appearance at Daytona. The fourth car was the new 910 Porsche. Porsche had misfortunes with their other two cars and one went out quite early when it bent a valve, and the other with damaged suspension when it hit something during the night. The 910 went well running on a new



SPORTS WINNER. The J. W. Engineering Ford GT40, driven by Dick Thompson and Jackie Ickx, which came 6th overall, is having stones blown out of the radiator by carbon dioxide.

Dunlop compound on oversize tyres, using the same tyres for the whole 24 hours. When Rodriguez was having his half-hour's gear trouble the 910 should have moved into third place but at the time it was in the pits with ignition trouble which required the replacing of much of the electrics.

Fifth place went to a Swiss-entered Porsche 906LE driven by Spoerry and Steinemann. Sixth and first in the sports category was the British-entered J. W. Engineering Ford GT40. This had fluctuating oil pressure during the first half of the race due to an oil leak. During the second half it was overheating, due to the amount of stones and rubber dirt which had accumulated in the radiator. Some of the obstructions were blown out with a carbon-dioxide extinguisher and Thompson and Ickx went on to complete 601 laps.

The next two places went to Ford with the remaining Mk. II seventh and Wonder and Caldwell in their private GT40 eighth, Ninth and 10th went to Porsche 911s, over a hundred laps behind the leader. The crowd this year was larger but not enough to make this race pay. Again the banking had not been as dangerous as some drivers predicted although this year the yellow lights went on several times. The next round in the Championship is at Sebring on April 1st and the Chaparral could very easily run away with the race.—M. J. T.

Results :

1st	: Bandini/Amon (Ferrari 330 P4)	..	105.703 m.p.h., 2,537 miles, 666 laps
2nd	: Scarfiotti/Parkes (Ferrari 330 P4)	..	663 ..
3rd	: Rodriguez/Guichet (Ferrari 330 P3/4)	..	637 ..
4th	: Herrmann/Siffert (Porsche 910 Carrera 6)	..	618 ..
5th	: Spoerry/Steinemann (Porsche 906)	..	608 ..
6th	: Thompson/Ickx (Ford GT40)	..	601 ..
7th	: McLaren/Bianchi (Ford GT Mk. II)	..	593 ..
8th	: Wonder/Caldwell (Ford GT40)	..	572 ..
9th	: Ryan/Bencker (Porsche 911)	..	555 ..
10th	: Drolson/Williamson (Porsche 911)	..	542 ..
11th	: Richards/Cuomo (Ford Mustang)	..	526 ..
12th	: Norwood/Huppenstall (Ford Mustang)	..	518 ..
13th	: Tremblay/Dunn/Marinelli (Volvo)	..	500 ..
14th	: Kelder/Dube (Triumph TR4A)	..	499 ..
15th	: Yates/Krauger (Dodge Dart)	..	498 ..
16th	: Yeager/Hane/Feistman (Ford Mustang)	..	498 ..
17th	: Eve/Croucher/Glenn (M.G.-B GT)	..	493 ..
18th	: Somner/Levetto (Triumph TR4A)	..	489 ..
19th	: Clarke/Nelson (Ferrari 250LM)	..	485 ..
20th	: Maxwell, Jr./Martin (Volvo 122S)	..	485 ..
21st	: Taylor/Drolet/Guthrie (Ford Mustang)	..	484 ..
22nd	: Bremer/Kearney/Turner/Fretina (Lotus Cortina)	..	477 ..
23rd	: Bentley/Beddow (Alfa Romeo GTA)	..	465 ..
24th	: Mimms/Dietrich (ASA)	..	459 ..
25th	: Weaver/Ganger/Goodman (M.G.-B GT)	..	406 ..
26th	: Mollin/Riley (Volvo 122S)	..	400 ..
27th	: Taylor/Pratt/Lyon (Alfa Romeo GTA)	..	360 ..
28th	: Robson/Rodgers/Buchman (Jaguar E)	..	320 ..
29th	: Burr/Owen/Cavin (Triumph TR4)	..	265 ..
Fastest lap		: P. Hill (Chaparral 2F), in lap 42, 1 min. 55.69 sec. (118.547 m.p.h.)	

The B.M.C. RALLY LEGEND

On the left is the forlorn-looking Timo Makinen Monte Cooper S which was halted by a falling rock, while on the right is a Vanden Plas 4-litre Princess R, one of three used as service cars for development purposes.



CONSIDERING the fantastic amount of publicity their many rallying successes have brought them, most people will already know that the B.M.C. Competitions Department is situated only yards from the production lines of the M.G. car factory in Abingdon, that the team boss is Stuart Turner and that the four successful drivers are Timo Makinen, Rauno Aaltonen, Paddy Hopkirk and Tony Fall. Past drivers, past cars, development of them and their relative successes are too numerous to cover in detail in these two short pages, so let us just take a look into what makes a "works" Cooper into the legend that it has become. The first point is that although strategically-placed service crews can often get a sick car through a rally, it is in the B.M.C. competitions "shop" before the event that the answer to the strength and reliability of the Mini lies. Contrary to popular opinion rally cars do not incorporate a host of exclusively special and secret parts that see them through the special stages unscathed. The answer is simply that the preparation is absolutely meticulous. Every nut and bolt is checked, every loose wire is strapped down and above all the cars are tested to destruction over seemingly quite impossible roads, and new sump guards and other protective plates are very carefully developed. Testing over mountain tracks in Wales before the R.A.C. Rally last year enabled the mechanics to build a strong enough guard to save the underside

Some of the works staff who posed for our Rally Correspondent are, from left to right in the back row: Douggie Watts (Competition Foreman), Dudley Pike, Brian Owen, Roy Brown, Johnny Organ, Harry Carneigy, Robin Vokins, Mike Partridge, Brian Moxlan and Nobby Hall; in the front row, Mick Hogan, Johnny Evans, Bob Whittington, Gerald Wiffen and Stan Bradford. Missing from the picture, and completing the team, are Bill Price (assistant to the Competitions Manager), Tommy Wellman (Deputy Competitions Foreman), Den Green (Underforeman), Peter Bartram, Tommy Eales, Cliff Humphries, Mick Legge, Tony Bramley, Steve Jackson and Neville Challice.



of the Mini in this particularly rough event.

Although not every car is built up from a bare body shell for each event those that are mean about five weeks' work for the mechanic into whose care the car is entrusted. This is the time needed for a Mini Cooper but in the hey-day of the Healeys it took an extra week or so. Even if the mechanics are not starting with a new body shell but are preparing a car that has just returned from an event the amount of work involved is not a great deal less. This is not to say that the cars are always in need of a rebuild after every rally but the department insists that each component should be checked before the car goes off again. It would not be fair for a driver to be forced out of a rally because of a weakness caused in a previous event. Incidentally, reports of any rally breakages are passed by Stuart Turner directly to Alec Issigonis himself or to the Development Department.

The mechanic working on any particular car has to go through a check list up to ten foolscap pages long. This includes everything from padding for the driver's knees and a map pocket for the navigator right through to a guard for the fuel pumps and the fitting of a fly-off handbrake. All the electrical work on the rally cars is done by specialists from Joseph Lucas Ltd., who fit the cars out to both the requirements of the regulations and of the drivers. In fact the lighting requirements and items such as sump-guards, differential ratios and suspension settings vary from event to event depending on the character of the route and the severity of the special stages, now an essential part of international rallying. This past year the situation was even further complicated as the European Rally Championship events varied in the sort of cars eligible. Some, such as the controversial 1965 Monte were more favourable in their handicapping system to the Group 1 or absolutely standard cars, while others like the Polish gave a 5% advantage to an under-1,000 c.c. car although it could be in its more powerful Group 2 form.

These varying factors all have to be taken into account as do the individual likes and dislikes of the drivers. For instance, Rauno Aaltonen prefers his dip-switch on the steering column whereas Timo Makinen prefers his on the floor. The heavily smoking Makinen likes his cigarette lighter ready to hand but in Aaltonen's car it used to be on the other side ready for Tony Ambrose to use—there isn't one at all now that Henry Liddon occupies the hot-seat. So it goes on and the list of checks and special modifications on the mechanics' lists get longer and more complicated, but through some miracle the cars are always ready when it is time to leave for the event.

In looking down one of these lists an insight into the development of the present form of the "S" as we know it comes into focus.

One of the most important developments was the strengthening of the centre main-bearing web, which had started to break-up as soon as the 1275s were first "souped." Bore sizes are 20 thou. oversize to take the competition unit up to 1,293 c.c. and the block is machined 10 thou. which brings it to just 10 thou. above the crown of the latest Hepolite cast-aluminium flat-top pistons. The quality of available petrol determines the compression-ratio and for this reason two of the Daniel Richmond (Downton) heads are in stock, one at 11.5 and the other 12.5:1 c.r. The usual cam is the 648 (it's called the 649 when ordered so that the drive pin is included), while the 510 was used on the R.A.C. by all but Makinen. The 510 has a better torque curve but slightly less "top-end." After 997



Stuart Turner.

Cooper experiences the S's now use a nitrided crank, a development from formula junior days. A competition extra is the steel flywheel, but the standard diaphragm clutch is retained, also standard are steel con-rods with the thicker casting around the big-end journal. "Comps" have never had a rod go, but this may be attributed mostly to the fact that they never use one set twice. Pistons are "ovalised" to allow for side-thrust wear under hard work, these prevent hot-spots and the burning which used to happen in a vertical line down the side of the piston. Rocker arms have been strengthened since Makinen broke one on the Czech last year and another standard item is the steel primary gear bush which used to break-up in its bronze form. Oil-coolers are now optional extras to alleviate overheating while the oil-scavenger is now standard—the 1275s are still thirsty for oil. The gearbox with its close-ratio spur-cut gears which cause that characteristic "whine" is an extra while displacer units have appeared in many forms, from yellow through red to blues and double-blues. The main trouble is that "yumping" and landing on two side wheels at once tends to puncture the units, but longer struts and new stronger helper spring on the rear with Sprite-type steel backed bushes on the front wish-bones should help cure this. Hub-bearings on the rear gave trouble until taper rollers were fitted while the biggest headache for some time was the constant velocity and the universal joints in the transmission. These are now steel and last a rally whereas in the not so long past it was quite common to see a Mini on its side with a 20-minute-long joint replacement being undertaken. It adds a rather romantic touch to the Tony Fall story that Turner first noticed him because he was the only English rallyist who came to "Comps" and complained of coupling failure!

"Comps" make up their own exhaust system to fit the four-branch Downton extractor manifold, while in Group 2 form 1½-inch carbs replace the 1¼ ones. It was "Comps" also that changed the 13 gill radiator to the present 16 gill. The E4 European light unit is employed which means that the flashers are incorporated with the side-lights. Electrically the alternators still give odd spasms of trouble but now the simulators have been done away with since their main function was merely to actuate the ignition light.

On the 1967 Monte in the above form the little red B.M.C. cars reliably delivered 95 b.h.p. at the driving wheels. It was only last April on the Tulip rally that Rauno Aaltonen's winning car delivering 92 b.h.p. was hailed as the most powerful yet from the factory, but now Cliff Humphries tells us that he's seen 100 b.h.p. at least once on his "rolling road test." Incidentally, all this power

Continued on page 184



Peter Browning.

THE PERSONALITIES

OVER the years since 1953 when the European Rally Championship was first inaugurated many different makes have figured in the winning stakes; back in the late 'fifties it was Alfa-Romeo and Volvo, with the latter making a reappearance in 1964 and 1965; then in the early 'sixties it was Saab and Mercedes, but from 1962 onwards, and especially in the last two years, the Abingdon-prepared cars have become the cars to beat. The incredible Minis have won more E.R.C. rallies outright in the last four years than any manufacturer has over the last thirteen years, and this over a period of time when competition has never been quite so fierce. In fact, in the late 'fifties a class win was considered simply tremendous and quite an achievement whereas these days nothing short of an outright win is considered even worth advertising.

No competitions department, however good the team spirit is or however good the drivers are, can hope to be continuously victorious without a leader to draw these two and all the other factors together and keep them at their highest pitch. BMC were lucky, they found for themselves just such a person in Stuart Turner, at that time, five and a half years ago, a keen 28-year-old journalist on the staff of our associated publication, *Motoring News*. He learnt Russian during his National Service but his accountancy studies had to give rallying precedence. Turner could then speak with authority on rallying, for he had been in the works teams of Auto Union, Mercedes, Saab (he won the 1960 RAC Rally with Eric Carlsson), Triumph and B.M.C., competing in most of the major international events.

He has a dedication and interest in his work that few men can claim to have, and although far from being a driving taskmaster, has that rare quality of getting the best from his subordinates. Being an avid reader, he has assimilated a wide knowledge of most diverse subjects yet, apart from odd flashes of gourmetese, is not a great socialiser. The journalistic touch has obviously not been lost, for he has written two excellent books on rallying, while his imagination and inventiveness shows itself in other forms such as designing his house "Penny Farthing."

Far-sightedness and clear calculated perspective thinking are qualities which have aided his path to success but it should not be overlooked that Marcus Chambers had for years worked at building up the competent workshop which Turner inherited, and that also the Mini has in itself been the motoring miracle of this decade. After the Sebring races in April he will join Castrol as Deputy Publicity Manager and already is planning to move nearer London and build "P.F. II" for his wife Margaret and their recently-arrived offspring Nichola Jane.

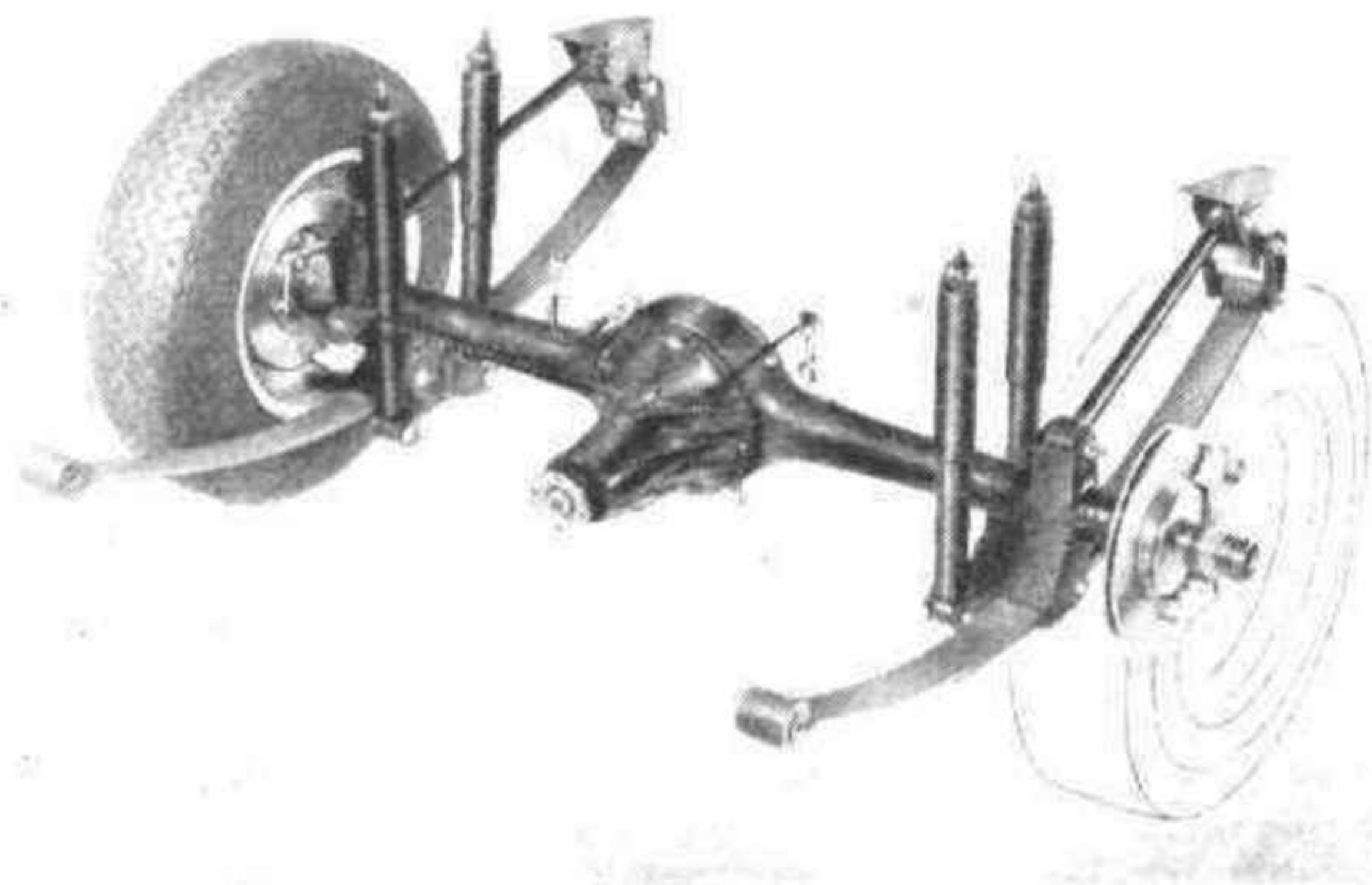
To replace him comes Peter Browning, already employed at Abingdon as Assistant Editor of "Safety Fast" and previously the General Secretary of the Austin-Healey Club. This 30-year-old ex-organ builder seems to be very much of the Stuart Turner mould, with interests ranging from listening to good music through motor sport and sailing to photography—and driving his ex-works Healey in club events!

His organising ability has already been proved, for example, by his running of the 84-hour-long "Marathon" at the Ring which Andrew Hedges won in an M.G. "B." His interest in motor sport showed itself quite early on and he is one of the youngest people ever to attain an R.A.C. Grade 1 time-keeper's licence.

His job will be both enviable and unenviable, but let us only hope that as Stuart Turner had a completely free hand without any interference from above, so Peter Browning will have no interference. Raymond Baxter, the newly appointed Director of Motoring Publicity at B.M.C., is himself a past member of the works team as a driver and, with the right amount of co-operation, there is no reason why the successes should not continue.

from 2,000 r.p.m. onwards and 6,500 to 7,000 r.p.m. is more than enough for pleasant road motoring. With Porsche baulk-ring synchromesh the gear-change is the best, the movement being as fast as a 911 Porsche but a little heavier and more precise (or foolproof!). When approaching curves at around 100 m.p.h. it is sheer joy to pull the lever smartly back into 4th gear, to steady the car and be ready

SIMPLE BUT EFFECTIVE.—The rear suspension of the Fiat Dino, showing the single-blade leaf springs, rearward running traction-bars and double telescopic shock absorbers on each side.



B.M.C. LEGEND—Continued from page 183

is available to the general public through Special Tuning Department, who under the management of Basil Wales have prepared official entries when Turner's men have been particularly pressed. One good example of their work was last year's Scottish where they not only built Tony Fall's winning car but serviced it magnificently on that rough car-breaking event.

Despite the increases in power obtained throughout the past year the pushrod "A" series B.M.C. unit is near its ultimate limit yet the 1,300 Mini isn't likely to get any larger due to the unfeasibility of marketing such a "bomb," therefore workshop efforts will in the future lean more towards development of the 1800 and the larger sports-car range.

Thorough preparation, superb drivers and a brilliant tactician as manager are all essential ingredients for winning events, but a lot of credit must also go to the hard-working and conscientious co-drivers. To the now-retired Tony Ambrose, probably the most professional co-driver ever and Aaltonen's guide through his Championship year; Henry Liddon, twice winner of the Monte, with Hopkirk in 1964 and just recently with Aaltonen; Paul Easter who is always to be seen calmly reading pace-notes even when Makinen has it incredibly crossed-up; and to the two "part-timers," Mike Wood, most often with Tony Fall, and Ron Crellin, now with Hopkirk.

Perhaps, though, the real secret lies in the incredible team spirit that emanates from Abingdon. Each rally car is prepared from scratch by one mechanic, he takes it out to the rally, he hands it over to the driver, makes the last minute adjustments and then goes out and services. This personal touch adds that essential element of pride in achievement and, of course, monetary reward comes at the end of the year in the form of an equal share in 10% of all driver's prize and bonus moneys. Not only that but drivers and mechanics stay at the same hotels, eat together and are always on very amicable and first-name terms.

Such is the camaraderie that the boys mix widely amongst themselves off duty and wives will tell that just before any major event the talk centres around rallying and nothing else. Service crews at times have schedules to meet almost as exacting as the rallyists themselves, and one never knows what state a competing car may arrive in at a service point—the request may be just for an oil-check or it might be for a displacer-unit change! Tales of endurance and aptitude are many and varied; from Johnny Organ's story of standing by a Yugoslav roadside for three days and nights with a can of petrol and a bag of tools waiting for cars to pass and repass on a "Liege," or of Bob Whittington commandeering a milk float to get to his

for accelerating round the curve. The handling was strictly neutral under all normal conditions, there being a slight tendency to understeer, or "plough-in" at the front, on sharp corners in the mountains when large weight transfer effects were generated. On the *autostrada* the straight-line running at over 120 m.p.h. was truly outstanding, and this directional stability proved to be equally impressive under all types of cornering, the steering being light and precise. The only vice that the car seemed to have was a tendency to give a longitudinal "shudder" when hitting bad patches of surface at high speed. This did not affect the ride or the steering and will probably disappear on the forthcoming fixed-top coupé model. Over all manner of surfaces the level ride was impressive, in spite of the seemingly archaic rear suspension, and even on bumpy corners the wheels kept contact with the ground. The rear axle has a limited-slip differential so that hairpins could be taken with a wild flurry and no spinning of the rising inner rear wheel, the very fat Michelin 185 HR 14-in. XAS tyres holding on splendidly, these being standard equipment.

This new Fiat Dino is in no sense a competition car, but equally it is not a touring car, though it can be "toured" at 2,000 r.p.m. in 5th gear through traffic, but it is a very usable sporting car with all the right characteristics and an engine that must make everyone's mouth water. The normal run of Fiat cars does not fit into my way of motoring and I find the hordes of little Fiats a tiresome part of modern motoring, every gap in Italy being filled by a 500 or 850 saloon. This new Fiat is another matter altogether and is definitely on my short list of desirable cars, by any standards. Being a 2-litre it will surely cut into Porsche sales for it can match up to Porsche standards on almost everything, while its handling and general road-going manners are well in the Lotus Elan category. In the Fiat Dino the Turin firm have not only helped Ferrari (500 have already been built) but they have produced a winner.—D. S. J.

control on time this past Monte, to Dougie Watts' famous after-rally party strip sequence! To round off a very successful era under Stuart Turner there couldn't be a nicer present than for the lone Aaltonen/Liddon entry to win the East African Safari—rallying's toughest event.—A.E.A.K.

AN EXCELLENT SPOT-LAMP

We have had winter experience of driving with the aid of a "Far-lite" stainless steel iodine-vapour series 777 spotlamp made by Notek Ltd., of Bromley in Kent. The lamp is supplied with cable and 12-volt switch, looks neat, and gives an admirable light, so that it can almost deputise for normal headlamps. We recommend this as an excellent lamp for fog penetration or ordinary night driving. The price is £3 3s.—W. B.

THINGS THEY SAY . . .

"B.M.C. Sprites and Midgets at their present prices cannot hold a candle to the Honda S800."—Paul Frère comparing Japanese with European cars in a recent issue of *Motor*.

* * *

"I would say that in many ways it is a far more successful car than the 20-h.p. Rolls-Royce. Whilst it gives something like a litre and a half of capacity away to the Rolls, and pulls around the same weight, both cars have virtually the same performance, whilst in road-holding and general quietness, etc., the Sunbeam is in a class of its own."—M. J. Poynton writing in *Beaded Wheels* after driving a 1929 Sunbeam Sixteen saloon which competed last year in the Haast Rally in New Zealand.

* * *

"The Volkswagen is certainly the greatest single advertisement for the whole thoroughness of German Industry."—H.R.H. Prince Philip, Duke of Edinburgh, in a recent speech. (Lord Snowdon, incidentally, favours a VW caravan.)

A ROLLS-ROYCE AND BENTLEY RALLY AT GOODWOOD

Those who remember the Rolls-Royce and Bentley Rally which took place at Goodwood in 1964, when 1,100 of these cars were assembled and the more interesting models were paraded, will be pleased to learn that the event is to be repeated this year, the date being May 20th. A unique 60-page programme is to be printed, a contingent of appropriate cars is expected from America, and the record for the largest number of Rolls-Royce and Bentley cars ever gathered together in one place will no doubt be broken. It can hardly fail to be a memorable and enjoyable day.

LOTUSELAN



(Or 7,446 words of excuse for not owning a Lotus Elan)

"Well, sonny, when Mummy and I decided that we wanted a family, not a 120 mph sports car, I bought a trusty reliable 'Rhino Family 4 DeLuxe' and gave up all further thought of owning anything with all independent Chapman suspension and a 115 bhp Lotus twin-cam engine with lots of Weber carburettors, close ratio gears and things. We knew that what we wanted was a rugged reliable vehicle, basic family transport which would give us economy with respectability. How could Mummy and I get into anything like a Lotus Elan and accelerate from 0-60 mph in less than 7 seconds, I mean what would the neighbours say, not to mention Nanny? No, my son, although the Lotus Elan is very reliable and economical, we realised that once a man has a family, he must give up the joys of owning the best handling car in the world and it would be so irresponsible to even think of the occasional club race or sprint at the weekend. Now when you are a bit older, we will have a look round for a good used Lotus Elan because with that glassfibre body and steel backbone chassis, they will last for years while everybody knows the twin-cam engine with that neat aluminium cylinder head

just goes on and on and on, and there will be no trouble getting parts from the dealers. We'll send Mother off to Paris with Aunty Winny and enter a few local events just for fun. I'll drive it for the first few occasions to get it just right for you and then son, it's all yours. And we'll use it for a few rapid trips abroad, you know overnight to Zurich, London to Rome in under 24 hours, that'll be fun. But, dammit, you are only 3 and you have fallen asleep so I'll 'phone a Lotus dealer now. Bet they give me a good price for the Rhino-4 ..."

LOTUS ELAN Drophead and Fixedhead Coupes. Full luxury specification as standard, including ELECTRIC WINDOWS, CARPETS, TACHOMETER, CIGAR LIGHTER. WIDE RANGE OF EXTRAS.

(N.B. Accountants, Auditors and students of mathematics will note that this advertisement only contains 347 words. The remainder can be obtained by sending for the latest brochures and Lotus Story to Lotus Cars Ltd., Norwich, Norfolk. NOR 92W.) Wymondham 3411.

FOR DEALER LIST SEE SEPARATE ADVERTISEMENT

The NICHOLSON-TUNED M.G.-B

EVER since the M.G.-B was introduced it has been the subject of snide remarks from the competition fraternity on the score that it is too heavy to be anything but a quick touring car, and from the King's Road set because it looks too much like a Midget. Be that as it may, the "B" has endeared itself to thousands of owners for its unobtrusive performance, comfort and reliability, while a number of competition drivers have proved it to be a useful long-distance racing machine when tuned and lightened.

Bill Nicholson, one of the most successful drivers in M.G.s at the age of 48, started his own garage and tuning business in Northampton little more than a year ago and is now marketing a range of performance tuning kits, ranging from a Stage 1 cylinder head at £25 plus fitting to a £335 Stage 6 racing-engine conversion. For the purpose of our road test we drove a "B" with the £75 Stage 2 conversion consisting of a modified and flowed head plus an improved inlet manifold equipped with a pair of 1½-in. S.U. carburettors (one size up from standard equipment). The car had overdrive and a 4.3 axle ratio, and suspension modifications to cope with extra performance consisted of lowered front and rear springs, a heavier (½-in.) anti-roll bar and adjustable rear shock-absorbers, the latter item not being needed unless the dampers are well worn.

The net power output is increased by some 12-14 brake to about 107 net, and although this has not been tested on a brake it appears to be a genuine estimate. In standard form the sports car accelerates rapidly but undramatically, while the Nicholson conversion introduces a keener edge to the pulling power and improves the top-end performance considerably. As an ex-development engineer with B.S.A. and Jaguar, the tuner is a past master at making engines breathe properly and his formulae work well on this unit.

In the prevailing cold weather the engine took several miles to warm properly and overcome its tendency to stalling, and as the water temperature fell below 160° F. on motorways also there is a clear indication that water-heated inlet manifolding is required. The selection of overdrive in the specification is a wise one, allowing better acceleration with the low axle ratio and more restful high-speed cruising. The speedometer was calibrated for a 4.1 axle, but allowing for the error we still found that the car could reach 60 m.p.h. from rest inside 11 sec. and achieve 100 m.p.h. within 30 sec., the time it takes an unmodified version to reach 90; maximum speed is raised from 109 m.p.h. to 117, comfortably inside the upper limit of 6,000 r.p.m.

So smooth was the five-bearing engine that it felt like a balanced unit, though this was not the case. In overdrive top the legal limit of 70 m.p.h. was reached with 3,500 r.p.m. on the tachometer, and it proved exceedingly hard to keep down to this speed—100 m.p.h. is a much more natural gait, cruising with 1,000 revs in hand. With a 9.5-to-1 compression ratio the car was on a diet of premium fuel, consumed at 24.3 miles per gallon, which can be considered a very reasonable figure. The electric fan installed was not needed during normal driving, when the temperature ranged from 150-185°, but once in a solid London traffic jam it was found necessary to switch the engine off for a few minutes.

The handling was quite substantially improved at the expense of the rather soft saloon-car ride that characterises M.G.s—reducing the tyre pressures from 30 lb. all round would have made it slightly better, and it might be a better compromise to soften the rear dampers and fit the ¾-in. anti-roll bar at the front. The lighter anti-roll bar practically eliminated the roll oversteer tendency, and the heavier one should do so completely.

Before returning the car we met Bill Nicholson at Silverstone to try his four-year-old, but still immaculate, racing "B." With seven good wins to its credit last year the car is an exceptionally nice one to drive, having well-sorted handling that would make it an obvious choice for someone taking up *marque* racing. Surprisingly, the three-bearing engine has been retained, though not for much longer, and when we tried the car it was fitted with a new cylinder head designed to extend peak power up to 7,000 r.p.m. This it seemed to do most



Not for the road, unfortunately, is Nicholson's racing M.G.-B. The test car was in Stage 2 trim.

successfully, pulling 122 m.p.h. on the straights without any fuss. The output is likely to be around 140 b.h.p., not inconsiderable for a production-based 1,788-c.c. unit, and with two up to begin with we recorded a two-way 0-100 m.p.h. acceleration time of 19.9 sec.

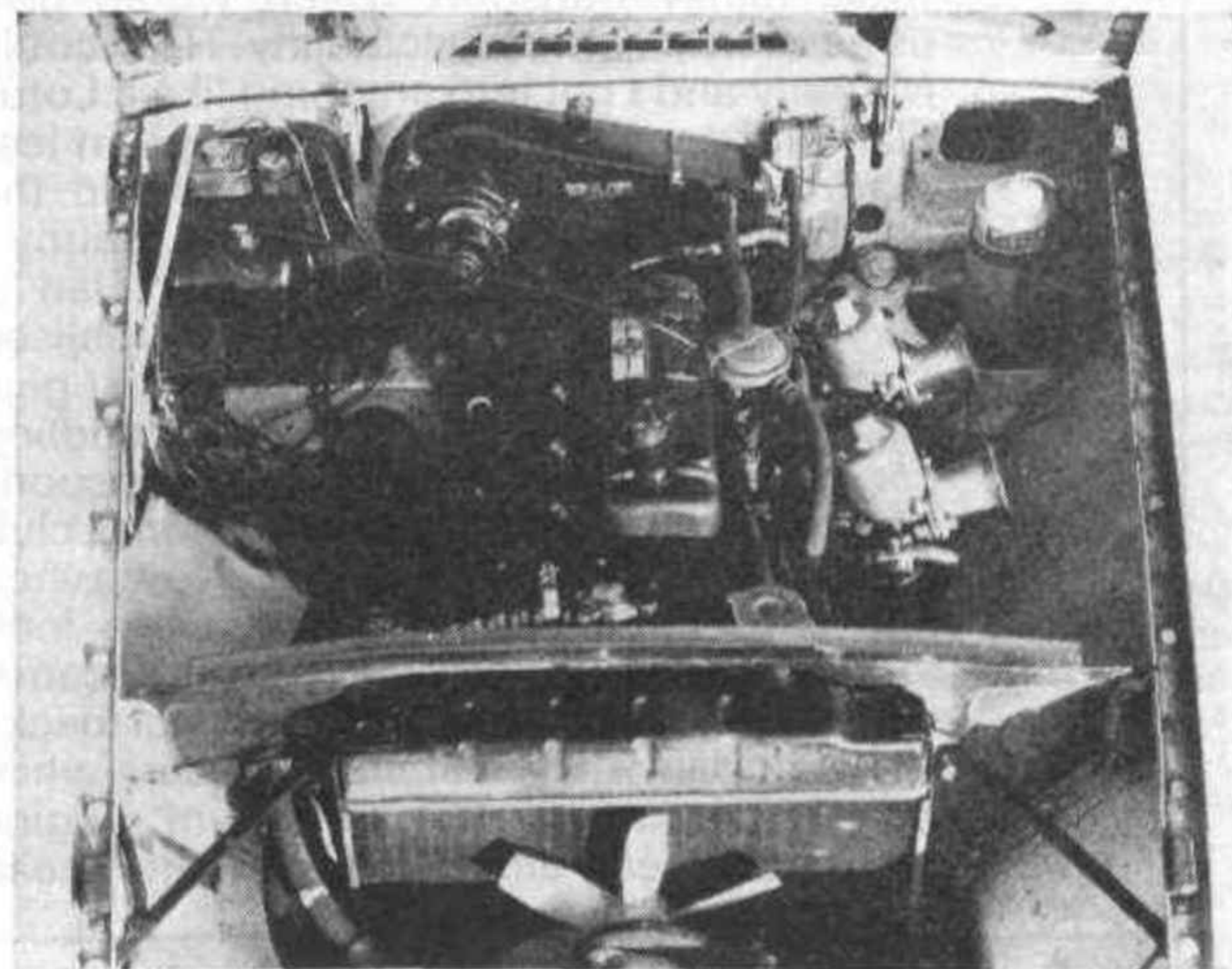
Seemingly the car had no vices—we were given no instructions or warnings before setting out on the Grand Prix circuit—and there is sufficient adhesion to lift the inside rear wheel sometimes, indicating that a limited-slip differential could come in handy. Despite patches of frost on Woodcote and Club corners, severely restricting enthusiasm, Nicholson was able to lap consistently in 1 min. 56 sec., four seconds outside his own *marque* class record. The car has been lightened to around 17½ cwt., but £500 should go a long way toward preparing a replica such as that used by Jean Denton winning the Embassy Trophy in 1966.—M. L. C.

PERFORMANCE Stage 2 modified M.G.-B

Speed, m.p.h.	sec.
0-30	3.1
0-40	5.3
0-50	7.2
0-60	10.6
0-70	14.1
0-80	18.8
0-90	23.0
0-100	28.9
Speed in gears:	m.p.h.
1st	30
2nd	46
3rd	73
4th	99
4th overdrive	117
Fuel consumption: 24.3 m.p.g.	

Cost of conversion as tested, including fitting: £113 17s.
Conversion by: Bill Nicholson Ltd., Wellingborough Road, Northampton.

A pair of 1½-in. S.U.s with glass-fibre trumpets give a clue to 107-b.h.p. modifications.





I've been scratched!

A small stone can chip off a chunk of paint. A gouge happy cyclist can tear tramlines down a door panel. Your wife can clip a gate-post. Nobody's perfect. Small scratches like that can be a big tragedy. ICI have something for the big tragedies: 'Belco'. Paint Touch-in 'Belco' over the damage and there isn't any damage. If you've got a big area to paint, give Brushing 'Belco' a try. Both brands are available in a wide range of colours. And the price is low enough to make you purr with pleasure.

nice  makes it better quickly

Also under the 'Belco' label are Rubbing Compound, Primer Surfacer, Cellulose Putty and Thinners. The thing to remember about ICI 'Belco' is that it's almost as easy to repair a scratch as it was to make the scratch. Obtainable from garages, motor accessory dealers and Halfords branches.



BOOK REVIEWS

"Doble Steam Cars," by J. N. Walton. 203 pp. 8½ in. × 5½ in. (Light Steam Power, Kirk Michael, Isle of Man, 37s. 6d.).

Although steam cars have been dead for many years historical interest in them is considerable, while there are even die-hards amongst the Light Steam Power fraternity who still build external-combustion-engined vehicles. So this book about Doble steam cars, which were regarded as the Rolls-Royce of their class, and which also covers Doble 'buses, lorries and railcars, will be welcomed by the specialists in this field. It has a Preface by Abner Doble himself and gives very complete and interesting coverage of all the Doble productions, from those of the First World War days, through the Doble-Detroit and Models D, E, and F, to the Doble steam 'buses, Henschel-Doble and Sentinel-Doble triple-expansion designs. Copiously illustrated with pictures of contemporary and restored Dobles, and many diagrams, and containing quotes from Company reports, catalogues and instruction books, this book will be fascinating in the extreme to steam-car enthusiasts. There is considerable detail about the later Doble engines and steam engine valve gear in general, so that this work stands as the only comprehensive description of Abner Doble's productions and also contains much useful information, free from the cloud of myth and exaggeration, for future development. The story of the silent power of Doble steam cars is certainly well told in this book.—W. B.

* * *

Patrick Mennem has written a soft-cover book for those about to take the driving test and who wish to drive well after they have done so. A bit superficial, it contains some useful information for wives and girl-friends; the latter should appreciate the remark in Chapter 5 that "... remember that the steering wheel, and nowhere else, is the home for your hands when driving." Published by Newnes, "Pass Your Test—and Drive Well" costs 3s. 6d.

CARS IN BOOKS

THE TRAVEL books dealt with recently in this feature seem to have attracted another book of a similar nature, namely, "Round France In A Motor" by C. Neville (Cambridge, 1906), which posed an almost insoluble problem. The car used for the tour which this book describes is the subject of the frontispiece, the same picture being reproduced in colour on the front cover. There are other views of it in the book. But its make is not mentioned in the text and I was quite unable to identify it. However, it did not defeat Dennis Field of the V.C.C. whom I 'phoned. Almost before I had confessed the nature of my problem he had a copy of this rare book in his hands and was telling me that the car Mr. Neville used for his Continental tour of, presumably, 1905 was in fact a Prosper-Lambert. This is a rare enough make to perhaps excuse my inability to identify it, for only one is now known to survive.

The book opens with short chapters on *mécaniciens*, whom it was recommended one should avoid as much as possible outside Paris because "he is very civil and obliging, but wants to do a great deal more than he is asked to do—unscrewing bolts in every part of the car, and ends by loosening and disorganising all the machinery." This is contrary to the good work usually done by insignificant French garages at a later era and perhaps it is just as well that the Edwardian *mécanicien* enjoyed himself while there were still bolts to unscrew; he would have a thin time with modern welded-up automobiles! Next there is a brief chapter on the *déjeuner*, highly recommended, especially as an omelette was regarded as the best thing to order for lunch, the author concluding: "... meals are generally ridiculously cheap, and good wine is a *compris*. Avoid, however, ribs and "bifteck," which is always presented to the English traveller." There was an apology that romance was not woven into the story, as the author and his wife had been married for years, the car's owner had only one love, his motor, and his black servant did not confide in the party about any such incidents he may have met with. After that the author felt ready to tell of the adventure, which consisted of a run direct from Paris to Monte Carlo and back via Marseilles, Nîmes, Montpellier, Carcassonne, Toulouse, Bordeaux and Touraine.

The start was delayed due to a strike at the *carrossier's* where a body was being made for the Prosper-Lambert chassis, which, we are told, was a four-cylinder 20 h.p. model with a 20-gallon petrol tank under the front seats. It is apparent that the author was not mechanically-minded, for he adds: "There was a Magneto, a Thermo-syphon,

an automatic *graisseur* and a live axle." Michelin 875 × 105 tyres were fitted—"They lasted us well"—and the car was equipped with two Bleriot headlamps, two Ducillier auxiliary lamps and a number-plate lamp at the back and was painted green, with the upholstery a shade lighter. The specially-made body was a side-entrance tourer, with the back seat higher than the front seats and a hood covering them all—so much easier to enter, it was emphasised, than a two-door or worse, still, a tonneau body. Top speed was quoted as 40 m.p.h. but it was found to exceed this on a good road.

Three weeks were wasted in Paris, riding about in taximetre cabs, as yet unknown in England, before the body was finished and then the owner was enraged to find it was a Tulipe shape whereas he had specified a Roi des Belges. Moreover, the engine now refused to respond to the efforts of a mechanic to start it. More days were lost, before the *Chef d'Atelier* was sent for—could it have been to their first British customer?—and even he was baffled, until it was discovered that "one of the cogwheels had one tooth too many." This seems a remarkable fault but it could have been that the magneto was supplied with the incorrect sprocket. Clearly, however, Prosper-Lambert did not test their finished chassis!

However, the tour commenced at last, a spare Michelin strapped on the step, the umbrellas in a wicker basket, the surplus luggage on the wide back seat and the heavy items sent on in advance to Lyons. Rather out-dated Taride maps were supplemented by a Michelin Baedeker bound in red, the colour of the Michelin garages, in contrast to those selling Continental tyres, which were blue. Soon they were recovering from crawling at 8 m.p.h. over the *pavé* of a by-road and rushing at 40 m.p.h. along the great French highway to Melun, where they stayed



A rare car in the form of this Prosper-Lambert, figures as colour cover picture and frontispiece of an equally obscure book referred to on this page.

for the night. Although motorists were already doing the 750 miles from Paris to Monte Carlo in two days, these tourists took it easily, averaging 90 miles a day and never having to light their fine new lamps.

On the second day the car refused to climb a steep hill out of Avallon and it had to be driven up this and three more gradients in reverse, with the passengers walking behind. So that day only 80 miles were covered, to Saulieu. The next day the car again jibbed at a hill, until the "loose" clutch had been treated with chalk and resin. (Before the tour had started "a loose clutch, stiff starting handle and non-firing plugs" had been experienced but accepted as "ailments to which all new-born motors are liable.")

Getting off the main Dijon/Chalon route, Mt. St. Vincent was climbed, the engine boiling on this 3,000 ft. ascent. Later, climbing up to the Abbey at Cluny the rain was praised for keeping the engine cool, but perhaps it was now freeing up as the mileage mounted! Lyons was full of loudly-hooting trams and before Valence the *graisseur* gave trouble, a mounting bolt having come loose. Then, between Mondragon and Orange the engine took to stopping for no apparent reason, recovering after five minutes, a trouble that persisted for the next four days. At closed level-crossing gates before Aix the driver of a Sixty Mercedes gave a demonstration of how powerful his brakes were and, when the gates were opened, passed the Prosper-Lambert in half a mile and was soon out of sight. But it was seen broken down in Aix.

In Monte Carlo, where a garage driver hit a tram and broke one of the car's wings, the trouble experienced *en route* was traced to dirt in the carburetter. The journey had been accomplished without a puncture and on the return run the car was going well, hills included, and would average better than 40 m.p.h. over good roads. Alas, the notorious *caniveau* at Bellegarde, taken at speed, breaking four teeth off a differential gear. A spare was sent *grande vitesse* by the makers, presumably from Nanterre, where the Prosper-Lambert was made and I saw Simcas

being assembled some years ago. In fact, it was three days before the spare arrived.

On again, the car was now going well, covering 120 miles in one day and making light of very bad mud roads at Homps. The petrol tank was dipped by the *Octroi* at the bigger towns and a tax levied—1d. on one occasion, for which a receipt was given. The 120 miles from Toulouse to La Reole was done at a 30 m.p.h. average and, encouraged by roads cleared and sign-posted for a motorcycle race, some of its competitors were kept in sight for ten miles, the Prosper-Lambert holding 45 m.p.h., until the lady of the party complained and the normal 30 m.p.h. cruising speed was resumed. Apart from killing a poodle which rushed across the road the tourists had no more adventures until the car stopped on the bridge at Bordeaux. The mechanic who had cleaned it the day before was blamed for loosening bolts he should never have touched. He was sent for and got the engine started but "one of the large carden balls" had been lost and could not be found. They crawled on to Limbourne, one wheel soon making a horrible noise and the brakes having little control. It was now that racing cars on the Bordeaux-Paris road began to be encountered, as well as stripped chassis out on test. After three days the required spare arrived and the tour was resumed. At Limoges the Michelins picked up many nails from the sabots made in the local manufactory but did not puncture, but after rushing down the "mountains of Limousin" at 60 m.p.h. two punctures were experienced. At Chalus a wing was damaged while pushing the car into a stable it had to share with a horse, donkey and cow, so it now had only one good wing left. It was here that a small boy wrote his name on the new bodywork with a nail . . .

Two more punctures were experienced, the second due to a pinched tube, which blew a stone off the road so violently that it smashed a plate-glass shop window. The car's owner just apologised and wasn't asked to pay a cent towards the damage! *The Entente Cordial!* Incidentally, cars were by 1905 commonplace on French roads—at the Hotel de l'Univers, in Tours three mechanics were kept and the hotel had two cars of its own, used as breakdown vehicles. The most numerous makes are quoted as Panhards, Mercedes and Renaults. Some Americans arrived in a 10-seater saloon, on solid tyres. It was one of the aforesaid hotel cars that rescued the Prosper-Lambert when, after racing other cars on the road from Azay-le-Rideau to Tours to get out of their dust the magneto chain broke and refused to be mended with wire. But in due time the tour ended in London without further incident.

Back to autobiography, a few cars figure in "The River Bank" by F. D. Ommanney (Longmans, 1966), the author of which is a self-confessed homosexual, which may or may not excuse the inclusion in full of that four-letter word. . . . Early in the book there is mention of a "black and green striped, high-backed open Daimler of extremely ancient pattern with brass lamps and a hood" which was obviously an Edwardian model, still being used, if the author is accurate, by a Mrs. de Sinclair of Horsfield Court, Horsfield, in Kent in the 'twenties. A Rolls-Royce owned by a millionaire in the same village also gets a passing mention. The author's father, "greatly daring," bought a bull-nosed Morris during the summer of 1925. He is described as driving it "atrociously . . . for many years, without actually having an accident, though none of us could quite understand why." Later this Morris is referred to as looking like "a tin bath with talc side-screens and its maximum speed was 42 m.p.h. But we got a lot of fun out of it and each drove it with what we believed to be more skill than the others, while father sat beside us making apprehensive noises. We wept when the garage man came to take it away."

Later the author's mother is revealed as giving up her pony and trap for "a small second-hand car which father drove with the lack of skill which persisted all his life, though without any serious mishap. But mother said, 'The wretched thing is too powerful for him and runs away with him.' This was because he always drove with the hand throttle open and nothing could persuade him not to." The make of this car with its effective hand-throttle opening isn't disclosed. Incidentally, this is by no means the first reference to drivers lacking in skill but being immune from accidents, thanks presumably to the deserted roads of the nineteen-twenties.—W. B.

Embarrassing!

According to the *Halifax Courier* a Magistrate drove through a Police radar trap while it was being demonstrated to a group of people. He was charged with speeding, although he denied this, saying he was travelling behind another car which was also stopped but was allowed to proceed. He was said to have another speeding conviction; he was fined £5 but his licence was not endorsed.

A Chapter on Rolls-Royce

SO MANY books have been published, so much has been written about the Rolls-Royce car that there would not seem to be much more to contribute. A discourse which some advocates of this make may not have seen is to be found in "The Sunday Gentleman" by Irving Wallace (Cassell, 1966), which was brought to our notice by a reader. A whole long chapter in this book about strange and improbable people and famous or notorious institutions is devoted to the Rolls-Royce, under the title of "Millionaire's Chariot."

The author, writing originally in America in 1946, deals with most aspects of the famous British Company of Rolls-Royce Ltd. He opens by recalling how Churchill countered Roosevelt's gift to King Ibn Saud of Saudi Arabia of a fully-equipped C-47 aircraft by having a special Rolls-Royce possessing all manner of extra fittings built for the Moslem King, at a time when Crewe was concentrating on aero-engines and had put aside car production. Said to have cost the equivalent of 18,787 dollars, this green Hooper-bodied Rolls-Royce apparently continued to head the King's caravan long after the Summit Conference, although I find it impossible to visualise the 500 personal automobiles which the author tells us accompany the King on his annual journey to Mecca.

Having opened with this famous example Wallace proceeds to list other special Rolls-Royce cars and their owners. These should be of some interest to collectors of R.-R. lore, ranging as they do from the two silk-upholstered seven-seaters ordered from the Paris showrooms in May, 1914 by Czar Nicholas II of Russia to the thirty-five new Rolls-Royces purchased just after the war by the Maharaja of Patiala, "who owns a kennel of 400 dogs, a private race-track, and, by budgeting, keeps his household expenses down to 500,000 dollars a year." If the author is correct, Patiala's Rolls-Royces had gold-plated dashboards . . .

Irving Wallace makes the irrefutable point that very few persons have ever owned *new* Rolls-Royces who were not famous or wealthy or both. He says that "next to the royal family, next the liner *Queen Elizabeth*, it is the fabulous Rolls-Royce and the list of international celebrities (ranging from maharajas and presidents to captains of industry and spiritual prophets) who own the car, that gives most Englishmen their greatest feeling of national pride."

Most of the remaining material is old hat, and as it was written in 1946/7 it has naturally dated. Output at Crewe at that time is quoted as 20 Rolls-Royces a week; when I was at the factory in 1965 production was quoted in terms of annual output, which gave a very rough approximation of 40 a week. The total output of Rolls-Royces between 1904 and 1939 is given as "only 22,800," which is within 430 of the more conservative figure quoted by Ian Hallows in the best book on the subject so far available, namely "The Rolls-Royce Motor Car" published by B. T. Batsford. The current model when the author was writing "The Sunday Gentleman" is quoted as a six-cylinder car with an aluminium body with an 18-gallon petrol tank, which presumably refers to the pre-war Wraith. It seems unnecessary to mention that it had a reverse gear, or a low gas-level warning light!

The R.-R. legends are discussed and mostly disposed of, although the public-school service representative who calls on owners, examining the car only after "extracting an immaculate set of overalls from his attache case" is surely exaggeration and although the R.-R. London School of Instruction is mentioned, which MOTOR SPORT investigated last January, the incorrect impression is created that everyone who completes this course receives a sterling-silver badge, whereas only chauffeurs who have passed *successfully* get a rather special cap badge. In dispelling legend the author has created some fresh ones all his own!

Irving Wallace does drop one very big clanger in this discourse on the "best car in the world." He informs his readers that "Sir Malcolm Campbell purchased a complete Rolls-Royce merely so that he could remove its engine, install this in a racing car, and, flashing over the Bonneville salt beds in Utah, become the first person to drive more than five-miles-a-minute." The thought of a production Rolls-Royce with a supercharged 2,350 b.h.p. R-type racing aeroplane engine (boosted to 2,500 r.p.m., with a full-throttle life of about three minutes, *vide* "The World's Land Speed Record"—Phoenix House, 1964) is certainly very droll indeed.

In a sequel to the first edition of his book Wallace adds up-to-date information, including references to the "Yellow Rolls-Royce" film, the Vanden Plas Princess-R, and post-war production methods, quoting output as 35 cars a week, of which, he says, there may be 1,200

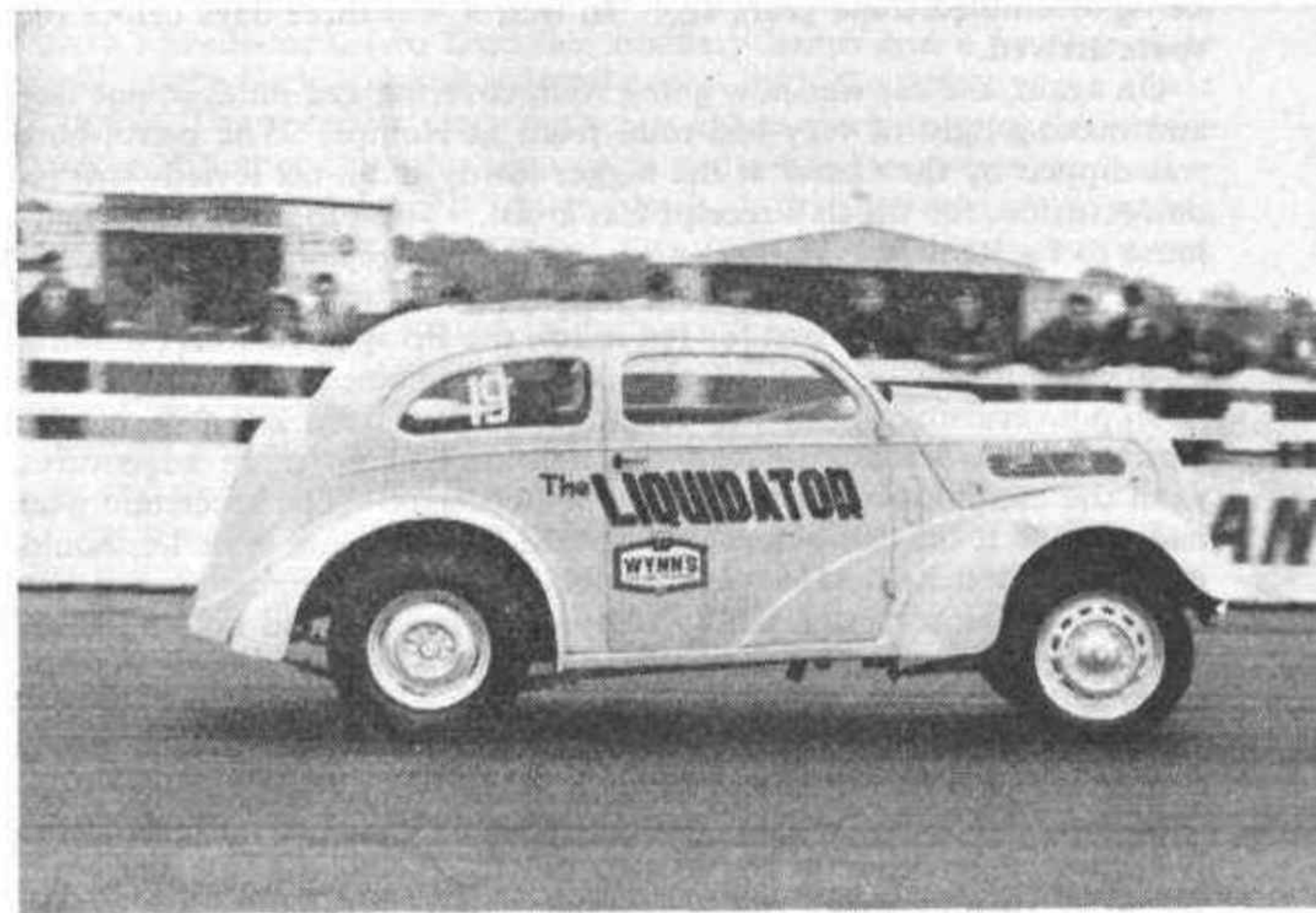
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DRAG RACING IN BRITAIN

WHEN the British Drag Racing Association in conjunction with Drag Festivals Ltd. brought American-type Drag Racing to the public notice with their Festival in 1964 it seemed that there might be a big following for this type of motor sport. It offered a comparatively cheap and simple form of motoring competition, especially for those with mechanical ability, and though one could start Drag Racing with something simple in the way of machinery, there were endless possibilities for those with money and ingenuity. One of the big problems was finding suitable lengths of straight flat tarmac on which to organise drag racing, so that the growth during 1965 was slow. However, Drag Festivals Ltd., with the B.D.R.A. and the British Hot Rod Association, put on a bigger and better Festival of Drag Racing at the end of the 1965 season. Whereas the first Festival had presented a variety of American Drag Racing machinery, in order to show the range of vehicles catered for, from standard saloon cars to specialised Dragsters, the 1965 Festival concentrated on the ultimate in Drag Racing machinery, the supercharged nitro-methane burning V8 engined Dragsters that topped 200 m.p.h. at the end of the standing quarter mile, and covered the distance in around 8 seconds. The weekend at Blackbushe Aerodrome was a disaster due to torrential rain, but at the following weekend at R.A.F. Woodvale, near Southport, the American Dragster drivers put on a real show of no-nonsense drag racing which impressed everyone who witnessed it.

Unfortunately, the Blackbushe weekend was a financial catastrophe, and though Woodvale reduced the losses considerably, it was not enough to save Drag Festivals Ltd., who were forced to go into liquidation. Due to this the September Festival was not repeated in 1966, but luckily interest in drag racing was not dead and the British Hot Rod Association took over where the B.D.R.A. had stopped. A group of B.H.R.A. members formed National Dragways Ltd. and purchased the runway at Poddington Airfield, near Newport Pagnell, and set up the Santa Pod Dragstrip at the beginning of 1966. Starting in a modest way, this permanent dragstrip progressed during the 1966 season and, naturally enough, competitive interest increased at the same time. As has happened so often with new forms of motor sport no one will organise events until there are sufficient competitors, and equally no one will build special cars until there is somewhere to race them. This sort of stalemate knows no definite answer, but is usually overcome by someone taking a gamble and, as far as drag racing is concerned, it was National Dragways and the B.H.R.A. who took the gamble.

After its initial season of drag racing the Santa Pod set-up has gone ahead with leaps and bounds, and more and more people are taking an active interest in this inexpensive form of motoring pastime, either with their road-going saloon or sports car, or by building special cars for the express purpose of accelerating furiously from A to B, these points being a quarter of a mile apart. With the limited number of competitors in the first full season of permanent drag racing it was not practical to run class eliminations, so everyone was lumped together on a personal handicap system. The Santa Pod course has first-class timing equipment by beams and digital counters, the starting signal being given by pairs of coloured lights. This timing equipment has incorporated in it an electronic computer into which can be fed competitors' individual times recorded in practice, and the handicapping for any pair is then automatically fed into the starting light system, the individual green "go-light" coming on for each of the two lanes with the desired handicap time-lag between them. During the 1966 season this handicapping arrangement worked well, so that anyone with any type of car could come out "top eliminator" by consistent fast driving, and at the Championship meeting a small special powered by a 500cc Rudge motorcycle engine, won the overall award by reason of consistently fast times against all manner of competitors. At the end of the season the faster competitors were invited to a Records Day organised by the National Sprint Association, and Tony Gane in this Rudge-powered "four-wheeled motorcycle" took International Records, along with many other regular Santa Pod competitors. Most outstanding was Les Turner with his home-built dragster powered by a supercharged Ford Cortina engine, for he also took the world standing



FUN CAR: The pure dragster is the aim of most people interested in drag racing, but there is still a lot of fun to be had with a special or hot rod. This Ford Popular has an XK Jaguar engine mounted well back, about in line with the door, while the driver sits where the rear seat used to be. The roof line has been lowered and the suspension altered drastically to give weight transfer on to the rear wheels.

(Photo by courtesy B.H.R.A.)

start 500 metres record and the international kilometre and mile records. This records weekend, held on Elvington Aerodrome in Yorkshire, was a splendid culmination to the first full season of drag racing in Britain.

Mechanical variety is the keynote of drag racing, and the vehicles range from Mini-Coopers and Shelby Cobras to Ford Populars powered by Jaguar engines and V8-powered dragsters. There are numerous small dragsters built on the same lines as the big American dragsters, but scaled down to utilised Ford or B.M.C. components, some of these vehicles breaking 11 seconds for the quarter-mile, which is no mean performance, and they provide exciting driving. This coming season, which starts on March 12th, at Santa Pod, with a practice day, the first competitive meeting being on Easter Monday, should see a lot more activity, for during the winter months many more special cars have been completed. There are now at least six supercharged V8-engined dragsters in this country, numerous unsupercharged-V8 cars and a variety of specials using Jaguar engines, while Cobras and Mustangs and any other production car that really accelerates can be sure of being in the running at a drag meeting. During the 1967 season it is hoped that two more permanent dragstrips will be opened, one in the south of England and the other as part of Jim Russell's great autodrome scheme for Norfolk, where he hopes to establish a permanent sports centre to accommodate his driving school, car racing and motorcycle racing, as well as space for driving tests, slaloms and other club activities.

Any new sporting activity is bound to take a certain amount of time to get off the ground, but 1966 showed that the foundations for drag racing that were laid in 1964 and 1965 by the British Drag Racing Association were solid and the British Hot Rod Association are continuing the good work. At the Racing Car Show the B.H.R.A. had a very large stand on which were exhibited a good cross-section of the sort of vehicles and specials that have been built for drag racing, including motorcycles. The stand showed that drag racing is a colourful sport that offers vast scope to the special builder with ability and ingenuity, and the spectator is never likely to complain of a "sameness" about the competing vehicles. That people enjoy accelerating hard in a straight line is evidenced every year by the enormous entry that the Brighton Speed Trials attract, in which they are only competing against the clock. In organised drag racing you get the added attraction of competing directly against the other chap, and if you win you have another go against another winner, until an overall winner is found.

One complaint that is occasionally made against drag racing is that if you build a special car you can only use it for that one type of competition. This is true enough, but if 1967 sees three dragstrips in action there will hardly be time to use your drag-racing special for anything else.—D.S.J.

MONTE CARLO RALLY

Won outright again on

DUNLOP

SP RADIALS

IF your preference is for radials your choice should be Dunlop. They've been well-proved by top rally drivers—for out-and-out toughness, much higher mileage and certainly for the extra safety and extra all-round performance needed to carry off the top events. What better confirmation could you have? Choose from SP41, the radial for normal motoring; SP3, the radial with the 'sporty' look; SP41HR for cars capable of speeds of 125 mph or over, and SP44 for the worst of winter conditions.

1st

B.M.C. MINI-COOPER 'S'

R. Aaltonen
H. Liddon

3rd

PORSCHE 911

V. Elford D. Stone

AND 7 CLASS WINNERS



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FRAGMENTS ON FORGOTTEN MAKES

No. 36: The G.W.K.

Post-war G.W.K. chassis ready for road-test.

THIS series is intended to fill in gaps by providing hitherto unpublished fragments of information about the lesser known cars, after an opportunity has arisen for me to meet persons intimately associated with the make in question. It is not necessarily intended to constitute a potted-history of the make concerned. In any case, I would not presume to compile a history of that famous friction-driven car, the G.W.K., the initials of which stood for its sponsors Grice, Wood and Keiller, because a very adequate one appears in Chapter 12 of that fascinating book "Lost Causes of Motoring" by Lord Montagu of Beaulieu (Cassell, 1960; reprinted 1966). What follows are a few additional notes on these cars, as recounted to me by Mr. W. A. Wheeler, who is now over 70, lives near Bath, and runs a Ford Anglia, but who was in charge of chassis testing at the Maidenhead factory of G.W.K. Ltd. from September, 1919, to June, 1920.

Mr. Wheeler was brought up near Brooklands Track and as a youth cycled there to watch the flying and motor racing. When war broke out he joined up as a D.R., riding Triumph motorcycles in France. He went to Maidenhead when G.W.K. occupied two ranks of sheds there and were turning out about one car a day. They employed perhaps 15 to 20 men in the erecting shop, under J. Brown, half-a-dozen painters and a couple of upholsterers, sales being the preserve of the one-legged Pope, and Jackson. Bodywork, in the years we are discussing of open two- and four-seater types, were made on the premises but before they were fitted each chassis underwent a "rough-road test" of some 15 miles over the short route and some of them were driven for 30 miles over the long test route, which might take in Alms Hill near Henley-on-Thames. Mr. Wheeler remembers taking a light-alloy-bodied car prepared for the Scottish Six Days Trial to this hill, successfully re-starting on the "Cannons." To help him in such work he had three men and two boys, and two other testers did the road tests of completed cars.

Some people tend to think there was only one friction-driven car, the G.W.K., but I named some others in the article about the Richardson last November, to which could be added the Ballot-engined Zeiller, the Surrey made from Model-T Ford components, the Lafitte, Françon, Ruby, Major, Max, Octo, Sidney, Putney, Short-Ashby, Winsom, Villard, Tholomé, and many more. But the G.W.K. was the most successful, having built up a good reputation before the

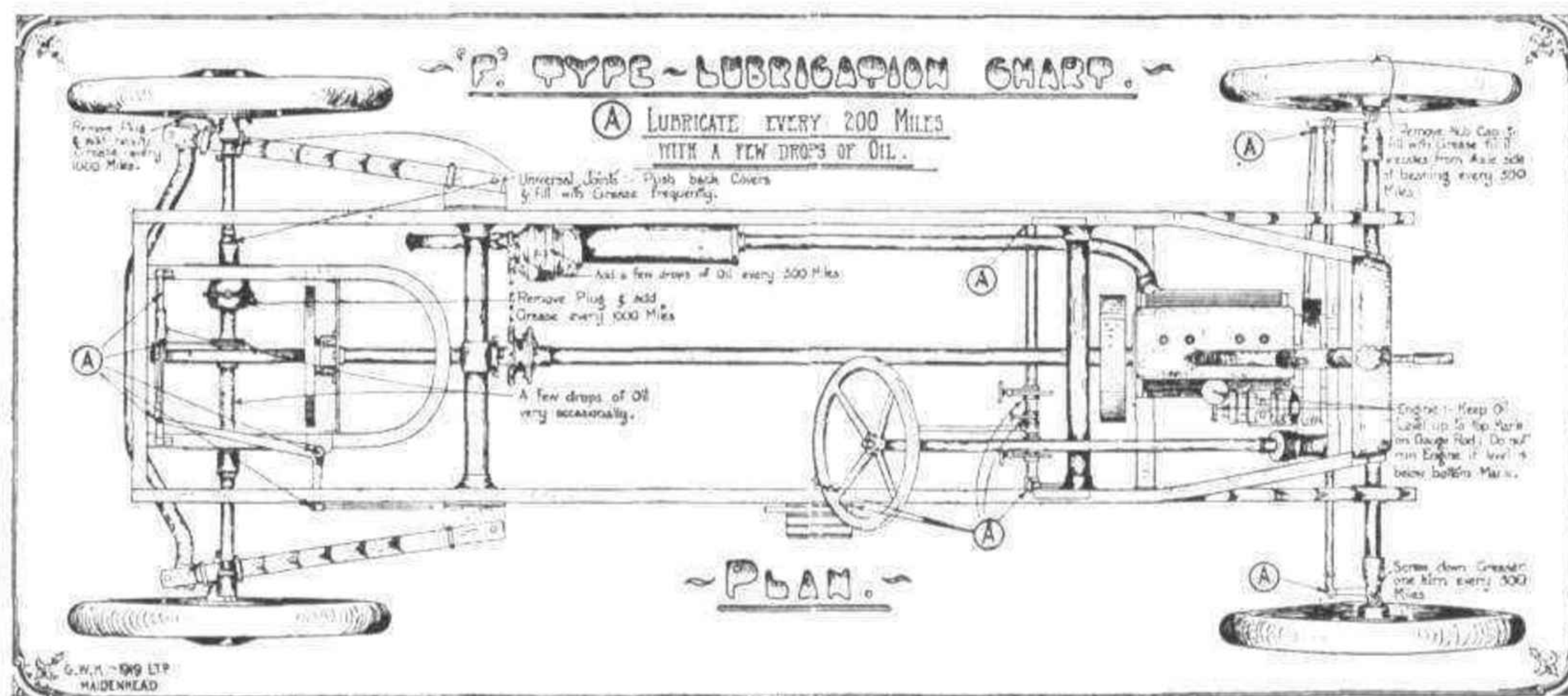


1914/18 war as a rear-engined two-cylinder car. After the Armistice, Arthur Grice was determined to get a four-cylinder version with the engine in front into production as soon as possible. The prototype had been completed by the summer of 1918 and as soon as supplies of components were available the new model was put into production, a conventional car except for the absence of a gearbox, priced at £425 in 1920. The engine is usually quoted as a 66 x 100 mm. (1,368 c.c.) Coventry-Simplex. What is not generally known is that the necessary numbers of these sweet-running little engines with their smooth tick-over were not available, so G.W.K. (1919) Ltd. also used a Perkins engine of the same capacity, although this was a much rougher power unit. I see from records of the cars tested by Mr. Wheeler that 71% had these Perkins engines, compared to 29% with Coventry-Climax.

A Maudslay lorry was employed by G.W.K. to bring supplies of engines from the manufacturers to Maidenhead and chassis frames from Messrs. Thompson Pressings. Normally a Zenith carburetter with a 70 main jet, 75 pilot jet and a 15 choke, and a fixed ignition M.L. magneto, were used but one car appeared in January, 1920, with an S.U. carburetter and a couple tested that year had Fellowes magnetos. On average, petrol consumption on chassis test varied from 35 to 38 m.p.g., the scuttle tank being filled from the works' Bowser, while top speed would be around 38 to 40 m.p.h. or 45 m.p.h. on an exceptionally good car. One Perkins-engined chassis recorded 47 m.p.h.

Testing was a pretty spartan business, as two metal bucket seats were the only equipment added to the bare chassis, which was devoid of screen or mudguards. By far the most frequent cause for complaint was noise, usually from one or both of the internally-toothed drives in the back wheels, which on the G.W.K. replaced a conventional back axle. Other sources of excessive noise, even by the standards of 1919-20, came from the oil pump of the Coventry-Simplex and Perkins engines, the friction discs (which sometimes sang a song of their own composing) and the tappets. But mainly it was the back-wheel gears that offended, although when Mr. Wheeler complained, Capt. Harding, or Mr. Keiller himself, would sometimes pass a car out. Noise from one cause or another assailed 54½% of the chassis tested.

Continued on page 208



A plan view of the F-type G.W.K. chassis. The maker's slogan "A Gear for Every Gradient" applies to today's Daf, which also contrives to dispense with a gear-lever.

EXECUTIVE



FOR A WEEK

THIS does not mean that I have bought the paper or even that I have taken over temporarily from the Managing Director. Merely that I have been driving about for a week in a sumptuous Ford Zodiac, the model-name of which is Executive.

Some people see this car as Ford-of-Britain's entry into the luxury field, a competitor to the 3-litre Rover, Humber Super-Snipe, Jaguar Mk. 2, or 4-litre Vanden Plas Princess. I do not see it in quite this guise, although it is priced competitively with these beautifully-appointed, very comfortable but more sturdy luxury cars. Jaguar, for instance, charge £9 more, omitting those irritating shillings and pence that Purchase Tax imposes on us, for a car with a slightly-larger engine but with plastic seats and lacking i.r.s., Rover ask £366 more for the stodgy but very nicely fitted-out Mk 111 saloon, the old-fashioned Humber is £20 more expensive, while the Rolls-Royce-engined Princess R will set you back £463 against a Ford Executive, taking equivalent automatic-transmission versions in each case.

The way to regard the new Executive Ford, as I see it, is not as a rather out-dated Clubland luxury-car but as a scaled-down American automobile with braking and interior appointments in line with British standards. There are many people who see much sense in America's way of making cars and who have contemplated owning one, but who were put off by the acreage of even the so-called "compacts," which have become so inflated dimensionally in recent years, by the often-garish interior decor and external embellishments, by soggy suspension and fade-prone brakes, and perhaps by engines which, even in their most modest forms, are larger and therefore thirstier than is necessary in this country. It is surely for this market that Ford has introduced the 3-litre V6 Executive version of the modern Zodiac IV.

It fills the bill completely. The appearance is restrained, even if in full side view the unnecessarily-long space-wasting bonnet becomes all too obvious. Inside it is more than a parody of true luxury cars, with crushed-hide upholstery (or Aquasheen cloth if you specify it), a burr-walnut facia, carpeted floors even in the boot, reclining separate front seats, Cirrus 200 vinyl trim, metallic paintwork, inertial-reel safety belts, coat-hooks, and a very acceptable and all too rare wind-open sun roof.

In some ways the Executive does not quite match up to the best expensive-car standards. For example, the hand brake that you pull out from the facia with your left hand is rather horrid and on the test car its warning light didn't want to go out. Then the seat fore-and-aft adjustment and the action of the reclining back-rests was very stiff, nor did the anti-dazzle mirror work, because it was flexible on its mountings. Then you have to get out to extend the radio aerial, and the right-hand edge of the facia, which may be of walnut, but seems to be covered with glass it is so highly glazed, could be flexed by casual operation of the interior lighting control-knob. On the other hand, you get this big fully-equipped car for £1,567 inclusive, complete with boot-light, exterior rear-view mirrors, parking lights, adjustable steering column, steering lock, twin-tone horns, anti-burst door locks, stainless-steel screen and windows trim, twin radio speakers, two-speed wipers, childproof locks for the back doors, etc.

The i.r.s. gives a ride that the motoring dog, a great assessor of car suspension, accepted without permanently extended claws, although the ride is more flexible than some fast drivers will like. The servo disc brakes are adequate without being outstanding and the power steering effortless but suffering from the "over-centre" feel on lock



which better systems avoid. The Cruise-o-Matic 3-speed automatic-transmission does not work as smoothly as similar systems on the better American cars. The 144 b.h.p. engine, however, runs far more smoothly and idles much better than the 2½-litre Zephyr version and, on journeys involving frequent spells of 70 m.p.h. cruising, returned a petrol consumption of 21.7 m.p.g., nor had it consumed any oil after 450 miles.

There is an impressive array of instruments, including tachometer, clock, ammeter, oil gauge, water thermometer and a terribly pessimistic petrol gauge. Aeroflow ventilation is naturally provided, with swivelling vents at each end of the facia; I prefer that of the Cortina/Corsair with its separate controls, but the Executive's system de-misted the big area of glass quite effectively. Face-level fresh air is selected by means of the main heater controls and a tiny switch adjustment controls the two-speed fan. The minor controls consist of a row of diminutive, labelled switches in line on a panel of their own, which look after parking lights, wipers, washers, any pass and fog lamps fitted, and head and sidelights selection. Because this panel is to the right below the facia the switches are not so "fumbly" as they might appear and at night they are illuminated along with the instruments, heater quadrants and gear-selector positions.

The horn pushes are on the two spokes of the steering wheel, which I do not care for, although this is better than on the Cortina, when one all too often sounds the horn when merely wishing to signal a change of direction with the r.h. stalk control. On the Executive this control has the lamps-flasher on its extremity. It works over too small an arc and feels frail. The washers were inoperative on the test car but apparently turning the spindle of their electric motor would have made them work; as they were never required this executive kept his cuffs clean. There was a remarkable item which caused me to think the ignition circuit had failed when all was well; I will not expound on this because it constitutes a useful means of preventing children and car-park attendants from starting the Executive's engine, although it would probably not foil a professional car-thief.

Except at extreme speeds the Ford Executive runs very quietly. The automatic transmission gives D1 and D2 as well as the usual selection. The seats are extremely comfortable, in a family-car context, and the space within body and boot more than ample for most purposes, the spare wheel hobnobbing with the engine up in the front, so that it does not menace the luggage. It is a sad reflection on such a safety-conscious Ford Company that the sharply raked-back screen pillars constitute a bad blind spot. The fuel-filler is beneath a spring-loaded flap and it is angled far more sensibly than on the Cortina. The fuel tank holds 15 gallons, so that the range is truly commendable. The Goodyear G800 radial-ply tyres gives satisfying grip, although wheelspin could be promoted if kick-down was used on road-wetted corners.

I think that the Ford Executive, which can be had with a manual gearbox if this is preferred, will captivate a lot of customers, particularly if it is regarded as a medium-sized Anglo-American-type vehicle possessing the comfort and amenities of the better-class British cars and with brakes, steering and suspension to suit our roads, at all events in the eyes of the sort of persons who are likely to buy it. It should be a sensational success, saleswise, and no doubt will be very popular with fleet-buyers.—W.B.

VETERAN — EDWARDIAN — VINTAGE

A section devoted to old-car matters

EFFECTIVE BRAKES.—P. Grist's 1929 D8 Delage Vanden Plas tourer locking its wheels at the finish of the first test during last month's V.S.C.C. Meeting at Shrivenham.



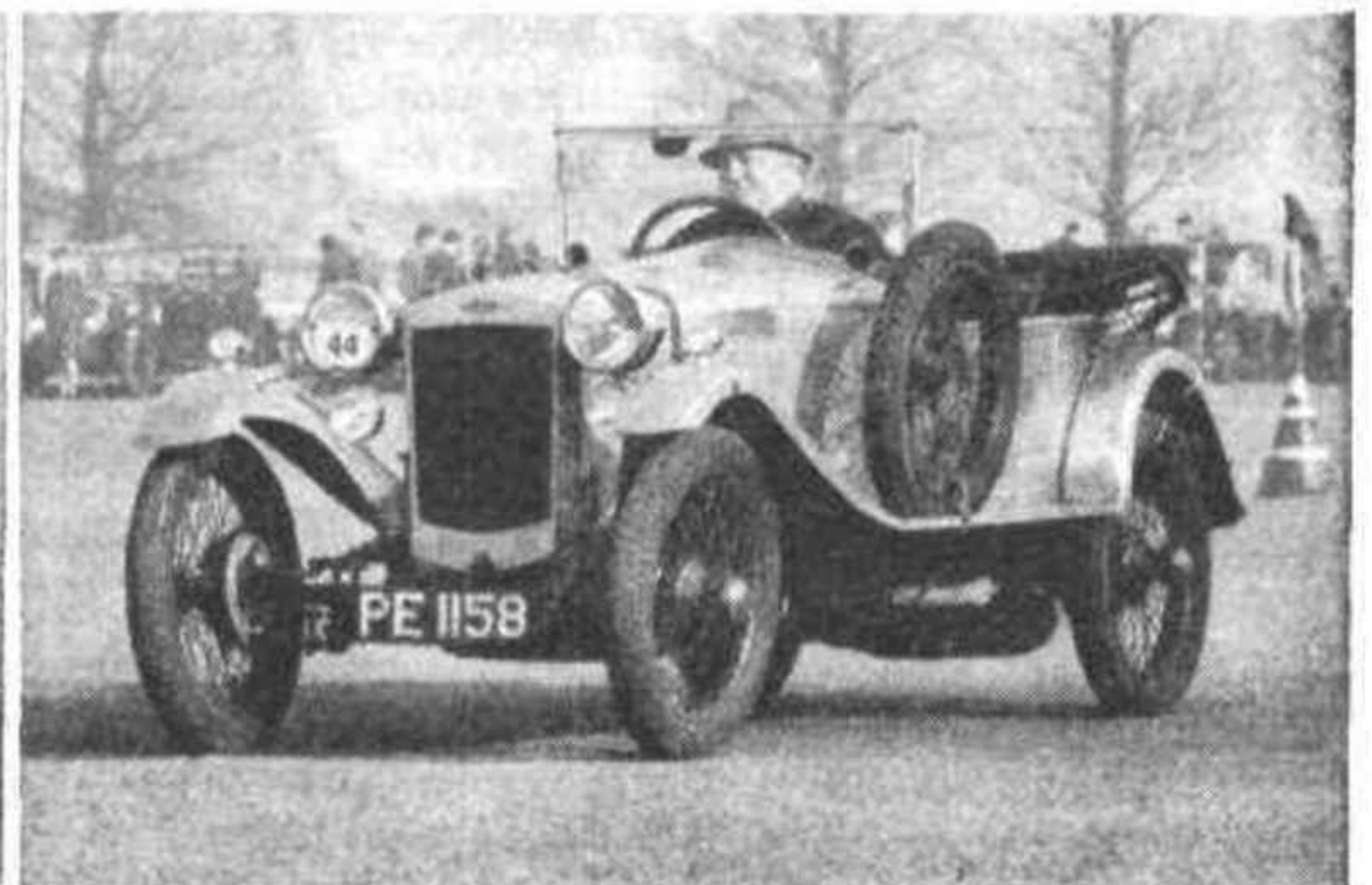
V.S.C.C. DRIVING TESTS, SHRIVENHAM (February 5th)
TRADITIONALLY (and, as I have observed previously, the Vintage S.C.C. is closely associated with tradition) the first daylight event of the year in this Club's fixture-list is a series of driving tests. These are held every other year at Charterhouse School, where the Club's present Secretary was educated before graduating to Brooklands.

Nineteen sixty-seven was the non-Charterhouse year, so the venue was changed to a new location at Shrivenham, reached through some very nice country in Berkshire and N. Wiltshire by many of the competitors. Here the tests were conducted in a vast square in the grounds of the Royal Military College of Science, by courtesy of Lt.-Col. J. Weeks, the loose gravel surface enabling drivers to understeer their way round with little risk of overturning.

Proceedings commenced at 11.30 a.m., when some of those present were still feeling the effects of Mecca steak-and-kidney pie eaten at the V.S.C.C. Marshals' Dinner, this also traditional event having taken place in London the previous evening. This gives me an opportunity to digress, and remark that credit for the success of the V.S.C.C. goes very largely to the Committee, which realised early in the life of the Club that a proper paid staff was essential to its effective operation. Tim Carson, who sold 30/98s and beer, was appointed full-time Secretary, perhaps as much because of the latter as the former! He has held this position ever since, very ably assisted by his wife and, more recently, by Peter Hull and Tony Bird. Many Committeemen are now of long standing but it is good to see younger members serving thereon, notably Tony Jones, an expert in the repair of 30/98s. It was at the aforesaid Marshals' Dinner that the Committee welcomed as guests the marshals and officials who are absolutely essential in making the Club's competitive events run as smoothly as its office organisation. In the course of his speech President Ronald Barker addressed Dean Delamont of the R.A.C. Competitions Department, saying he hoped that in spite of prevailing difficulties the V.S.C.C. would still be allowed to run its traditional road events. This evoked a reply from Mr. Delamont—is the next Measham Rally to take place in the Isle of Man, or did I hear incorrectly?

Hastily returning you to Shrivenham, let us look at happenings in the first of the six tests, the traditional Figure of Eight. The entry

SHRIVENHAM SCENES.—Left, R. S. Weeks' Vernon Derby, which has a Morris Minor radiator and o.h.c. Singer Junior engine, note the location of the rear-view mirror; centre, the Presidential Peugeot retains its equilibrium; right, J. Borthwick's 1925 Anzani Frazer Nash making its first public appearance for some twenty years. The 16th production model, with Love 3-seater bodywork, now with 68,000 miles behind it, the first owner was H. J. Aldington.



numbered 14 modified sports cars, 17 touring cars, and 25 standard sports cars, all vintage or p.v.t., as is traditional, competing against one another. Oldest was Collings' 1913 4.7-litre Brixia-Zust; youngest, Maskell's 1939 328 B.M.W. There were very few non-starters although Gahagan's Bugatti wasn't there, its excuse being that once again a mudguard-stay had broken.

Pronounced understeer slowed many of the cars at the pylons, including Kain's Type 44 Bugatti with neatly furled hood and twin Michelin-shod spare wheels at the back of its coupé body. Roberts' Frazer Nash swept round in very wide arcs, Wood's low-chassis Invicta, nursing a high-speed secret, needed even more room on a hairy run, Binns' oddly-bodied Riley Nine slid its tail neatly, but Ely's Riley Ulster Imp, with a diamond-shaped rear-view mirror, stalled, like Fuller's 4-litre special-bodied Bentley "racer," almost to a standstill at the second turn. The Helix displayed a vest turning circle, clouting a kerb, Moffatt in his Brescia Bugatti, rumoured to have but one decent compression, grappled with the steering wheel and went sideways in stopping at the safety line. Weeks in the neat if not very original Vernon-Derby was slow but neat, Mrs. Roberts was cautious in the Frazer Nash, Mrs. Wood faster in the Invicta. Cardy, displaying his competition number in both scuttle-mounted headlamps of his Chummy Austin 7, almost stopped at one pylon but failed to halt at the safety line, Hill indulged in splendid tail wags in his A.J.S., and Mrs. Cobb handled her Riley 12/4 Lynx neatly.


Roger Richmond's Trojan on its ample cantilever springs was too slow to roll. This was hardly true of Marsh's metal-bodied Austin 7 saloon, which looked very unstable. Macmillan treated us to the best tail-slides yet, in his smart Rolls-Royce, whose radiator shutters were fully closed but the hood of its unusual landaulette body open. President Barker rather surprisingly kept all four wheels of his Peugeot Quad on the ground, taking wide turns, McEwen's Riley saloon with lots of bonnet louvres, k.o. wheels and a "racing" side-outlet exhaust, made lots of noise, Leach's 9-20 Humber tourer was really quick round the pylons in spite of carrying a box on its luggage grid, and P'Anson's similar Humber was not much slower, in spite of a smoky exhaust—very impressive, these Humber.

Harris was really trying in a blue Austin Ulster with yellow wheels,

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the rear ones shod with oversize tyres, Griffin's o.h.c. Morris Minor saloon was bouncy and unstable in understeer and had apparently shed its spare wheel. Dodds produced noise and speed from his nice fabric-bodied Riley 9 tourer, Condon's Anzani A.C. was immaculate in respect of both appearance and handling and accelerated well, the Brixia-Zust thundered off and used its gearbox, Harper's hoodless Chummy Austin on oversize rear tyres was extremely quick, J. M. Harris yanked his Riley 9 round, its screen flat, Bell's 12/50 Alvis duck's back (with replica body, but you would never know unless you were told) ran out of steam momentarily at the third turn, Buckle made good use of the excellent steering lock of his Lancia Lambda, Cole really pushed his 3½-litre Bentley saloon round, perhaps in the hope that we should not notice that he still hasn't finished painting it, Erskine, appropriately in an Erskine saloon, was quiet and neat, Mrs. Hogg drove well in an unfamiliar Le Mans Aston Martin 2-seater, and it was very nice to see an original alloy-bodied Anzani Frazer Nash that has come out of retirement after being laid up some 20 years ago going well in Borthwick's appreciative hands. Arnold-Forster was very fast indeed in his replica Anzani Frazer Nash, changing down in mid-test; later he shed the spare wheel. Giles made a nonsense of the third turn after a good run in his T.T. Replica Frazer Nash, Grist was very fast in his splendid D8 Delage with Vanden Plas open fabric bodywork, clean gear-changes being possible thanks to the use of Vim in its clutch, Dr. Harris took very wide sweeps in his Frazer Nash, the 4½-litre Lagonda saloon driven by Kennedy rolled but was very quick, its silencer nearly scraping the ground, Kneller's beetle-back 12/60 Alvis made a fast run, Lee twice overdid the tail-sliding technique in his home-bodied 3.6-litre Lagonda, Maskell's B.M.W. smoked but was unobtrusively fast, both Sismey, returning to the fray in his special Alvis and Pilkington in his blown 1750 Alfa Romeo took it very fast indeed, as did Swann's 3-litre Invicta, leaning heavily on the outer front wheel. Mitchell drove a very nice looking 3-litre Bentley, Edwards in the Aston Martin was another who didn't hang about, Dymond drove a Riley Lynx, Tony Jones had the floorboards out of his 30/98 Vauxhall before a wheel-spinning start, and Binns thought he had taken a tooth off the pinion of his Riley's back axle.

Apart from the performing cars the onlookers had some interesting ones. There was a V8 Talbot-Darracq with enormously long cantilever back springs, fixed cycle-type front mudguards, trafficators, and 6.50 x 20 rear tyres, and Woolley's gigantic Renault 45. A girl drove off in a Standard Nine fabric saloon, the *marque* Delage was well represented, there were blown and unblown Alfa Romeos, a very smart 14/40 M.G., two different ages of Riley 9 saloon, and some non-vintage M.G.s, one with a Ford engine and oversize tyres on its front wheels and another with non-original i.f.s.—W. B.

Results :

Modified Sports Cars : *First Class Awards :* H. F. Moffatt (1923 1½-litre Bugatti). *Second Class Awards :* E. R. Fuller (1937 4½-litre Bentley) and C. B. L. Harding (1928/30 1½-litre Frazer Nash). *Third Class Award :* T. Ely (1934 1,089-c.c. Riley). **Touring Cars :** *First Class Award :* R. F. Griffin (1930 847-c.c. Morris Minor). *Second Class Awards :* K. M. Hill (1930 1,018-c.c. A.J.S.) and Mrs. K. M. Hill (1930 1,018-c.c. A.J.S.). *Third Class Awards :* C. P. Marsh (1926 747-c.c. Austin) and D. Macmillan (1928 3,126-c.c. Rolls-Royce). **Standard Sports Cars :** *First Class Awards :* N. Arnold-Forster (1925 1½-litre Frazer Nash), and R. A. Pilkington (1931 s/c. 1,750-c.c. Alfa Romeo). *Second Class Award :* B. Sismey (1934 2,511-c.c. Alvis). *Third Class Awards :* F. Giles (1931 1½-litre Frazer Nash), Dr. D. P. Harris (1934 1½-litre Frazer Nash), and A. D. Jones (1923 4,724-c.c. Vauxhall).

THE THINGS THEY SAY . . .

"I live in a period house, surrounded by antique furniture. I loved Connaughts and E.R.A.s. I take great pleasure in the past. But it is the past. We can't re-live it. . . . It's a sheer matter of fact that a vintage Bentley wouldn't win the 1967 Le Mans."—Editor Kenneth Bound announcing that nostalgia is out in the new *B.A.R.C. Journal* which replaces the famous *B.A.R.C. Gazette*, born June 1922, exterminated last month.

"For the first time in many years Sir William Lyons has had to drop the claim that 'we can sell every car we make.' The fall-off in home demand is now approaching 30% . . . and for the first time heavy publicity is being put behind the 2.4-litre baby of the range . . . in the U.S., even the big engine is too small to hold its own at the traffic lights with the 7-litre local products, while in Europe the . . . 3-litre looks like the maximum acceptable, as Mercedes long ago decided."—Keith Richardson writing in *The Sunday Times* for February 5th.

"The makers claim a flat-out speed of 80 m.p.h. I never reached it myself, but like all its rivals these claims are somewhat hypothetical."—Robert Glenton reporting on the new Hillman Minx for *The Sunday Express*.

V.-E.-V Miscellany.—Items about vintage cars crop up in the most unlikely places, such as in *Tab*, the official journal of the National Tyre Distributors Association, in which there were appeals recently for 715 x 115 b.e. tyres for a 1927 Renault, for 710 x 90 or 19 in. wheelbase for a gentleman called Moffatt, and for 12-14 Bibendum tyres required for a 1929 Peugeot 201 which the Headmaster of St. Stephen's School, Worcester is rebuilding. A 1931 Ford Model-B van, used regularly by an old gentleman since 1937, is seeking a home in the Manchester area. Vintage cars that have changed hands in Wales recently include a 1926 Austin 12/4 which had been converted into a platform truck, a 1923 13.9 h.p. Standard stripped down and used as a farm tractor until 1950 and a 1922 Standard SLO two-seater that was rotting away in a farmyard after having been dolled up for a local carnival in the early 'fifties. The Standard Register is on the track of an old Standard which was seen in India during the war and may be one of the fleet of cars belonging to the Nizam of Hyderabad. Humber Company apprentices are restoring an 8/18 Humber Chummy. The Trojan O.C. is contemplating a holiday tour of Monte Carlo and has taken over the first Trojan, the 1913 model that used to be in the Montague Motor Museum. An Austin Sixteen with Salmons cabriolet body, of which only two or three others are known, has been found derelict in Kent.

"The Cars Nobody Wants"—a further sequel.—Our recent experiences pointing to the fact that post-vintage pre-war Armstrong Siddeleys are remarkably unwanted cars have been confirmed by subsequent investigations. For instance, a 1936 Twelve tourer which was notified to A.S.O.C. members as being for disposal last September was run to earth over four months later, beneath piles of theatre furniture, one flat tyre, the engine solid, in Clapham Park, a part of London as yet largely untouched by building developments, so that many large Victorian houses with mysterious basements still stand and narrow alleyways and unchanged side streets still abound. News of another of these cars, also known to be for disposal for a modest sum many months ago, took us to an obscure shed in a Surrey country town; here a 1935 17 h.p. saloon, upholstered in Bedford cloth, keeps company with a splendidly restored flat-nose Morris truck and a Model-B Ford van waiting to be restored. But the Armstrong Siddeley is partly buried under rubbish and is another that is apparently unwanted. But on the last Sunday in January, as a result of these remarks in *MOTOR SPORT*, a 1937 o.h.v. saloon left the garage of a charming old house in Surrey where it had languished for many years, its engine solid, flats formed on its 19 in. Firestone tyres, for restoration in Oxfordshire, the tow being arranged by another reader of this magazine.

At the last count the A.S.O.C. had 180 members but of the cars owned, only 20% were of the period we described as unwanted and only 6% of this membership owned pre-1931 cars. So it is a fact that very few people seem to care for these 30/40s Armstrong Siddeleys; and why *do* their engines go solid if they are left standing for any length of time?

V.-E.-V. Odds and Ends.—A 1909/10 E.N.V. V8 water-cooled aero engine has been restored by someone in Surrey. The Hon. Patrick Lindsay has acquired a vintage Morane high-wing monoplane powered with a Salmson radial engine. The February Bulletin of the Morgan 3-Wheeler Club contained articles on the 2-wheeler Morgan Monotrace that is in the Cleres Museum and Chris Booth's beautifully restored 1922 G.P. Morgan. A Type 13 Bugatti, towed from Czechoslovakia behind a Type 44 Bugatti is expected to compete at Prescott this year, partly financed by a friend of the Bugatti O.C. A 20.9 h.p. Crossley Super Six is being restored in Staffordshire. The Alvis O.C. reports that a 1920 Stafford motor scooter has been found, with a T.G. John engine. It is being restored.

The Vintage Motor Cycle Club's fourth South-West Coast run takes place on May 7th from Bristol to Weston-super-Mare, *via* Portishead and Clevedon. Veteran and vintage motorcycles, cars and commercial vehicles are eligible and the Bristol Section organisers expect about 100 vehicles to take part.

The 8th Standard Register Rally is being organised at Packington Park, near Meriden, on May 20th, when Cyril Scott will be airing some of the interesting cars from the Herbert Museum. Owners of all pre-war Standards will be able to take part in driving tests during the morning and a *Concours* after lunch—details are available from Mr.

J. R. Davy, c/o Standard-Triumph Sales Ltd., Fletchamstead, Coventry.

TIMES DO NOT CHANGE!

"We are sorry to hear that the Royal Automobile Club has refused to grant a permit for the proposed race in the Isle of Man."—From *The Autocar* dated Feb. 11th, 1911.

VINTAGE POSTBAG

The Vintage "Mod"

Sir,

I think the Vintage "Mod" in your February issue is a Rover. It reminds me very much of a neighbour's car which I last saw in 1925. I suspect the open door conceals part of the twin cylinder heads which protruded either side of the bonnet for air cooling. The seating was cloverleaf pattern with room for two passengers at the front and one at the centre back.

The vehicle I remember had a brief but lively existence in our locality. Our neighbour had only had it a week when he decided to take his wife and child on holiday. On a Saturday morning they were all installed ready to move off under the admiring gaze of a small crowd, but this publicity proved too much for the driver. He let in the clutch with a terrific bang, the cardan shaft tore in half like a cardboard tube and the holiday was cancelled.

Sutton Coldfield.

K. C. KENYON.

Sir,

Re the Vintage car illustrated with the mini-skirted cloche-hatted flapper in it. I think it is a Deemster. Remember them?

Nottingham.

ARTHUR BARTON.

Sir,

I owned a car identical to the photograph and it was a Deemster. This was purchased in Kirkcaldy, Fifeshire, from a motor garage owned by a firm called Nielson Bros. If I am right, the thing which did appeal to me was the self-starter, a long type of handle, almost horizontal with the floor boards; you pulled it up quickly and "hey presto" the engine started.

Hounslow.

C. FORBES.

Sir,

The car shown on page 94 I would take to be a Bayliss Thomas, a type that was occasionally seen in the nineteen-twenties.

Darlington.

W. S. ROBINSON.

Sir,

The car shown is a Rhode. Quite nice little cars they were too, in their day!

Poole.

HARRY ROSE.

Sir,

I would think that the car is a Rhode. I once owned a 1926 10.8 h.p. 4-5 seater but I feel that the one in your picture (if a Rhode) is a slightly earlier 9.5 h.p. occasional four. This was a close-coupled four seater with a rather "chopped off" back, of which the Morris Cowley "Chummy" was another example.

Coventry.

A. F. POYNTON.

Sir,

The car in your picture is either a Rhode or an Aerial.

Hassocks.

W. COLLIN.

[You are all wrong! The car is a Hands, made by the Calthorpe Motor Cycle Company in Birmingham. More information will be published next month.—Ed.]

* * *

The "Zephyr" Light Car

Sir,

The following information may be of some help to Mr. Gazey (Vintage Postbag).

The actual title of the firm was in fact always shown as Jas. Talbot & Davidson Ltd., so I think the "Mr. James" mentioned was in fact James Talbot. The address was Waveney Works, Freemantle Road, Lowestoft.

I would question the statement that the company's capital was

lost during the first world war. Most munitions factories accumulated quite healthy bank balances during the period 1914-1918 (the only notable exception was Scout of Salisbury who fell out with the Ministry) and in fact the Zephyr did not die until 1920.

It was resurrected after the war as a slightly vee-radiated car of quite clean line, and was advertised pretty regularly in the *Motor*, *Autocar*, etc., in the period 1919-1920 (usually in the cheaper advertisement supplements at the back of these magazines) and during the same period the company also advertised their "Zephyr" pistons.

Chartham.

MICHAEL WORTHINGTON-WILLIAMS.

* * *

Another Daimler Double-Six

Sir,

I am, in view of the Double-Six Daimler correspondence, enclosing photographs of the first Daimler Double-Six I drove in 1934. This was a 1931 machine with Sports saloon body, weighing over 2 tons, with a consumption of 4.5 to the gallon. It had a special high axle ratio and was capable of showing a speedometer reading of 95 m.p.h.



Although so heavy, the steering was perfect, the gear change although epicyclic was very hard on the left leg and the servo brakes required fairly frequent adjustment. This car was used for the worst type of work, short mile-and-a-half runs in Cheltenham in 1933 until 1938; I could recount the troubles experienced but do not wish to do so.

Thank you for a most interesting paper, which I always read from cover to cover.

Chepstow.

D. J. H. FLOCKS.

* * *

Elcosine

Sir,

I was most interested to read of your search for the truth about "Elcosine"—known to the Italians as "Elcosina."

In my research into Alfa Romeos I have long been puzzled as to the nature of this racing fuel used in the Vintage era and referred to in technical data on Alfa Romeos; thus I resolved to find out the formula to enlighten the readers of my forthcoming book on the "6C 1750" which I have written with Luigi Fusi.

Eventually Ing. Stefano Smazzi of Shell Italiano came forth with the necessary history of the fuels of that period; most of which must remain for the readers of the book, but this much I will recount: Elcosina was a petrol-alcohol mixture prepared by the Società Anonima Elcosina Carburanti Nazionali of Torino and one of their mixtures (petrol plus 44% ethyl alcohol plus a small percentage of ether) was first used on the P2 Alfa Romeos in 1925 and gave a notable power increase.

Thus it acquired great publicity and the name became a byword for racing fuel so much so that all other racing fuels (by Shell, Esso, Littorci, etc. etc.) became quite unconsciously dubbed "Elcosina" for some years after.

London, N.14.

ROY SLATER.

* * *

Not to be scorned

Sir,

Usually I find myself in almost complete agreement with W.B.'s opinions on old car matters, but having read February's paragraph on V.S.C.C. eligibilities I must take exception to the rather sneering comments on cars of the period 1930-40.

I feel sure that W.B. will agree that examples of cars produced in the thirties *must* be preserved, whether they have outstanding merit or not, if for no other reason than to provide a living history of the world's automobiles. Owning and running old cars is for most people a hobby, and the attitude of many vintage car owners that anything built after 1930 is automatically rubbish does nothing to keep alive the friendly atmosphere that should surely surround all

who share in a hobby. Not everyone who likes old cars can afford a vintage car now that prices have been pushed up to ridiculous heights (due, I feel, to the unfortunate snob value that has been placed on them), and the young enthusiast who lavishes care and attention on an immaculate car of the thirties only to be told that it is rubbish is bound to feel bitter and resentful. The old car hobby is a good one, it must not be spoilt by quarrelling, bad feeling and petty jibes at the tastes of other people. Perhaps "Georgian" is a little grandiose, but eventually a suitable term will be found, and when it is it should be adopted, and interest in cars of the 'thirties encouraged instead of sneered at. After all, they were for the most part reliable family transportation and were long lasting—Ford and Morris 8s, Austin 10s, Hillman Minx were to be seen in gay profusion into the early 'sixties as well as lots more pre-war popular cars, so they can't have been all that bad.

Surely it is wrong to attach a stigma to these cars and force the remaining examples on to the scrapheap, leaving only the inadequate evidence of photographs and human memory to perpetuate them. Perhaps some readers may be able to suggest an acceptable term for these cars besides the obvious Malignèd . . . Scorned . . . Rebuffed . . . Lancaster.

J. E. MEADOWCROFT.

Don't Believe Auction-sale Prices!

Sir,

I have been horrified by recent disclosures in the motor Press as to the business ethics, or apparent lack of them, of well known auctioneers. I hope some action can be taken to halt this trend, which I gather is not limited to motor cars but applies also to antiques and works of art. Any article put in for auction can have a reserve placed upon it, and it is up to the auctioneer to place a fair value upon any article, below which it should not be sold or the vendor would be cheated. This is perfectly fair and reasonable, but it is entirely another matter when the auctioneer makes it appear that the item has been sold for a very high figure. What is his purpose in misleading the public in this way? Is the answer perhaps that it is part of the process of "conning" the public into thinking they must pay high prices?

If you take the hypothetical case of a man who is the owner of a vintage Bentley or a Chippendale bookcase or a Renoir; he might read in his paper that a similar item had realised a large sum of money in an auction sale, the paper naturally having printed in good faith the prices quoted to them by the auctioneers. So this man is tempted to offer his property through the same medium. When he sees the announcement in the paper, he has no reason to suspect that the prices are entirely fictitious, that the items were in fact not sold at these figures, and that the true value may be as low as one-third of the price quoted.

It is the letter from your unfortunate correspondent with the Lagonda which has made me write to you about this matter. It seems very unfair that his car should have been bid up to £240 and that he only received £100 for it after sale. One is tempted to ask who the under-bidder was, and whether he might have bought the car, assuming of course that there was an under-bidder.

The legitimate dealers in the various trades concerned must think that this is extremely unfair competition to say the least, since it is based entirely on a complete distortion of the truth, and whether intentional or accidental, unfortunately suggests sharp practice. No, sir, if ever I wish to buy or sell a motor car, I shall do it either privately or through one of the reputable dealers who depend on fair dealing for their living.

DISGUSTED.

[name and address supplied.—ED.]

Some Lea-Francis Asides

Sir,

I would like to reply to Mr. P. Pringle's letter on Lea-Francis Affairs. I worked at Lea-Francis from September, 1924, to September, 1931. They were the Seven Happiest Years of my Working life. It was news to me about the chassis being driven alongside the trams to listen for Noises. Every car Lea-Francis made had a good Road Test before going to the Body Shop—Avon Bodies, Warwick—for open Tourer and Standard Saloons, and Cross & Ellis, Coventry, for the Sports Bodies on the 12/40 and Hyper Sports. I believe the same sports body was also fitted on the Alvis 12/50. I was promised the job when I was 13 by Frank Clark, who was chargehand of the Fitters Lodge with us at Kenilworth. On my 13th birthday he said, "Next year when you leave school I am going to take you with me

and make a fitter of you." So I started, fitting front springs and axles, from 6 a.m. to 8 p.m. when we were busy, doing 25 chassis a week. When front-wheel-brakes were fitted the axles were too heavy for me to lift so I fitted prop shaft, hand-brake brackets, steering column, side steering arm and front shock-absorbers. Every bolt was split-pinned in those days. I could do two an hour if I wanted to, so I was always on the lookout for a bit of day work on some Trials Car or Brooklands Racer, to make my wages up. I still have a photograph of myself at the wheel of Kaye Don's Brooklands Racer. I sometimes went out with J. Hewitson (the Tester) when he went out with the Hyper Sports and Racer, I used to pump air into the Petrol Tank. I still think we were the first two people to do the "ton" as you call it these days, up the straight piece of Banbury Road, often crossing the river bridge at Warwick. The last time I went out with Jack it was to put the new Ace of Spades engine through its paces. I remember he stopped at the bottom of Fish Hill, Gloucestershire, then set off again to see what speed it would do from a standing start. He was so pleased with it that we stopped in Morton-in-the-Marsh on the way home and Jack treated me to a slap-up tea. I taught myself to drive in the little "Grey Tub" as we called it; it had the 8.9 h.p. engine. Then there was old DU40, which used to be Mr. Nash's car (the works secretary) before he took delivery of a new 12/40, that had a bigger engine. I don't think it was a Meadows. This was used for towing chassis to the body shop. I have seen G. Andrews get soaked many a time, sitting on a loose bucket-seat being towed in the rain! I think I have taken up enough of your valuable space in what, I think, is the best motor magazine printed.

Leamington Spa.

A. SEWELL.

The Cars Nobody Wants

Sir,

I was perusing a December, 1966, issue of your fine magazine when I happened to come across the article entitled "The Cars Nobody Wants." Upon reading further I was shocked to learn that it is Armstrong-Siddeleys that are unwanted.

Last year I owned a 1936 14HP Preselector Saloon which afforded me tremendous pleasure until it threw a connecting rod on my way back from a skiing holiday in Switzerland. As I had previously restored the car, I was loth to abandon it and walked on until I found a service station with a tow truck, but returning to the scene of the breakdown I found that it had been damaged meanwhile by an unknown, who had departed. Little could be done, and so I limped home on five cylinders. Replacing the engine with another Armstrong unit was beyond my capabilities and I did not wish to put a modern unit in the vehicle. I thereby advertised an injured Armstrong, but as you have remarked, it is a car nobody wants.

Quebec.

T. S. DRAIN.

A 1926 McKenzie Autocycle

Sir,

I own a 170 c.c. single-cylinder belt-driven, ladies' McKenzie. When I purchased the bicycle I received a small leaflet and I would like to quote its contents.

- "Important points in favour of the 'McKenzie':
- You can start the engine simply by cycling a few yards instead of starting the engine by running alongside and jumping on after the engine has started.
 - You can cycle home in case of breakdown.
 - You can cycle to next depot if petrol should run short unexpectedly.
 - You can keep warm by cycling a few yards in cold weather.
 - You can have a feeling of safety with pedals.
 - You can assist the engine when necessary (on peak hills).
- Insurance.—A comprehensive policy can be arranged for £2 5s."

This is followed by some letters from owners, and I will quote some.

"... Soon you will have the little machine the height of perfection and may well be proud of it. You have an advocate in me, as I think it a little wonder."—Rev. D. Holland Stubbs (Fareham).

"... Another attraction of the machine is that it is so clean to ride and no special costume is required—I frequently ride to tennis in white clothes with a light mack-over and never get a spot of dirt or grease."—Kathleen Mackenzie (London).

"... When I bought a McKenzie three months ago I regarded it as an interesting but doubtful experiment. Since then it has carried me from London through the Lake District and over the Border Hills to Selkirk and Edinburgh, then by the Dalveen Pass into Galloway and back from there to London again, crossing the Pennines from Brough to Barnard Castle easily. I have had no previous experience of motorcycles but the McKenzie is not an experiment—it does the work. My best one day run was from London to Lymm, Cheshire—192 miles, average 16 miles per hour. Petrol consumption 1½ gallons."—Robert J. Jamieson (London).

I have yet to equal Robert Jamieson's 192-mile 16 m.p.h. stint but as regards "points in favour" I can say most definitely that an outing on my McKenzie is usually preceded by six laps fast pedalling around the lawn before ignition!

Southampton.

MARGARET MACRAE.



**If you're the nervous type go buy something else,
The Austin Healey 3000 isn't for you.**

We don't like to say it, but a lot of people just aren't right for the 3000. Punch the accelerator at a green light, and feel the power of the big 3 litre engine. When you're moving fast, there isn't time to turn and look at the primroses. Perhaps you need something a little less exciting. The Austin Healey 3000 from £1,126.8.2. (inc £211.8.2. p.t. and Surcharge)

Austin Healey brings driving to life!

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THE BRITISH MOTOR CORPORATION LTD





**With Avon tyres
get peace of mind**

...and safely home again!

You can't take chances with kids like yours. Good tyres in good condition are essential to road safety. Check regularly. And to set your mind at rest, when you need new tyres, insist on Avon Super Safety.

NEW! UNIQUE! New S38 polymer, exclusive to Avon, gives you 38% more grip in the wet. Only Avon has S38 because only Avon twofold construction makes it possible to use it! It's man-made rubber with exceptional grip on wet roads. High hysteresis the scientists call it. To you it means 38% more grip in the wet—and peace of mind!



ask for Avon Super Safety . . . for safety's sake

MONTE CARLO
RALLY



A HEAVY SNOWFALL during the closing stages of the rally proved the supremacy of the B.M.C. f.w.d. cars over the high-powered r.w.d. cars and resulted in an outright win for Rauno Aaltonen and Henry Liddon, the latter collecting his second victory as a co-driver. The rally plate was re-positioned on the roof when the organisers threatened to enforce the "vertical" rule.



THE LANCIA FULVIAS of H. F. Squadra Corse are incredibly precise to handle. Ove Andersson, co-driven by John Davenport, brought this relatively heavy front-wheel-drive car to second place.



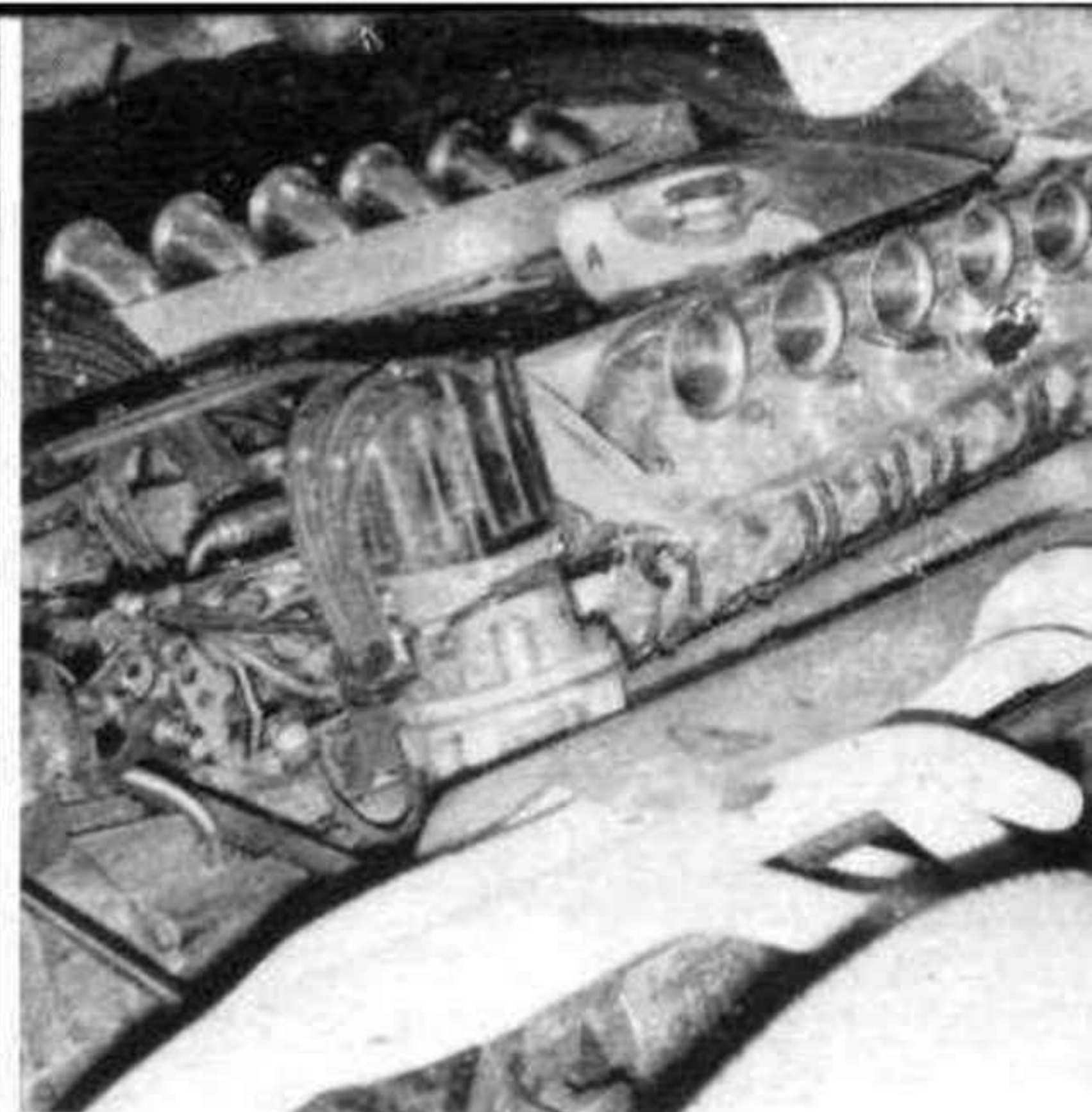
JEAN-FRANCOIS PIOT, a young Frenchman who chose to start at Dover, drove his works Renault to seventh place and was the highest placed French competitor to finish.

VIC ELFORD is one of the most versatile drivers rallying today. Partnered by David Stone, he led the rally for most of the final night's stages, dropping back to third place when an unexpected fall of snow enlivened the handling of the powerful Porsche 911.

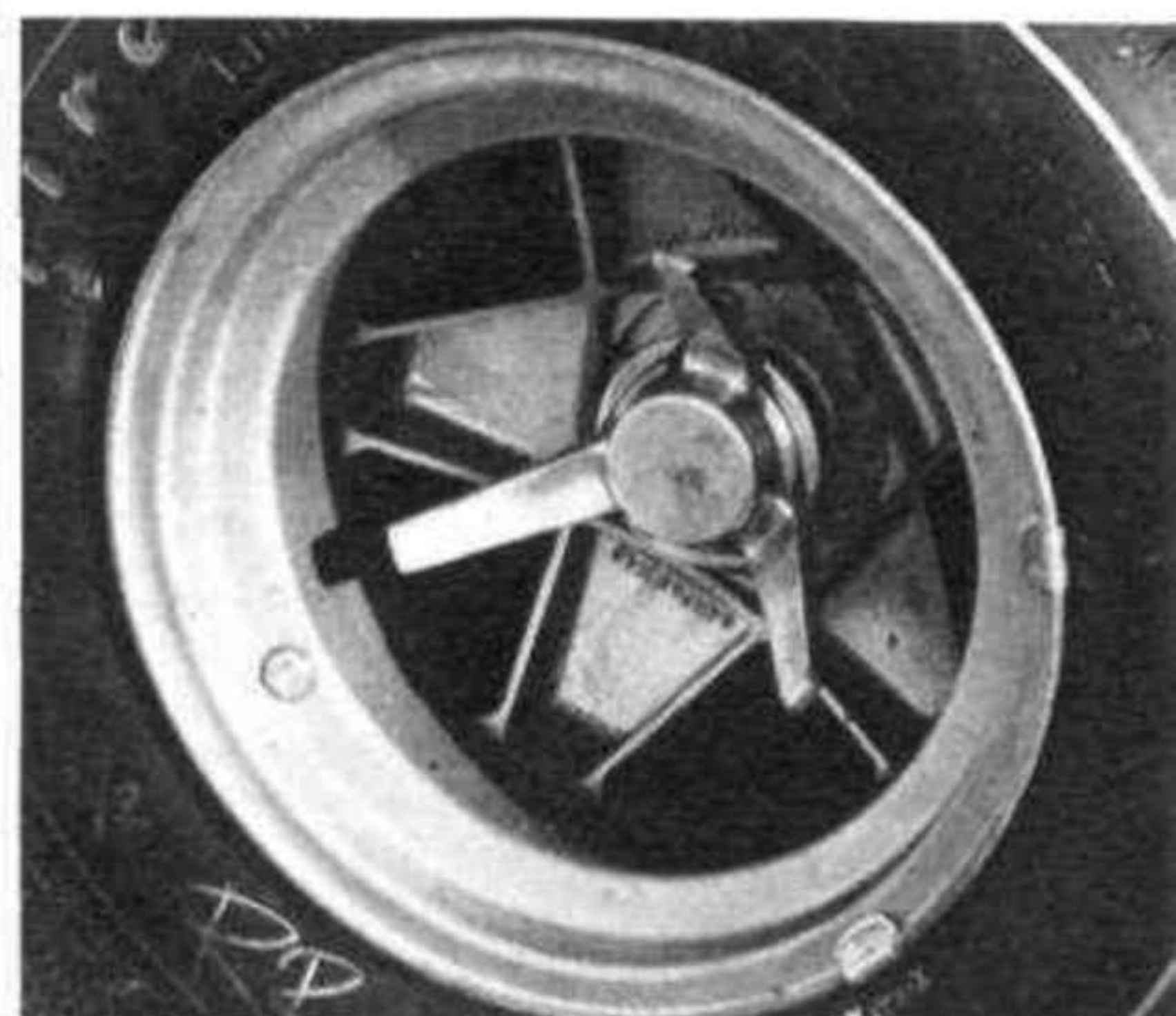




ROUTINE STOP.—The winning car is brought in by Bar.dini for fuel and tyres in readiness for Chris Amon to continue the faultless run. Of the two team Ferraris, this was the roadster version.



NEW FERRARI 4-litre engine with dual ignition, four cams, two inlet and one exhaust valve per cylinder and Lucas indirect fuel injection.

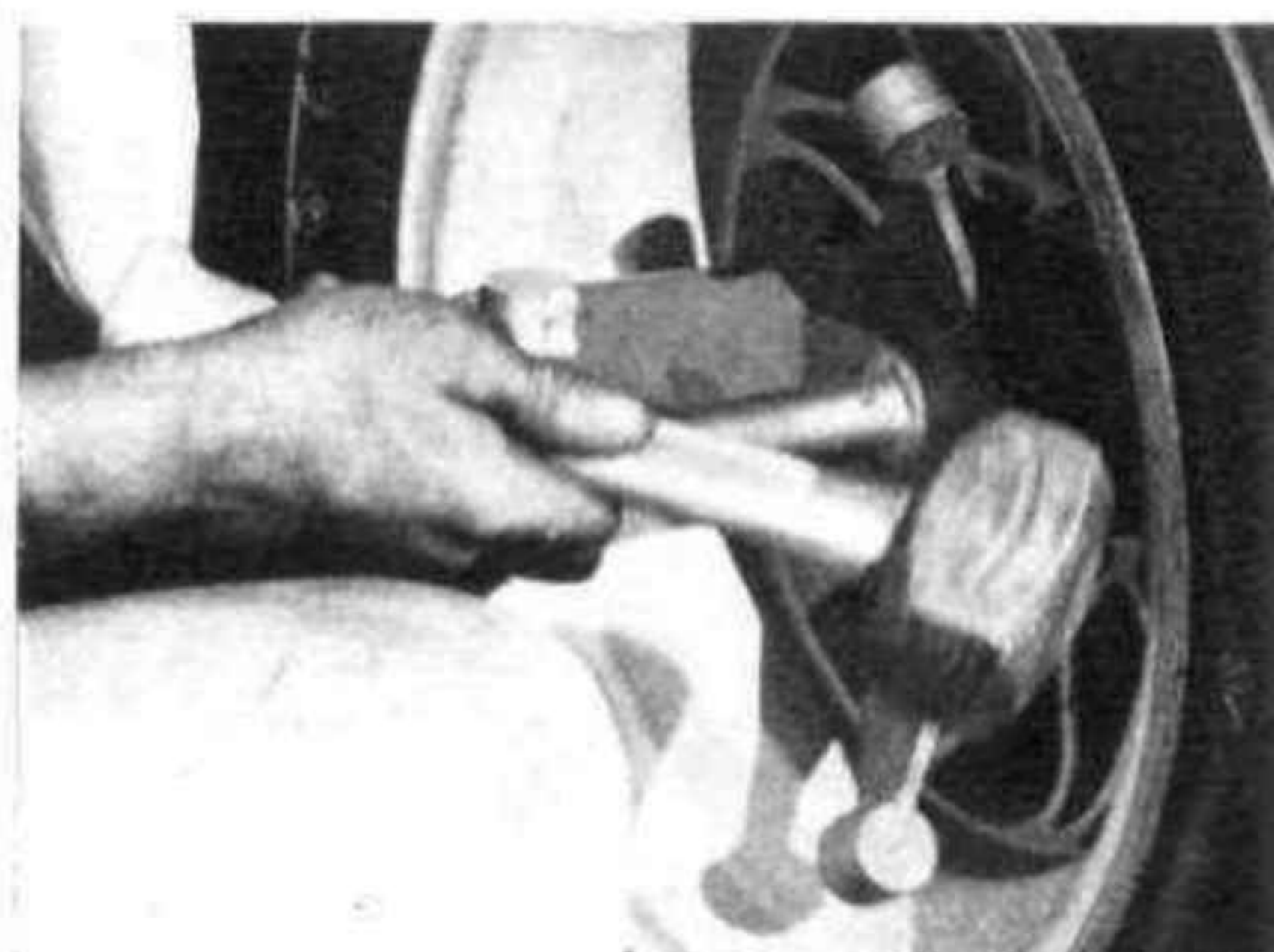


NEW CAST Ferrari wheels were used for the first time. These are similar to the Formula One equipment.

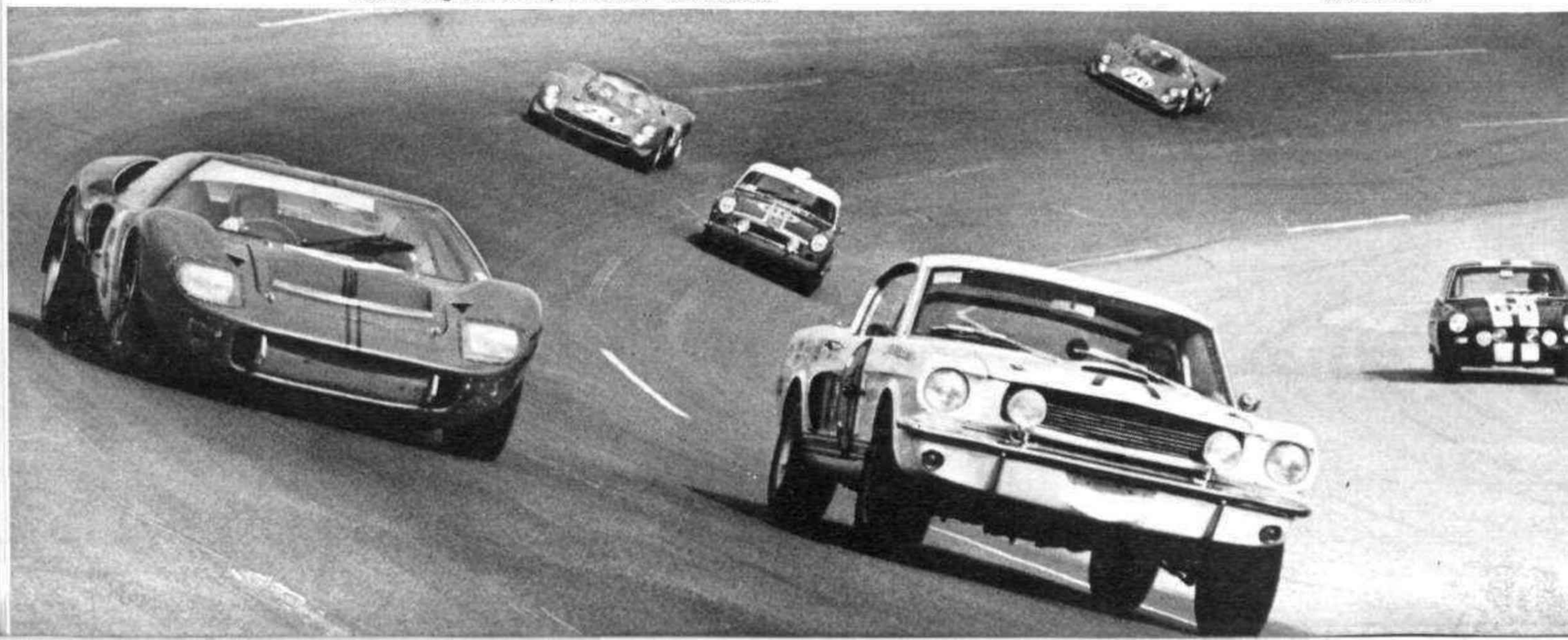
PORSCHE 910.—With their usual reliability the Porsche works team secured fourth place with this car driven by Herrmann and Siffert. The 910 is a racing version of their hill-climb car; it did not need a tyre change throughout the event.



LAPPING THE FIELD.—The Ferraris of Amon and Rodriguez following Andretti's Ford past a Mustang and two M.G.-Bs. Going onto this banking the faster cars were being radar checked at 190 m.p.h. scrubbing off 10 m.p.h. before the straight.



CHAPARRAL'S removable ears were held by a centre spline placed on the keyed wheel nut.





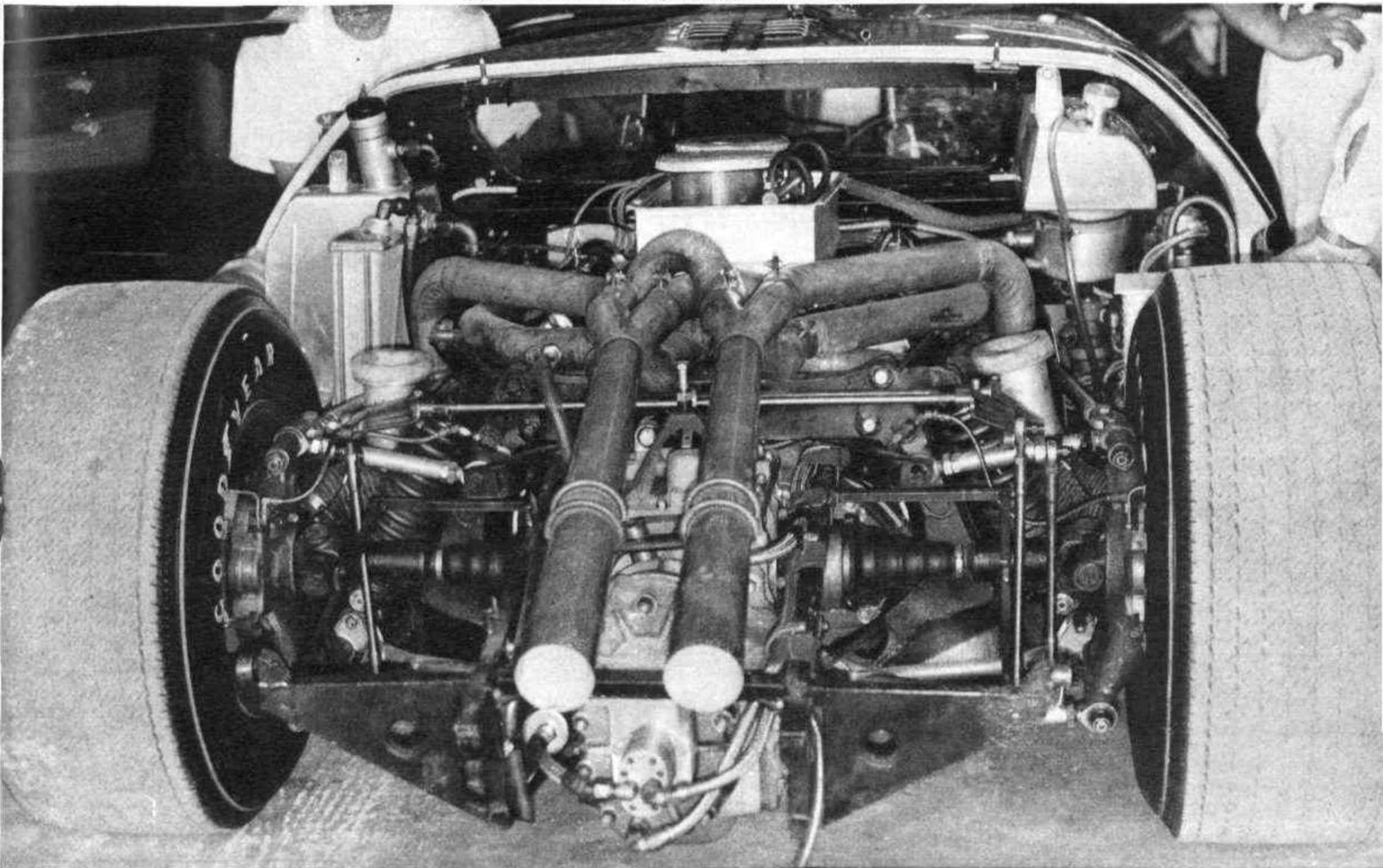
CHAPARRAL 2F.—The latest car turning onto the banking at the point where it skidded into the retaining wall after three hours. For this race the overhead wing spoiler is at a fixed angle. Double intakes beside the cockpit duct air to the carburetters, radiators and brakes.



NIGHT WORK IN THE FORD PIT.—Changing gearboxes became a habit in the Ford camp, and after eight operations the "bogey time" had been cut to 40 minutes.

DAYTONA CONTINENTAL 24-HOURS

HOLMAN & MOODY FORD MK. II.—The oil radiator can now be seen on the left hand side of the engine while on top are two four-barrel carburetters. Two anti-roll bar uprights on one side counteract the extra "g" on the banking, one ending at the centre, between the exhaust pipes, where a stop arrangement provides extra stiffness.



**MONTE CARLO
RALLY**



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This radio was built to be taken for a ride



We designed it exclusively for the modern motor car. That's why it's shaped and styled to fit the dashboard compartment. That's why we considered the special problems of fading, distortion and multi-station reception—and solved them to a standard far superior to that of in-home sets.

We know about cars. We know about radios. That's how we came to make a superlative car radio. We called it Radiomobile because that's what it is. And it's exclusively recommended by BMC, Jaguar,

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Radiomobile 980. Five push-button permeability tuned receiver. Seven transistors, printed circuits for maximum reliability and Radio Frequency amplifier circuits for maximum selection and rejection of unwanted signals. Continuously variable tone control. Current consumption less than 1 amp.

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Radiomobile The only car radio exclusively recommended by BMC, Jaguar, Rootes and Standard-Triumph

THE COST OF MOTORING SPORT

3: Formula 3

Side-panels removed, Fenning's Brabham won the Vila Real Formula Three event last year as the temperature reached 100° F. in the shade.



"I'M over the hill—at 28," admitted John Fenning, one of Britain's leading private-entrant Formula 3 drivers, when discussing his career. He was not talking about his driving ability or stamina, though, rather his worth as works team material. Single-seater racing is the ultimate when purists get talking and undoubtedly Formula 1 is the highest form of the sport so necessarily there are Formulae 2, 3 and now 4 to provide the right sort of experience at lower cost, to provide the driver with opportunities to show his talent, and of course entertain the public on the sort of budget that organisers are willing to gamble on.

It is established beyond dispute that racing saloon or GT cars does not provide the right background for single-seaters and there are few drivers with the versatility of Jim Clark or John Surtees who can excel in any type of competition car; neither Fangio nor Brabham liked "two-seater" racing, in common with most other grand prix drivers, or to put the matter another way, there are excellent saloon and GT drivers around who for one reason or another never took to single-seaters. It follows that the most ambitious young drivers must save, beg and borrow to seat themselves in a Formula 3 car in order to stand any chance of moving up the scale and turning professional.

How, then can a driver be over the hill at 28? The average age of Formula 3 drivers can be no more than 23-24 and they all sincerely hope that by the time they are much older the manager of a pro-



Realising an ambition, Fenning posed with his "works" Ron Harris Team Lotus Formula Three before the event at Monaco in 1963.

fessional team will have signed them up—with no fees, but a share of the prize money—and set them on the road to stardom. This is the way Jackie Stewart arrived, and maybe Chris Irwin and Piers Courage, but many others will hover, wait and hope until the time comes to give up the good life and earn an honest living, looking after family commitments.

Most drivers are, if not wealthy, able to invest at least £3,000 capital in their racing (Fenning has just sold every racing possession for £4,016) and share a dread of fire which can wipe out every asset far more thoroughly than any accident. In most cases a local bank manager has a substantial interest in his client's career, either on a direct loan or against a life insurance policy, and it is clear that with sufficient determination to get what he wants (the same determination that wins races), a young man can make a start even if it means giving up cigarettes, drink, girl-friends and any pretence of good living.

At today's values, a year-old Formula 3 car can be built up for about £1,500; it won't necessarily be competitive but it will make a start for at least one season and surprisingly enough it can be quite profitable if the driver picks his events carefully. Most drivers prefer to spend the summer season on the Continent for two reasons—starting and prize money is better. A third obvious reason for spending the summer abroad is the comradeship which represents a way of life, sleeping rough to save money, helping one another, lending and borrowing, living on wits, divorcing this type of racing from anything we see in Britain at weekends—there is no bumping, boring, or protesting for one thing.

This is the picture John Fenning gave us of his favourite sport. We talked to him as a considerably experienced driver who can compete with works teams on level terms—and sometimes drives works cars—pocketing a small profit generally, and though a young man he is about the only competitive driver today who started racing in the old Formula 3 500 c.c. days.

A racing career started naturally for him. John's father, Eric, took time off from his small garage business in Stockbridge, Hampshire, to be a successful competitor in his Erskine Staride-Norton, and was one of the British team at Nurburgring in 1956. John carried the plug spanner and his first trial was at the Thruxton airfield in 1958, when he spun off. His first competition was at the Brunton hill-climb when he beat father in the Formula 3 class (saying modestly that he was four or five stone lighter). The first race meeting, on Silverstone Club circuit, saw John spin off during the third lap and at the end of the year the car was sold in America for £250.

It was replaced by a Mark 9 Cooper-Norton, costing £400. Since the plugs habitually oiled up the engine was rebuilt and then John won a race at Silverstone, but outings were few and far between. At the Boxing Day meeting at Brands Hatch Eric and John saw the new

Formula Junior cars in action for the first time; unable to decide what to buy, or where to find the money, they rebuilt the Cooper with a stressed skin hull and installed a Downton-tuned B.M.C. engine which cost £150. A Dauphine gearbox, big brakes and wheels were all introduced and the car, called the Venom, proved to be fast in a straight line but a pronounced over-steerer. The best result was a third place at Goodwood after ploughing the cornfield.

In September 1960 the Fennings bought a Lotus 18, then a highly competitive chassis, for £1,200 less engine, fitting a £200 B.M.C. unit themselves as the garage business deals with Longbridge products. Having purchased a V8 Pilot breakdown truck, father and son took the Lotus and the Venom to race meetings and John had first choice, preferring the Lotus for fast circuits and the Venom for its tight handling capabilities. The highlight of John's year was not an outright win but fastest practice time in the second session before the Bank Holiday International meeting at Brands Hatch, earning words of praise from Peter Arundell who was then "king" of the formula. John Hogan approached John on Ron Harris' behalf and mentioned a drive the next year, 1962, and this came to be after a number of trial sessions.

The Venom, which had cost a total of £1,000, was sold for £500 less engine and gearbox at the end of 1961, marking Eric's retirement from racing. The Lotus was also sold at a substantial loss, since the chassis alone realised only £400, and the racing season had finished with a fair loss after prize money and bonuses had been counted.

Equipped with a Lotus 20 and powered by the fastest Cosworth 1100 engine on the track that year, Fenning drove in 29 races in 1962 and had 11 wins, four seconds and a pair of thirds. Two breakdowns, two spin-offs (one involving the *chivane* at Goodwood) more or less completed the year which also included a lap record at Albi and the outright record—for a few weeks—at Brands Hatch. With a time of 55 sec. round the short circuit, John was the first to lap the Kent circuit in a race at 80 m.p.h.

Late in 1962 Ron Harris sold the Lotuses and ran Lolas, with Lola exponent John Hine joining the team, but their first Continental outing together at Albi was a disaster as Hine crashed and Fenning lost his clutch. During the winter the Ron Harris team switched back to Lotus and for 1963 the team consisted of Arundell, Spence and Fenning in the new 27s but it was a poor year as the glass-fibre-hulled car handled badly, Fenning's best result being second to Frank Gardner at Zandvoort. As in 1962, a small profit was shown on the year, but far less than one would expect for a contracted works driver.

Towards the end of 1963 John had an extremely bad road accident in his Mini and was in hospital for nine weeks. By the time he made his 1964 debut at the Racing Car Show on sticks it was plain that no-one wanted him as a driver. Undaunted, he set about building his own car from scratch, calling on the help of friends, and acquired a bent Lotus 20 chassis which cost £6 10s. to straighten. It was a good one, too. Including the cost of engine and gearbox the entire car cost £580, and despite the fact that this was built to the new and cheaper Formula 3 specification, it is doubtful if a cheaper competitive car has been raced in the professional sphere.

A close schoolfriend, Mike "Herbie" Herbertson, and John put £300 each into the venture, so there was enough money left to spend £20 on a trailer. "Herbie" did the club meetings and John the trade-supported events to such good effect that he finished third in the national *Express & Star* Formula Three championship, close behind Charles Crichton-Stewart and Warwick Banks in works Coopers. Like Coopers, John was still faithful to B.M.C. engines, having the first of the new "S" short-stroke units giving 80 b.h.p. coupled to a Dauphine box. Far from being "written-off," John says he came back more determined than ever and enjoyed the season better than any other to date, preferring to be responsible to himself rather than a sponsor-cum-team-manager. He finished most races second or third, and though there weren't any outright wins he showed a profit of £50 on the year, the first profit made in his own car. The car, incidentally, was used by "Herbie" during 1965 and then sold for £600 to show a useful return after two seasons.

For 1965, Merlyn offered Fenning a car at an attractive price, equipped with the first downdraught Holbay engine, but the power unit was having teething troubles and after four races it was returned and John built his own "bitza" Cosworth MAE short-stroke engine which helped him to win at Monthéry and collect £75 prize money. At Monza in May he slid off three times and then ran a big-end, and when he got back to England the Merlyn was sold at a loss of £100. Fenning and Rodney Banting went to Coopers together to order a pair of the new 76 chassis which they got for £1,300 apiece; since Cosworth engines were hard to get at £625 John built a pair of "bitza" MAE units for

£500 each (in time they failed with broken cranks).

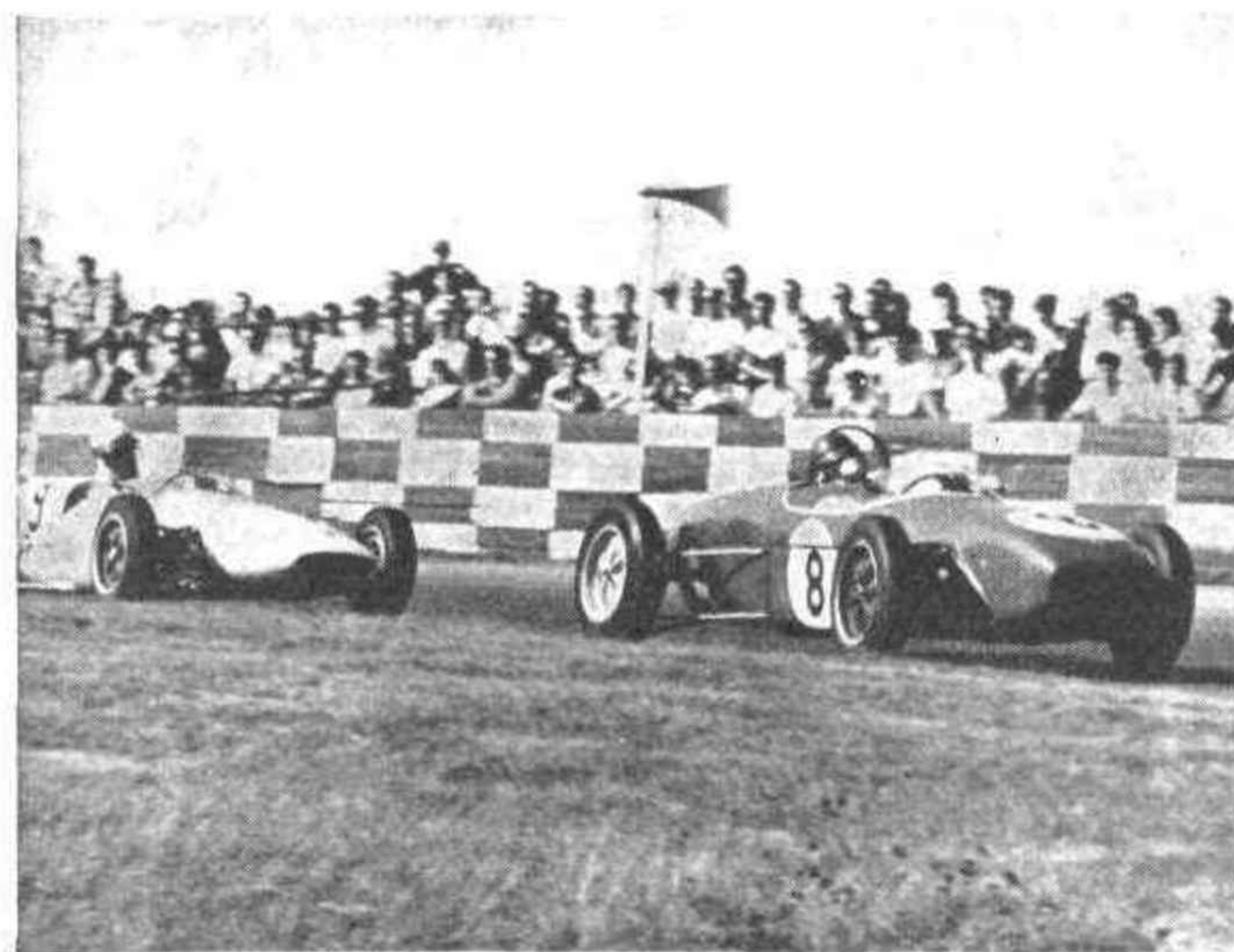
John's car came through late in June and before the paint was dry he had chalked up fifth place in the Monza Lotteria, collecting £57 start money and £110 prize money. At Reims the next weekend he finished third, collecting £58 prize money, then to Rouen where he got a fourth place and £51 prize money. In Portugal he was fastest in both practice sessions and came second in the race after being black-flagged for an alleged overtaking infringement. Adding up £120 start money and £180 prize money showed a useful profit for the weekend, and a week later at Karlskoga he collected £150 start money (third fastest practice time) but the transistor box broke on the first lap of the race. At Roskilde he finished tenth on bald tyres, still collecting £50 start money, but at Brands Hatch later he got £10 start money for third fastest practice time and retired with ignition failure when second.

The moral seems to be that big meetings in Britain are not profitable. Only a fortnight later at Knutsdorp, Sweden, Fenning collected £140 for an outright win, but only £40 at Oulton Park for a second place. The Ingliston circuit in Scotland showed an improvement with £50 paid out for a second place, and the season ended there. After deducting travelling expenses and repairs, and selling the car for £200 less than he paid for it, John ended 1965 with a net profit of £200 and had recorded two outright wins, a couple of lap records, and a lot of places.

To stay at the top a driver cannot afford to hold on to outdated machinery. John usually reckons on changing his car every year so the £200 net profit is neither here nor there when it comes to a replacement; whatever happens a great deal of capital has to be invested in competitive cars. At first it seemed that 1966 would be another sociable year with Coopers but the latest car was not blessed with the best of handling so John opted out of a works-supported drive and approached Ron Tauranac, the Brabham designer, for quick delivery on a 1966 Formula 3 car, and this was available soon when £2,275 changed hands—this included the latest Cosworth engine, and the car was set up by Jack Brabham during a test session at Goodwood. The first meeting was at Oulton Park, and although the meeting was snowed off the drivers were grateful to receive starting money based on practice times.

Contracts with BP, Dunlop and Champion all help to show a profit on meetings in the form of bonus money. Finishing second at Goodwood netted £125, practically all profit, but Fenning broke even at Barcelona after bending the car in the final race. Repairs set him back £43 in parts, but the loss was compounded by a row with the organisers over starting money at Monza, so John returned to England without a race. Third place at Silverstone, and a lap record, earned him £120, then a trip to Sweden earned £125 start money against £110 expenses. From pole position at Brands Hatch (dubious timing, maybe) he spoilt the start with a dragging clutch and clambered back to fifth place, earning him £30, and then made £40 clear profit at Djursland (Denmark) en route to Kimola where an outright victory earned a profit of £253. Down to Italy for a race at Caserta where John hit some loose straw and lost coolant, finishing sixth with a dry engine; even so, the

The early days—Fenning races his own Lotus 18-B.M.C. Formula Junior at Brands Hatch in 1961.



trip showed a profit of £178. The engine was dud for the next outing at Monza (23rd fastest in practice) but changing the unit for the race earned fifth place in a dramatic finish where all the cars crossed the line in a bunch. A profit of £165 was showed on the trip.

Back at Crystal Palace, second gear broke but sixth place was managed, earning £23 profit, and John's next race was at Reims in Ken Tyrrell's Matra. "This was the biggest thrill of the season, as I won by a fraction," he recalled. Big money was beckoning at Vila Real, where on race day the temperature was 100° F. in the shade. Side panels were removed to keep the drivers cool, and it was a good trip for Fenning who was fastest in the practice sessions and won the race to collect £400 and a £200 trophy. At Cascais second place earned £436 and another win at Oporto earned £417, although expenses accounted for nearly half these sums. More races in the Brabham followed at Karlskoga (£37 profit), in Finland (£40 profit), at Knutsdorp (£65 profit) and at Skarpnack (£35 profit) before two more races for Tyrrell in the Matra—seventh and sixth places at the Le Mans Bugatti circuit and the Albi course—showed a £7 profit after air fares had been paid. The season ended with five outright wins and ten places and a reasonable financial breakdown. The Brabham was sold for £1,800 and, with retirement in mind, John realised a total of £4,016 including spare engines, gearboxes, transporter and equipment.

FRAGMENTS ON FORGOTTEN MAKES—

continued from page 192

Very little trouble seems to have occurred on the test runs, however, perhaps because every engine was run on the bench for a day, on petrol, before being installed in its chassis. One Coventry-Simplex engine recorded 2,600 r.p.m. on the test bed. Apart from isolated instances of grease being flung out of the gear housings, a loose pivot pin, a front axle having to be replaced, a spring set up, or the friction discs having to be changed, these chassis seem to have been remarkably trouble-free, although one engine seems to have run a big-end while on the road, and there was one case of clutch slip. The boys employed to prepare the chassis for road test could cause trouble by wiping grease over the cups instead of filling them, when the driven-disc shaft would overheat, or even seize up. Whereas cork had proved a suitable friction material for the pre-war two-cylinder cars, when the four-cylinder engines were adopted these discs would cauliflower out in a matter of yards, so fibre and later a laminated disc had to be used—the test reports mention grey-fibre discs.

In 1919 the Perkins engine was being tried with a single bronze ring on each piston and in January, 1920, a new type of axle and radius rods were introduced. The following month special grease was tried for the axle gears and the next month a new type of oiler.

It was in June, 1920, that the FC-type G.W.K. was supplied to the G.P.O. as a mail-van and Mr. Wheeler left the firm to service these G.W.K.s for the Post Office, before they found that the Model-T Ford was a better proposition, leaving his brother to carry on with testing at the factory. Incidentally, he is still working, as a spare-parts storekeeper at a local garage.

G.W.K. touring cars were equipped with zip-fastened all-weather rig, including Auster rear screens, and were mostly light blue. The long prop. shaft used in the front-engined four-cylinder models proved critical until dynamically-balanced with blobs of solder, and to keep the driving disc cool a corrugated copper disc was placed behind it. Weird and wonderful methods were devised for trimming the driven disc, a gantry eventually being rigged up for the purpose. The works

A group of testers at the old G.W.K. works in Maidenhead.



Prize money, bonuses and perks added up to £2,009 on the credit side, while the debit side added up to £5,243. This included purchase of car and spares, repairs, tyres, air fares and travelling, phone calls, hotel bills and all sundry expenses, so the overall profit was £782.

It must be realised that to show any profit the owner-driver must also be his own mechanic, and quite a good one to get this type of result sheet at the end of the season, or else have a friend prepared to work for living expenses. At the other end of the scale, Herbertson showed the same sort of profit by keeping his year-old Cooper on the Continent throughout the summer, collecting start money and driving steadily to finish. Living the life of a beatnik with a purpose, "Herbie" scraped up a reasonable Cooper 76 for £1,500 including engine and VW transporter and earned enough to keep a single man together in body and soul.

John Fenning talks of retirement, but he does not convince anyone that he means it. Showing a profit is not enough for a man with a wife and child when he has got a family business to help in, and tying up so much capital is strictly a short-term "investment." But he has enjoyed the good life, seen all his opportunities and taken them. There is no bitterness that no-one offered him a more lucrative drive and no doubt that he went through the right training ground to show his ability.—M. L. C.

had the use of an old two-cylinder G.W.K. with van body and later a four-cylinder chassis was also fitted out as a van. Keiller raced a single-seater G.W.K. at Brooklands, which was tuned by a small garage near the track. It covered a kilometre at 66.97 m.p.h. in 1921, driven by Owen-Edmunds.

In 1912 Wood had repeatedly broken the cyclecar hour record at Brooklands in the two-cylinder G.W.K., raising it to 56.04 m.p.h. before H. F. S. Morgan took it from the four-wheelers, with 59.64 m.p.h.

Because the firm was well acquainted with Zenith carburetters, H. Kensington-Moir came down in 1921 to try out a French version intended for the 200 Mile Race Talbot-Darracqs, on a G.W.K. engine.

By 1922 G.W.K. Ltd. were in financial trouble. Percy Richardson, of Daimler and Sheffield-Simplex associations, was appointed Managing Director early that year. A small Isotta-Fraschini at the works on a Cardiff registration seems to have belonged to him and he had an Owen Magnetic car brought up from Bognor, for his personal use. Grice left to promote his Unit No. 1, which was so called because in some versions the engine, friction transmission and fixed-drive were mounted on a sub-frame as a single unit. He later returned to G.W.K.—W.B.

A CHAPTER ON ROLLS-ROYCE—*continued from page 189*

a year sold in Britain, 600 in the U.S.A., and comparing this with Cadillac's output of 150,000 cars a year. Writing before the advent of the Silver Shadow, Wallace touches on the old-fashioned aspects of the Rolls-Royce, and the fact that the Mercedes-Benz 600 was more comfortable, safer, faster, better handling than a Silver Cloud III, a view aired some years ago in MOTOR SPORT. He gives the number of R.-R. employees as 7,000 on cars, 42,000 on the aero engine side.

This author is very interesting on the subject of Rolls-Royce's cautious approach to publicity, just after the last war and how David Ogilvy (who created "the man in a Hathaway shirt" and promoted Schweppes and Beefeater) handled the R.-R. advertising account in America.

If you are interested in the Rolls-Royce cars owned by Queen Elizabeth, Princess Margaret, the Duchess of Kent, King Ibn Saud, Czar Nicholas of Russia, Emperor Yoshihito of Japan, Woodrow Wilson, the Aga Khan, King Rama VI of Siam (who translated Shakespeare into English), Hirohito, President Alemán, Mohammed Reza Pahlevi, Lord Louis Mountbatten (this one has recently changed hands and His Lordship has given its special mascot to the new owner), Sir Alexander Korda, Lord Derby, Mrs. Cornelius Vanderbilt (still using a 1913 model in 1946), Mrs. Otto Khan (who went one better, by retaining in service a 1911 model), J. P. Morgan of Wall Street, William Randolph Hearst, the Nizam of Hyderabad, the Gaekwar of Baroda, Anastas Mikoyan, Nubar Gulbenkian, Gregory Peck, the English painter Cecil Michaelis, many pre-war Hollywood film-stars, Father Devine (who paid 150-dollars for his 1933 model) and a good share of India's remaining 661 princes—"not many of whom," as one R.-R. agent puts it, "wash their own cars"—they are mentioned in chapter eleven of "The Sunday Gentleman." Why isn't the author's name in the list? Because he owns a Cadillac.—W. B.

LETTERS FROM READERS

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

Sir, A.A. DISCOUNTS

I am enclosing a copy of a letter I have sent to the Automobile Association which I think may well be worth a mention in your magazine. It seems to me that the A.A. are rapidly becoming a commercial organisation representing Insurance Companies, Car Hire Companies, etc., etc. Where will it end? Will they next be including Discount Houses, Overseas Manufacturers and so on?

"I am sorry to see that the Automobile Association is acting as official Agent for American owned car hire companies who are offering discount rates to A.A. members. I am sure that the many hire businesses who are members of the A.A. will be thoroughly disgusted with this approach. For you to agree to give full backing of the A.A. to an individual hire company solely on the basis of a relatively small discount seems to be quite incomprehensible. What happens if other hire companies offer the same service to the A.A.? Will you circularise all of the members on their behalf? I look forward to your comments."

Leatherhead,

GORDON T. WINDSOR.

* * *

Sir, THE AUTOCROSS GORDINI

With reference to your article on Autocross, I think it only fair to set the record straight vis-à-vis the Renault Gordini which beat the Manifold VW. Whilst the entrance fee was paid by BRT (Racing) Developments Ltd., the car was privately owned and driven by our Clubman John Wales (a non-professional competition driver) and all preparation was paid for out of his own pocket. Moreover, this standard 1108-c.c. car was prepared primarily for sprinting, not for autocross; indeed, it won the 1965 British Sprint Championship outright for its owner and finished fourth (above the VW) the same year in the British Autocross Championship (it would have been higher, but for the rather "odd" system of scoring in the competition).

Throughout its life, the car was used continuously over large mileages in the same form as the owner's everyday transport without modification (no close ratio gearbox, special clutch, oversize capacity, large valves, wheel spacers, etc.), and was virtually trouble-free. Wokingham.

H. G. MACKENZIE-WINTLE.

* * *

Sir, NOT RUST-PRONE

In your February issue you published a letter from W. S. Baker detesting rust he saw on the body of a stripped E-type Jaguar.

Mr. Baker has sadly overlooked the well-known fact that any steel body will quickly show rust after stripping if not treated.

Most people in the world are aware that the E-type Jaguar is one of the finest cars of this present era, and it seems to me that Mr. Baker is merely one of the exceptions that prove the rule!

Edenbridge.

H. C. HUNTER.

* * *

Sir, LONGEVITY OF THE A35

I was interested to read the letter from Mr. Moore about his 1959 A35. My own similar vehicle has completed 114,000 miles without the head off. Oil consumption is noticeable but the vehicle is still used daily. The only bad feature of this model appears to be the front suspension, which I have rebuilt twice. Briefly, other major replacements have been: one new rear-spring, new rear shackle, rear hub oil seal, steering side tube, one Lockheed front wheel expander and new brake hoses, and a new petrol pump diaphragm.

Towcester.

F. H. RICHARDS, B.Sc. (Eng.).

Sir,

I was most interested to read the letter from Mr. Moore about his A35. I too have a 1958 Austin A35. Mine was purchased over three years ago when it had done close on 48,000 miles. It has now done 102,000 miles and has never had a rebore, etc. None of the steering or suspension parts have ever needed replacement either, during this mileage.

During the 54,000 miles I have had the car the fuel consumption

has never varied from 41 m.p.g. and oil consumption has increased from 450 m.p. pint to 400 m.p. pint. I have also enjoyed 100% reliability.

However, my car has been regularly serviced throughout its life with Castrol oils.

Derby.

DAVID R. WARD.

* * *

Sir, AN "E" IN AUSTRIA

The January issue was such an E-Type number I wondered if you would be interested in a 40,000 mile comparative experience of a much modified car in daily family use.

We have a 1963 3.8-litre 2-seater fixed-head coupé "E" with 9.5:1 c.r. Coombs engine with gas flowed head, lightened flywheel, balanced crank, etc., competition clutch, Konis all round, heavier anti-roll bar, stiff rear springs with packing pieces (works mod. to give more ground clearance for rough roads and overload), works fabricated competition exhaust and SP41HR tyres with German Dunlop tread pattern. The car is therefore, mechanically, approaching Quick's and Pearce's cars and is, I believe, as much modified as possible without being spoiled for daily road use.

Personally I think 1963 is the vintage year for E-types, as the car was established long enough to have the bugs taken out, it retained the light alloy radiator (unrepairable, but we keep Holt's Radweld in ours as routine!) and had not acquired heavier seats, unnecessary trim round the boot hinges, etc., and the irritating and space-consuming box between the front seats and the arm rests on the doors (I am 6 ft. 2 ins. and broad in proportion). The new gearbox is the only really valuable addition since '63.

We have two children and on long trips we usually go at night and they go to sleep lying down in the back, which we have fitted with 1 in. thick plastic foam. We pack our luggage in a soft bag pushed into the angle made by the rear window, I also pack a decent suit in a polythene bag inside the spare wheel, and we have a small bag next to the engine where conventional people keep their air filter (note to Mark 2 owners: with the bonnet louvres the E-type runs much cooler than the saloons at all times).

By this means and a careful choice of drip-dry clothes we have managed to take enough for three weeks' holiday. We have had no desire to part-exchange for a 2+2, because it would be impossible for the children to lie down and sleep at night, and when they are too big to lie down then really they are too big for the 2+2. We normally leave Vienna at 10 p.m. with the intention of catching the mid-day boat from Ostend. Time for the 850 miles is usually about 12½-13 hours door to ferry, including all stops for petrol, etc. Last August we would have beaten 12 hours except for being held up in a long queue at the Customs on the Belgian border. This means doing a steady 100-110 m.p.h. when at all possible.

I think 100 m.p.h. is a good cruising speed for the "E" on a long autobahn trip, as it's fast enough to take up your attention, and as you're right in the middle of peak torque you can flatten your foot to accelerate out of trouble or away from the BMW or Alfa that tries to see how fast you are. Driving faster than this on the autobahn is not really practicable except for short spurts, because of the traffic levels, also the concentration required becomes too great on a long run. One can get in short bursts at higher speed when there is not much traffic about. For example, driving from Vienna to Ostend overnight means that for about half the year one is on the good stretch of the autobahn between Nürnberg and Würzburg just as dawn is breaking and the road is clear, when it is quite practicable to do 125 plus m.p.h. Incidentally, 6-8 a.m. is a very tricky time on the German autobahn as it tends to get temporarily very busy with half-asleep short-haul commuters who have stumbled out of bed to face another day and are not tuned in to fast long distance traffic.

SP41HR tyres, with German Dunlop tread pattern, 40 lb. rear, 35 lb. front, give "hands off" straight-line handling from 30-130 m.p.h., and handling precision at high speed is vastly better than with RS5. I would not go back to RS5 but, nevertheless, it is a quieter tyre and gives a more comfortable ride and is easier on the car on rough roads and on pavé. The SP41HR gives better ultimate handling than the RS5 but if you're pushing the car round a series of hairpins the sheer adhesion of the SP41HR could be a trap for the unwary. With the RS5 it is easier to corner on the throttle, breaking the rear end away with ease and just as easily backing off on the throttle if required to straighten out. With SP41HR, breaking the rear end away implies a higher speed, a lot more throttle and a pretty fast reaction to catch it when it goes. If you're not going to do more

than 80 m.p.h. there is a lot to be said for the RS5, which indeed is always fitted to U.S.A.-bound cars, even when whitewalls are not required.

Suspension and handling. The standard car handles much worse than one with Konis and stiffer rear suspension. I doubt if you would say "not the required standard of high-speed handling" of such a modified car. I drove a new 2-seater fixed-head coupé recently, fitted with RS5s, and it handled like a tub compared with my own car.

Fuel range. At first sight the tank appears too small but in practice it does not work out that way. The range, as you say, is about 250 miles, but if you have been driving at 100 m.p.h. or so on the autobahn for 2½ hours it is time to stop and take your eyes off the road or change drivers, and it is not really inconvenient to stop at a filling station. I would rather do this than carry unnecessary weight around in what is meant to be an accelerative car.

My wife drives the car most of the week: takes me to work, the children to school, does the shopping, etc., and all the other odd jobs a family car does. Out of town the car is usually hard driven. We have found it to stand up to the treatment very well. It is tractable enough in town though the competition clutch can get a bit tiring in heavy traffic; the car never overheats with the alloy radiator and electric fan. You were unlucky with your fan, some are much noisier than others. True, if the car gets stuck in traffic for a long time it does get just mildly temperamental, but 3,000 in second soon clears it, and usually it is not noticeable. UN12Y plugs are essential, N5s are useless in town. Plugs require cleaning every two months with the treatment we give them and are best replaced well before 10,000 miles, as modified "Es" appear very sensitive to plugs. Incidentally, I have never bought six perfect plugs, but there has always been at least one with a gas leak down the electrode or ran too cool. I am very particular about plugs and normally take out a new set about a week after fitting to check for and replace partial duds. I always use a torque wrench.

The weak part of the "E" is the rear end: universal joints and wheel hubs. The universals take a sand and water blasting from road grit and they just don't like it. We have had no engine trouble except for a freak fracture of the outer rotor of the oil pump. This summer, after thorough checking, the works would not touch the engine, although it was taken out for a clutch replacement at 34,000. The clutch was not finished, but the job was just preventative maintenance while we were home.

You ask what category does the E-type fit? The safety category I would suggest. It has one-handed precision handling, good braking, the ability to accelerate out of trouble and, above all, it is a forgiving car. True, a clot can get himself into difficulties, but that is possible in any car, isn't it?

Vienna.

P. B. VOSE.

* * *
SUPPORTING THE ALFA 1750 REPLICIA

Sir,

I am a reader of some twenty years standing. I am also a reader (since its inception) of the Italian journal *Quattroruote*. As this journal is Italian I wish to take up cudgels on their behalf for a "crack" made by the Editor about a certain pseudo vintage Alfa Romeo. I should first say that I value the opinions of Mr. Boddy very highly but in this case I would like to draw him out on this particular subject as I cannot recall his having either fully described the car in question or given his reasoning for what appears to me to be an automatic reaction against the car.

Quattroruote does for Italians what *MOTOR SPORT* does for the English speaking world in providing absolutely fearless reporting of motoring matters. I have read a *Quattroruote* road test of an Alfa Romeo 2600 which would make an English Editor blanch at the thought of the possible repercussions in a libel court. What they also do is something unique in motoring journalism as far as I am aware in that they promote design exercises of cars to test public reaction. This must cost them the earth.

So far three cars have appeared with the "fourcartwheel" insignia. First of all the Pininfarina Sigma safety car, thirdly the Daf-OSI City (which looks like a cleaned up Mini with sliding doors on one side) and secondly the Alfa Romeo Giulia Gran Sport *Quattroruote* Zagato (they will never sell it with that name here).

This latter car is the one which the Editor apparently dislikes on sight. I don't and would like to be given a chance to vindicate the backers.

Quattroruote noticed from their columns of advertising matter that secondhand prices of what they call "Spyder Inglesi" were very high in Italy. The cars in question were "T"-type M.G.s,

Austin Healeys, and above all, Morgans. They wondered about this and did a series of articles to promote reader comment on the subject. As a result of this they thought that the Italian factories were missing something in their lists and set out to find out what they could do to test reaction. They informed readers that they intended to do this and drew their attention to the small replica Cords and Excaliburs being produced in the U.S.A. They decided that the only Italian car of extant make that was anything like a "Spyder Inglesi" was a vintage Alfa 1750 Zagato Alfetta and therefore approached Zagato for his ideas on the subject. The Giulia GS 4R Zagato is not a slavish copy of the older car but an attempt to produce an Italian "Plus Four" using the equivalent pre-war "4/4" as a background. *Quattroruote* actually stated that this was the intention and quoted the Morgan Plus Four as what they were after—but Alfa based.

The resulting car is indeed very like the vintage 1750 but is a little more compact. The front is slightly smoother and the interior is more modern. Public reaction to the car has been an embarrassment. I am told that the original intention was a very limited run of the model for specialised buyers. Interest was such that by the time of the last London Motor Show 300 odd cars had been produced and these had only resulted in a dent in the demand. The car was apparently difficult to set up for series production but Zagato eventually got over the problems and have been supplying the cars as fast as they can turn them out. Almost all have gone to buyers in Italy and France but batches were being prepared for the West Coast of the United States and for Germany at the time of the Show and it was hoped to produce a certain number for Right Hand Drive versions for this and other "British" markets.

Frankly, and I here expect to bring down the ire of many readers on my head, I prefer the car to the new Giulia 1600 Duetto Spyder as tested in the February issue of *MOTOR SPORT*. It has a more roomy cockpit and would seem to me to be very much better finished. It does, however, go in for a great deal of luggage space.

If the car is therefore intended as an Italian answer to the Plus Four Morgan and not as a competition to the American "copy cars" then surely it is not such an aesthetic disaster as to warrant the disdain of such an influential journalist as yourself. Just to show there is no hard feeling I will arrange to send Mr. Boddy a 1/43rd scale model of the car by Politoys in order that he may see what it is really like. This is not yet available but should be in the next few weeks.

Wivenhoe, Essex.

W. D. CLEMESHA.

* * *
LUGGAGE CAPACITY OF ROVER 2000

Sir,

Mr. Wilks' protest in your February issue regarding the volume of luggage space in the Rover 2000 prompts me to draw attention to another aspect of this problem, namely the actual weight of luggage which can be dealt with. In passing, my own assessment of the usable space is between 11 and 12 cubic feet depending on the amenability of the passengers to use the right size of suitcase. I didn't find out that weight was a more serious limitation than volume in my Rover 2000 until last Summer. Then on the occasion of my summer holiday I had a full complement of 4 adults in the car and the roofrack and boot were filled with holiday luggage and camping equipment. The car ran excellently but scraped its underbelly a good many times on Continental level crossings and the like. I didn't even risk the sorts of roads which I have previously tackled with confidence in Spain, Norway and Italy using earlier Rovers.

On my return home I approached the Rover Company for help knowing that they had rallied the 2000 over much worse roads than I encountered. Should I fit longer or stronger rear springs? Apparently not, the Technical Service Department informed me in a quite friendly way that when there were 4 adults in the car the weight of luggage was limited to 112 lbs. in the boot and 112 lbs. evenly distributed on the roofrack.

Most people who have occasion to travel by air know how quickly the luggage weight limit is reached with a normal suitcase. My own figure for a fibreglass suitcase filled with clothing is about 18 lbs per cubic foot. Water is, of course 62.3 lbs. per cubic foot, tinned food, cooking stoves and the like have a similar specific gravity and all find a place in most holiday luggage and occupy the odd corners of a car boot. However, even if the luggage were confined to clothing, it would seem that if one could fill Mr. Wilks' 16 cubic feet the resulting 2½ cwt. would cripple the Rover 2000. Even my own more modest 11-12 cubic feet proved too much. I need hardly add that in my own case the back of the car dipped so much that neither a convex or flat rear view mirror was of much value.

Although I have described my personal experience with a Rover 2000 I have no doubt that the same problem arises with other modern suspension systems and I would make a plea for the inclusion of permissible weight as a regular item of road test data.
Hale. T. S. MILLEN.

* * *

A POLICE VIEW OF THE TRIUMPH TR4A

Sir,

I was quite startled to see someone actually praising the Triumph TR4A; the letter from Mr. Hyatt. How could he?

I am in the Southend Police Force and we had a TR4A in our fleet for, I think, two years.

Practically all the Force loathed it. The brakes were appalling until a servo was fitted. The speed was quite reasonable for a vehicle of that engine size. I once sat petrified on a "hurry-up" call at 106 miles an hour.

The car was uncomfortable to spend a day's duty (8 hours) in. The engine noise and exhaust note were excessive; in fact you could not hear the radio over 50 miles per hour. It was embarrassing to warn another driver for excess exhaust noise and then roar off in that 2-seater thing.

I never succeeded in raising the hood without getting at least one blood-blister on my fingers.

When I was younger I was fortunate in having a flight in a Meteor N.F.14 and seeing 614 knots recorded on the air speed indicator. The Triumph, on reflection, made more noise and vibration at a tenth of this speed.

Thank you for your excellent magazine.
Ralford.

W. S. HURRELL.

[Surely, Mr. Hurrell, you were using a TR4? The "A" is a big improvement in many ways.—Ed.]

* * *

ASIDES ABOUT B.M.C.

Sir,

W. J. White was lucky with his M.G. 1100. I had one of the early ones for 25,000 miles. My Income Tax Inspector queried one year's maintenance figures. These cars do not emanate from Abingdon, but are, I believe, thrown together at Cowley. I had one gearbox under guarantee, and one not . . . £60 plus. Oil consumption, 300 miles per quart, improved to 400 m.p.q. after fitting of oversize pistons under guarantee. Also new front u.j.s fitted, plus many other minor replacements.

I now have an Abingdon car, an M.G.B. It is the most delightful car I have ever owned. In 1 B.C. (before Castle) it would cruise along a motorway in overdrive at a peaceful and utterly safe 95-100. My eighty-year-old mother doesn't like "going too fast," but was quite unruffled at this speed.

I do wish, however, that B.M.C. would wake up their ideas with regard to spares. After a milk-bar cowboy hit me head-on, by a miracle escaping with life and limb, some of the parts required for a front-end rebuild took seven weeks to cover 30 miles. My main replacements have been the exhaust system—the ground clearance, with radial-ply tyres, is too low for farm tracks. A jammed starter, petrol-gauge voltage regulator and door-lock—all non M.G. components—have been my only replacements. The car is comfortable, reliable, safe and fun to drive—what more could any man ask?
Burghclere.

J. M. C. ALMOND.

* * *

PINK ELEPHANTITIS

Sir,

From time to time, your excellent journal features articles on the "White Elephants" of the automotive industry.

The title of the series is most appropriate and one often shudders at the economic frailty of the manufacturers. Could it have happened if Discount Cash Flow had been in vogue at the time?

The correspondence columns of your journal and the classified ads are the source of another equally fascinating series—Pink Elephantitis.

By definition, a car would qualify if:

1. It gives a poor performance per unit cost or per unit repair time, or,
2. It keeps you poor, or,
3. The purchaser was wearing pink tinted spectacles at the time of purchase, or,
4. The vendor was an "Enthusiast."

I should be pleased to hear your views on the proposed series and, if it is acceptable, to contribute the first article on my Bristol 401, bought from "an enthusiast" who advertised in your journal—it would be straight from the heart!
Ipswich.

MICHAEL C. DAY.

* * *
TWIN O.H.C.

Sir,

May I point out something of interest in Mr. Anthony Blight's letter in the last issue? He calls the twin cam Sunbeam of the vintage era "the only serious attempt before Jaguar to design a twin cam engine for a touring car." Surely he has, at least once in his career, taken at least a peep under the bonnet of a 2-litre Lagonda? If so, he would have seen something close enough to a twin o.h.c. engine, for all but the most pure of purists—an engine which did not survive the slump of the early 'thirties. Does he then regard the 2-litre Lagonda as having been designed as a sports car? Speed models, low chassis models and blown 2-litres came later on. In its original form the car had generous, though often sporting, bodywork and a very heavy chassis, which it retained throughout its career. Cecil Clutton in "The Vintage Motor Car" certainly looks on the car as a sporting tourer. On the other hand, the 2-litre Lagonda appeared as a "famous sports car" which could at one time be cut out from the back of Weetabix packets. I prefer Clutton's view, in spite of the car's numerous appearances in competition after modifications had been made to the original design. If Mr. Blight agrees with me so far, he must have just forgotten about the Lagonda while writing his excellent letter. Rather serious, in view of the fact that the 2-litre Lagonda has certainly survived in greater numbers than the Sunbeam. If he still agrees, but did not forget, then he must regard the 2-litre Lagonda design as something other than serious. This should set the Lagonda fans buzzing!

Godalming.

A. T. COOKE.

[I always call the 2-litre Lagonda a twin-underhead-camshaft car. The 3-litre Sunbeam was announced in 1924, so which was on paper first could be debatable. The Lagonda needed a supercharger to overcome its induction system shortcomings and its long timing chain was not unduly reliable, surely?—Ed.]

* * *

Sir,

I notice that in Mr. Blight's letter entitled "Twin O.H.C." printed in last month's Motor Sport, he states in the third paragraph that "The Sunbeam case is rather different, since it was the only serious attempt before Jaguar to design a twin cam engine for a touring car."

May I draw his attention to the type 57 Bugatti introduced in 1934 and in production until the end of 1939 by which time about 750 had been constructed.

Perhaps this car does not comply with his definition of a touring car, although I understand that the makers always regarded the standard type 57 as such, possibly in the opinion of some the types 57S, 57C, and 57SC would not qualify as touring cars, which after all can only be described as cars suitable for touring.

Malvern.

M. RADFORD.

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FOR SALE

SPITFIRE 1966, immac, 9,000m, w/wheels, Cints, s/belts, lam screen, woodrimmed s/wheel, tonneau, royal blue, must sell, emigrating. £595. HP arranged. J. Whittingham, Brook House, West St, Rochford. Tel: Southend 544146. (3709)

JAGUAR XK120 roadster 1950, Cinturatos, Konis, XK150 engine, good cond. £145. Tel: Birmingham Shirley 4624. (3710)

ARMSTRONG-SIDDELEY 17HP sports saloon 1935, one meticulous owner since 1939, rare model in exceptional cond, spares. Full details from Box 2617. (3711)

SAVE £330, 1966 MG B, dark blue, 8,000m, h/top, o/drive, w/wheels and 2 extra with SP44s, radio, Q1 lights £799 cash. Emigrating. Box 2615. (3712)

COOPER MORRIS 1962, BRG with white top, standard specification except for long range tanks and special dash. £259. Tel: Cholesbury 473 evenings only. (3714)

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1935 LE Mans Sport, body, chassis, engine good; new hood; many spares; inc engine and gearbox; MoT. Best offer over £100. Apply Stokes, Remada House, Langwith Rd, Bolsover, Chesterfield. Tel: Bolsover 3193. (3718)

ARMSTRONG SIDDELEY Typhoon 1948, body perfect, mech and tyres very good; job movement necessitates sale. £100. King, Plough Inn, Whitegate, Northwich, Cheshire. (3719)

M.G. 1954 TF, immac, Regn No JAG111; lady owner going abroad. £275. Tel: Hawick 2179, Scotland. (3720)

TR2/3A FITTED 125mph 3A/Speedwell engine, 3A-front, 3A-black interior, woodrim wheel, near new Cinturatos, bootrack; finished Rolls-Royce metallic silver-grey. £235. Box 2615. (3721)

EX WORKS rally MG A 1500, 2nd owner Pat Moss, 20 gall racing fuel tank, oil cooler; duralumin boot, bonnet, door panels; w/wheels, Cinturatos, s/belts; fog, spot, rev/lamps; metal h/top, s/top, tonneau, all black; rad/blind, htr, w/washers, w/rim wheel, full instrumentation; re-sprayed red 9 months, bodily, mech immac, very fast. £315 ono. Reason selling, marriage. Pring, 21 Breton Side, Plymouth. PLY 65619. (3722)

LANCIA FLAMINIA Farina coupé, grey with immac blue leather interior, 2½ litre V6 engine, power disc brakes, oil cooler, Michelin X tyres, Motorola radio. £875. Tel: Chieveley 279 or Mortimer 819 evenings, Berks. (3723)

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BENTLEY R 1954, grey/silver grey with red leather, in very attractive cond throughout, with all original tools, handbook etc; fitted late type radio, Le Mans headlamps, QIV fog etc. £695. Would take above average MkVI in p/exch. Hopkinson. Tel: Malvern (Worcs) 5729 evenings. (3725)

FOR THE connoisseur/enthusiast, 1966 Feb MG B, blue o/drive, w/wheels, Cinturatos, Motorola radio, 115bhp engine, fully balanced, lightened flywheel, 3,000m since rebuild, Abarth exhaust, brake booster, DS11 pads, Cibie QIV spots, Marchal sealed beam h/lights, fog lights, reverse light, adjustable shockers, htr, demister, Sprinzel Rallye seat, s/top, tonneau cover, Maserati air horns (triple tone), leather steering wheel. Cost £1,250, will accept £895 ono. Tel: Slough 21916 after 6pm. (3726)

BENTLEY 3 litre 1925 Red Label, chassis and mech good, but fitted with stark 2-str body. Sensible offers from genuine buyers. Mr Collinson, Hillside, Angarrack, Hayle, Cornwall. Tel: Hayle 2298. (3727)

M.G. A MkII fhc For quick sale at £420. View to appreciate cond. Red, with new tyres, radio etc. Tel: East Horsley 3043 or Bedford 54827. (3728)

1960 848 Mini, new modified engine, 4 spots, reverse light, s/belts, sump guard, woodrim steering wheel. Offers region of £150. 21 Bloxwich Rd North, Short Heath, Willenhall, Staffs. (3729)

1966 CANNON, hydraulic fiddles, 5in rears, gas flowed, oversize valves, spare engine, trailer and spares. £275. Tel: Sheffield 33233 after 6pm. (3730)

BROUGH SUPERIOR 1935 coupé, mech excell, recent works overhaul, engine, gearbox, brakes, new exhaust system, spare recon gearbox, dynamo, distributor, carb overhauled, good body, needs new hood. £650. Offers, or consider p/exch 1000 Traveller, Box 2612. (3731)

XK120 F.H.C. 1953, C-type head, 140 engine, new Cinturatos, MoT. £125 ono. Duncan 0235. (3732)

1959 XK150 fhc, indigo blue, w/wheels, o/drive, extensive mech o/haul just completed, good bodywork and interior. £325. Might take p/exch. 4 Long Dr, Greenford, Tel: Waxlow 3810. (3733)

FOR SALE, 1932 Wolseley Hornet Special in absolutely showroom cond, recently restored, engine perfect, any trial; host of extras included. One price only. £325. Tel: Coombe Hill (Glos) 492 after 730pm. (3734)

ASHLEY SPRITE Nov '65, 12,000m, £100 Ashley body conversion, GT h/top and lightweight front; BRG, w/w, many sensible extras inc radio, belts, SPs, s/top; absolutely perfect. Will sell with or without h/top. Genuine offers to Dickens, LOU 7323. (3737)

SKODA OCTAVIA 1961 stored since June 1964, needs slight attention but gift at £70. Tel: Webb, Medway 46704. (3735)

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SHOWMAN'S CARAVAN, metal tyred wheels, requires restoration. Offers. Write Curator, Montagu Motor Museum, Beaulieu. (3736)

AUSTIN 7 1934 2-str sports special, all body, new battery, enthusiast maintained, excell order. £50 ono. Tickner, Bellbottom, Satchell Lane, Hambly 2017, Hants. (3738)

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HUDSON ESSEX 1928 Super 6 saloon, one owner since new, orig cond good order, photo available. £175. Burnett, 60 High St, Bromley, Kent. (3745)

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1936 MERCEDES Benz 170V rhd saloon in good cond, well shod, MoT, handbook, in daily use. £160 or nearest. Fleming, 32 The Drive, Tynemouth, Northumberland. Tel: North Shields 74036. (3748)

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M.G. B o/drive, unused, £20 ono. Tel: F/O Jordan, Northalerton 2441. (3776)

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M.G. TC 1948, new clutch, engine needs attention. Offers over £100. Russell, 6 Westbury Park, Bristol 6 Tel: 33981 evenings. (3788)

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1964 VOLVO P1800S, grey, red trim, unmarked, 34,000m. £1,000 ono. Woodcock, 48 High St, London N8. Mount-view 3701. (3791)

ARMSTRONG SIDDELEY Sapphire 1953, 2 owners, pre-selector; engine, gearbox, chassis excell cond, 71,000. £75 ono. Glyn, Riverside, Repps, Gt Yarmouth. (3792)

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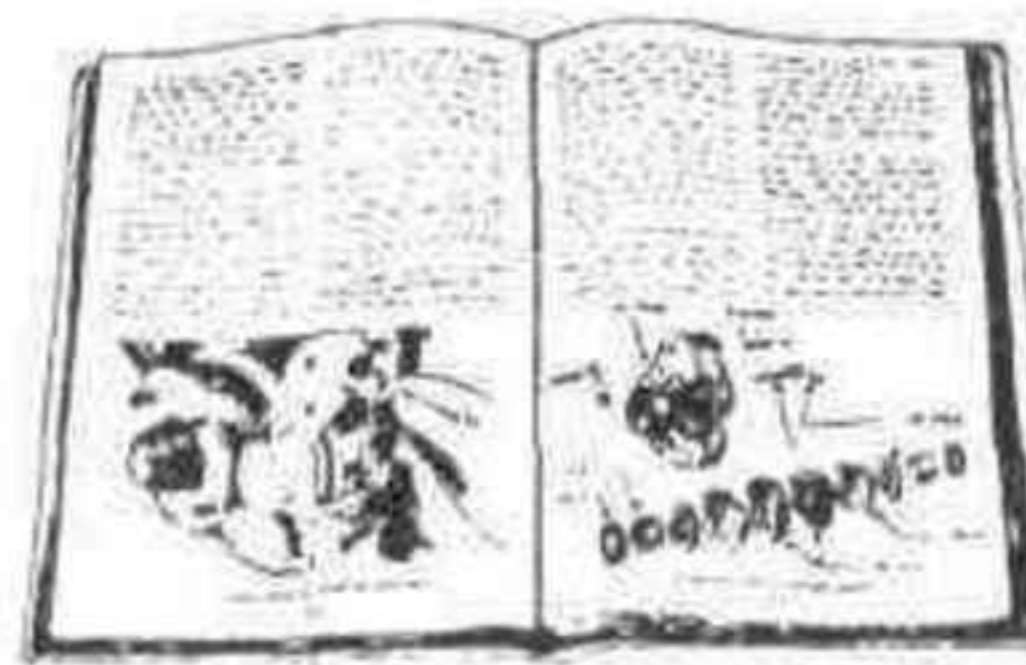
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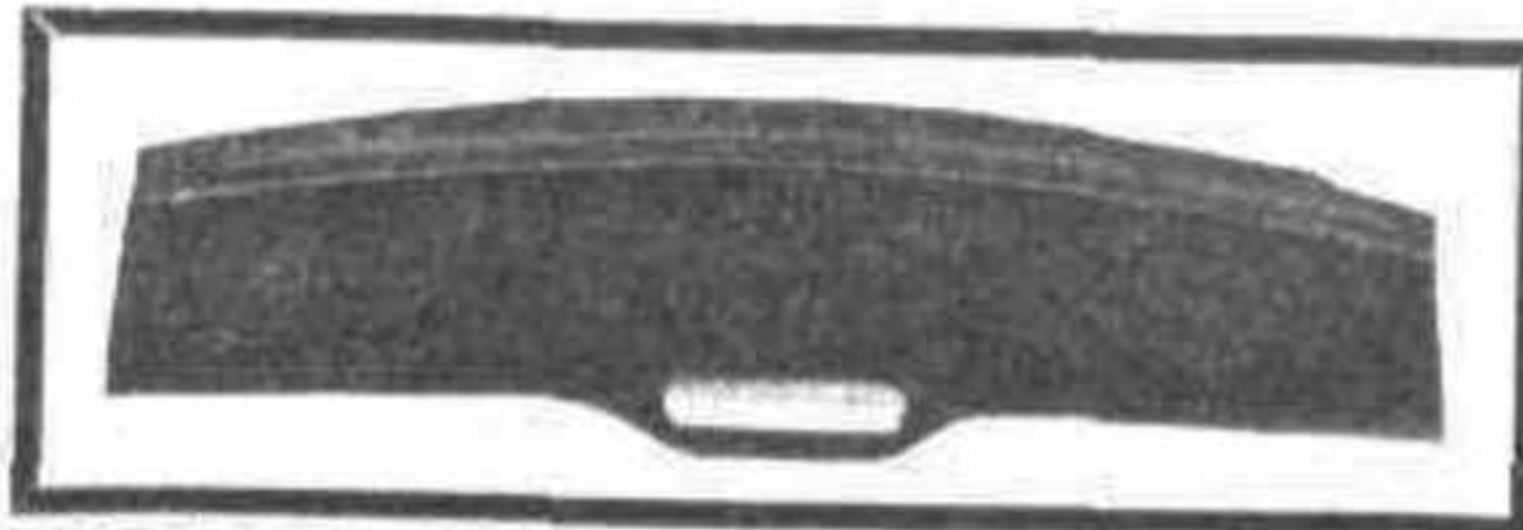
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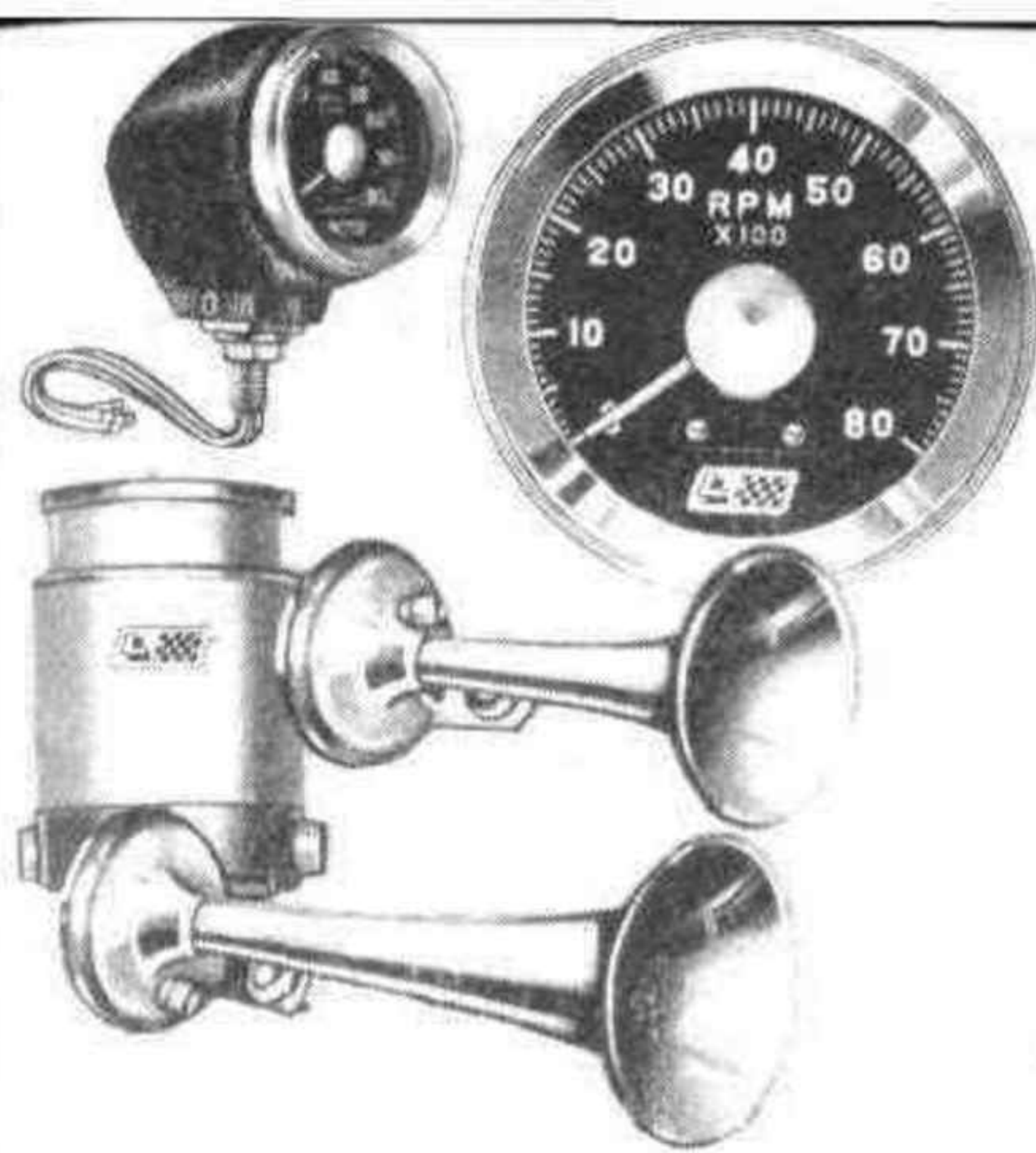
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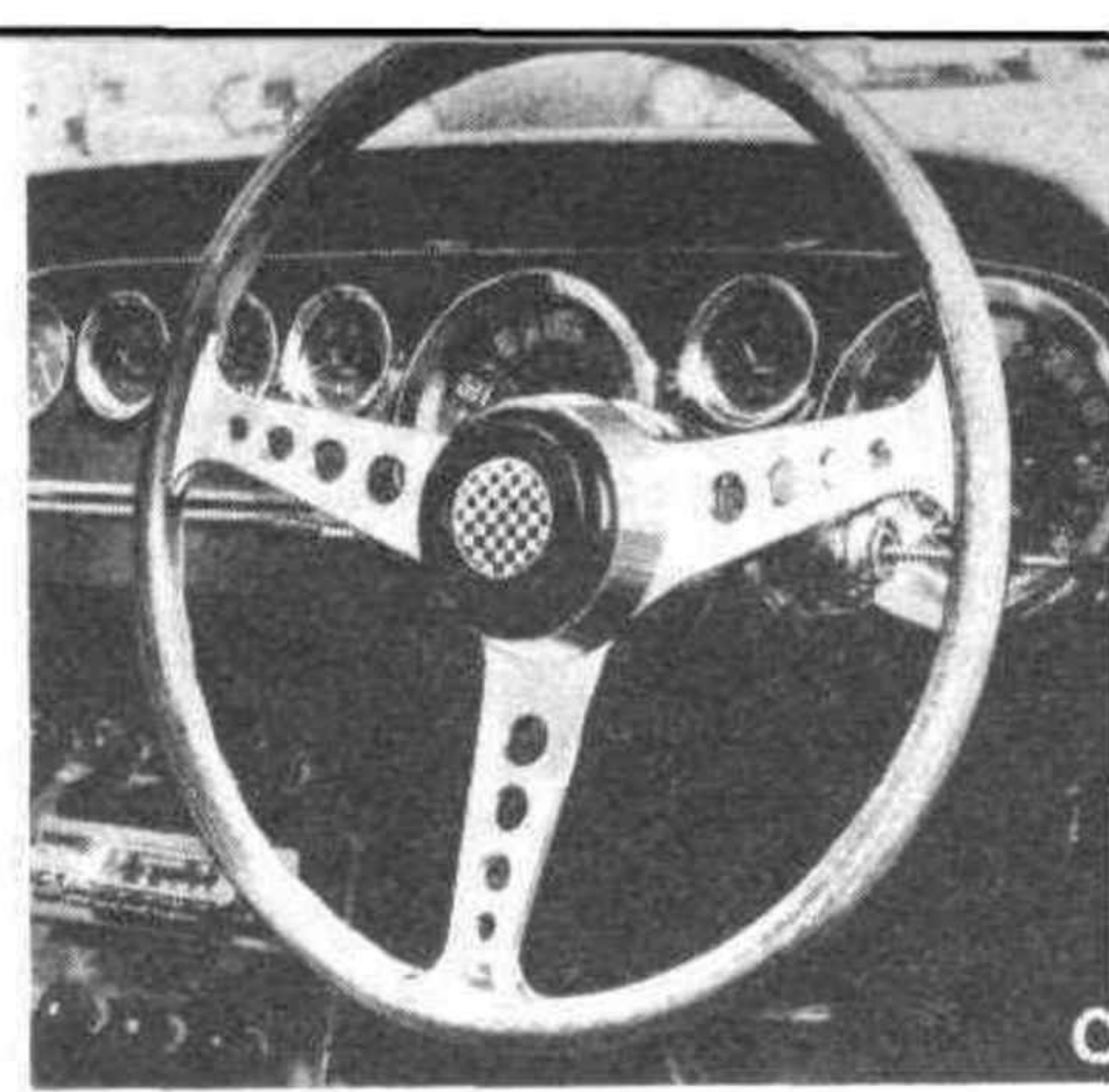
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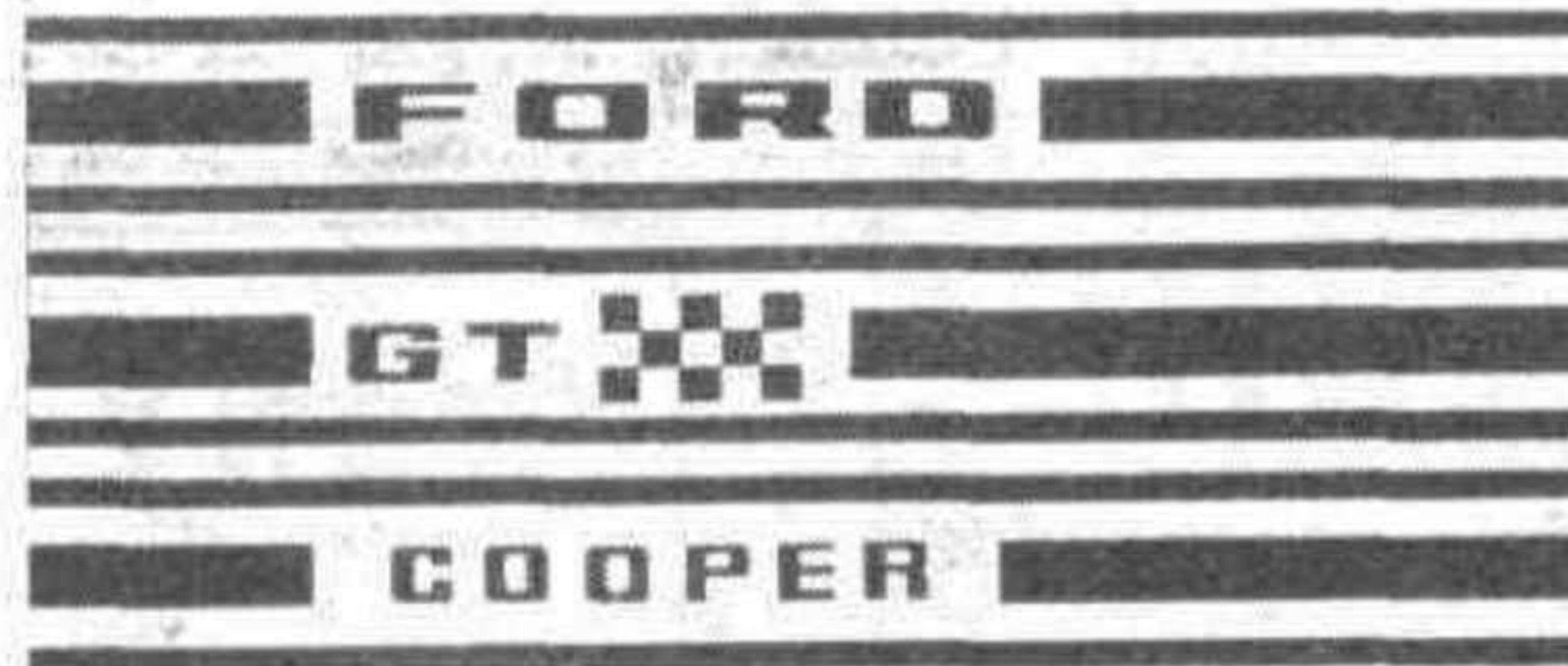
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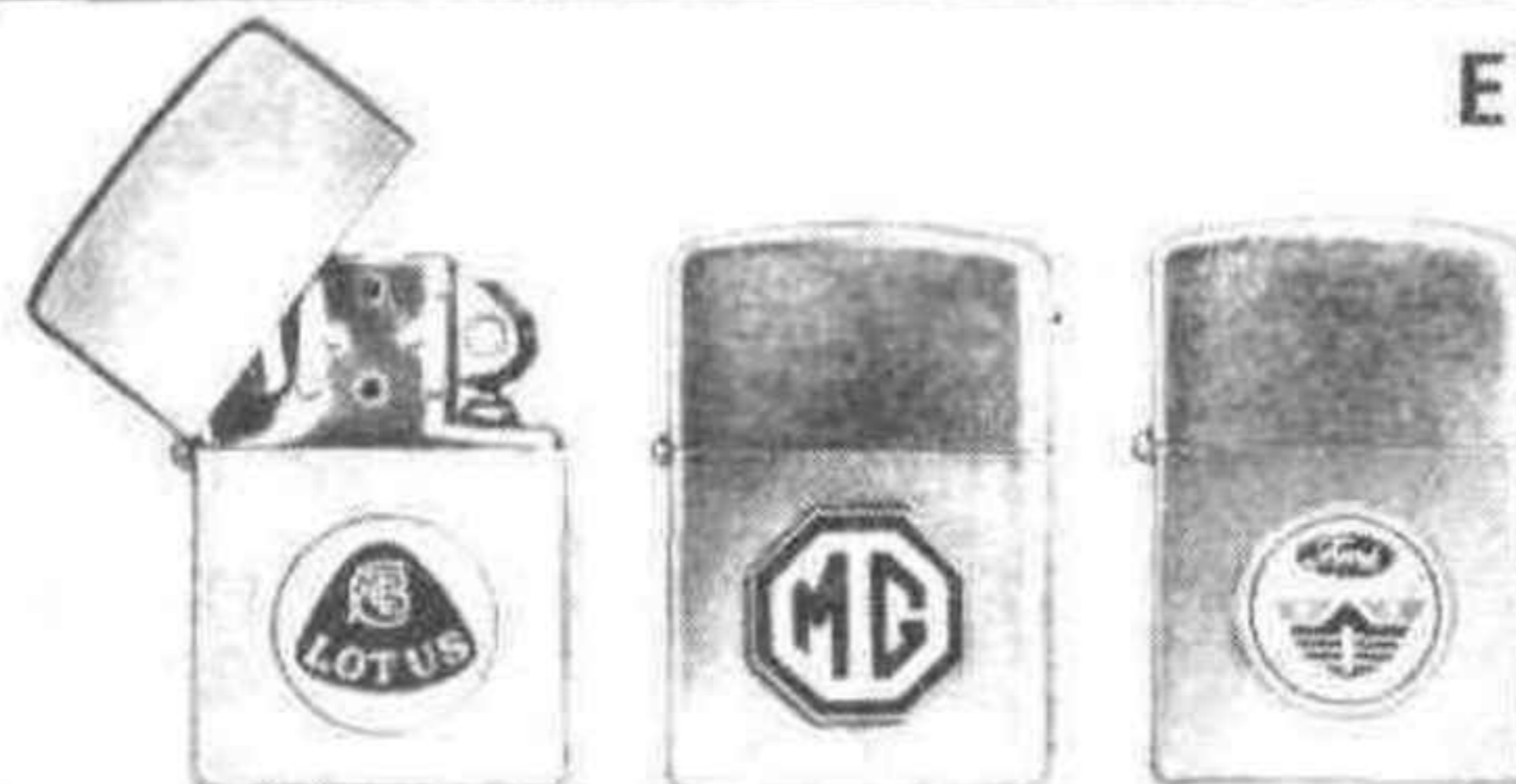
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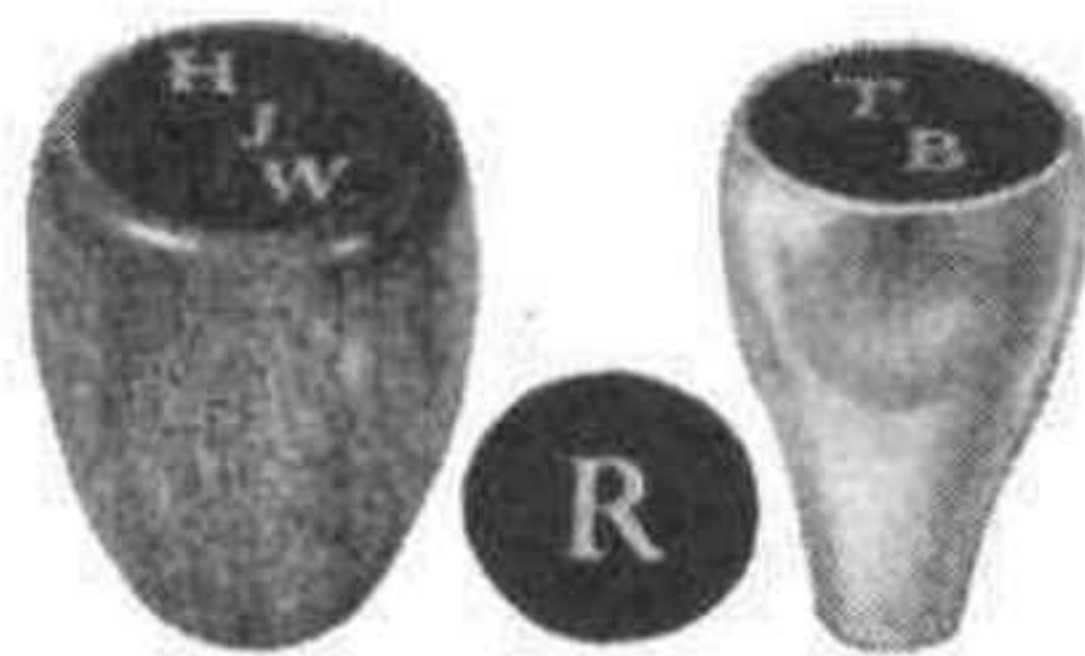
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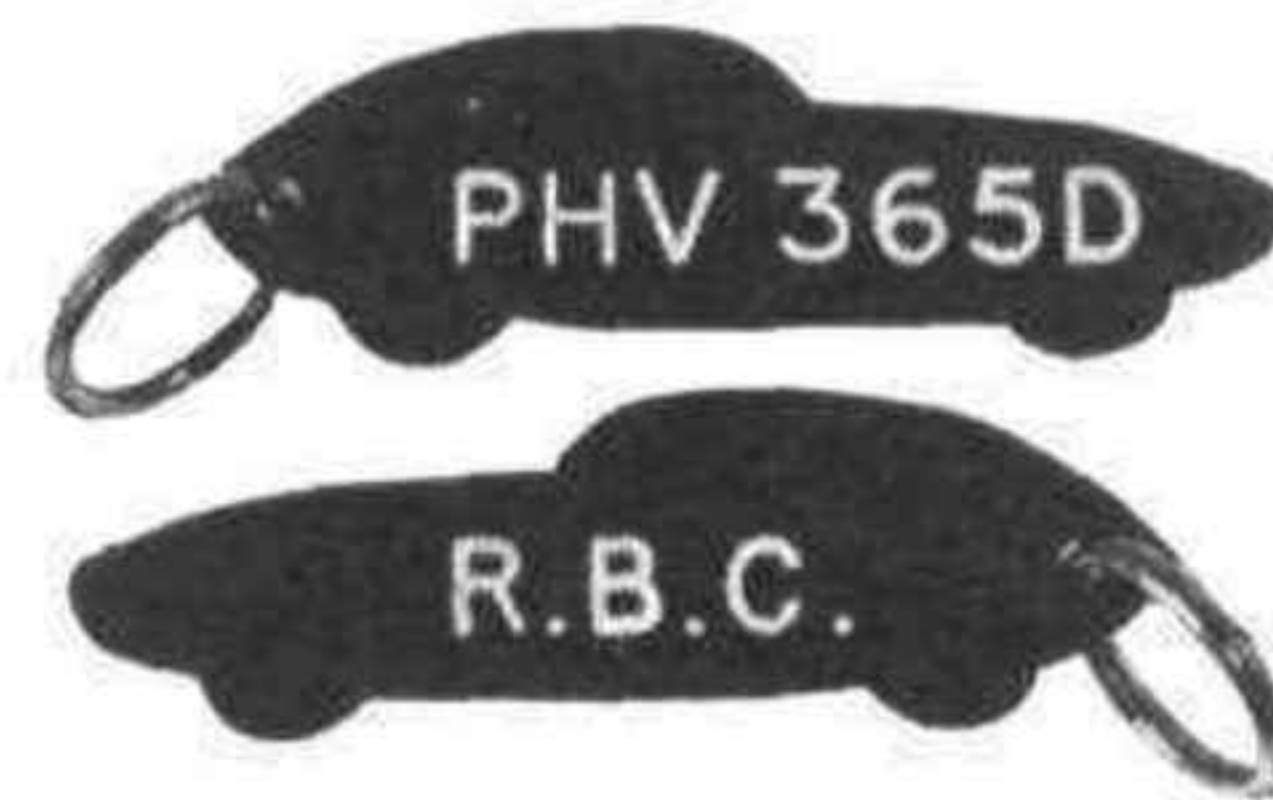
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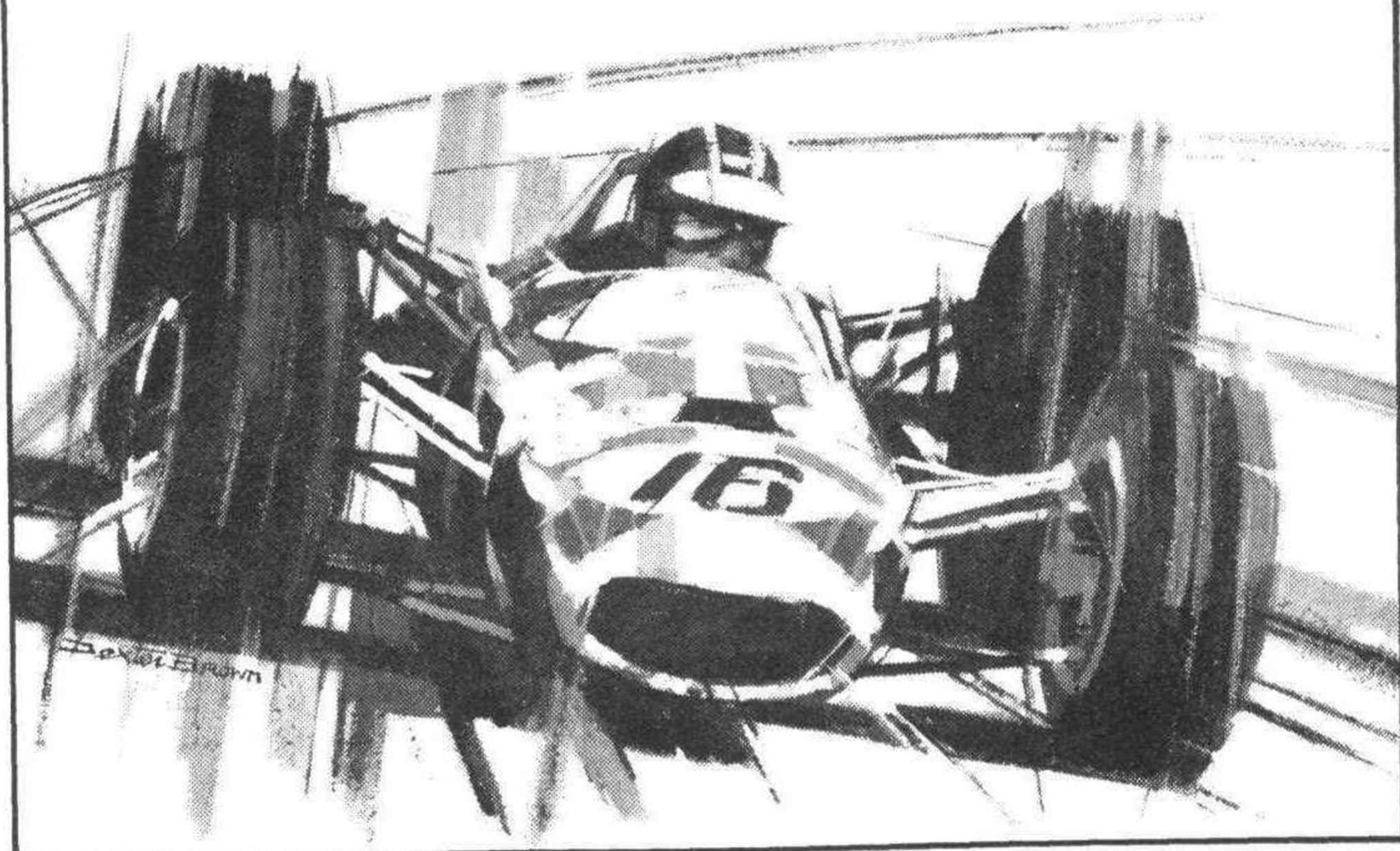
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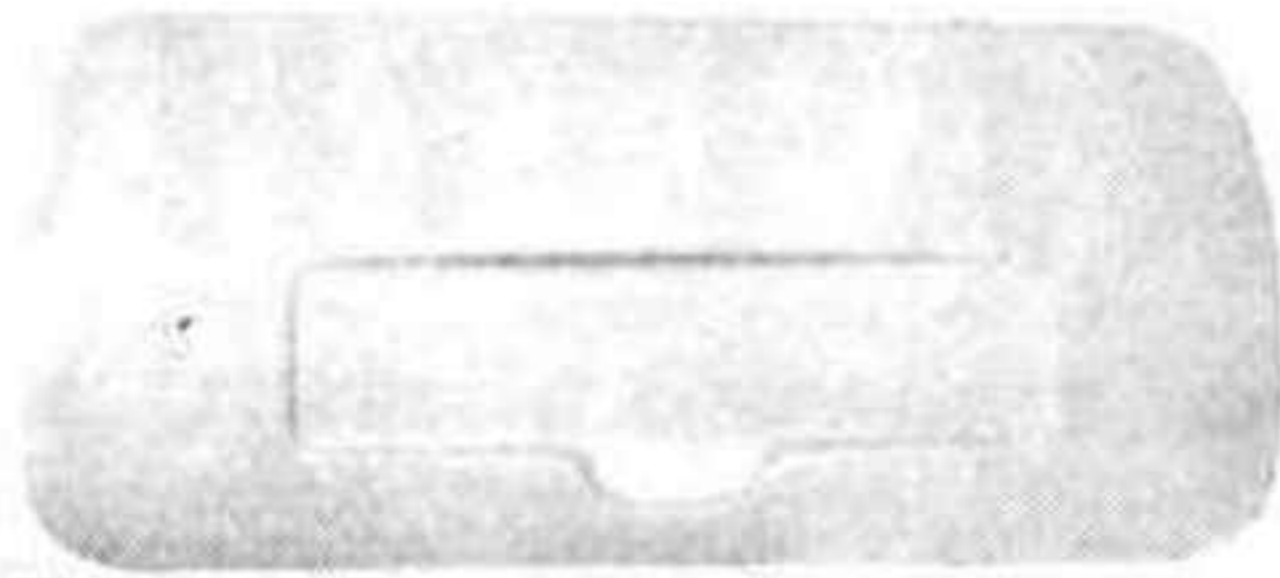
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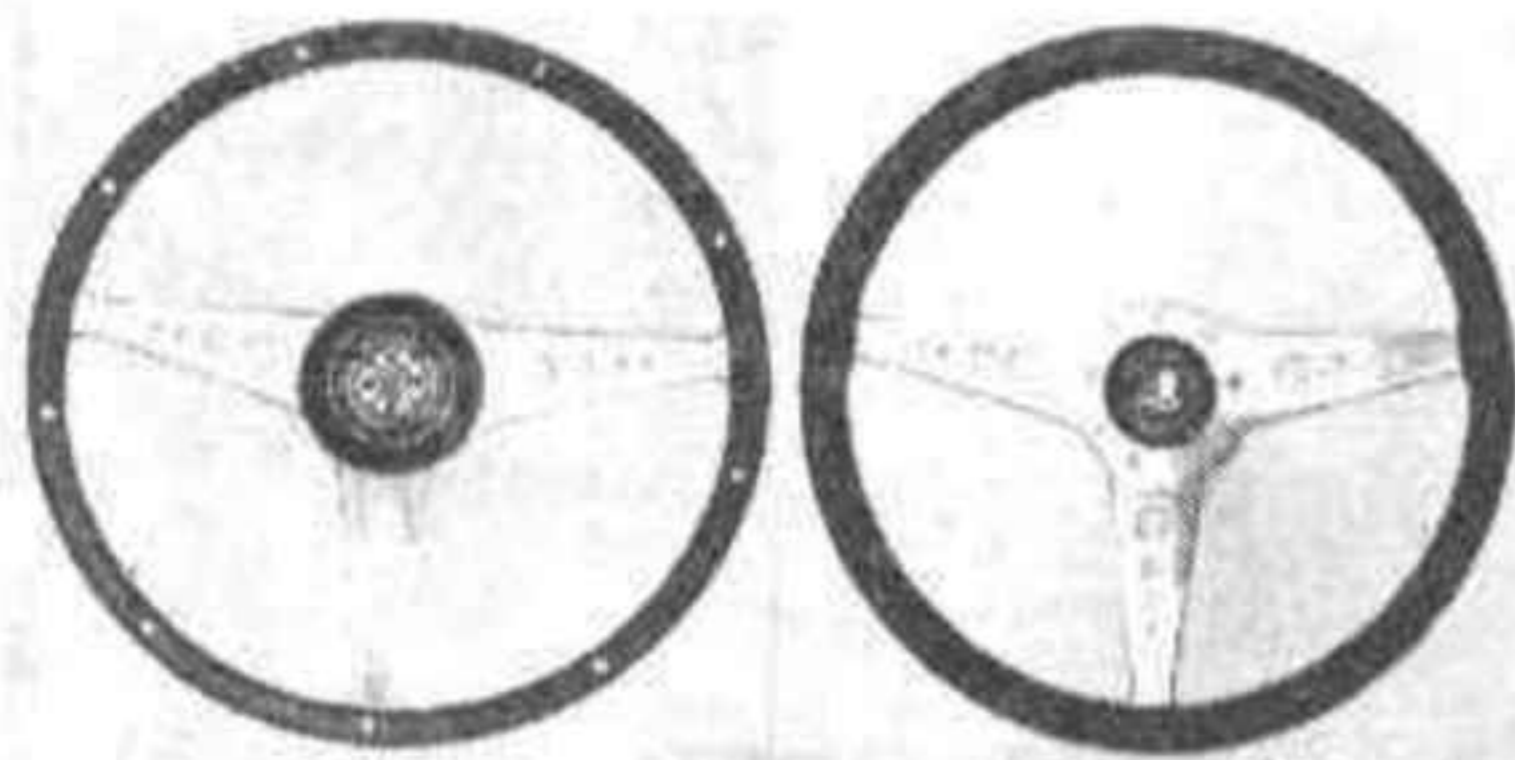
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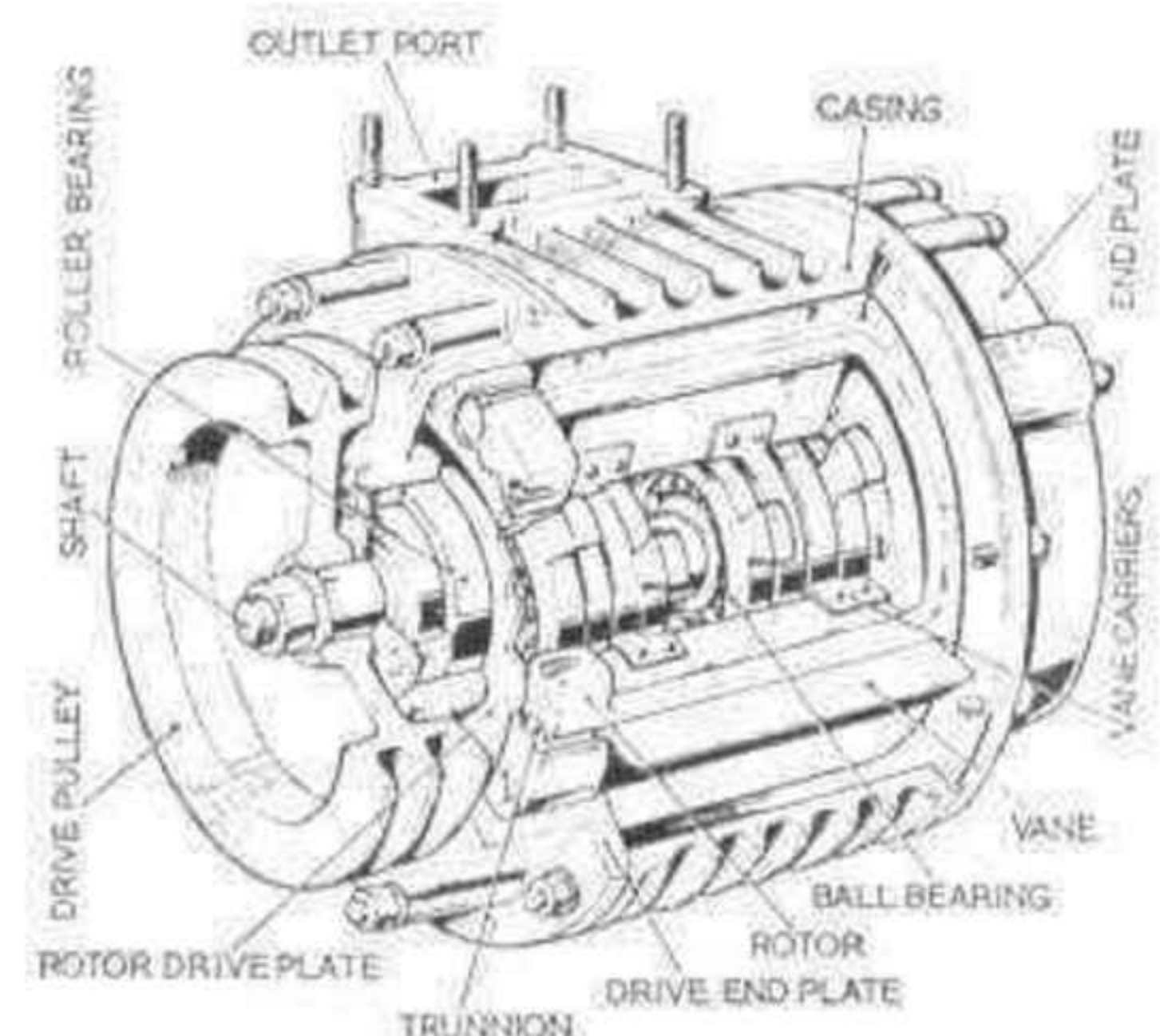
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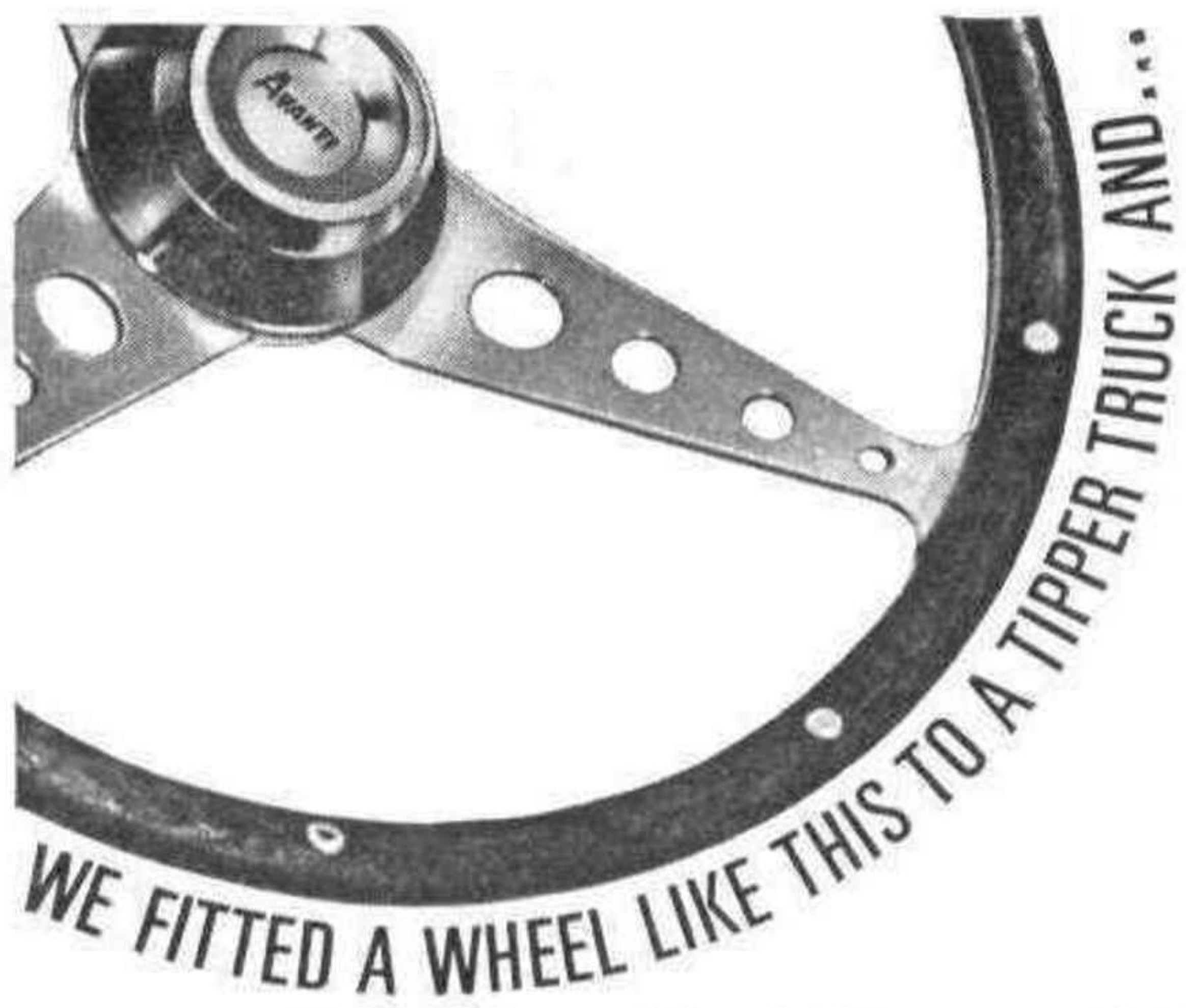
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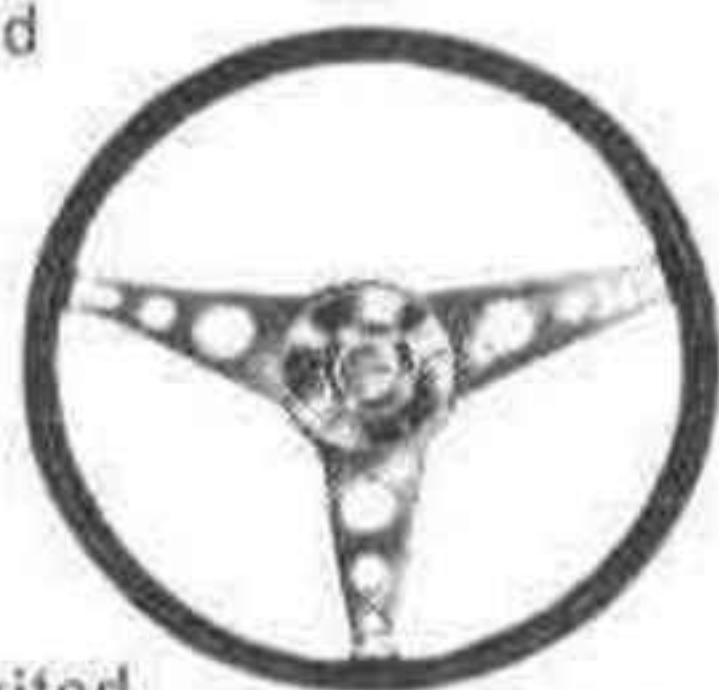
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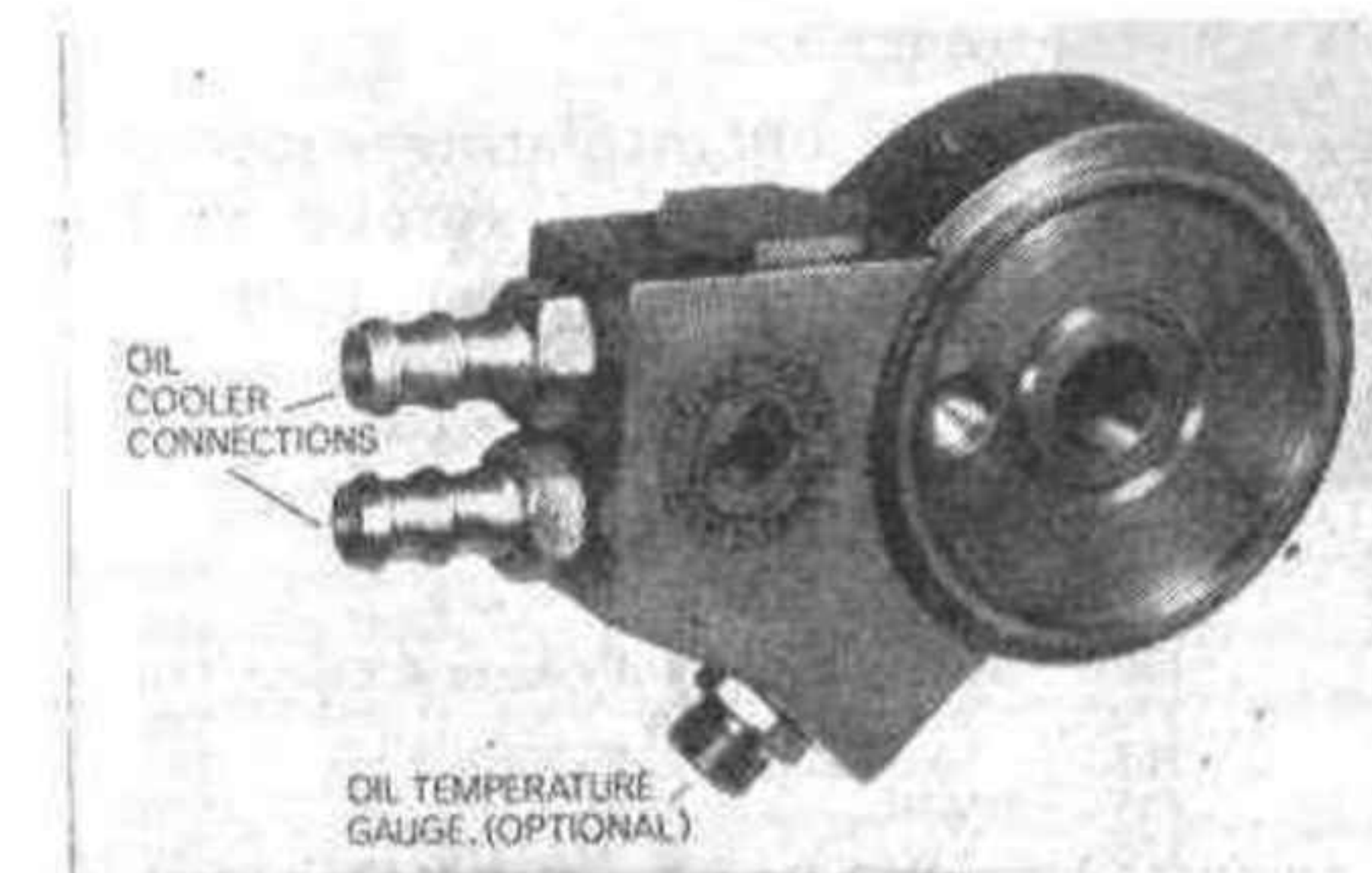


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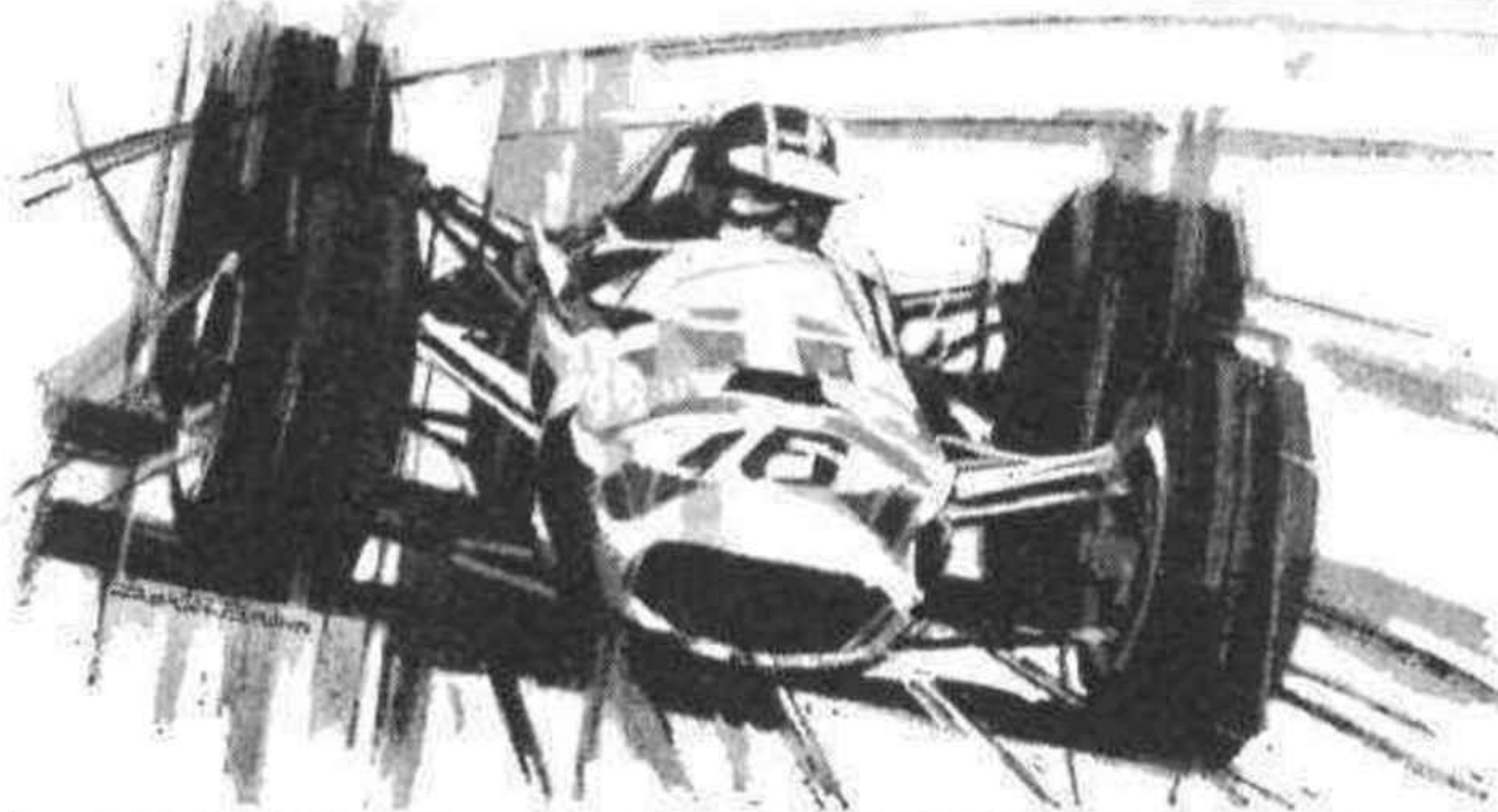
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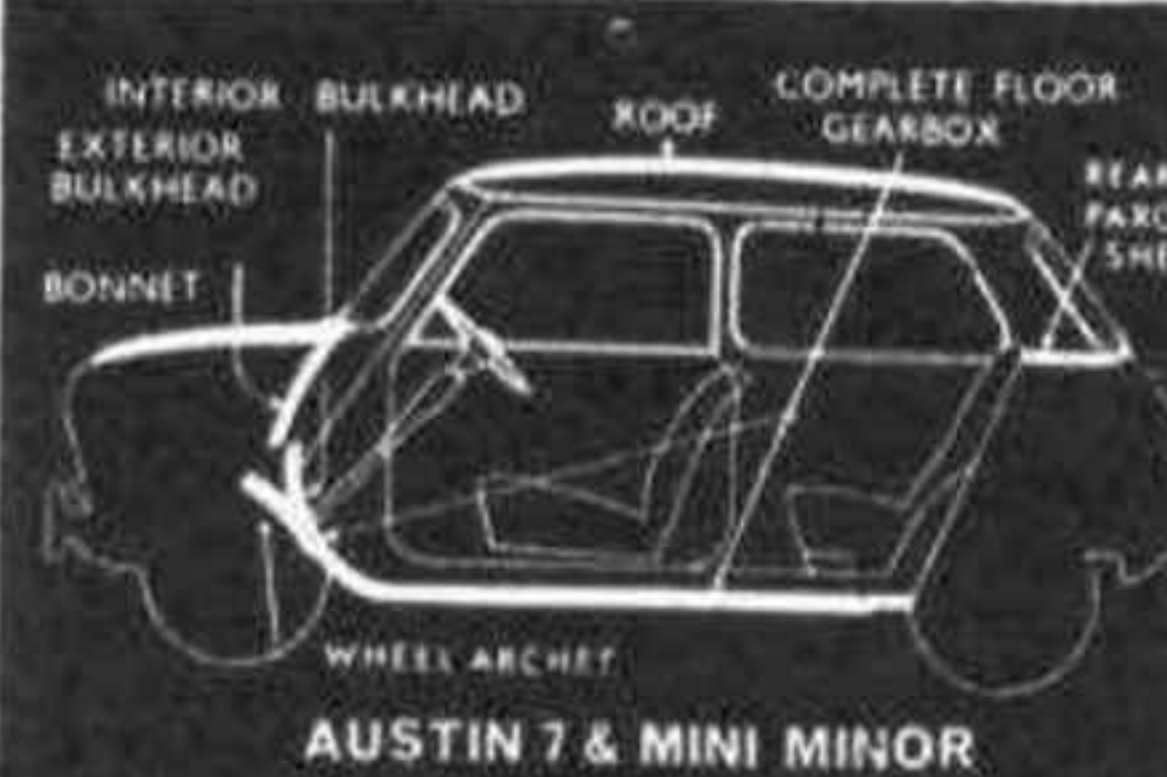
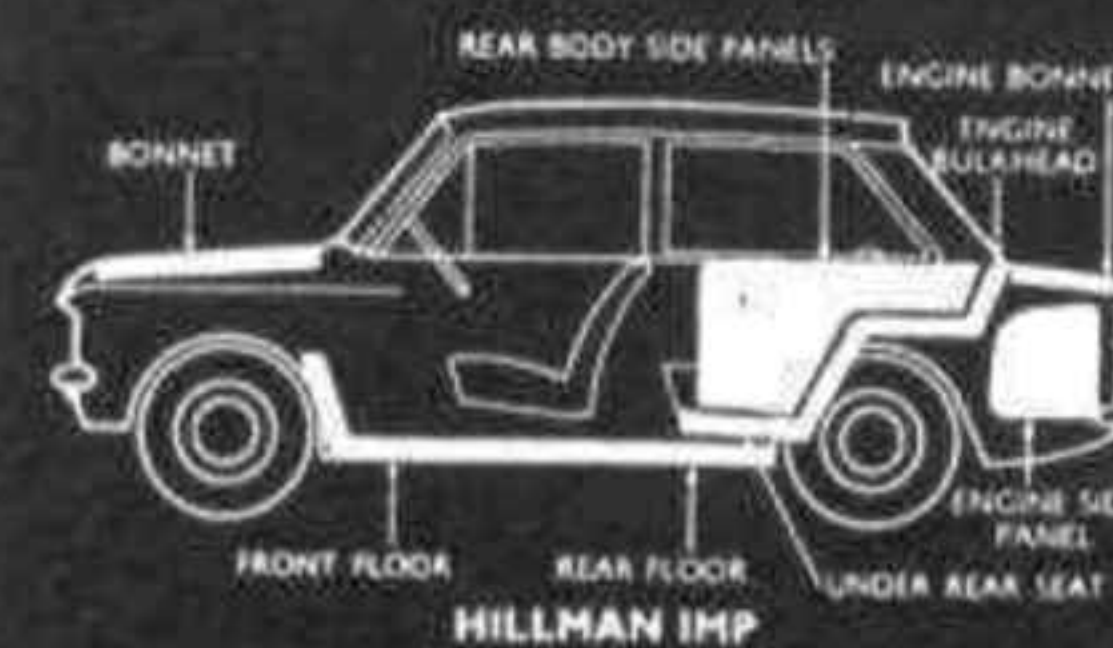
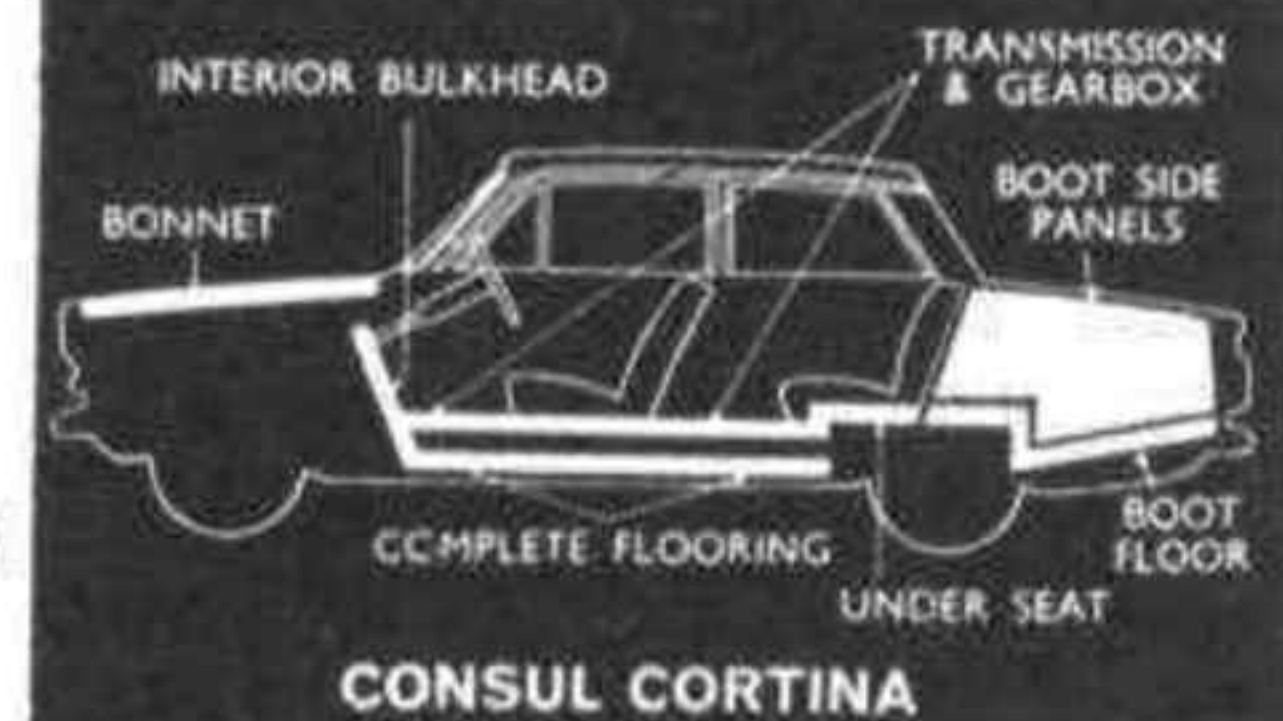
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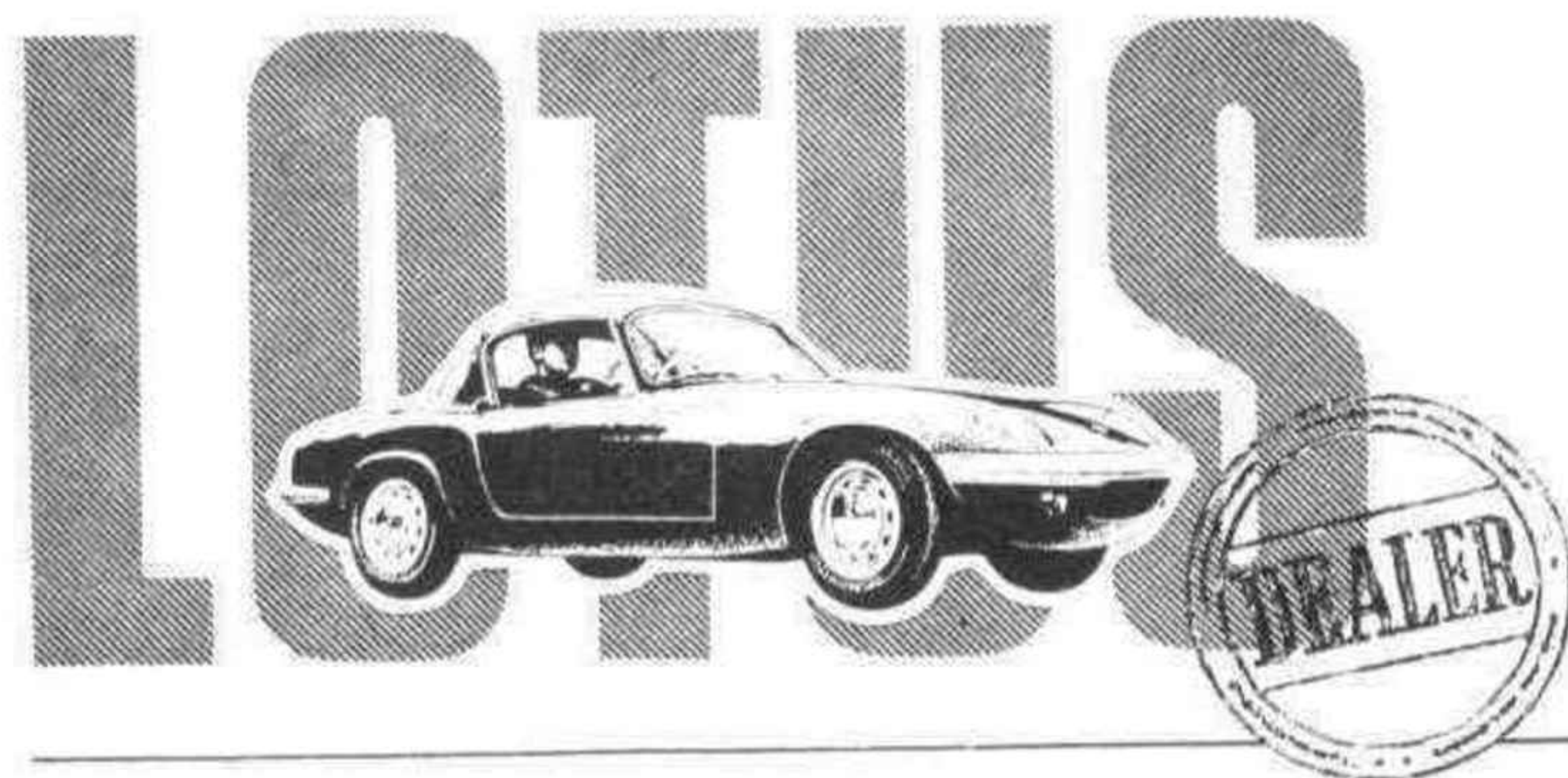
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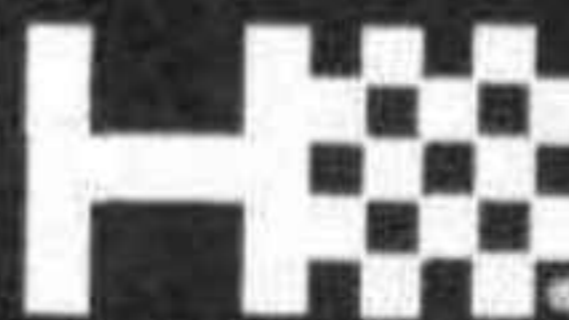
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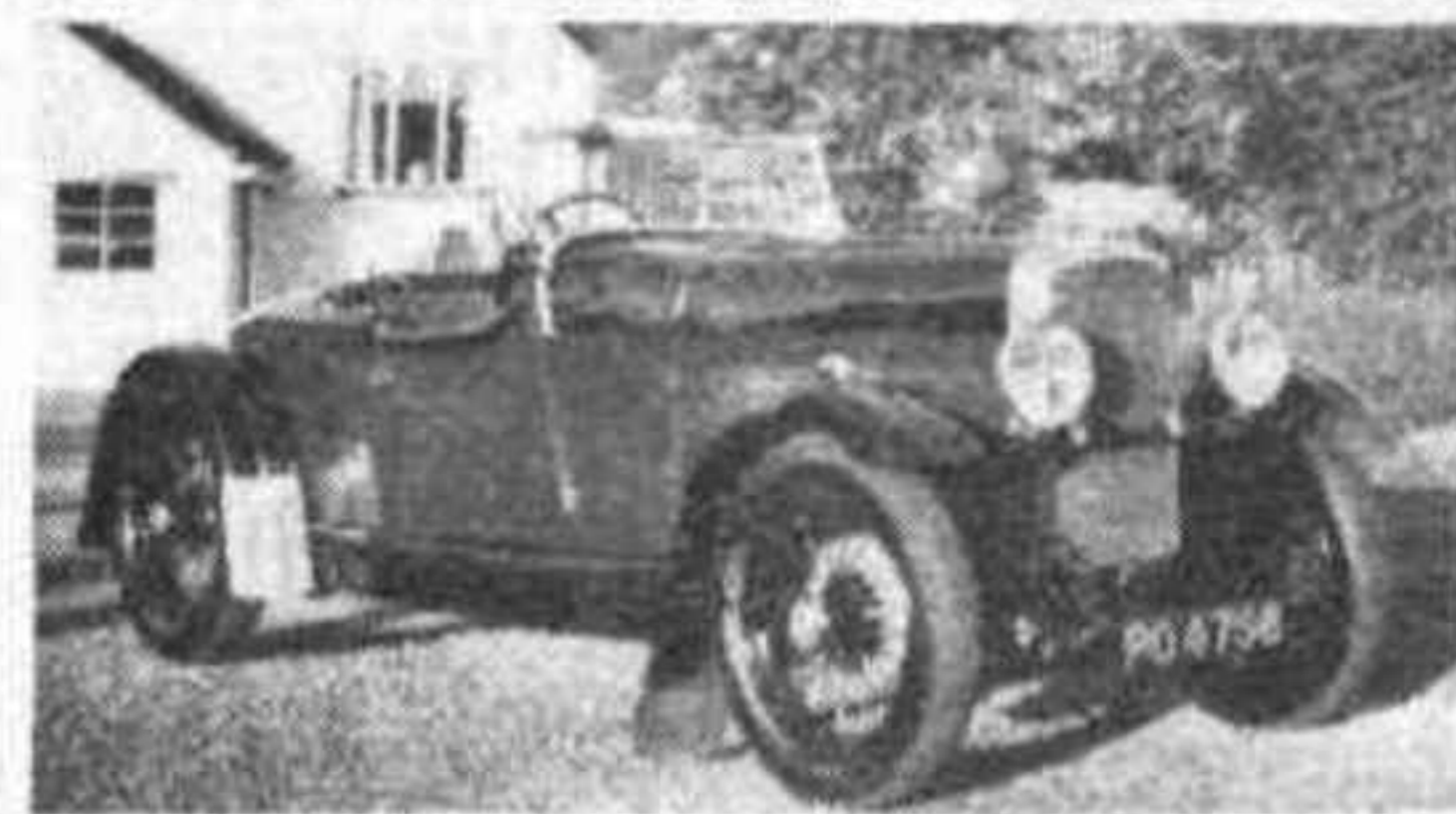
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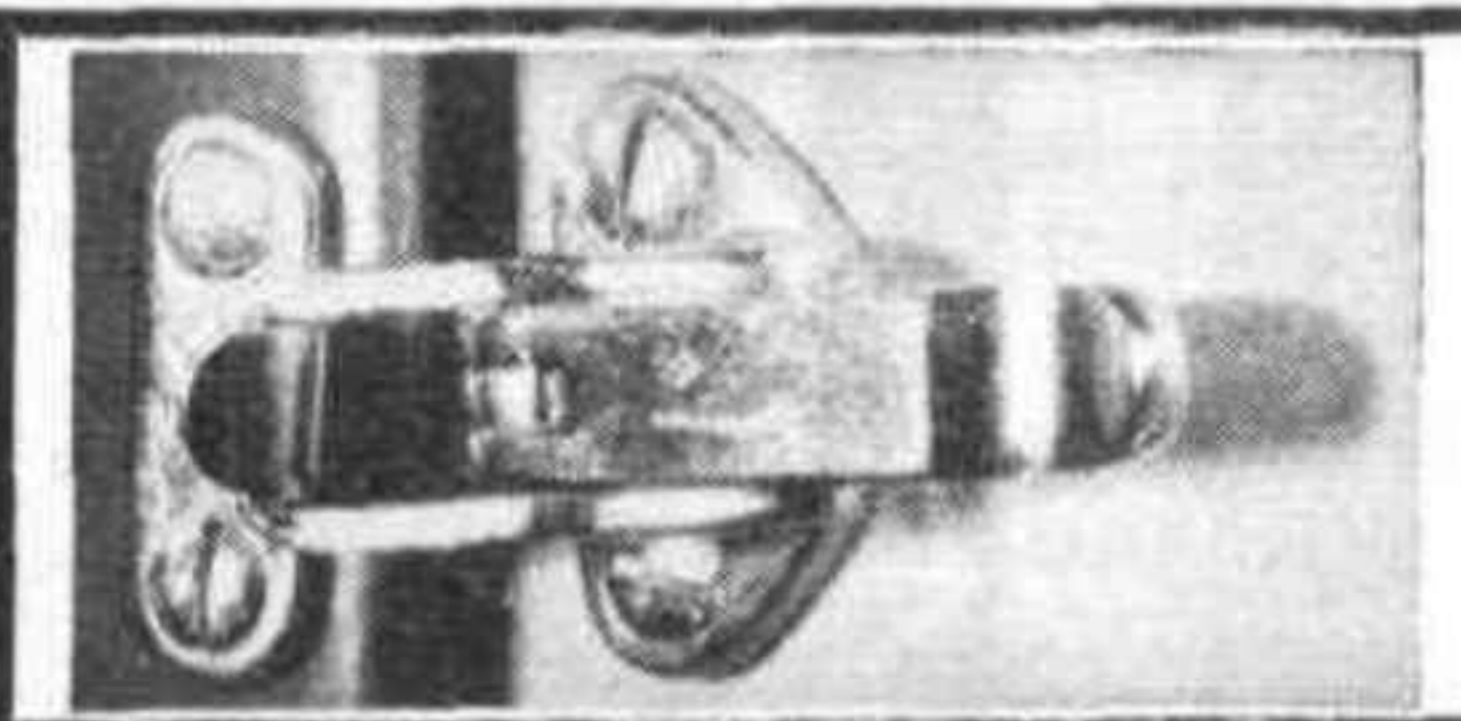
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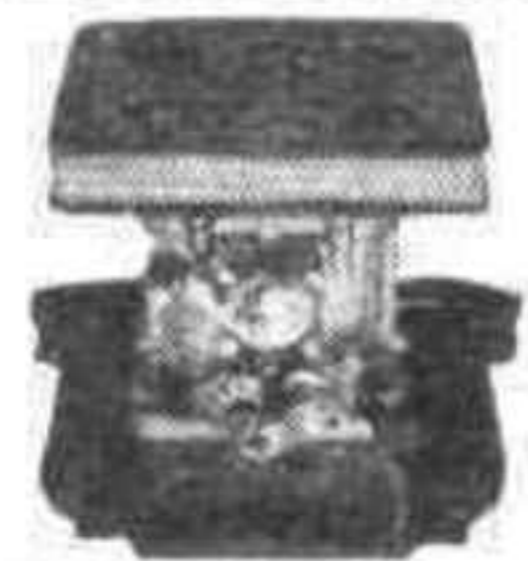
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	LUCAS "Ranger" Quartz Iodine Fog and Spot Lamps (matching set 184/-)	95/7 each
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	WINGARD 2-Jet Automatic Washers	28/-
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 - 1966 B.M.W. 1800 saloon. Dark blue. One owner. Excellent condition. 11,000 miles. £1,175
 - 1966 B.M.W. 2000 saloon. Automatic. Red. New model announced at Motor Show. Nominal mileage only ... £1,825
 - 1965 RELIANT Scimitar GT. White. Excellent condition ... £1,065
 - 1965 WOLSELEY 6/110 saloon. Grey/blue. Extras include automatic safety belts, reclining seats and power steering. One owner, 8,000 miles only ... £925
 - 1964 VANDEN PLAS Princess 4-litre R. Grey. Immaculate condition. Supplied and maintained by ourselves. Extras include radio and seat belts ... £1,195
 - 1964 VOLVO 1800 S coupé. Red with black trim. Extras include radio and overdrive ... £995
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1961 Jaguar XK150 d.h.c. Must be one of the nicest available; superb inside and out ... £485



1960 Alfa Romeo 2000 Spider 2/4-str. A superbly exotic motor car with 5-speed gearbox ... £665
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T.V.R. Grantura—Following the response to last month's T.V.R., we now offer two more—a Series I and a Series II (both 1600s) at £360 and £380



1960 Porsche 1600 cabriolet 2/4-str. Radio. Excellent example of this rare model ... £535

- 1966 Triumph TR4A, Surrey hard-top, wires £895
- 1965 Lotus Super Seven, Cosworth 1500 engine, full weather and road equipment. Immac. £545
- 1964 Triumph Spitfire, white, black int. £450
- 1963 Healey 3000, overdrive, wires, radio ... £565
- 1963 Healey Sprite Mk. II, 1,098 c.c. engine £385
- 1963 Jaguar 'E'-type fixed-head coupé. Superb. £325
- 1962 M.G. Midget, first registered 1963 ... £415
- 1962 Ogle 4-str. GT, Riley 1.5 engine, radio ... £430
- 1961 Healey 3000, overdrive, wires, hard-top £395
- 1961 M.G.-A 1600 fixed-head coupé, radic ... £415
- 1961 Triumph TR3A, wires, radio, Immac. £335
- 1960 Triumph TR3A sports roadster ... £250
- 1959/60 Healey Sprites, three available from £370
- 1960 Healey 3000, hard-top, overdrive, wires £195
- 1960 Turner Alexander, wires, hard-top ... £350
- 1960 Sunbeam Alpine hard-top, wires, radio ... £335
- 1959 Jaguar XK150 fixed-head coupé ... £495
- 1958 Porsche 1600 Super 2/4-str. f.h.c. ... £285
- 1958 Triumph TR3A sports roadster, red ... £275
- 1957 Triumph TR3, disc brakes, overdrive ... £250
- 1956 M.G.-A roadster, excellent value at ...

TONNEAU COVERS £5. RADIOS FROM £10' BY THE TIME YOU READ THIS WE WILL HAVE MANY MORE HEALEYS, M.G.s, TRIUMPHS, JAGUARS AND OTHER MAKES AND THEY WILL BE PUT INTO EXCEPTIONAL CONDITION.

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Swanmore GARAGE



M.G. Midget, 1962. Outstanding performer in red, excellent hood and tyres, wing mirror, reverse light, H.R.G. rocker box, highly recommended. ... £345

M.G. Midget, 1962. Remarkably well kept example, two owners from new, unmarked in attractive white, contrasting interior, excellent hood/tyres, exceptional ... £365

M.G. Midget, 1962 (Aug.). Yet another well kept specimen, unblemished in red, black interior, fitted racing mirror, radio, Goodyear tyres, outstanding two-owner car ... £395

M.G. Midget, 1963. Unblemished red/red interior, racing mirrors, twin spotlights, safety belts, tonneau, absolutely mint ... £395

M.G. Midget, 1963. A striking car in unmarked red, extremely smart hardtop, wire wheels, Michelin X tyres, spotlight, racing mirrors, flawless condition ... £425

M.G. Midget, 1965. Immaculate example in B.R.G., black interior, fitted wire wheels, excellent hood and tyres, almost indistinguishable from new ... £495

M.G. TD Series II, 1953. Really mint in original black, beige trim, fitted excellent 1,250 c.c. engine, first class tyres and weather equipment, obviously well cared for ... £265

M.G.-A 1500, 1958. F.H.C. A beautiful example in B.R.G., light green trim, fog light, spotlight, excellent Cinturato tyres, superb engine ... £315

M.G.-A 1600 roadster, 1960. Quite outstanding in tartan red, excellent weather equipment, Avon tyres, reversing light, Gold Seal engine, unhesitatingly recommended ... £345

M.G.-A 1600 roadster, 1960. A really elegant car in black, fitted excellent hood, racing mirror, chrome luggage rack, first class Avon tyres, unbeatable value ... £375

M.G.-A 1600 roadster, 1961. A classic example in dove grey, fitted excellent hood and weather equipment, wing mirrors, very sound tyres, quite exceptional ... £375

M.G.-B roadster, 1963. Outstanding in light blue/dark blue interior, excellent hood, leather steering glove, belts, tonneau cover, Gold Seal tyres, highly recommended ... £525

M.G.-B roadster, 1964. Superb in red/black interior, overdrive, wire wheels, sun visors, belts, first class Cinturato tyres, very fine specimen ... £695

M.G.-B roadster, 1964 (July). Superbly maintained one-owner car, unmarked iris blue, Motorola radio, wire wheels, overdrive, Cinturato tyres, magnificent specimen ... £695

M.G.-B roadster, (5-bearing engine) 1965. Most carefully maintained car, B.R.G., racing mirror, excellent Cinturato tyres, virtually as new ... £695

M.G.-B roadster, 1965. L.H.D. Absolutely mint, one-owner specimen in tartan red, wire wheels, overdrive, excellent weather equipment and tyres, radio, superb value ... £695

M.G.-B roadster, 1965. A virtually as-new, low-mileage example, iris blue, blue interior, contrasting blue hood, wire wheels, leather steering glove, tonneau, Gold Seal tyres, completely unmarked ... £745

MINI Cooper 1275 S, 1964. Unmarked white/black roof, Restall seats, leather rimmed steering wheel, special dash, rev-counter, excellent Dunlop SP tyres, recent overhauled engine, outstanding at ... £495

FAIRTHORPE Electron Minor, 1960. An outstanding little two seater sports, one owner from new, overhauled Triumph Herald engine/gearbox, unmarked in blue, moderate mileage, excellent performance and economy ... £225

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H.P.: Very attractive terms offered for all cars.

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TRIUMPH TR3A roadster, 1961 (similar to above). Mint in regal red, black interior, fitted overdrive, wire wheels, rear seat, reversing light, tonneau, twin spots, Cinturato tyres, without fault ... £445

TRIUMPH TR3A roadster, 1959. Yet another example in white/black interior, fitted overdrive, wing mirror, excellent Michelin X tyres, superb value ... £325

TRIUMPH TR4 roadster, 1962. Outstandingly smart in white/black interior, overdrive wire wheels, excellent hood, rear seat, belts, racing mirrors, woodrim steering wheel, Cinturato tyres, one of the finest ... £525

TRIUMPH TR4 F.H.C., 1964. Another good looking car in unmarked white, contrasting black hardtop, black interior, overdrive, woodrim steering wheel, wing mirrors, spot, Michelin X tyres, superb at ... £665

TRIUMPH TR4 F.H.C., 1964. Really exceptional one owner car in white, radio, woodrim steering wheel, reversing light, Cinturato tyres, wonderful performance ... £665

TRIUMPH SPITFIRE, 1964. Impeccably maintained in white/red interior, good hood, belts, racing mirror, tonneau cover, excellent Cinturato tyres, highly recommended ... £465

TRIUMPH SPITFIRE Mk. II, 1965. Unmarked in red/black interior, overdrive, radio, reversing light, excellent hood, racing mirror, twin spots, twin fog lights, tonneau, portable 'E' light, Cinturato tyres, exceptional ... £545

JAGUAR 'E'-type F.H.C., 1962. In striking red/black interior, fitted Motorola radio, racing wing mirrors, excellent Cinturato tyres, tremendous performance and value ... £795

JAGUAR 'E'-type 4.2, 1965. Superb in golden sand, excellent black detachable hardtop, red interior, radio, belts, racing wing mirrors, leather steering glove, gas flowed head, Abarth exhaust, one of the finest available ... £1,395

JAGUAR Mk. X, 1963. Really outstanding specimen, automatic transmission, power steering and brakes, radio, wing mirrors, almost new Dunlop SP41 tyres, quite exceptional ... £645

SUNBEAM Alpine Series III, 1963. Remarkably well cared for by one lady owner, unblemished red/black interior, overdrive, tonneau, wing mirrors, Dunlop Gold Seal tyres, real specimen ... £495

LAGONDA 4-door saloon, 1951. Really elegant motoring, quite original in grey cellulose, 2.6 Aston Martin engine, radio, twin fog lights, a rare craftsman-built opportunity ... £195

ALFA ROMEO Giulia Sprint GT, 1964. Specimen in unmarked white and blue interior, 5-speed gearbox, Cinturato tyres, one owner and only 4,000 miles, mint ... £995



MORGAN Plus 4, 1960. Potent two-seater sports, B.R.G., black interior, Lawrence tuned TR4 unit, double twin-choke Weber carbs., wire wheels, tonneau, reverse spotlight, leather steering glove, PR4 tyres, exceptional ... £495

MORGAN Plus 4, 1963. Superb in immaculate blue/contrasting white hardtop soft-top, wire wheels, excellent G 800 tyres, outstanding performance ... £545

MORGAN Plus 4, 1963 (June). Recorded mileage of only 15,000 (written confirmation). B.R.G., black interior, wire wheels, excellent hood, Gold Seal tyres, screen washers, belts, tonneau, perhaps the finest in existence ... £595

LOTUS SUPER 7, 1966. Black/contrasting red wings/cowl, 1,500 c.c. GT engine, single twin-choke Weber carb, c/r gearbox, roll-over bar, belts tonneau, extremely fast small mileage specimen ... £595

LOTUS SUPER 7, 1965. Polished aluminium body, contrasting red wings/cowl, 1,500 c.c. GT engine, double twin-choke Weber carbs., c/r gearbox, very potent ... £575

LOTUS SUPER 7, 1960. Unmarked B.R.G., overhauled 1,172 c.c. engine, Elva o.h.v. conversion, racing mirror, leather steering glove, potent performer ... £295

LOTUS Elite (Super 95 model), 1962. Outstandingly attractive in primrose, ZF gearbox, long-range fuel tank, Le Mans type filler, belts, Cinturato tyres, exhilarating car ... £695

LOTUS Elite (Special equipment model), 1962. Dark blue and silver, fitted ZF gearbox, excellent tyres, performance with economy ... £595

LOTUS Elite (S/E model), 1962. White/black interior, safety belts, excellent Cinturato tyres, wonderful performance ... £645

LOTUS Cortina, 1964 (Nov.). Superb example, Motorola radio, belts, racing wing mirrors, excellent Cinturato tyres, quite exceptional ... £595

FORD GT Cortina, 1963. 4-door specimen in white/red flash, belts, woodrim s/wheel, excellent Cinturato tyres, moderate mileage ... £445

FORD GT Cortina "Superspeed", 1966. Fabulous in red, black interior, conversion supplied with car when new, 5-1/2 wheels, radio, woodrim s/wheel, belts, Dunlop SP 41 tyres, only 12,000 recorded miles ... £665

AUSTIN HEALEY 3000 convertible Mk. II, 1963. Striking white/black panel flash, red interior, overdrive, wire wheels, radio, twin racing mirrors, twin spots, woodrim s/wheel, tonneau, excellent hood/tyres, exceptional ... £595

AUSTIN HEALEY 3000 2/4-seater Mk. II, 1961. Specimen in ice blue/black interior, wire wheels, heater, excellent hood, racing mirrors, Dunlop Roadspeed tyres, wonderful value ... £445

AUSTIN HEALEY 3000 2/4-seater, 1960. Dark blue/blue hardtop, red interior, wire wheels, overdrive, heater, roof light, Avon Turbospeed tyres, really good value ... £395

AUSTIN HEALEY 3000 2/4-seater, 1960. Attractive blue, wire wheels, overdrive, Ruddspeed conversion, power brakes, excellent hood and tyres, exceptional ... £395

AUSTIN HEALEY 3000 2/4-seater, 1960. Again a specimen, ice blue, overdrive, wire wheels, first class weather equipment/tyres, wonderful performance ... £395

AUSTIN HEALEY BN4 2/4-seater, 1957. Remarkable condition, ice blue/white panel flash, blue interior, hardtop, wire wheels, overdrive, wing mirrors, X tyres, beautifully maintained ... £295

AUSTIN HEALEY Sprite Mk. III, 1965. Sensational in B.R.G., black interior, wire wheels, Motorola radio, excellent weather equipment, Cinturato tyres, faultless ... £495

AUSTIN HEALEY Sprite Mk. II, 1963. Spectacular in light blue/dark blue, hardtop, two careful owners, soft-top, tonneau, belts, mirrors, quite outstanding ... £415

AUSTIN HEALEY Sprite Mk. III, 1964. Unmarked white/red interior, racing mirrors, woodrim wheel, map light, excellent Cinturato tyres, faultless one-owner car ... £435

AUSTIN HEALEY Sprite Mk. I, 1959. Immaculate red/red interior, radio, "Les Leston" woodrim s/wheel, good hood, racing mirrors, spotlight, reverse light, ammeter, Dunlop Gold Seal tyres, sun visors ... £265

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FOR SALE—continued

XK150S LATE 1959 fhc, carmen red, excell unmarked cond throughout, all extras. £375. Stonecrop, Kingswood, Sutton Valence, Maidstone, Kent. SV 2186. (3793)

1960 ALPINE, moonstone, black interior, h/top, tonneau, htr, Arbarth exhaust, 2 speed wipers, maplight, cig lighter, racing mirrors, new appearance, mech excell, MoT. £325 ono. FOD 8803. (3794)

ALFA ROMEO Giulietta Spider 1961 (May), in pale blue with h/top, just completely resprayed and Konis fitted, one owner only. £425. Tel: Rutter, Orpington 22005. (3795)

1935 P-TYPE MG, MoT, fair cond, sound bodywork, orig engine; spares, rad, block, starter etc; p/exch considered, must sell, £135 ono. B. Smith, 31 Mercer Ave, Great Wakering, Essex. (3796)

TR3A 1958, 2 owners, works h/top, tonneau, htr, discs, washers, rear seat, boot rack, wing mirrors, new battery, good tyres, resprayed BRG; engine, gearbox, carbs just o/hailed. £250 ono. PO Pesgrove 3333 (day). (3797)

RILEY MONACO saloon 1932, runner; seen Manchester. Offers. Box 2624. (3798)

F.N./B.M.W. 319 cabriolet 1937, engine recond (Laystall), every part renewed, needs assembling; new tyres etc. Offers. Greenhalgh, 1a Dudley Rd, New Brighton, Cheshire. New Brighton 1413. (3799)

ALFA ROMEO 1960 regd 1,900cc Super Sprint Veloce, lhd, resprayed Alfa red, rechromed and retrimmed, immac cond, special professional coachbuilt h/top conversion, only one like it in the world. £325. Appointment only, 9am-6pm Crayford 25253, 7pm onwards and Sundays Southfleet 2016. (3800)

RILEY RME 1955: Riley 1½ litre 1952; sound cars, see for photos. Also 1948, mech fair and spares. Box 2623. (3801)

M.G. J2, completely recond engine, new wheels, tyres, all parts as new, bills for £200, unfortunately not completely assembled. Genuine enquiries and offers only. SHE 2582. (3802)

EXCEPTIONALLY ORIGINAL 1926 Bullnose Oxford, engine rebuilt 1966. Offer nearest £500. Botley 2814. (3803)

1928 LEA Francis type 12/22 2-str tourer with dickey, completely rebuilt regardless of cost by professional engineer to orig specification; this rare and desirable car is ready for immediate use. For full details and appointment to view contact J. Haggart, 86 Kings Rd, London Colney, nr St Albans, Herts. (3804)

RARE M.G. D type Midget 1931, VSCC and MMM regd, restored, o/hailed and in regular use. £120 includes many spares. 19 Storte Ave, Poole, Dorset. (3805)

1952 STRAIGHT 8 Daimler, Hooper bodywork, good runner, MoT, taxed. £95 ono. Box 2622. (3806)

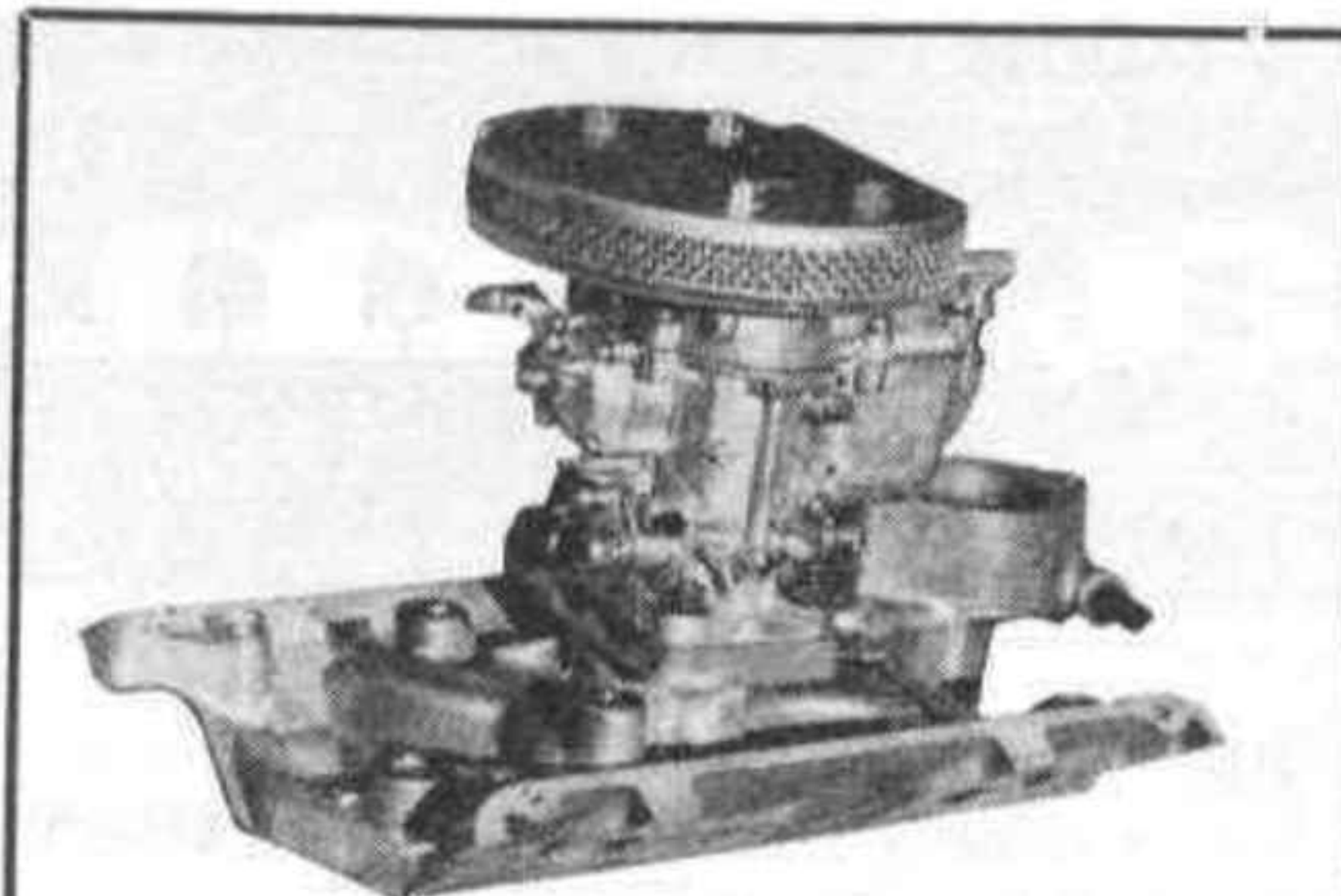
1929 SUNBEAM 16.9hp James Young fhc, good cond, new fabric bodywork. Offers over £100. Wilson, 19 Grey St, Newcastle 1. (3808)

LAGONDA 1934 4½ litre M45 tourer, mech very good, coachwork sound. Offers nearest £500. Box 2621. (3807)

BENTLEY MK.VI 1949, really splendid standard saloon, recond engine, exceptional chassis and body, just resprayed double grey after removal of all discernible rust, 3 owners only. £450. Box 2620. (3809)

20/25 ROLLS-ROYCE 1932 Park Ward saloon, kingfisher blue; daily use, Chesh're, sunshine roof, Brooks box, mascot, complete tools, handbook; one owner since 1957. £300. Box 2619. (3810)

M.G. A MkII Nov 1961, black, red trim; tyres, disc brakes, tonneau, radiator, batteries, all new; MoT, taxed Aug. Bargain at £400. Stringer, 3 Deneway, Bramhall, Cheshire. 3RA 1351. (3811)



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WHAM!! 8 secs. off 0-70 time
extra 8 miles per gallon and
7 m.p.h. on your top speed.

Also for V.4. G.T.

THIS CONVERSION IS FITTED TO THE 2000 E

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Send cheque or P.O. for **£35**, plus p. & p. 10/-.

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Full list and details for 1/- P.O., stating model.

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FOR SALE—continued

1930 VAUXHALL 6/17 Cadet, engine needs slight attention, good body etc. £85. Box 2625. (3812)

1932 APPLETON Maserati single-str Group I historic racing car; also Horace Richards HAR Group II historic racing car at present fitted with Jaguar engine, Riley engine available. Offers. Would consider exch. Please reply in writing to Mr J. Goddard, The Green, North Cowton, Richmond, Yorkshire. (3813)

1960 DAIMLER SP250, h/s tops, w/wheels, many extras, excell mech and body, Daimler maintained. £395. HP possible. Chesham 3933. (3814)

T.T. REP. Frazer Nash, concours chassis, chrome axles, very orig motor car, needs final finish, many hundreds of pounds spent. Minimum £650. Also cheaper Nash. 2 Barton Rd, Luton. Luton 23640 evenings. (3815)

VERY EARLY open touring car with no front wheel brakes, could be ex army staff car 14/18 war, but possibly 1920; has model T engine and gearbox, Lucas electrics, very sound cond. £135. 2 Barton Rd, Luton. Luton 23640 evenings. (3816)

1925 ROLLS-ROYCE PI hearse in really excell cond both mech and bodily. £300. Please reply in writing to Mr P. T. Willingale, East Cowton, Northallerton, Yorkshire. (3817)

QUAINT ORIGINAL 1928 Morris Commercial estate car, Oxford engine, 10 folding seats, needs painting. Sae. £225. 174 Algernon Rd, SE13, Duncan 0887. (3818)

BENTLEY 1952 VI 55 saloon, grey, radio, etc, over £300 spent in last 6 months, AA inspection invited. £675. Tel: Badingham 217 after 6pm. (3819)

M.G. A 1500 roadster, w/wheels, all other extras, good all round cond. About £200. KENnington 5111 ext 132 office hours. (3820)

SPRITE MK.2 1963, immac, h/s tops, wireless, Cinturatos, low mileage, many extras. £360 ono. Newark 4440. (3821)

'64 TR4 coupé, Surrey top, o/d, w/wheels, Restall seats, w/rim s/wheel, radio, inertia reel belts. £675 ono. Sandbach 3557. (3822)

OFFERS INVITED for 1964 Volkswagen 1500S regd VWE1. Write Hanmer, 16 Bollin Close, Lymm, Cheshire. (3823)

MUST SELL. Austin B50 special, glass body, excell cond. £35 ono. Carsberg, 16 Orchard Ave, Worthing, Sussex. Tel: 546. (3824)

BUCKLER 1961 recond E93A, Aquaplane head, Xs, owner abroad. Offers. Newbury 977. (3825)

M.G. MIDGET 1965 Nov, w/wheels, BRG, £60 extras, £1,000. £540 ono. HP available. 63 Beverley Cres, Bedford. (3826)

DAIMLER SP250 1962, beautiful trim, 26,000m. £475 ono. Kingston 4989. (3827)

FREE, WITH every key-ring! A beautiful 1951 Morgan Plus 4 fhc, Vanguard engine, recently re-shod, Kewanee green, leather interior, rare. Oh! The key-ring, only £200. Richards, 7 Hall Lane, Hammerwich, Walsall, Staffs. (3828)

1960 SPRITE, excell cond, usual extras plus proof of recent £130 modification; must sell. £270 ono. Pratt, Monkton, Jarrow, Co Durham. (3829)

REGISTRATION NUMBER for sale, R39. Offers. Halifax 67502. (3830)

ROLLS-ROYCE 20/25 1934 limousine, family car used daily, good all round cond, member RREC. £335. Donovan, 65 Amberley Dr, Bognor Regis. Tel: 3845 evenings. (3831)

BENTLEY MK.VI 1948, metallic green, radio, htr, excell noble specimen. £200. GRE 0772. (3832)

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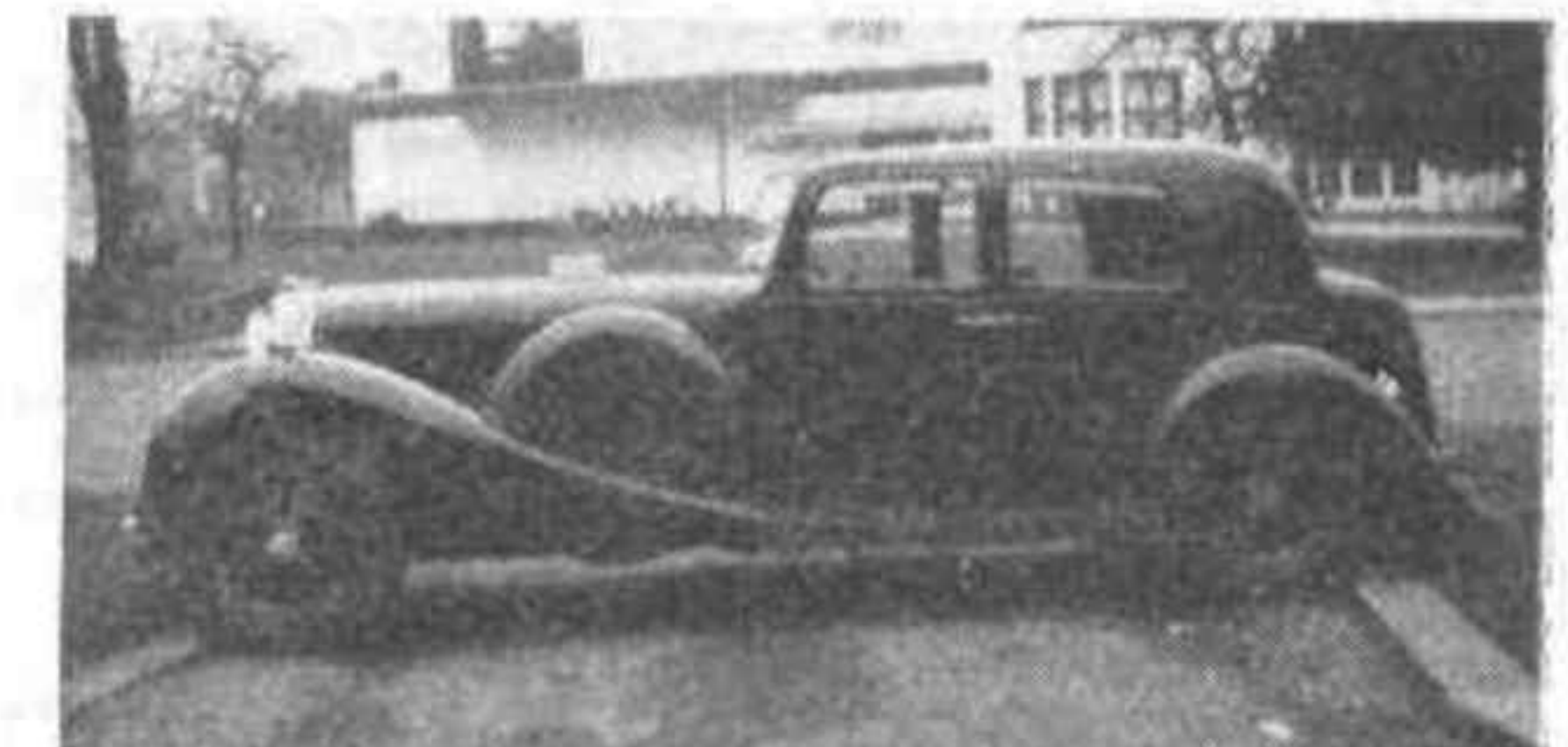
HITCHIN 3445



1956 CADILLAC Eldorado Convertible, white, red hood, red and white trim (leather), everything powered including hood, electric windows etc. Mechanically very sound, some plating and paintwork blemishes, but still the foremost American prestige car of its time and remarkable value at **£245**



1957 BENTLEY S Continental by Park Ward, automatic, total mileage 90,000, my personal transport for past 8,000 miles, repainted Regal Red (to match interior), new carpets, woodwork repolished, rechromed, brakes relined, new tyres. Recent R.R. report available; faults diagnosed and being corrected. A fine example. **£2250**



1936 LAGONDA L.G. 45 pillarless saloon, black, green leather, good tyres, very fair chassis and coachwork, no major defects in either. Obviously its price indicates that it is not Concours but it can be easily and inexpensively improved upon whilst providing sound practical P.V.T. transportation. **£165**

ROLLS-ROYCE Phantom III Hooper sports saloon with division and projecting boot, 1938 (Chassis CM 193), black, brown hide interior, indicated mileage 78,000 possibly genuine, original registration book shows two titled owners up to 1955, three owners since. Styling is distinctive and classical and in our opinion this car must always be a first-class investment as well as eminently practical and luxurious transportation, and justifies its price of **£1,575**

ROLLS-ROYCE 25/30 Thrupp & Maberly swept-tail limousine, 1938, minor body blemishes, but very fair general order. Recent engine work includes rings and small-ends. Excellent value at **£345**

ROLLS-ROYCE Phantom I FH Series (1929), in good running order, fitted excellent hearse body, suitable for conversion to caravan or estate car. **£325**

The **1912 SILVER GHOST** chassis has been sold, but we will shortly have available a **1921 SILVER GHOST** chassis in running order, complete up to scuttle with instruments, lamps, wings and running-boards.

BENTLEY R-Type, 1953, synchromesh, special 4-dr. all-aluminium coachwork by Freestone & Webb, dark and light blue, red interior. In nice order throughout. **£645**

BENTLEY Mk. VI Park Ward power-top convertible, 1949. Dark green, brown hide interior. In excellent all-round order. **£625**

We are negotiating for a very fine **1960 Silver Cloud II**, a **1952 Bentley Radford** Countryman, a very good **1954 R-Type** automatic and an outstanding "Twenty" limousine. We hope further details will be available by the 1st March.

BORGWARD Isabella TS 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£175**

DAIMLER Majestic, 1960, black, beige interior, mileage under 60,000. Maintained by us past two years and a very superior specimen of its type and outstandingly good value at **£445**

DAIMLER 2½-litre Barker Special convertible, 1952, grey, matching interior, modern radio and an excellent specimen. **£260**

1955 JENSEN Interceptor convertible, overdrive, excellent chassis, good coachwork marred by scruffy interior, hence realistic price of **£195**

Our collection of American automobilia seems to have increased in inverse proportion to our stock of **ROLLS-ROYCE** and **BENTLEY** cars; this has no particular significance, but we do sell quite a number of Rolls-Royce and Bentley cars and are not adverse to interesting trans-Atlantic vehicles, regardless of their age. Modern ones offer remarkable value for money and earlier cars are still practical transport and good specimens are becoming rarer. In addition to the **CADILLAC** shown above, we have a **1961 CHRYSLER Newport** sedan, all-automatic, in very fine order at **£545**, a **1959 CHRYSLER Crown Imperial**, all-powered, new tyres and recent transmission overhaul (the Chrysler prestige model), also at **£545**, a superb **1934 CADILLAC V8** limousine, completely overhauled and repainted at **£650**, a **1939 LINCOLN ZEPHYR** sedan, equally well restored, total mileage under 50,000, at **£395**, a superb and impressively large **1929 STUDEBAKER** President Straight Eight 7-passenger sedan (without division), whitewall tyres, twin side-mounted spares etc., etc., at **£490**, a **1928 CADILLAC La Salle** 2-str. coupé, mechanically complete, sound body, but needing restoration, at **£175** and a very large **1939 BUICK** Straight Eight-7 passenger limousine at **£125**.

In addition to the above fascinating collection, we also have a number of very worthwhile English and European vintage cars, some fully restored, others in final process of restoration and several which offer excellent opportunities for restoration depending upon your pocket, your patience and your resources—the deeper the first, the less demand will be made on the other two! Prices from **£50 to £950**.

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ALFA ROMEO Spyder, 1966, 2,000 miles only recorded, white with black upholstery, red carpeting... £1,199
ASTON MARTIN DB4, 1962, Dubonnet, red leather, radio, heater, seat belts, mirrors, exceptional car £1,499
ALVIS 3-litre, 1962 automatic saloon, radio, heater, superb condition, excellent history, local use..... £999
AUSTIN HEALEY Sprite, 1958 Sebring, quite exceptional cond., special metallic maroon finish..... £299

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AUSTIN HEALEY Sprite, 1965, Mark III, special Cinturato tyres, tonneau cover, red, black int.... £489
AUSTIN HEALEY Sprite, 1966, December, nominal mileage car comparable in all respects to new, only £599
AUSTIN HEALEY 3000, 1960, red with black interior, hard-top, 4-seater in excellent condition..... £369

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Pinin Farina 2+2 Tipo 250 GTE 1962, R.H.D., Midnight blue, Borrani wheels, Cinturatos, Motorola, recorded mileage 36,111, near brand-new..... £2,499

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HEALEY 3000 MkII Oct 1961, ice blue, 2 owners only, extras including o/drive, w/wheels, works tonneau, s/belts, leather seats, Motorola radio, admired wherever it goes. £425. Tel: Southampton 57761 after March 8. (3950)

AUSTIN-HEALEY 3000 MkII convertible 2/4-str Feb 1964, one owner, 14,000m (genuine), every extra including o/drive, w/wheels, wireless etc; black/red sides, red leather interior; just been serviced, new battery and tyres; elderly owner's second car, unmarked and cherished from new. HP possible, £690 or accept older small saloon in part payment. FINchley 4464 day, ENTerprise 0681 after 8pm. (3951)

MIDGET 1965, red, black interior, w/wheels, anti-roll bar, headlight flasher, racing mirrors, tonneau etc; low mileage, used as second family car and regularly maintained; absolutely immac. £535. Southend-on-Sea 524652. (3952)

1963 TRIUMPH Spitfire, red, new Pirellis, radio, tonneau; view from March 24, owner going abroad. £325. Ingham, 9 Ringwood Ave, Manchester 12. RUS 7683. (3953)

1937 4 1/4 Park Ward Continental, unusual sporting lines, black and silver grey, blue interior, good cond. £375. Also one for spares or rebuild, no head. £40. 175 Parliament St, Derby. (3954)

1947 HEALEY 2 1/2-str, Riley engine, similar Alvis Healey; lots of work, suit enthusiast. £40. Not running. Emigrating. 175 Parliament St, Derby. (3955)

R-TYPE BENTLEY 1955 automatic, tudor grey, grey hide, full history. £825. Mr Tyler, Leeds 74248 Monday to Friday office hours. (3956)

1937 RILEY 9 Monaco, good cond, charging circuit needs attention, excellent for restoring. £20. Pound Hill 2552. (3957)

JEALOUS FIANCEE—Cynthia—a 1931, rebuilt, reupholstered A7 must go. £160 ono. 50 Newtown Court, Keighley. Tel: 2574 evenings. (3958)

SP250 DA'MLER 1962 Nov automatic, black, excell cond. £460. Exch considered. 49 Khama Rd, SW17. (3959)

ROLLS-ROYCE 1936 limousine by Mulliner, bodywork good, in everyday use until quite recently. Bargain at £225. Tel: Sewell, Harrogate 84263. (3960)

ROLLS-ROYCE 1937 limousine by Windover, exterior and interior very good. £250 ono. Hall, 74 Fairways Ave, Harrogate. Tel: Harrogate 85517. (3961)

1930 M.G. M-type, good mech, fabric body. Best offer over £100. Crisfield, Bristol 692952. (3962)

VOLKSWAGEN 1959, fiord blue, fitted radio, IST etc, excell, every bill, MoT. £210. Batson, 5 Claydon Close, Aylesbury, Bucks. (3963)

FOR SALE—continued

ATTENTION ALL 30/40 enthusiasts. Mulliner coachbuilt BSA saloon of 1935 in excell cond, one previous owner; taxed end of March, must be sold. £50 ono. Thomas, 66 Avenue Rd, Tottenham, N15. Tel: STA 7243 after 7pm. (3964)

SUNBEAM SUPREME MkIII 1955, magnificent specimen, white, red interior, floor change, o/drive, spots, radio etc. £170 ono. Walsall 21667. (3965)

SCOTT 1924 and Triumph 1913 motorcycles. £150 the pair or offers separately. Hewitt, 36 Pumpton Court, Corby, Northants. Corby 2774. (3966)

VOLVO 544 B16A 1960, regd 1964, dark blue, good cond, usual Volvo extras, radio, oil gauge, ammeter, top mech cond, workshop manual. Excell value at £260. Willing to demonstrate, haggle with genuine enquirer. HP arranged. Churchward, 2 Rosebery Rd, Alresford, Hants. Tel: 2624 ext 12 (home). (3967)

1935 RILEY 9 Merlin, one owner since new, mech cond excell, body fair. Offers around £75. Seymour, Clarendon, Netherfield Rd, Battle, Sussex. Tel: Battle 2631. (3968)

TD M.G. 1931, one owner, genuine mileage 42,000, always kept in garage overseas; new tyres, hood, tonneau cover; Marshall Nordic blower and extras; probably the only specimen of its kind. £500. Reynolds, Avenue 8755 ext 242. (3969)

BENTLEYS, TWO. 1936 Park Ward 4 1/4 steel saloon, interesting history, new tyres, radiator and battery, excell cond. £299. And 1935 Park Ward 3 1/2 aluminium sports saloon, runs well, bodywork needs attention. £75. 26 Oxford St, Swansea. (3970)

1933 S.S.2 sports saloon for sale, passed MoT test. £100. Box 2644. (3971)

FOR SALE—continued

1947 ROVER 12 sports saloon, 1,498cc, MoT '68, good cond. £95. Emmett, 71 Church Rd, Moseley, Birmingham 13. (3972)

SP250 '62, h/s tops, maroon and black, well shod, genuine 36,000. £520. See Exchanges. (3973)

T.R.2, O/DRIVE, w/wheels, just resprayed, reupholstered. £135. 7 Woodland Close, Pedmore, Stourbridge. (3974)

LANCIA AURELIA B20, rhd, regd 1961, metallic maroon, new, Xs, excell cond throughout. £285 ono. Tel: Oxford 35642. (3975)

T.R.4 1962, immac, w/wheels, o/drive, radio, htr, s/belts etc. £500. Pudsey 76953. (3976)

SAAB 96, dark blue, 1965 June, 20,000m, 3 speed. £475. Tel: 01-952 3132. (3977)

HISTORIC SINGLE seater. The famous Stafford Special (Bolster's Specials p 149), now rebuilt with 3 1/2 litre Grand Sport Hotchkiss engine and cr gearbox; very competitive performance with reliability and ERA looks. £450 or vintage sports car taken in p/exch. Tel: Knottinglev 2740 (Yorks). (3978)

1963 LOTUS-CORTINA Special Equipment model, 32,000m, good cond, extras. £580. Wirraldene, Overstone, Northampton. Tel: Moulton 3002. (3979)

1961 T.R.3A, o/drive, signal red with black interior, rear seat, 2 band radio etc etc, mint cond. £375. Tate Gallery 5587 after 7pm, not weekend. (3980)

VOLKSWAGEN 1200 beetle, 1963, engineer owned and maintained from new, seat covers, built in parking lights, reversing lamp, parcel shelf; only reason for sale; bought Porsche. £360. White, 25 Weston Rd, Aston-on-Trent, Derby. Shardlow 494. (3981)

ALFA ROMEO Giulia Sprint GT, July 1964, 18,000m, white with charcoal interior, twin spots, excell cond, AA or RAC inspection welcomed. £950 or exch 1966 Sunbeam Tiger, 1967 Sunbeam Alpine GT, 1967 MG B GT. Enquiries: Aspasia, Hill Top, Foulridge, Colne, Lancs. (3982)

S.S.1 TOURER, a rare little gem in biscuit gold, complete with tonneau cover, s/screens etc, well on the way to concours. £345. ASH 1113 evenings (nr Manchester). (3983)

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£1,295 **JAGUAR "E"-Type fixed-head coupé, 1964.** An unmarked example finished in dark metallic blue with light grey leather trim, fitted chrome wire wheels, radio, new Cinturato tyres. Superb condition throughout, 15,000 miles only.

£1,295 **LOTUS Elan Special Equipment drop-head coupé, 1967.** Centre-lock disc wheels, electric windows etc. Nominal mileage, in Carmine red with black interior.

£1,195 **ASTON MARTIN DB4.** An immaculate example finished in DB6 fiesta red with grey hide interior. Fitted push-button radio, heater etc.

£1,165 **LOTUS Elan coupé, 1966.** An immaculate example in Rolls-Royce regal red with black trim. Cosworth cams, knock-on wheels, radio, heater etc.

£1,095 **JAGUAR "E"-Type fixed-head coupé, 1964.** A magnificent car in opalescent silver blue with dark blue hide interior. Fitted chrome wire wheels, radio etc.

£995 **MARCOS 1800 GT.** All extras including overdrive Electron wheels, radio, SP tyres etc. Finished in opalescent blue.

£995 **M.G.-B GT, 1966.** Red with black trim. As new throughout. 8,000 miles only.

£975 **JAGUAR "E"-Type roadster, 1963.** In metallic cobalt blue with grey hide interior. Extras include chrome wire wheels and Restall seats.

£945 **VOLVO P.1800 S, 1963.** Chromium wire wheels, overdrive, Cinturato tyres etc. This is an outstanding example in light grey with red hide interior.

£925 **JAGUAR "E"-Type roadster, 1963.** Finished in regal red with red leather trim, radio. An extremely attractive example.

£795 **SUNBEAM Alpine GT, 1,725 c.c. 1966 Series.** A 7,000-mile example in red with black interior, overdrive, radio, special soft-top, heater etc.

£795 **MORGAN 4 Competition, 1966.** An immaculate 11,000-mile, one-owner example in indigo blue with black trim. Extras fitted include wire wheels, heater, hood, tonneau etc.

£785 **SUNBEAM Alpine, 1966, Mk. V.** Red with black interior. Fitted wire wheels, overdrive, heater etc. A one-owner unmarked car.

£775 **LOTUS Elan, 1964.** Finished in metallic maroon. Extras include push-button radio, air horns, oversized SP tyres and several S II features.



£545 **MERCEDES 190SL roadster.** An exceptional 1953 example. Left-hand drive. Full service history available. Gunmetal grey with red interior trim. Quite excellent throughout.

£745 **M.G.-B, Oct. 1965.** A one-owner car in iris blue with navy interior. Extras fitted include overdrive, wire wheels, heater etc.

£715 **M.G.-B, 1965.** An 18,000-mile example in British Racing Green with black interior. Wire wheels, luggage rack, wood-rim wheel, seat belts etc.

£695 **TRIUMPH TR4, 1964 coupé.** Red with black trim. Motorola radio, wire wheels, soft-top, Cinturato tyres, seat belts etc.

£695 **TRIUMPH TR4 coupé, 1964.** Powder blue with matching interior. Extras include wire wheels, radio, Cinturato tyres etc.

£695 **LOTUS Elite, 1962.** Red with black interior. An immaculate car. Fitted with radio, ZF gearbox, 60-spoke wire wheels, Cinturato tyres.

£695 **ASTON MARTIN DB4 fixed-head coupé.** A fine example in maroon with black hide interior, overdrive, heater etc.

£675 **LOTUS Elan, 1963.** A two-owner car finished in harvest yellow, radio, heater, SP tyres etc.

£645 **TRIUMPH TR4 roadster, 1964.** White with black interior, overdrive, heater etc.

£595 **AUSTIN HEALEY 3000, 1963.** In Biarritz blue with light blue trim. Overdrive, wire wheels, Cinturato tyres etc.

£575 **BOND Equipe GT 45, Oct. 1965.** In British Racing Green with black interior. One owner, wire wheels, heater etc.

£575 **SUNBEAM Alpine roadster, 1964 automatic transmission.** In British Racing Green with black trim, seat belts, heater, SP tyres etc.

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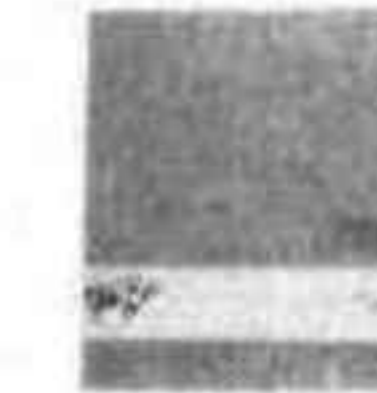
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MORRIS COOPER T 998cc April 1966, one owner from new, u/sealed, silent travel, 4 1/2 J wheels, reverse light, new tyres, pristine cond. £485 for quick sale. Frost, 2 Littlepark Mansions, Titchfield Lane, Wickham 2030 (Hants). (3987)

FREE HEALEY Tickford, for spares, to buyer of Abbott coupé, 1953; only 64,000m, 3 owners, laid up all winter, mech fair but coachwork and interior good. £135 ono. Bryon Spairs, 46 Larchfield Ave, Newton Mearns (3029 evenings), Glasgow. (3988)

M.G. A 1600, late 1960, iris blue, new Pirellis, carpets, number plates, excell body and mech, htr, tonneau, fog, covered dash, MkII grille, h/i flasher. Offers. Tel: London 459 6736. (3989)

EXCEPTIONAL BENTLEY big-bore small-boot 1952 velvet green saloon, full complement of tools and extras including radio and sunroof, virtually only 2 drivers, genuine 91,000 miles, recent o/haul at Mythe Road, history. £500. Seen London, Box 2643. (3990)

BRABHAM RAPIER 1964, stage 3 conversion, immac cond, metallic green, beige upholstery, 43,000m. £490. Tel: FLE 4588 weekdays, MIL 3539 evenings/weekends. (3991)

1963 SUNBEAM Alpine Mk3, o/drive, radio, h/top, w/wheels, Cinturatos, reclining seats, 2 owners from new, never crashed or rallied, moonstone bodywork with red interior, runs superbly with good oil pressure. £450. Tel: Kingston 0472, Kingston-upon-Thames, Surrey. (3992)

M.G. TF 1954, surely the finest available. 3992 coachwork recellulosed BRG, engine just rebuilt, rebored, re-ground, new bearings, pistons, timing chain, clutch etc, w/wheels, woodrim, twin spotlights, tonneau, new side-screens etc etc. Heartbreakingly for sale at £475 or sensible offer. Ashted 3989 (Surrey). (3993)

HEALEY 3000 MkII, excell cond throughout, spots, Cints. £425. Buckle, SKY 8978 or 2331 ext 260. (3994)

HIGHLY MODIFIED A35, 60bhp engine, competition clutch, new Sprite differential, suspension lowered 4in, antiroll bar, competition shock absorbers, SP41s, full instrumentation, woodrim wheel, s/belts; very clean, fast, sports saloon. £125 ono. Ellert, 66 Cottesmore Court, Stanford Rd, W8. WES 1803 evenings. (3995)

M.G. M type, breaking for spares, also J type engine and gearbox. Pates, 79 Hampden Dr, Kidlington, Oxon. (3996)

AUSTIN 750 special, basis of; numerous Austin 7 spares including Bowdenex conversion and 3 engines; wedding ring necessitates sale, £40 lot. R. A. Brake, Lower Moor, Charlton, Malmesbury, Wiltshire. Tel: Malmesbury 2185. (3997)

OFFERS INVITED for 1925 Rover 9/20 roadster coupé, very rough, needs renovating, photo by request. Turk, Hilbury, Benenden, Kent. (3998)

M.G. A 1956 1500, crashed engine excell, all mech vgc, many spares, salvaged, rebuild. Offers. Write Frew, Needler Hall, Cottingham, Yorks. (3999)

SURPRISE PACKET. Thames 12cwt van, professional window conversion, fitted mid-mounted Zodiac Mk2 engine, excell performance and roadholding, body slightly scruffy; useful vehicle, or suitable basis for special or transporter; MoT May. £70. Chez Chaz, Maldon Rd, Hatfield Peverel, Essex. (4000)

XK150 3.45 fhc, BRG, radio, o/drive, belts, Marchals, Kenlowe fan, rebuilt last 6 months with new engine, triple carbs, exhausts, clutch, steering, road springs and much else; built to make Croesus blink; must be one of finest in country; seen Stanmore evenings, Ringwood weekends; sale because kids have legs. Haggle begins £650. Box 2641. (4001)

RILEY 1953 1500 RME; this is a most immac example of this very much sought after car which must appeal to the most discriminating enthusiasts; black coachwork, gold seal engine fitted 11,000m. £185 ono. Tel: Droitwich 3353. (4002)

1931 SUNBEAM 19 saloon, mint cond. £475. Also 1937 Bentley 4 1/4 pillarless sports saloon. £385. Both regular concours entrants. Weston, Brink Farm, Buxton New Rd, Macclesfield Forest, Ches. Tel: Macclesfield 2920. (4003)

GOOD HOME wanted for Jaguar XK140, ex King Hussein, specially built h/top, C engine fully balanced, D cams, twins, cr box, o/drive, Alpine suspension, virtually new R6 racing Dunlops on chrome w/wheels; pale green finish, white upholstery, radio, spares, very fast. Best offer by April accepted. Box 2646. (4004)

A/HEALEY SPRITE MkII 1963 1,098cc, signal red, black interior, radio, Ashley h/top and bonnet, s/belts, other extras, orig front end available. Snip £350. Barnet 7911. (4005)

MORGAN 1952 Plus 4 Vanguard engine 2-str, excell cond. £135. Viewed Worcester. Write A. Thomas, Angel Hotel, Abergavenny. (4006)

OCTOBER 1959 Jaguar XK150 d/h coupé, o/drive, radio, air horns, believed 32,000m, finished in metallic blue; one of the fine examples in the country, first to view will definitely buy. £495. Tel for appointment to view, TID 1494. (4007)

ASTON MARTIN DB2-4 3 litre 1956, blue/beige interior, 54,000m, recent o/haul, little used last 6 years, excell cond. £475. 1606 Chorley Old Rd, Bolton, Lancs. Tel: 41586. (4008)

BENTLEY 1949 Radford station wagon, average cond. £150 ono. Smith, 13 Mariborough Rd, Bradford, after 6.30pm. (4009)

"MOTOR SPORT" 1951-57, 1960-61; "Vintage and Thoroughbred Car" 1954-56; "Veteran and Vintage Car" 1956, 1957, 1960, 1961; "Motor Cycle" 1945-50; "Auto-car" 1949; all unbound, mostly mint. Some Alvis and Javelin spares. New castor, toe-in etc gauges in oak case. Write: 88 Miller Rd, Bedford. (4083)

FOR SALE—continued

CONTINENTAL BENTLEY rare R-type d/head, actual 1955 Show model, manual gearbox, lightweight coachbuilt body identical to S1, unmarked grey cellulose with new fully lined hood, carpet and sherwood green hide upholstery, faultless mech with full documented history from new. £1,895. London. Box 2666. (4084)

T.R.3A 1958, red, h/s tops, tonneau, o/drive, l/rack, fog and spot, Xs etc, never raced or rallied. £275. Tel: York 72399. (4085)

RL4 REGISTRATION No for sale. 146 Newtown Rd, Newbury, Berks. Newbury 1177. (4086)

ROLLS SILVER Dawn 1955 automatic sports saloon, unbelievable order throughout, elegant unmarked down blue coachwork, orig excellent hide upholstery and carpeting, unblemished veneer, complete tool kit, unworn tyres, mech beyond reproach; classic example in unique cond. £1,500, p/exch considered. Mike Berry, 92 Ashfield St, London E1. STE 3102. (4087)

T.R.4 SEPTEMBER 1963, red with white Surrey top, o/drive, w/wheels, servo Alfin drums, competition suspension to name just some of the extras. £595. Hale Stansted (Essex) 2390. (4088)

MORGAN PLUS 4, attractive 2-str, 1954, TR3 engine, excell mech, new k/pins, bushes, steering, taxed, tested. £155. Tel: Sedgley (Staffordshire) 5608. (4089)

LOTUS CORTINA 1964 November, 18,000m, leaf sprung, new Cinturatos, well maintained car in exceptional cond. £550. Tel: Harrogate 68748. (4090)

ROLLS-ROYCE 20/25 1935 2 door d/h coupé, 4-str cream sports body by Southern, beautiful cond throughout, photos on request to serious buyers only. £1,150. D. Winstanley, 3 Sycamore Cres, Woodlands Dr, Clayton-le-Moors, Accrington, Lancs. Tel: ACC 34344. (4091)

BRISTOL 406 saloon, 1960, orig throughout, cond compares, genuine 27,000m. £695. Bainbridge, 13 Oxford Rd, Dewsbury, Yorks. Tel: 1883. (4092)

RILEY 1950 1 1/2 litre, daily use, excellent paintwork, good oil pressure, very reliable. £125. Woodchurch 298 (Kent). (4093)

ROLLS-ROYCE 1935 20/25 Park Ward, rebuilt engine, clutch relined. £225. Box 2667. (4094)

A.C. ACE 1958, the finest and best kept Ace of its year, winner of the AC Club concours and KBR cup three years running, immac maintained. 27 The Glen, Pinner, Middx. Pinner 6456. (4095)

T.R.3A DECEMBER 1960, red, o/drive, h/s tops, tonneau, Xs, new carpets. £350. Adams, 73 Micklefield Rd, High Wycombe, Bucks. Tel: 21331. (4096)

1962 T.V.R.2A 1,622cc, htr, washers, discs, blue with red interior, w/wheels, excell cond. Only £340. Tel: SHirley 5300 (nr Birmingham). (4097)

FOR SALE—continued

328 B.M.W., everything rebuilt, OZ80 cylinder head, white cellulose, twin aero screens plus full weather equipment. £550. 164 Stamshaw Rd, Portsmouth. (4098)

T.R.2 1955, o/drive, radio, htr, MoT, taxed, h/top, in excell cond £165 ono. Tel: Tanworth-in-Arden 426. (4099)

M.G. TC 1946 Midget, good orig cond throughout, recent recellulose, excell tyres. £185. PAD 5720 after March 10. (4099)

TRIUMPH ROADSTER 1949, attractive white undamaged body, excell mech. £115. PAD 5720 after March 10. (4100)

EMIGRATING, MUST dispose of 1961 Mercedes 220SEB; grey with white roof and red interior; manual box, konis on front, Continentals all round; in excell cond after 65,000m. Will start haggling at £790. Uxbridge 34150. (4101)

LOT7 REGISTRATION No. Offers. Attached to most attractive and civilised Lotus 7 in captivity. Details from Newtrow, 39 Eagle Ave, Chadwell Heath, Essex. (4102)

SUPERB JAGUAR MkV 1949 3 1/2 litre saloon, maintained from new by Jaguar agents, 2 owners (ex Mayor of Reading), full history; distinctive black and cream respray, fitted sealed beams, flashers, w/washers, orig radio and all instruments working, service engine 30,000m, new exhaust, brakes etc, recent clutch, MoT. Mr Campbell, Reading 55981 ext 342 office. (4103)

ELEGANT HOOPER sports saloon, 1935 Bentley, recent tyres, battery; brakes, engine and clutch o/hauled; taxed. MoT. £250. 13 Cosby Rd, Countesthorpe, Leics. (4104)

M.G. A 1600 MkII, h/s tops, new Cinturatos, many extras. £430. Write for full description. 19 St Catherine St, Ventnor, IOW. (4105)

DAIMLER 2 1/2 Barke special sports 1952, 10,000m since complete engine o/haul, new Xs, battery, very good cond except cellulose on front wings; genuine reason for sale. £135 or offer for quick sale. Tel: Llandwddyn 246. (4106)

A.C. 2 litre saloon 1952, completed mech o/haul, body 60pc renovated, owner unable complete, offered with spares including new carpet; car unused 2 years. £80 ono. Cambridge. Box 2670. (4107)

JAGUAR XK150 SE dhc 1959 model, o/drive, water htr, Cotswold blue. £450. Rowlands Castle 573. (4108)

LANCIA AURELIA d/h coupé 1955; this very desirable car has special alloy coachwork by Farina and is believed unique; the appearance is extremely attractive (photo available) and the specification includes 4/6 seats, Weber carb, Borrani disc wheels, rhd with of course all independent suspension and the 2 1/2 litre V6 engine. This superb car offered at £400. Offers? Exchanges? 6 Sherwood Dr, Whitstable, Kent. (4109)

LAGONDA 3 litre 1933 fabric/steel sports saloon, used daily. £200. E. F. Wiggery, Hampton Dene, Hereford. Tel: 3373. (4110)

LAGONDA M35 3 1/2 litre 4 door sports saloon, "The Duchess". A famous fast car, successful vintage racing/hill climbs etc; reconed Meadows-Lagonda engine, perfect transmission, steering, braking, lighting, etc; good body, a little rust on wings. Domestic urgency, so only £295 ono. Brighton 737157. (4111)

RILEY KESTREL 12/4 '37, new tyres, resprayed BRG, dynamo cut-out. £75 ono. Barrett, CHA 2651 10 to 5. (4112)

SUNBEAM LE Mans 1961. £475. Engine prepared by Brabham, 120mph, w/wheels, new Cinturatos, resprayed; reason for sale, working overseas. Tel: Chelmsford 71287. (4113)

RILEY 12/6 Kestrel 1934, enthusiast maintained and in daily use. £95 ono. View Sheffield, Box 2669. (4114)

LOTUS SUPER 7, June '65, in immac cond, sprayed Monaco red, Willmet modified 1,988cc engine; together with complete spare set of wings and 4 unused 5 1/2 in magnesium racing wheels. £535 ono. Contact D. Battersea, 18 Welbeck Ave, Highfield, Southampton. (4115)

ALPINE 1962 series II, red, black h/top, htr, w/mirrors, spot, fog, rev lights, o/s w/wheels and new Cinturatos just fitted, 37,000m ex-works, MoT till 1968. Lhd, hence £330 ono. 17 Langbridge Close, Hitchin, Herts. (4116)

MORGAN PLUS 4 1962, red, TR3 engine and steering recently o/hauled, new clutch, batteries, Cinturatos. £440 ono. Wright, Tel: Ottery St Mary 2244 Devon after 6pm. (4117)

1967 F.W.M.-HERON 1000GT, red, spaceframe, lfs, lrs, front discs, tuned 105E motor. £495. Photos and details Box 2668. (4118)

M.G. 1100, white, June '63, low mileage excell cond. £395. TWI 3069. (4119)

TOPLESS! IT could be. Best Triumph TR4 in country. 1963 (1964 model), red, Strombergs, Cinturatos, u/sealed, pb radio, htr, washers, tonneau, wood rim wheel, wheel trims, wing mirrors, alarm, £100 extras; complete history from new, never rallied or bumped; genuine 30mpg. £555 ono. 13 Westholme Rd, Ipswich. Tel: Kirton 367 evenings. (4120)

RARE PANHARD Dyna cabriolet, S3 engine, 1957, good cond, excell hood and tonneau, many spares available. MoT, taxed; selling due to interest in other off-beat cars, must exch. £85 ono. Costello, Littlecroft, Tytherington, Wainminster, Sutton Ventry 386 evenings. (4121)

1927 HUMBER 9hp tourer; this must be the finest in the country being in completely orig cond; colour Humber mole with black wings; mileage 46,000 from new; orig quilted leather upholstery unmarked, starts immediately and runs perfectly on the road; this car has to be seen to be appreciated, everything orig down to the handbook and tool inventory supplied by Humber Ltd, Coventry. £675, a sound investment at this price. Marchfield House, Queensferry Rd, Edinburgh 4, or Tel: DAV 1573. (4122)

SPRITE 61/62, metallic blue, many extras, beautiful cond. £310 ono. Beaconsfield 2913. (4123)

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M.G. Midget, 1963. Particularly well maintained in white, fitted heater, screen-wash and luggage grid £368
Choice 4 other Midgets and Sprites, from £225
BENTLEY 4 1/4, 1938. Special Barclay pillarless razor-edge saloon by Park Ward. Comprehensive maintenance history from 1957 covering past 37,000 miles and amounting to around £750. Very rare and extremely beautiful in silver grey and black ... £685
MARCOS 1800 GT, 1964. Fully balanced Stage 5 engine, all disc brakes, Webers, oil cooler, etc., c.r. box. Cost nearly £3,000. Superlative road/competition car £1,165
MINI MARCOS, 1966 (Nov.). 400 miles only. Fully balanced 998-c.c. engine, Formula Junior shaft and head, c.r. box, oil cooler, disc brakes, Mini-Lite wheels, Abarth exhaust ... £725
JAGUAR XK150S 3.8-litre d.h. coupé, 1960. Full 'S' specification—i.e., 265-b.h.p. engine, Powr-Lok, overdrive, radio, wood-rim wheel, Cinturatos. Faultless maintenance history. Probably the finest currently offered ... £695
JAGUAR XK150S 3.8-litre sports roadster, 1960. Similar specification to the coupé above, first rate example ... £585

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vette engine ...	£865
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1960 M.G.-A 1600 f.h. coupé, as new ...	£365
1959 JAGUAR XK150, o'drive, immaculate ...	£375
1961 M.G. Midget, exceptional, blue ...	£345
1962 M.G. Midget, grey, immaculate ...	£365
1965 M.G. Midget, 13,000 miles, red ...	£515
1959/60 SPRITES, choice ...	£189-£285
1963 SPITFIRE, red ...	£399
1963 MINI, Austin ...	£295
1956 JAGUAR 2.4, red ...	£145

EXCHANGES WELCOMED



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M.S.I.

JOHN BRITTEN

Good morning, readers. Ready with your cheque books? Ford Lotus Cortina, Oct. 1964, Cinturatos, underseal, one crabbled North Country owner, £535. BMW 700 sports coupé hard-top, 1964, white, Blaupunkt radio, £345. MG-B, 1965, red with black leather, wire wheels, overdrive, Cinturatos, one owner, £695. Triumph TR4, 1964, red, black trim, £570. Austin Healey Sprite MkII, 1965, racing green, wire wheels, SPs, one owner, £455. Daimler Dart SP250, 1964, one of the last they ever screwed together. Spec. "C" naturally, hard and soft tops, dark green with tan leather, £680. Austin Healey Sprite, 1965, red, £445, but there is a rumour around that we have taken a deposit on it. Triumph TR4, 1963, white, overdrive, £515. Ditto, ditto, ditto, but 1962, £470. Once more I must apologise for the quality of the photos this month; they were to have been taken by the notorious Tony Williams but he seems to have forgotten so I had to take some myself.

1965, conifer green, overdrive, £510. MG-B, 1964, Old English white, black leather interior, overdrive, wire wheels, Cinturatos, extra instrument panel, triple air horns, hard-top, soft-top, Kenlowe fan, £640. Austin Healey 100-4 BN2, 1956, red, wire wheels, overdrive, 4-speed box, £190. MG Midget 1,100cc, 1963, black, red trim, £380. MG-B, 1964, Iris blue, wire wheels, new Cinturatos, £565. By Mar. 1st some of these cars will have been sold but 16 more will have arrived. All cars over £200 have parts/labour guarantee, thorough workshop inspection and a full service before being offered for sale. Cars under £200 are glanced over and shoved round the back. Our workshop facilities have been extended since last month and you will only have to book in a short time ahead for servicing, overhauls, and Vane electronic engine tuning (1-day service, fixed prices, no extra charge for rectifying faults). Goodly stock of sports-car spares, MG, Triumph,



I intend no slur upon the motor racing shot (above or below, depending on the whims of *Motor Sport's* compositors — have you noticed that they always put *Motor Sport* in italics as if it is a French word or something?) by one Evan Selwyn-Smith. That's me in our yellow 1,143cc Midget inspecting the rear end of Roger Enever's 1,293cc version at Brands Hatch on Jan. 22nd last. Lenham GT bodywork, manifolds and head work by Downton, gears by Jack Knight, assembled and developed by Oliver Ball and myself at our garage.

Austin Healey, etc. Fibreglass bonnet, fits Spridget I to IV, used once, unwanted gift, £24. AshleyGT hard-top, fits Spridgets II to IV, white, £28. SAH dicing throne, black, £5. MG-B hard-top, black, £25. Healey 100-6 engine, apparently good condition, £6. TR2/3 gearbox, guaranteed working order, £12 exchange. Forgot to mention Lotus Super 7 1500, 1963, and TR4, 1964, overdrive and wire wheels, both freshly arrived. Cinturatos 25% discount, every size in stock including 165-400. G800 tubeless 30% discount, 155-15 only (for TR2/3, VW, MG A, etc.). Goodyear Grand Prix low profile 5.9-10 30% (equals £3.11.9). Trelleborg cross-ply in all sizes 32%. Trelleborg radials 155-13, 165-13 and 185-15, optional equipment on new Saab and Volvo, 32%. Large stocks radial and cross-ply RQs, these are brand new tyres with piffing blemishes, discounts around 42%. G800 155-13, SP3 145-10, SP41 145-13, G8 520-10 and 520-13, F7 560-13 — all these in bulk plus smaller quantities in most other sizes, assorted makes. These RQs are a very good bargain as they are equal in wear and grip to a first quality tyre. I use them myself and have completed many thousands of blissful miles.



Can be seen racing Brands Mar. 5, Mallory Mar. 12, and possibly Brands Mar. 19. Next picture shows our new place at Moscow Road, Bayswater; I'm afraid the decorators (Toop and Fred) are still in, but if you can put up with their snide remarks please come in and have a look round. A few more cars have arrived since I started writing this, such as MG-A 1600 MkII, Sept. 1961, wire wheels, radio, oil cooler, white with red leather, about £370. Triumph Spitfire Mk II, 1965, conifer green, hard-top, soft-



Speedy fitting on latest US equipment, electronic balancing to racing tolerances. Tyre truths on barnet 1146. Look at this photograph with the same degree of concentration you use for reading this type and you will see that at long last our cars are clearly — if discreetly — price tagged. No longer will our salesmen up the price £50 when they see you coming. Starting next month I am including in these advertisements a series of articles called Tricks and Traditions of the Motor Trade, or How I got a Knife in my Back. Any suggestions? I am, by the way, always delighted to receive letters but am afraid I never reply to them. For further details on cars please phone or drop by. Sorry have discontinued mail order tyre sales. My secretary, the fabulous Mrs Carole Gordon, is overwhelmed with routine paperwork. HP with 3rd party insurance. Agents for the AA loan plan. Open to 7pm weekdays, 6pm Sats., never on Sundays. Closed March 24 to March 27. If you want to see a particular car that has been advertised, please ring up to check it hasn't been sold and whether it's at Arkley or Bayswater. We have a good selection of modern sports cars at both ends, but the older ones are all in rural Arkley. Will a Mr Manning who had some 175-13 Cinturatos fitted to his Zephyr please contact Paul Tyler of our tyre department. Urgent!



top, wire wheels, SP41s, £530. Buick Straight Eight McLaughlin Custom Limited Limousine, 1939, black with black leather trim up front, 5-seat rear compartment upholstered Bedford cord, twin spare wheels, new battery, one owner nine years, £100. MG Midget, 1965, Riviera blue, £470. Triumph Spitfire, 1964, signal red, overdrive, radials, £450. NSU Sport Prinz, 1965, red, SP3s, one owner, £445. Jaguar E-type roadster, Sept. 1961, white, push button radio, Cinturatos chrome grid, £675. MG Midget Mk II, 1964, dove grey, red trim, £435. Triumph Spitfire Mk II,

Sports cars, workshops & tyre shop, Barnet Road (A411), Arkley, Barnet, Herts, Barnet 1144.

Sports cars: 31 Moscow Road, Bayswater W2, Park 2707.

FOR SALE—continued

1955 SUNBEAM MkIII sports saloon, htr, o/drive, new clutch, excell car. £135. Tel: Battlefield (Glasgow) 2147. (3872)
GT ANGLIA Super 1964, 1,500cc GT engine, Weber, new tyres, well maintained, undamaged, genuine 27,000m, outstanding performance. £350. 5 Rokeby Dr, Gosforth, Newcastle. (3873)
M.G. TC 1949, BRG, new hood and 4 tyres, magneto ignition, o/hailed XPAG engine, spares. £195 ono. Henry, Little Camelot, Norman Gdns, Hedge End, Hants. Tel: Botley 2185. (3874)
A.C. ACECA, opalescent blue, engine just recon, new Cinturatos and exhaust, radio, fabulous. £450. Romford 62319. (3875)
ROLLS-ROYCE PHANTOM I touring in first class cond, restoration almost completed, expected out of coachworks by the time this appears: beautiful, sporting lines, must be seen to be appreciated. Details, photos on request. Glon Aire, Redcar Rd, Marske-by-Sea, Redcar, Yorks. (3882)
1959 M.G. A twin cam. This must surely be most superb example of the marque; has just been resprayed in metallic grey and has had a complete interior retrim comprising headlining, sunvisors and carpets: all chrome and suspect body panels have been renewed: new exhaust system, laminated screen, wipers, wheels, w/w tyres, spinners, brakes, suspension; complete with p/b radio, luggage rack, roof light; 2 previous owners, 49,000m, mech excell. Offers around £475. Chalfont St Giles 2024. (3879)

FOR SALE—continued

M.G. TD2 1953, near concours, new Cinturatos, carpets, 9,000m since complete o/haul, excell hood, screens, tonneau cover, chrome, paint, battery etc, s/belts. £265. Langley, 12 Bilford Rd, Worcester. Tel: 24592. Available after March 12. (3876)
DAIMLER SP250 1962 ser de luxe sports coupé, exceptional model; engine stripped, rebuilt, crankshaft reground, new shells, new rings, no bore wear; gearbox rebuilt with new parts; brakes o/hailed, all new pads; exhaust flexibles replaced, chromed extensions; just resprayed midnight blue; excell chrome work, full bumpers front and rear; hard and soft (new) tops etc; engine professionally tuned, 120 mph, 28mpg. £575. Any trial. Tel: 01-868 8535. (3877)
FAST AND beautiful 1963 MG B, in excell order throughout, htr, washers, air horns, racing mirrors, Cinturatos, new batteries etc, meticulously refinished in the latest mineral blue. £495 HP Sporty p/exch considered. Hoddesdon 64822. (3878)
MINI SKIRTS or mini cars? Make passes easily with my magnificent Aston Martin DB2/4 convertible; comfortable, fast, distinguished; must sell, emigrating. Hence mini price, £475. Richard Mossip, 57 Church Rd, Hatfield Peverel, Chelmsford, Essex. Witham 3401 weekdays. (3880)
M.G. TC, black, rechromed, reupholstered, hc engine rebuilt to standard; o/hailed gearbox, electrics; new tonneau, screens, exhaust. £175. Wildsmire, Hollins Croft, Old Brampton, Chesterfield. Tel: 68186. (3881)
TWIN-CAM M.G. A '59, fhc, immac, recent bottom-end o/haul, 2 new RS5s, radio, htr, electric s/washer, s/belts. £330. Handy, 22 St Andrews Rd, Earlsdon, Coventry. (3883)

FOR SALE—continued

M.G. TC '49, perfect throughout, one of best available, constantly admired. Offers. P. Wadsworth, 83 Westward Rd, Chingford, London E4. (3884)
DAIMLER SP250 1961, prized possession of racing mechanic; gold/blue h/top, s/top, tonneau, radio, Cinturatos; never raced but in superb mech cond, exceptionally fast. £490. Tel: 01-674 5904. (3885)
LAGONDA LG45-5B3 No 12216/G10 without engine, daily use recent years; sound, restorable. Offers. Box 2630. (3886)
ROLLS-ROYCE 20/25 landaulette 1935, sound cond, mech very good, £265. 20/25 sports saloon, excell, o/hailed, £485. 1926 20hp saloon in orig and fine order, £575. Gaylard, 6 Brittons Ash, Bathpool, Somerset. West Monkton 454. (3887)
GREY JAGUAR MkV 3 1/2 litre, first class cond, everything orig; paint/chrome excell, one previous owner. Write 23 Cheyne Row, London SW3. £350 ono. (3888)
AC 1937 sports saloon, 3 SU's, rev counter etc, one owner, engine o/haul just completed. £45. Tail, 58 Cleveland Rd, W13, Perivale 0926. (3889)
FOR SALE, Regn No DPE36. Best offer. Box 2629. (3890)
BENTLEY 1955 R auto 4 door sports sun saloon, excell order. £725. Southbank, Oakleigh Park North, Friern Barnet, Middx. (3891)
1926 ROLLS-ROYCE saloon, 20hp, V windscreen, very orig and fine old car! all instruments, orig upholstery, mascot, runs well. MoT. £575. Box 2628. (3892)
1962 JAGUAR E-type fhc, indigo blue, immac. £820 ono. Horwich (Lancs) 66067 or Bury 6467 evenings. (3893)

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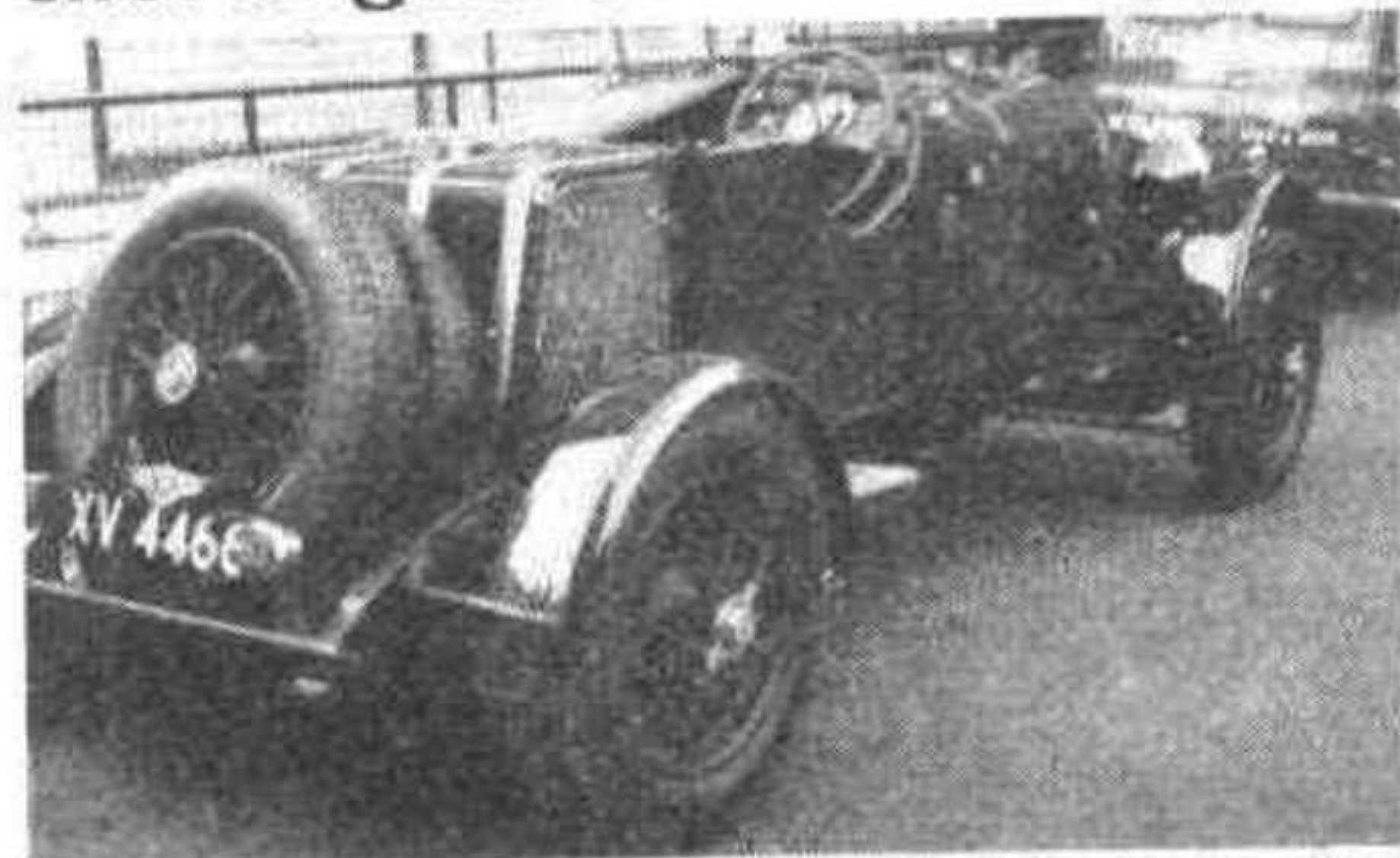
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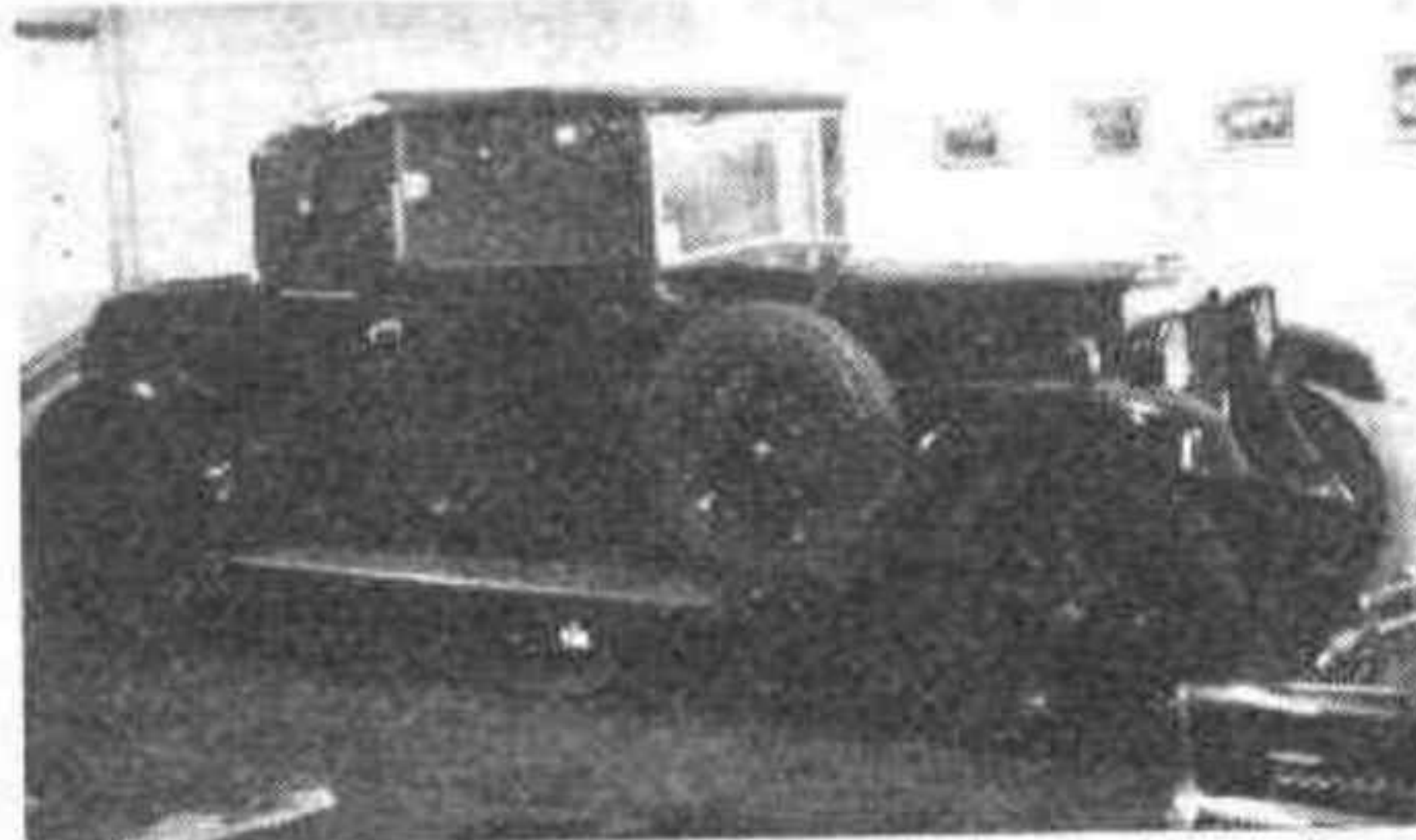
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BENTLEY, 1934, 3½ coupé de ville by Barker.
BENTLEY, 1938, 4½ sports saloon by Fignoni & Falaschi.

British SALMSON, 1937, 20/90 drophead coupé.
ALVIS, 1936, Silver Eagle Cross & Ellis open 4-seater.
ALVIS, 1932, Speed 20 open 4-seater by V.D.P.
AUSTIN 7, 1926, Chummy open 2-seater.
MERCEDES, 1936, 290 drophead coupé.
UNIC, 1912, 2-seater Doctor's drophead coupé.

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FOR SALE

1966 3.8 Mk. II, C.W.W., Cinturatos, o/d., radio, wooden wheel. Like new	£1,445
1966 Series 4.2 'E' d.h.c., in silver with red interior and C.W.W.	£1,495
1965 4.2 'E' d.h.c., in white with red interior, Cinturatos and radio	£1,325
1964 'E' f.h.c., in silver with blue interior, radio and C.W.W., heated rear window	£1,075
1964 'E' f.h.c., red, with C.W.W., heated rear windows and radio	£1,035
1959 XK150 'S', 32,000 miles, f.h.c., in B.R.G. with tan interior	£695
1962 3.4 Mk. II, auto., with power steering and C.W.W., radio	£645
1960 Mk. II 3.4, auto., 45,000 miles, outstanding low-mileage car	£395
1959 Mk. I, auto., one owner, undersealed, 30,000 miles	£295
1967 Series LOTUS '7', with Elan wheels and only 700 miles	£545
1966 LOTUS-CORTINA, radio, Cinturatos, one owner. Like new	£845
1965 LOTUS-CORTINAS, all low-mileage leaf-spring cars. Three from	£695
1964 LOTUS-CORTINAS. Two from	£550
1966 VOLVO 131, one owner, 10,000 miles. A new car	£895
1964 VOLVO estate. One owner only; radio, twin carbs. In typical Volvo condition	£795
1965 ALFA ROMEO Sprint GT, in white with grey interior; radio, Cinturatos, wooden wheel, 15,000 miles	£1,195
1963 MINI-COOPER Downton Conversion, almond green, numerous extras	£325
1965 CORTINA GT, "Super" chrome strip, 4-door, many detail extras	£565
1966 TRIUMPH Vitesse, one lady owner, gen. 10,000 miles	£625
1966 ZODIAC Mk. IV, manual, with o/d., radio, etc.; one owner, low mileage.	£995
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FOR SALE—continued

1960 AUGUST MG A 1600 roadster in beautiful cond throughout, unmarked bodywork in powder blue with black interior, mech 100pc, recon engine only 2,000m ago, radio, htr, Cinturatos. £325 ono. R. Lloyd, The Cottage in the Woods, Rookesbury Park, Wickham, Hants. Tel. Wickham 3244. (4124)

M.G. TD, good cond, htr, tonneau, other extras. £200. Toller, 162 Carlisle St, Cardiff 40729. (4125)

FORD FALCON MkII special, regd 1964, 10hp, 15,000, cr gears, 4.4-1 cwp, 15in wheels, X tyres, ifs, tonneau, bucket seats, new battery etc, taxed. £285. B. The Gap, Lowestoft, Suffolk. (4126)

BUY ONE, get one free. 1954 Alpine III, red, excell cond. Rebuilt gearbox, radio, tach, floor change, another for spares. £225. Smyth, 225 Blossomfield Rd, Solihull, Wrecksend Solihull B199. (4127)

1911 RENAULT 20/30 limousine, coachwork by Hooper; this car is in mint cond and has belonged to the present owner for many years, it is being stored and maintained in Sussex and is only for sale as the owner is now living permanently abroad. For full details write: W. J. Oldham, Le Canadel, Rue Jutize, Gruyville, Jersey, Channel Isles. (4128)

ELEGANT 1960 MG A 1600, 5 new Xs, s/belts, new carpets, just been resprayed, mech excell. Must be a bargain at £325. Ascot 20684. (4129)

SEPTEMBER 1960 Simca Monthery 4 door saloon, flash special engine, brakes relined all round, new master cylinder, new clutch, new battery, reel s/belts, reclining seats, fog and reversing lamps, unmarked interior, beautiful duo blue exterior. If it wasn't a foreigner would be worth £275. Must represent wonderful value at £175. Vive la France! Ascot 20684. (4130)

M.G. B, 1964, red, black, splendid cond, one owner, many extras. £595. Clarke, The Cottage, Worms Ash, Bromsgrove, Worcs. Bromsgrove 3297. (4131)

ALVIS 12/50 saloon, TJ model, sound body, head removed. Lack of time forces sale. £85. M. A. Shearn, 92 Entry Hill, Combe Down, Bath. (4132)

1964 HEALEY 3000 MkIII, red, o/drive, wires, htr, tonneau, belts, leather upholstery. £675. John Pye, Totton (Hants) 2411 during office hours. (4133)

RILEY 9 Monaco 1934, above average cond, bodily and mech, black/green interior, new battery, excell tyres, all instruments etc, orig and working, taxed, MoT '68. £90 ono. Haslemere 3855 after 6 pm. (4134)

RARE, DESIRABLE Rover 12 sports tourer in outstanding cond, new hood and tonneau, radio, htr, fog, spot etc, rebuilt engine, chassis and body o/hailed, almost new tyres and battery, 100pc throughout, reluctant sale. £295 ono. Corte Castle 472 evenings. (4135)

LENHAM GT Sprite 1966, body professionally built, 1960 chassis, Sebring front, Jaguar green, recon gearbox and 948 engine, unraced, new brakes, tank, exhaust, king pins, Maseratis, Xs, Bray htr, belts, htr, photos; insurance arranged. £315. 24 The Green, Leeds 17. Tel: 685826. (4136)

M.G. B 1966, white, new Pirelli Cinturatos, anti-roll bar, parking light, moderate mileage, in superb cond throughout. £745. 45 Greystones Dr, Sheffield 11. Tel: 64848. (4137)

1936 LANCHESTER 11hp, good cond, no MoT. D. Boddy, 5 Haigh Close, Broadway Park, Lancing, Sussex. (4138)

T.R.3/A 1960, new side curtains, carpets, Cints; tonneau, yellow, vgc. £335. 13 Sallows Rd, Peterborough. Tel: 66590. (4139)

SPRITE DE-LUXE 1963, 1.100cc, low mileage, excell orig cond throughout, one of the best. £390 ono. Maidenhead 28352. (4140)

BREAKING FOR SPARES: burnt out Rover 2,000, 1961 Skoda, Peugeot 403, 1965 Jaguar S type, 12-70 Alvis, Lea Francis, many others. 1939 Straight 8 Buick, stored for years, could be towed away. See all enquiries. Carruthers of Carrutherston (213), nr Dumfries. (4141)

YOU TOO can have a Rolls like mine! Riley Pathfinder 1955, superb cond throughout, radio, belts, taxed, 27mpg, MoT until August. £145 ono. Birmingham 454 2322. (4169)

XK150 F.H.C. 1958, new engine 9,000m, batteries, pads, exhausts, belts, radio, recent bills £460, well above average. Must sell, £430 or offers. Derby 58068. (4170)

M.G. MIDGET II plus vintage yacht from salary equals overdraft. November 1965, 9.642m, roll bars, flashers etc, new Cints 200m ago. £495. Tapp, Scarnbank Farm, Limsfield Chart, Oxted, Surrey. Tel: evenings Limsfield Chart 2294. (4171)

1933 RILEY 9, shortened chassis, Merlin engine, new hood, battery, tyres, beetle back, cycle wings. £110. Corah, 8 Devon Square, Newton Abbot, Devon. (4172)

SPRITE MK.I 1960, red with black h/top, radio, tonneau cover, wood rim steering wheel, twin spotlights, mirrors, new SP41 tyres, excell cond, hardly used during last 3 years, recent MoT cert. £265 ono. Insurance and HP arranged. Birmingham, Springfield 5206, Shirley 2808. (4173)

ROLLS-ROYCE 1954 Silver Wraith auto Freestone & Webb 1wb 7 pass limousine, immac. £1,750. Box 2676. (4174)

COMPANY CAR forces sale of late 1964 (new MkIII model) Hillman Super Minx de luxe, blue/white flash, Alexander conversion, tuned exhaust, Konis, htr, washers, s/belts, anti-theft alarms; reclining seats, new tyres, carpets. A speedy, comfortable and courtly car for £500. Will travel for demonstration. Wingate Farm Cottage, Plumpton Bar, Knaresborough, Yorks. (4175)

MCLAUGHLIN BUICK, Al Capone 5-str sedan, vgc, 47,000m only. £125. Stapleton, The Beehive, Halfkey Rd, Malvern, Leigh Sinton 550. (4176)

MUSTANG 1965, 11,000m only, red with white power top, radio, belts etc, automatic, 26mpg, as new. Bargain, £1,150 ono. A. Green, Tranant, Redlynch, nr Salisbury. Tel: Downtown 354. (4177)

A.C. 2-LITRE d/head coupé one of only 20 made in 1949, MoT, 165 ono. Ewell 6271. (4178)

1934 AUSTIN RUBY, excell cond, MoT, discriminating owner required. £60. Pyke, Flat 2, 1 Trinity Cres, London SW17. (4179)

1924 SILVER Ghost chassis (originally tourer); D rake column, 4 wheel brakes, 3x5 wheels with twin sidemounts. Tempting offers. Didsbury 2050 (Manchester). (4180)

M.G. MIDGET 1932, Ford 100E engine, BRG garaged. Leicester. £60. Box 2675. (4181)

D.B. 2/4 MkII Aston Martin 1957, h/top coupé, Afim drums, 3 litre Vantage, new tyres, twin spots, excell mech cond and bodywork, only 40,000 since engine works rebuilt, complete history known. £490. Irthingborough (Northants) 617. (4182)

M.G. YB 1952, taxed, tested. £55 ono. Page, 32 Lagonda Close, Bracebridge Heath, Lincoln. (4183)

SUNBEAM ALPINE MkI 1954, bodily mech excell, many extras; recon engine, gearbox, steering, back axle, new hood, w/screen, htr, floor g/change, Jag dark green; Mk3 Alpine thrown in for spares minus engine, gearbox. £200 ono. M. Bingham, 23 Whin Hill Rd, Besscarr, Doncaster. Tel: DON 55204. (4184)

LOTUS ELAN July 1964, white, only 25,000m; factory built, mint cond; Radiomobils, tonneau, belts, carpets etc. £795. HP possible. Uxbridge 13629. (4185)

FOR SALE—continued

JAGUAR S3.4 mid 1965, low mileage, light grey, carefully maintained. £1,250. Tel: Sanderstead 4705. (4186)

1957 ALFA-ROMEo Guilerra Super Sprint 2-4-str, GT body by Ghia, only one ever built but utilises all 1900 bits, mint cond in every way; this car is the one advertised, pictured by Sports-Car Specialists, at £695 last year in this Mag. Leaving for continent 20th, given away to the first person with 250 oncers. No offers, trifers please. Lhd. DID 5142. (4187)

DAIMLER UNIQUE 1938 sports saloon, specially designed for Daimler director; aluminium body by Wendover, mech perfect, only 21,000m on new engine, ideal for enthusiast who wants only model of its kind. Offers. FOR 1342 evenings. (4188)

CHRYSLER 1939, Kew model; a one-owner car in almost showroom cond, this really has to be seen to be believed, exceptional mech due to a very low mileage, on a car that has been carefully nursed all its life. Elegant motoring for only £165. 01-567 1542 evenings please. (4189)

T.R.2, TWO concours wins last year, rebuilt by Robt-Royce apprentice to brand new cond, £300 bills for inspection; blue with Connolly black leather interior and carpets; all competition mods, out-drags and out-corners TR4S; definitely the best TR around, cond has to be seen to be believed. £245. Full details DID 5142. (4190)

BARGAIN FOR £275 1960 Healey Sprite, supercharged, must sell my specimen car, BRG, fully o/hailed, engine, heavy duty bearings etc; the best throughout, gearbox, carb, starter etc, new clutch, hood, tyres, Cints, XNS, battery, Cooper oil pump 70lb pressure; extras, radio, htr, spacers etc etc. Immac and fast. Shaw, 18 Hallamshire Dr, Sheffield 10. Tel: 33343. (4191)

1949 BENTLEY Mulliner saloon, just coachpainted, all necessary bodywork done, bills available. £375 ono. Kegworth 778 (Leics). (4192)

XK120 F.H.C., 8-1, 2 owners, genuine 62,000, immac throughout, new clutch/flywheel, steering, brakes o/hailed. £250, consider p/exch. Small, Park Farm, Stoneham Lane, Eastleigh, Hants. Eastleigh 3767. (4193)

CORTINA GT 1966, dark green, u/sealed, s/belts, radio, £615; or Spitfire, 1963, red, Cinturatos, s/belts, £375. Either for sale as employer has provided company car. Kirkby-in-Ashfield (Notts) 3075. (4194)

A.C. ACE 1955, dark metallic green, excell body and mech cond. £350. Wood, 22 Grafton Rd, Worcester Park, Surrey. (4195)

1925 3 litre Bentley 9ft 9in tourer, rebuilt engine and braking system etc by Hofmann & Burton at cost of over £800; Serck rebuilt radiator, A box, respined hubs and wheels with 20in rims; quite a fast Bentley in very sound cond. £1,250. Tucker, Byways, Market Way, Spalding, Lincs. Tel: 2808. (4196)

M.G. PA 1935, pretty fair nick, some spares. £145 ono. SOLihull 2583. (4197)

T.R.3A 1958, top class body and mech, o/drive, htr, h/s tops, tonneau, washers, s/belts, luggage rack etc. £270 ono. Sheffield 47240 evenings. (4198)

1933 RILEY Mentone, body exceptional, engine perfect, spares, MoT June. £80. View Bristol. Brown, 64 Bryn Rd, Swansea. (4199)

1937 DAIMLER EL24 luxury limousine, glass partition, 7 str; fluid flywheel, preselector, 6cyl; superb cond, MoT July. Offers around £150. Also 1950 Bristol 400, tax and MoT April, 4 new tyres, paint scruffy. Offers. 34 Woodlands Rd, Cove, Hants. Tel: evenings Farnborough 43350. (4200)

DELLOW MK.II, tuned engine, electronic rev counter, htr, hood, s/screens and twin spares, bodywork and mech in excell cond, numerous spares. £165 ono. H. Frost, Harston 213. (4201)

M.G. A 1600 fhc 1960, superb, white, wires, extras, 34,000. £340. Mills, 272 Lawford Rd, Rugby. (4202)

M.G. TA 1936, first class cond throughout, BRG, many extras, enthusiast's car. £165 79 Broadway, Northampton. Tel: 31711. (4203)

TRIUMPH SPITFIRE II, July 1966. £575. Owner going abroad. Watford 31531. (4204)

MORGAN MX4 3-wheeler, 1933, recently rebuilt, excell cond. £150. PER 4061 evenings. (4205)

HOTCHKISS 3 1/2 cabriolet (Provence) 1948, mech very good, Cotal g/box, new hood; minor repairs, respray required to restore this late classic. £75. Also 1938 saloon, single carb version Paris-Nice, similar cond, but also upholstery to recloth. £30. Spares held. Allvey, Barcombe 451 (Sussex). (4206)

MARMON, c 1930 straight 8 engine complete, gearbox, axle; rare American quality. £50. Suitable chassis available. Allvey, Barcombe 451 (Sussex). (4208)

REGRET SALE MG B Oct 1963, Bermuda h/top, w/wheels and every extra except o/drive, immac black. £540 ono. Lofthouse Gate, Yorks, 3002. (4209)

FIAT 1600 'S' Cabriolet

1963, with four headlights, new radio, new soft-top, new carpets, three sets air horns, new clutch and gearbox. Immaculate condition, engine overhaul by Fiat Milan. With an Osca twin-o.h.c. engine and two twin-choke Weber carbs, makes it a very fast car and unique in this country with R.H. drive. One careful owner, maintained regardless of cost, taxed till August. £800. Can be seen at KINNERTON GARAGE, S.W.I. BEL 3483

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FOR SALE—continued

1935 AUSTIN 7 Ruby saloon, excell body and tyres, engine OK. Offers around £45. Westfield, St Margaret's Rd, Altrincham, Cheshire. ALT 2984. (4210)

WOLSELEY 16/60 automatic saloon 1962, clean, sound, thoroughly reliable. £365. Guildford 63767. (4211)

XK150 D.H.C. 1958 SE, new tyres, batteries, pistons, bearings; excell chrome and metallic blue paintwork. £250. Bradley, 46 Grainger St, Newcastle-on-Tyne 22392, or Stocksfield 3221. (4212)

1965 DOWNTON Morris 1100, Connaught green, superb cond and performance, 22,000m, one owner. £495. Symons, Sutton (Sussex) 225. (4213)

1937 DAIMLER limousine, mech perfect and immac in appearance. A superior pvt at the bargain price of £160. 12 Alwyn Gdns, Upton, Chester. (4214)

JENSEN 541, £265. Bronze, o/drive, w/wheels, MoT Dec, 20mpg on regular, maximum illegal and untried. See fullest details. Courtis, Pig and Whistle Cottage, Chigwell, Smealey, Chelmsford. (4215)

1964 MODEL Sunbeam Rapier IV, duotone, o/drive, radio etc, body and mech superb, only moderate mileage. £500 or exch for SP250, Alpine or similar. Dowhurst, Venlaw, Wyatts Rd, Chorleywood, Herts. Tel: 2073. (4216)

BENTLEY, Two MkV; cars for sale, 1949, one black saloon and one grey shooting brake, excell mech order. £350 each. Ogwell Grange, Ogwell, Newlon Abbot 4576, Devon. (4217)

MORRIS 10 1938, very good engine and body, taxed till July, current MoT. £35 ono. HAMpstead 6031 after 5pm. (4218)

MORRIS MINI Super de luxe Nov 1963, vgc, twin SU carbs, Xs all round, 20,000m. Call or phone, Mr A. C. Harvey, 52 St Clements Rd, South Benfleet, Essex. Tel: Thundersley 4007. (4219)

TRIUMPH 2000, 1964, 21,000m, u/sealed, inertia s/belts, Cinturatos, Armstrong front suspension, excell cond, 28 mpg. £650 ono. HP. Tel: Bracknell 5180. (4220)

AUSTIN-HEALEY 3000 1960, transfer abroad forces sale; 2/4 seats, o/drive, w/wheels, h/top, radio, Cinturatos, £370. Tel: 01-948 1835. (4221)

ALVIS 12/50 4-str open tourer, excell all round cond, new wings, rewired, mech very sound and reliable, MoT tested, taxed. £250 secures. Includes large stock of spares. Jones, Duffers, West Hill, Oxted, Surrey. Oxted 3307. (4222)

SPITFIRE MK.II Nov '65, white, works h/top, red trim, htr, 16,000m. £525. Tel: Bourne End (Bucks) 22889. (4223)

DAIMLER SP250 1962, red, 33,000m, Cinturatos all round, Lockheed brake servo, privately owned, in immac cond in all respects. £470. Peel, Foxfield, Mill Lane, Crondall, Farnham, Surrey. (4224)

ELVA COURIER 1960, many parts renewed, 1,622cc engine. £250. Atkinson, 58 Tom's Lane, Kings Langley, Herts. Tel: 4698. (4225)

1966 JUNE Spitfire, dark blue/blue, htr, tonneau, 6,000m, as new, one timid lady owner. £585. Manning, Pantile Hall, Stew Maries, Chelmsford, Essex. Purligh 437 or Maldon 2814. (4226)

1936 ALVIS 4.3 litre engine and chassis complete but without body, c/ratio 7.5 to 1, engine shell big ends and twin exhausts, had new rings, valves, big end shells, mains clutch and brakes relined 5,000m ago, diff 3.8 to 1, triple SUs. £150. Speed 20 tourer body separate item. Tel: Whitefield (Manchester) 4567. (4227)

RILEY LINCOLN 1933 rare sporting 2 plus 2 aluminium saloon, special series model; manual gearbox, excell orig cond. £165. Redman, Newton-St-Cyres (Tel: 224), nr Exeter. (4228)

RARE ROVER Marauder, 15 only built, apple green coachwork, black hood, red leather upholstery, 72,000m only, MoT tested, excell cond, Enquiries welcome. Offers around £350. 2a Maylands Rd, Bedhampton, Havant, Havant 5084. (4229)

M.G. A 1960 1600 convertible, immac cond, white, red trim, htr, good tyres, MoT 1968. About £250. Warninglid (Sussex) 245. (4230)

JOWETT FLYING Fox 2-str, Jan 1933, complete though partially dismantled, cond medium, under cover, sound h/top. Must go. £25. Black, Burgess Hill 6579. (4231)

SUNBEAM ALPINE GT 1964, blue, 18,000m, Brabham stage III tuned full synchromesh box, Abarth exhaust, new SP41s, never raced or rallied, perfect order. £595 ono. Barrett, 167 Warwick Rd, Banbury, Oxon. Tel: 3947. (4232)

XK150 1960 fhc, grey, one previous owner; this vehicle is in immac cond, u/sealed, radio, w/wheels, o/drive, all mech parts, engine, gearbox etc, absolutely faultless. £450 ono. Repeat this vehicle cannot be faulted. Prospect 6089 daytime, Perivale 8769 evenings, Mr Lee. (4233)

MIDGET 1962, red, 38,000m, htr, tonneau, fog light. £300 ono. Walton 26583. (4234)

STRAIGHT EIGHT Daimler landaulette 1934, sliding division, Bedford cord upholstery, 75,000m, completely orig and in excell cond, both mech and bodily, a very impressive and elegant vehicle. £145. R. Brown, Tel: Chieveley 279 (Berks). (4235)

MORGAN 1932, JAP ohv w/c, SS 3 wheeler, beetle back, 3 speeder with non-interchangeable wheels, taxed, MoT tested Oct 1967; spares include 1933 3 speeder SS chassis, interchangeable wheels, 990cc Matchless s/v w/c, mech complete; other spares, wheels, steering gear, gearbox, hubs, springs, swinging arms, etc. unoriginal body if required. £175 the lot. Only reason for sale, no room for trials car. C. E. Charlesworth, 212 Hill Village Rd, Four Oaks, Sutton Coldfield. Tel: Four Oaks 2272 (evenings). (4236)

TRIUMPH SPITFIRE MkII, 1965, used as second car. 22,000m. 155 G800 tyres for only 8,000m, 41/5J w/wheels, o/drive 3rd and top, servo-assisted brakes, s/belts, 15in leather sprung steering wheel, Supertone silencer, u/sealed, immac. £560 ono. HP arranged. Tel: Newcastle (Staffs) 64480. (4237)

JAGUAR 2 1/2-LITRE d/h coupé 1938, concours cond, 41,000m, one family from new; the car is complete and orig and must be the finest example anywhere. Enquiries and offers to 29 Cotton Lane, Withington, M/c 20. DID 4220. (4238)

1927 FIAT 509A 2-str tourer, excell mech, new hood and tyres, with complete car as spares. £250. Haynes, Ellery, North St, Thame 2901 day, 2100 evening. (4239)

ALVIS 1933; Firefly dhc (two), also chassis; Sixteen (16/95) and Silver Eagle saloons; also various spares. Stevens, Kirtlington, Oxon. Tel: Blechington 306. (4240)

FORD RANCHWAGON automatic 1961, a car in excell cond; very smart bodywork and interior, radio, htr, s/belts. £300. Vaughan, 1 Porchester Terr, London W2. AMB 0792. (4241)

ALVIS TA14 saloon 1949, mech good, body good except for boot damaged by Italian tree. £50 ono. Martin, 15 St Lawrence Dr, Eastcote, Middx. PIN 6051. (4242)

ROCHDALE OLYMPIC Phase II, immac cond, lightweight, with or without Cosworth 1,500cc or 1,650cc engine; excell club racing or ultra fast road car. Details: Northwood (Middx) 21967 6pm-8pm. (4243)

FIFTYFIVE FIVERS maybe less. 1956 blue Porsche 356 V, 1500 engine, radio, s/belts, Michelin X. Roulier s/s; good cond throughout. Faringdon 3080. (4244)

FOR SALE—continued

METALLIC BLUE GT Sprout Mk1, new tyres, shocks, s/top, generally recond with many extras £250 ono. Wilks, White House, Rock, Wadebridge, Cornwall. Trebetherick 2323. (4246)

AUSTIN HEALEY 100/6 1958, w/wheels, o/drive, HMV radio, spot, tonneau; recent battery, exhaust, s/absorbers, meticulously maintained example. £265. Denham 2794. (4247)

1963 M.G. B, w/wheels, o/drive, htr, s/top, tonneau; superb orig cond, no accident history, must be a rarity! Two owners, new clutch, good tyres, mech excell, 50lb oil pressure hot. 495. 01-876 9878. 2a Linstor Ave, Sheen, SW14. (4248)

T.R.3 1957, resprayed BRG, garaged unused 18 months, new hood, battery, silencer, c/w tonneau, a/r bar, alloy sump, radiator blind, reversing light, htr, washers, workshop manual Good value at £233. Hopton, Mitchem (Surrey) 4655. (4271)

M.G. TF 1590, black, very good cond. £275. Hunt, R C 7584 evenings. (4250)

1965 SPRITE, excel, BRG, spots, new Cinturatos, rev light, not r/r, one owner £480 or exch for big Healey plus £250 or w.h.y. Metcalfe, 202 Whitegate Dr, Blackpool 21427 day. (4251)

XK150 S/E dnc '59, midnight blue, good Cints, Konis, new SU's, luggage rack, recent engine o/haul, new pads, steering joints etc, MoT, good fast motor. £345 ono. Bressingham 243 (Norfolk) in town w/a. (4252)

LANCIA FLAMINIA Pininfarina coupe in glistening dark blue, full 4/5 seats upholstered in beige hide, 2½ litr V6 engine returning 25mpg, fitted Xs, twin spots, twin fog, original cost nearly £4,000 in 1960. A truly magnificent car at only £625. Terms arranged or will exch for Mini-Cooper, Bentley or Rolls. Manchester area. Tel: 13am-6pm 061-370 2070, 7pm-9pm 061-775 4637. (4253)

LOTUS 7, new and unused chassis body unit including nose cowl and rear wings, chassis fitted with rollover bar mounting brackets, chassis stove enamelled grey, body and wings unpainted. £180. Box 2682. (4254)

1966 SPITFIRE, royal blue, 7,000 authentic miles, u/seal, htr, washers, discs, absolutely immac. £565. Ingatstone 2422. (4255)

ROLLS-ROYCE RAZOR edge sports saloon, 1937 close coupled owner driver, big boot on alloy body by Thrupp & Maberly, taxed, MoT and outstanding car. Bargain and investment at £595. HP possible and smaller interesting car in p/exch. Ashton-U-Lyne 1113 (nr Manchester). (4256)

MINI-COOPER 1962, engine o/haul, new clutch Nov '65, new universals, tyres, brake linings/pads, battery, hoses, brushes, wiper arms/blades, s/belts, spot/fog, fresh air htr; taxed/MoT Sept. £310 ono. Box 2681. (4257)

PVT MERCEDES 230 saloon, 1939, rare and impressive car. Offers/exch. Stuart, 12 Homesteads Rd, Kempshott, Basingstoke. (4258)

M.G. A fhc 1958, Gold Seal engine 42,000, oil-cooler, Cinturatos, many extras, truly immac. £275. Haslem, 4e Buriton Rd, Harestock, Winchester, Tel: 62072. (4259)

ALFA-ROMEO 1600 Giulia Sprint 1963, 5 speed gearbox, rhd, finished in white, £150 recently spent, radio etc, excell cond. £725, terms available, p/exch considered. Blitchley 4287. (4260)

FRAZER-NASH 1928 Bugolne 3-str, HE engine, very orig, restored throughout. Offers, Box 2680. (4261)

M.G. TA 1938, white duco, b/work good, A40 engine and gearbox as new, MoT test. £100. Kessingland 347. (4262)

PORSCHE CARRERA 2, 356B, regd November 1962, recent extensive rebuild. Full details of this fast and exciting car on request. Price around £1,750. Mark Goodson, Rennie's Law, Jedburgh, Roxburgh, Scotland. (4263)

JAGUAR 3.4 MkII, o/drive, s/belts, colour dark green, first regd Nov 1965, done only 3,000m and carefully run in. £1,000. Box 2679. (4264)

M.G. VA tourer, resprayed velvet blue, engine, brakes, electrics recond, good bodywork, taxed, MoT. £70 ono. Wilkinson, 17 Orchard Way, Rugby. (4265)

MERCEDES SALOON 190C, 27,000m, steering column change, excell cond 1850 No dealers. Consider exch. Tel: Torquay 39669. (4266)

1966 TRIUMPH Spitfire, green, black h/top, 12,000mi, taxed until Dec '67, immac cond, many extras. HP arranged. £540 ovno. Jefferson, Gringley Grange, Doncaster. Tel: Saundby 243. (4267)

TWO CARS, one must go: 1961 Alvis Park Ward, Alice blue, many extras, over £100 spent last 15 months. £500 ono. Bath 62803. (4268)

1933 AUSTIN 7 saloon, completely orig, concours cond, sunshine roof. £200 ono. ROO 5329 day, Lee 8285 evenings. (4269)

1500S, 1965 white saloon, low mileage, maintained by Volkswagen, immac cond. £575. Swandean Sussex 2991. (4270)

TRIUMPH SPITFIRE MkII, May 1966, 5,000m, BRG, o/drive, h/top, s/top, tonneau, htr, w/wheels, belts, lam/screen, SP tyres, £650 Dutch, Lindridge Place, Lamberhurst (Kent) 204. (4271)

SAAB 96, April 1966, grey, a beautiful motor car in spotless cond and with many valuable extras, eg G800s, Heifa QIV fog and spot, radio, Swedish wood-rim s/w, Sport exhaust system; a most delightful machine which is being sold for a happy reason but, nevertheless, with reluctance. £650. Colchester 71932E after 7pm please. (4272)

1963 FERRARI 250GT Pininfarina 2 plus 2 coupé, Webasto sunroof, blue, matching interior, rhd, o/drive, radio, excell order, superlative, fast and comfortable machine. Exch considered. £2,200. Potter, Ham Mill, Newbury 1346. (4273)

1932 ALVIS Speed 20 VDP roadster, totally rebuilt, re-trimmed (hide), repainted, tyred, chromed, hooded. £750. Newbury 1346. (4274)

M.G. B 1964, £150 extras inc o/drive, £600. Tel: Birmingham Harbour 4496 evenings. (4275)

XK120 1953, excell cond, htr, radio, luggage rack, 4 Xs, spare, recent steering, suspension o/haul, MoT, taxed, £120 ono. Linger, Tel: Keele Park 488 before 6pm. (4276)

M.G. B 1966, white, red trim, o/drive, extras, 13,000m, £775 ono, Maidenhead 20596. (4277)

M.G. J2 de luxe, cycle wing, restored, resprayed BRG, new bucket seats, upholstery, carpets, hood/sidescreens, wiring, engine rebuilt; P100 headlights; immac. Offers to J. R. English, B Ringwood Close, Pinner, Middx. PIN 4739. (4278)

T.R. IMMACULATE, dark blue, h/s tops, tonneau, competition suspension and brakes, new mech throughout, new carpets, special seats, l/wheel, htr, spot, fog, and many more extras. £325 ovno, 01-398 2616. (4279)

1953 RILEY RMF, good cond, very reliable. Bargain, £60. Bignell, 1 Kennetway, Siblands, Thornbury, Bristol. (4280)

T.R.2; HARDTOP, o/drive, luggage rack, s/belts, vgc, Bargain, £105. Prescott 4857. (4281)

DAIMLER SP250, white, h/top etc, £360. Gorman, Kibblesworth, Stone (268), Staffordshire. (4282)

ALVIS SPEED 25 tourer 1937, Cross & Ellis, completely rebuilt by expert, not yet run in. Colour photo, details on request. Box 2678. (4283)

T.R.3A 1959, yellow, Cinturatos, h/s tops, tonneau, htr, r/seal, vgc £300. Siman, Anchorage, Burford Rd, Minster Leach, Oxford. (4290)

FOR SALE—continued

IMMACULATE T.R.2, 15,000m since £350 o/haul, rebuilt for fast touring, red, black interior, 2.2 litre SAH modified engine, 125mph plus. Erring nation forces sale, £290. Full details and photos, Box 2677. (4284)

1949 ROLLS-ROYCE Silver Wraith Hooper touring limousine, black, grey interior, usual refinements; reluctant sale. £600. Foster, Homestead, Burton Rd, Melton Mowbray 3363. (4285)

M.G. TD2 1953, cherished by addict for 5 years, exceptional cond, orig paintwork, black exterior, red interior, 4 new Mich X tyres, new 12v battery, new bumpers, w/washer, htr, luggage rack, MoT cert. 275. Eccleshall 443 (nr Stafford) evenings. (4286)

1928 FORD model A saloon in beautiful cond, completely repainted to original colours several years ago, mech perfect, first class tyres, new battery, MoT. £295. Also penny farthing bicycle, carefully stored for the past 40 years. Best offer over £100. Both seen at Marchfield House, Queensferry Rd, Edinburgh 4. Tel: DAV 1573. (4287)

1957 PORSCHE Speedster, rhd, completely renovated, recond engine, new mohair hood, tan upholstery, matching carpeting, new black paintwork, Cinturatos. £395 ono. Ruislip 803. (4288)

JENSEN 541, BRG, 1956, exceptional cond, known history. £360. Tel: Cheltenham 54262. (4289)

1964 AUSTIN Healey Sprite MkIII, 12,000m, h/c engine, Weber twin choke carb, Ashley fastback h/top, oil cooler, w/wheels, Cinturatos tyres, spots, rev/light, wood-rim wheel, headlight flasher, tonneau cover, other extras; must sell, £475 ono. HP arranged. Apply 5 Boonwell Grove, or Tel: Barrow-in-Furness 1074 after 7pm. (4291)

T.R.4 1964, black, red trim, o/drive, w/wheels, tonneau, Motorola, Cinturatos, s/belts, new battery, superb cond. £7,000m, one owner, now bought family wagon. £625. HP arranged. Tel: Spooner, East Grinstead 24511, Copthorne 2617, Maracas, Domewood, Copthorne, Sussex. (4292)

M.G. MIDGET, July 1965, 18,000m, one careful owner, immac cond, regularly serviced, htr, tonneau, Cinturatos, u/sealed, many other extras. £515 ono. Fulmer (Bucks) 220. (4293)

M.G. B 1966, July, mineral blue, wires, radio, low mileage, immac. £750. Walton-on-Thames 26980. (4294)

FIAT 500C 1955, engine recond, final assembly required. £17 10s. Cowfold 464. (4007)

WANTED

MARSHALL 87 blower and front axle for NA 1934 MG. 11 Ladywell Way, Ponteland, Newcastle/Tynes. Ponteland 4526. (3894)

BRM REGISTRATION Nos. BRM, BM, EJM, FJ, JM, JOE, CY with any numbers. State price etc. Box 2641. (3895)

LIMITED SLIP differential wanted for A/H Sprite Mk1, also steel h/top, Jackson, 116 Sunnybank Rd, Potters Bar, Herts. Tel: 55109 evenings. (3896)

HARD TOP wanted for ser 1 Alpine and any other Alpine parts like offside door, bonnet and driver. Tel: 4018 Brookwood, Surrey. (3897)

WANTED, CORTINA GT tach and remote control gear change. Offers to Wilson, 12 Welland Rd, Wittering, Peterborough. (3898)

ROLLS-ROYCE SL or S2 required. This is a cash transaction with no trade in. The car must be immac and at a sensible price. Edinburgh CAL 2608 between 9.30am and 6pm. (3899)

M.G. TF, TD, any cond for rebuilding. Cooke, Abbey Lawn Hotel, Torquay. (3901)

WANTED, REGISTRATION Nos CB and PAB with good numbers. I will pay good prices. Please Tel: BEX 4578. (3900)

M.G. TA, TB, TC, TD, TF, Y type parts lists required. P. T. Edrook, 55 Clarendon Dr, Putney, SW15. London GR0 5949 9am-5pm. (3902)

XK150 F.H.C. or 190SL wanted early March. £400 cash offered on the road to include tax and third party insurance, 10 months MoT essential. Box 2640. (3903)

FM21 REGISTRATION No or nearest numeral, F. McKenzie, 130 Eastfield Dr, Penicuik, Midlothian, Scotland. (3904)

TRAILER FOR 8ft 6in wheelbase, 5ft 5in track, 20cwt car. State details. Box 2639. (3905)

VETERAN/EDWARDIAN RACING car, any cond, any make, but must be basically complete. Ridley, Hill Farm House, Sproughton, nr Ipswich, Suffolk. Hintlesham 226. (3906)

MINI COOPER 1275S hr box desired. Excell VW 1200 offered p/exch or cash available. J. A. C. Smith, 34 Stoke Hill, Bristol 9. Tel: 68 3192. (3907)

REGISTRATION NUMBERS JAN1, TOM1, JMC1, THC1, or distinctive numbers instead of 1. Broughton, Preston 3130. (3908)

1929 SUNBEAM 20.9 radiator and shell in reasonable cond required. Lewis, Mill House, Ubley, nr Bristol. (3909)

V.G.C. LEA-FRANCIS 1½ sports, Jays, Cricketers Lane, Herongate (Tel: 602), Brentwood, Essex. (3910)

MORGAN PLUS 4 1960-63, must be first class, 2-str. Cash and Riley 1.5 1958 or just cash. Symonds, 453 Birmingham Rd, Bordesley, Redditch. Tel: 2505. (3911)

WANTED URGENTLY, Set of unused timing wheels for 3-bearing Austin Ruby. Good price. Squires, Thika, Pembroke Close, Banstead, Surrey. (3912)

WANTED, REGISTRATION No TUB1 or other single number. Tel: Manchester Whitefield 2409 evenings. (3913)

WANTED, XK140/150 dnc in first class cond. Good price for good car. Fairbairn, Beaconsfield 4145 after 7.30pm. (3914)

REGISTRATION NUMBERS wanted. GW or GRW with low number. Box 2638. (3915)

DAIMLER CONQUEST or Triumph roadster, must be in good cond. Please write and state price. J. R. Parsonage, 40 Broomfield Rd, Heaton Moor, Stockport, Ches. (3916)

WANTED FOR MG TF, one h/top, preferably similar to UK to orig hood. Will be collected or carriage paid to UK address. KG686/32 Cpl Plant, ARF, RAF Gutersloh, BFPO 47, Germany. (3917)

VINTAGE ROLLS-ROYCE wanted, must be in working order. About £200. David Kay, 86 St James Ave, Thorpe Bay, Essex. (3918)

1954-55 RILEY 1½ wanted, must be immac, one owner, with history. Sanantone, Hambledon Rd, Denham. (3919)

TALBOT 14/45 nickel radiator, jack, literature. Gray, 35 Eaton Rd, Appleton, Berks. (3920)

REGISTRATION LETTERS required, AD, BD, any numbers. Box 2637. (3921)

"MOTOR SPORT" copies of volumes prior to 1930, high price paid or would exch my surplus 1931/65. Box 2636. (3922)

MORGAN 1938-39 d/h coupé, good to excell cond. Photos and price to M. N. Boyer, 824 Keeauimoku St, Honolulu, Hawaii. (3923)

METAL SPARE wheel casing required for 1939 Rolls Wraith, tyre size 6.50x17. Hadler, Thorpes, Mill Hill, Galleyswood, Chelmsford 55671. (3924)

WANTED, MINI Cooper or Mini Cooper S engine, gearbox and diff in good cond. Liverpool Royal 4444. (3925)

WANTED—continued

WANTED, VT regn with 2 numerals and fog book. State price. Box 263. (3926)

ALTA ENGINE wanted. Please send full details. J. Harwood, 19 Barnfield Rd, Claremont, Western Australia. (3927)

ROCHDALE OLYMPIC phase II, preferably less engine, gearbox. Box 2634. (3928)

CRASHED ELAN wanted by private enthusiast, preferably S2 or Cosworth. Richard Russell, Lindisfarne, Sandfield Park, Liverpool 12. STOnycroft 4560. (3929)

ROLLS-ROYCE SEDANCA de ville, Phantom pref, anything considered. State full condition and price, photos if possible, to Mr R. Stanley, c/o The Northwick Arms Hotel, Waterside, Evesham, Worcs. (3930)

M.G. A twin-cam fhc for cash, only exceptional cond considered. Tel: 674 4889. Hooper, 303 Norwood Rd, London SE24. (3931)

ROLLS SILVER Ghost, open tourer preferred but saloon or chassis considered; cond immaterial. Graham Neale, The Nook, Purshall Green, nr Droitwich, Worcs. (3932)

£20 EACH offered for 895x135 w/wheels or rims. Graham Neale, The Nook, Purshall Green, nr Droitwich, Worcs. (3933)

HARD TOP wanted for MG A 1600 MkII, Dunolly, Rust-hall, Tunbridge Wells 20815. (3934)

ROLLS PHANTOM I complete chassis or car wanted, reasonable price please, any parts gratefully received. Bubb, Chestnuts, Elm Grove Rd, Hadwicke, Glos. Hardwicke 393. (3935)

ROLLS-ROYCE 20/25, 25/30, Wraith limousine, in good order. Box 2631. (3936)

ASTON MARTIN DBIII, lhd. And/or pre-war Morgan 3-wheeler, rhd. Box 2632. (3937)

OLD MORGAN 4/4, cheap but basically sound. Cash. C. Turner, 11 Ferney Hill Ave, Redditch, Worcs. (3938)

WANTED, TRIUMPH Surrey h/top for TR4 including backlight, cash or exch hood and tonneau plus cash adjustment. 11 Leeson House, St Mary's Court, Peterborough. (3939)

JAGUAR XK140 roadster, good cond, w/wheels. Dexter Brown, Tel: Northwood 23294. (3940)

BRISTOL 405 saloon wanted for cash by private buyer. 1958 one owner example in mint cond only, no rubbish considered. Write first, fullest details and history please, to Paul Cockayne, 3 Westbury Terr, Parnaby Rd, Leeds 10, Yorkshire. (3941)

SHORROCK SUPERCHARGER for Ford 1.50(cc), complete with all fittings and instructions. Realistic price for genuine article. Banning, 12 Badsey Lane, Evesham, Worcs. Tel: 6694. (3942)

REGISTRATION LETTER AM or AHM with interesting number. Car considered. SPE 3794 or HAM 0739. (3943)

SPORTS CAR, MG, TR, similar, any cond, also Mini-Cooper 997/8 race tuning equipment. Box 2642. (3944)

JAGUAR XK150S, in mint cond. Powrlok diff, chrome w/wheels etc. Earl, Mays, 5075 weekdays. (3945)

QUALITY CAR, ROLLS, Bentley or equivalent, pre- or post-war. Maximum £800. Consider town car. Please forward photos/particulars. Box 2633. (3946)

1800 OR 2000 Triumph roadster with dickey, capable of rework to concours cond with reasonable expenditure. Box 2645. (3947)

FMW OR MW Regn No, also pair of seats for 4.2 L. Jaguar. Box 2651. (4000)

OLD MOTOR bike wanted. Have Show numbers "Auto-car", "Motor" 1916-39, Law, Laburnum Cottage, Stoke Rd, Blisworth, Northants. Tel: 321. (4008)

FERRARI SPORTS racer, eg 212, open. Box 2649. (4009)

TICKFORD TA or TB wanted, must be absolutely sound and orig. Box 2648. (4010)

CHUMMY PARTS for restoration, 1930 Austin 7 tourer, especially good engine, gearbox, axle, front wings. All letters gratefully answered. Box 2650. (4011)

AMILCAR, PAIR 17in wheels or pair to rebuild or pair of wheel centres to fit Amilcar hub (66 splines, 56mm od). Batho, The Mount, Pries (312), Shropshire. (4012)

DAIMLER ENGINE suitable for 1924 T5-6-30 chassis, complete preferred. C. Carter, Charterhouse, Godalming, Surrey. (4013)

ROLLS-ROYCE 1925-1939 wanted, any cond considered. Box 2672. (4142)

T.R.4, EARLY, clean model wanted. Newton, 39 Eagle Av, Chadwell Heath, Essex. (4143)

MK.II ASTON Martin i/c coupé, preferably mesh sound. Box 2671. (4144)

LANCHESTER VINTAGE tourer, 20 or 40, Strachan, 1 Chesterford Gdns, London NW3. HAM 8589. (4145)

WANTED, ALUMINIUM head, twin carbs etc for E93A, B Highfield Rd, Nuthall, Notts. (4146)

WANTED, T.C. in or near concours cond by enthusiast. Evenings: Herbert, PAR 7810; 55 Westbourne Park Rd, W2. (4147)

M.G. B wanted, any year but must be perfect and low mileage. Cash or p/exch Super Cooper type Mini. Carib-bean h/top also wanted. Woodstock 7113 evenings. (4380)

ALVIS 1958-62 3 lit-e convertible. Tel: Swindon 3102 evenings. (4391)

FOR FIAT 1100, 3-branch manifold and ambitious camshaft. Kegworth 778 (Leics). (4382)

ROLLS-ROYCE PHANTOM III wanted by private enthusiast, sound cond, any saloon or sedanca coachwork except large limousine. (4383)

A.C. GREYHOUND 1961/3, low mileage. 511 Whitworth Rd, Rochdale, Tel: 49564. (4384)

PORSCHE '59-61 356B fhc, low mileage. Great Eccleston 410. (4385)

MK.V JAGUAR required, must be in excell all round cond. Details and photo required. Couchman, 234 Fen Rd, Marham, Norfolk. (4386)

SUNBEAM ALPINE wanted, series 1 or 2. Cash. Hudson, 116 Watchouse Rd, Galleyswood, Chelmsford. (4387)

TANK-FITTING DIAL type petrol tank gauge complete for 1926 Rolls-Royce or similar. Millar, Lynwood, West Linton, Peeblesshire. (4388)

SCHOOLMASTER'S FOLLY, your gain, wants any interesting 4-seat car, Jag Alvis, Lanchester etc, post- or pre-war, plus cash for one owner, immac, garaged, extraed 1965 (August) Mini-van (7,700 genuine miles) or sell £270. Knight, 25 Carron Close, Corby, Northants. (4389)

HEALEY 3000 1960-62 2/4-str, o/drive, good mech, w/wheels preferred. Cowan, Esher 64152. (4390)

WANTED GT fastback h/top for Spitfire. Tel: Straughan, Alnwick 2294 8.30-5.00. (4391)

JAGUAR 3½ litre, MkIV, approx 1948. Fennell, Hillridge, 182 Halifax Rd, Nelson, Lancs. (4392)

BRISTOL 404, reasonably priced, sought by Bristol enthusiast. Good 405 considered. Box 2691. (4393)

ARNOLD SUPERCHARGER type 224, Centric type 224, any cond. Box 2689. (4394)

WANTED, EG or AG Regn No or any two or three digit one. Box 2690. (4395)

THE 1967 Used Car Fair, May 27, 28 and 29, at Woburn Abbey. Details should be available shortly from Neil Engert, Exhibition Consultant, 77 New Bond St, London W1, so please send 9in x 4in stamped addressed envelope. (4396)

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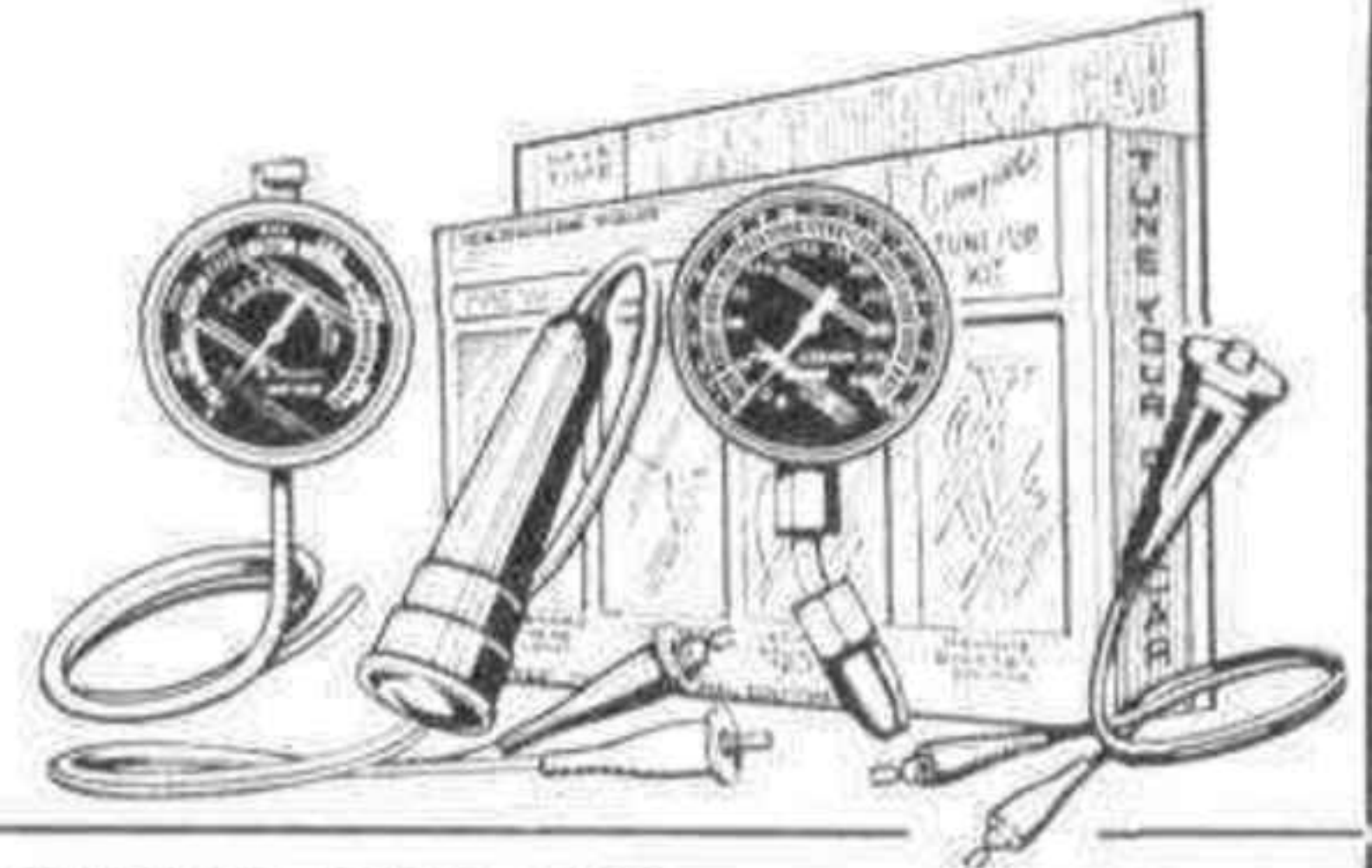
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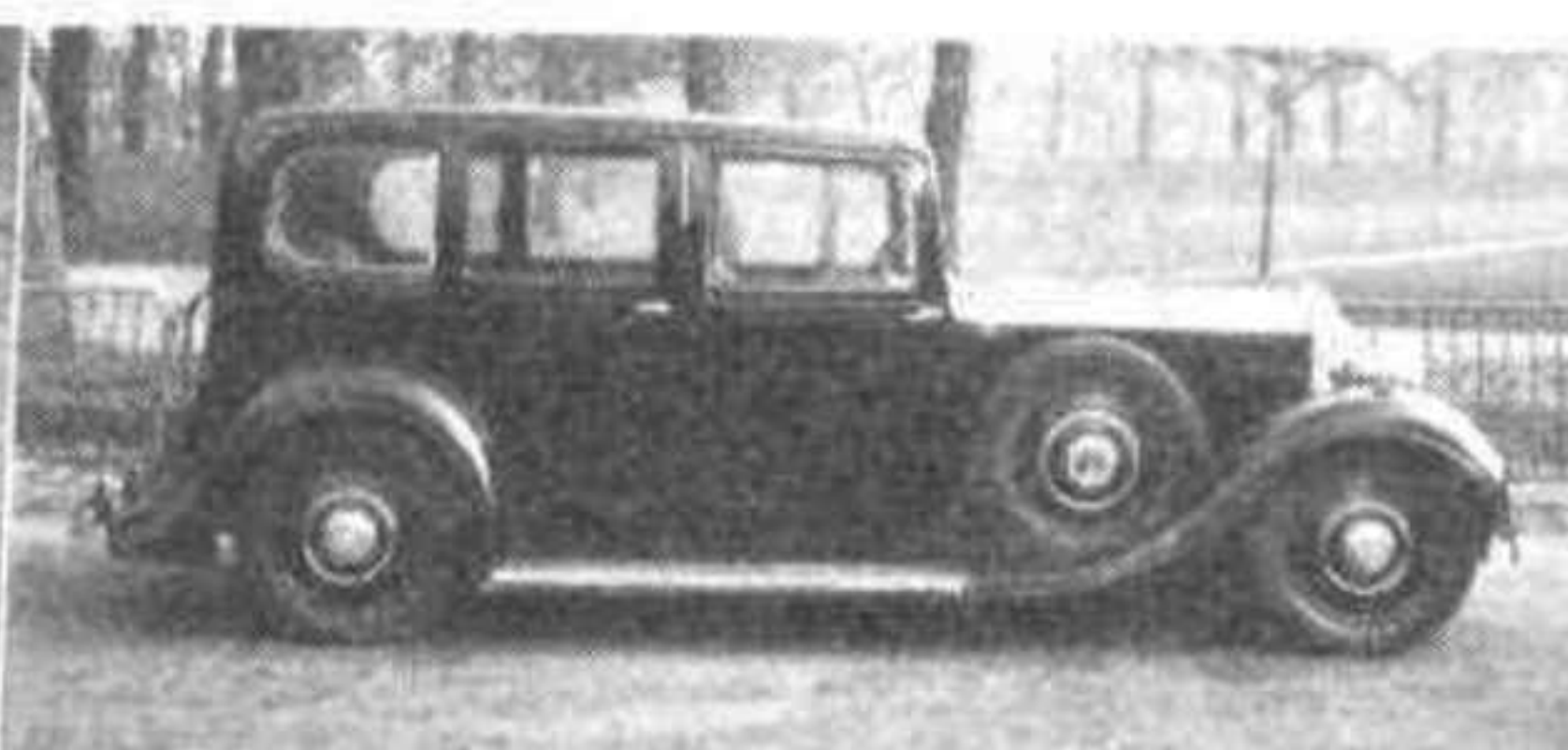
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1925 ROLLS-ROYCE Phantom I tourer with coachwork by Gurney Nutting, windscreen and decking for rear seats, full history, recent engine overhaul.



1937 ROLLS-ROYCE 25/30 limousine by "Rippon", good order, paintwork only fair ... £395



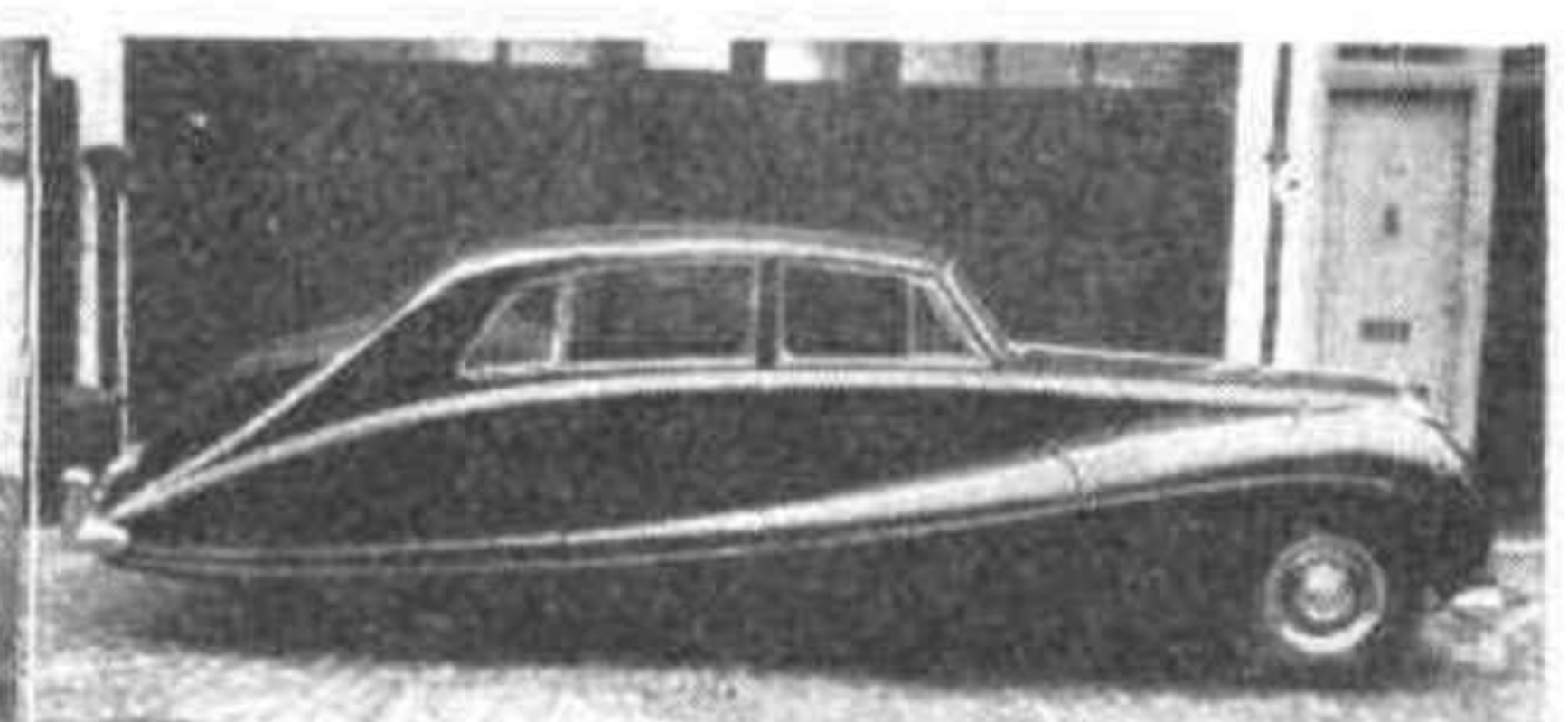
1926 ROLLS-ROYCE 20 saloon by "Harrison" with fully opening Tickford roof. Undergoing painting and trimming.



1937 ALVIS 4.3-litre sports saloon by Vanden Plas in immaculate original condition.



1927 BENTLEY 3-litre Speed Model, rebuilt at cost of over £3,000 by Bentley specialist.



1956 BENTLEY "SI" coachbuilt saloon by Freestone & Webb, dark blue with grey interior ... £1,395

- 1952 BENTLEY James Young sports saloon, alloy coachwork, 75,000 miles, Bentley history, immaculate order ... £795
- 1926/28 ROLLS-ROYCE 20 sports saloon by "Coachcraft", excellent Replica model ... £475
- 1936 ROLLS-ROYCE 20/25 2-door fixed-head coupé by Freestone & Webb, undergoing complete restoration.
- 1933 SUNBEAM 18-h.p. coupé, completely restored ... £550
- 1936 RILEY Sprite 1 1/2-litre 2-seater, extensively rebuilt, good example ... £575
- 1924 VAUXHALL 23/60 Kingston tourer, completely original, stored many years, undergoing complete restoration.

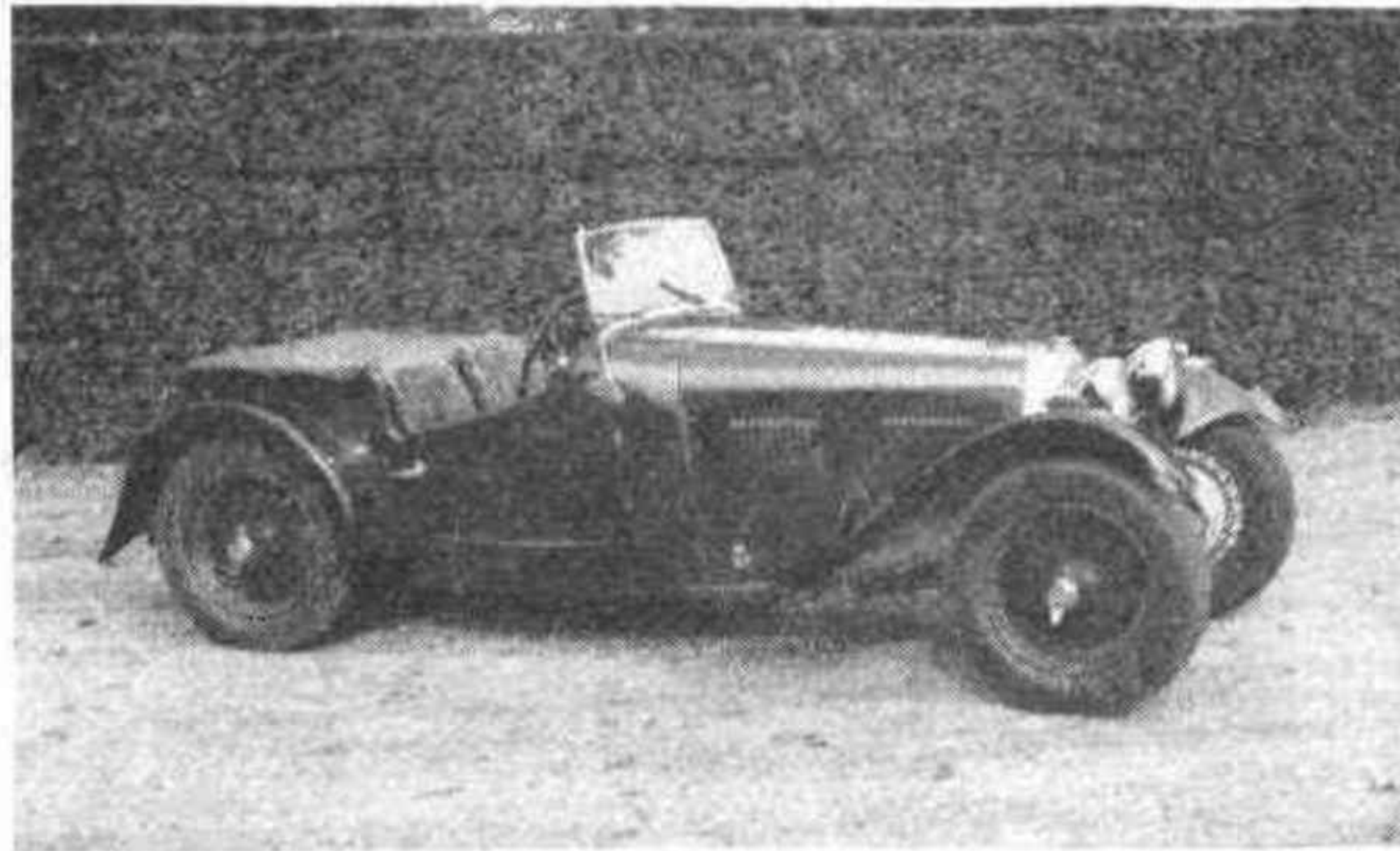
- 1961 FERRARI 250 GT Berlinetta coupé. L.H.D. lightweight model, extensive over-haul, outstanding example ... £2,200
- 1960 LANCIA Flaminia Zagato sports coupé. L.H.D. Very rare model in outstanding condition ... £895
- 1961 (series) JAGUAR XK150 3.8 "S" fixed-head coupé in quite outstanding condition—32,000 miles only ... £695
- 1956 (Nov.) LANCIA Aurelia B20 Series 5 coupé in excellent order, 89,000 miles, dark blue with original cloth interior ... £450

WANTED: GOOD VINTAGE & P.V.T. CARS, ROLLS-ROYCE AND BENTLEYS ANY AGE AND ANY TYPE OF COACHWORK

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1948 H.R.G. 1500 2-seater. A fine example with a good history. Meticulously maintained by skilled owner for the last nine years. Offers.

1936 AUSTIN 7 Nippy 2-seater. Speedex head, 16 in. rear wheels, a very good original example. £98.

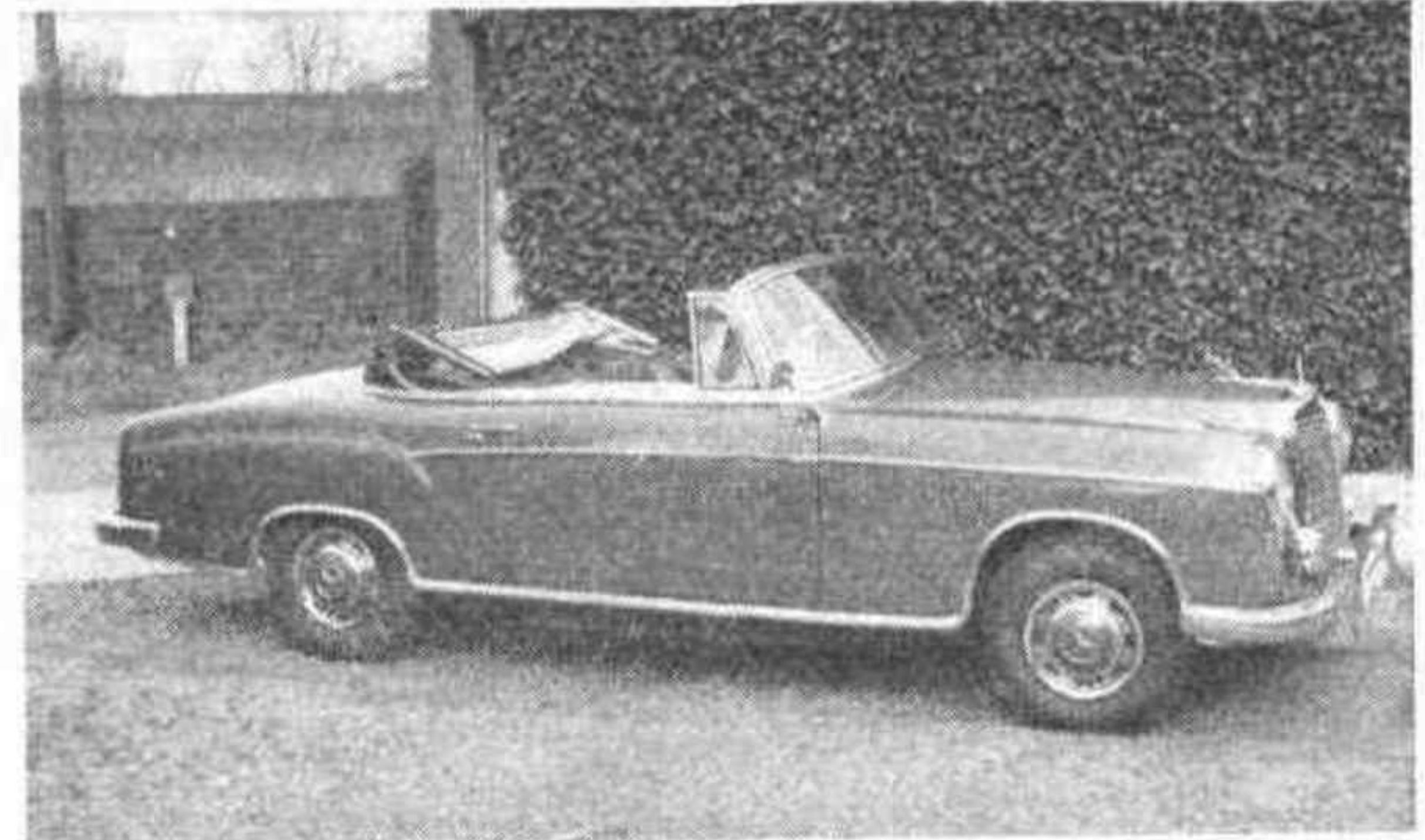
1928 MORRIS COWLEY 2-seater with dickey. Three owners. Exceptionally good original order.

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1937 RILEY Lynx 1½-litre open sports 4-seater. Well maintained by keen owner since he bought it in 1952. Offers.

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MERCEDES 220SC 4-seater convertible. Engine requires running-in after comprehensive overhaul. Radio, new tyres, etc. £795.

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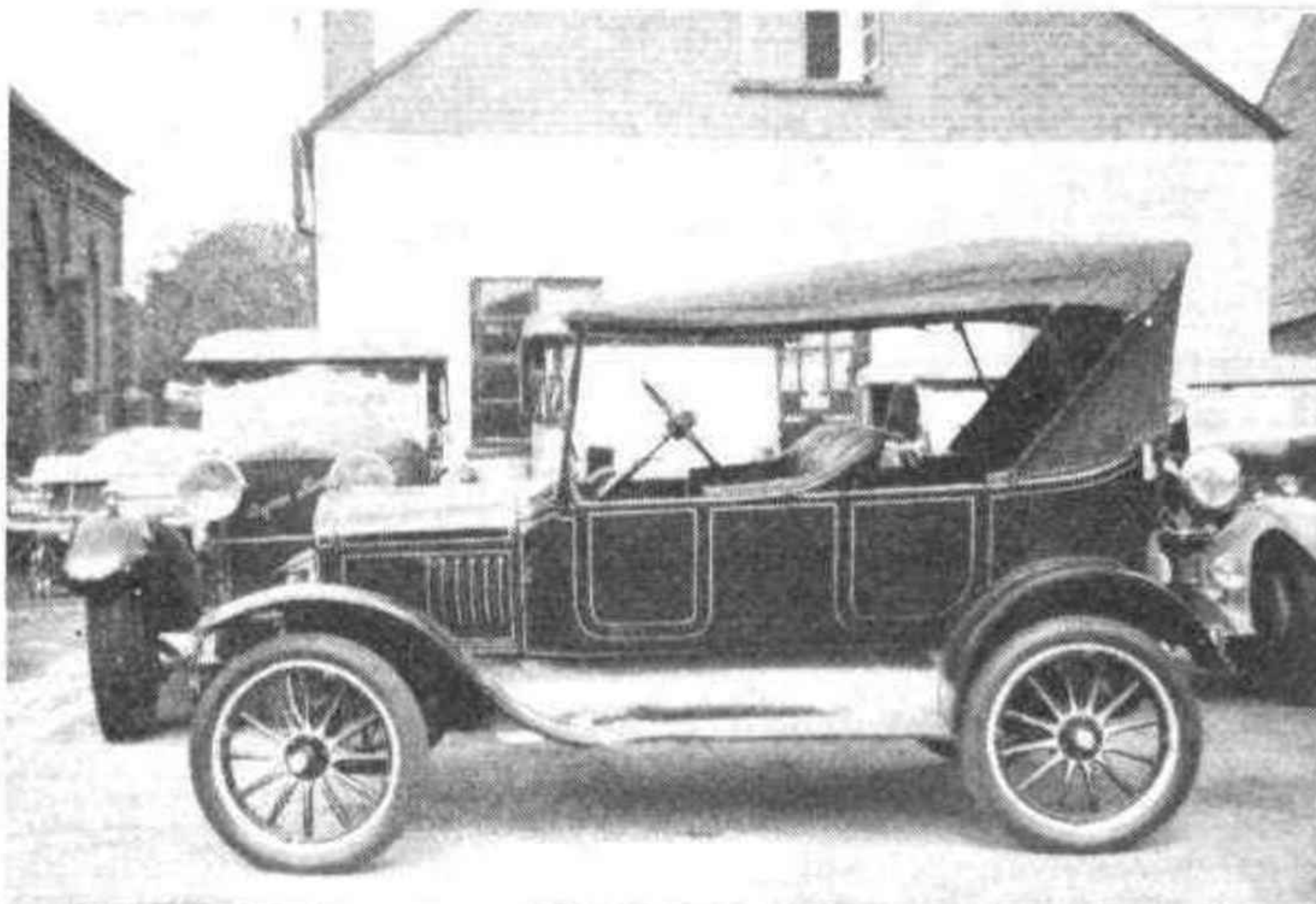
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1923 MODEL 'T' FORD TOURER

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BEADED EDGE	STRAIGHT SIDED AND WELL BASED		
895 × 135	350 × 19	32 × 4½	700 × 21
710 × 90	400 × 18	11 × 50	700 × 17
760 × 90	350 × 18	14 × 50	34 × 5
28 × 3½	29 × 440	34 × 4½	35 × 570
920 × 120	31 × 4	550 × 20	31 × 495
815 × 150	32 × 4	15 × 20	600 × 20
880 × 135	28 × 3½	550 × 19	
31 × 440	31 × 495	32 × 620	
750 × 85	30 × 3½	500 × 19	
875 × 105	525 × 21	650 × 20	
30 × 3½	500 × 22	700 × 20	

1923 3-litre BENTLEY chassis on B.E.

1928 SUNBEAM 25-h.p. chassis £150

1928 F.W.D. supercharged ALVIS £550

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1938 ALFA-ROMEO Super Sports

And many other interesting marques.

We will shortly be having the following cars in stock : Phantom III Rolls-Royce, 24,000 miles only; Alfa 2.3 supercharged 8-cylinder Special; 1900 De Dion Bouton; 1954 Ferrari 500 Mondiale sports/racing car and a Lotus 16 Historic Racing Car.

We have an enormous stock of Vintage, Veteran and Edwardian accessories : lamps, horns, instruments, carburettors and magnetos. We are open seven days a week and visitors are always welcome. Appointments may be booked for any time through our telephone answering machine. Our new showrooms will shortly be opening in April.

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WANTED—continued

S.S. 100. Cash waiting for sensibly priced car. Full particulars please and photo which will be returned. Box 2692. (4397)
CINTURATO 165/15 in exch new Marchal Fantastic spot and fog, temperature gauge or set 47/50 Healey suspension springs, new, 26 Cloves Hill, Morley, Derby. (4398)

EXCHANGES

MY 1960 Mini Morris, good cond, thoroughly mech recond, plus cash adjustment for Sprite Mkl. Tel: Amersham 3233. (4058)
1930 ALFA Romeo 1750 Gran Turismo 4th series twin ohc with Gruber dhc body in excell order. Exch for Rolls-Royce Phantom I. Box 2655. (4059)
1962 TURNER sports, white, black trim, very good cond, very reliable; full details on request. Need cash so £210 or cheaper car or van and cash. Mkl Jaguar? Box 2654. (4060)
MY PET Jaguar, in danger of becoming freeze victim, needs new home; enthusiast maintained 3.4, very healthy at 32,000m, with tired components already renewed, new Cinturatos last month. Exch 1966 Beetle 1300. Box 2656. (4061)
WANTED, MK.II Spitfire in exch for my immac 7 months old Austin 1100, 7,000m only. Mr Tarran, 39 Whittington Rd, Tilgate, Crawley, Sussex. (4062)
T.R.4 1962 (model), o/drive, w/wheels, Cinturatos, radio, r/mirrors, 4A extras, new clutch; o/drive and carbs o/hauled; superb cond. Exch for cheaper vehicle; getting married. Take £550 ono. HP. Tel: 01-399 8297. (4063)
MY MINI, 31,000, resprayed, value £180 plus cash for MG TD, TC, Morgan or XK120fhc, preferably Hants or Sussex. No rubbish please. Box 2657. (4064)
TRIUMPH 1200 convertible 1962. £295 cash or interesting 4-str, preferably alloy fibreglass body. 10 Barlow Moor Close, Norden, Rochdale. (4065)
AS NEW, 5,000m only, automatic 4 door de luxe 4 in line Corsair, extras. Exch good Bentley. Box 2658. (4066)
1965 FIAT 1,500cc, mileage 11,000, for MG B, 12755, Caravelle etc. 22 Darlington St, Wigan. (4067)
RAPIER 1964, superb, exch Alpine, TR4, Cooper S, Barratt, 8 The Glade, Staines, Middx. (4068)
S.P.250 '62, h/s tops, maroon and black, well shod, genuine 36,000. Exch XK120 or 140 dhc plus cash. Wood, 35 Alveley, Bridgnorth, Salop. Tel: Kidderminster 2579 day. (4069)
M.G. B 1965 model, white, 5 bearing engine, only 20,000m, fitted every extra guaranteed to please real enthusiast including w/wheels, o/drive, folding hood, radio, plus 30 more; superb cond and very loathe to sell but house purchase takes priority. Will exch for immac saloon plus cash or accept £670 cash. Box 2674. (4166)
1954 TF MG, mint cond throughout, new engine, brakes, clutch, tyres, excell weather equipment unmarked, paint-work and interior genuine specimen. P/exch Cooper or similar or sell £375. Bermic, 92 Ashfield St, London E1, STE 3102. (4167)
1962 MINI-COOPER. £250 ono or will exch for MG TD, TF, cash either way. 27 Grosvenor Gdns, Newton-le-Willows, Lancs. (4168)
ASTON MARTIN 1936 tourer, exch for something, w.h.y. Anything interesting, suggestions, offers. Tel: Selborne, Write Bush House, Selborne, Hants. (4407)
LOTUS CORTINA. See "For Sale". (4408)
EXCHANGE AH100/4 4 speed h/t, for lowline Zodiac convertible, saloon, PA Cresto; cash adjustment for Zodiac, Hindmarch, 25 Watson Rd, Newton Aycliffe, Co Durham. (4409)
1962 ANGLIA 997cc, white, for best Sprite offered, preferably with non-standard bonnet. Anglia has: Weber, Servals manifold, Firmarides, servo, competition linings, tach, ammeter, oil pressure gauges, spots, Cints, belts etc. Write: Twigg, Offa House, Offa St, Tamworth, Staffs. (4410)
BARGAIN FOR special builder. First sensible offer secures shabby but sound Rochdale GT complete less engine, gearbox (Morris 1000); towable; taxed, tested end May. See full details. Require parts for Mkl Sprite: radiator, windscreen, tyres, silencer. Russell, 18 The Verne, Church Crookham, Hants. (4411)
THE 1967 Used Car Fair, May 27, 28 and 29 at Woburn Abbey. Details should be available shortly from Neil Engert, Exhibition Consultant, 77 New Bond St, London W1, so please send 9in x 4in stamped addressed envelope. (4412)
GOOD SPORTS car wanted in exch for superb, seaworthy, 30mph speedboat, 18 horse Johnson, trailer and hitch, with every extra, as new and ready to use; towed by 1958 Ford Anglia, new engine February 15, black, almost concours cond inside and out, o/drive in every gear, roll-bar. Or sell the lot at £375 ono. Tel: Bramley 3314 (Surrey) after 7pm. (4413)
ALFA ROMEO TI saloon 1965, 10,000, guaranteed perfect, extras. Best offer. Consider p/exch 4 door Cortina, Corsair GT. 20 Isledon Rd, London N7. (4414)
VITESSE NOVEMBER 1964, 24,000m by one careful owner, cactus with black flash; extras include sun roof, radio, twin SUs, Q1 lamp, reversing light, radial plies, wing mirrors etc; expert examination welcomed. Exch Rover 2 litre, cash adjustment available. Thomas, 126 Walter Rd, Swansea. Tel: 57657. (4415)
1960 MK.II 3.8 automatic Jaguar, radio, 54,000m, excell cond for year, offered in p/exch for Herald or Vitesse convertible in similar cond. Cash either way. 13 Albert Rd, Cheddle Hulme, Cheshire. (4416)
ROOF RACK, 5 Mich Xs, 1959 Renchault Dauphine in between, MoT, good engine, body. Exch Mk5 Jag or similar. W.h.y. 38 Border Crescent, Alvaston, Derby. (4029)

MISCELLANEOUS

HALDA SPEEDPILOT £12 complete. Lucas rally rooftop £8. Lockheed brake servo £7 complete. 120mph trip speedo for Mini with cable £3. Lucas Ranger spotlight 50/-. New 100E gearbox £15. Tornado Typhoon chassis (new) cost £80, accept £27.10s. Polished rocker cover for BMC A engine £3. Pair of 1 1/2 and 1 1/4 SU ram pipes 35/- pair. As new fibreglass dash for Mini 50/-. Barnes, 10 Welland Close, Dalebrook, Burton, Staffs. (4015)
BUGATTI 23, 22, 13. Plan, elevation on linen; chassis and body frame construction, 3 seat boat tailed clover leaf design; 1in-1ft; easily scaled any car; accurate, decorative, exquisitely drawn, absolutely unmarked. £5.10s. Money order. A. F. Robinson, North Stables, Fulmer Lane, Gerrards Cross, Bucks. (4016)
NEW T.R.3 gearbox with OD shaft £35. New TR3 OD unit with OD shaft £30. Several new Triumph and BMC gearboxes £15 each. Several Standard rear axles, new, £15 each. BMC Gold Seal A70 motors as fitted to Healey 100.4, new, £35 each. Body panels for Herald, Vitesse, Spitfire, A35, as new, to be cleared. Koni shock absorber kit, new, for Healey 100.6, all models, £12 each. Telescopic steering wheel, as new, £2. Healey 3000 engine and gearbox unit, low mileage, £40. 1 Norman Court, Hampton, Middlesex. Molesey 1942 evenings. (4017)

MISCELLANEOUS—continued

WEBER CARBURETTOR as new, complete inlet manifold and air cleaner fit Mkl Zephyr/Zodiac. £20. 1 Ridgeway Dr, Bromley, Kent. Tel: KIP 7821 after 7pm. (4014)
TWIN 1 1/4in SUs with linkage, manifold suitable for Wol 4/44, hardly used. £9. Write: 72 Bescot Cres, Walsall, Staffs. (4018)
ROLLS 20/25, orig 170 page handbook, hard cover, excell cond, best offer. Box 2653. (4019)
T.R. STEEL h/top. Offers by letter to Jackson, 2 Hermitage Close, N. Mundham, Chichester. (4020)
WINDSCREEN TRIPLEX safety-glass as new for Midget or Sprite. £3 ono. Evenings, Downland 51056, Coulsdon, Surrey. (4021)
DAIMLER AND LANCHESTER OWNERS' CLUB. Membership invited. Sporting and social events, monthly magazine, technical assistance, spares register and the opportunities for meeting other interested owners. H. D. Saunders, Red Bank House, Hedging Lane, Wilneote, Tamworth, Staffs. (4022)
M.G. B wheels, 5 pre-seal steel 4x14 MG B wheels; under 10,000 miles and undamaged. £12 the lot. Buyer collects. Foyer, Solihull 2080. (4023)
M.G. TA, tonneau, revised exhaust system, luggage rack, 16in rears, seen in Edinburgh. Macpherson, Hampden House, Alnwick, Northumberland. (4024)
DUNLOP RACING tyres, unused, 5.25x15in. £5 each. Tel: John Leak, Downham Weekend 2317 office and evenings, or Gerrards Cross 83074 workend. (4025)
T.R.4 TONNEAU cover, black, as new. £6. 3 Broad Acre, Bricket Wood, St Albans, Herts. (4026)
HALDA PILOT £12. Clear Fit garage 13ft £8. 6 Westhill Rd, SW18. (4027)
MINI CYLINDER head, latest twin SU carbs and manifold complete with pipes, new Lucas spot and fog lights, new 5.20x10 5.20x13 remould tyres, unused, sell best offer. Sprite Mkl anti-roll bar 50/-. 46 Hill Lane, Bassetts Pole, Warwickshire. Four Oaks 2872. (4028)
PAIR XK150S front calipers £15. FN-BMW dynamo, starter, screenwiper motor, miscellaneous bits. Leatherhead 4488 ext 22 day, Normandy 3229. (4031)
SOUND TUBULAR chassis for 7ft wb and 4ft 3in track, offers: 4 Riley ko wheels, 2 18x4.50 tyres and tubes, new. £6. Merlin rear axle and prop comp £5. Sae, 173 Hendon Way, London NW2. (4032)
LE MANS. Save valuable foreign currency on one of our low price trips. No V form required. Send for 40 page illustrated brochure to Page Tours, 221-223 Belgrave Gate, Leicester. Tel: 27941. (4033)
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DO YOU own a Fairthorpe, Turner or similar car? You do, well why not write for details of your club. Membership only 12/6. Monthly meetings and magazine, spares, discounts, advice etc. Please write to Barry Gibbs, Rose Cottage, The Hollington, Long Crendon, Bucks. (4036)
M.G. B tonneau, blue, new, £6. Panhard PL17 and 24CT workshop manual, cost £6, sell £3. 263 Milkwood Rd, Herne Hill, SE24. (4037)
BRAND NEW set Cooper drive shafts, discs, hubs etc; now not required; suit Mini; will deliver 70 miles Birmingham. £37.10s ono. Box 2693. (4038)
VW WHEEL spacers by Wooler, barely used pair complete. £3. Smith, 01-607 7396. (4039)
T.R.3A. £285. Twin spots/reverse, 1/rac. MAR 5317 Monday after 6pm. (4040)
T.R.3 HARDTOP, hood, other spares. Booth, 185 Parkside, Darlington. 67290. (4041)
OGLE HARDTOP for MG B. £27. Excell cond. Maldstone (Kent) 44308. (4042)
WALLIS & Wallis are holding an auction sale of veteran and vintage car lamps, parts, accessories, books, models, etc, on Saturday, June 3, 1967. Selected entries are now being received, closing date April 28, 1967. Write to 210 High St, Lewes, Sussex. Tel: Lewes 3137/8. (4043)
M.G. SALES literature, photos, manuals etc, pre-1955 wanted by collector. State price. Regn No 61RMD with log book for sale. Box 2652. (4044)
PACKING UP, aged 70. Vert mags 4cyl, 1 Lucas clock, 1 BTH clock and anti, dual ign, £3 each. Tyres, about 80, 165, 400, 500, 525, 560, 590, 640 x15; 450, 475, 525, 600, 650, 670 x16; 225, 450, 500, 550, 600, 650 x17; 450, 500, 525, 550, 600, 650 x18; 300, 325, 400, x19; 500, 550, 600 x20; 600 x21; £6 each. Gearbox Vanguard I and II, £5. All plus carr. Jarvis, 414 Cannon Rd, Wolverhampton, Staffs. (4045)
REGISTRATION TNN21 attached to mildly bent 1955 TR2. Offers for either to Chequers, Launceston Rd, Tavistock. Tel: 3054 evenings. (4046)
TYRES 30 per cent off. Disbanding Team BJS offers new, unused tyre 30pc off. 2 145x13 SP41 suit Cortina; 4 175x13 SP41 suit Austin 1800; 2 600x13 C41 suit Cortina Estate; 4 590x15 C41 suit TRs; 4 640x15 G8 suit Jaguar. Contact Team BJS, 190 Burnt Oak Lane, Sidcup, Kent. (4047)
XK140 SPARES. Engine £8. SU carburettors £5. Dynamo £2. Starter £2. Any part supplied. 2 Waterford Dr, Neston, Cheshire. (4048)
FOR SALE, one Rolls-Royce flying lady bonnet mascot. Offers. ARN 6866 (Middlesex). (4049)
1925 3 litre clock with time trip recorder, accurate, high class instrument. Cust, Upexe House, Thorverton, Devon. (4050)
COMMERCIALLY MARKETABLE items for Jaguar, Rolls or Bentley enthusiasts required by English emigrant. Write English Imports, 3844 Thomas Avenue South, Minneapolis, Minnesota 55410, USA. (4051)
UNITED STATES and Canadian residents are advised that we can supply all wool West of England upholstery and headlining material as orig used in Rolls-Royce and other fine cars. We can also supply Connelly leather. Write or Tel: D. Balchin (Coachbuilders) Ltd, 16848 Alisal Ct San Lorenzo, California 94580. Tel: (415) 276-8008. (4052)
CITROEN AND Panhard owners! Join your club. Monthly magazine (not a newsletter), technical assistance, works visits, monthly meetings. Beaulieu Rally June 19. Hon Sec, 32 Lower Rd, Fetcham, Leatherhead, Surrey. (4053)
LE MANS weekend tours, sea/coach from 9 1/2 gns, direct flight 25gns. Also car ferry bookings, spectator tickets and grandstands. Sae. Charterspace Ltd, 254 High St, Uxbridge. (4054)
MULTIGRADE? MONOGRADE group oils 10W30, 20W50, 5gall delivered 60/- Woodward, Horsecastles, Sherborne. (4055)
T.R.2 1955 spares. Rec eng £20. Rec gearbox £10. Door 30/- Pudsey 3720. (4056)
MASCOT RR, ext cond £12.10s. Bentley B and cap £6. Alvis hare £4. Tuff, 56 Lilac Gdns, Romford, Essex. Romford 62681 after 6pm. (4057)

MISCELLANEOUS—continued

1 PAIR SU carbs on Alexander manifold. Tel: Mr Miller, Ashford Middx 59187 after 6pm. (4148)
JOWETT SPARES. Full ex-factory spares service. Price list on application. Worldwide service. George Mitchell, Thrums, Cleish, Kinross, Scotland. (4149)
"MOTOR SPORT", bound, unbound or odd copies wanted, particularly pre-war; all years for sale or exch. Charles Mortimer, Dawdney, Ewhurst Rd, Shere, Surrey. Shere 2511. (4150)
BE A glider pilot. Learn to glide on a holiday course, solo in 2 weeks: courses April-Oct. Brochure from London Gliding Club (MS), Dunstable, Beds. (4151)
RAILTON OWNERS needing spares, technical help and contact with other owners should join this lively Club. Monthly bulletin, meetings, trophies, register. Brough owners equally welcome. Vice-President, A. G. Nicholls, 136 Park Rd, W4. (4152)
FIAT MOTOR CLUB (U.B.) welcomes Fiat owners. Regular competitions, film shows and social events; regional sections, monthly magazine. Details from Mrs B. Cuthbert, 3 Woodfield Rd, Ashted, Surrey. (4153)
JOWETT CAR CLUB. Details from F. K. Peachey, 108 Stapleford Rd, Stopsley, Luton, Beds. (4154)
MOTORING IN Spain? Save expense and be independent by hiring a fully-equipped caravan for accommodation on site or for towing. Apply Mapleridge Ltd (Dept E), Chippening Sojbury, Bristol. (4155)
THE SHUTTLEWORTH Collection, a unique assembly of historic aeroplanes, cars and bicycles, is open daily from 10am-4pm; admission 3/6, child 1/6, parties by arrangement. Send for illustrated catalogue, price 3/-, or preferably visit Old Warden Aerodrome, Biggleswade, Beds (2 miles from A1). (4156)
M.G. B tonneau cover, as new, in maker's box. Offers. 30 Greenend Rd, Earby, Colne, Lancs. (4157)
M.G. B h/top, GT model, as new, £50. Tel: Wentworth (Surrey) 2543. (4158)
MINI MODS. Remote gear lever kit (unused), twin SUs. Aquaplane manifold etc, Benelite grille, £19.10s lot carriage paid. Holmes, 33 Windmill Hill, Pudsey, Yorks. (4159)
PISTON SETS, 1925-55 Austin, Ford, Morris, MG, Singer, Standard, Rover etc. Approx £4 per set. Brake lining sets, 1925-55 Bendix, Girling, Lockheed etc. Approx 35/- per set. Enquiries sae. Cambria, Pentywyn, Deganwy, N Wales. (4160)
3 1/2 LITRE Hotchkiss chassis and various spares for restoration. Also some Riley 9 bits. Must sell, emigrating. Williams, TAT 9422. (4161)
"MOTOR SPORT", 5 bound volumes 1949, 1951-54; not perfect but a gift at £7.10s inc postage. Also 5 bound volumes of "Autosport" 1951-54, similar at £9.10s inc postage. 6 Turbury Rd, Ferndown, Dorset. (4162)
ESTABLISHED RACING rallying equipment and accessories business in prominent position, NW London, for sale for personal reasons. Shop and storage. Rental £850 pa. Price £5,000 inc £2,500 stock. Further details from Bernard, Thorpe & Partners, 1 Buckingham Palace Rd, SW1. Tel: Victoria 6890. Ref: JHM. (4163)
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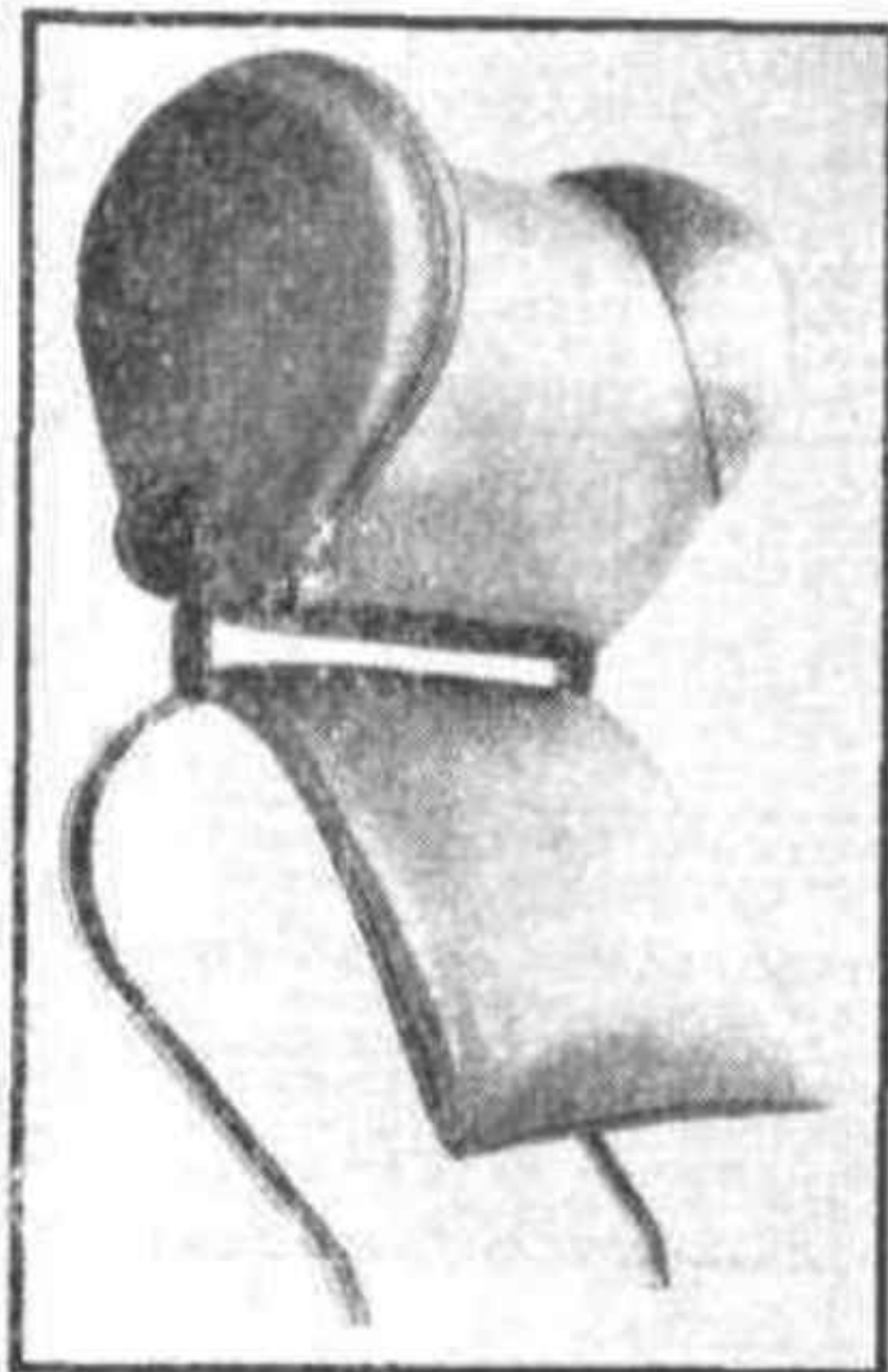
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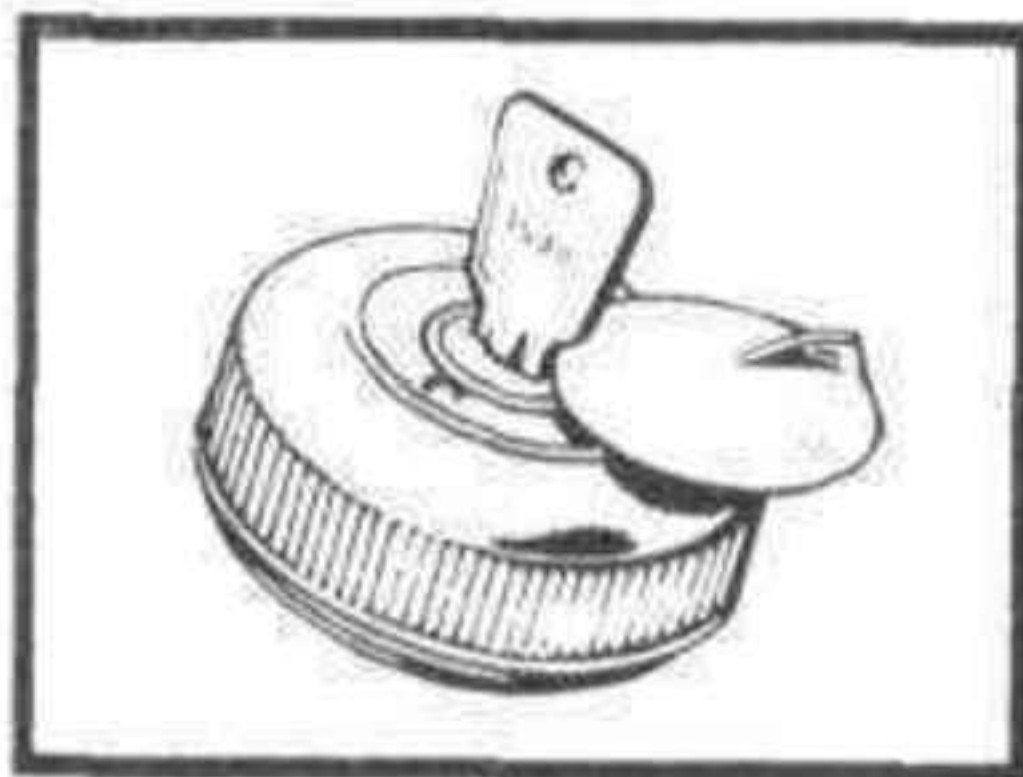


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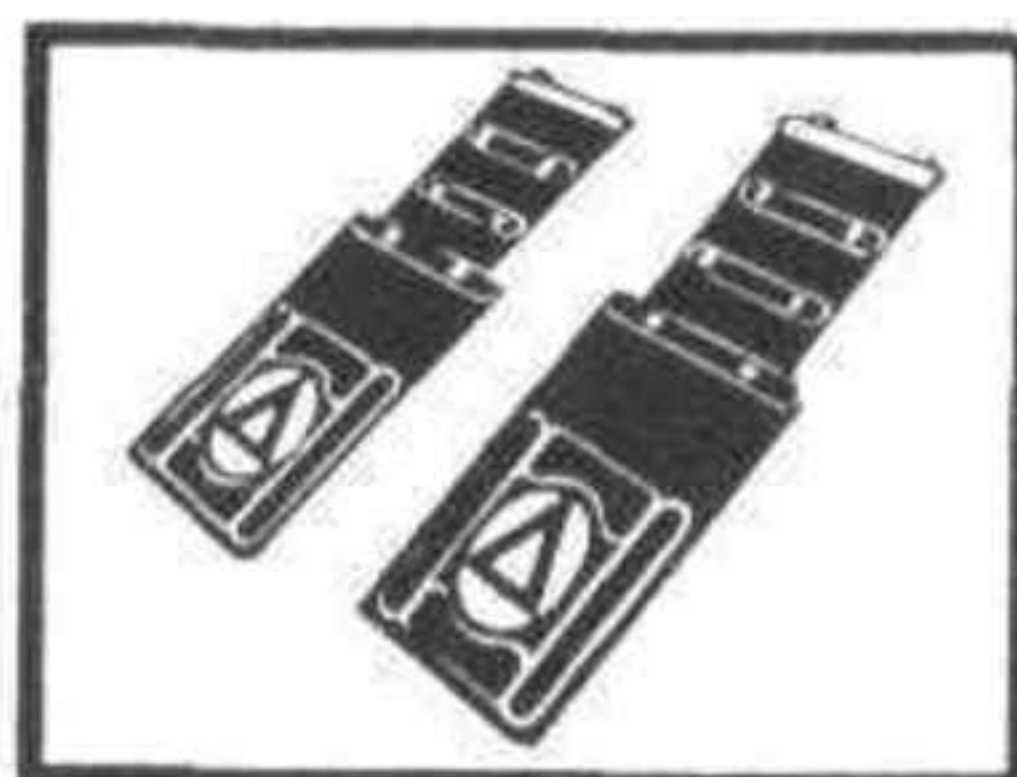
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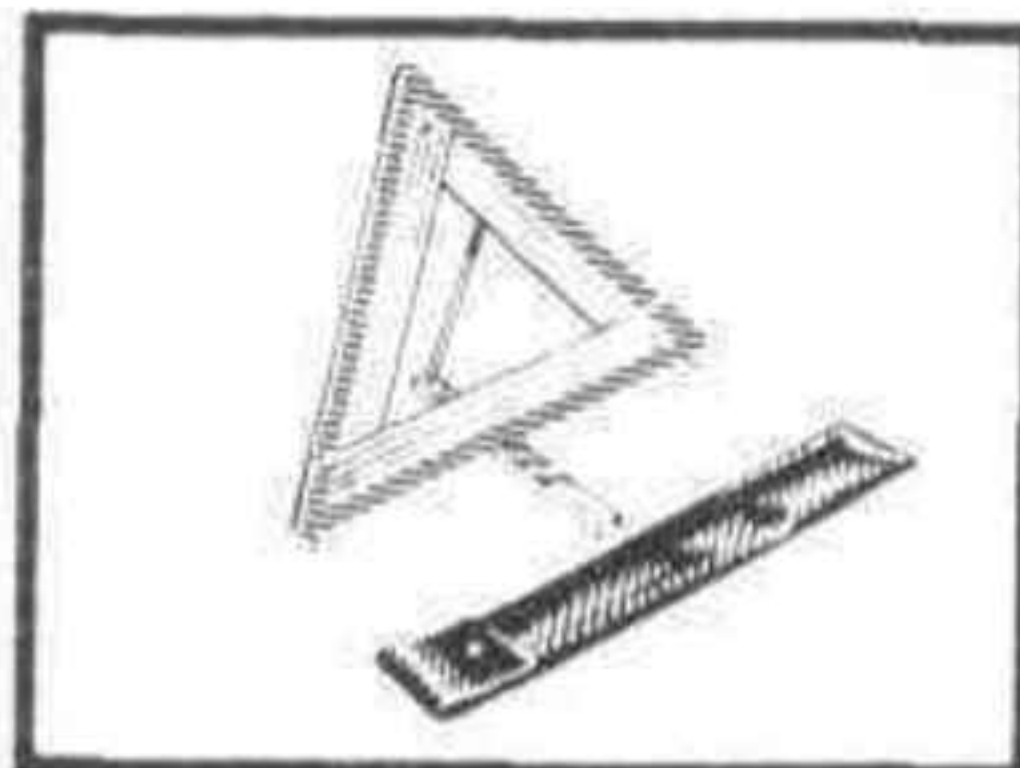
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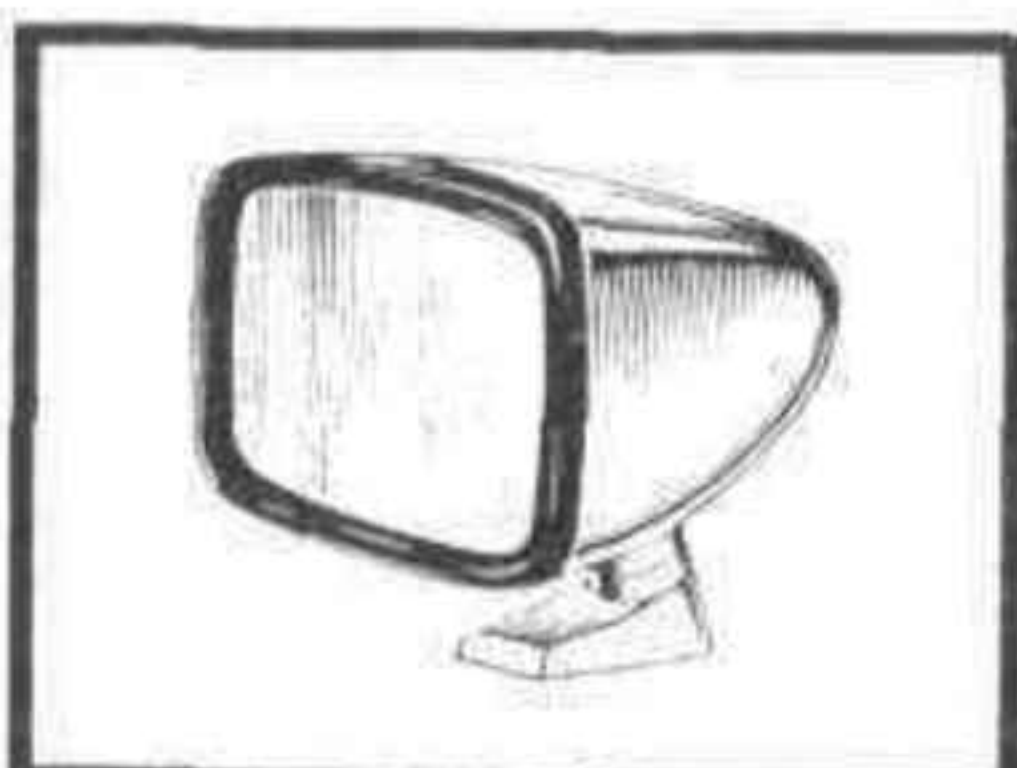
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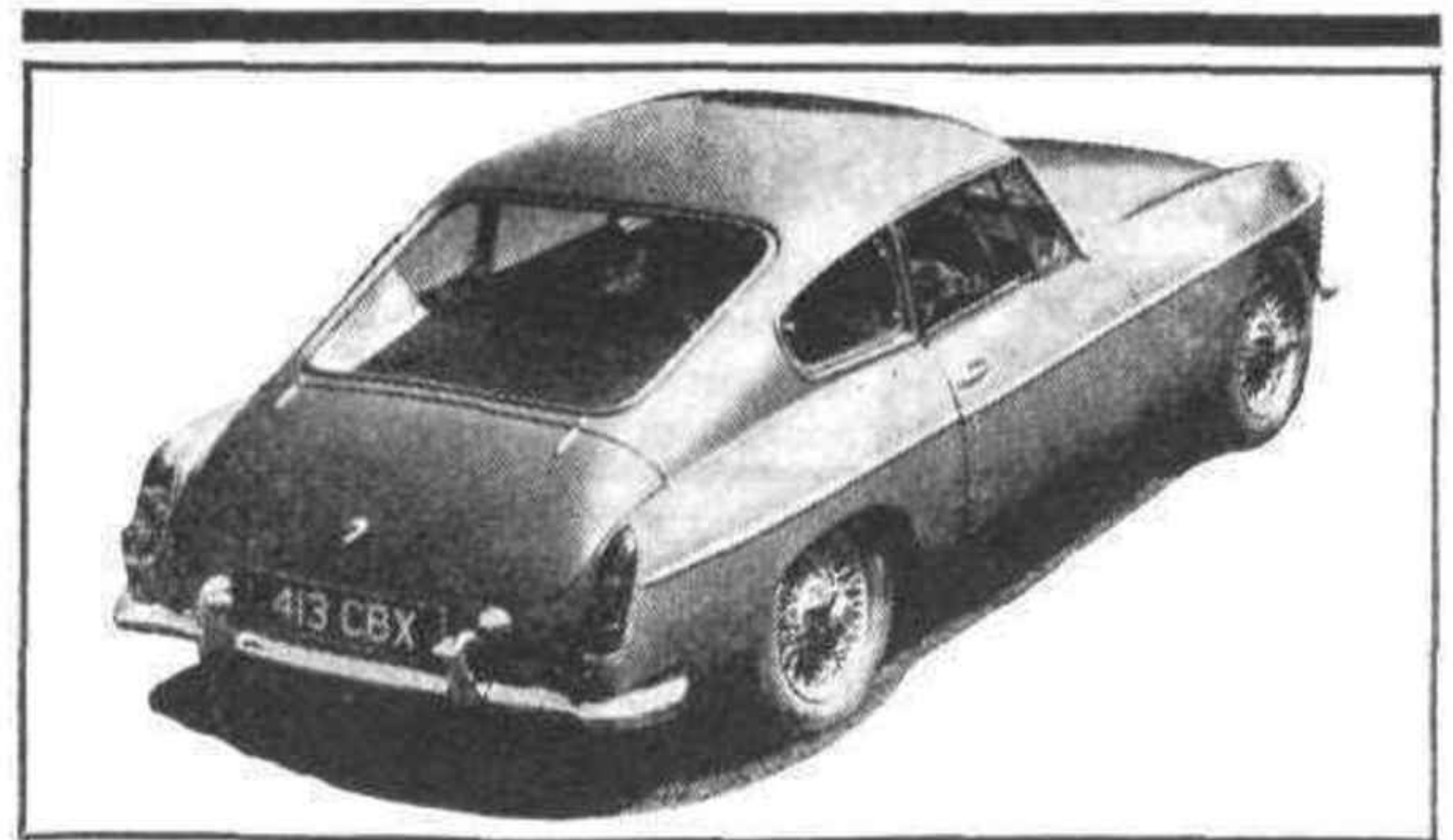
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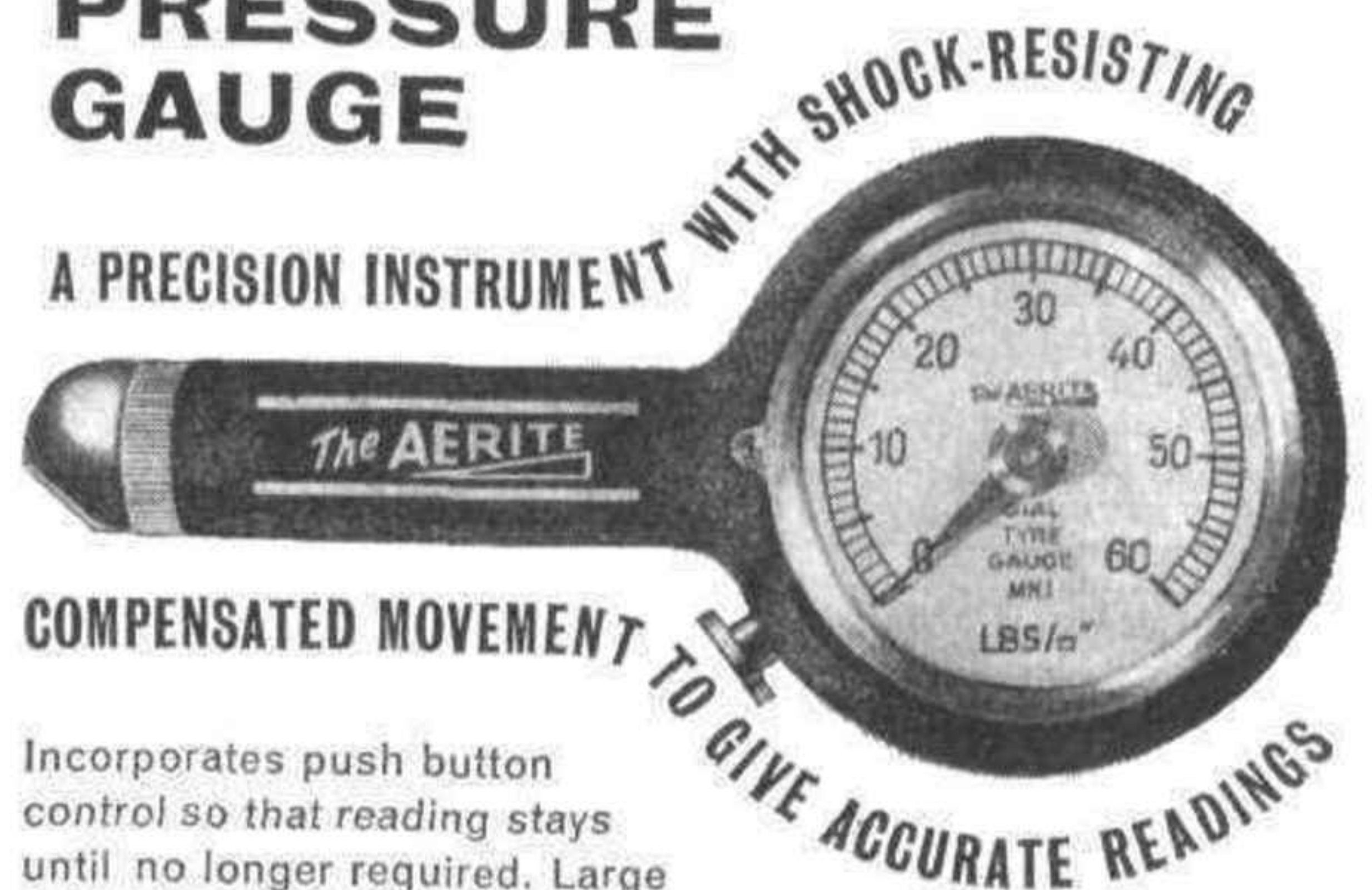
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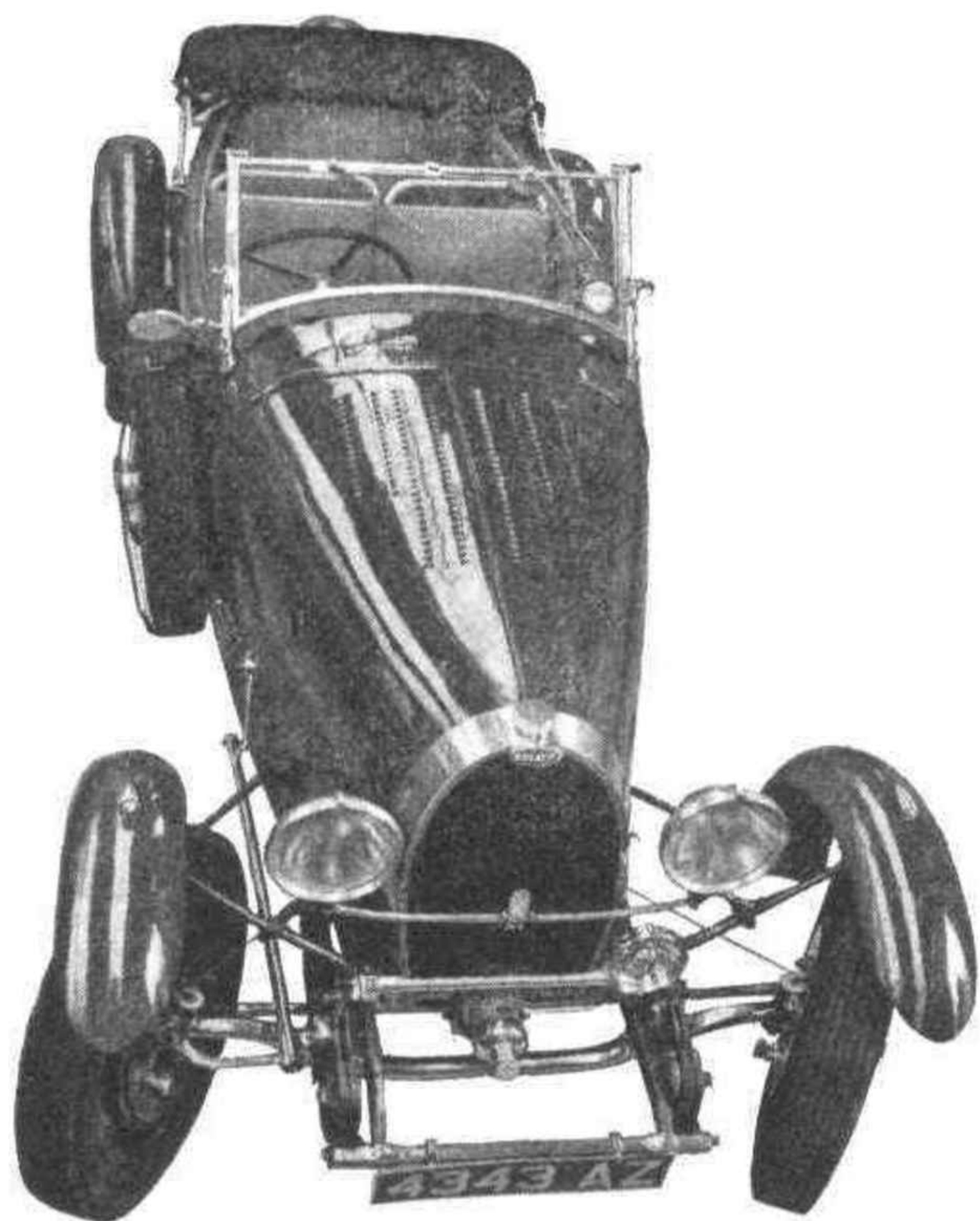
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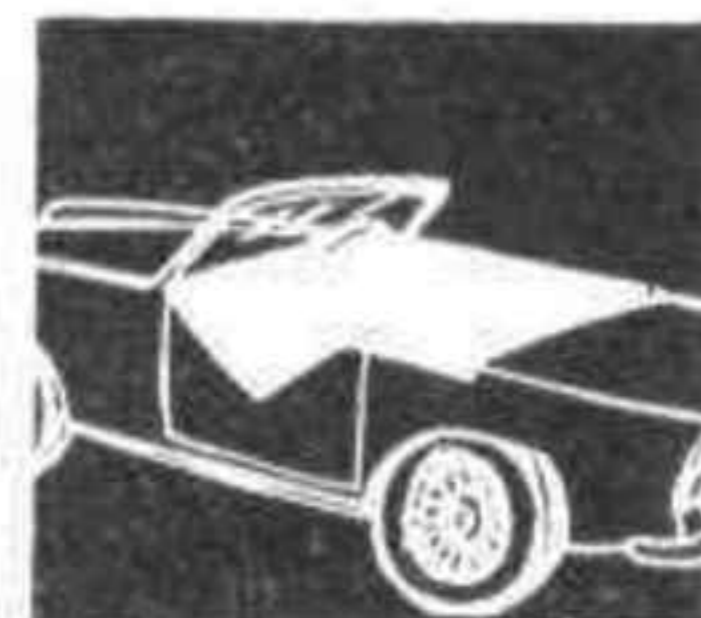
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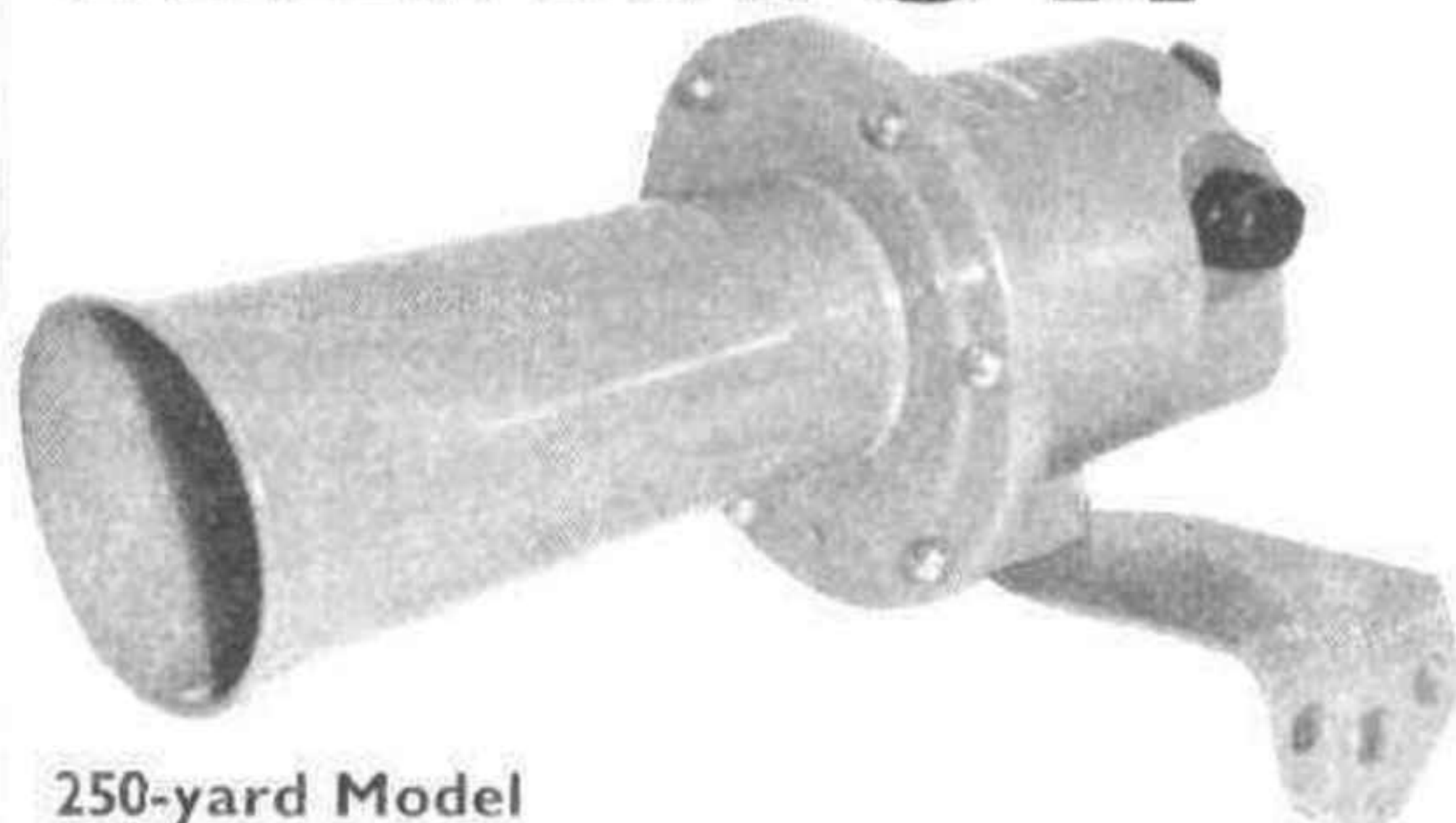
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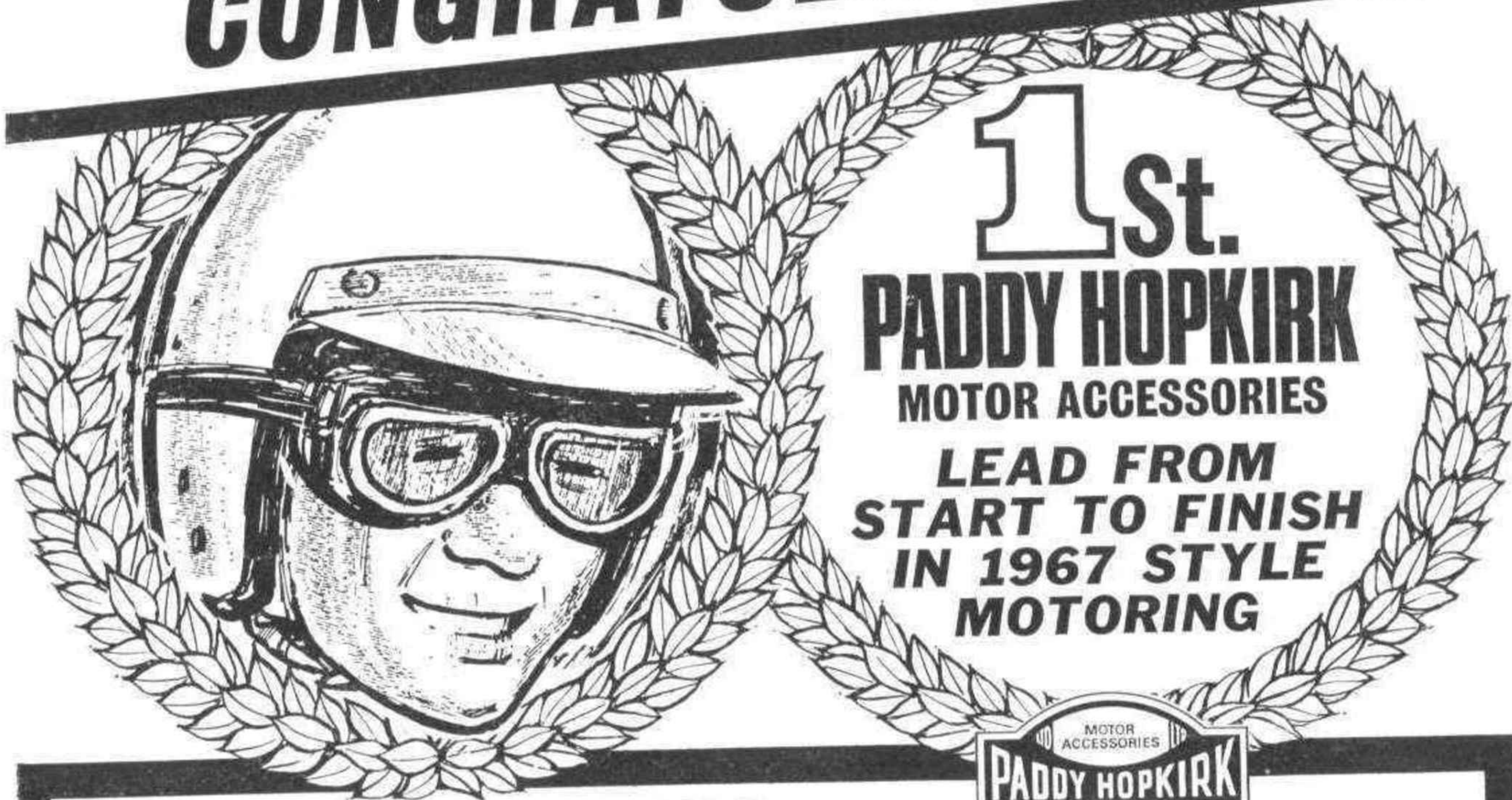
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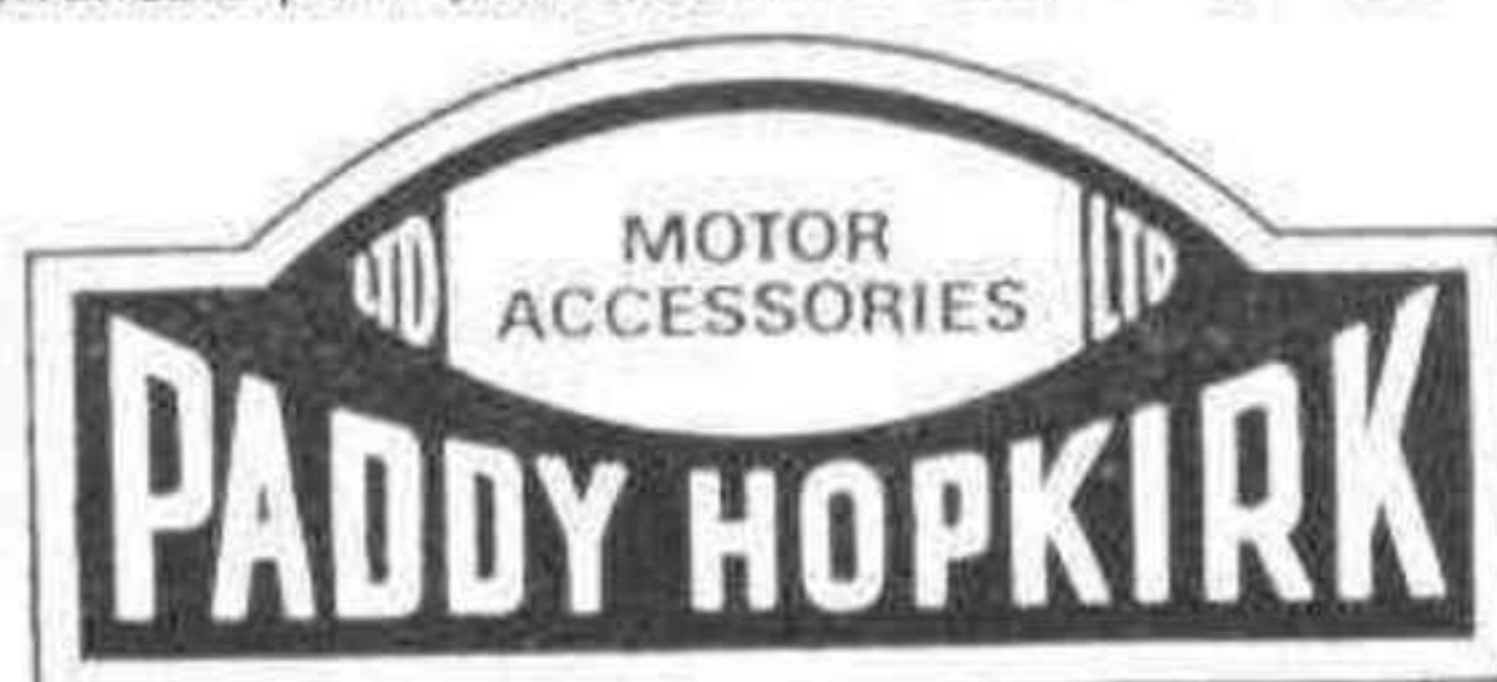
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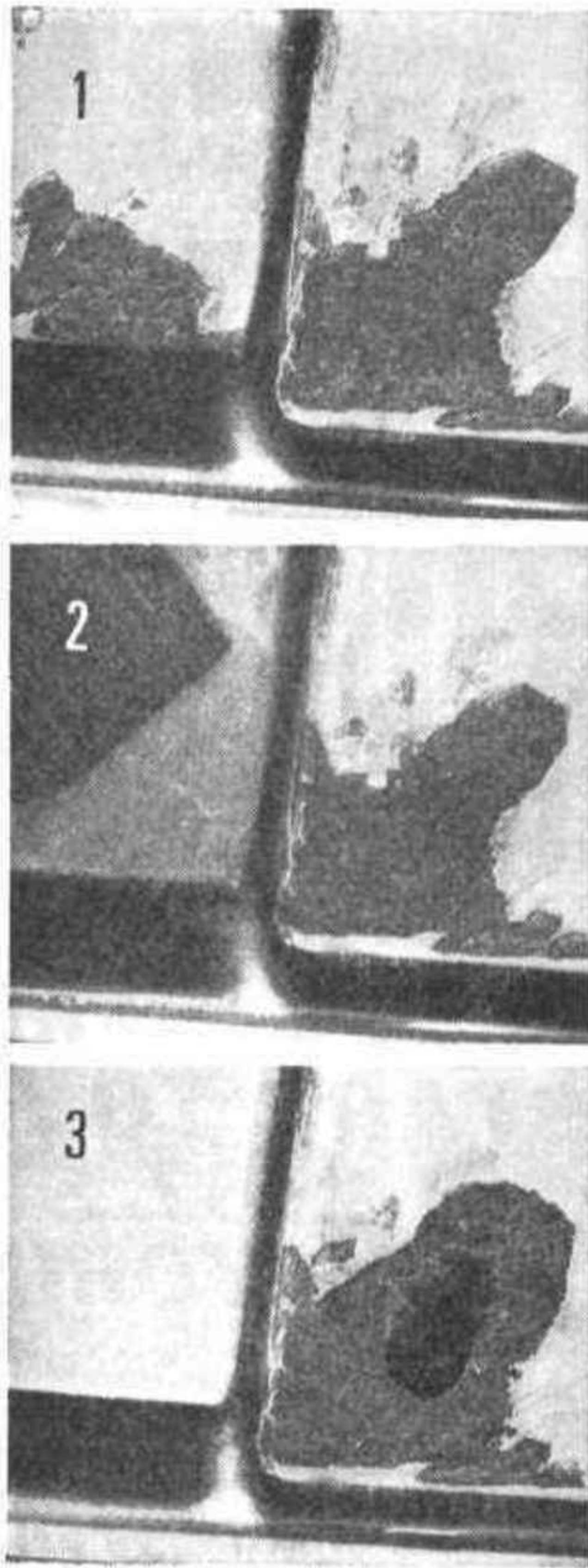
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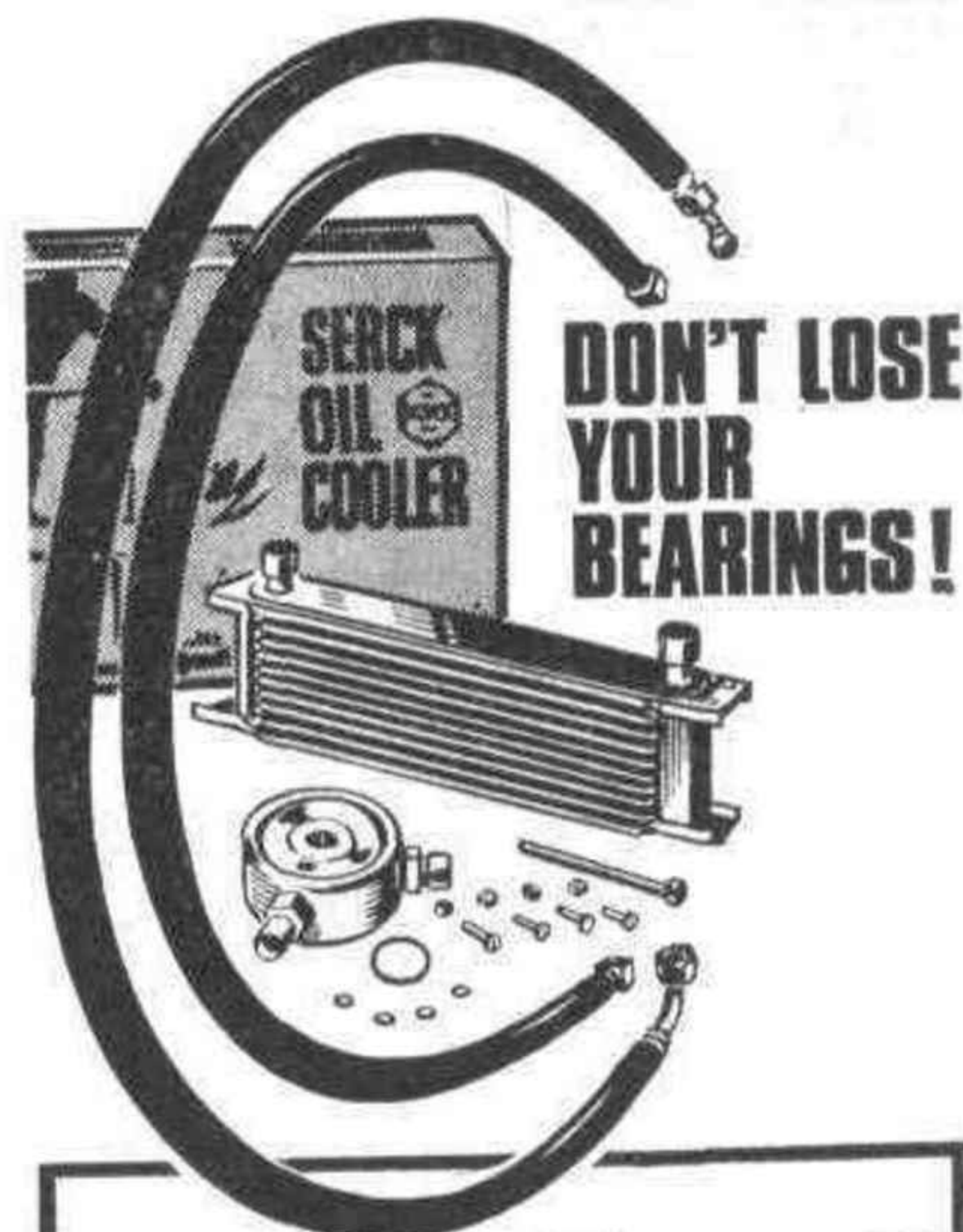
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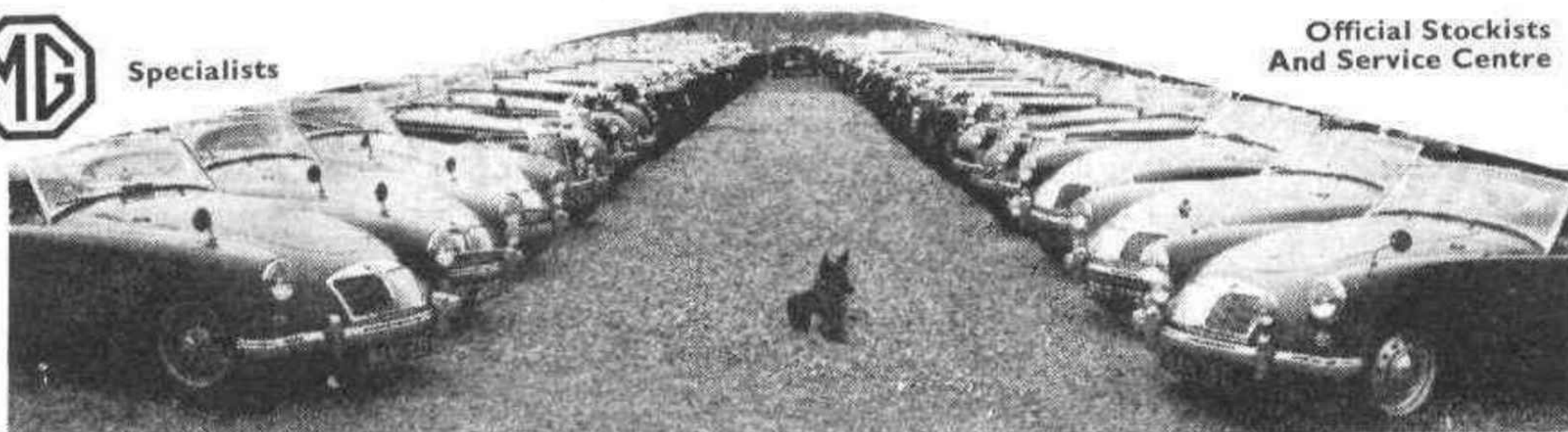
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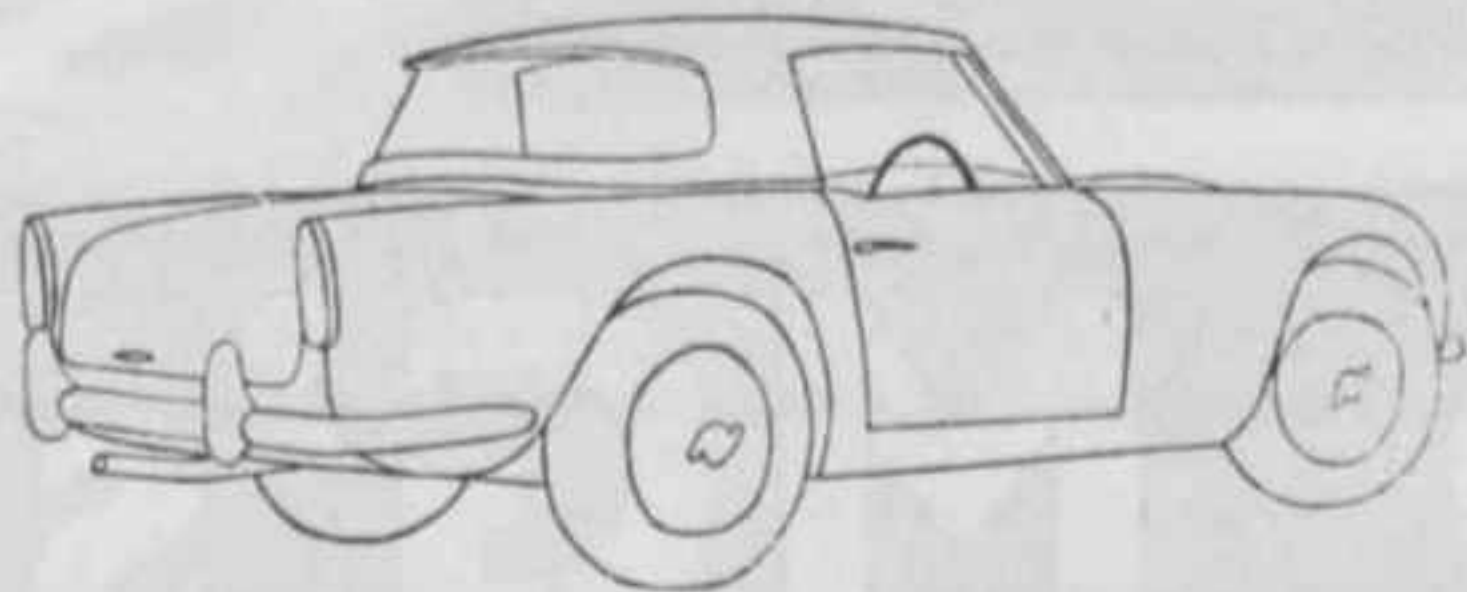
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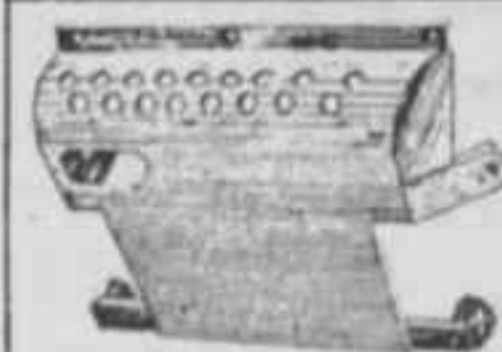
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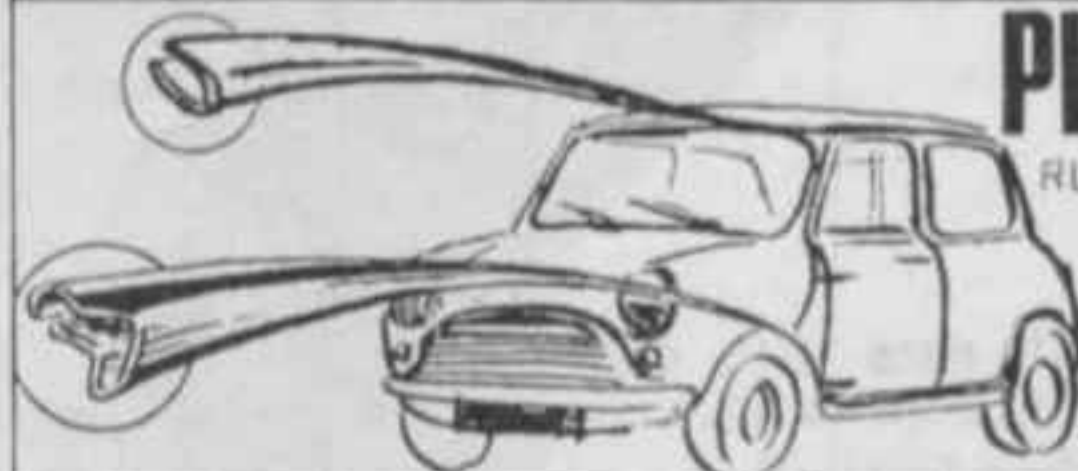
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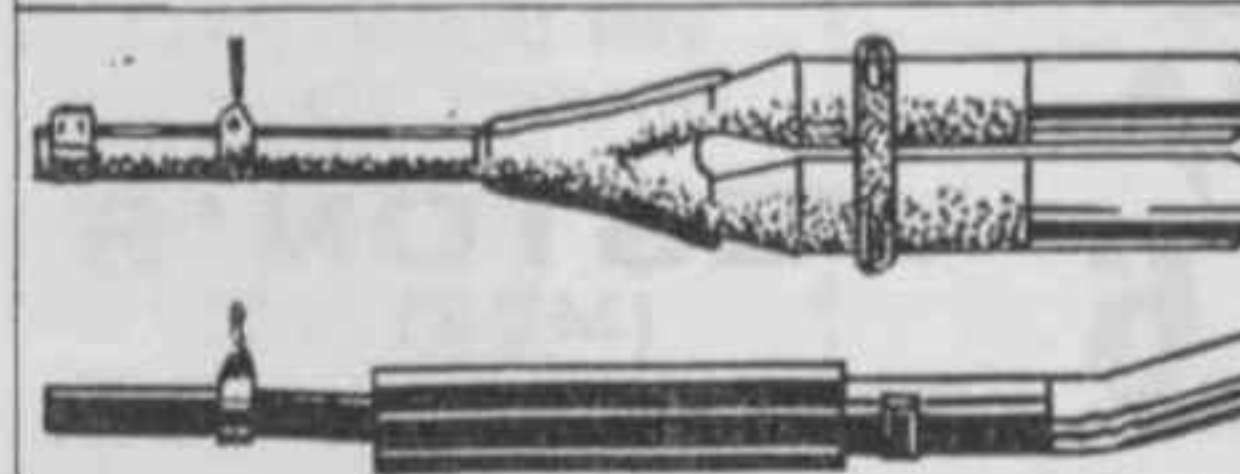
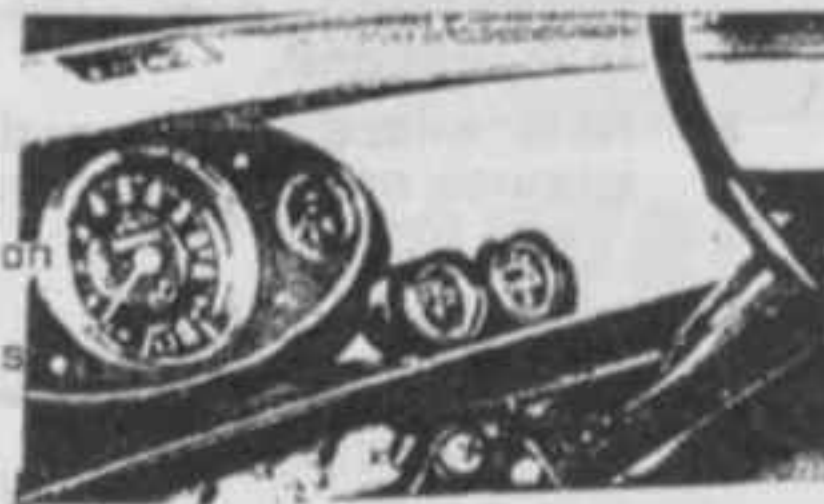
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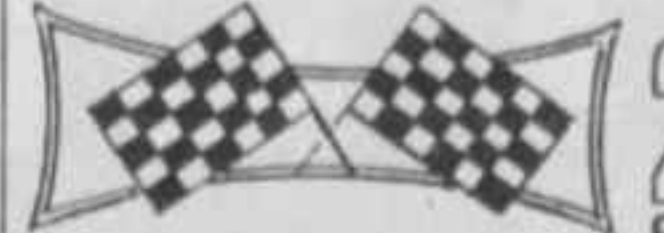
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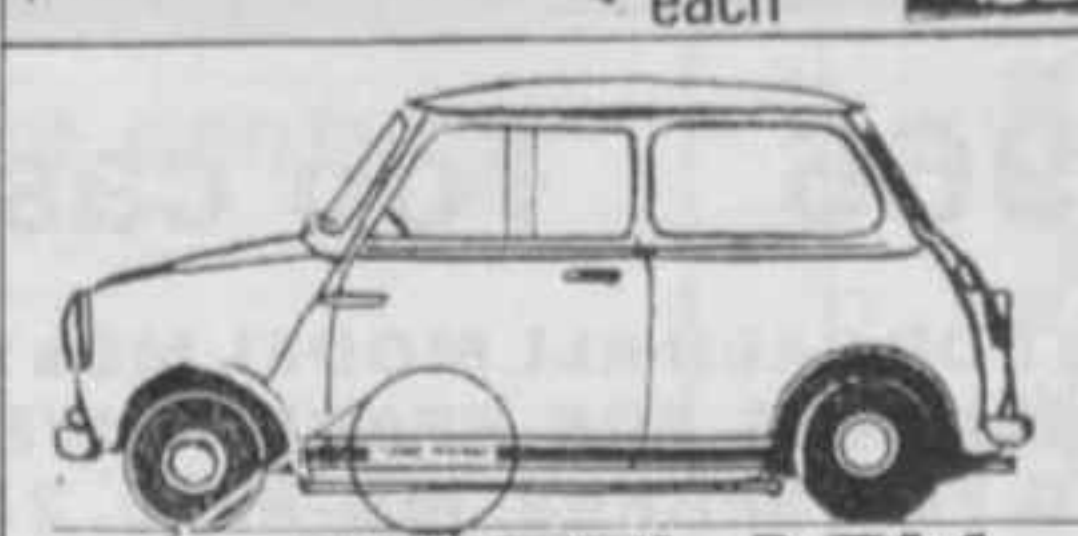
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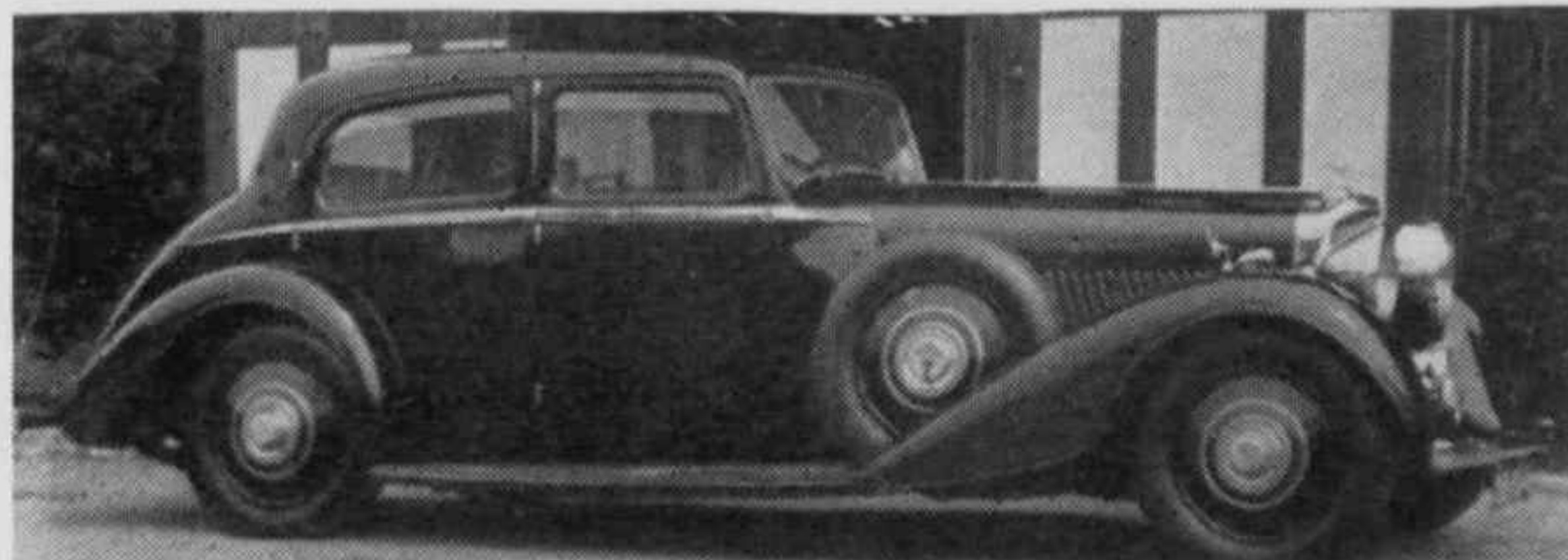
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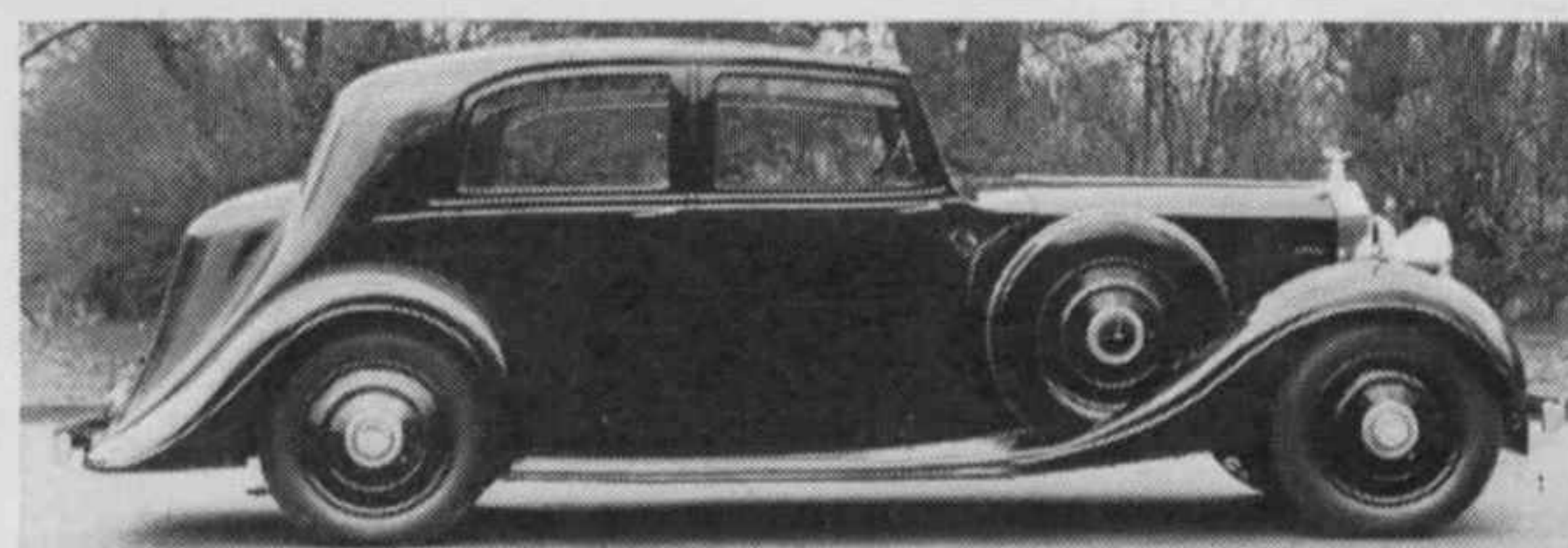
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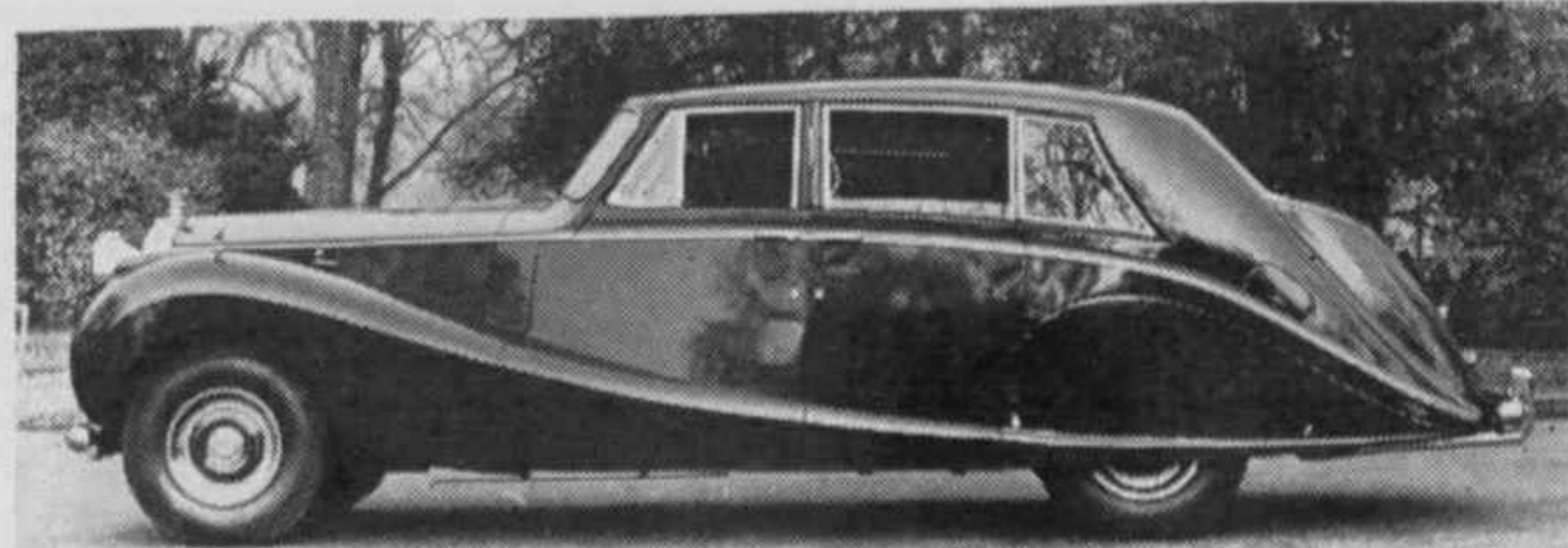
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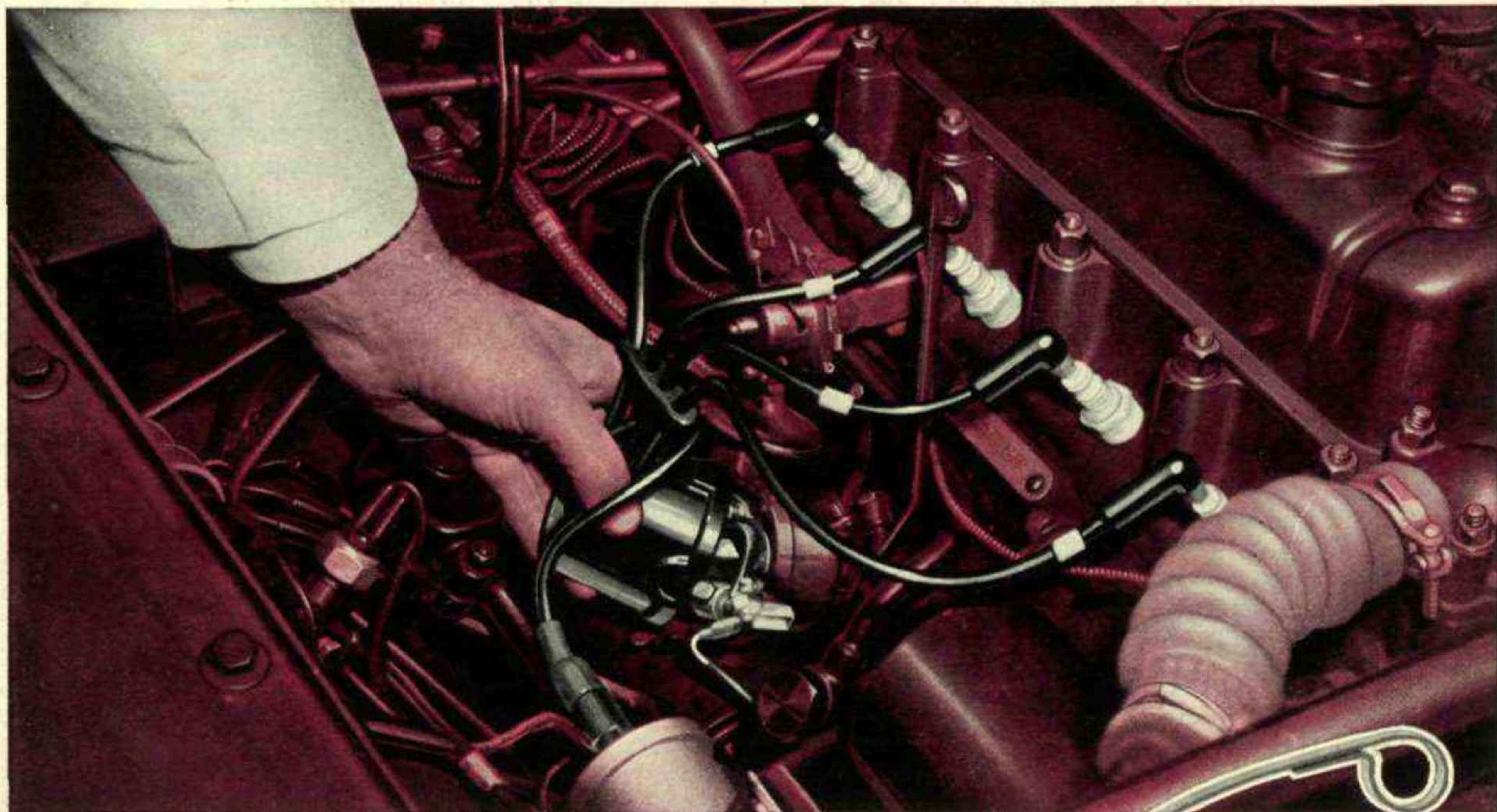
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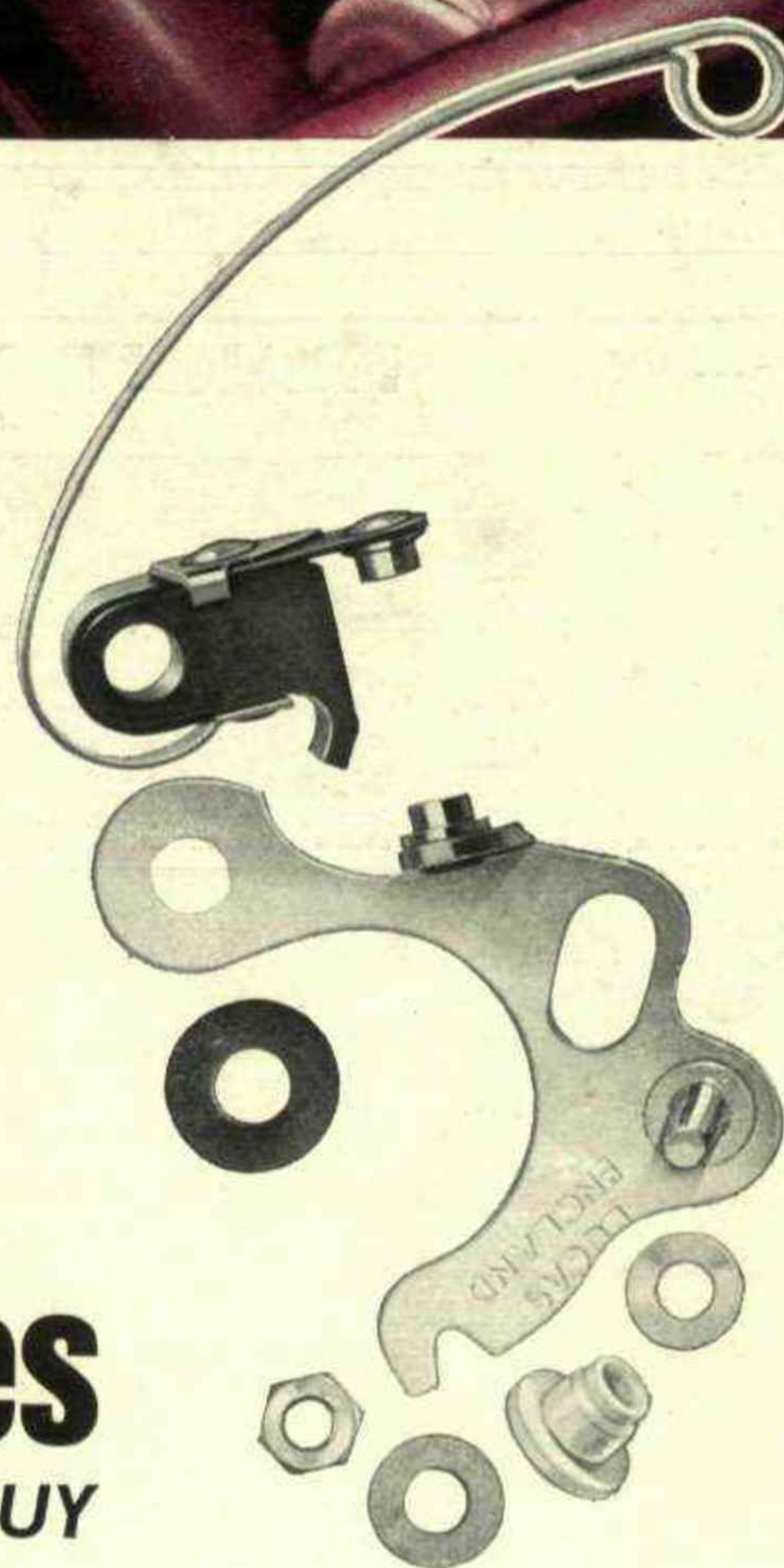
best for your car

To be certain of achieving the best possible performance from your Lucas Electrical Equipment always insist upon replacing worn Lucas parts with Lucas. For instance—the specially designed stainless steel spring of the contact set is accurately tempered to give the correct contact pressure. Also both the fixed and moving contacts are domed to an exact radius to ensure maximum efficiency and long life—just another example of LUCAS thoroughness and attention to detail.

LUCAS

genuine spares

**THE BEST THAT YOU CAN BUY
- AT THE RIGHT PRICE!**



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