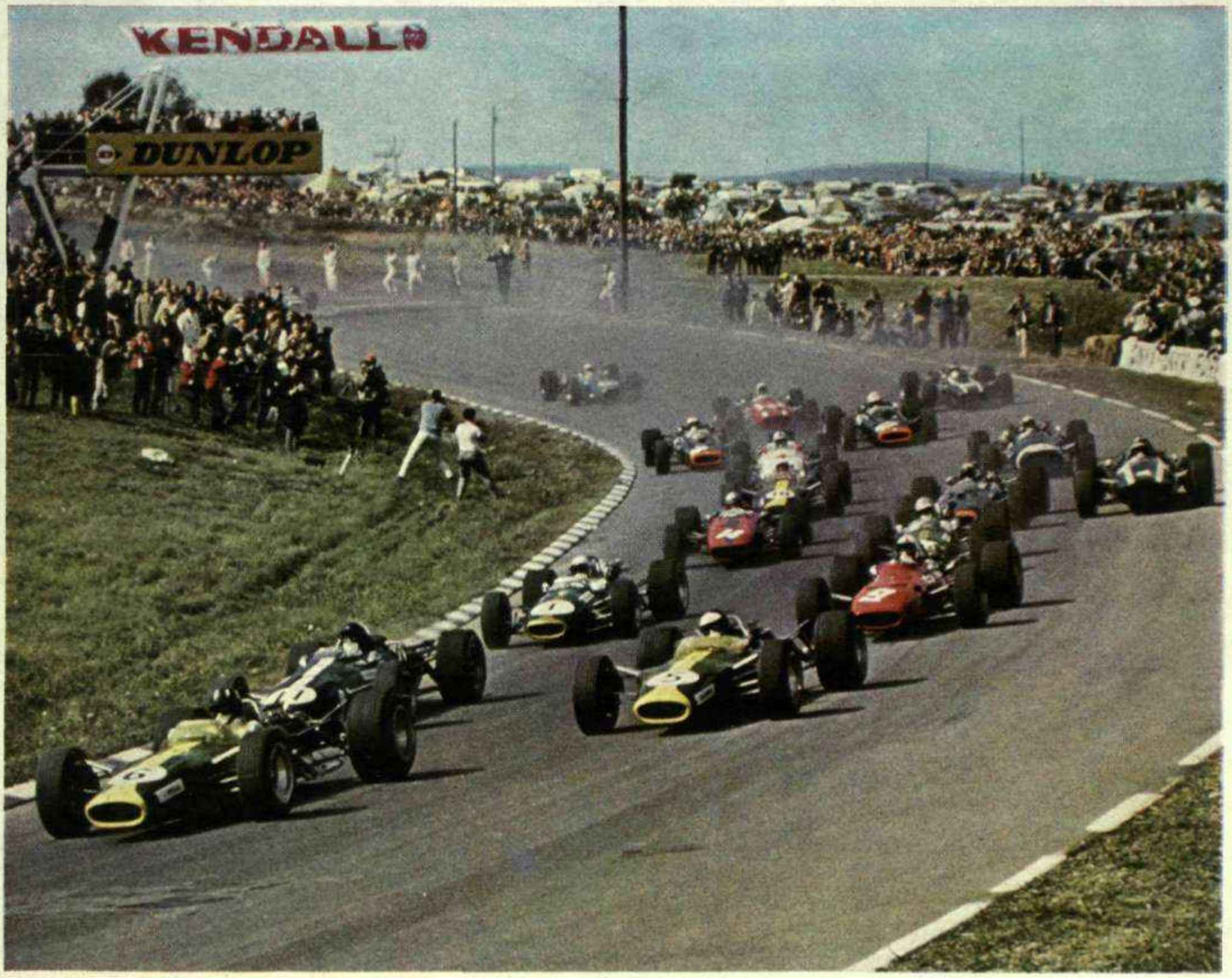
Vol. XLIII No. 11 TWO SHILLINGS November 1967

# MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





# When it rains, it shines.

Our cars look great in the summer. They love rain.

Our paintwork thrives on it.

When most people were still splashing on the same old paint in the same old way, Ford moved on a bit.

Firstly, we use acrylic paint. It doesn't need polish. Or elbow grease.

Polish waters down the shine.

Water polishes up the shine. Which unchains all you Sunday morning polishers.

Then we applied our best brains to the way we apply our paint.

First the underbody primer is forced into every nook and cranny on the surface.

After that, we bake on two primer undercoats.

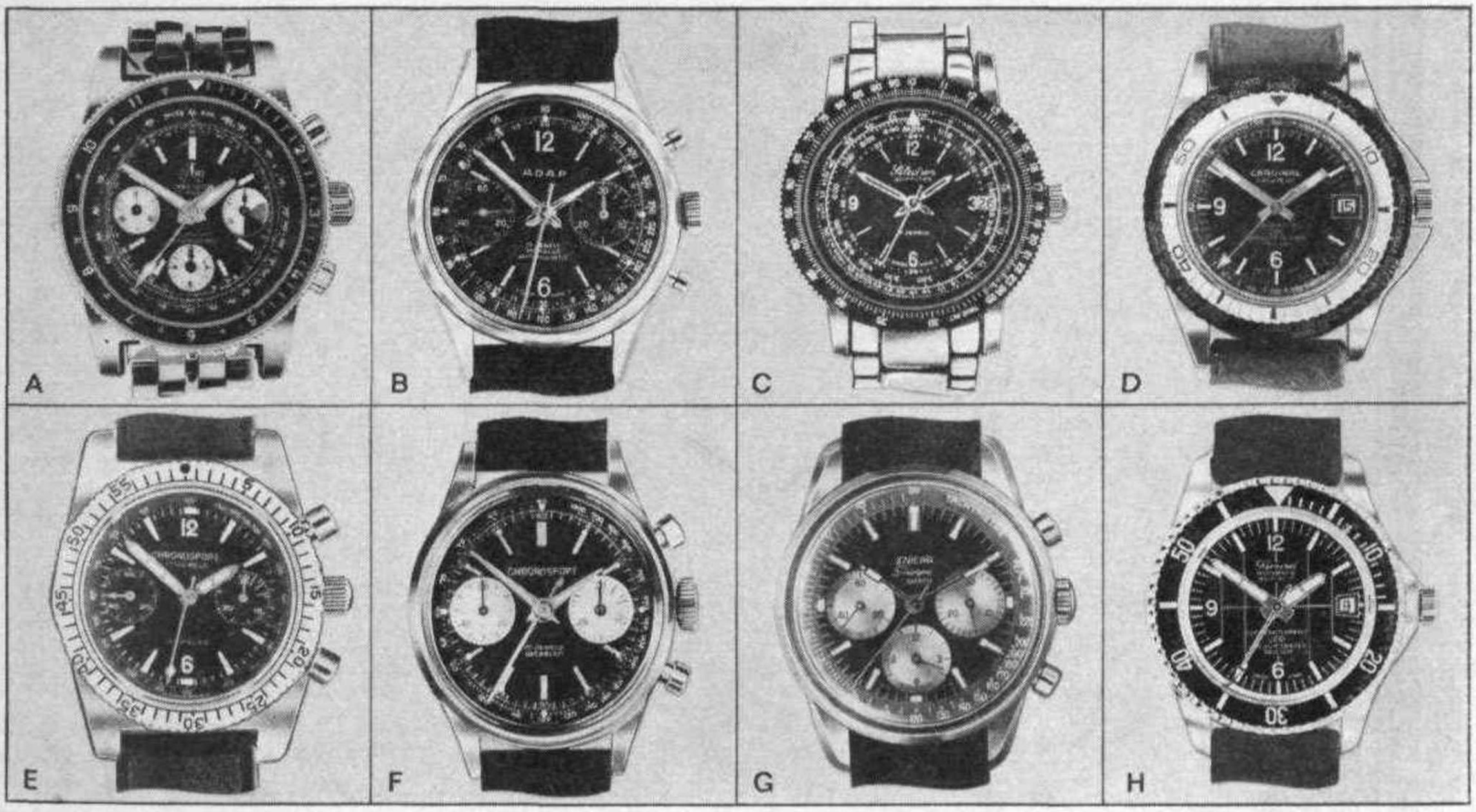
Then we coat the undercoat with two enamel top coats. And coat the enamel top coat with an enamel overcoat.

So by the time we've come to the finish, it's quite a finish.

Ford

# Christmas Gifts from Switzerland!

**Chronosport offer the largest selection of special watches and timers available (we do not stock ordinary watches). All watches are offered considerably below retail prices and many are imported exclusively. Full illustrated catalogue supplied by return upon receipt of 6d. stamp. Availability on some models is limited, though normally orders met by return mail.**




**A**
**PILOT/RACING/DIVING CHRONOGRAPH**
17 Jewel 100% Swiss, incabloc waterproof to 20 ATM. (660 ft.). Screw down winding crown. All steel. 1/5 second full flyback stop action, minute and hour recorder. 12 hour rotating bezel, tachy, telemeter and decimal scales. Stainless steel including strap. **£28.19.6.** (Also available without hour recorder at £26.19.6.)

**B**
**SPORTS CHRONOGRAPH**
17 Jewels, 100% Swiss, full lever precision movement, incabloc, shock protection, waterproof, 1/5 second full flyback stop action, minute recorder, tachy av. speed scale, telemeter scale, including quality leather strap, **£11.19.6.**

**C**
**COMPUTER—SLIDE RULE**
Navigation watch. 17 Jewels, 100% Swiss, shockproof, waterproof, to 500 ft. Automatic calendar. Computer equiv. to 3 in. slide rule, multiplies, divides, ratios, conversions averages, etc. (Full instruction booklet provided.) Complete with S/Steel bracelet, **£11.19.6.**

**D**
**RALLY G.T. INTERNATIONAL**
A high quality budget priced sports watch, 100% Swiss, 23 Jewels, automatic calendar, super waterproof (200 vacuum tested). Tachometric scales. Two rotating bezels showing elapsed time and international time. Stainless steel, screwback, complete with tropical underwater strap, **£5.19.6.**

**E**
**CHRONOSPORT RACER**
17 Jewels, 100% Swiss Chronograph. Full lever incabloc shockproof movement, waterproof to 20 ATMS. (660 ft.). All steel case with 60 minute rotating time elapsed bezel. 1/5 second full flyback start/stop/go action, with 45 minute recording dial. Tachy average speed scale. Complete with tropical underwater strap. **£19.19.0.**

**F**
**MULTISPORT CHRONOGRAPH**
17 Jewel lever, 100% Swiss incabloc shockproof movement. Waterproof case, 1/5 second full flyback start/stop/go action, with 30 minute recording dial. Tachy average speed scale. Low reflection black dial with contrasting white secondary dials for quick readout. Complete with quality leather strap. **£14.19.6.**

**G**
**SHERPA GRAPH**
17 Jewel lever 100% Swiss Chronograph with incabloc shockproofing and waterproof to 150 feet. 1/5 second flyback start/stop/go action. 30 minute and 12 hour recording dials. Tachy average speed scale. All steel case, low reflection black dial, with contrasting secondary dials. Complete with leather strap. **£45.0.0.**

**H**
**AUTOMARINE AUTOMATIC**
23 Jewel 100% Swiss self-winding movement. Super waterproof (200 vacuum tested). Automatic calendar, rotating time elapsed bezel. Shockproof and antimagnetic, chrome/steel case with stainless steel back. An inexpensive sports watch, with a very high grade finish. Supplied with underwater tropical strap. **£6.19.6.**

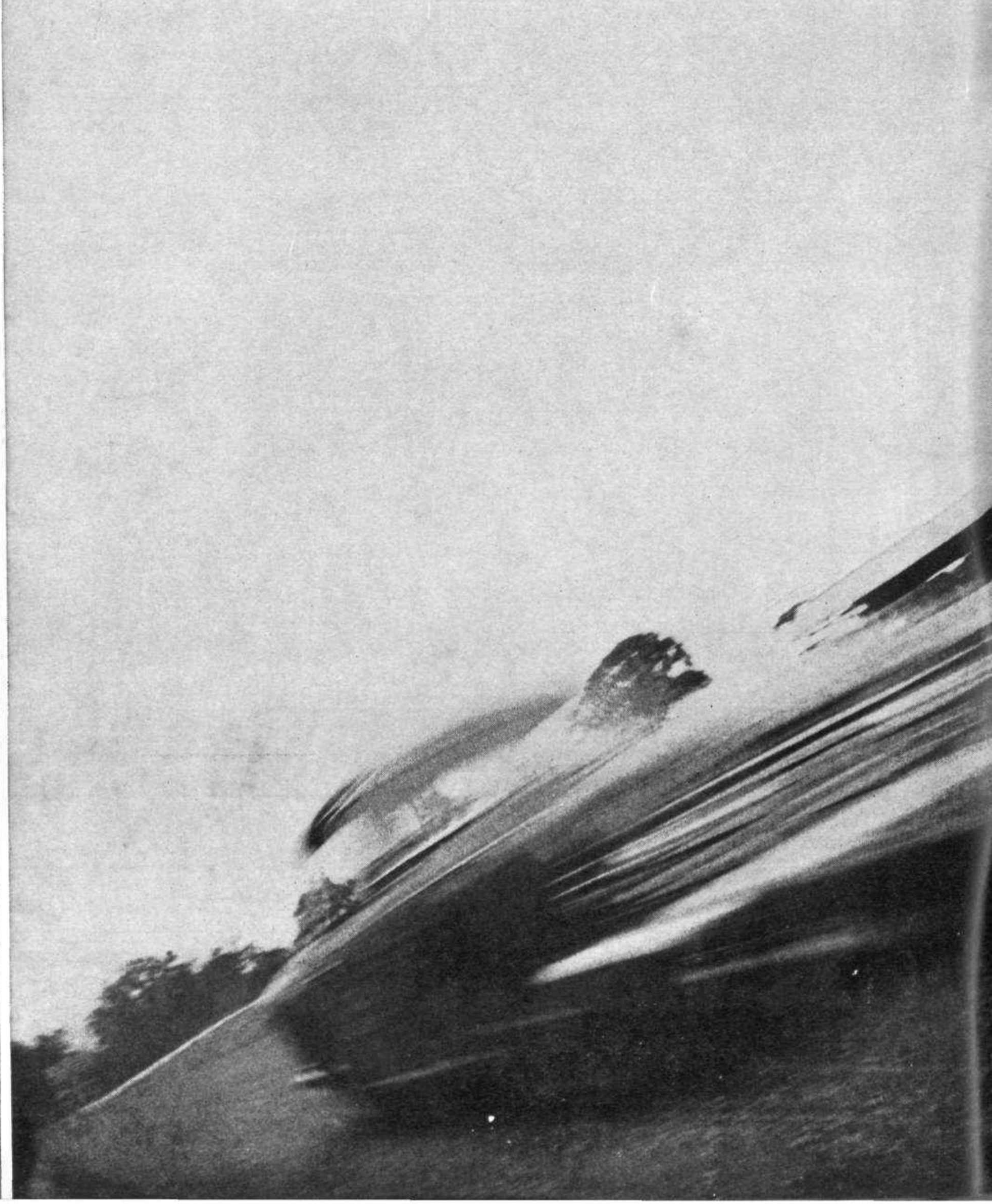
**IMPORTANT NOTES :** Model 'A' is available in identical design without hour recording dial at £26.19.6. Model 'H' is available in stemwind version in the same design at £5.19.6. All our watches are supplied with written guarantees, all have luminous hands and markings, and all are supplied with operating instructions. Any watch may be returned for exchange or full refund if not found to be precisely what is required, within 7 days. Please add an amount of 5/- per order to cover post, packing, and insurance costs.

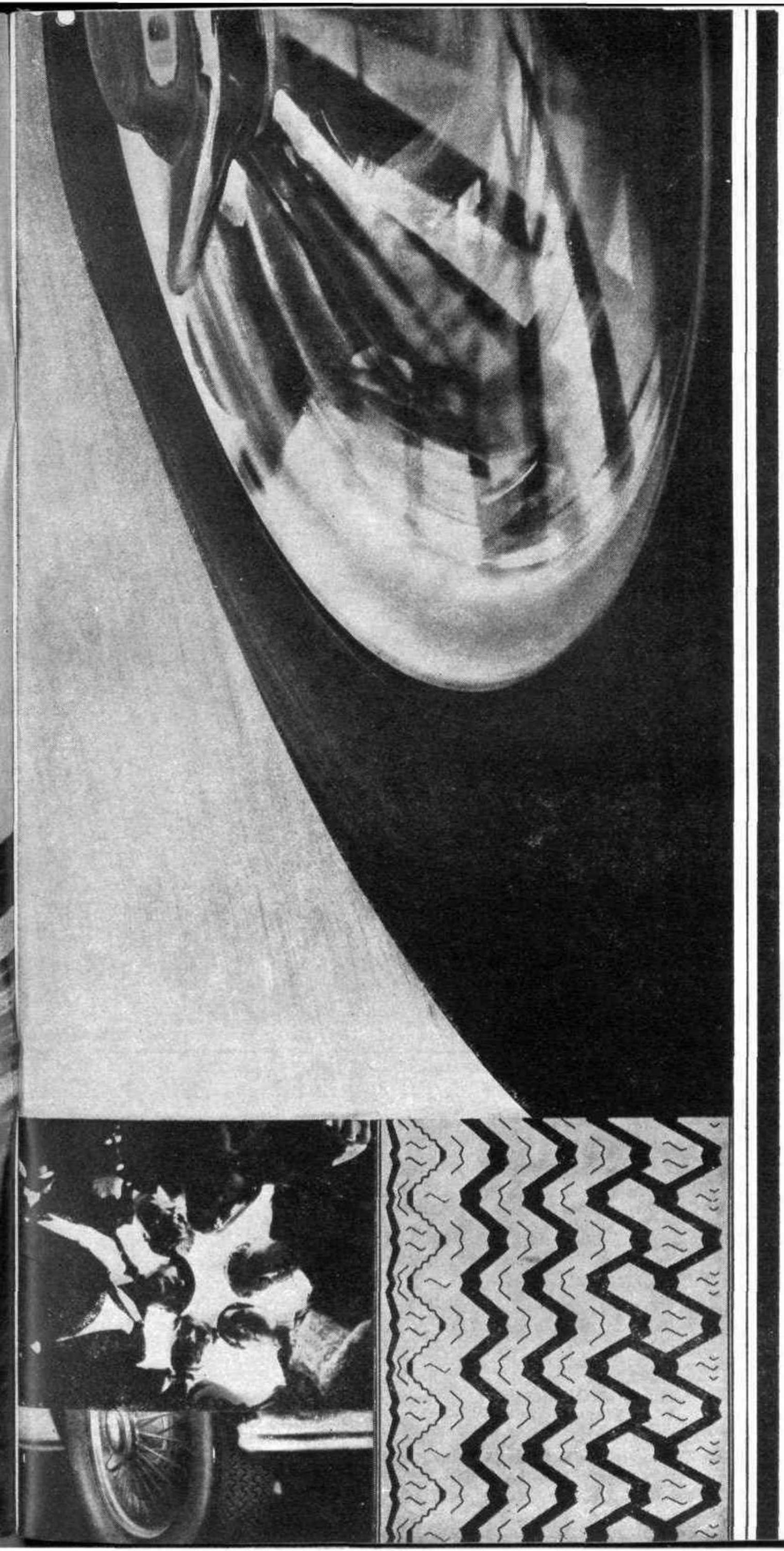
Club Secretaries should write for special catalogue which includes many well known brands, and details of discounts available on all types of watches, Chronographs, Stop-Watches and general timing equipment.

**CHRONOSPORT**
**SPECIAL WATCHES**

**DEPT MSL 21 OLD BOND STREET BATH Tel: 63556**

# *Cornering 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.

**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**

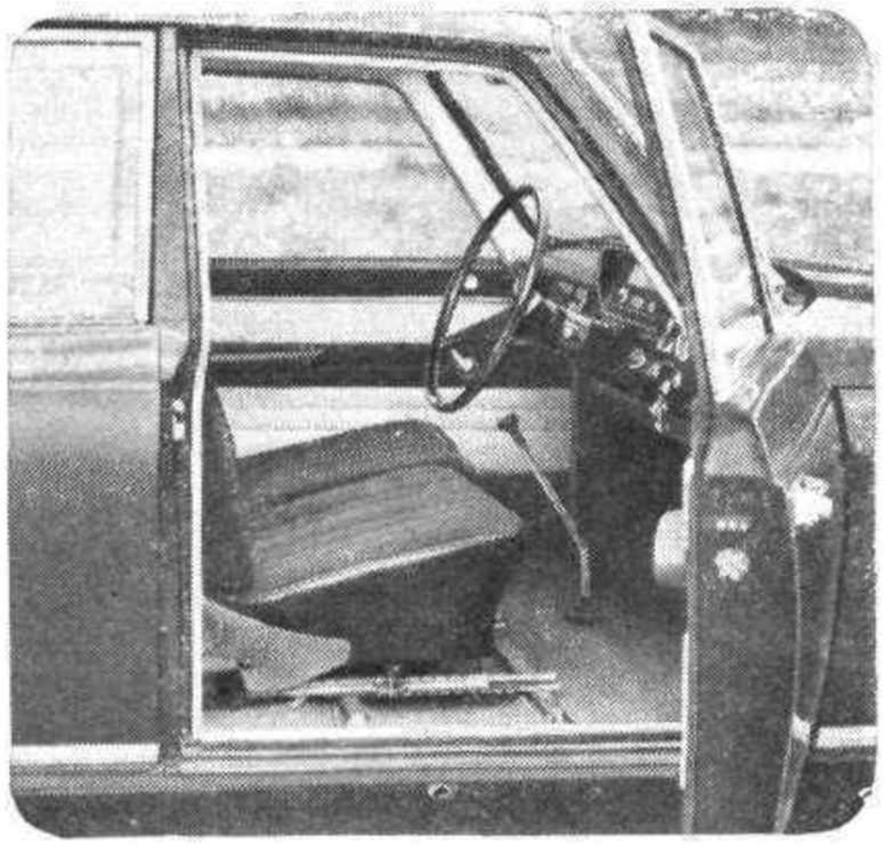


**MICHELIN XAS**

67/4/GB

# No one else gives you this much car for £620!



This is the amazing new Wartburg Knight. Amazing, because no other car matches its looks, reliability or value. Just look at what you get for your money!

Under the bonnet. 2-stroke, 3-cylinder, 991 cc. engine for sparkling acceleration with maximum economy and much cheaper servicing costs. No valves, no distributor, no dip-stick. Sealed cooling system. The Knight runs on the cheapest petrol so you save on every gallon.

Note – independent suspension on all four wheels, front wheel drive, two-speed windscreen wipers. British made battery, tyres and wind-tone horns. Electric screenwasher, twin reversing lamps.

Big car value – 14 feet long and 5 ft. 3 ins. wide, 18 cu. ft. of boot.

Take a look inside. (How's that for space!) Fully reclining front seats, pvc upholstery, safety belt anchor points, 'Throughflow' ventilation, floor gear change, fresh air heater/demister – *all standard equipment.*

There's much more: radiator blind, cigarette lighter, interior light, full tool kit, automatic lights in boot and engine, adjustable beam headlamps, steering lock, childproof locks on rear doors, mudflaps. All standard equipment that doesn't cost you a penny more.




Recommended retail price
**£619·19·9** inc. tax.

Wartburg '312' Estate car version also available at the same price.

**SEE THIS EXCITING CAR ON STAND 102**

# THE NEW WARTBURG 'KNIGHT'

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

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in mist, fog or dense fog. See without the glimmer of sidelights or the glare of headlights. See simply by dialling your lighting from the dashboard—with the Fog deFender Kit. Fog is made up of moisture particles which reflect intense light in all directions causing glare. Only the Fog deFender Kit has variable front and rear light intensity which you dial for maximum vision without glare, in all conditions of mist or fog.

# AS OTHERS SEE YOU

As you reduce the light intensity of the fog lamp—the twin rearguard lamps of the Fog deFender Kit automatically grow brighter; in fact up to three times as bright as standard tail lights. You are seen more clearly from behind by other vehicles—even in the thickest fog. Keep danger at a distance with the Fog deFender Kit—the advanced fog lighting system from Wipac.




# DIAL YOUR VISIBILITY
## IN MIST, FOG, OR DENSE FOG




DIAL CONTROL FOR

**MIST**—Fog lamp bright—rearguard lamps on.

**FOG**—Fog lamp medium—rearguard lamps brighter

**DENSE FOG**—Fog lamp dim—rearguard lamps extra bright

## COMPLETE KIT £8. 7. 6d

For further facts on this new revolutionary fog lighting system fill in the coupon right away.



**FOG deFENDER KIT**

**WIPAC**

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NAME

ADDRESS

**THE WIPAC GROUP**
**BUCKINGHAM, BUCKS.**




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**Spider:** 125 bhp; over 115 mph; 5 forward synchromesh gears. £1894.12.9

Alfa Romeo

'I won't be satisfied till I've taken one for a ride.
I fancy a..... (model's name).
Please send me a brochure and tell me how I can fix up a date.'

NAME .....

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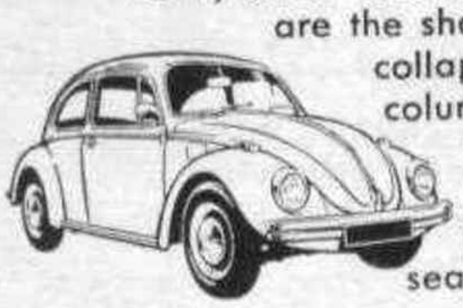
F.S2

**Post to Alfa Romeo (GB) Ltd.,
164 Sloane Street, London SW1.
Telephone: 01-235 7745**




# The new dual braking system is only 1/29th of the story

The Beetle's better than ever. On the 1500 and 1300 models are some 29 improvements for not a penny piece extra. Like the separate braking systems for the front and rear wheels to keep you really safe. Other safety features are the shock-absorbing, collapsible steering column. The larger, stronger bumpers. The vertically mounted sealed headlamps and bigger tail lights. Two speed, extra long windscreen wipers. Inside there's a really effective, fully adjustable fresh air ventilation system. And that still leaves 22 improvements for you to find out on your test drive.



For all these changes on the 1300 and 1500 you pay nothing. Just the old 1966 prices for the new 1968 Beetles. It's like having your bread buttered both sides. Nice.

Recommended prices incl. P.T. 1500 Beetle £697.8.7. 1300 Beetle £661.3.4. With some of the new improvements, the ever popular 1200 Beetle £595.8.2.

**Test drive the new 1968 Beetles at your VW dealer's now.**

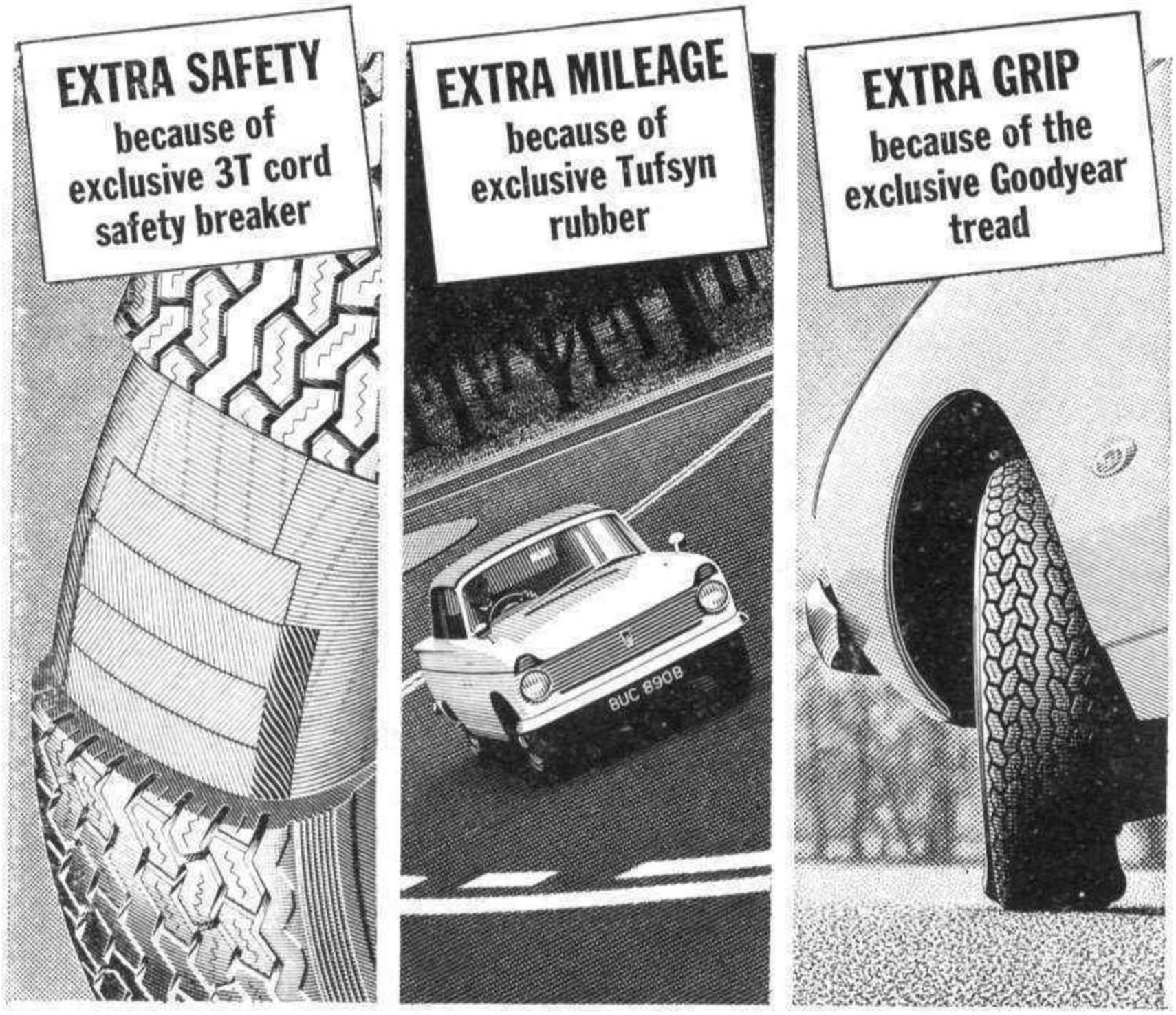
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GOODYEAR

# G800

# The choice of Race-Proved Equipment Ltd.




**Now . . . a new standard in tyre performance — with the new G800 by Goodyear. Extra safety, extra mileage, extra grip.**

**1** A band of triple tough 3T cord — pound-for-pound stronger than steel — runs radially bead-to-bead and forms a 'hoop' on which the tyre runs. This increases flexibility, cuts heat build-up and rolling resistance.

**2** Functional tread design combines with Goodyear-developed Tufsyn rubber for longer mileage, extra gripping power, and 'wet-skid' resistance second to none.

**3** Tread extends round tyre shoulder for greater side-grip, easier steering, smoother passage over uneven surfaces—even eliminates 'roll-over' when cornering.

***Are Radial tyres for you?***

Radial-ply tyres are different in construction and performance. For advice on their suitability for your car, contact your Goodyear dealer.

GOODYEAR

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| 6v. 88 a.h. | ,, | 3. | 15. | 6. |
| 12v. 38 a.h. | ,, | 4. | 12. | 0. |
| 12v. 46 a.h. | ,, | 5. | 6. | 6. |
| 12v. 56 a.h. | ,, | 5. | 13. | 6. |
| Charging for 6v | | 4. | 0. | |
| Charging for 12v | | 6. | 0. | |

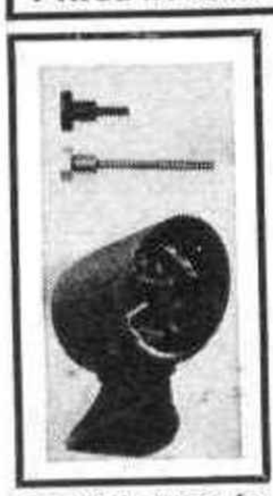
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# switch panel

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.
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**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.
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# UNBEATABLE in PER-FORMANCE....PER £....PER SEAT....

The Savage I was born in November 1966. It came of age in May 1967. It is a combination of many things good and proved. This is Britain's first Compact.

V6 3-litre engine — 144 h.p. — 192 lbs. ft. torque — 19 cwt. — saloon body — brilliant performance — 5 seats — large boot space — ease of maintenance — superb roadholding aided by the Goodyear G800s, spares galore, cheap ones too
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Added now, fast on the heels of Savage I, comes Savage II with this additional de luxe specification:

5½" chromed sculptured wheels. Polished wood fascia and door waist rails. Black cut pile carpet. Fully reclining bucket seats. Leather gaitered gear lever. Special sound insulation. Spare wheel cover. Dual tone horns. Automatic reversing light. Twin driving lamps, etc. **Price, ex works £1470**

The Motor Show is over. Infinite comparisons have been made. Values have been assessed. The result: in terms of Per-formance — per £ — per seat — there is absolutely nothing to beat the RACE PROVED Savage I and II.

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# SAVAGE




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AUTOCAR : *"It is not often that the Test Staff are so unanimous in their praise for a car. To use the Savage seems the ideal form of modern transport."*

MOTOR SPORT : *"We have driven this car, which we feel has tremendous appeal to the Sporting motorist. It will out-accelerate any saloon car within its price range."*

# The world's fastest fighter




*The Phantom — 1968 version*

## Yours to fly as a Naval Officer

Surprising but true. It's the Royal Navy that'll have the fastest fighter in the world—fastest bar none. This is the new Phantom —coming into service in a matter of months. Top speed: Mach 2.2.

If you joined the Fleet Air Arm now and trained as a Pilot or Observer, you could soon be flying in Phantoms. Or maybe you'll fly Buccaneers; specially designed to skim in low under radar —in and away again before the enemy knows what's hit him.

But there's more to your life than flying. You're a Naval Officer—with every advantage that brings. It's a life that carries responsibility at a young age. And brings its own rewards. Like seeing the sun set over the Pacific . . . skin-diving in the Caribbean . . . making friends you'll keep for life. Your salary? Excellent. As a married Lieutenant of 25, fully qualified as a Pilot or Observer, you can earn up to £2,300 a year.

**Entry** You can serve for 8 years—with tax-free gratuity of £1,750; 12 years—with tax-free gratuity of £5,000; or 16 years (or to age 38) with a pensionable commission. A number of options are open to you when fixed-wing flying is phased out in the Royal Navy. If you're between 17 and 26 with at least 5 G.C.E. 'O' levels (including Maths and English), post this coupon—*today*.

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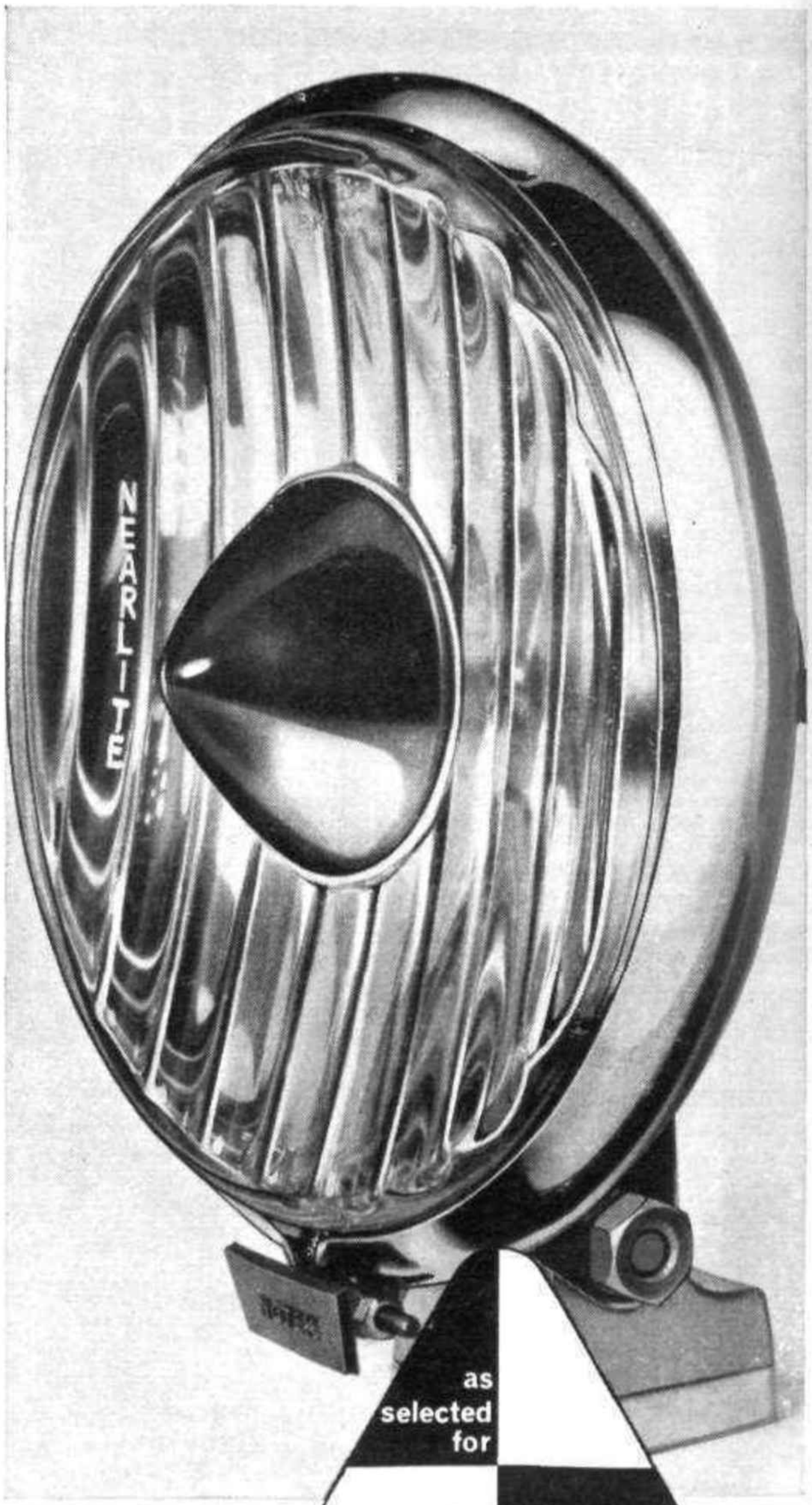
Please send me details about joining the Royal Navy as a pilot or observer, fixed wing or helicopter.

Name _____

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*U.K. applicants only*



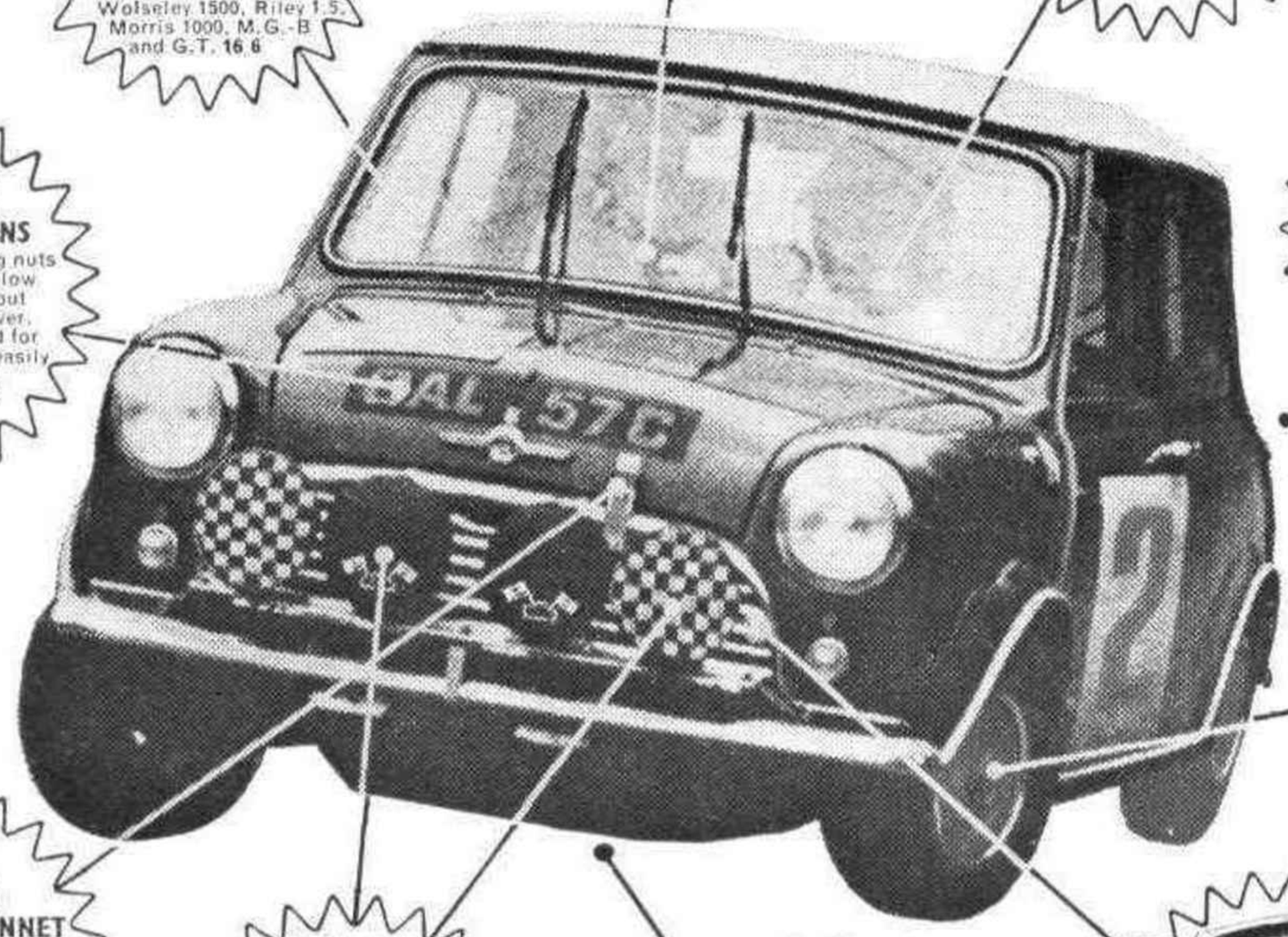

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## stainless steel lamps with the razor sharp beam

**Quartz iodine 110/6** For extra brilliance.
**Pre-focus 87/-** Complete with cable & switch.

**At your local garage or accessory shop**
by Britax specialists in safety.

# WINNING CARS — LEADING ACCESSORIES!



**THROTTLE PEDAL**
Fits easily and quickly over existing accelerator. Improves control—assists "Heel and Toeing" Precision engineered. Fits all B.M.C. Minis, 1100s, Wolseley 1500, Riley 1.5, Morris 1000, M.G.-B and G.T. **16.6**

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Existing hand brake quickly and easily converted on all B.M.C. Minis 1100s, Morris 1000, Riley 1.5, Wolseley 1500. **16.6 KIT**

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Fits over existing seat. Heavy luxury padding. Mini and Imps **£6.6.0**; De Luxe **£8.15.0**. B.M.C. 1100 and Cortinas **£6.10.0**: De Luxe **£8.19.6**.

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Replace existing nuts and when fitted allow instant removal without spanners of valve cover. Precision engineered for long life. Quickly and easily fitted. All B.M.C. 4-cylinder models. **10/6 PAIR**

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For speedy refuelling! Press-button fly open. Slams shut on hinged cap. Beautifully made in alloy. Cannot be misplaced or accidentally opened. For all B.M.C. Minis. **£3.19.6** with fittings.

**MINI SPACERS**
Increase track and improves road-holding. Comply with R.A.C. requirements. Designed for maximum contact between wheel and brake drum. Fit all B.M.C. Mini range except Cooper S. **35/- PAIR**. Studs **3/6** each.

**BONNET SAFETY STRAPS**
Prevents bonnet flying open at speed. Real natural tan heavy 1 in. wide leather. Quality chrome plates and 4 fixing bolts. Easy to fit on any make of car. **12/6 EACH**

**LAMP COVERS**
With see through window. Made from non-hardening P.V.C. Foam protection pad lined against moisture and with water drain hole. 5in. **12/11 PAIR**. 7in. **15/6 PAIR**. 8in. x 3½in. **15/6 PAIR** (for rectangular lamps)

**SUMP GUARD**
Soundly engineered in 3/16in. heavy plate steel. Full sump and gearbox protection. Machine drilled to allow air flow between sump and guard. Minis **£4.10.0**. B.M.C. 1100s **£5.5.0**. B.M.C. 1800 **£8.15.0**.

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Enables mini grilles to be quickly detached for immediate inspection or maintenance of distributor, etc. Fits all Morris, Austin & Cooper Minis. Full instructions. **14.6 PAIR**.

★*Available from your accessories shop and garage, or send P.O./Cheque, stating size, quantity. State make of car, where required. All products sent post free in U.K.*

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VOL XLIII No. 11 NOVEMBER 1967

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


CONTENTS


| | Page |
|---|---|
| **Matters of Moment** ... ... ... | 1013 |
| Fixtures for November ... ... | 1014 |
| The Opel is Back ... ... ... | 1015 |
| A Week of Luxury ... ... ... | 1019 |
| Show Page ... ... ... ... | 1021 |
| Show-time Soliloquy ... ... ... | 1022 |
| Book Reviews ... ... ... ... | 1024 |
| Veteran-Edwardian-Vintage ... ... | 1030 |
| A Selection of New Models ... ... | 1037 |
| **Ninth United States Grand Prix** .. | 1040 |
| "Where There's a Wheel There's a Dunlop Tyre" ... ... ... | 1044 |
| Letter from Europe ... ... ... | 1048 |
| Looking Back on Formula Two ... | 1049 |
| Pictorial Review ... ... ... | 1051 |
| Rally Review ... ... ... ... | 1054 |
| Spacious and De Luxe ... ... ... | 1056 |
| Nicholson-tuned M.G.-B GT ... ... | 1058 |
| Letters from Readers ... ... ... | 1060 |


**FRONT COVER PICTURE :** Graham Hill leads away from pole position at the U.S. Grand Prix. Gurney and Brabham are on the inside and Clark and Amon on the outside. Behind them are McLaren, Solana, Surtees, Spence and Bonnier in the red Cooper-Maserati, and on the outside are Hulme, Stewart, Rindt, Siffert, Irwin and Ickx. Ligier is in the blue Brabham, while Beltoise is just appearing in sight.


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All prices include postage.


# MATTERS OF MOMENT

## ■ PRESENTING OUR PETITION

The MOTOR SPORT and *Motoring News* Petition against the 70-m.p.h. speed limit on Motorways has brought in a response of over 265,000 signatures. The intention now is to call a Press conference later this month so that the best possible publicity can be secured when this Petition is presented to the Minister of Transport. We hope on this occasion as many readers as possible will drive up to see the Petition presented. In the meantime a further announcement about the time and place will be made next month.

## ■ THE PUFF OF BACCHUS

MOTOR SPORT is dead against the citizens driving while drunk, or for that matter driving when incompetent. Anyone, without reservations, who is convicted, after a proper medical test, of being dangerously drunk in public while in charge of a motor vehicle, bicycle, scooter or a pair of shoes, should be imprisoned without option.

That is not the same as saying we welcome Breathalyser tests. In fact, we object very strongly to them, for the following reasons :—

(*a*) They have made a mockery of British Justice, by completely reversing the fundamentals of the Law. Until Mrs. Castle introduced Breathalysers, the citizen was innocent until proved guilty. Now, a *driver*, suspected for some reason of being bacchic, is required to prove his or her innocence. Moreover, for the first time in history, even before being charged with any offence, because you are a motorist, you are required to provide evidence which might prove guilt. Barbara Castle is, apparently, mightier than the Lord Chief Justice. . . .

(*b*) It has cost between £300,000 and £350,000 of public money for Mrs. Castle to advertise her war against mobile bacchanalia. Yet, even now, not many people have any very clear idea about how the battle is mounted, *nor is any mention made in advertising we have seen of the penalty incurred* if sober drivers refuse to blow into German-made plastic bags (cost to us, around £200,000) at the command of zealous constables. (MOTOR SPORT, you may note, did not carry this advertising.)

(*c*) It seems quite wrong that the *option* of a blood/urine test is denied to those who do not wish to submit to the roadside puff. This would safeguard those of us who are alarmed that these new chemical toys may not be accurate and that their crystals can be rendered hostile by acids other than those of alcohol. As it is, for complete peace of mind, apart from never drinking, it seems advisable to lay-off vinegar with the fish-and-chips and to have all one's teeth pulled out, if halitosis is suspected. Roadside Breathalyser tests might still be acceptable to the sober busy motorist, willing to gamble on a means of quickly proving his innocence and being allowed to resume his journey. But it should not be inflicted *compulsorily*, although refusal to take it would naturally involve a visit to the police station for more scientific testing. As it is, so far as we can gather, you are liable to a fine of up to £100 if you refuse to present the constable with the puff of Bacchus.

(*d*) The tests are strongly biased against the *motorist*. Mrs. Castle's slogan is : "Now you really *can't* ask a driver to have another drink." The advertising issued by H.M. Government carries the announcement : "Conviction will cost a driver his licence for a year. It may also cost him a £100 fine—or even prison." No warning, you will note, to comics who go to the local on horseback or to drunken cyclists and pedestrians. It's the private motorist they are out to catch.

(*e*) Then there is the pernicious situation where persons capable of taking a reasonable amount of alcohol and remaining sober can still be convicted by the low standards of the Breathalyser, and who have no idea that they may be liable to lose their licences and probably their livelihoods, until after they are tested. No-one knows, so no-one will say, what quantity of drink will set the little crystals going (there is no mention of this in the Government advertising). And crystals are quite impartial, as are blood/urine tests. The old test-by-doctor was far more effective in establishing whether or not a person was incapable, because of excessive drinking, of safely driving a car, riding a bicycle or, like the proverbial chicken, crossing the road; and such drinking might vary from several stiff whiskies to a pint of bitter, depending on the individual, who now has no means of knowing if a cautiously small tipple can be enjoyed. Hard chips on non-tipsy tipplers and on the publicans. . . .

Otherwise, we think Mrs. Castle is doing fine.

# Motor Sport Fixture List For November

★ **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 |
|---|---|---|---|---|---|
| **Nov. 4th** | **S.C.C.S.A.** | **Kyalami** | **Johannesburg** | **Nine-hours Race** (*INT.*) | — |
| **Nov. 4/5th** | **A.S.A.C. Corse Essitac** | — | **Corsica** | **Tour de Corse Rally** (*INT.*) | — |
| Nov. 4/5th | Torbay M.C. | Peamore Garage | Exeter | Torbay Rally (*R.*) | 23.01 |
| Nov. 4/5th | Shenstone & Dist. C.C. | Pugh's Garage | Dollgellau | Shenstone Rally (*R.*) | 22.30 |
| Nov. 5th | Romford E.C.C. | Lydden | Canterbury | Race Meeting (*R.*) | 13.30 |
| Nov. 5th | Surrey S.M.C. | Brands Hatch | Farningham | Sprint (*R.*) | 12.00 |
| Nov. 5th | Hants. & Berks. M.C. | Blue Hut Cafe | Kempshott Hill | Rally (*C.*) | 10.00 |
| Nov. 5th | Seven-Fifty M.C. (North Herts.) | Bury Farm | Houghton Conquest | Bonfire Trial (*C.*) | 11.00 |
| Nov. 5th | Morgan 4/4 C. | Broughton Green | Droitwich | Production Car Trial (*C.*) | 11.30 |
| Nov. 5th | Walsall C.C. | Greenforge Farm | Greenforge | Car Trial (*C.*) | 10.30 |
| **Nov. 10th/12th** | **S.C.C.A.** | **Stardust** | **Las Vegas** | **Stardust G.P.** (*INT.*) | — |
| Nov. 11th | Mid-Cheshire M.R.C. | Oulton Park | Tarporley | Race Meeting (*R.*) | 13.15 |
| Nov. 11th | M.G.C.C. (South-Eastern) | Silverstone | Towcester | Speed Trials (*R.*) | 12.30 |
| Nov. 11th | Lagonda Club | Loughton | Bletchley | November Rally (*R.*) | 12.00 |
| Nov. 12th | Sevenoaks & Dist. M.C. | Brands Hatch | Farningham | Race Meeting (*R.*) | 13.15 |
| Nov. 12th | B.A.R.C. (South-Eastern) | Dower House Farm | Blackboys | Production Car Trial (*C.*) | 11.00 |
| **Nov. 18th/24th** | **R.A.C.** | **Excelsior Hotel** | **London Airport** | **Rally of Great Britain** (*INT.*) | **11.00** |
| Nov. 19th | Rochester, Chatham & Dist. M.C. | Brands Hatch | Farningham | Race Meeting (*R.*) | 13.30 |
| Nov. 19th | Orchard M.C. | Dowsetts Farm | Colliers End | Grass Driving Tests (*C.*) | 09.30 |
| Nov. 20th | A.C. de Portugal, Macau | Macau | Macau | Macau G.P. (*N.O.*) | — |
| Nov. 25/26th | Hampton & Dist. M.C. | Roundabout Garage | Oxford By-pass | Sojourn Rally (*R.*) | 22.31 |
| Nov. 25/26th | Chislehurst M.C. | Badgers Mount Café | Orpington | Rally (*C.*) | 20.00 |
| **Nov. 25th/Dec. 3rd** | **Bahamas A.C.** | **Oaks Field** | **Nassau** | **Bahamas Speed Week** (*INT.*) | — |
| Nov. 26th | London M.C. | Brands Hatch | Farningham | Race Meeting (*R.*) | 12.30 |

## WORTH LOOKING AT . . .

Amongst a welter of Show-time advertising of new models we are glad to see that the very clever and long-lived series, "Worth looking at . . .," on behalf of Smiths Industries Ltd. is still going strong, and we offer congratulations to whoever is now responsible for it. Well, didn't the bare-armed puss in the fur make you look at the new 3-litre Austin? And didn't the lass in the scanty frock cause your glance to fall on the new Rootes models on which she is sitting? We are sure that you did not fail to look at the mini-skirted beauty with the 3.5-litre Rover, even if she appears to be more interested in aeroplanes than cars, while who wouldn't wish to go motoring in a Triumph TR5 with that long-haired blonde in the striped dress? This advertising copy is as popular as Smiths instruments and Radiomobile car radios. Let's hope they keep it going. . . .

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If a London starting place can be found without antagonising the police, the H.C.V.C. Commercial Vehicle Brighton Run will take place next year. As usual it will be sponsored by National Benzole.

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## A YEAR'S MOTORING IN 10 DAYS BY A FIAT 124

Any attempt to set up "records" on public roads met with official disapproval in this country even in the pre-war and early post-war period when we used to drive rather fast from London to John O' Groats in Bentley and Bristol cars. So when 26 members of the Metropolitan Police M.C. set out to cover the equivalent of a normal-owner's annual mileage in ten days with a Fiat 124 saloon, their instructions were not to break the car, themselves, or any laws, road rules or records.

Three routes were covered, the aim being to average 41 m.p.h. inclusive of all stops for ten days and nights. It is amusing that one crew covered a 570 mile trip at an *average* speed of not far short of 70 m.p.h.; another crew contrived to average 50 m.p.h. for 500 miles, at 32¼ m.p.g. The weather was severe and about 75% of the run was over Motorways and A-roads. The total speedometer mileage was 10,859. In that distance a wiper motor burnt out, a dynamo had to be replaced and as a precaution the rear Pirelli Cinturatos were changed at 9,634 miles and the front brake pads at 11,851 miles, because of cracking. An exhaust shield was also changed, as a precaution, the car being serviced by Fiat mechanics.

There was an oil change at 6,000 miles but otherwise only ¾ of a pint of oil was used. The best petrol consumption is quoted as 32¼ m.p.g., the overall figure being 27.9 m.p.g. but odometer error may not have been taken into account, as the Halda intended to check it proved unreliable. The best 24-hour run was 1,153 miles, which should make Joyce Wilkins think, although she went to Rome alone. Apparently after the run the 1,197 c.c. Fiat was in good condition except for some wear in the gearbox. It will be interesting to see if another manufacturer challenges this long, fast Fiat marathon. In the old days the R.A.C. would have been called in to observe it.—W. B.

## CARS IN FILMS

Reviewing that film of the nineteen-twenties, "Thoroughly Modern Millie," featuring Beatrice Lillie, in the *Sunday Times*, Ernestine Carter refers to the vintage American cars that appear therein, quoting the producer as saying he obtained "Hupmobiles, Studebakers, Maroons and Dorts, names I never heard of." For Maroons read Marmons?

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A girl cautiously trying to crank a G.P. Bugatti figures in current advertising for Valdespino sherries.

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## THE "OH DEAR!" DEPARTMENT

Intending to say last month that the Cortina Lotus is now a Ford product, a slip or the pen caused us to say that they now make the twin-cam engines for these cars. Both Lotus and Ford have corrected us. The twin-cam engine is still a Lotus product, and in fact, Lotus have installed £200,000 of machinery for this purpose. Ford supply the blocks, which go to Villiers of Wolverhampton for preparation. The heads are assembled on the engines by Lotus in Norwich, who supply the complete power units to Ford.—W. B.

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*THE MEMORIAL to Andre Boillot (see page 1048, Letter from Europe). Can anybody supply more information regarding the car he was driving and when the unhappy accident occurred?*

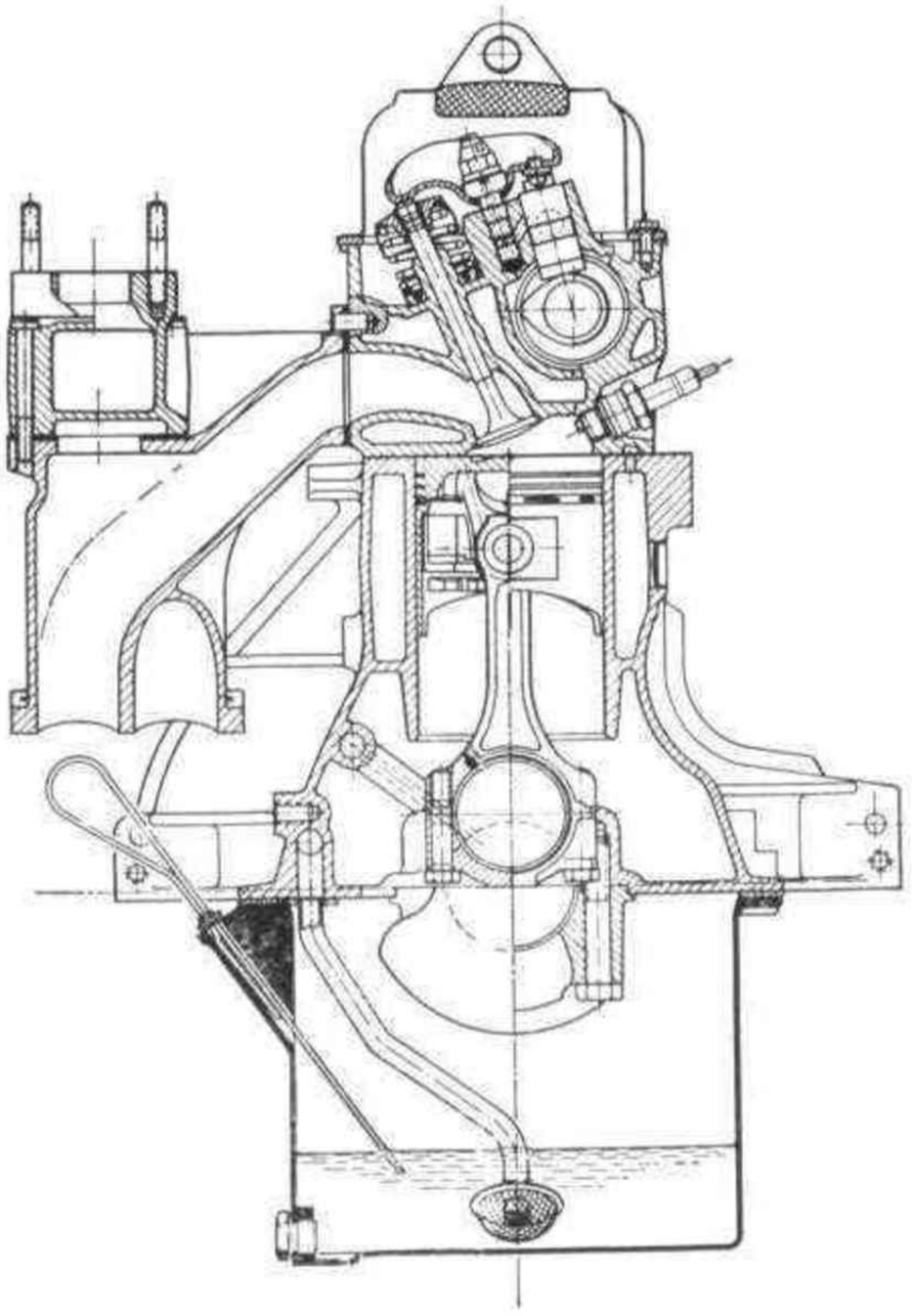


# The Opel is back

UNTIL the outbreak of World War II, Opel cars were sold in this country through the Pride and Clarke organisation. The 1.1-litre s.v. 3-bearing 4-cylinder Kadett cost about as much as the out-moded Austin 7 Ruby and had independent (Dubonnet) front suspension, faired-in headlamps, was far more roomy and possessed hydraulic brakes. Although it did not boast more thar about 24 b.h.p., it got along well if held at its flat-out speed and amongst those who enthused over these ugly " tin and cardboard " saloons were Anthony Phelps and John Eason-Gibson. Opel also imported bigger six-cylinder models, of 2½ and 3.6 litres, including d.h. coupés of the kind the Germans made so well, if you didn't object to cumbersome hoods when these were folded. I had experience of 4- and 6-cylinder Opels at this time.

This General Motors' make from Russelsheim has only just begun to be imported into England, ending 26-years' absence. This has started rumours in hysterical circles that to combat continued strikes by Vauxhall workers, Opel is about to take over Luton. Naturally, General Motors strongly deny this. The true story of affairs would seem to be that should Britain join the E.C.M., Opel would import cars into Britain to counterbalance Vauxhalls exported to Europe. At present no very intensive sales drive appears to be visualised. Opel prices here are not yet particularly competitive, nor do London showrooms or service schools of German mechanics seem to be part of G.M.'s policy. But the make which historians associate with the 1914 August Bank Holiday Brooklands' racing and Segrave's initiation into motor-racing in the early 1920s, is back; Volkswagen agents who have lately lost their distributorships seem glad that this is so!

I have recently been driving an Opel Rekord L 4-door saloon, with 93 x 70 mm (1,897 c.c.) 1.9-litre 4-cylinder engine. (This model is also available with 1.5, 1.7, 1.75, and 2.2-litre engines.) It is perhaps unfair to review this model in MOTOR SPORT, because it has very little claim to being an enthusiast's car, although its top speed exceeds 100 m.p.h., nor is a s.s. ¼-mile time of under 19 seconds to be despised from a family saloon.



*A cross-section of the engine, showing the ingenious valve gear.*



It is a long time since I have experienced quite such lurchy suspension. And although I have heard that the rally-boys are excited about the new coil-spring rear suspension, they must surely have tried it on a different version, for even at low cornering speeds it is easy to spin the inner back wheel on the rigid back axle. Then the steering (3 turns lock-to-lock; strong castor return), with a rather big high-set wheel, is heavy for parking and somewhat vague being affected by road undulations and the Servo disc/drum brakes while progressive and effective have a spongy feel, nor do the 6.40 x 13 Continental Record nylon tubeless 4PR tyres give 100% confidence in wet-road driving.

This 1.9-litre de luxe Opel is really a nicely-finished, well-equipped German Vauxhall, which is expressing it about as broadly as saying Fords from Cologne (née Taunus) are German versions of the Dagenham products. It offers fully-reclining front seats, shaped so that they are very comfortable, are upholstered in ventilated and pleated vinyl. There are under-bonnet and boot lamps, reversing lamps, coat hooks, rear roof grabs, powerful o/s roof lamp, a too-shallow lockable cubbyhole, sill internal door locks, exterior mirrors and anti-dazzle interior mirror, a self-locking boot lid which flies up automatically when unlocked, concealed lockable fuel filler, Kienzle clock, and matching Vdo 120 m.p.h. speedometer and multi-purpose dial, also handbrake warning light and "jumbly" symbolised push-button switches for side lamps, headlamps, and 2-speed wipers. A slim l.h. stalk dips the full headlamp beam by flick action and also operates the turn indicators and flasher. The padded steering-wheel spoke is pushed to sound the horn.

Moreover, there is fully-vented air flow through the car, with adjustable facia vents, controlled by rather-too-remote under-scuttle levers, big " thief-proof " quarter-lights in the front-door windows and electric rear-window demisting, with warning light. As a family saloon the Opel Rekord is roomy, stylish and nicely equipped. The high-camshaft engine tended to be " rattly " at tick-over, which was set too fast, and, developing 102 (s.a.e.) b.h.p. at 5,400 r.p.m., had to be pushed to take the cruising speed above 70 m.p.h.

A central gear lever, looking and feeling rather like that of a Volvo, worked nicely once the strong spring-loading and considerable lateral movement to find reverse were allowed for. The test car had a 4-speed all-synchromesh box; 3-speed manual and automatic transmissions are also available. With a 3.89 to 1 top gear the ratios are quite high and 3rd gear is frequently needed. The handbrake is one of those unlovable twist-and-pull under-facia affairs, of which I had hoped we had seen the last. Presumably because of r.h.d., whereas the wipers' push-button is operated with the thumb of the left hand, the washers' control pulls out from the right of a bracket hung from the facia. The bonnet-release is also on the n/s and the heavy lid has to be propped open. The battery is a 12v 44 amps. Mareg, charged by alternator. The instrument-lighting control is badly placed, under the facia

*Continued on page* 1029

# Demand Castrol.



# They do



BMC's international rally team
and leading Mini race teams.
Tough customers.
People who need the best oil in the
world and won't chance anything less.
At Castrol, we thrive on them.
Satisfying their demands and usually
exceeding their standards has forced
many of oil technology's major
breakthroughs.
Take 'Liquid Tungsten'.
By actually 'liquefying' one of
the hardest known substances into
the body of Castrol oil, a fantastic
new engine friction-fighter was born.
More than five million motorists
use Castrol with 'Liquid Tungsten'.
Only Castrol has it.
Demand it.
**The only oil with**
**'Liquid Tungsten'**

Castrol

# A WEEK OF LUXURY

## *Making the acquaintance of the new*

## *3½-litre V8 Rover Saloon*




*" . . . Penetrated into deepest Sussex . . . ." The Rover with some of the locomotives of the famous Bluebell Line railway.*

IT HAS been common knowledge for some time that the Rover Company was introducing a V8 engine for their former 3-litre model. This car was released at the Earls Court Motor Show, and, as we announced last month, Great Aunt Rover has certainly lifted her skirts up; she has also changed her elastic-sided boots for running shoes. (See picture of new Rover wheel.) Through the enterprise of Rover's Managing Director, Mr. Martin-Hurst, the design rights of the former Buick Special/Oldsmobile F.85 light alloy V8 engine were obtained. Rover's found it impractical to die-cast the components of this engine and consequently made it by sand-casting and using pressed-in dry cylinder liners. In America they contrived to cast the cylinder liners directly into the block. This new engine has been installed into what is virtually the old 3-litre coupé and saloon Rover with certain modifications in an endeavour to bring it up to date and more in keeping with the new and sophisticated power unit.

Having missed the Rover pre-view day I was able to make acquaintance with the more sporting " Great Aunt " in the week preceding the Earls Court Motor Show. Arriving at Rover's Seagrave Road depot, where staunch Rover clients down the decades have waited for their newly-serviced Rovers in a spacious waiting room, their inquiries dealt with by uniformed commissionaires, very much in the top bracket manner, I was able to transfer from a London taxi to a Rover V8 saloon. Driving it out of London in a rainstorm down the M4 I found it difficult to keep down to Castle cruising speed, in spite of the congested traffic on this two-lane motorway on which crawling private cars were forcing commercial vehicles to take repeatedly to the outer lane. First impressions of the Rover were that it is remarkably smooth and quiet, and this was later confirmed. The new engine is indeed so quiet that the creaking of the seats and, on the test car, a most irritating hunting noise from the speedometer drive, spoilt the otherwise quiet running of the car. At idling speed, the engine is quite inaudible, so that the noise of the windscreen wipers is a distinct disadvantage. After a day of local journeys, I penetrated into deepest Sussex to inspect a pre-war Opel P4 Cabriolet which was looking for a new home in this fine car, and on the Sunday before the Motor Show, I drove the Rover on a cross-country route to Silverstone for the Guild of Motoring Writers test day. Although my driving permit had failed to arrive from the office, I was able to enjoy hot steak and kidney pudding in a heated marquee generously provided by B.M.C. Their's was certainly the most popular luncheon party of the day and if their cars do as well, they have nothing whatever to fear from their rivals in the industry! On this cross-country journey the Rover proved extremely easy to drive and outstandingly comfortable, but on bad surfaces and round sharp bends on deserted roads I was conscious that the road-holding and ride have not changed appreciably since I road-tested the 3-litre 6-cylinder coupé some time ago. The ride can be distinctly lively and the big 15-in. Dunlop RS5 tyres tend to be deflected by road undulations at the expense of completely accurate steering. The Hydrosteer power steering itself is light and direct and I have no complaints about it except when one is driving the car hard rather more positive control would be appreciated.

There is no need to deal in detail with the Rover control arrangements as these are not greatly changed from previous models. There is the familiar nacelle before the driver with a series of rather fumbly flick switches each side of the instruments for controlling the minor services. Of these it is necessary to make three actions to bring all the lights into operation, the headlamps being selected by a right-hand stalk below the turn indicators/flashers' control after the sidelamps have been switched on by means of one of the flick switches, and dipping is then a matter of operating the foot control. In similar vein, the wipers have two switches, one to switch them on and the other controlling their two-speed action, while the screen-washers are operated by a button round the left side of the nacelle. The rheostat instrument lighting is controlled by one of the flick switches, which does not give a very precise action. All this, however, is of little moment if the Rover is driven as most Rover owners are likely to drive it. During the test, however, the switch controlling the instrument lighting got extremely hot and also heated up the nacelle adjacent to it, so that something within was obviously " shorting."

Following the Silverstone Sunday the Rover was used mainly for motoring up to London and for a considerable amount of commuting in town. On such journeys it is an extremely restful car, the high seating position, the driver's seat controlled for height by a small crank handle, giving good visibility for traffic motoring.

Not only does the good torque of the new engine, which reached its maximum at 2,600 r.p.m., make for good acceleration, in traffic, but the Borg-Warner type 35 fully automatic transmission, with torque convertor and 3-speed epicyclic gearbox function smoothly and easily, the central gear-lever, very well located, providing for " Hold " in the lower speeds when this is required for extra efficient acceleration. Rovers are insistent that the engine should not exceed 5,200 r.p.m., so that the speedometer of the saloon is marked at a maximum of 47 and 77 m.p.h., for observing should the " Hold " control be in operation. In addition, one has the usual D.1 and D.2 settings, the D.2 position cutting out wheel-spin when starting on slippery roads. The Girling disc/drum brakes with Lockheed vacuum servo are extremely smooth and powerful, perhaps slightly insensitive if casually operated, but otherwise some of the best brakes I have come across on a car of this size and weight.

In typically Rover manner the car is splendid equipped, with rear window de-misting, a parcels' shelf which slides out from under the facia and which, below that, has the traditional tool tray, a lockable

cubby-hole, and between the seats a heater control and separate control for the rear speaker of the radio within long reach of the rear-seat passengers. I was, however, rather disappointed to find that neither the lockable cubby-hole nor the parcels' shelf would accommodate a Rolleiflex camera. It need hardly be added that the spacious leather upholstered seats with individual arm-rests, the back one incorporating a second picnic tray, and the quality finish of the entire car are fully in keeping with Rover's idea of how the luxury market should be catered for. It is inevitable that this car will be compared with the Jaguar 420. While this has independent rear suspension and disc brakes all round, and is probably a faster vehicle, there is little doubt that its considerably more powerful twin-cam 6-cylinder engine is both faster and noisier, at any rate towards peak speed, than Rover's new V8. There is an irresistible smoothness of running, and fascination about eight cylinders, as Ford proved to the Plebs many, many years ago. The Rover is considerably less powerful than the equivalent Jaguar model but smoother and quieter, and it is on these grounds that it will appeal to the Rover clientele and should therefore continue the life of the former 3-litre model for a considerable time to come. Whether everyone will like the new wheels, which are not, as they first appear, of magnesium alloy, but are a rather clever form of pressed-steel wheel, is open to debate.

The test car continued to serve me faithfully during the harassing days just before the Motor Show, with no troubles apart from the aforementioned short circuit in the rheostat lighting switch and a heater-fan which ceased to operate and left me with cold feet while driving to London on Earls Court Press Day, and breakage of the exhaust tail-pipe bracket. The new engine has considerably increased the performance of the car, so that a top speed of around 110 m.p.h. and a standing-start ¼-mile accomplished in under 18½ seconds has completely dispelled the staid aspect of the biggest car from the Rover factory. All the details are nicely contrived and the engine installation with its twin S.U. carburetters feeding into a water-heated manifold is in keeping with the demeanour of the car. With a compression ratio of 10½ to 1, the best quality petrol is required. On long runs I got rather better than 20 m.p.g. and the overall consumption worked out at 18.4 m.p.g. After 600 miles ½-a-pint of oil would have restored the level on the sump dipstick—there is also a transmission dipstick—which is fairly easy to withdraw but difficult to read, as it is much the same hue as the oil.

Aircraft-type fresh-air vents on each side of the facia functioned effectively and the heater controls are simple to use. The gearbox has a separate oil radiator below the main water radiator.

There are other typically Rover aspects of this fine car. For instance, there is a petrol-reserve toggle under the parcels' shelf alongside the mixture-enrichener toggle. This is a useful item, although the engine sometimes dies out entirely before it can be operated and some delay ensues before it will prime—however, the petrol gauge is reasonably accurate and sufficiently pessimistic for an observant driver to obviate this occurrence. (Range, before using reserve supply, approx. 230 miles.) Cold starting calls for mixture-enrichment but this control can be left out until the " choke " warning light comes on. The side-lamp tell-tales found on the Rover 2000 feature on the V8 and the boot lid shuts with the same precision under gentle persuasion. On the V8 the bonnet is self-supporting. A small horn-ring, to obviate blanking the Jaeger speedometer and matching general-services dial, operates the horn and the r.h. " umbrella-handle " hand-brake pulls out from above the parcels' shelf, and has a bright warning light. There is a well-placed quick-action fuel filler on the n/s, but it does not lock, as on the Rover 2000.

The rheostat instrument lighting works in conjunction with the L., D.1, D.2, N., R., P. gear-gate and the Kienzle clock on the far left of the facia, and can be switched off completely. The interior *décor* is a fine combination of leather (but what a horrid sick shade on the test car!), African cherrywood and black crash padding, with such luxuries as ash-trays front and rear, with lighter on the console, which it shares with the rear window heater and fog-lamp switches, roof-" pulls," a rest for the driver's left foot, adjustable door arm-rests with pocket, front-door pockets, 4-door courtesy interior lighting, etc. Some of the minor controls would be out of reach of seat-harness wearers and there are only single, but effective, Lucas headlamps, and with inbuilt Lucas fog-lamps below. Instrumentation (in the r.h. dial) includes an ammeter and an oil gauge. The spare wheel is in a wind-down tray (which has an ingenious wire-locking device) below the luggage boot.

Qualifying earlier remarks, although the power-assisted Hydrosteer variable-ratio steering feels unduly light at times, and the suspension is too lively over bad surfaces and develops considerable roll angles,



" . . . *On a cross-country route to Silverstone . . . .*" *A picture showing the chunky build of the four-door Rover V8 saloon.*

the general handling *has* been improved, and on longer acquaintance with the V8 Rover I found it could be hurried along, even on wet roads, without anxiety, and certainly with very little driver-effort. I would describe it as similar to a Rolls-Royce Silver Cloud to drive—out-dated, but highly satisfying. (The three snags that arose, in 560 miles, might also typify what could be expected from a very high-mileage used Silver Cloud?) There were rather too many extraneous noises, such as upholstery creaking, that speedometer drive chuntering, those noisy wipers and, towards the end, a rattle from the twin exhaust tail-pipes, whose bracket, as I have said, had broken, to enable full enjoyment of the very quiet engine to be obtained. But the high, comfortable seating, with friction-adjustable back rests, as on Rover 2000s, the rear seats separate " arm-chairs," the great dignity of the 3½-litre Rover V8, and its very good acceleration with no sense of any effort from the new 160-h.p. power unit, make this a highly-desirable car for the aged or the more lazy driver. For me it certainly eased the trying days preceding the Motor Show, with its silent travel and effortless traffic negotiation, and at just under £2,000 in saloon form I would regard it as a very good purchase. (Price with extras as tested is £2,069 4s. 3d.)—W. B.

*A new pressed-steel wheel fitted to the 3½-litre Rover V8.*



# Rome G.P. (October 8th)

THE Formula Two season closed for the year with the final round of the European F.2 Trophy held at the Vallelunga circuit some 25 miles north of Rome. The majority of the graded drivers decided to stay over in the Americas as Rome fell between the U.S. and Mexican G.P.s and only Graham Hill and Jo Siffert returned to Europe to mix it with eighteen of the non-graded boys.

The Formula Two Trophy was still in the balance for Ickx had a 5-point lead over Gardner but if the Australian could finish in the first two and beat Ickx in the process the Championship would be his. Four drivers dominated practice—Ickx who was the fastest, the two works Matra drivers Beltoise and Servoz-Gavin, and Gardner. There were several incidents in practice for the surface of the twisty track seemed to be breaking up in places and the loose grit and gravel had the drivers scooting about all over the place and nearly everyone spun at some time or other.

The race was split into two parts *à la* Brands Hatch and the first opened sensationally. Oliver in the works Lotus 48 made a good start from near the back of the grid but got tangled up with Hahne's Lola-B.M.W. and the Lotus smashed into a steel barrier at the side of the track. Both cars were eliminated while there were several other collisions further back as cars tried to avoid hitting the wreckage. Fletcher's Brabham twin-cam was eliminated in this and Lambert's Brabham ran the whole race with a bent radius rod. Ickx in the Tyrrell Matra stormed into the lead but his main adversary Gardner had clutch trouble at the start and made a poor getaway. No one challenged Ickx and he came home eight seconds ahead of the works Matras of Beltoise and Servoz, while Gardner worked his way up the field but could not get past Redman who was driving his Lola superbly.

The intention of the organisers was to hold the cars in a *Parc Fermé* while the Italian only F.3 final was run and then hold the second part. However, as soon as the first F.2 race was over the mechanics and technicians swooped on the cars and by the time the organisers had tried to enforce *parc fermé* several of the cars were in pieces. Much shouting and waving arms in true Italian tradition followed but the organisers finally relented.

Part two followed the pattern of the earlier race with Ickx taking the lead, the two works Matras following and Gardner and Redman again scrapping for fourth. Ickx again proved the master and won with a little in hand while Beltoise headed his number two, the much improved Servoz-Gavin. Gardner managed to beat Redman this time and by a larger margin than he had been beaten before, so he took the fourth position. Jaussaud, usually a Matra works F.3 driver, took the second Tyrrell car to sixth on aggregate, in front of Rees, Hill, Siffert and Lambert.

It had been hoped that the Dino-Ferraris would turn out for this Italian race but despite testing earlier in the week they decided not to come after all. Another Italian powered machine which did turn up was a Lucas fuel-injected Alfa Romeo GTA-engined Brabham. This was driven by Autodelta saloon man " Nanni " Galli who had never sat in a single-seater before. Although the car broke down early on with camshaft trouble both Nanni and the car showed considerable promise. Autodelta are working on a 16-valve head for this engine next year, while the Italian constructors, Tecno, are seriously considering running a F.2 car next season with a British engine, although the Formula Three cars built by the Bologna firm are not going very well. So the Belgian boy becomes a Formula Two Champion but for more of that see page 1049—A. R. M.

**Results :**

**Two Heats of 30 laps x 3.2 kilometres**

**1st** : J. Ickx (Matra-Cosworth MS7) (Entrant: Tyrrell Racing Organisation) 1 hr. 20 min. 27.8 sec.—139.334 k.p.h.

**2nd**: J-P. Beltoise (Matra-Cosworth MS7) (Entrant: Matra Sports) .. .. .. .. .. .. .. 1 hr. 20 min. 52.0 sec.

**3rd**: J. Servoz-Gavin (Matra-Cosworth MS5) (Entrant: Matra Sports) .. .. .. .. .. .. 1 hr. 21 min. 25.1 sec.

**4th** : F. Gardner (Brabham-Cosworth BT23C) (Entrant: Motor Racing Developments).

**5th** : B. Redman (Lola-Cosworth T100) (Entrant: David Bridges Racing).

**6th** : J-P. Jaussaud (Matra-Cosworth MS5) (Entrant: Tyrrell Racing Organisation)

**7th** : A. Rees (Brabham-Cosworth BT23) (Entrant: Roy Winkelmann Racing).

**8th** : G. Hill (Lotus-Cosworth 48) (Entrant: Team Lotus).

**9th** : J. Siffert (Lola-B.M.W. T100) (Entrant: B.M.W.).

**10th** : C. Lambert (Brabham-Cosworth BT21A) (Entrant: P. & M. Racing Preparations).

*Fastest lap :* J. Ickx, 1 min. 18.7 sec.—142.49 k.p.h.

## DUNLOP'S SP SPORT RADIAL



THIS is a section of the tread of Dunlop's latest radial tyre, the SP Sport, which was announced at Motor Show time. The main feature of the tyre is a three-part tread design : first, the outer channels on each side of the tread have a series of small, lateral tunnels, known as aquajets, which are actually moulded into the rubber; second, closely packed knife cuts, or microslots, are incorporated; and thirdly there is a deep centre channel. The whole tyre is made with a strong textile casing and a high grip compound rubber developed in motor sporting activities.

The SP Sport is being fitted as standard to Jaguar E-type models, and will also be available in seven sizes, ranging from the 145×10 at £7 8s. tubeless (£7 10s. 6d. for the tubed version) to the 185×15 at £11 19s. tubeless (£12 1s. 6d.).

Also new from Fort Dunlop was a low profile SP, known as the " 70 " series, which was evolved for the new Austin 3-litre saloon. The " 70 " has a squat look and is the world's first low profile radial. Incidentally, the " 70 " indicates the height-width ratio, the height section being about 70% of the width section.

## NOTES FROM THE MOTOR INDUSTRY

THE designer responsible for the styling of Ford's 1967 Cortinas and Mk. 4 Zephyrs and Zodiacs, Roy Haynes, is to leave Ford of Britain to take up a similar post for the British Motor Corporation's Pressed Steel Fisher plant at Cowley. He will become Director of Styling and will be responsible for liaison between the company and their main styling consultants Pininfarina in Turin. Haynes, who had been with Ford for 13 years, will join B.M.C.'s Chief Stylist, Dick Burzi, who has been working closely with Alec Issigonis on B.M.C. cars. This follows closely on the news that Stanley Dews will also join B.M.C. Dews was also with Ford, being involved as Executive Engineer, commercial vehicle component engineering.

The British Motor Corporation's new engine plant at Longbridge will become operational in a few months' time. This has cost the company £16-million to construct and is reportedly for manufacture of 4- and 6-cylinder overhead camshaft engines for mass production. The plant will be capable of producing units at the rate of 5,000 per week.

Sir George Harriman, the Chairman, was obviously very serious when he said he wanted to see Britain jump from her lowly fifth place in world car production and certainly the B.M.C. group are working hard towards these ends.

It might be interesting to note the comparitive production figures for the first six months of 1967, which are as follows : United States, 4,929,196; Japan, 1,452,975; West Germany, 1,209,536; France, 1,098,739; and United Kingdom, 1,033,548. The big jump has been by Japan over those six months; they moved up two places to become second only to the United States in vehicle production. In the first six months of 1967 their inroad into the world vehicle market was up by 54.2% over 1966. She exported 116,990 passenger cars, 980 of them to Britain.

Honda's N600 and N360 cars aimed at the British Mini, German Volkswagen and Italian Fiat markets received a good Press, although it is a matter of conjecture whether the British public will take too kindly to being offered a leaf-sprung, beam-axle rear suspension system in place of the Hydrolastic system offered by the B.M.C. car. Interior trim of the Honda has also been criticised—although it seems that when the Japanese firm first heard these comments they began to lay plans to improve this in future cars they were exporting to this country.

# OPENING DAY AT EARLS COURT

*Dictated from Stand No. 4 at the Earls Court Motor Show, October 18th.*

ON THIS page I am going to attempt my annual feat of reporting the Motor Show in a matter of hours after it has opened, for the Press Day was occupied mainly with the hospitality offered to us by the British Motor Corporation at Grosvenor House. While it was very pleasant to hear Sir George Harriman of B.M.C. announcing that he was confident about the future and fully intended to fight back so that Britain could rise from her fifth place in world motor business to her former third place or higher, it did mean that when I arrived at the Motor Show the visitors had got in and it was very difficult to see the exhibits. However, with the aid of a comfortable pair of shoes, my reliable American Ritepoint ballpoint and German Grundig tape-recorder I contented myself with jotting down what I saw on a quick tour of the stands. Lancia were celebrating their 60th anniversary with their usual ordinary-looking but extremely high quality and good-handling cars, Citroën had gone one stage further with their sophisticated headlamp arrangements, and Aston Martin have gone over to a de Dion rear axle for their DBS, thus admitting that Rover are right, although I am not sure that this makes all the others wrong. General Motors had G.M. signs at the corners of most of their stands, but not that showing Vauxhall cars, where crowds besieged the new overhead-camshaft models.

Competition cars were in evidence, such as the Monte Carlo Rally-winning Mini, No. 177, standing on a ramp, all cleaned and polished, the Acropolis Rally DAF 44, No. 144, which also looked so smart that I found myself thinking this must be a very clean rally, Austin-Healey showed the 146-m.p.h. Le Mans Sprite, while Peugeot had legends about being the East African Safari winner on the side of a 404, although this had a transparent top to its bonnet which I am sure was not used during the rally. On the Alfa Romeo stand the Tipo 33 coupé was Dunlop-shod, and it was interesting to see a 1951 Tipo 159 G.P. engine, for which 445 b.h.p. at 9,500 r.p.m. was claimed, on this stand.

Some stands were so fully occupied on opening day that it was impossible to get very near them, such as Lotus where the safe handling of the 2 + 2 Elan must be as much an attraction as its high speed, and the Mercedes-Benz stand, to which I was refused admission on the grounds that it was already overcrowded, a very good sign this—but then I have often said that these are the best cars you can buy.

Wandering away from these overcrowded stands I found myself thinking of the great variety that one comes across at the Motor Show. As soon as I came in I was confronted with a London-type taxi on one of the coachbuilding stands, then I came across Graham Hill in the role of TV star, and I then encountered a Riley Kestrel 1300 rolling over and over not far from the Vauxhall New Victor which was proclaiming its safety features. The N.S.U. Ro.80 twin-Wankel rotary-engined saloon, rotating on a dais, was one of the great attractions of Earls Court, and the price is £1,970, whereas the other twin-Wankel rotary-engined car, the rear-wheeled-drive Mazda 110 S coupé, costs £2,606 15s. There is no mystery about this Wankel power unit, for it can be seen through the transparent bonnet of this Mazda coupé and they also had a sectioned-engine on their stand.

This was a year of yellow paintwork on the Morgan, Pininfarina and Lotus stands, and also a year of intriguing new wheel styling, notably on the Rover, Ford, Triumph, Jensen and other stands, where the new Rubery Owen Rostyle wheels were to be seen, although the fancy wheels on a Peugeot 204 coupé were, I was informed, purely a Show-time gimmick. The Maserati Ghibli had real magnesium alloy wheels but their finish was disappointing. The tyre war was also reflected at Earls Court, as one noticed Dunlop tyres on the Honda, Michelin on the Ferrari 275 GTB4 Berlinetta, with Firestone on the other Ferrari exhibits, and Continentals on the N.S.U. Ro.80.

I always feel that the very fast cars look out of place and rather self-conscious on a Motor Show stand and should be motoring hard and furiously on the open road. But this did not prevent crowds thronging the Ferrari and Maserati stands and standing wide-eyed at the Lamborghini Miuri and the more theatrical Marzal. Extremely quiet, good taste typified the Lamborghini 400 GT model. Then Pininfarina showed their yellow-hued Dino sport Fiat V6 competition concept Berlinetta, with spoilers before the nose and high up behind the tail. Coming down to earth, the Marcos coupé is now powered with the latest 1600 Ford Cortina GT engine, and the sunshine roof is now standard fitting at the price of £1,485. They were honest enough to admit that they are not certain of how much extra horse-power their own exhaust system gives the Ford engine, quoting it in the region of 2-5 b.h.p. All the VWs had gear-levers but not all the exhibits had clutch pedals, and it came as quite a jolt to see a Karmann-Ghia on show, although today this has 53 S.A.E. h.p., disc front brakes and the latest suspension.

That cars are still made in the old hand-built quality tradition is apparent on the Mulliner Park-Ward stand, and on the Rolls-Royce stand, where a rather ancient "Spirit of Ecstasy" mascot, probably borrowed from Conduit Street, was keeping company with the Mulliner Park-Ward drophead coupé. And in the coachwork section of the Exhibition, Zagato was causing interest with its TCZ fastback version of the Rover 2000, while on the Bertone stand was that *Weekend Telegraph* Piranha Bertone Jaguar, reminding me that many years ago I wanted to spend part of the Show up in the galleries ordering components from which we would have assembled a complete MOTOR SPORT car. For, remember, without the Components Industry the confections, palatable and unpalatable, of the Motor Industry itself would be stillborn. After looking at all the exotic coachwork in this part of the Show, I made my way back wearily to Stand No. 4, passing on the way, as I was wearing a Leston tie, the Leston stand, where the chequered-flag micro-skirts of the salesgirls could not be purchased or removed.—W. B.




*Spoilers are here to stay! The Fiat Dino Berlinetta competition prototype was an eye-catcher on the Pininfarina stand.*

## *The Editor's annual—*

# Showtime Soliloquy

ANOTHER round of Motor Shows is over; another year has gone by. It has not been a particularly happy twelve months for motoring enthusiasts, for the 70-limit goes unrescinded, there is a 60-m.p.h. limit on a road in the Midlands, breathalysers have been legalised, motor-racing has been milk-and-watered down, while petrol prices are forever going up. You may blame the politician or you may blame the Establishment, but certainly the latter has never had such a willing leader as Mrs. Barbara Castle in inflicting depression and degradations on the 13-million drivers in this country—and these include those who earn their living behind steering wheels, as well as those who motor for pleasure.

However, I rather think the motor car is here to stay, whether the present Government likes it or not, and certainly it has weathered some pretty hard knocks in its time. So I hope I shall be able to go on recording the motoring scene, or those parts of the motoring scene that appeal to me, for a long time to come. I shall continue to do so in my own, perhaps stodgy, style, for I am not much good at the current "with-it" journalism whereby the task of writing about motoring is presented as one long jolly, nor have we yet thought of printing MOTOR SPORT on coloured paper, or even upside down. Perhaps this is because we have been writing about motoring and motor cars for a considerable time, although I must confess I never expected to find camshafts and cars driven by belts in 1967.

Turning to matters technical, there was nothing to suggest stagnation as one examined the great variety of motor cars, the majority of them of high quality, which grace the London Motor Show at Earls Court. This year sees the advent of the twin-Wankel rotary engine, not only in the front-wheel-drive N.S.U. Ro.80 but in the rear-wheel-drive Mazda which is somewhat more expensive than the German version. It sees Ford further enhancing the appeal of their best-selling Cortina with bowl-in-piston combustion chambers and cross-flow heads, but Vauxhall beating them to single-overhead-camshaft valve operation and venticular combustion chambers. It seems a pity that the two engineering teams of these rival Anglo-American companies did not get together, for then we might have seen bowl-in-piston engines with single overhead camshafts, which Mercedes-Benz and Rover have had for some years. However, all these engines give much the same b.h.p. per litre, with the exception of the o.h.c. Heron-head Mercedes-Benz which is notably more efficient than the others in these terms. Front-wheel-drive continues to gain ground, and Alec Issigonis will remember the old saying that imitation is the sincerest form of flattery if he examined, as I am sure he did, the new transverse-engined Simca 1100 at the Motor Show. One can but pity Simca's Public Relations staff, who now have to maintain that rear-engined cars, front-engined cars, and cars of the old pattern with the engine at the front and the final drive at the rear are each the very best of their kind!

This year in particular sees some very keen competition between rival makes and models. For example, we have the improved Ford Cortinas with their cross-flow bowl-in-piston heads, but without the overhead camshaft valve gear and coil suspension of the latest Vauxhall Victors. We have Rover introducing their V8 model which will undoubtedly be compared with the Jaguar 420; some comments about this appear in our Rover road test elsewhere in this issue. One feels that now Rovers have come under a little Buick influence, Jaguar really should hurry along their rumoured V12, or perhaps produce a 4½-litre "Jagestic" V8. Then we have the Reliant Rebel 700 appearing perhaps in the role of a modern equivalent of the pre-war Morris Family Eight or Austin Seven, although its enlarged engine takes it away from the concept of 60 m.p.h./60 m.p.g. which I have always thought should be the formula for the very smallest motor cars. Fortunately, the splendid little Fiat 500 is still in production and was shown again this year at Earls Court. Then, with a good deal of bally-hoo, the Honda N600 is introduced as a so-called serious competitor of the B.M.C. Mini, but this cyclecar has an air-cooled 2-cylinder engine and leaf-spring rear suspension. Are we going to let it stamp into the ground our water-cooled 4-cylinder f.w.d. Mini with its much more sophisticated suspension and its great International rally successes? Well, are we?

Amongst truly advanced cars, as we have with the N.S.U. Ro.80 and the twin-Wankel Mazda, there is a British vehicle, in the form of the four-wheel-drive Jensen FF. Unfortunately we have still been unable to obtain one for road-test, so I cannot give personal impressions of it. But I do know that Rudi Uhlenhaut, Chief Engineer of Mercedes-Benz, considers that four-wheel-drive is an unnecessary expense. He bases his opinion on the fact that it is now illegal to drive in the really slippery places of the world, such as in Switzerland in winter, without having chains fitted to the driving wheels. This, he considers, gives sufficient adhesion for safety and traction without the expense of four-wheel-drive. He also makes the point that a more important contribution to road safety would be non-locking brakes, and says that in his experience the pioneer systems, such as the Maxaret suffered from longer stopping distances in the dry than ordinary braking systems. He claims that in Germany the latest Teleix electronic anti-lock braking has overcome this difficulty, and so I think we may expect to see Mercedes-Benz adopting this in the fairly near future. Also, at the Guild of Motoring Writers' Silverstone test-day, some of those who



*ARE WE going to let the Honda cyclecar stamp into the ground our British Mini which has more sophisticated suspension? Well, are we?*

were fortunate enough to drive the Jensen FF appeared to be troubled by feed-back from the brake pedal and at least one driver abandoned the car beside the circuit for this reason, unless I have been misinformed.

Publicity is regarded as more important than engineering these days, when it comes to selling cars. I noted that at Earls Court Aston Martin are still amongst the leaders of those who consider that near-nudity is necessary for the promotion of the product. And there is that new car which apparently goes off with 22 bangs, and another called the Stiletto, which I am quite sure will belie the thought that this is something sharp and nasty, or else makes a clattering noise and is apt to get stuck in holes.

Coming back to the unfortunate 70-m.p.h. speed limit, of which at least 265,000 motorists must be thinking a great deal about, since signing that protest Petition, this will probably ultimately have a very adverse effect on British car design which will be most unfortunate in view of the fierce competition we now face from Europe, Japan and America. If manufacturers are prevented from selling speed, they may tend to publicise space and grace and comfort and full equipment instead, and that could kill safe handling and good braking, just as it has done in America, where they seem to specialise in multiple "shunts." Mr. Peter Wilks, Rover's wide-awake Technical Director, agrees about this. He said recently while delivering a paper to the B.S.I.'s Standards Conference: "The universal application of a rather low maximum speed (for example, 70 m.p.h.) can clearly inhibit vehicle design and affect type approval requirements, to the point where vehicles designed for operation in such conditions might be unsuitable where speeds are not restricted." Yet the leaders of the Motor Industry seem curiously afraid to raise their voices when it comes to the speed-limit and other anti-motoring legislation. One assumes that they fear that a "Sirhood" will pass them by. Even those who already have theirs do not publicly demand removal of the overall Motorway speed-limit, while other Captains of Industry, like Colin Chapman, do their travelling in the air where they are above mere road problems, which may be why Mr. Chapman slapped down his Sales Manager and with it all our five-bobs, when that gentleman commenced a sensible and spirited action against the crippling seventies. Arnold, however, still has lots of guts, for did he not arrive at Earls Court with a Lotus Formula Ford single-seater? This will surely form a Christmas road test for someone or other! The real scandal is the apathy of our two leading motoring organisations in fighting anti-motoring legislation. If the forecast retrogression in design comes about because of the speed-limit Mrs. Castle will have yet another explanation to make to disillusioned and savagely-taxed motorists.

Think, too, about the terrible crimes, often to children and old people, that go undetected and therefore unpunished, in this country. And ask yourself how much longer the Home Secretary is going to allow Mrs. Castle to divert the police, with her plastic bags and radar machines, from attending to their primary function of maintaining Law and Order. When you lay off against these female vapourings the rising crime-figures, it is little wonder that she is not getting exactly 100% co-operation from the Chief Constables or the doctors. But do not expect Justice—innocent men and women have been hanged for murders they never committed, and we are but overtaxed motorists.

With cars becoming safer and more controllable every year it seems terrible to waste the potentialities unless it can be definitely proved that accidents are prevented as a result. What a waste this represents in terms of tyre research, for instance. Today British motorists only need those excellent high-speed Motorway tyres, like Road-Speed RS5s and SP Sport, Auto-Speeds, Sport 130s, Grand Prix, Motorway Speed Specials, Turbo-speeds, Premier Speeds and Cinturatos for a few weeks each year, if they go abroad for their £50 annual holiday to countries where speed is unrestricted. All the rest of the time the majority of our motorists merely need tyres for housewives—which for some reason I associate with Kelly-Springfield.

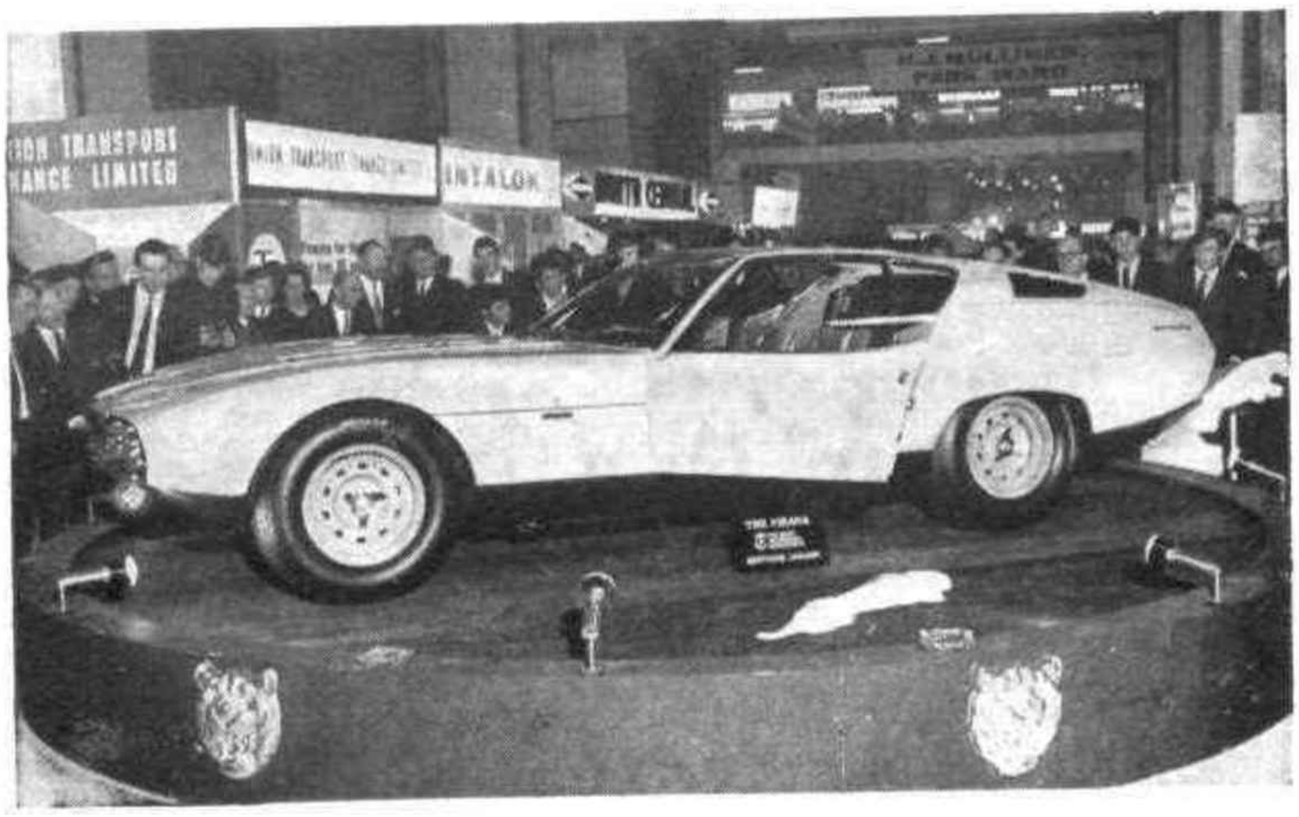
Up to now engineering progress has proceeded at a great pace in the Motor Industry. For a long time the side-by-side valve engine has been something which one associates only with cars of the 30/40s and earlier periods. Now the gear-lever seems likely to soon find itself in the same category. Even Volkswagen, which pri narily supplies utility transport, has introduced a fully automatic transmission for its larger models. Tnis is in keeping with its progressive improvement of the product, for it introduced disc brakes and revised i.r.s. not long ago. As it has had to revise the rear suspension again to accommodate the fully automatic transmission it will be interesting to see what further affect this may have had on Volkswagen road-holding.

Reverting for a moment to rival makes and models, it seems that in a market which is still well stocked with sports cars, the 2½-litre fuel-injection 150-b.h.p. all-independently-sprung Triumph TR5 will be a direct competitor of the 3-litre carburetted 145-b.h.p. M.G.-C. I will reserve judgment, however, until I have driven both these cars. Then, in an age when the Heron head is "with it" and you can have simple overhead camshaft valve gear thanks to the durability of modern belting, the best form of head still seems to me to be the classic twin overhead camshaft hemispherical head arrangement, and it is significant that Fiat, for one, is making very good use of this type of engine, even in its 125 saloon.

We live in an age when Government controls set fresh design problems for the Motor Industry. The American safety regulations and exhaust pollution rulings have certainly caused a great deal of research to be done, for which ultimately the ordinary motorist will pay, although we may feel safer and breathe better in the long run. It must be remembered that there will be some penalty in the form of power-loss if there is need for an air pump to attack exhaust emission problems. The pump will, I am told, take some 3½ h.p. to drive.

However, whatever the future holds, there is no lack of engineering variety to maintain interest in the immediate future. Stagnation in design is as far distant as ever and until we have a car which handles as impeccably as an Elan, is as silent as a Silver Shadow, as fast as a Lamborghini, as spacious as a Checker and as good value for money as a Cortina, and with the prestige of a Mercedes-Benz 600, it will remain that way. (You may care to consider which 1968 car comes closest to this formula.)

Moreover, there is little danger of Britain being regarded merely as the 51st State of America when at the Earls Court Motor Show the products of Australia, Canada, Czechoslovakia, France, West Germany, East Germany, Great Britain, Holland, Israel, Italy, Japan, Sweden, U.S.A. and U.S.S.R. were exhibited there, and Mercedes-Benz thought fit to have a floodlit 600 on their stand. And, while I can never understand how it is that news of big orders always coincides with the opening day of the Motor Show, it was pleasing to know that nearly £52-million pounds worth of British cars had been ordered when Earls Court closed its doors on the public day.—W. B.




*WILL WE now see a* Times *Special next year? This year the* Daily Telegraph's *Weekend Supplement produced this special Jaguar exercise on the Bertone stand.*

# BOOK REVIEWS

**"The 'Standard' Car, 1903-1963,"** by J. R. Davy. 143 pages, 7½ in. × 4 11/16 in. (*Sherbourne Press Ltd., Hermitage Buildings, Longfellow Road, Coventry.* 15*s.*)

Here is yet another one-make history, to companion the long list of those already published. J. R. Davy is well known as the founder of The Standard Register and he has done a great deal to place the older cars of this make firmly in the pre-war scene. It is always very satisfactory to find a manufacturer taking an active interest in its historic products and the Standard-Triumph organisation, perhaps more than any other, does this; the Register, which caters for 1903-1930 and 1931-1940 Standards, is run from the factory, rather as the M.G. Car Company looks after documentation of the older M.G.s.

Davy is thus the best possible writer to tackle the history of Standard and Triumph. Because he is associated with the manufacturer he is not able to adopt quite so outspoken an approach as independent authors—he excuses the failure of the V8 Standard, for instance, by saying that "Standard owners had not been accustomed to the vivid rate of acceleration which this car provided and many treated the comparatively complex power unit . . . with some suspicion, and so few were built"—but, that aspect apart, he packs an enormous amount of very interesting information between the covers of this very readable little book.

The early days of the Company under R. W. Maudsley, war-time production, the various Standard, Triumph and Leyland models, references to famous owners and competition appearances, all are included. Interesting references to special uses to which the big pre-1914 30-h.p. 6-cylinder Standards were put (at least four of which still exist), details of the early small cars of the vintage era, and a sorting-out of the rather complex later Standard and Flying Standard models make this a most useful reference work. Davy even touches on the rumour, aired in MOTOR SPORT, that the hastily-designed worm-drive Standard Nine of 1927, which was running within six months from drawing-board to prototype, might have been copied from an imported Mathis by remarking: "It seems certain that the Company did purchase a Mathis car from Strasbourg at about this time, but probably the greatest influence came from Mr. Wilde, the new Chief Engineer, who had been working for the Hotchkiss Company."

Before reading this book I had not realised how many members of the Royal Family had owned or used Standard cars, including H.M. King George V who kept a Standard Twelve for use at Windsor Castle. It is also interesting to read that in 1938 "conservative purchasers could still specify semi-elliptic springs fore and aft, if they so desired," for the latest Standard Tens and Twelves, for which i.f.s. had been introduced, rather as with the Triumph TR4A and i.r.s. in more recent times, and that the Company's new Davies Street showrooms were opened in 1937.

In spite of its modest price, this little book contains over 100 carefully selected pictures of different Standard models from the 1903 6-h.p. to the 1963 Ensign de Luxe, lists the members and their cars in the Standard Register, gives details of this Register, the Standard-Triumph A.A., the Triumph Roadster Club and the Pre-1940 Triumph O.C., and has an index. Better paper would have helped the pictures but this is altogether a most creditable addition to the ranks of one-make documentation. We now await the arrival of Macdonald's Austin Seven Monograph and Roesch Talbot History for the gaps to be still further closed.—W. B.

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**"Air Road to the Isles,"** by Captain E. E. Fresson, O.B.E. 278 pages, 8¾ in. × 5½ in. (*David Rendel Ltd.*, 138, *New Bond Street, London, W.*1. 38*s.*)

This book, like "Airway to the Isles," by Philip Cleife, will be read with enormous pleasure and not a little sadness by those who enthuse over the pioneering days of flying—gone, alas, for ever. The author flew before the First World War, training for service in the R.F.C. in Canada in a 60-h.p. OX-engined Curtiss JN-4 and, after service in England in the R.A.F., he started a joy-riding service, using a converted Avro 504K. Then, in Shanghai, he helped to build a small biplane based on an imported Armstrong Whitworth, and, returning home, went back into the joy-riding business with Avros and Moths.

His memories of those days recapture splendidly the spirit of private and charter flying in the late 1920s and 1930s, in open-cockpit machines, landed in any suitable, and often in unsuitable, fields, battling against filthy weather without blind-flying instruments or radio, but free from bureaucratic control. Anyone who enjoys documented force-landings *must* read this splendid book—and the author certainly had more than his share!

Capt. Fresson puts in a good deal of detail—although I can always do with more—and mentions some of his cars, from a 7-h.p. 2-cylinder Swift to a post-war 1½-litre Riley. His real purpose in writing "Air Road to the Isles" is to describe, in considerable intriguing detail, how he formed his Highland and Islands Air Services, which maintained a quite astounding 97%-100% regularity under appalling weather conditions and hazards, throughout the war when for a time they were operating without radio beacons. From a single D.H. Moth the Services operated with G.A. Monospar, D.H. Dragon and D.H. Rapide, with a Sword D.H. Fox Moth helping out after a heavy forced landing in the Monospar. As I read of the kind of flying Capt. Fresson and his pilots had to do, every day of the year, in terrible weather conditions, I metaphorically tightened my seat belt and felt clammy with apprehension—although I think that Cleife gives an even more moving account of such flying in *his* book.

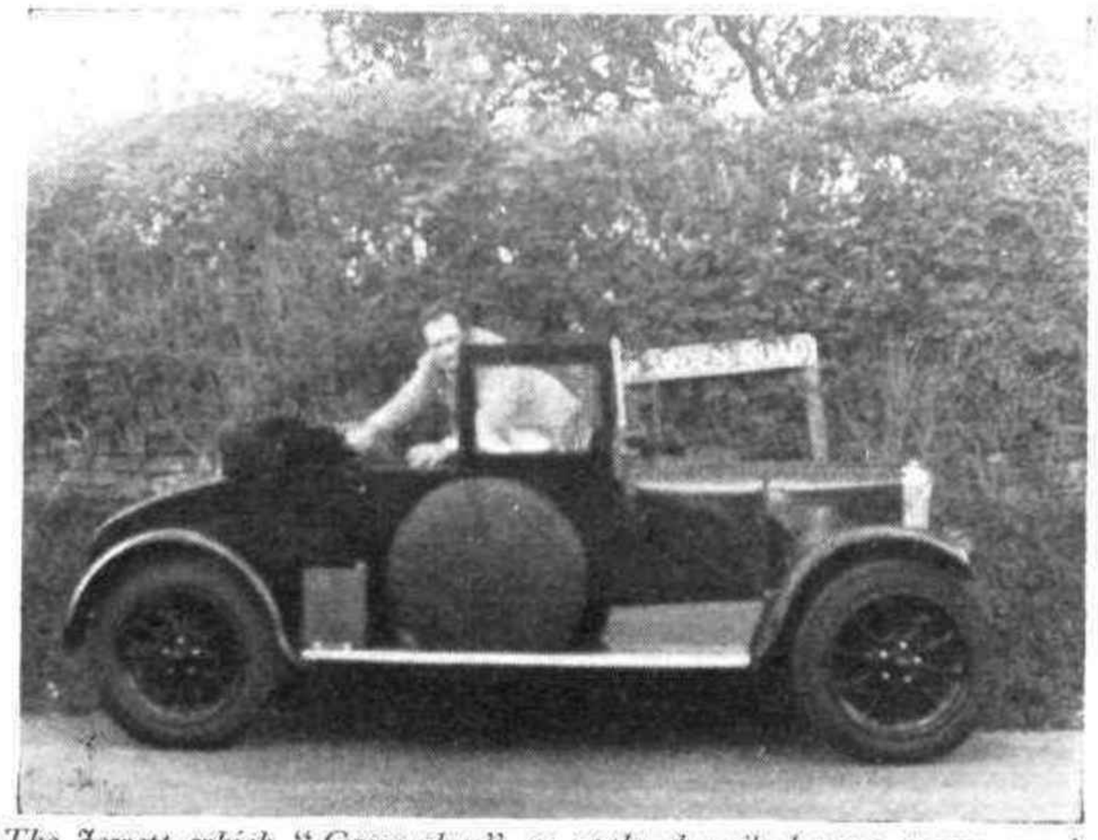
Fresson pioneered airfield constructional methods as well as air services. Then, after the war, Government intervention intruded, he was swallowed up in B.E.A. and disgracefully dismissed with a mere £2,000 compensation, and public money was flung into wasteful, unreliable services, run for a time by quite unsuitable £12,000 Junkers Ju52 aeroplanes with tired war-time B.M.W. engines. These closing chapters of a book written by a very brave pioneer pilot mainly about the carefree age of aviation, are sad indeed—and frightening. For what happened to private aviation is about to engulf private motoring. . . .

Apart from presenting valuable data about the Scottish air services, this book merits a place alongside other aviation classics in the flying-enthusiasts' bookshelves. The Foreword is by Eric Linklater and the rather indifferent photographs are admirably supported by fine sketches of incidents described in the text, drawn by John Blake. The end-papers consist of maps of the Orkney Islands and far-North of Scotland. And I am glad the author pays full tribute to his pilots and ground crew.

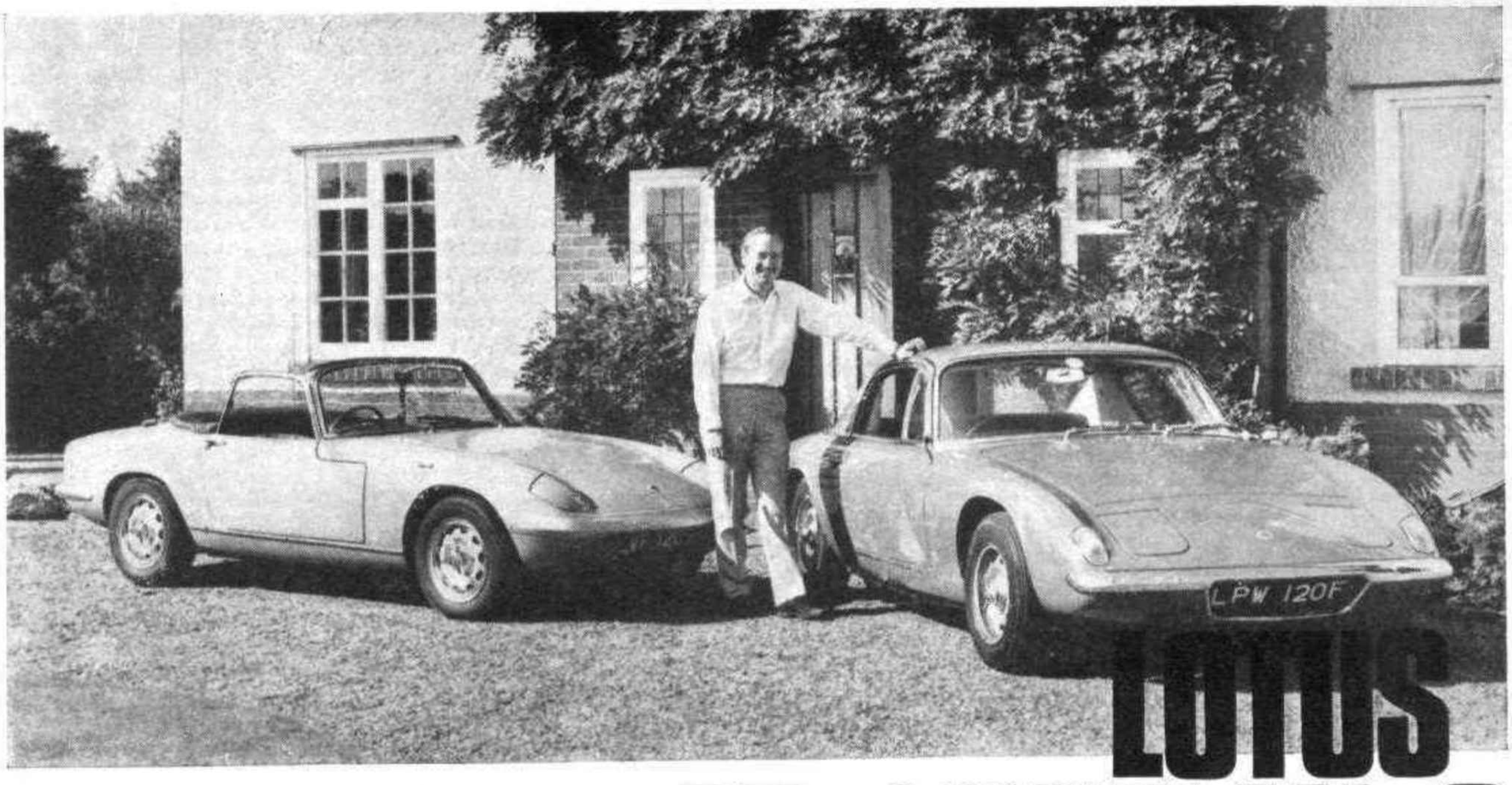
A very enjoyable book, highly recommended.—W. B.

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"Cassandra at His Finest and Funniest" (255 pages, 8 in. × 5 in.) has been published by Paul Hamlyn as a *Daily Mirror* book. It costs 5*s.*, is absolutely first-class reading, as extracts under different headings from the famous columnist's daily writings, and will surely sell in top-best-seller quantities. The Frazer Nash Section of the V.S.C.C. is aware presumably that the late William Neil Connor was a very keen owner of a "chain-gang" Frazer Nash but, if I knew this, I had forgotten it. So, apart from the very real enjoyment of reading almost any of the 255 pages of this paperback of "Cassandra's" or W. N. Connor's better pieces (especially those criticising the G.P.O., the railways, estate agents and Mail Order rackets, and his powerful attacks on anti-British politicians and his moving appeals on behalf of animals and other weak creatures), it is very interesting to read his enthusiastic motoring items. It comes as a surprise to find the great *Daily Mirror* columnist pouring out his enthusiasm for rare vintage cars as if he were on the *Sunday Times* or *The Autocar*! "Cassandra" was a man



*The Jowett which "Cassandra" so aptly described some years ago in the* Daily Mirror. *This one was competing on the V.S.C.C. Presteigne Welsh Rally.*




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who liked unusual objects, measurements, unique names and cats. He also very obviously liked vintage cars. His piece entitled "Bean and Bear-Cat" is highly nostalgic. In it, *Daily Mirror* readers were introduced to "Cassandra's" Frazer Nash (he uses no hyphen, Mr. Thirlby!), of which, he claims, "The twin camshaft job did 44 m.p.h. in 1st and over 90 in top. It made a harsh churning noise on to which was superimposed the sound of tearing endless calico strips." [He refers presumably to the Blackburne Six?] All manner of rare makes graced his page in the *Mirror* that day! A reader replied, listing other makes long-forgotten by most motorists (this was in 1961) and that set "Cassandra" off again—recalling more of them and introducing *Mirror* readers to the delights of the 30/98 Vauxhall—"not the glossy new jobs from Luton Town"—Bugattis and W. O. Bentley's "majestic green monsters"! Some of his appellations are very apt, such as "gormless, faithful Jowett," which "looked gawky and foolish, but it took you there and it brought you back." If you excuse the mis-spelling of Duesenberg and Metallurgique (which the correspondent couldn't spell, either), and the Trojan quoted as driven by chains (plural) as printing-errors, "Cassandra" gets his motoring facts pretty well right, although I am left wondering why he describes the Calthorpe as "pernickety" and am not sure I regard the Minerva as able "to look a Rolls straight in the eye." Moreover, when quoting names with an aristocratic ring about them I would have substituted Delaunay-Belleville for Belsize-Bradshaw and would have used Panhard-Levassor instead of de Dion Bouton. Nor did the 30/98 Vauxhall have splash lubrication, although in the event of big-end trouble I believe the makers did recommend over-filling the sump so that the big-ends would dip into the oil, which may be what the famous columnist had in mind when he wrote: "It had great long con.-rods that rose majestically and sank again lolloping with easy leisure *and dipping into the sump oil.*" (My italics.) These comments apart, "Cassandra" was clearly one of us—you must certainly read this and his other splendid discourses. Never was better reading value offered for five bob. . . .—W. B.

* * *

Many of the general introductions to motor racing are boring or superficial books. But the "International Motor Racing Book," edited by Phil Drackett (143 pages, 9⅜ in. × 7¼ in.) is in a different category. It replaces the Batsford bedside motoring books as constituting a worthwhile present for the enthusiast, with 150 good pictures and interesting articles by Jack Brabham, Enzo Ferrari, Graham Hill, John Surtees, and other celebrities, as well as historical studies by Cyril Whitcroft and Billy Cotton, although the last-named claims to have won the very last race held at Brooklands, which he did not. This book is published by Souvenir Press Ltd., 95, Mortimer Street, London, W.1, at 18s. and, regarded as a souvenir, is well worth buying.

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# THE LAST OF THE PROFILES

CAR PROFILES are no more. These fascinating 2s. "potted histories" with colour pictures of the cars concerned, edited by Anthony Harding, apparently did not make enough money for their publishers and the last batch were issued in September.

As they may be in some demand by collectors, let us look at those not previously reviewed in these columns. Before we do so, it is worth speculating on the worth of these unusual publications as works of reference. They form a concise record of the makes and models covered, 96 in all, a balanced selection of modern, 30/40, vintage, Edwardian and veteran material, with the proviso that they were not always as accurate as they should have been and that inevitably, with cars already well documented, much repetition was inevitable. On the matter of technical and historic accuracy, George Oliver wrote rather pompously about this in Vol. VIII, No. 96 of *Veteran Car*, the Gazette of the Veteran C.C. of Great Britain, so it was a surprise to find the next issue of this journal stating that "Another point for which Profiles have an enviable record is accuracy, and serious errors of fact are almost non-existent." They were very reasonably accurate, apart from some bad errors in some of the drawings, but when a four-cylinder Minerva is mistaken for a single-cylinder de Dion Bouton and a Lyons Exhibition of about 1957 is referred to as the Paris Salon of 1902, errors *Veteran Car* itself exposes a few lines later, one wonders if the accuracy quite matches up to the high standards the V.C.C. advocates?

Profiles Nos. 49-54 were reviewed in MOTOR SPORT last April. No. 55 is a very interesting discourse by Anthony Bird on "The Stanley Steam Cars, 1897-1907," with useful illustrated technicalities and plenty of pictures of the frightening record-breakers, the last of which functioned at a boiler pressure of 1,300 lb./sq. in. and would have covered the f.s. mile at 150 m.p.h. if it hadn't crashed—in 1907! Darell Berthon does a good concise job on "The 3-litre Bentley" in No. 56, although nothing new emerges. Touring as well as sporting versions are painted by Kenneth Rush and for 2s. the very complete specification tables were notably good value.

No. 57 covered "The Model-A Duesenberg," by Charles L. Betts, Jr. I found this an interesting introduction to a car about which not much was previously known in this country. It apparently pioneered hydraulic four-wheel-brakes on American production cars, in 1920, and it is interesting that in 1923 one of these straight-8 Duesenbergs did a 3,000-mile non-stop demonstration at Indianapolis, the engine being run throughout and the car refuelled and its oil changed by steering a supply-car alongside it at 40 m.p.h., rather as I saw a Morris Minor refuelled in a similar long-duration run at Goodwood after the war. The pictures are an excellent selection and Rush has made a good job of the colour drawings. Presumably to humour American readers, carburetter is rendered in this Profile as a "carburetor." The next Profile deals with "The '1500' & '1100' H.R.G.'s, 1935-1956" and Ian Dussek was the obvious choice of author. He provides an account packed full of fascinating information, not only about the last of these true vintage-type H.R.G.s but about the company that made them, taking five months to build one, and making about 241 in all. I had forgotten, until I read Dussek, that Lord Selsdon and T.A.S.O. Mathieson were H.R.G. directors. The author has been taken to task by another reviewer for referring to the top speed of the first H.R.G.s as "only average for a car of their class at that time" but this at least shows that the Secretary of the H.R.G. Association, if he believes there is only one car worth owning (of which he owns two), is not exaggerating their merits. But the V.S.C.C. committee may raise an eyebrow at his opening remark: "1935 can fairly be described as the end of the vintage-era."

Profile 59 covers "The 16-cylinder G.P. Auto-Union" and as the author is Cyril Posthumus this is obviously an informative one, nostalgically recalling those great pre-war occasions when Stuck, Varzi, Rosemeyer, von Delius and Hasse won races in these Porsche-created cars. Walter Wright drawings of record-breaking as well as racing versions, with cockpit view, back up the text. Next comes a modern, in the form of No. 60, about "The A.C. Cobra" by Pritchard and Davey. This is a useful tie-up between the A.C. and subsequent Tojeiro developments. Cecil Clutton contributes Profile 61, on "The 1907 & 1908 Racing Italas," and although he has written a good deal previously about the latter cars, I found him (I mean his Profile) absolutely fascinating. The various pictures of these giant Italas as they appeared in this country in Edwardian times, at Brooklands, Saltburn and elsewhere, are well worth seeing, as are views of the Clutton/Williamson and Frank Cheverton cars together again for the first time for 50 years, the caption to the drawing of the latter, however, wrongly attributing ownership to Lord Montagu, to whose Museum it is on loan.

T. R. Nicholson makes a very thorough job of the complications of covering "The 4-cylinder Amilcar, 1920-1929" in No. 62 and has dug out some rare pictures with which to illustrate this complex range. I like particularly the ones of a CGS parked on a deserted Route Nationale 10, although I suspect in recent times, and Parry Thomas with his CGS outside the "Hermitage" at Brooklands, with his alsatian in the cockpit. Those who cannot afford the great Macdonald history of the Bull-Nose Morris cars can comprise very nicely with Profile No. 63, "The Bullnose Morris Cowley" by Jarman and Barraclough, which packs in a very substantial amount of information, reminding us, incidentally, that a very smooth clutch running in oil, and metal universal joints, were amongst the points in which most of these Cowleys scored over other light cars. The pictures include two of the rare Sports Cowley and the Walter Wright drawings include five views of it.

The best Profile of all, in my opinion, is No. 64, "The 1½-litre Squire." In it Jonathan Wood writes an absorbing account of a little-documented but exciting pre-war sports car, by getting first-hand information and not just rehashing contemporary stories—of which, anyway, practically none exist. So this one is thoroughly worth reading. It contains five pictures of the single-seater Squire at Brooklands (but the Riley following it in one such scene was driven by Rayson, not Rapson) and the colour centre-spread is of a 1934 model now in the Harrah Museum in America. The names of the first-owners of the few Squires sold add to the fascination of this account, which is so good that one hopes Wood will find a publisher for the books he proposes to write about the more off-beat car manufacturers.

No. 65 captures nicely the allure of "The Morgan Plus-Four," the author being Eric Dymock. But it is a pity he did not keep to the subject instead of devoting the first two pages to earlier Morgans, because errors have crept in, like quoting a Ford engine for the early 4-wheelers and attributing the i.o.e. Coventry-Climax power unit to the special competition cars, when, in fact, this engine was only dropped for the production 4/4s when it became unavailable, a 1,267-c.c. Standard engine replacing it. A very bad mistake is coupling Sir William Lyons with Avon Standards, instead of with Swallows. It is unfortunate, too, that the date when the Morgan Plus Four was drastically restyled is given as 1952, whereas the headlamps on the two-seaters were faired-in for the 1953 Show, a change applicable, therefore, to 1954 models.

The pictures recall Le Mans and other competition exploits of the Plus Four (Morgan has only once failed to finish at Le Mans, we are told), show the Jaguar-like Plus-Four-Plus coupé of which only 60 were built, and the four-seater and coupé Plus-Fours, etc.

In Profile 66 Davey and Pritchard expound details of "The Cooper-Bristol F.2" history, from original 1952 prototype to all-enveloping sports/racing versions, and George Oliver does a good piece on "The Single Sleeve-Valve Argylls" in No. 67, which includes information about the unusual legal interpretations of the patent rights of McCollum's sleeve valve, which makes me hope that this author will some day give us the whole of his findings on the subject. Much previously unavailable data are given about these Scottish cars, including those which broke records at Brooklands, although in this connection, the accident to W. G. Scott during one of these attempts isn't mentioned. I regard this as one of the most worthwhile of Profiles (although he does not spell Piccard-Pictet properly) and Oliver's remark that "sleeves and snags were never far apart" is a classic. . . .

I prefer to say little about No. 68, "The Chitty-Bang-Bangs," because I wrote it myself. It provides in a compact form what I wrote in "The History of Brooklands Motor Course" about the three Zborowski cars of this nickname, together with some additional facts and pictures provided by Anthony Harding. Incidentally, the fate of Chitty III has never been revealed, to my knowledge, although I know that Chitty I was definitely reduced to scrap.

Godfrey Eaton should know all about "The Brescia Bugatti," which is the subject of No. 69, so I will not even attempt to take this one to pieces, although, if any criticism is justified, it is that a Profile is too brief to do full justice to this famous car *and* its racing history. One page of colour drawing by Leech depicts Du Montant's 1924 J.C.C. 200 Mile Race car. It is shown in blue, which a footnote suggests is correct, but I think these cars had been yellow and also black in their time and as the regulations for the race required the 1½-litre cars to be painted yellow, one wonders if this rule was afterwards rescinded, if indeed the O'Day team of Brescias was blue; anyway, their numbers were on the *scuttles*, not on the tails.

D. B. Tubbs sets out to be critical in No. 70, "The Wolseley Hornet & Hornet Specials" but appears to pack a great deal of data about these sparcely-documented cars into the space available, with only superficial errors, although he is really rather rude about these somewhat unfortunate cars. "The Healey Silverstone" and its racing affrays are covered very well in No. 71, by Peter Browning, and the centre-spread of colour drawings includes an artist's impression as well as the scale views, although in my copy the printing has suffered a horridly lurid calamity. This Profile recalls the fun I had when road-testing one of those solid, strong Riley-powered Healeys, taking it round Goodwood and getting "the ton" on country roads—oh, happy days of motoring freedom. Even then petrol was on ration, so I only just got it back to Warwick, on the last drop remaining in its tank. Sloniger gets down to the story of "The Porsche Type 356" in No. 72, which contains some very complete specification tables for the years 1950-65, and No. 73 is a scholarly study of "The Racing Peugeots, 1912-1919" by William Court, who contrives to be very interesting and to offer a very great deal of "inside" information about cars which were already comprehensively covered. The author refuses to be drawn over the controversial retirement of Boillot in the 1914 French G.P. but is not adverse to comparing the advanced design of the Peugeots with that of other makes of contemporary racing cars. This is a very good one!

Next came No. 74, "The Isotta Fraschini Tipo 8 Series," about which T. R. Nicholson writes a worthy discourse, although it is two pages of a 12-page Profile before the Tipo 8 cars are discussed; they are compared sensibly with other luxury cars of the period, like the Hispano Suiza and Rolls-Royce. There are some rare pictures, even on of an 8A SS in the 1926 Targa Abruzzo. John Bolster contributes a splendidly complete and rousing story in Profile No. 75, titled simply "Bloody Mary." I have always thought that no-one had more fun than John, racing his fearsome £25 130-m.p.h. home-built car and beating the best professionally-made racers in the early 1930s. This is the story of how he did this and how it all came about and worked out. I have read it before in MOTOR SPORT and in Bolster's book, yet it is so nice to have it to hand in this 2s. Profile, with some new (or forgotten) pictures of "Mary," including artist's and working drawings (the latter for those who want to have a "Bloody" of their own?). There are, too, specifications of the car as it was in 1929 (two-cylinders, 13 b.h.p.), through 1931 and 1933, to the four-cylinder 1934 model that packed 100-120 b.h.p. into the wooden frame. Modestly told, this is irresistible reading. . . .

So much has been published about Rileys that George Oliver is left little new to say about "The Touring Riley Nines" in Profile 76. But he proceeds to sort them out reasonably satisfactorily, with a useful table of changes down the years (1927-1938); it is a pity that something went wrong with Crawley's front-view of a 1934 Monaco and that the picture of a 1½-litre Falcon has crept into the story. Another valuable one is No. 77 in which J. R. Buckley takes us through the development of "The V8 and Straight-8 Jensens 1935-1949." He specialises in writing about big high-grade motor cars and does the Jensen proud, dealing for a couple of pages with its origins from special-bodied Austin 7s onwards. The various big decked tourers are well illustrated and explained and even the V12 Lincoln-engined version creeps in. One wonders about the 120 b.h.p. from the Ford V8-powered models, nor does the author recall the reticence Jensens showed for naming the make of the engines they used. Reading this one is to make you want to find and run a straight-8 Jensen, even if one caption is incorrect, the 22 h.p. Ford V8 model has been omitted, and Meadows engines possibly confused with Nash in the latter part of the account. No. 78 is a masterpiece of how these Profiles should be written, being on "The Maserati 250F Grand Prix Car" by Denis Jenkinson. This one is packed with worthwhile information, even to tables giving specification, numbers and a potted history of 33 different 250Fs, including the now notorious 2513, and results of races in which these Maseratis figured, again with their numbers. You could hardly have a more complete and useful record than that. . . .

Posthumus was entrusted with "The 1906-1908 Grand Prix Renaults," No. 79, presumably because he now edits Renault's British house-journal. With not very much left to say, this accomplished historian says it most effectively, and the colour drawings by Leech of the 1906 G.P. winner are excellent—but how do artists get the dimensions correct when the car they are painting has ceased to exist? I knew that "The Trojan Utility Car," which is the subject of Profile 80, would be great fun, for it is by Anthony Bird. It is, and the pictures, if not very well reproduced, are great fun also. But it has all been done, perhaps better, in various places before, including MOTOR SPORT, and the Trojan O.C. is furious with Tony for saying incorrectly that there was a dog clutch on the flywheel and for committing other errors, including referring to the M.C.C. as the Midland Car Club! The Apollo sun-roof saloon, one of which I owned for a brief spell, isn't mentioned but the fixed-head Achilles saloon is, with pictures. I enjoyed this one, errors and all—speaking of which, I see the Trojan O.C. themselves got into a muddle recently over the matter of whether a Trojan's track really fitted the tramlines, which "Cassandra" (*see* "Book Reviews") referred to as "an albatross-of-a-joke." . . .

"The Miller Straight Eight" is nicely sorted out by Griffith Borgeson in No. 81, which is greatly enhanced by many engine drawings and photographs. Lockhart's Miller 91 which claimed 171 m.p.h. from 1½-litres in 1927 is illustrated, and Duray's Miller is shown doing 148.1 m.p.h. at the 2½-mile banked Packard test-track (what became of this Brooklands-like course?), this being claimed as a "World's closed-course record," neither of which the F.I.A. would have recognised. The influence of Henry of Peugeot on the Miller racing engines and the subsequent copying by Bugatti of the American twin-cam power unit is covered and as one who has frequently campaigned for the survival of F.1 as the highest form of motor racing, I was interested to see that Borgeson regards 1929 as the last year of the golden-age in the U.S.A., after which "A new, so called 'junk' formula was introduced in an effort to lure mass-production manufacturers into racing and to make it easy for heavy, cast-iron machinery to win." May that never happen in Europe. This is another excellent Profile, slightly marred by saying that Zborowski, with S. C. H. Davies as his mechanic, finished second to Divo in the

1923 Spanish G.P., thus paving his way to the Mercedes team; Zborowski was third in that race, but with a 1½-litre Aston Martin. The author may have been confused with the 1924 French G.P., from which Zborowski and Davies retired in the 2-litre Miller, and intended presumably to refer to a minor Sitges track race, in which the Miller did come in second to Divo. The colour centre-spread by Rush is of a 1928/9 Miller in the Los Angeles County Museum.

No. 95 is Michael Sedgwick sorting out "The 'Traction Avant' Citroëns, 1934-1955" in characteristically thorough style. A very intriguing study—and don't forget that pre-war Citroëns of this sort rank as V.S.C.C. post-vintage thoroughbreds. . . . ! These early application of pneumatic suspension to the back wheels of that so satisfying Citroën Big Six is suitably so called for appreciative readers. In No. 94 Hempstone Oliver writes of "The 8- and 12-cylinder Packards, 1923-42," a formidable task in the wordage available, which may be why this Profile is about as confusing as the Packard book. But it will be useful to prospective Packard fanciers, who may be relieved to learn that "all Packards were easily operated." The R & S Special, a Packard-powered f.w.d. 1937 Indianapolis racing car, is illustrated, as is Duray's Miller on the Packard test track (although why the text goes out of its way to say the car carried the number12 when it took the lap record there, whereas in the picture it is clearly carrying number 4, only the Profile Editor knows!). We have a concise history of "The V16 B.R.M.," No. 96, by Hodges & Harry Mundy.

Profiles 82 and 83 are complementary, inasmuch as the first is by Sedgwick on "The Meadows-engined Lea-Francis" and the second by Teague on "The Tourist Trophy Replica Frazer Nash"—both are extremely good value. Sedgwick deals with the early small Lea-Francis as well as with the exciting Hyper models. No. 84 is a Davey/Pritchard study of "The Ferrari Tipo 340 & 375 Sports Cars," I have done my best, from personal experience, with "The Alfonso Hispano-Suiza" in No. 85 (a pity the oil tank has fallen off the car I once owned, in Rush's plan view of it!), and No. 86 is a truly erudite study of "The 18/80 M.G." by Wilson McComb, who makes me want to go out and find one of these cars for restoration! This is history as it should be written. It goes without saying that Hull and Fusi on "The P2 Grand Prix Alfa Romeo," No. 87, and Jenkinson on "The B.M.W. Type 328," No. 89, are equally painstaking, although, inevitably, the former has little new to reveal. No. 88 is about "The Lincoln Continental 1940-1948" by W. S. Jackson, the many variants of "The Ford GT" are clarified by W. S. Stone in No. 90, and Bird does his customary masterly treatment of "The Rolls-Royce 'Silver Ghost'" in No. 91. Two exceedingly pleasing and informative Profiles are Nos. 92 and 93; they cover "The 2-litre A.C. Six" by Tubbs and "The 2-litre and 8-cylinder Ballots" by Paul Frère. The former reminds us of the divers manifestations of the famous A.C. Six engine, which lasted 44 years, and of which several are used in existing vintage Specials (one hopes without the intrusion of post-war mods.) while Frère really digs out the intimate aspects of the rare Ballots, embellishing his story with some fine contemporary pictures.

Nos. 61 to 96 are available as a handsome bound volume, with a Foreword by the Rt. Hon. the Lord Montagu of Beaulieu, priced at 84s., from Profile Publications Ltd., P.O. Box 26, Leatherhead, Surrey.

And that was the last of the Profiles.—W.B.

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## CARS IN BOOKS

FROM a book which I found quite fascinating, "Spy Ring," by John Bulloch and Henry Miller (Secker & Warburg, 1961), which tells the story of the Naval Secrets Case of 1960-61, one learns of the kind of cars used by Russia's spies when on duty in this country. The operator of the "high-power wireless station" set up in a £4,000 bungalow in Cranley Drive, Ruislip, had a black Ford Consul, always driven by his wife and bought in 1956. A minor Civil Servant who supplied secret information to the Russians from the base at Portland had a blue Dauphine, always referred to in the book, incidentally, by the type name and not as a Renault. It is stated that he was a "careless motorist who had previously been fined for driving dangerously," and frequently the Dorset police who saw his car late at night "realised that, if they wished, they could have arrested him for drunken driving." Here is proof that, when it suits them, drunken driving, which might kill or maim others, is overlooked by the police, an interesting thought in this age of breathalyser persecution!

The top spy from Russia bought a Ford van, changed it "for another small vehicle temporarily," then ran a Standard Companion, all this around 1955. He then, in 1960, traded in the Standard at a garage in the Harrow Road for a used Studebaker Farina. This cost £400, but he was allowed £270 on the Standard and a suite of furniture was accepted to cover the balance. Thus the spy acquired a car which attracted the girls but which would not seem a very suitable vehicle for one who had to remain anonymous. Its Reg. No. was ULA 61.

Apart from these references to cars, some extremely interesting things come out of this book, not the least of which is that the top Russian agent was granted a £2,500 overdraft by a British bank, that he became quite a successful company director while at large, and that Russian money he paid over for secret information was invested in British savings certificates!

Only two cars, a Russian Zis and a Rover saloon, both black and in use in 1956, the latter a Naval or police car, obviously an "auntie" Rover, are mentioned in another spy book, "Frogman Extraordinary," by J. Bernard Hutton (Neville Spearman, 1960). This book claims to clear up the mystery of the missing diver, Lt.-Comdr. Lionel Crabb, O.B.E., G.M., R.N.V.R., who disappeared while diving in Portsmouth Harbour while the Russian warships bringing Marshal Bulganin and Mr. Khrushchev to England on a goodwill mission lay at anchor in Stokes Bay. Documents said to be translations of the Russian secret *dossiers* on Comdr. Crabb form the basis of the book and are said to show that he was captured and taken to Moscow in the *Ordzhonikidze*, and after resolutely refusing to admit that he had been spying for the American Government with the knowledge of our own Naval Intelligence, voluntarily joined the Red Navy, as 1st Lt. Lev Lvovich Korablov.

As a motoring writer, not a crime reporter, this is out of my province. But I confess I am puzzled to know how documents alleged to have been brought from behind the Iron Curtain by agents working for the West and which were contrary to everything the British Government wished to be known about the fate of the missing frogman could have got into the hands of the author and why he was permitted to publish them. Further, there are one or two passages in the alleged translations of reports by those who claim to have handled the prisoner which do not ring true, in my opinion, even though the author does make the point that the reports concerned were "written in the matter-of-fact style of officer's reporting."

I doubt, for instance, whether, in reporting how the prisoner was taken off an aircraft at Vnukovo Airport, the Chief Security Officer of Moscow Special Command would have quoted the *make* and colour of the duty car which took the prisoner off. The number perhaps, but not, I would have thought, the make. Especially as the make and number of the aeroplane are not given. This is not the place to quote the other passages which make me doubt the authenticity of these reports. The inference is that either they were invented by someone (not the author) for the purpose of a book or were sent out by Russia for propaganda purposes, in which case they would be easier of access than if they had been obtained by an agent working for the West and delivered to our espionage service. For Russia this would have had as its object the embarrassing of the British and American Governments, proving their efficiency at capturing a spy, boosting their espionage service and advertising to anyone contemplating defecting to them how considerate and profitable is the Russian treatment of such traitors. Even so, why publication was permitted is as big a puzzle as the Crabb mystery itself. And if Crabb is a prisoner in Russia this book, one would have thought, might well be unfavourable to him. . . .

At the risk of being accused of a morbid interest in crime books, I must refer briefly to "Deadman's Hill: Was Hanratty Guilty?" by Lord Russell of Liverpool (Secker & Warbeck, 1965). There is passing interest in cars used by famous spies or those quoted in connection with criminal cases of the vintage era. But the make of a comparatively modern ordinary car which figures in a fairly recent brutal crime is not, on its own, of any significance. So, before reading this convincing pleading for Hanratty, who was executed in connection with the A6 murder, and which follows a number of other references to this case, the most recent by Paul Foot in the September issue of *Queen*, I did not expect that it would include anything of motoring interest. But I was wrong.

The car of the murdered man was a grey 1956 Morris Minor 4-door saloon, 847 BHN. It has been described as having red strips on the back bumper, a reversing lamp (which Lord Russell refers to later, rather carelessly, as a rear lamp) and as "Making a noise like a racing car" when its driver changed down. This makes sense when one

learns that Michael Gregsten, the murdered man, and his girl-friend were " members of their office motor rally club " and that they " both liked motor rallies "—indeed, they were said to have been planning a rally when the gunman got into their car. Chequer-tape, extra lamps, and an open exhaust or perhaps a tuned engine, might be expected, in these circumstances.

An interesting part of the cross-examination at the murder trial concerns a witness who was called on by Defence Council to date the Morris. It went like this : " *Q.* Do you definitely say this was a 1956 Morris? *A.* Yes. *Q.* Really? *A.* I would say it was a 1956 Morris, yes. *Q.* Could it not have been a 1955 model? *A.* Possible—it would be late 1955. *Q.* 1954? *A.* No. *Q.* My instructions are that there was no change until October 1956, from 1954. That is right, is it not? *A.* Yes." Now this witness was described as an engineer who owned a 1950 Humber Snipe. But he was surely a very exceptional engineer, if he was so easily able to distinguish between different-year Morris Minors? I am supposed to have some small specialised knowledge of cars, albeit confused at times, but I would have been quite unable to answer those questions, if called upon to do so without consulting references. (*It transpired subsequently that* the witness was basing his assumption of 1956 on the condition of the car.) Incidentally, Defence Counsel seems to have been casually instructed, too, because the Morris Minor underwent a number of changes between 1954 and October 1956, for instance a smaller grille, with only horizontal bars, a central speedometer and open cubby-holes with shelf below, in October 1954. I am interested, too, that the author thinks that the gunman's nervous reaction to being driven by Gregsten was not in keeping with someone who " was an experienced driver, had driven many makes of cars and himself owned a very powerful one "—many of the leading figures in this sordid case apparently liked fast cars. Without in any way wishing to prejudice Lord Russell's defence of Hanratty, I would have thought a more logical explanation would be that the more experienced a driver is, the more likely he is to be nervous of being driven by someone else, especially an amateur rally driver at whom he is pointing a gun! Particularly as, if the car had hit anything, it would have attracted unwelcome attention, from his angle, to this macabre all-night motor ride. . . . As Lord Russell himself agrees, in suggesting one way (I think an unwise one) in which the victims might have drawn attention to their plight.

Returning to more appropriate matters, a letter from Leonard Woolf, while not recalling the makes of the cars referred to in " Beginning Again," is interesting because it mentions a used Singer that the famous author bought in 1927. He followed this with a new Singer in 1930, and in 1933 bought a new Lanchester 18, which he used for 22 years. When war broke out a friend who had been touring in France in a small Ford managed to get a boat from Bordeaux but had to leave the car on the jetty. She asked the A.A. man to send it on to Mr. Woolf and one day it duly turned up at his house in Sussex. He used it as companion to the Lanchester to conserve petrol during the war. In 1955 he bought a Daimler, which was used until 1964, when it was replaced by a Wolseley 16/60 which is still in service.

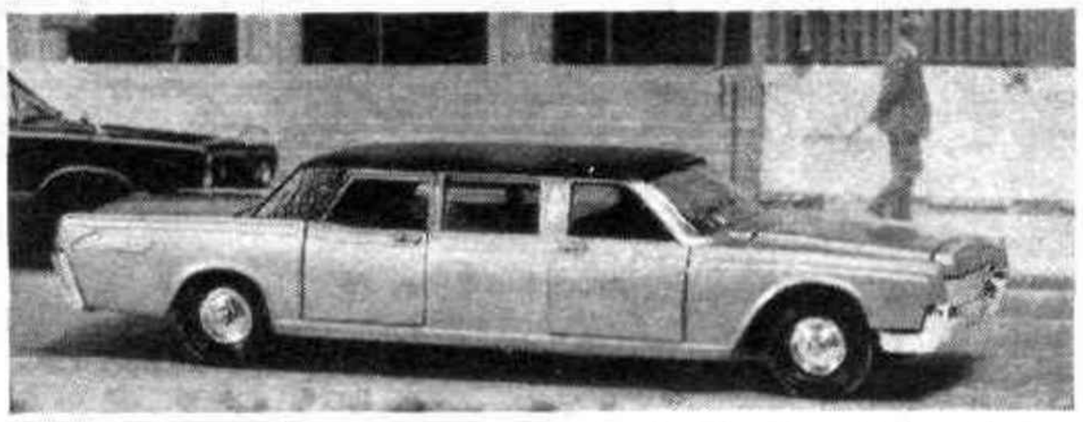
Finally, for this month, a reader quotes the following, from " The Unbaited Trap," by Catherine Cookson (Macdonald, 1966) : " He'd had a Rover car for years, changing every so often, but this last change had brought with it a thrill, and he had long since felt that thrills were things that happened to other men, and youths. Yes, thrills were the prerogative of youth. But the Rover 2000 had stirred something in him. It was a small stir, but, nevertheless, because such emotional happenings were rare, it loomed as something large. The effect of the car on him was, he imagined, like that caused by a few pep pills." So there is yet another reason for choosing a Rover car!—W. B.

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## MINIATURES NEWS

CAR miniatures appeal either because the real cars on which they are modelled are attractive or because the miniature has special attractions of its own. The latest Corgi Playcraft miniatures are in both categories. That which excells as an unusual model is Corgi Toy No. 262, of a Lincoln Continental Lehmann-Peterson executive limousine.

The model is only 5⅞ in. long but it includes plush carpeting and, when you open the boot, that's carpeted as well; four opening doors, full interior luxury trim, plated console, opening bonnet revealing complete engine detail, jewelled headlights, simulated textured roof and, for the first time ever in a miniature scaled die-cast model, a " colour television set," which lights up at the touch of a switch. What is more, alternative colour pictures are supplied in the pack!



*The Lehmann-Peterson-converted Lincoln Continental by Corgi.*

This model will surely be in great demand—it costs 14s. 11d.

As for the real car, Lehmann-Peterson Coach Company Inc. are the specialised coach-builders who have " stretched " this basically standard Lincoln Continental into a limousine 2 ft. longer than the Rolls-Royce Phantom V and nearly 4 ft. longer than the big Mercedes 600. The Corgi model is similar to the car used by the President of the United States, and is the same as that converted into a miniature throne-room for His Holiness the Pope when he visited the U.S.A. in 1965. One of these specially-built Continentals was once seen in London : it belonged to Francis H. I. Brown of Hawaii, the Pineapple King, and when parked it stretched from one parking meter to the next!

The other very detailed Corgi model is No. 332, a l.h.d. Lancia Fulvia Sport Zagato, which has the fine lines of the full-size car and includes opening doors, tip-up seats, side-opening bonnet, die-cast V4 engine, dashboard details, etc., although only 3⅝ in. long. It sells for 6s. 3d.

Lesney has broken away from car miniatures, No. 38 in their " Matchbox " series being a replica of a Honda racing motorcycle on two-wheeled trailer. The motorcycle has a folding stand under the " engine " so that it can stand up on its own. The scale is 41 : 1, making the trailer 3 in. long, and this model retails for the usual modest Lesney 2s. Lesney also have a Mercedes-Benz 300SE coupé, to a scale of 66 : 1 or 2⅞ in. long. In spite of its small size there are opening doors, arm-rests, map pockets, etc., and even the famous 3-pointed star above the radiator grille. This is " Matchbox " miniature No. 46, also priced at 2s.—W. B.

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**Wrong Winner :** The Rapier Register have brought to our notice an error in the results of the V.S.C.C. Prescott Hill-Climb. The winner of Class 2 (sports cars 1,101-1,500 c.c.) was Jonathan Abson in Elliott Elder's Lagonda Rapier (51.39 sec.) and not Hamish Moffatt (53.0 sec.).

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*THE OPEL IS BACK—continued from page* 1015

crash-padding and behind the steering wheel. There are no door pockets or parcels shelf. The presence of Bosch lamps and electrics, with a box of eight fuses, is reassuring but the headlamps, as adjusted, were of little more help than the one-candlepower ones that I used to endure on my aged Austin 7s before the war. . . . The sole odometer lacks decimal readings and the uncalibrated fuel gauge is rather vague.

A good feature is the 14½-gallon fuel tank, enabling me to cover 350 miles from full to a gauge reading zero, still without running dry. In general usage with a good deal of Castle-limitomising the consumption of 4-star petrol (9.0 to 1 c.r.) averaged 28.6 m.p.g., a very good figure for a 1.8-litre car. The automatic choke gave a fairly prompt start, hot or cold, but there was a noticeable flat-spot in the two-choke Solex 32 DIDTA-4 carburetter, when accelerating hard. No oil had been used in 944 miles.

This Opel Rekord is like some people I know—pleasant, smart, if a trifle old-fashioned, no doubt dependable, but one wouldn't want to live with them. But it was comfortable, served me staunchly (except when, after a very obliging policeman in a smart black B.M.C. 1100 had led me, late at night, through the Birmingham jungle to a petrol station, the fuel-filler cap did its best to thwart the single key which unlocks it and all the other services, including the steering-lock), and the doors, which have arm-rests and neat little pull-out interior handles, shut with a " clonk." The price, as tested, is £1,239 12s 11d., inclusive of p.t. but without certain extras.

Perhaps I shall find the smaller Kadett more my sort of car. . . .

W.B.

# VETERAN — EDWARDIAN — VINTAGE

*A Section Devoted to Old-Car Matters*

## V.S.C.C. WELSH RALLY (Oct. 7th/8th)

THE Father Figure of all the Motor Clubs does not make life exactly easy these days for all the lesser clubs it is supposed to succour and assist. The R.A.C. has refused the V.S.C.C. permission to hold its Eastern Trial next month, although this has been for years an annual fixture, and the Welsh Rally, centred on Presteigne, which dates back to before the war, was only permitted providing it was darkly concealed that part of the proceedings went anywhere near that ancient Welsh town, or was centred on the "Radnorshire Arms."

However, the event did take place. On the Saturday most of the 95 competitors converged on the "Radnor Arms," Presteigne, some to take part in a *Concours d'Elegance* in the derelict railway-station yard and driving tests in a near-by builders' yard, others to await the morrow's trial, having amassed marks by being *en route* for varying distances.

Thus was Presteigne once again transformed into a very decent replica of market-day in the 1930s. Except that outside the "Radnor Arms" stood a modern sports M.G. driven by an attractive girl—it must surely have been a B.M.C. publicity stunt. . . ?

Three judges grappled with the *Concours* marks, unaided by President Barker, whose Lancia had broken a drive-shaft near Newbury. Quite the most outstanding examples of clean, original vintage cars were Malyan's recently restored 1927 22/90 Alfa Romeo tourer, with dry-sump engine, only modern twin-Zeniths marring its originality, which was complete even to a René Thomas steering wheel carrying a caricature of this great racing driver and "Alfa Romeo" in script on the n/s headlamp—without written permission, Malyan claims, no-one will risk writing this trade mark on the other lamp (did you know these cars have a radiator with a *square* honeycomb ?), and Buttle's 1928 single o.h.c. 1,500-c.c. Alfa Romeo coupé.

Running these Alfas close were Condon's 1923 A.C., which arrived late for no more ominous reason than that its driver had overslept after a pre-breathalyser party, and Macmillan's 1928 Rolls-Royce. Highly recommended was Mrs. Cherrett's 1928 Alfa Romeo. McEwen's 1929 fabric saloon Riley Nine had a too-recent carburetter at the far end of its inlet manifold, Tutton's 3-litre Bentley is clearly used so regularly there is no time in which to clean it, McDonald's duck's back 12/50 Alvis almost fooled with its replica body. Price's 1926 14/40 Vauxhall tourer is very original and took the prize for the maximum of original dirt, Batte's sporting DISS Delage was notably spick and span, and Diffey's 9/20 Humber tourer was carburetted by Cox-Atmos. The radiator of Nightingale's De Soto Chrysler still affronted the Judges by being too forward. Windsor's 1920 Rolls-Royce Maythorn two-seater displayed an interesting assortment of tyres, of which I was glad to note that its 33 × 5 Dunlop was Reinforced for Heavy Service. A mark was lost for a non-original coil, replacing a burnt-out R.-R. coil.

Back in Presteigne, that obliging local garage had Lee's 12/50 Alvis tourer on the hoist, a scraper-ring having broken in the track along M2. Luckily a piston of the same size was lying around and the engine was satisfactorily reassembled, to the accompaniment of a big party of beer-drinking onlookers. Across the road Barry Clarke was performing a lightning change of gearbox on his Ulster-bodied Austin 7, so as to have the advantage of a 22 to 1 "underdrive-second" instead of the normal 19 to 1 bottom cog in the forthcoming mud-storm.

Sunday dawned warm but wet, as the cars assembled at Llangoch to tackle the first three "sections," consisting of a downhill swoop on to a grass acclivity up the side of the common, with an ominous gulley half-way up, a part-grass climb, and a more normal trials-mud track. Only three drivers managed the first one clean—Spence in his 1930 Lea-Francis Special with the power well and truly turned on after the gulley. Clarke in his Austin, and Hamish Moffatt, who had put small chokes and jets in, the better to control the power of his



*BALLOT, BUGATTI AND ARMSTRONG SIDDELEY queueing up for their attempts on the Smatcher during the V.S.C.C. Welsh Rally.*

1923 Bugatti.

The next "section" was also difficult, only Bowman (1930 Frazer Nash), Harris (1930 Austin 7), Arnold-Forster in his Anzani Frazer Nash and Winder in his 1930 Austin 7 joining Spence, Clarke and Moffatt in getting right to the top. The track was easier, 22 "cleaning it," as modern rally crews phrase it.

Across the road, Devil's Elbow and Lloyd's Old Hill were ascended, respectively, by ten and 32 competitors, Miss Stocken turning right round in her Trojan on the slippery descent. Incidentally, Trojans and Jowetts were well represented and Croome got up Llangoch III and Lloyd's in his solid-tyred Trojan, which has the doubtful help of "knobblies" when these are barred to pneumatically-shod motor cars.

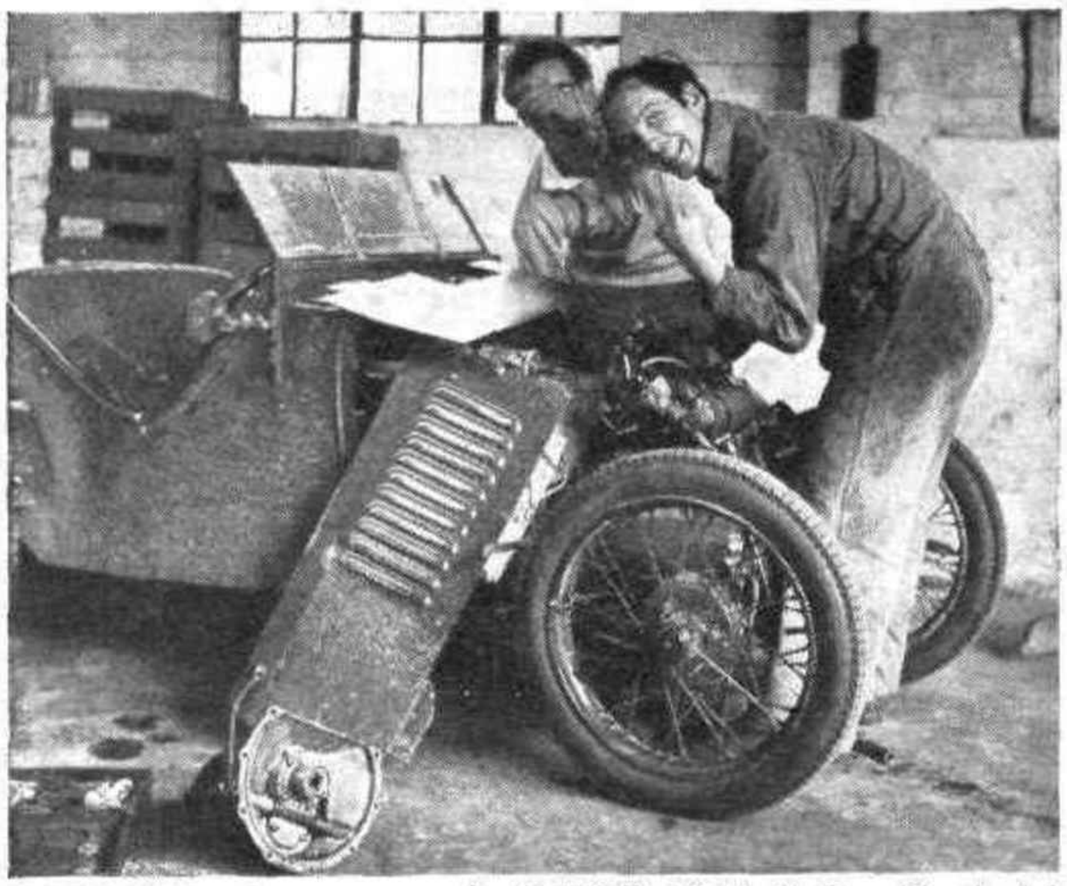
The next hill was Lower Hill, which 43 cars got up, including Croome's Trojan on those very slight bands of hard rubber. A stop-and-restart and brake-test reached up steep and tenuous Knucklass hill with a fine viaduct below in the valley, concluded the morning's work.

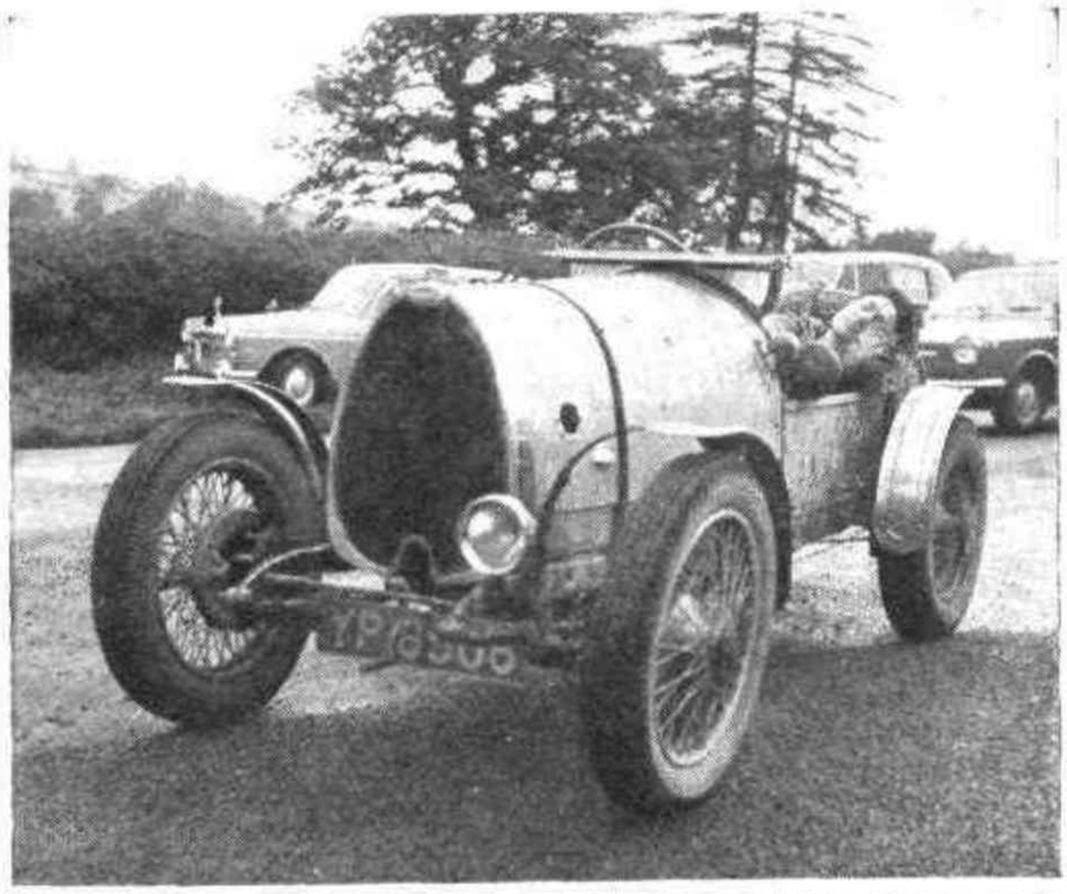
As far as could be ascertained, the vintage and p.v.t. entry had experienced very little alarm and despondency, although Harper's 1928 Austin 7 Chummy lost its fan belt and had a leaking radiator, Bowman had the floorboards out of his Frazer Nash after the last test, and before the first hill the driver of a 1930 Riley Nine, so odd-looking that he has had the decency to invent his own type-name for it, prodding about in the tops of its Amals.

In the afternoon that wily old stopper, the Smatcher, at New Radnor, was the only observed section, Discoed not being included this year. It was in a bad condition and only 13 got away from the stop and restart. These were the five Frazer Nashes of Bowman, Harris, Arnold-Forster, Stretton and Russell, the Austin 7s of Geoff Winder and Sutcliffe, the Austin Special of Barry Clarke, Batho's Amilcar-Riley, Croome's solid-tyred Trojan, Moffatt's Bugatti, Spence's Lea-Francis Special, and only one car in the long-chassis section, Blake's 12/50 Alvis. The Smatcher has an enormous reputation, so that people drove out from miles around to witness the fun, parking their cars for hundreds of yards along the verges of A44, so that a passer-by unacquainted (his loss) with the V.S.C.C. might well have believed that an aeroplane has crashed up in the woods or that a successor of Lloyd George was preaching Free Rule for the Welsh, or that one of Innes Ireland's practical jokes had misfired in a sensational manner. . . .

In fact, it was only the "old crocks going up Smatcher," with a policeman on point duty, very smart examples of vee-radiator Armstrong Siddeley tourer, 21/60 Wolseley County saloon and Bugatti Elektron coupé looking on, and Martin changing a plug in readiness in his 1927 8th-Series Lancia Lambda two-seater, while the Bowlers sheltered under a golf-umbrella in their 1929 4½-litre Bentley.

Before the real attempts started an aged Vauxhall which, although it had flutes along its bonnet, certainly wasn't a 30/98, gave a frenzied demonstration of how to get bogged down. Then the contest commenced, round the right- and left-hand corners and up into the woods—although the stop-and-restart had wisely been abandoned. Spence blipped his way up, Clarke left the smell of burnt "R" in the wake of his confident Austin, but Raspin's Austin 12/4, Bullett's beetle-back





*CAUGHT by the camera on the V.S.C.C. Welsh Rally. On the left Barry Clarke is installing a more suitable gearbox to his Austin (the sign he is making presumably indicates a special 2nd gear). On the right Hamish Moffatt's passenger appears to have died of fright.*

Silver Eagle Alvis and Box's 1929 Jowett two-seater with fabric top to its tail, failed early. Footitt drove Winder's Frazer Nash, Hare's Anzani Frazer Nash was on b.e. tyres. The only real casualty was Hill's Silver Eagle Alvis, from which sparks showered, as a toggle detached itself from the clutch. But the family was not defeated, for Papa Hill was in his O.M., with Peter Hull in the hot seat, and Mrs. Hill had her effective A.J.S. Miss Footitt's 1930 Jowett, with 66 c.c. more than Box's, disappeared round the second corner, motoring well, and Macpherson's 1929 Hyper Lea-Francis was another obviously lubricated with castor oil. The total failures at this dreaded acclivity numbered 13. The 1967 Welsh Rally was over, the results being as follows :—

**The Smatcher Trophy :** C. P. V. Russell (1926 Frazer Nash).
**Trial 1 :** H. Spence (1930 Lea-Francis). *First Class Awards :* K. A. Bowman (1930 Frazer Nash), N. Arnold-Forster (1925 Frazer Nash), R. C. Batho (1927 Amilcar-Riley), B. M. Clarke (1929 Austin 7 Spl.), H. F. Moffatt (1923 Bugatti), J. K. Milner (1922 30/98 Vauxhall), P. Ure (1925/8 Lancia Lambda), R. L. North (1929 Alvis) and H. P. Bowler (1929 4½-litre Bentley). *Second Class Awards :* D. P. Harris (1926 Frazer Nash), R. J. Winder (1930 Austin 7), F. D. Harper (1928 Austin 7), E. C. F. Macpherson (1929 Lea-Francis) and A. D. Jones (1923 30/98 Vauxhall). *Third Class Awards :* P. W. P. Harris (1930 Austin 7), D. R. Marsh (1926 Morris Spl.), K. M. Hill (1930 Alvis Silver Eagle) and D. Bell (1924 Alvis 12/50).
**Concours d'Elegance and Tests : Trophy :** C. Batte (1925 DISS Delage). *First Class Awards :* C. D. Macmillan (1928 Rolls-Royce) and R. Macdonald (1930 Alvis). *Second Class Awards :* R. Buttle (1928 Alfa Romeo) and J. Warburton (1928 Star). *Third Class Awards :* J. A. Knight (1928 O.M.) and R. A. Collins (1912/13 Brixia-Zust).
**Best Edwardian :** R. A. Collins (1912/13 Brixia-Zust).

### Presteigne Probings

The Chummy Austins mostly had big rear boots but Harris' Ulster was mechanically original, Stretton used 5.50 × 16 Michelin "X" on the back wheels of his Frazer Nash and one of the Chummies also relied on the subtle secrets of "X."

* * *

Winder's 8/28 Humber was a somewhat reluctant starter, on the handle, in the Welsh mist but was later seen to be boiling, and the aforesaid Ulster Austin required a push start. Cameron Millar's Lea-Francis tourer, with two-port Meadows engine but "soft" camshaft, climbed well up Langoch I.

* * *

Bick's 1928 14/40 M.G. had a horizontally-mounted spare tyre, useful for marshals to bounce on, Marsh's ex-Rowley 1926 Morris accommodated two spare wheels in its manxed tail, Lilley looked through a ¼-arc of wiped screen on his 1927 Jowett and Giles' Morris-Cowley had a Dagenite battery held on by elastic straps. Wilde's 1929 Armstrong-Siddeley looked far too clean to attempt muddy hills. At Llangoch I a solid-tyred pram competed with Croome's Trojan.

* * *

The R.A.C. now insists that children under 16 must not ride as passengers in cars taking part in such events. Consequently, Mr. and Mrs. May and Dr. and Mrs. Cardy had to leave their kids behind while indulging in the death-defying feats which the Presteigne Rally involves ! So far the R.S.P.C.A. hasn't taken similar action, so an Afghanistan hound was able to ride in Waleson's Austin 12/4 tourer throughout this risky flirt with annihilation. . . .

**V-E-V Odds and Ends.**—The Rapier Register is anxious to trace the de Clifford Special Lagonda Rapier which ran at Le Mans in 1935. It is BMG 2, last heard of in the Southampton area, in the 1950s. The mystery car illustrated last month in "Vintage Postbag" is apparently a Clement Talbot of 15 h.p. R.A.C. rating, first registered in 1923, although it may have been a hybrid, as in that year there was no Talbot model of this h.p. An Opperman 3-speed constant-mesh gearbox with 8 in. cone clutch is for sale in Somerset.

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The German magazine *Neue Illustrierte Revue* depicts a Dixie version of the Austin 7. It looks just like a British Chummy Austin with a different badge and plated headlamps, which makes the reader who sent it to us wonder if Dixies really looked like that—and we wish the occupants wouldn't hang on to its windscreen!

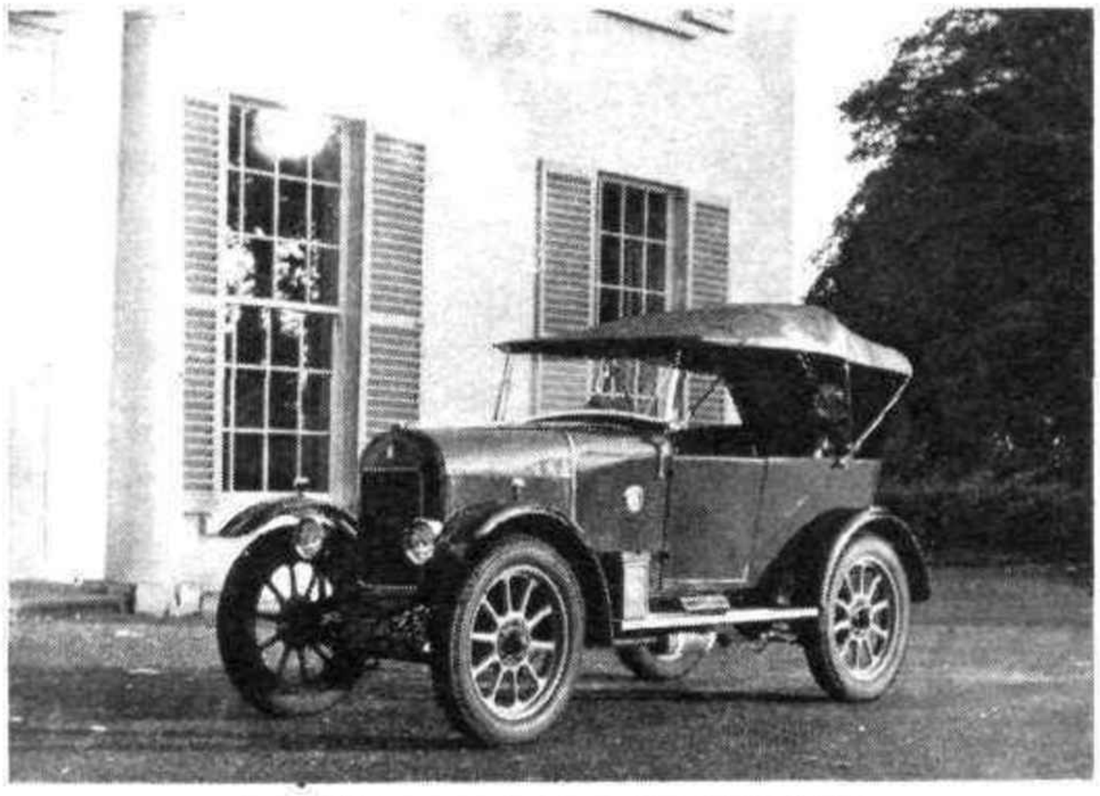
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**V-E-V Miscellany**—Rumour speaks of a bogus 1924 Le Mans Bentley which may come on the market. In Welshpool recently Aveling & Porter and Ruston-Hornsby steam rollers were up for sale. Requests have come in for an engine for a supercharged 2-litre Lagonda and an inlet manifold for a 35/120 six-cylinder sleeve-valve Daimler, both needed for cars which are being rebuilt. Letters can be forwarded. Would the correspondent named Edge, who worked on the original Austin 7s, kindly let us have his present address ? The trouble which retired Talbot GO52 from the second race at the V.S.C.C. Castle Combe Meeting is thought to have been seizure of the front camshaft

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bearing. A touring G.N., formerly owned by Mr. Harbutt of plasticine fame and used by him in many M.C.C. trials, was found in a bed of nettles near Bristol just before the war and is now being restored. Apparently it will soon be on the road again, still with its trials ratios and Walter Watkins-tuned engine. Any information leading to the discovery of one of the £100 Gillett cars, of which 25 were produced by the British Ensign Motor Co., and of which the prototype was registered YO 7698, would be appreciated by a grandson of the founder of the firm, who is at present restoring a Railton Fairmile d/h coupé.

J. Colbourne-Baber still has his vintage 4½-litre Bentley and is rebuilding an Austin 12/4 doctor's coupé. A 1923 Gwynne Eight



1923 *Gwynne 8 recently rebuilt in Ireland.*

"hipbath" 3-seater, which was in the hands of its original owner until he died in 1962, has recently been restored in Ireland. A vintage Morris Commercial lorry is in danger of being broken up in Oxfordshire, where early International tractors, one on its original Dunlop tyres, are still in running order. An American collector offers a very high price for an original, as distinct from replica, Alvis hare radiator mascot. Enquiries can be forwarded.

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### SUNBEAMS AT SANDHURST (Sept. 24)

AN excellent entry was obtained for this annual S.T.D. Register driving test and *concours d'elegance* held in the grounds of the Royal Military Academy at Sandhurst. The standard of the competing cars seems to improve each year and their pristine condition was scarcely marred by heavy rain which did its best to wash away the competitors in this, the near-by Farnborough Rag Week *concours d'etat* and, one supposes, the "Vintage Car of the Year" Contest at Beaulieu.

The S.T.D. newsheet had promised four interesting cars for Sandhurst, not seen previously. Of these, a 1922 G.P. Sunbeam now owned by a member in Sevenoaks did not materialise but the "very beautiful Edwardian" was undoubtedly R. F. Woollett's 1914 16/20 cabriolet, the "very rare Sunbeam" could have been Roger Gates' 1924 24/70 Sports but as its new timing chains had not arrived he substituted his 1922 Darracq 18DV V8 saloon, which is even more rare, while the fourth rumoured rarity was unquestionably D. S. Johnson's 1908 Hillman Coatalen, which friends brought on a trailer and which did the tests, while its owner wrestled with a Lagonda C.C. A.G.M. On second thoughts, the 24/70 is surely the ex-Cameron Millar car, so maybe P. A. Roberts' 1923 16/40 Sunbeam was implied—this was an absentee because new back axle thrust races were being manufactured for it.

No fewer than five twin-cam 3-litre Sunbeams were present, if I counted aright, but only two had entered officially. Sunbeam 14/40s were also well represented, to the tune of four, if you include R. Crawford's sports 14/52. As oppostition, they faced three Talbot 14/45s, of which P. Scarsbrook's was a delectable 1929 doctor's coupé. Peter Moores came in his 1921 Sunbeam limousine and his 1936 Talbot 110 Airline saloon was brought by A. J. Scates who worked at the Talbot factor from 1927-37, appropriately from Ladbroke Grove.

Carstairs' 1933 23.8 Sunbeam had a mysterious box-tailed body, Charlton's 1927 Sunbeam 25 tourer carried a deed-box up behind, Rawlings' Talbot had Roesch's clever winking-arrow direction indicators working properly and Stone's 1934 Sunbeam Dawn had a nude athlete as a mascot. A. Barker had a very delectable Talbot 75 saloon; Neate's smart 14/40 Sunbeam had to scratch from the tests because of starter trouble.

The cars duly returned to the Hawley Hotel at Blackwater for tea, after which the Register's President, Mrs. Winifred Boddy, presented the prizes.

**Results :**

**Driving Tests :**
- **1st** : A. Rawlings (1929 Talbot 14/45 tourer).
- **2nd** : A. Barker (1930 Talbot 75 saloon).
- **3rd** : R. Carter (1934 Sunbeam 20 tourer).

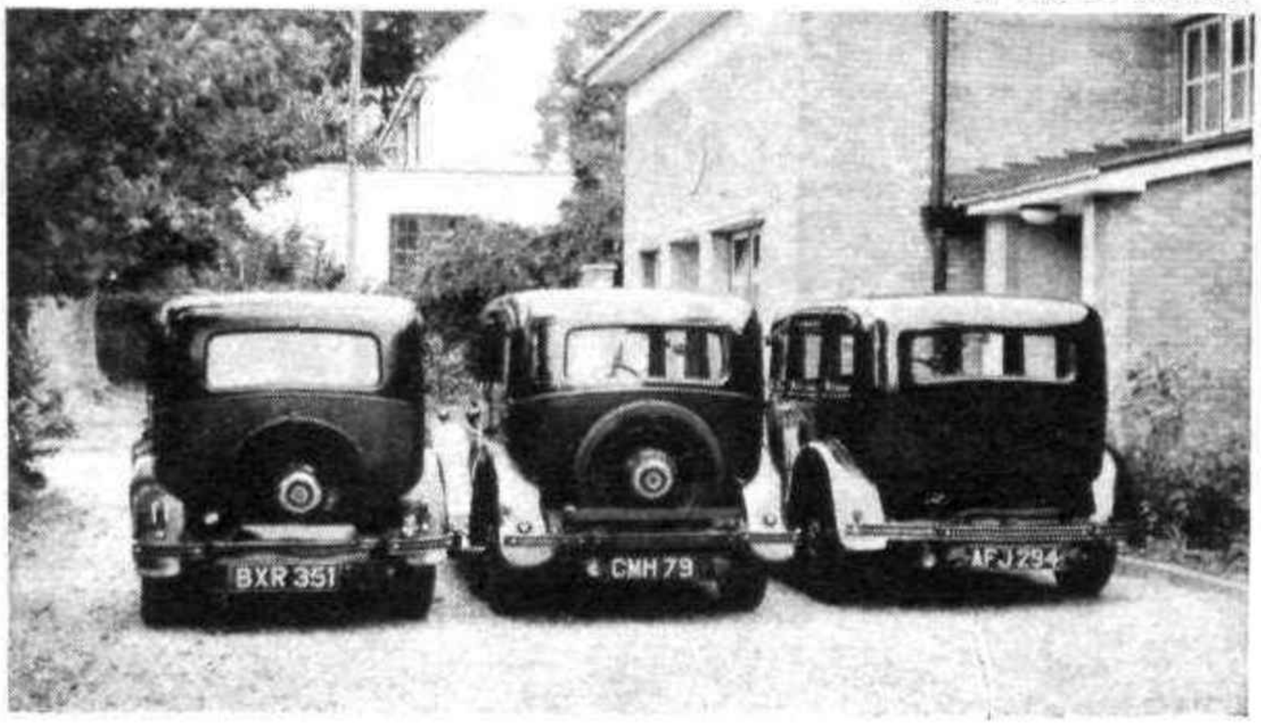
**Concours d'Elegance :**
- **Class 1 :** P. Moores (1921 Sunbeam 24 limousine).
- **Class 2 :** R. F. Woollett (1914 Sunbeam 16/20 cabriolet).
- **Class 3 :** P. Scarsbrook (1929 Talbot 14/45 coupé).

**D'Arcy Clark Trophy (cleanest engine) :** W. P. Welch (1926 Sunbeam Twin-cam 3-litre tourer).

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## 30/40s Tailpiece

(Photos : R. M. Casserley




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# VINTAGE POSTBAG

### "The American Invasion"

Sir,

The "Carcycle" (*i.e., The Cyclecar*) surely dates it somewhere between November 1912 and October 1913, at which date *The Cyclecar* became *The Light Car & Cyclecar*.

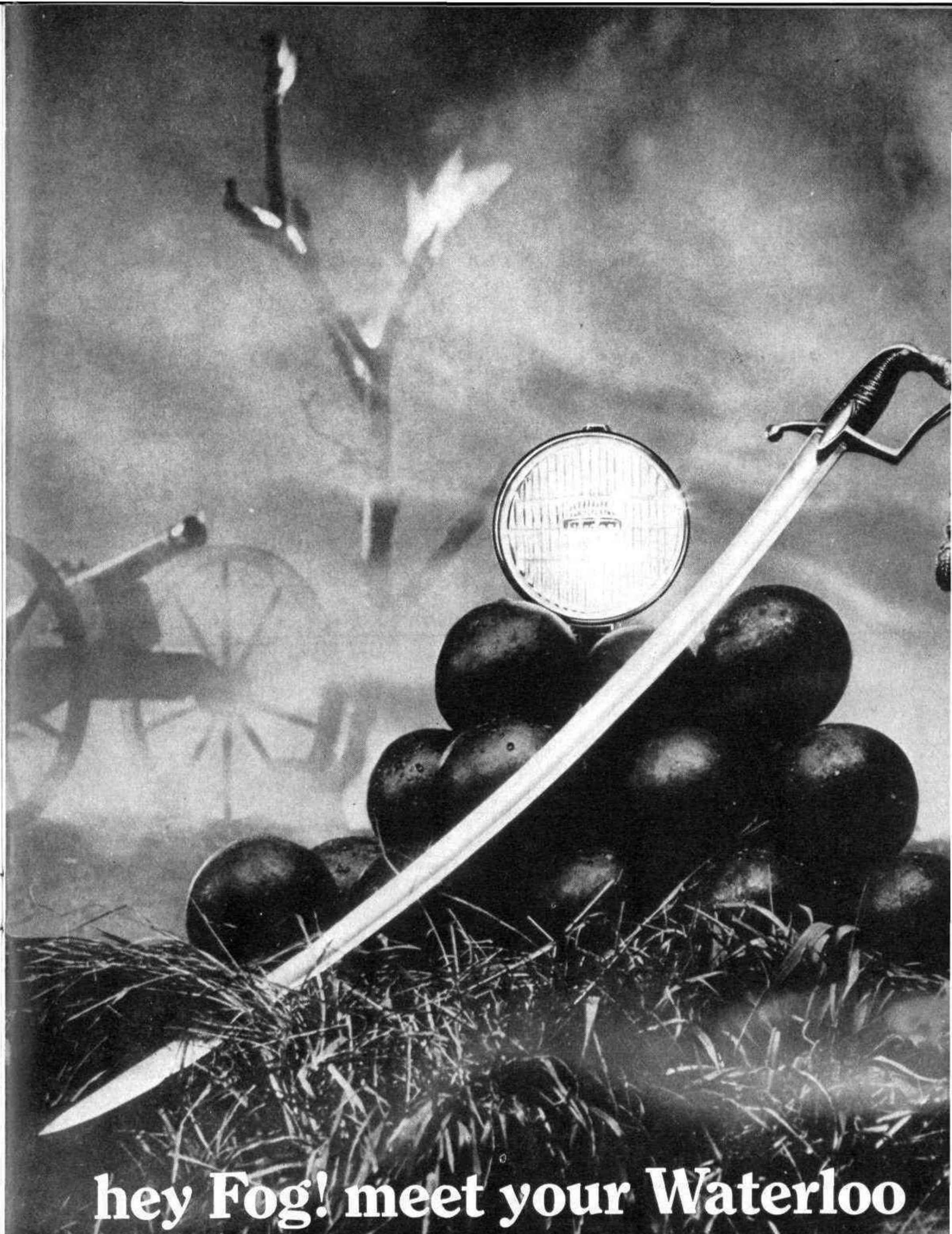
Kent Karslake seems to be in doubt as to the origin of the Mass. It was French—quite definitely. It was made in Paris (5, Blvd. Bineau) and the British agents were The Lancaster Motor Co. of Lancaster Gate at the time that my parents had two of them, when I was a child. An 8-h.p. in 1906, with a single-cylinder de Dion engine, and a 15-h.p. T-head 4-cylinder in 1908, which had a Ballot or Chapuis Dornier engine, I would not swear which. I remember this last car well and enclose a "snap" of it. The proprietor of The Lancaster Motor Co. was named Masser Horniman and I have often wondered whether the name Mass had any connection.

This rules out the Mass as the answer to the Volume, which was of American origin, and now that I have seen a reproduction of the Jarrott & Letts "advertisement," I feel pretty sure that Mr. Gilling's suggestion is the right one, as the hint about Russia ties in. Maxwells were exported to the Russian Government in 1912. Surely the reference to the Otto Principle means just that, and does not suggest that the Crossley was really of German origin, any more than any other car with a 4-cycle engine?

With the exception of the B. & S., which mystifies me completely, the other problems seem to have been solved. Certainly Mors (Death) had left the Jarrott & Letts fold by 1912 and had their own agency in Long Acre.

Crowborough. R. BAILLIE.

*Continued on page 1062*


hey Fog! meet your Waterloo




*Critically controlled beam minimises back-glare.*

*Lamp always retains full efficiency—no deterioration with age.*

*Sealed beam unit prevents any darkening—ever.*

*Sealed unit completely impervious to dust and water.*

*Quartz-halogen bulb produces 30% more light.*

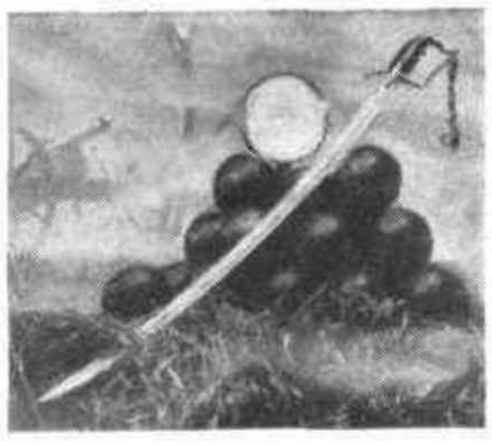
*Perfect focus permanently—filament set during manufacture.*

# Lucas Silver Sabre–world's first



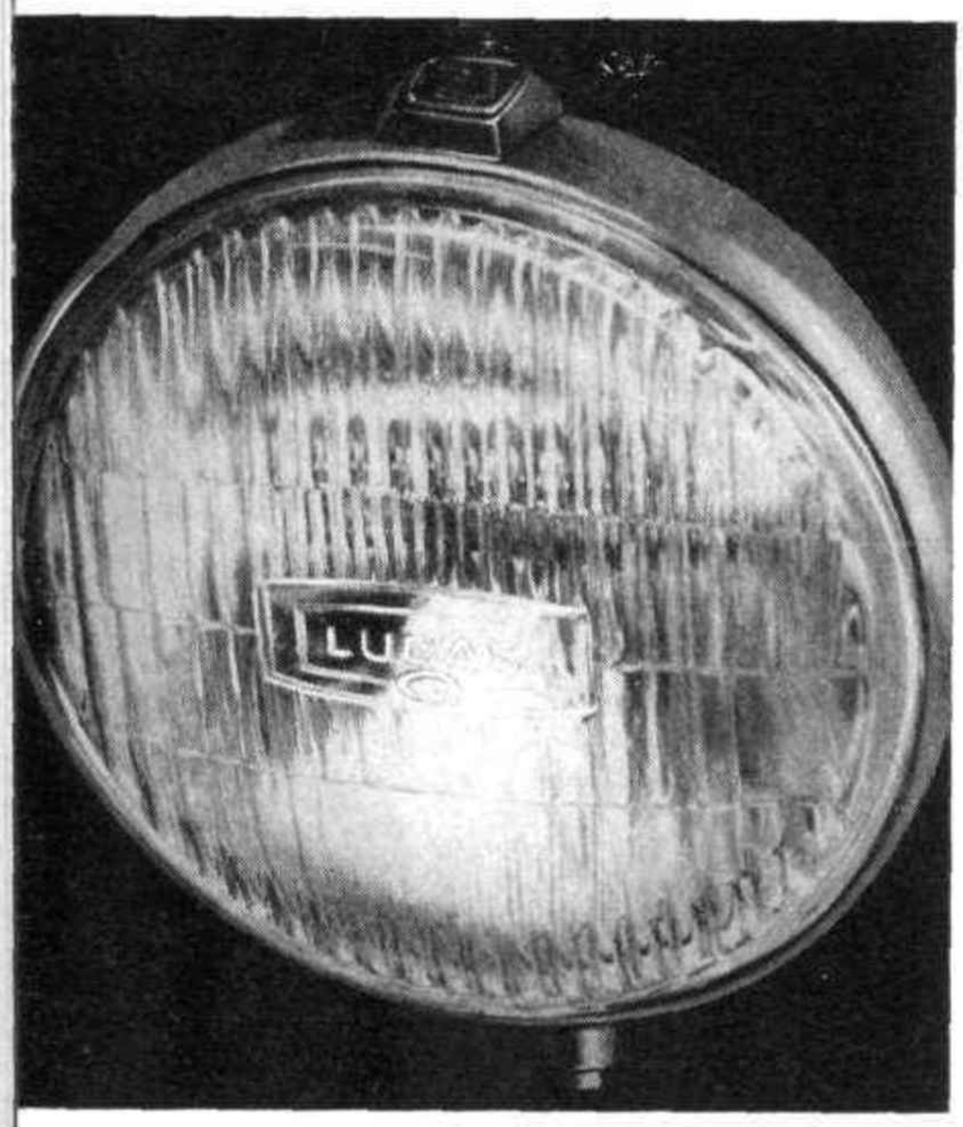

*Matching Silver Lance long range lamp.*

For generations motorists have fought a losing battle against fog. Now Lucas introduce the ultimate weapon. The Silver Sabre. The first sealed-beam quartz-halogen foglamp in the world. Just look at those advantages! And that elegant line, so right for your car. There's the matching Silver Lance long range lamp, too, built to just the same revolutionary specification. Individually they're 130/- each complete with smart snap-on cover, as a pair, just £12. 5. 0. Join the battle with a sensational Lucas Silver Sabre —and cut fog down to size.



# sealed-beam quartz-halogen foglamp

# Lucas Sealed-Beam Quartz-Halogen



# What it does... how it works...

The actual sealed-beam lamp has four main advantages over others.

It is impervious to dust and moisture.

When changing the bulb in an ordinary lamp, there is a possibility that the mechanic may touch the glass envelope with greasy fingers. This grease condenses into a film, reducing the light output. In a sealed beam lamp, this is impossible since the whole unit is in one. The filament is set at the correct position during manufacture, ensuring perfect focus at all times.

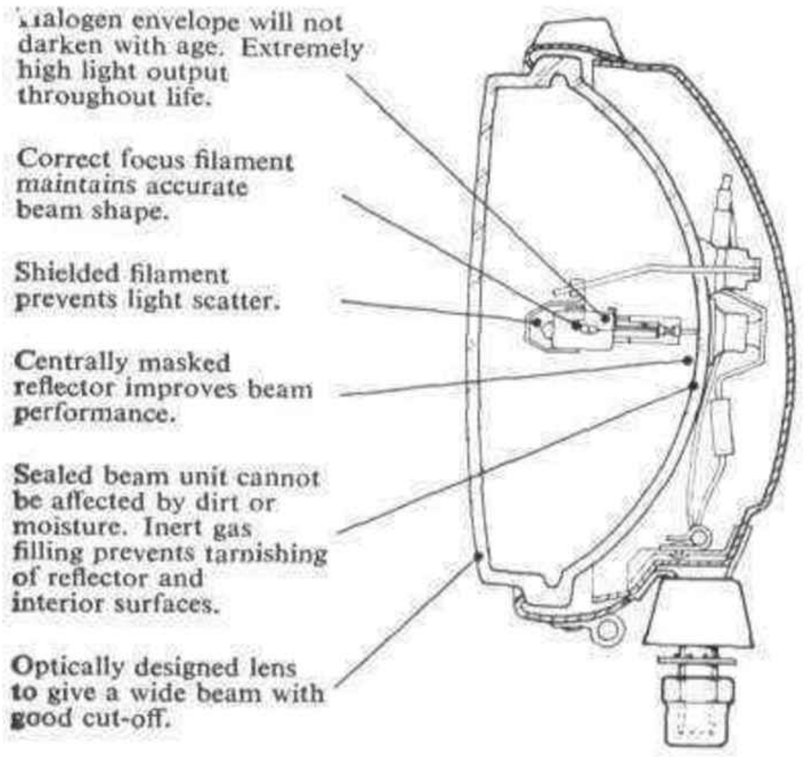
No darkening occurs during life.

When quartz-halogen is used in conjunction with a sealed beam unit, two further advantages are added.

More light; up to 30% extra.

No deterioration with age.

With an ordinary light, particles of tungsten are thrown off the hot filament and deposited on to the bulb envelope. As a result, the filament gets weaker and the glass darkens. In the case of quartz-halogen, these particles return to the filament due to chemical action of the halogen gas, and the lamp retains its full efficiency.




## Rally Proved

Thousands of miles of motoring, under the most arduous conditions, are covered each year by competitors and their cars in the field of international rallying.

Every piece of equipment is important to the driver, but none so much as the car's lighting, for vital seconds can be won or lost on an important night section. In this sport, Quartz-Halogen has made its name, even to the extent of leading to the disqualification of a Monte Carlo winner over a hotly disputed interpretation of the rules. But even these, in later years, have not prevented the use of a light with an intensity never before experienced.




## Clip-on Covers praised for elegant styling

Every year the Motor Show heralds the arrival of a crop of new models. They come in all forms, racy, glossy, prestige, the lot! Keeping pace with these changes is quite a difficult business, for people with different tastes have different ideas, but without a doubt the new Lucas lamps, which set new trends in lighting, will appeal to everyone. For the first time a British manufacturer has provided a lamp complete with its own cover. These distinctive black covers will be an attrac-




tion to all keen motorists, and are guaranteed to add that extra eye appeal to the sportiest of sports cars and the most sedate of saloons.

There is no hidden catch with these new covers either! They don't cost any extra, and they snap-on .... if you see what I mean.

Pretty gadgets don't always work, but when Lucas designed these covers they combined styling with practical common sense. While the lamps are not in use, the covers do a good job in keeping the lenses clean, and the tough polypropylene from which they are made protects from flying stones. Should you leave the lamps switched on by accident, the peep-hole will soon show your mistake and save you from a flat battery. As one motorist put it "They're no gimmick, they're really elegant, the trouble is they make the rest of my car look old fashioned".

# A selection of new models

## Some of the new cars seen and tried at Motor Show time

THE Rootes Group brought out a complete range of 1968 styles for their Hillman, Sunbeam, Singer and Humber vehicles. By far the most radical was the fast-back version of the Rapier, whose styling at least made a change from the current trend in body design. The makers claim 100-m.p.h. performance from the car's 94 b.h.p. 1,725-c.c. engine, driving through an Alpine close-ratio gearbox. Automatic transmission is also available at £43 extra but the total basic price is £1,200. The Sunbeam Stiletto was also announced, a fast-back model on the Imp/Chamois range but with a hairy 55-b.h.p. engine. The specification includes reinforced suspension arms, thicker drive shafts and a stone guard for the fan and radiator. Radial ply tyres are fitted as standard—why don't more manufacturers do this?




*Fast-back Rapier, which looks nicer but costs much more (£1,200) than the Sunbeam model which it replaced.*

Of their other badges, the Hillman Hunter looks like the Hillman Minx looks like the Singer Vogue looks like the Humber Sceptre, all very smart and very pleasant but now not so show-shattering.

Perhaps *the* brightest new production car of the show was the Vauxhall Victor and Victor 2000. With a similar appearance to the Viva, the new Victor has moved up in the world, being fitted with a brand new single-overhead camshaft engine, rack-and-pinion steering and coil-spring rear suspension, as on the Viva. (Incidentally, it has been said that the Viva is very similar in looks to its American cousin, the Camaro; Vauxhall assure us this should be the other way round, for the Viva was in embryo before the Camaro.) Vauxhall's other models, the Viva and Cresta/Viscount ranges, continue unchanged for another year, although while at Vauxhall recently we did spot a Cresta with twin tail-pipes!

The new Victor, when driven around the twisty lanes and on the motorway near Luton, created a good first impression. The steering was obviously nicer and the car did not fall about on the road. The 2000 was particularly pleasing, having considerably more punch and performance than associated with its predecessors. The noise level, however, was not particularly low, but the seats were comfortable, the steering position pleasant, and the actual steering wheel was an energy-absorbing one. Another good point was that the interior mirror was large enough for complete vision out of the rear window, a nice change from the all too prevalent ones which are about 3 in. wide.

The 1600 develops 83 b.h.p. at 5,800 r.p.m. and 90 lb. ft. torque at 3,200 r.p.m., while the bigger engine develops 104 b.h.p. and 116 lb. ft. at the same engine speeds.

The three big American firms, General Motors, Ford and Chrysler, along with their smaller competitor, American Motors, produced a whole clutch of new cars. American Motors brought in a competitor in the all-important sports-saloon market which Ford's Mustang really exploited. This was the Rambler Javelin, cleanly-styled and with an enormous fast-back, and a list of extras and alternatives that could only be American.

Incredibly a total of 136 models with a choice of eight basic engine variations are being offered by Chrysler. Of the General Motors products the Chevrolet Corvette has been given a completely new look and is almost good-looking. Headlights and windscreen wipers disappear when not in use, the new body is slightly lower, slightly narrower and 7 inches longer, and in the new chassis nestles an engine with a choice of tune from 300 to 435 b.h.p. In the Chevrolet range alone there are 41 models.

General Motors' German concern, Opel, also announced a new range, including six additions to the Kadett model and the Olympia, which bridges the gap between the Kadett and Rekord lines. The Olympia has a new fast-back body and is powered by a 67 b.h.p. 1.1-litre engine, although 1.7 S and 1.9 S engines are also available. These have single-overhead camshafts which operate the inclined valves through rockers and are not like the Vauxhall model.

Ford's offering is centred around their cross-flow-headed Cortina range. The other models received detail changes, while the Lotus version has lost the word "Lotus" and had "Twin Cam" put in its place on the bodywork. Ford have upset some customers by making the change to the 1,600-c.c. engine so soon, thus rendering 1967 models obsolete after one year. There has been a big demand for the Corsair 2000E and Ford have followed this with a Cortina along the same line of thought, the 1600E, which must also sell well.




*American influence can be seen in this view of the Vauxhall Victor 2000. The new model has a brand new overhead camshaft engine.*



*E for Executive. The Ford Cortina 1600E was the centre of attraction and was announced earlier than anticipated, at the Paris Show.*

From Triumph the big news was their Lucas fuel-injected TR5 PI. Claimed to reach 125 m.p.h. (elsewhere than in Jolly Old England), the TR5 uses the old TR4A chassis fitted with a 2½-litre version of Triumph's 6-cylinder in-line unit and fitted with fuel injection. This engine now develops 150 b.h.p. at 5,500 r.p.m. and 164 lb. ft. torque at 3,500 r.p.m. The rest of the car is much the same, but it does have a new hood, stiffer rear suspension and larger brakes, complete with tandem master cylinders. Also new is a twin-carburetter 1300 and the Herald 13/60, which is fitted with 1,296-c.c. engine as seen on other Triumph models.

Perhaps the car of most interest to MOTOR SPORT readers is the new Aston Martin DBS. This car has a smart body, English-styled, on a longer, wider chassis, and is an addition to the Aston range and not a replacement for the DB6 and Volante. The body is panelled in aluminium and is 6 ft. wide, which offers more interior space than in previous models. The interior is particularly pleasing, being finished with a light blue leather and Wilton carpets on the white example we examined.



*All-British Aston is an addition to the range. Its elegant styling was done in this country.*

It had been half expected that the new car would be fitted with the 5-litre V8 which was seen a few times in racing. This was not the case, for the power unit is the familiar 4-litre, which is available in both DB6 (S.U. carburetters) and Vantage (Weber carburetters) tune. Rear suspension is by de Dion—the first time this system has been used on a production Aston Martin—and the basic cost is £5,500.

Rover's solid 3-litre has been replaced by a 3.5-litre, which is available in both saloon and coupé styles. Apart from the engine and gearbox the new car's specifications remain much as they were, the big difference being the alloy V8 engine which was derived from an original General Motors design. This engine, of 3,528 c.c., develops 160.5 b.h.p. at 5,200 r.p.m. and 210 lb. ft. at 2,600 r.p.m. This new engine provides a 30% increase in power and also gives a weight saving of 200 lb. over the 3-litre. The exterior has been altered slightly, notably with a different grille and fog lights moulded into the bodywork, while on the inside the driver's console and controls have been redesigned. The saloon retails at £1,999 and the coupé at £2,097.

A great deal of uncomplimentary things have been said of the British Motor Holdings group lately after their 1968 models were announced. But there seem to be signs that the company may in the future concentrate more on such selling amenities as comfort, luggage space, performance and styling rather than let the technical people have the upper hand. Certainly their presentation left correspondents a little cold : there were Mk. 2 versions of the Mini, now available with 848- and 998-c.c. engines, the latter having an all-synchromesh gearbox; 1300 versions of the 1100s, which will also continue in production; the M.G.-C and the Austin Westminster.

The M.G.-C looks just like an M.G.-B, but with a power bulge on the bonnet that hides B.M.C.'s rugged and reliable 3-litre 6-cylinder engine as seen in the Austin-Healey 3000. All M.G.-C models, which will also be sold in the popular GT form, will have as an optional extra an automatic gearbox. The 3-litre engine produces 150 b.h.p.—roughly the same as a tuned, racing "B" engine—at 5,250 r.p.m. and 174 lb. ft. torque at 3,500 r.p.m. But the car now understeers quite a bit, mainly due to the other new feature, the torsion-bar front suspension. Both M.G.-B and Austin Healey 3000 will continue in production.

The ADO61—the Austin 3-litre saloon—looks like an elongated 1800 and has hydrolastic suspension and the 6-cylinder motor placed conventionally and driving the rear wheels. It has power-assisted steering and prices range between £1,418 for the manual gearbox



*Big B.M.C., looks like a long 1800, has the 3-litre engine placed conventionally and has Hydrolastic suspension.*

through to £1,517 for the automatic. It is a big car and luxuriously finished, but then in this price bracket it has a lot of competition from the Vauxhall Viscount, Ford Executive and Rover 2000 market.

Other B.M.C. models continue, while the company's other interest, Jaguar and Daimler, have also come in for slight revisions, although the Mk. 2 styling now seems to be dating quite a bit.

From foreign countries the main exhibits of interest were the German N.S.U. Ro80 and Japanese Honda N600 mini. Simca also had an interesting new car, a front-wheel-drive 1100. It seems strange that the French firm markets cars with such different layouts as rear-engined real-wheel-drive; front-engined rear-wheel-drive, and front-engined front-wheel-drive. However, their latest venture is possibly their best yet. The engine is placed across the front of the car but the styling is unmistakably Simca. The bodywork incorporates an upwards-opening rear door similar to the Renault 16.

The Simca is a well-behaved car on the road, with precise rack-and-pinion steering and good road-holding with little roll. At the same time the car's absorption of railway-crossings and bumpy roads was typically good, as one would expect from a French car. The seats were comfortable, although the room in the back was less than hoped for. Considering it will sell on the British market for between £718 and £839 it should prove quite popular. There are at present three models, the LS (with a 53-b.h.p. engine) and the GL and GLS (both with 56-b.h.p. engines), and all are available with either four or two doors and automatic gearbox. A station wagon and a commercial car are also to be manufactured.



*Transverse Simca, combining the advantages of the Renault 16 and road-holding of front-wheel drive.*

The five-bearing 1,118-c.c. engine is inclined to the rear, allowing for a better bonnet shape, and the gearbox is on the left-hand side of the engine. The suspension is independent all round, with Michelin "X" radial tyres as standard, and the brakes, which needed quite a lot of pedal pressure, are drum at the rear and disc at the front.

Mazda were exhibiting for the first time in this country and had on display their twin-rotor 110S sports coupé and estate and saloon versions of their elegantly styled (by Bertone) 1500. The 1500 is powered by an o.h.c. 78-b.h.p. engine and sells for £994 in Great Britain, while the twin-rotor car, if it ever becomes available, costs £2,607, and is powered by a 982-c.c. version of the Wankel engine manufactured under licence by Toyo Kogyo Co. Ltd. It develops 108.5 b.h.p. at 7,000 r.p.m.

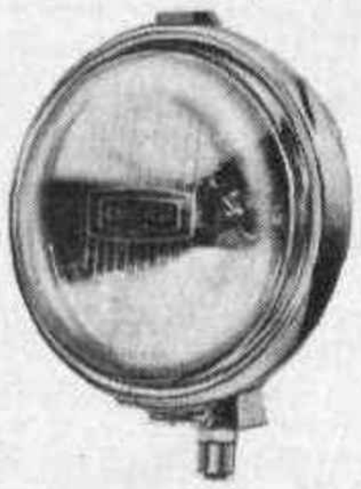
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# UNITED STATES G.P.

## Team Lotus lucky

WATKINS GLEN, N.Y., *October 1st.*

FOR the seventh time the Grand Prix of the United States was run on the 3.7-kilometre Watkins Glen circuit. With no starting money but a prize money pool of over 100,000 dollars, paying 20,000 dollars first place and 2,800 dollars last place, all expenses for the round trip from Europe being paid by the organisers, this year's race had a first-class field.

The Brabham Racing Organisation had their usual cars for Brabham and Hulme, nothing more than race preparation having been done since they left Italy. John Surtees had the Honda with which he won in Italy. Both front cantilever wishbones were much stronger after the buckling which happened in practice at Monza. The engine had been back to Japan to see if the injection unit could be sorted out to give better carburation on pick-up out of corners.

Coopers had the two 1967 cars for Rindt and Ickx. The older of the two cars was fitted with a 36-valve Maserati engine, while the other car had the 36-valve engine but now fitted with 36 plugs. On the normal 24-plug engine the plugs are in pairs on the outside of the vee and on the 36-plug engine an extra plug for each cylinder is on the inside of the vee. The extra distributor is on the enlarged metering unit plate at the back of the engine and is driven from the camshaft by the same toothed belt that drives the metering unit. The explanation for the extra plug is that the pistons were only firing on one side. A successful engine designer who was looking at the engine commented that if you need more than one plug per cylinder there is something very wrong with the design. The fuel pumps on both cars have been moved into the airstream on the front of the engine and are driven by the same belt that drives the front right distributor.

Team Lotus had their three Lotus-Cosworths for Clark, Hill and the Mexican driver, M. Solana. Except for bringing Clark's car's suspension mounting points back into line with the other two cars, nothing had been done to the chassis. On the engine side all three had been damaged at Monza and they were all rebuilt.

There were the H16 B.R.M.s for Stewart, Spence and Irwin. The last named, although being worked on and run with the two works cars, was officially entered by Parnell Racing. For Stewart there was the lighter 1151 car, while the other two were 8302 and 8303, all using normal H16 engines. Ferrari brought two cars for Amon, both with the latest 48-valve engines and the latest chassis, 0007, was numbered as the race car, with an old chassis, 003, for the spare. This 003 chassis was fitted with 0005 number for *carnet* purposes and was used as the training car.

The Anglo-American Racers team were originally to enter two cars but after the damage to both engines in the opening laps at Monza it was decided to enter only Gurney in the lighter 104 chassis. The only major difference on the Eagle was a new ZF-type differential. McLaren had his McLaren-B.R.M. V12, the engine all welded up and rebuilt, and the McLaren team were very confident the car would go well. The whole team were very happy and buoyant, no doubt the three CanAm victories and the large prize money connected with this making some small contribution to the team atmosphere.

Siffert was driving the Walker/Durlacher Cooper-Maserati, while Bonnier had his own Cooper-Maserati. Ligier was driving his ex-Hulme Brabham-Repco, while the final car was for Beltoise, a Matra-Cosworth FVA Formula Two. This car was weighted with lead and had extra large fuel tanks, and was invited to get the American public used to a new name which should be here next year with a Formula One car.

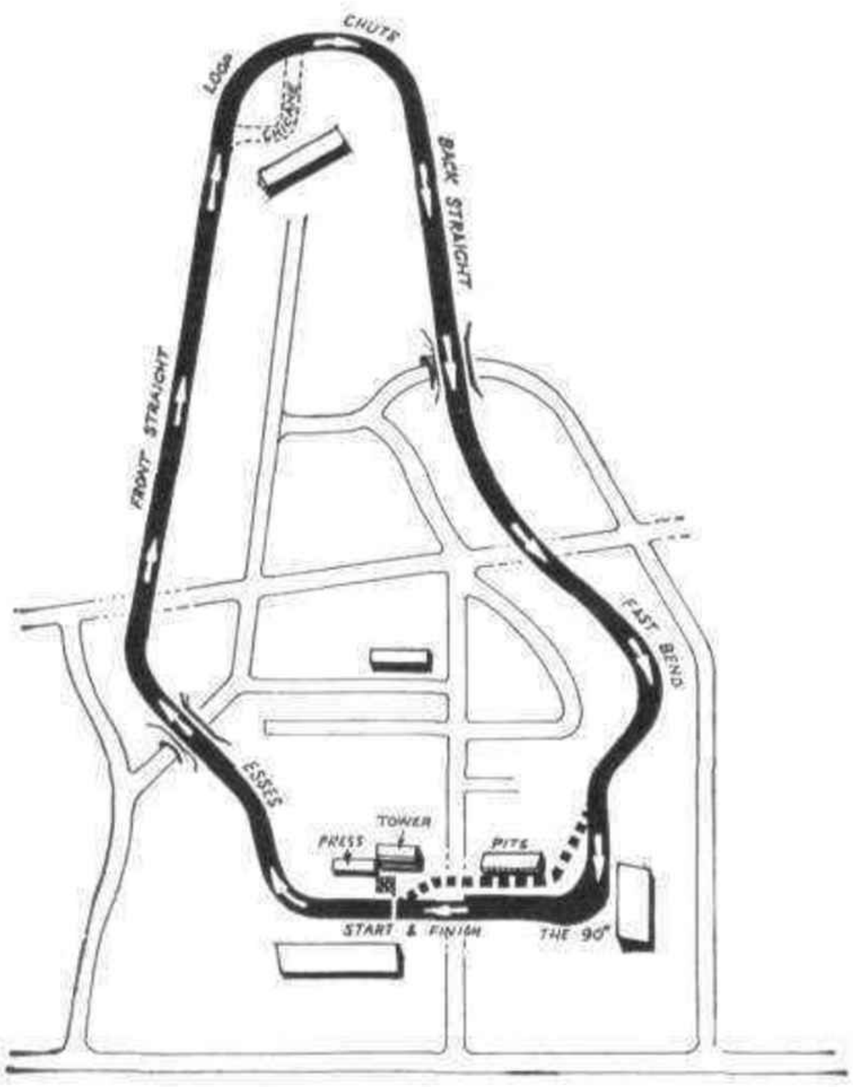
Practice was on Friday and Saturday afternoons for four hours each day. The times from the previous year, which were the target for this year, were Surtees' fastest race lap of 1 min. 9.67 sec. (191.270 k.p.h.) and Brabham's practice lap of 1 min. 8.42 sec. (194.843 k.p.h.).

At this time of the year in upper New York State the weather can be warm summer or distinctly winter, and this year practice started under the winter heading. A front stationary over the whole area closed airports with low cloud, mist and rain. This caused some of the last-minute arrivals from Europe to get stranded in New York City for the night and make long, roundabout journeys to the Glen. At 2 p.m. as practice started the weather was still bad and visibility ranged from a quarter of a mile to 20 yards as the low cloud swirled over and poured off the hill on which the circuit is situated and into the valley and over Lake Seneca.

McLaren and Amon were the first out and they felt their way round very slowly. Ligier, Bonnier, Siffert, Clark and Surtees all went out in the first hour and for some time Bonnier was quickest as he roared through the swirling mist, but Surtees completed the first hour with a time of 1 min. 22 sec. During the second hour the rain stopped but the mist persisted and both Brabhams and the Gurney stayed well away. Ickx came out with the older Cooper, while the other with the 36-plug engine was found to have a bad water leak at the front of the engine just behind the bulkhead. This entailed half removing the engine to get at the leak and kept the car away from practice. B.R.M.s also kept away while the weather was at its worst and came out as conditions improved during the third hour.

Brabham appeared as conditions improved but on his first lap a valve broke and damaged the engine, so the car was wheeled away to have the spare, an "old banger," fitted until the engine in transit from London arrived in the early hours of race day. Rindt, unable to drive his own car, put his number on Ickx's car and did a few laps' practice, getting down to just under 1 min. 10 sec. before a rod broke, giving the Cooper mechanics another 22-hour engine change. Clark was trying both his own car and the one Solana was to use. In the latter he first got under 1 min. 10 sec. as it felt better on the drying track than his own car. However, before the day was finished Clark was the only driver to get down into the 1 min. 6 sec. bracket and Hill was the only driver to get down into the 1 min. 7 sec. bracket, proving once again the performance of the Lotus-Cosworth. Siffert stopped with suspected transmission troubles but these proved to be only an unbalanced wheel. Solana didn't get a drive on the first day, as is becoming the custom for the third Lotus driver. The Honda, which finished up with a time of 1 min. 8.65 sec., was misfiring badly and came on to 12 cylinders only for short bursts. When the Japanese

*WATKINS GLEN CIRCUIT—3.7 kilometres.*



**PRACTICE TIMES**

| No. | Driver | Car | Friday | Saturday |
|---|---|---|---|---|
| 1 | J. Brabham | Brabham-Repco V8—BT24-1 | 1. 21.60 | 1. 06.73 |
| 2 | D. Hulme | Brabham-Repco V8—BT24-2 | 1. 08.09 | 1. 07.45 |
| 3 | J. Surtees | Honda V12—1967 | 1. 08.65 | 1. 08.13 |
| 4 | J. Rindt | Cooper-Maserati V12—F1.2.67 | N.T. | 1. 08.22 |
| 5 | J. Clark | Lotus-Cosworth V8—49/2 | **1. 06.80** | 1. 06.07 |
| 6 | G. Hill | Lotus-Cosworth V8—49/3 | 1. 07.09 | **1. 05.48** |
| 7 | J. Stewart | B.R.M. H16—1151 | 1. 10.21 | 1. 08.09 |
| 8 | M. Spence | B.R.M. H16—8302 | 1. 11.62 | 1. 09.01 |
| 9 | C. Amon | Ferrari V12—0007 | 1. 08.31 | 1. 06.65 |
| 11 | D. Gurney | Eagle-Weslake V12—104 | 1. 09.62 | 1. 06.64 |
| 14 | B. McLaren | McLaren-B.R.M. V12—M5A/1 | 1. 08.05 | 1. 09.60 |
| 15 | J. Siffert | Cooper-Maserati V12—F1.2.66 | 1. 09.35 | 1. 08.25 |
| 16 | J. Bonnier | Cooper-Maserati V12—F1.5.66 | 1. 11.03 | 1. 09.78 |
| 17 | C. Irwin | B.R.M. H16—8303 | 1. 12.40 | 1. 09.64 |
| 18 | M. Solana | Lotus-Cosworth V8—49/1 | N.T. | 1. 07.88 |
| 19 | G. Ligier | Brabham-Repco V8—F1.2.66 | 1. 14.03 | 1. 11.32 |
| 21 | J. Ickx | Cooper-Maserati V12—F1.1.67 | 1. 10.89 | 1. 09.43 |
| 22 | J-P. Beltoise | Matra-Cosworth FVA | 1. 12.71 | 1. 21.05 |
| 4 | J. Ickx | Cooper-Maserati V12—F1.2.67 | N.T. | 1. 09.94 |
| 18 | J. Clark | Lotus-Cosworth V8—49/1 | 1. 08.64 | 1. 06.58 |
| 21 | J. Rindt | Cooper-Maserati V12—F1.1.67 | 1. 09.16 | 1 07.99 |
| 9T | C. Amon | Ferrari V12—003 | 1. 11.94 | — |

mechanics got the car back to the technical centre they stripped the complicated fuel injection system, cleaned it and rerouted some of the pipes.

Saturday was fine with a few threatening clouds which never materialised. All except Lotus and Matra were out when practice started at mid-day. B.R.M. had some ultra wide wheels to take a Goodyear GT tyre with little tread on the 12 in. of width that came in contact with the road. These particular tyres are being used on the winning McLarens in the Group 7 racing and have 2-in. spacers in the mould to get the extra width. This causes two small shoulders round the centre of the tyre which need scrubbing off before the best adhesion is obtained. After several laps Stewart changed the fronts back to conventional tyres, then he changed the rears, and decided he preferred the handling of the normal tyres.

Rindt had out the 36-plug Cooper but was not very happy as the brakes were playing up and he did not like this at all, so after some time bleeding and adjusting he handed the new car over to Ickx and went out in the older car, which he threw around with his usual verve. Gurney was not very happy with his engine and when he was on the back straight the whole of the engine tightened up when the scavenge pump broke. McLaren was not having a very happy day as the new limited slip differential was playing up. On one part of the circuit there are a series of bumps which make the rear wheels lift and as they do the differential momentarily freewheels, which, with the engine near peak revs, could be disastrous. After spending a lot of time in the garage McLaren rushed out in the last few minutes of practice and was unable to lift off quickly enough to get the revs down when it bounced without being cured. Although nothing came through the side of the engine, 12,000+ revs did not do it any good.

Clark led the burst of speed in the last half of practice by going out and getting a time of 1 min. 06.07 sec., the first lap at over 125 m.p.h. and one full second faster than his nearest rival. Then with tanks full *he put in a time for himself of 1 min. 6.9 sec.* Solana was allowed out in the third Lotus now that Clark would not need it, and to everyone's surprise, including his own, he got down to 1 min. 7.88 sec., seventh fastest overall in only nine laps of practice, which either says a lot for his improvement since last year or that the Lotus is an easier car to drive than it looks. Brabham, Amon and Gurney, before his engine broke, all got under 1 min. 7 sec. Then Hill went out for his final few laps and thoroughly shook everyone by getting down to Clark's time, then getting a bit faster and finally clipping a half-second off the best time to give himself pole position and the 1,000 dollar prize with a time of 1 min. 05.48 sec. (203.501 k.p.h.).

This concluded practice and four teams were working hard at their engines : Gurney and McLaren to see what damage had been done; Brabham removing the old engine and hoping the other would arrive in time; Surtees had a metering unit break in the last run and this could have been the trouble all along, so the mechanics were to attempt to take off the metering unit from the spare engine and fit it.

While this work was getting under way the largest crowd of campers ever to congregate at Watkins Glen started to barbecue their evening meals and the police were forced to close the gates as there was no more room to pitch tents. Race morning was fine and a huge crowd and long traffic jams began to develop. The Brabham engine had arrived and was fitted, Gurney had replaced the scavenge pump, Honda had managed to fit the injection unit from one engine to the other, and McLaren found the engine to be runnable but changed the differential unit. These four cars went out and used a portion of the track to see how the engines were running. After the usual preliminaries the cars all did a warming-up lap and then they assembled on the dummy grid for the 108 lap race.

**STARTING GRID**

↑

6 G. Hill (*Lotus 49-Cosworth V8*) 1 min. 5.48 sec.

5 J. Clark (*Lotus 49-Cosworth V8*) 1 min. 6.07 sec.

11 D. Gurney (*Eagle-Weslake V12*) 1 min. 6.64 sec.

9 C. Amon (*Ferrari V12*) 1 min. 6.65 sec.

1 J. Brabham (*Brabham-Repco V8*) 1 min. 6.73 sec.

2 D. Hulme (*Brabham-Repco V8*) 1 min. 7.45 sec.

18 M. Solana (*Lotus 49-Cosworth V8*) 1 min. 7.88 sec.

4 J. Rindt (*Cooper-Maserati V12*) 1 min. 7.99 sec.

14 B. McLaren (*McLaren-B.R.M. V12*) 1 min. 8.05 sec.

7 J. Stewart (*B.R.M. H16*) 1 min. 8.09 sec.

3 J. Surtees (*Honda V12*) 1 min. 8.13 sec.

15 J. Siffert (*Cooper-Maserati V12*) 1 min. 8.25 sec.

8 M. Spence (*B.R.M. H16*) 1 min. 9.01 sec.

17 C. Irwin (*B.R.M. H16*) 1 min. 9.64 sec.

16 J. Bonnier (*Cooper-Maserati V12*) 1 min. 9.78 sec.

21 J. Ickx (*Cooper-Maserati V12*) 1 min. 9.94 sec.

19 G. Ligier (*Brabham-Repco V8*) 1 min. 11.32 sec.

22 J-P. Beltoise (*Matra-Cosworth FVA*) 1 min. 12.05 sec.

At 2 p.m. precisely the flag dropped and the Lotuses of Hill and Clark shot into the lead. As they completed the first lap Hill led from Clark and Gurney. Then, still very close, Brabham, Amon, Hulme, McLaren, Stewart, Siffert, Rindt, Surtees, Solana, Spence, Irwin, Ickx, Bonnier, with Ligier and Beltoise bringing up the rear. On the next lap Hill was firmly in first place but Gurney had got by Clark and was going very well. On the second lap it was a repeat of the first, except that Surtees passed Rindt to gain one place. Lap 3 brought the first pit stop when Ickx pulled in with steam pouring from the breather, but after losing almost a lap the young Belgian was on his way. Solana completed his third lap and then vanished for some 40 laps. The Lotus-Cosworth had stopped on the circuit with a dead engine. Two mechanics went out to the car and prodded at the electrics until it suddenly burst into life. When Solana reappeared on the lap chart the race was almost half run and Chapman pulled him in as he would have been disqualified for receiving attention outside the pit area.

The leaders were pressing on at a hot pace. Gurney got by Clark *on lap 2 and began to push Hill.* Amon was fifth once more, just behind Brabham. Hulme challenged the Ferrari and was soon by into fifth place; then next lap he was ahead of Brabham. It took Hulme three laps to establish his lead over Brabham and not before losing the place for one more lap. Then Amon got into his stride and found that with his extra horse-power he coud get by up the hill. So on the 10th lap Amon passed Brabham and fixed his sights on Hulme. Gurney's second place did not last long for on the eighth lap Clark got by and then the two Lotus 49s were running in close company, with the rest hanging on. Surtees, whose 11th place on the grid was due to poor carburation, found things running much better. He moved forward lap by lap until by the 10th lap he was right on Brabham's tail. On the next lap he was past into sixth place, which he held for only two laps before the engine started to cause trouble. A 45-sec. pit stop made no difference and two laps later he again stopped at the pits, where it was discovered that a non-return valve was not working as it had a piece of rubber stuck under the valve. The rubber had obviously broken away from the inside of the fuel bags, and when removed Surtees rejoined some laps down and started charging through the field.

McLaren's was one of the cars passed by Surtees and it was obvious that the B.R.M. was not in full tune, but he was not going to lose much. Unfortunately McLaren slid on oil just by the pits and ran over a low curb. The curb was not low enough, however, and caught the water pipe which runs under the length of the car, and McLaren subse-

quently lost four places. Three laps later, with no water left, McLaren retired, leaving 16 cars. Amon went on pushing Hulme until on lap 16 he was up into fourth place behind Gurney. Gurney now seemed to be having difficulties for he was unable to stop Amon passing him on the 21st lap, and after completing 24 laps he came into the pits where it was found that the pin which holds the lower wishbone to the upright had broken and this had been causing bad bump steering.

Hulme had lost 500 revs and for many laps he had difficulty trying to hold his lap times. The situation at 18 laps had been : Hill and Clark nose to tail, then a 1-sec. gap to Gurney and Amon, 4½ sec. behind the leader came Hulme who was 2 sec. ahead of Brabham. Then there came a big gap of 20 sec. to a trio of Siffert, Stewart and Rindt, with Spence five more seconds down and Irwin and Bonnier about to be lapped. All the rest were more than a lap down.

Stewart's B.R.M. was beginning to lose its brakes and for some time it had been smoking badly. On the 25th lap he came into the pits with grass and small bushes up the radiator inlet and stuck in the suspension, results of running off at the end of the straight and almost reaching the trees. After a quick clean-out and a look at the brakes Stewart was out again, one from last. Amon had now closed on the two Lotus-Cosworths and the trio were running in a tight bunch until they lapped Bonnier, who, after the two Lotuses had passed, chopped back, very nearly putting Amon on the grass. This let the Lotuses open up a 4-sec. gap which the Ferrari driver was never able to get back.

Ickx was still plodding on in last place, blowing steam most of the time, and after a lot of pit stops he finally retired with burnt pistons. Earlier Rindt had gone out with the same trouble. Spence had his B.R.M. up to eighth place at one time but it was never over-quick and when Rindt retired from seventh place, Spence stepped into this place. Then two laps later a rod broke in the H16 engine and he too retired. Next to retire, with identical trouble, was Irwin in another H16 B.R.M. He cut his engine and coasted on to the grass when he heard a very expensive noise from the back. Ligier, who had been in the tail of the field from the start, retired on lap 44 with a broken camshaft.

Things began to settle down now. Clark passed Hill as the clutch began to play up on the then leading Lotus; Amon, who was still trying desperately to catch the Lotuses, was being baulked by Surtees who was four laps down but was once again going well and had passed Amon. Some laps later, the Honda's engine began to miss when the same exhaust pipe fractured, overheating the metering unit, and Amon was away again on his own. At last he began to make an impression on Hill who was dropping back from Clark. On lap 65 Amon came round the corner by the pits and found Hill trying to get into gear, and as the Ferrari swept by the Lotus driver found a cog and went off in pursuit.

In fifth place Brabham was losing ground and having cornering difficulties, so eventually he came into the pit to see what was wrong. The left rear tyre had a slow puncture and when this was changed the front left was also changed as this was badly worn due to having the extra load thrown on to it. As Brabham regained the field so Stewart retired with a broken metering belt after having again almost reached the woods at the end of the long straight. Bonnier made a pit stop when he found the Cooper-Maserati handling badly, and it was found that the wheel centre was breaking up. As this was changed Beltoise went by, so when Bonnier rejoined the race he was in last position.

Hill managed to get the hang of his trouble and caught and passed Amon who, unbeknown to his team, was watching the oil pressure needle getting lower and lower each lap. On lap 84 Hill again got stuck out of gear and the Ferrari again went by while Hill was struggling to get it engaged. This time he was so far behind it looked as if he would have to be satisfied with third place. Surtees made two pit stops to have water poured over the metering unit to cool this off. On the second occasion there was not enough power in the battery to re-start as the alternator had not been functioning properly. This looked like the last incident in a fairly exciting race but it was not. Amon, 24 sec. behind Clark, suddenly went missing. Two cars going by the pits gave Ferrari thumbs-up signs but it was only after the race that they knew Amon had blown up the engine through lack of oil just 12 laps from the end. Now it was one healthy Lotus 49 followed by one sick Lotus 49 in first and second places. The last laps ticked by, then halfway round the 106th lap, the top link of the right-hand rear suspension of Clark's car broke at the inner weld (see Pictorial Review) and the wheel fell in at an extreme angle. Fortunately the next corner was a right-hander and going round it Clark looked back to examine the damage. By driving slowly round left-handers, he reached the pits where Chapman and his team were anxiously looking at their watches. When the pits and the crowd saw what was wrong it became obvious that the first position was vulnerable.

Hill's sick Lotus was 45 sec. behind when Clark began those last two slow laps. He almost halved the gap in one lap and when Clark reached the chequered flag the two Lotuses were only 6 sec. apart. So Lotus got their " one-two " win which would have gone to Amon if he had kept going for he would have had only 24 sec. to make up. Hulme was second one lap down, with Siffert fourth two laps down. Then four laps behind the winner was Brabham and the only other two running were Bonnier and Beltoise running in that order (Bonnier passed the Frenchman two laps from the end) seven laps down.

The huge crowd burst over the fences before the cars were in the pits, as in fact certain spectators had dodged the " law " to get to the edge of the track to photograph during the race. This danger to ordinary members of the public is very real when they don't realise the dangers, and it is hoped that some of the considerable profits made at the meeting will go back in the form of fences and banks.

The United States Grand Prix was as well run as ever and it could be said that Chapman and Duckworth had designed their cars to win a 108-lap race for they certainly wouldn't have won if the race had been 120 laps. Luck or brilliant designing?—M. J. T.

**Results :**

**9th UNITED STATES GRAND PRIX—Formula One—108 laps 400 kilometres—Warm and sunny**

**1st** : J. Clark (Lotus 49-Cosworth V8) (Entrant: Team Lotus) 2 hr. 3 min. 13.2 sec.—194.65 k.p.h.
**2nd**: G. Hill (Lotus 49-Cosworth V8) (Entrant: Team Lotus) .. 2 hr. 3 min. 19.5 sec.
**3rd** : D. Hulme (Brabham-Repco V8) (Entrant: Brabham Racing Org.) 107 laps
**4th** : J. Siffert (Cooper-Maserati V12) (Entrant: R. R. C. Walker-J. S. Durlacher) .. .. .. .. .. .. .. 106 laps
**5th** : J. Brabham (Brabham-Repco V8) (Entrant: Brabham Racing Org.) .. .. .. .. .. .. .. 104 laps
**6th** : J. Bonnier (Cooper-Maserati V12) (Entrant: Ecurie Suisse) .. 101 laps
**7th** : J-P. Beltoise (Matra-Cosworth FVA) (Entrant: Matra Sports) .. 101 laps

*Fastest lap* : G. Hill (Lotus 49-Cosworth V8), on lap 81 in 1 min. 06.0 sec.—201.892 k.p.h. (*new record*).

*Retired* : M. Solana (Lotus 49-Cosworth V8) on lap 7, electrical; B. McLaren (McLaren-B.R.M. V12) on lap 16, split hose; D. Gurney (Eagle-Weslake V12) on lap 24, suspension; J. Rindt (Cooper-Maserati V12) on lap 33, pistons; M. Spence (B.R.M. H16) on lap 35, rod; C. Irwin (B.R.M. H16) on lap 41, rod; G. Ligier (Brabham-Repco V8) on lap 43, broken camshaft; J. Ickx (Cooper-Maserati V12) on lap 45, pistons; J. Stewart (B.R.M. H16) on lap 72, metering belt; C. Amon (Ferrari V12) on lap 95, engine; J. Surtees (Honda V12) on lap 96, flat battery.

18 *starters* — 7 *finishers.*

## CanAm Group 7 series—halfway stage positions

AFTER being runners-up in so many Group 7 races last season the works McLaren-Chevrolets have established their superiority in the Canadian-American Challenge Cup series, which reached its half-way stage at Mosport on September 23rd when Hulme completed his hat-trick. As can be seen from the accompanying table the works cars of Hulme and McLaren look as if they have won the series already, but at the time of writing further results were unknown. Last year's champion, Surtees (Lola-Chevrolet), was lying third after the three rounds, and the bright new star of U.S.A.C. racing, Donohue, was fourth by virtue of finishing second at the opening round at Elkhart Lake.

This type of racing seems to be packing in the crowds in the U.S., and it is certainly attracting handsome entries. Big money is changing hands and it may be that the general paucity of money and competitive cars in Britain killed this division of the sport on this side of the Atlantic.

| Driver | Elkhart Lake | Bridgehampton | Mosport | Total |
|---|---|---|---|---|
| Hulme .. .. | 9 | 9 | 9 | 27 |
| McLaren .. .. | – | 6 | 6 | 12 |
| Surtees .. .. | 4 | 3 | – | 7 |
| Donohue .. .. | 6 | – | – | 6 |
| Follmer .. .. | – | 4 | 1 | 5 |
| Spence .. .. | – | – | 4 | 4 |
| Hall .. .. .. | 3 | – | – | 3 |
| Revson .. .. | – | – | 3 | 3 |
| Motschenbacher .. | – | 2 | – | 2 |
| McCluskey .. .. | – | – | 2 | 2 |
| Scott .. .. .. | 2 | – | – | 2 |
| Hansen .. .. | 1 | – | – | 1 |
| Parsons .. .. | – | 1 | – | 1 |



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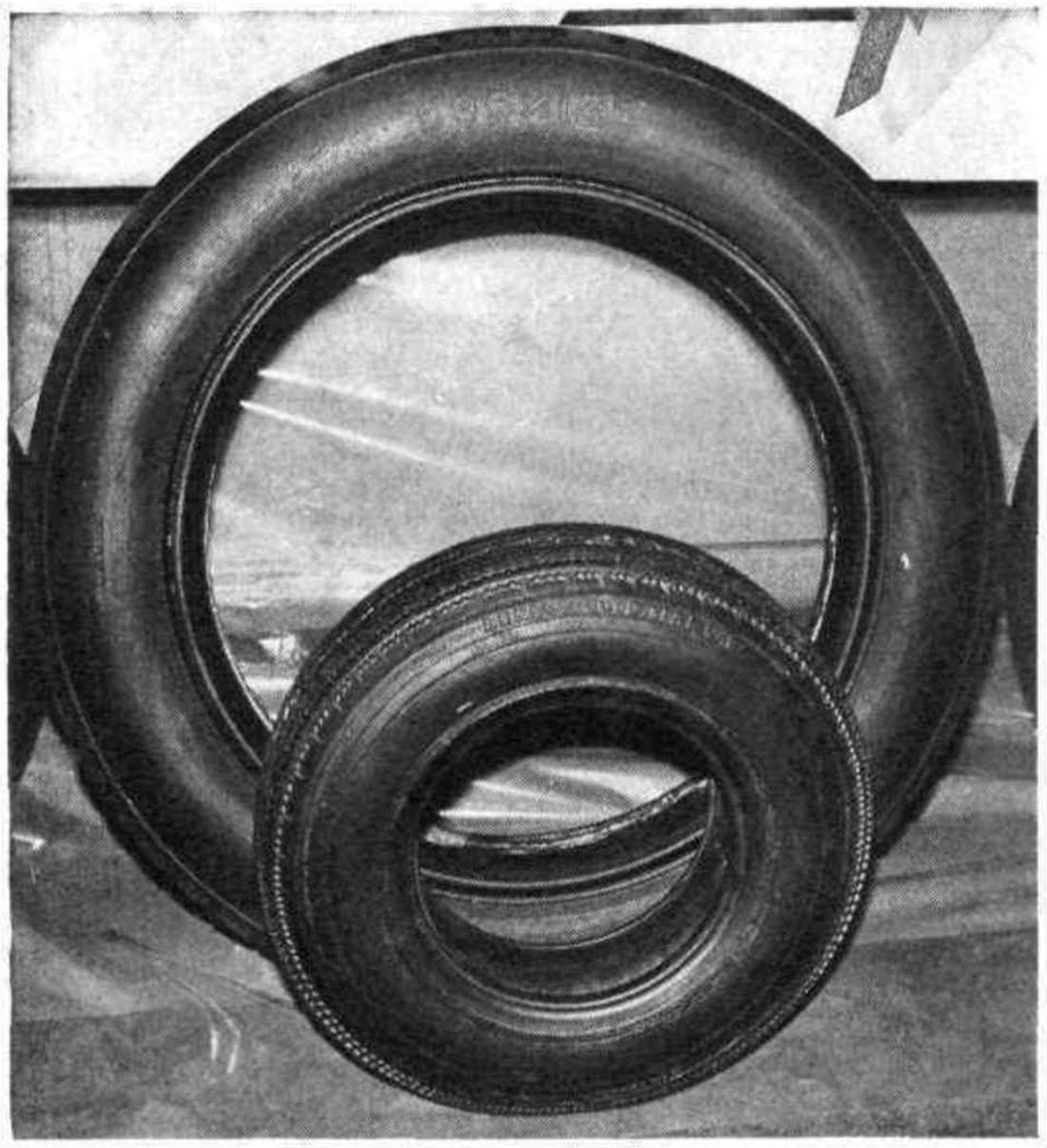
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# "Where there's a wheel there's a Dunlop tyre"

## *Some notes on Fort Dunlop's great service to the Vintage and Veteran movement*



*CONTRAST!—The biggest vintage-size tyre made by Dunlop, an 895×135, dwarfing a 10-in. for a B.M.C. Mini Dunlop.*

THE continuance of the hobby of motoring in veteran and vintage cars, and most pre-war vehicles, is dependent on the philanthropic action of The Dunlop Company Limited of Erdington, Birmingham, in continuing to supply tyres in the sizes, otherwise obsolete, required for these vehicles. Without Dunlop, there would be no more Brighton Runs, no more Historic Car races, after existing supplies of tyres in pre-war sizes became worn out—unless modern tyres were used on rebuilt wheels, which, to purists, is unthinkable.

So, although the great debt of gratitude which members of the V.C.C., V.S.C.C., V.M.C.C., H.C.V.C. and the many one-make bodies and similar organisations owe to the Dunlop directors for continuing to operate their veteran and vintage tyre manufactury, some notes on the process may not come amiss.

From being a rather off-beat operation, this source of tyre and tube supply is now on a sound footing, to the extent when orders, instead of being on the verge of a nuisance, are welcome. The more old sizes required, the more smoothly the department making them can operate. Orders are collected from the Veteran Car Club, the Vintage Sports Car Club and other such bodies, and from museums and individual enthusiasts, and channeled through Vintage Tyre Supplies Ltd., 30, Dalston Gardens, Honeypot Lane, Stanmore, Middlesex, to Fort Dunlop. The requirements are batched for production, which is under the able care of Mr. E. Stevens and Mr. H. W. Mees in the Tyre 8 department at Fort Dunlop.

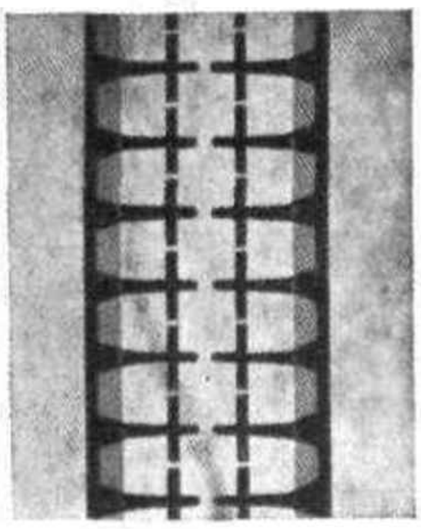
These pre-war-type tyres come in 23 different sizes, of which ten are of the wired-on type, one is a straight-sided tyre and 12 are of the beaded-edge variety. The entire range runs from 24×2¼ to 895×135, but as obsolete sizes can be replaced by these, the total coverage available to old-vehicle operators to fit some 50 different rims. Of these those most in demand, in the following order, are 30×3½, 710×90, 760×90 and 815×105.

Five authentic early tread patterns are available. The famous Chevron or "herringbone" tread is used for all the b.e. sizes. The lone 32×4½ s.s. covers have the well-remembered Dunlop triple-stud tread. The more recent 17-in. to 21-in. pre-war sizes use mainly the F4 notched tread, but the two smallest come in the B5 zig-zag tread and the biggest 20-in. tyre has the even more pronounced Highway zig-zag tread, this being governed by the expedient employment of existing moulds.

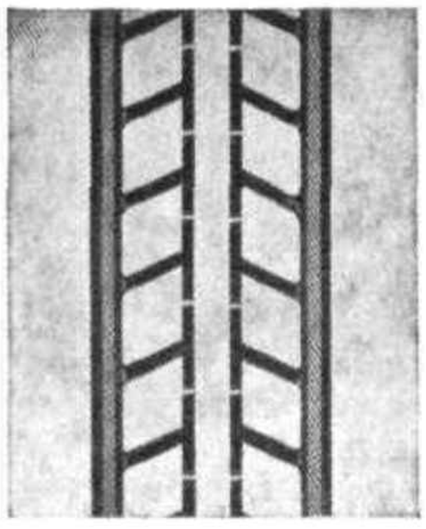
Before describing how these tyres are specially hand-made, let me dispel two fallacies relating to them. It is sometimes said that they do not last as long as the original pre-war tyres because inefficient rubber mixes have to be used with the ancient moulds. However this story arose, it is rubbish. Although old moulds which had not been scrapped were resurrected when the veteran/vintage scheme was started, Dunlop make no bones about manufacturing fresh moulds when necessary—a case in point is the 880×120 mould, which has recently been replaced. Moreover, modern rubber mixes *are* used for these otherwise-obsolete tyres and, further, the latest nylon and rayon textiles are made use of, instead of the cotton employed before the war. From the viewpoint of cord stretch alone, this represents an

*The five tread patterns used by Dunlop for their pre-war-size tyres :—*

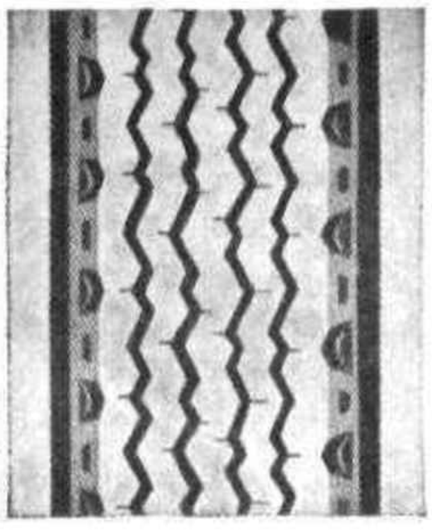
*Triple Stud*



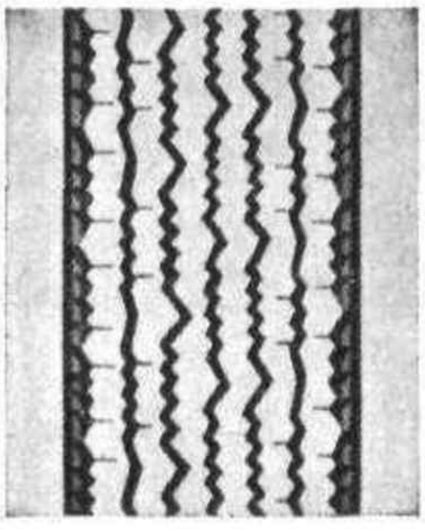
*Chevron*



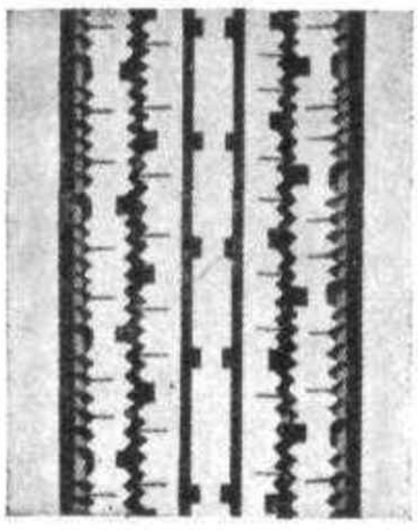
*Highway*



*B5*



*F4*





*HOW A DUNLOP BEADED-EDGE TYRE COMMENCES LIFE.—L. to r.: Rolling the bead, beads being accurately fitted to assembly drum, wrapping the plies which form the tyre casing and, finally, the casing, with its tread compound, being placed in the Autoclave mould.*

improvement down to 2% against a former 16½%, giving vastly better tyre performance. Dunlop Airseal tubes are supplied for use with these tyres; security bolts are no longer considered necessary—perhaps the 1908 Itala and Metallurgique-Maybach and Barker's Napier have not been seen racing in anger!

The other fallacy I want to dispose of is that these old-size covers are very expensive. In terms of the skilled labour employed and the work involved—there are 28 separate components in making a beaded-edge tyre against 8 to 10 for a small modern cover—the cost is very reasonable. Dunlop currently make over 300,000 tyres of all kinds every week at Fort Dunlop, but only about 100 of these are in obsolete sizes. Clearly, they do not exploit the veteran/vintage car enthusiast in supplying his needs—thank St. Christopher they are prepared to continue the process!

In fact, these old-type tyres of modern materials are now made in a new shop, formerly a rubber store, which has been in use since January 1956. From supplying about 25 old-size covers a week, the output has quadrupled. The shop, Tyre 8, is also used for making racing and experimental Dunlop tyres. But along one side of it, in Rolls-Royce-like calm, three or four girls make by hand these pre-war-pattern covers, using the same methods as were common when such tyres were in current production. The only innovation in 40 years has been to spin the drums on which the tyres are built electrically to obviate the strain of doing this by hand. The same rigs and methods remain, as they did in the 1920s and 1930s, although new equipment has been installed to replace that lost during the war.

The beads for b.e. tyres are hand-wrapped in strip rubber, as done originally, by a skilled operator, and the beads joined. The tyre is formed, again by hand, on the aforesaid drums, by the girls, and the beads accurately fitted. Incidentally, this little group of dedicated workers, who contribute so much to our motoring enjoyment, eschew piece-work, and so operate with unhurried efficiency at this hand-made assembly. After the beads have been trimmed, buffed, and coated with solution, and fitted, the completed casing is sent to Tyre 2 for moulding and vulcanising.

Tyre 2 is the largest tyre-producing shop in Europe, employing 1,000 workers. One bay is devoted solely to 10-in. Dunlop tyres for B.M.C. Minis, and batches of Shaw McNeil Bag-o-Matic auto moulds are in continuous use. But vintage covers—a 30×3½ came out of the mould while I was there—are moulded and vulcanised in a delightfully primitive and dramatic but efficient Autoclave mould, just as before the war. Before this the casing is treated with hypo and brushed clean and is then put in the low-pressure hydraulic press to ensure proper seating of the beads. This consists of male and female rims, pegged together, enclosing the casing while it is subjected to 150 lb./sq. in. pressure.

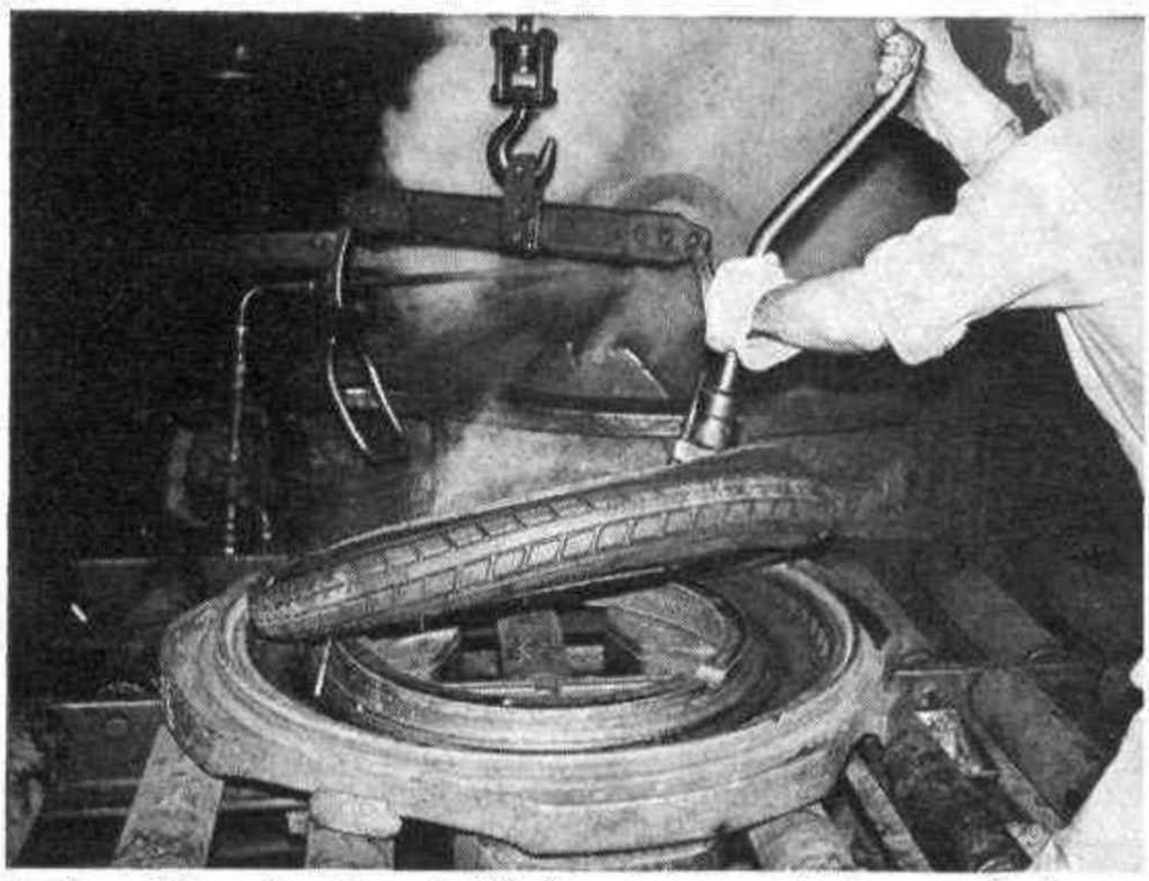
The casing then emerges and goes into the mould, where it is steam cured and the tread vulcanised to it. An internal steam-curing air bag heats the cover to a temperature of 220° F. to 330° F. depending on its size, and the external hydraulic pressure, exerted by 14-in. rams, is 2,200 lb./sq. in. Electric compressors generate this enormous force for use throughout the moulding shop.

Some 14 to 21 covers can be accommodated in each Autoclave mould, depending on their sizes. The 30×3½ cover I saw being moulded was "cooked" for perhaps 60 minutes. Then the same operative who has been doing this job for 34 years turned off steam heat and hydraulic pressure by means of floor-mounted hand-wheels, the Bristol's and Budenberg gauges sank to zero, the top of the mould was lifted and moved away by an overhead gantry, and another new vintage-size cover was fished out.

All that remained was to trim the "whiskers" off it and send it to the Viewing Department, where very single tyre is inspected before dispatch from Fort Dunlop. Some vintage car owner, perhaps a Rolls-Royce enthusiast, is going to be well served by this and similar covers which Dunlop so generously continue to make.

When it comes to Historic racing cars, Dunlop racing tyres are made in sizes from 5.50×16 to 7.00×19, of today's racing-rubber mixes, so some of the prowess today's V.S.C.C. competitors display, in comparison with their pre-war counterparts, can be put down to more scientific rubber on their boots!

Fort Dunlop is a fascinating place. Did you know, for instance, that it covers 260 acres, employs 10,000 people, 7,000 of whom are directly engaged on tyre production, and that it has five bore-holes from which to obtain the water it requires, apart from the Birmingham



*Another vintage-size tyre, in this instance a 30×3½, leaves a Dunlop Autoclave mould after curing, ready to serve some fortunate vintage-car user.*

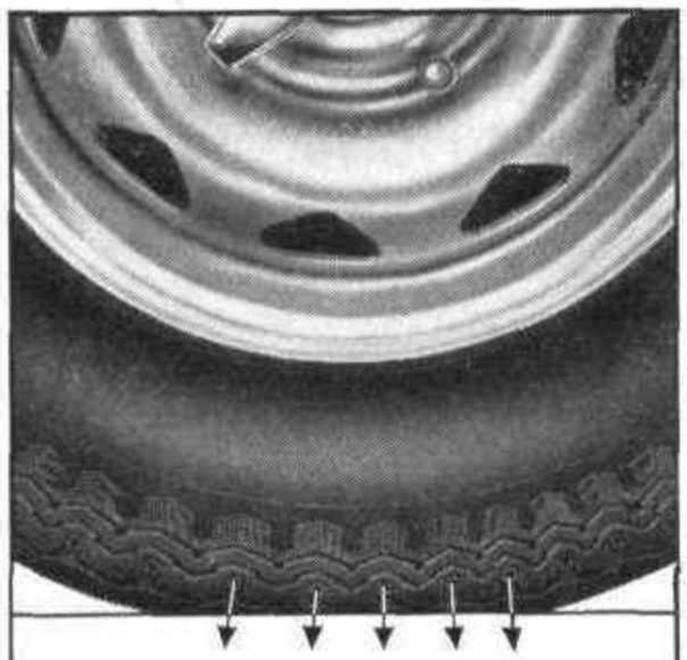
water supply? It is the largest tyre factory in the British Commonwealth and Dunlop also make many rubber goods, shall we say from golf balls to carpets? Dunlop built this special factory in 1915 and solid tyres for military vehicles were being produced there in 1917; by 1921 pneumatic tyre production had been moved from Aston to Fort Dunlop. Now Dunlop has factories, throughout the U.K., in Europe and in America, totalling 115, involving approximately 115,000 people.

As a vintage-car enthusiast I was very impressed by the care and skill taken over obsolete-size covers, of which perhaps one is made every hour, and as I drove away from Fort Dunlop I felt rather ashamed at ever having publicised other makes of tyres, when our salvation lies with Dunlop—who, incidentally, are not only pressing ahead with very exciting sports and racing and radial-ply developments but who, while I was there, had just completed a ribbed 47×15.75–22 cover for the Concord airliner and whose earthmover tyres come in sizes up to 37.5–39 which towered over me, such covers costing £1,650 apiece, weighing 1¼ tons, and taking an inflation-pressure of about 50 lb./sq. in.

But if you need a 26×2¼ or an 815×105 or a 6.00×20 or anything like that, Vintage Tyre Supplies will take your order—and you should be jolly grateful that they can.—W. B.

# join the
# quiet set

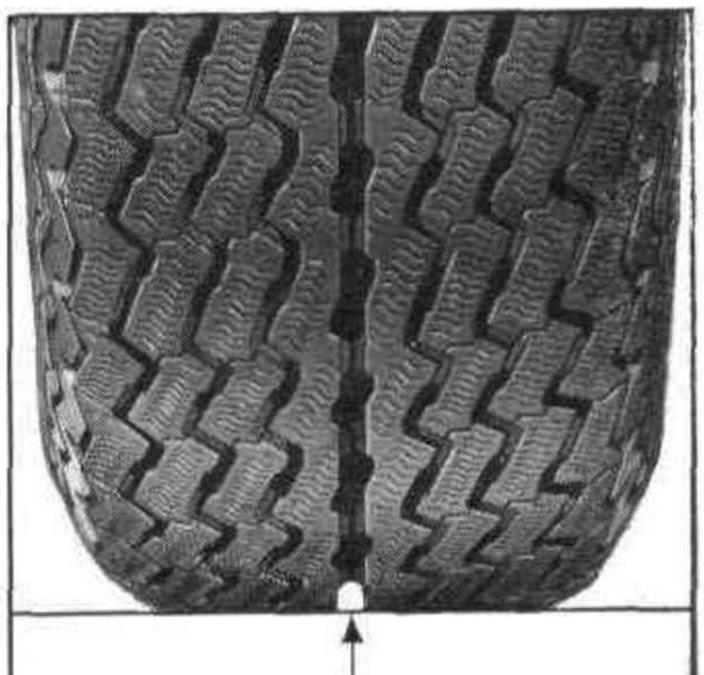
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NAME .....

ADDRESS .....

.....

.....

YEAR AND
MAKE OF CAR .....

# LETTER FROM EUROPE

[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W. B.,

This will be the last letter to you from Europe this year as the Continent has now closed down as far as International racing is concerned and many parts are already getting cold and bleak. We think that England is pretty dismal in the winter, but there are parts of Germany, or France, that are ten times worse. I know all the advertisements show the sun shining on the winter sports in the mountains, but that is a very small part of Europe. The permanent circuits such as Zandvoort, Nurburgring and Monza are quite active through the winter months, with testing and such like by various manufacturers, but racing activity is virtually at a stop, apart from things like ice races on frozen lakes in Germany and Austria. After leaving Italy in mid-September I drove over the Grand St. Bernard pass into Switzerland, and even at that early date it was snowing on the top of the pass. Since the new tunnel has been opened under this pass it is a real joy to motor over the top for it is completely free of traffic, and the road is still in good condition. So often it happens that when a Motorway or tunnel or bridge replaces and existing route and most of the traffic take the new and easier route, then the old road becomes neglected and just falls apart.

Having had some first class European motoring in the E-type during the summer months I felt I ought to do some sort of a penance before the season finished, if only to appease those people who start their conversation with " it's all right for you." It so happened that two friends wanted to go down to Albi for the Formula Two race, so I borrowed an R16 Renault from Robert Sicot, that amiable fellow at Regie-Renault who looks after the needs of " foreign " journalists, and judging by the number of fellow scribes with diamond-shaped eyes, Sicot does a good job. From the outset it was agreed that this would not be a motoring trip, but a *tour* in a gentle fashion, stopping for this and that instead of just charging on at 100 m.p.h. as with Jaguar motoring trips. I shall always have a soft spot for the R16 Renault, for the year it was introduced it won the " Car of the Year " award presented by a Dutch motoring magazine, and I was on the panel of International journalists who did the voting. I had voted for things like Porsche, Ferrari, Citroen, Mercedes-Benz and so on, and when the results said that the R16 Renault had won my first reaction was " What the hell is an R16 ? " It had appeared during the height of the motor racing season and I had been somewhere else when it made its debut, so I had not been aware of it. The " Car of the Year " award took place at the end of the year, by which time I had seen those new Renaults on the French roads but it was not a car to cause me to stop and investigate, so I had no idea what an R16 was until I found a photograph, whereupon I was forced to exclaim, " so that is an R16, well I never ! " In a rather sheepish and slightly embarrassed way I just *have* to have a soft spot for the R16.

Having done an enormous mileage in France in the E-type without the slightest trouble with the " motards "—mobile Gendarmerie to you—it was a bit galling to have two brushes within a week in something as sedate and ordinary as an R16, which looks and is a family estate car, and France is full of them so that you have to remember where you parked and leave something significant, like a copy of MOTOR SPORT on the seat, in order to be sure of taking the right one. On the long flat straight roads of Northern France the R16 is very much at home, the ride and comfort being very good, but it does tend to float up and down on its springs when going flat out over undulations. Pounding along one evening at about 80-85 m.p.h. I flashed past what seemed to be " a house, a church and pub " and wondered if it had constituted a village and therefore a 37.2 m.p.h. (60 k.p.h.) speed limit. It was all too late anyway as I was past before the thought had occurred, but half a mile up the road were two mobiles who clearly reckoned it was a village; or maybe it was just the sight of the R16 rising and falling on its suspension that looked wrong to them. Anyway, they blew their



*. . . so that is an R16, well I never !*

whistles and got quite huffy ! On another occasion, this time down in the foothills of the Massif Central, I was not even in a hurry but the R16 was whistling and screaming from its tyres, for while it is good on long straights it gets terribly confused on twisty roads. With front-wheel-drive and not much power it just gives up if you rush at a corner and it tries to kneel down, only the door handles preventing complete prostration. It's quite safe, but terribly untidy and the tyre noise is unruly which is obviously what upset the two B.M.W.-mounted mobiles who, were waiting round a corner, for they must have heard us coming five miles away.

That reminds me of an occasion in Sicily a few years ago when I was having a bit of a race with a local " hot-shoe " and the engine mountings of my Porsche broke and let the engine drag on the ground. All was peace and quiet on the Sicilian coast, as we jacked up the engine and tied it in place with rope, when we heard tyres screaming in the distance. The shrieking was approaching very rapidly and my friend and I looked at each other and said " It must be one of us " and waited with baited breath. A black Fiat 1500 saloon came round the final bend on its door-handles and sure enough, it was one of our journalist chums on his way to the Targa Florio in a test-car borrowed from Turin. I know just how those two Gendarmes must have felt as they listened to the R16 approaching, and as I rounded the final corner they were already licking the ends of their pencils and had their note-books at the ready. It makes you wonder on whose side the car-designers are !

On a more liesurely occasion (we actually had time to stop) we came across a magnificent monument on the grass beside the road just north of La Chatre. It was to Andre Boillot, on the hill where he was killed in 1932, and had been erected by his sporting friends and admirers in memory of his motoring and flying exploits. I gather he was on his way to a hill-climb, driving a Peugeot powered by a Bugatti engine, which is a new one on me. I tried to find out what sort of Peugeot and what sort of Bugatti engine, but failed to get any further information. It seems he crashed on this bend on the way out of La Chatre, and I must say it is a very fine and well preserved monument. What a pity the English do not pay tribute to fine drivers in the same way, for there is nothing on the Guildford-By-Pass to commemorate the loss we suffered when poor Mike Hawthorn crashed in his 3.8 Jaguar.

The R16 was returned with grateful thanks and I left Paris thankfully in the Jaguar and returned to serious motoring with a quick trip up to Zandvoort to watch some of our best sprint motorcyclists demonstrate to Dutch enthusiasts what standing-start quarter-mile stuff is all about. This was on the main straight at Zandvoort in the reverse direction to normal use; it made a very good sprint course, and the day was very well received so I would not be surprised to see some Dutch sprint bikes being built this winter.

After that it was home to England for the approaching winter and to attempt to get done some of those things that have to be neglected in the summer, and to indulge in some quiet vintage motoring for a change.

Yours, D. S. J.

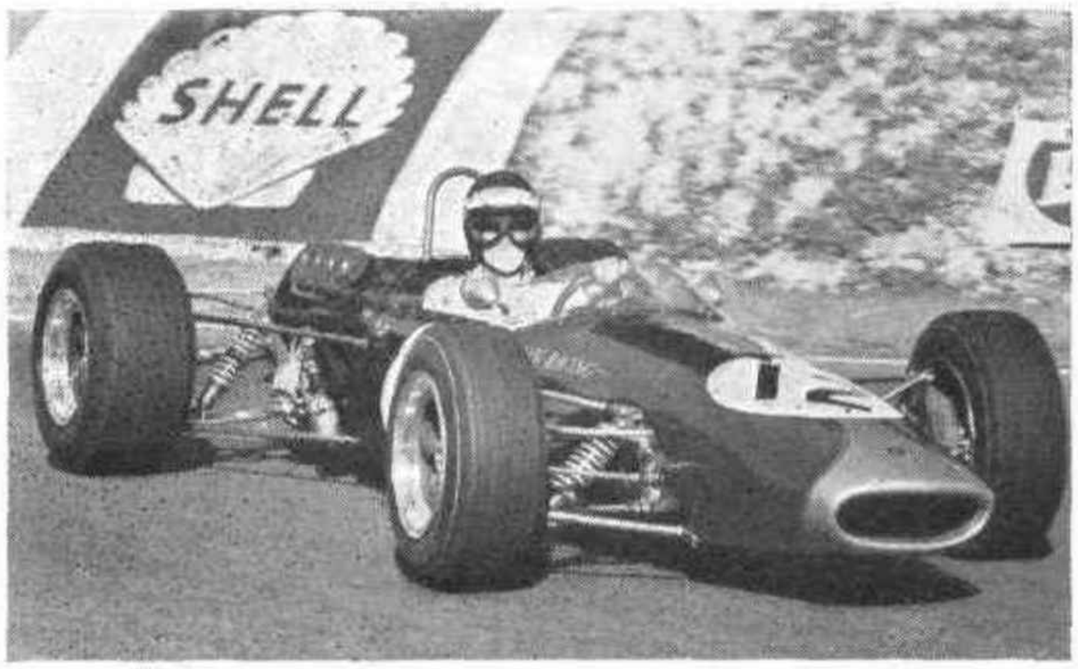
# Looking back on Formula Two

AT THE beginning of October we saw the last Formula Two race for 1967 and the outcome was a win for Ickx driving a Matra-Cosworth. This made him the European Formula Two champion driver, as a result of accumulating more points over a series of races than Frank Gardner, who was the runner-up. At the end of August there was a big Formula Two race at Brands Hatch which Rindt dominated and at the end *he* was acclaimed as the champion Formula Two driver, while at the same meeting Rees did not figure in the results at all but was acclaimed a Formula Two champion driver as well. Both Rindt and Rees were driving standard production Brabham cars, with 16-valve Cosworth engines and Hewland gearboxes, and Ickx has been driving a works-supported Matra run by the Tyrrell team and, like the Brabhams, powered by a Cosworth engine and driving through a Hewland gearbox. In September, in France, the last of the French Formula Two races was run and this resulted in yet another championship win, this time for the Winkelmann Racing Team, with no accolades anywhere for Brabham, Cosworth or Hewland. If all this sounds confusing it is not surprising, for it was all very confusing and very muddled, and has been all season. When the existing Formula Two was announced it all seemed simple and clear-cut, as being a Formula that was going to keep engine complication within reasonable bounds, by limiting the number of cylinders to a maximum of six; was going to provide quite fast cars with a capacity limit of 1,600 c.c.; was going to provide the opportunity for drivers and teams who could not aspire to 3-litre Formula One cars, to get into single-seater racing and to provide somewhere for the better Formula Three drivers to graduate to. It all seemed very logical and drivers who wanted to concentrate on single-seater racing seemed to be well provided for, starting on a 1,000-c.c. Formula Three car, graduating to a 1,600-c.c. Formula Two car and eventually reaching the top of the tree with a 3,000-c.c. Formula One car.

When the new Formula Two began this year, the other two Formulae were both well under way and neatly segregated in that a Formula One, or Grand Prix driver, could not take part in Formula Three races. Unfortunately the "stepping-stone" between these two types of racing, which Formula Two was going to provide, went wrong, not in the mechanical sense, for the cars were a great success, but in the organisational and control sense. The F.I.A. quite reasonably assumed that Formula Two would become the province of lesser Formula One drivers and the better Formula Three drivers, so they provided a Drivers' Championship on the same lines as the Drivers' Championship in Formula One racing. As the Formula One Championship is a World Championship, the Formula Two competition was called the European Championship, and just in case someone like Clark or Brabham decided to go "pot-hunting" the competition was barred to drivers on the F.I.A. Graded list, which includes all the top Grand Prix drivers.

This rule threw some race organisers into a panic, for they were planning Formula Two races with all the top drivers taking part, so they immediately opted out of the European Championship series. This move was led by the French, who made up their own rules for a series of races in France to count for a special championship of their own, not for drivers or manufacturers, but for entrants, which is where the Winkelmann Racing Team succeeded. The French got together with the major constructors and before the season started formed a "closed-shop" set of races at Pau, Reims, Rouen, Montlhéry and Albi, accepting factory team entries from Lotus, Matra, Brabham, Lola and the private teams of Tyrrell and Winkelmann, which meant little or no room for newcomers or private owners. This group of constructors and semi-works teams had nearly all the aspects of Formula Two well sewn up, so that even with unlimited money there were people who could not get a chassis or an engine, or an entry, without a lot of string-pulling. In a French race entry of eighteen runners it was unlikely to have more than four genuine private owners, the list being monopolised by graded drivers or works drivers. The French had to cancel their Montlhéry race so their championship was decided on just four races, and was settled after three anyway, so as a championship it was a farce.

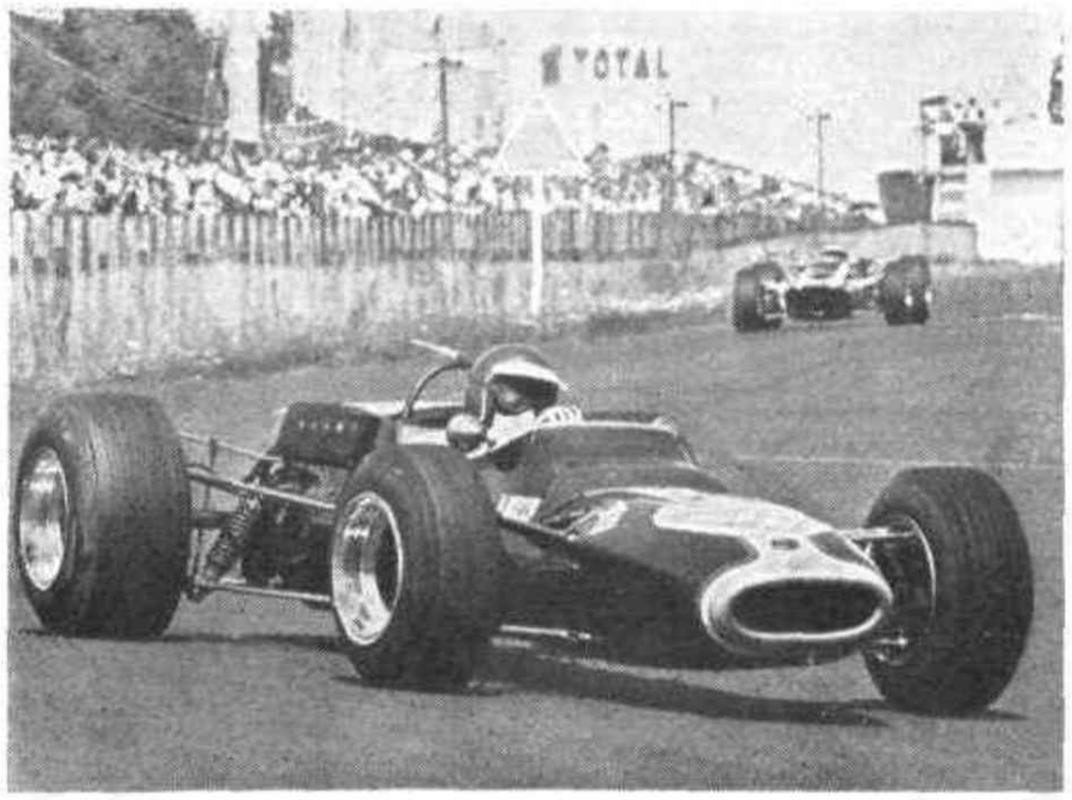
Those race organisers who did not side with the French stuck to the European Championship rules, though there were some who abandoned Formula Two altogether, but there was an adequate




*JOCHEN RINDT.—Formula Two Champion.*

number of races spreading from Spain to Sweden and Britain to Italy, totalling ten events in all, with none in France. In the Brands Hatch round of the European Championship Gardner gained top points, but he was only fourth in the race so that he was virtually overlooked. In a well-meaning attempt to give the new Formula Two a boost the R.A.C. ran a Championship for these races, decided on five British events, and Rindt won this very convincingly. Over this same series of five British races the magazine *Autocar* ran a drivers' championship for British and Commonwealth drivers only, which is the one that Alan Rees won. Had MOTOR SPORT been interested in Formula Two drivers' championships I am sure we could have held one for bearded drivers, or something similar!

The result of all this has been a confused season of Formula Two racing that gave very few up-and-coming drivers any chance of either "coming" or moving "up," with a row of three Formula Two Champions. It is rather like the "Car of the Year" award, which was a good idea when there was one competition, but is now worthless as the winner has to add after the title, "by reason of the votes of the following people." Taking Formula Two as an overall picture there is no doubt in anyone's mind that the Austrian driver Rindt was the most successful, the Brabham the most successful car, and the Cosworth engine the most successful power unit. Officially the most successful Formula Two driver was Rindt, Rees or Ickx, and when applying for jobs next season they can all justifiably say "Formula Two Champion." Last year when Brabham was World Champion Driver, he was World Champion of Grand Prix racing, with no discussion.




*JACKIE ICKX.—Formula Two Champion.*

That is what has been happening in Formula Two during 1967; what should have happened is another thing altogether and there are varying views held by everybody. Many organisers say they cannot afford to put on a Formula One race, but they are not prepared to organise a race without drivers like Brabham, Clark, Stewart and Surtees taking part, for without the stars the public will not attend. Some racing teams will tell you that they have to run Formula Two cars for they cannot employ top drivers and not use them every week-end, and there are not enough Formula One races to keep such people as Clark or Hill in full employment. Gurney will tell you that he does not drive in Formula Two because he feels it is wrong for a Formula One driver to race in a lower category, a sentiment with which I am in full agreement, and it is one which the F.I.A. obviously agree with but are reluctant to enforce. When I see drivers like Clark, Hill, Stewart, Surtees and Brabham in a Formula Two race I always think of England Test cricketers playing on our local village green and I imagine Gurney thinks of top-league base-ball players playing on the street corner with a soft ball. If there were not any 400-b.h.p. Grand




*ALAN REES.—Formula Two Champion.*

Prix cars for these people to drive it would be another matter altogether. I would like to see the F.I.A. be strong about this matter and make some ruling such as barring Grand Prix winners from Formula Two, or even drivers who have finished in the first three, and try to give some encouragement to newcomers. I would not suggest barring all Grand Prix drivers for if you did that the rising driver would have no standards by which to judge his own ability and would never get any experience of driving in company with the experts. Last year there seemed to be a number of Formula Three drivers who were ready to progress to better things and Formula Two was the obvious step, but there was not much encouragement or hope and the best they could expect would be to finish sixth if enough works cars broke down. Nobody is going to learn very much at the back of the field keeping out of the way of the top Grand Prix drivers as they are lapped. Drivers like Redman, Widdows, Rees, Courage, Oliver and Gardner have been completely overshadowed in most of the Formula Two races, having been swamped by "star" drivers, whereas this category of racing should have been for them to finish in the first three at least.

Another aspect of Formula Two that has disappointed has been the mechanical side, in particular the engines. The Cosworth firm designed a brilliant 4-cylinder 16-valve engine and had it in full production before the season began, so that these engines have dominated the racing. This is no complaint against Cosworth, it is not their fault that they are so good at their job, but it has made for a monotony of noise in Formula Two and has demonstrated that one-make racing is not a healthy thing. Much was expected from the 4-cylinder B.M.W. engine and something from the 6-cylinder Ferrari engine, but both were depressing. The B.M.W. engine was a failure and the Ferrari engine a miserable failure in comparison with the Cosworth engine. As regards chassis design there has been interest with Lotus, Brabham, Lola and Matra all on a very equal footing, all fairly conventional and showing little in the way of development over the season, and with all the leading contestants relying on engines from Cosworth there has not been much in the way of development over eight months of racing. This prompts me to ask "What is the purpose of Formula Two?" It can't be a training ground when it is monopolised by Stewart, Brabham, Clark, Hill, Surtees, McLaren and Hulme, for they don't need training. It can't be a development ground, for many of the above drivers have complained about the complete lack of development. It could be classed as an entertainment and travelling circus, but if that is the purpose it's a very expensive way of entertaining the public, and the public have not shown much interest in being entertained. If it was meant as a "stepping-stone" from Formula Three it has not succeeded for it has permitted only a handful of drivers to make the step and at best they have only been in mid-field during most of the races. If I give the impression that Formula Two has failed in whatever its purpose was supposed to be it does not mean that I am suggesting it should be scrapped. Far from it, for I am convinced there is a need for such a category of racing, but not as a playground for the Clarks, Surtees and Brabhams of our world, or as a means merely to keep expensive drivers fully employed. Greed is one of our worst attributes and spoils so many good things.

D. S. J.

* * *

Putting aside all Championships there were twenty-five Formula Two events during the season and the victories were shared as follows, which must surely prove something or other :—

| | |
|---|---|
| Jochen Rindt (Brabham-Cosworth) .. .. .. .. .. | 9 wins |
| Jackie Stewart (Matra-Cosworth) .. .. .. .. .. | 4 ,, |
| Jim Clark (Lotus-Cosworth) .. .. .. .. .. .. | 3 ,, |
| Jackie Ickx (Matra-Cosworth) .. .. .. .. .. .. | 3 ,, |
| Jack Oliver (Lotus-Cosworth) .. .. .. .. .. .. | 2 ,, |
| John Surtees (Lola-Cosworth) .. .. .. .. .. .. | 2 ,, |
| Frank Gardner (Brabham-Cosworth) .. .. .. .. | 1 win |
| Robin Widdows (Brabham-Cosworth) .. .. .. .. | 1 ,, |

## FARNBOROUGH RAG WEEK
## CONCOURS D'ELEGANCE/D'ETAT (Sept. 24th)

BECAUSE I like to see the younger generation taking a pride in their old cars I agreed to be one of the Judges in the 2nd Farnborough Rag Week event, even though this meant missing the "Vintage Car of the Year" Contest at Beaulieu and I got pretty wet looking at the exhibits. The entry was stronger in quantity than quality, with notable exceptions, well over 100 vehicles being entered. Morgan 3-wheelers were particularly well represented, including the ex-Henry Laird racer.

The more outstanding cars in the Queensmead Car Park on this rainy afternoon included a nice Mk. 1 18/80 M.G., a sporty Crossley 15.7 sports tourer, J. Hardy's very original 1929 General Motors' 20/60 Vauxhall tourer, which spent part of its life as a taxi in Cornwall and had a vintage gramophone aboard. It was more original than a 20/60 Vauxhall Hurlingham; both had the unexpected six-branch inlet manifold one finds on these cars.

H. Barr showed a very immaculately rebuilt Austin 7 Swallow two-seater, there were Austin Chummies and Rubies in widely varying stages of preservation, some decked out quite unsuitably in the eyes of serious-minded judges—even to "For Sale" notices. A 1921 Rover Eight had brass hub-caps and lamps, entirely out of keeping with the utility aspect of these cars, and non-original polished wood running boards; a yellow Calcott went even further in flaunting modern embellishment and polished wood adornments. J. Singer had a showroom-condition 12/23 Unic saloon with straps for keeping its windows up, bizarre interior appointments, and a combination of full cantilever and ½-elliptic rear suspension. It looked almost too good to be true. A Series-3 B.S.A. Scout displayed a non-original bulbous tail, M. Paine put in a very smart Austin Nippy, there was the inevitable bogus 3-litre Bentley, two extremely creditable Austin 10/4 saloons, one of which was said to have run 15,000 in 1966 alone, a blown PB/Q M.G., a rough 1936 Studebaker Dictator saloon representing Americanism, and a nice Morris Eight tourer entered by a 60-years veteran driver.

Rare cars numbered a big Lanchester 14 saloon with Lanchester engine but Daimler body, very clean 1934 Wolseley Nine and 1931 A.J.S. saloons from the same stable, and a s.v. six-cylinder Hillman 80 Wingham cabriolet with carpets which looked to have been in the car for the whole of its 30 years. A Daimler EL24 limousine had very rough paintwork and several other cars were not fit to stand outside the house, let alone enter for a beauty contest. Someone had sold eight Austin 7s in order to buy himself a 1935 Armstrong Siddeley, which gives the lie to the theory that no-one wants these cars, although this one did not appear to have made the journey up from Horndean. The commercial vehicles included that fine solid-tyred Selden lorry (I once did it the misjustice of saying it had a modern S.U. carburetter, having been misled by the casing of its governor mechanism), and a Daimler Worthington bottle-van, now, alas, with a Bedford engine.

W. B.

# PICTORIAL REVIEW

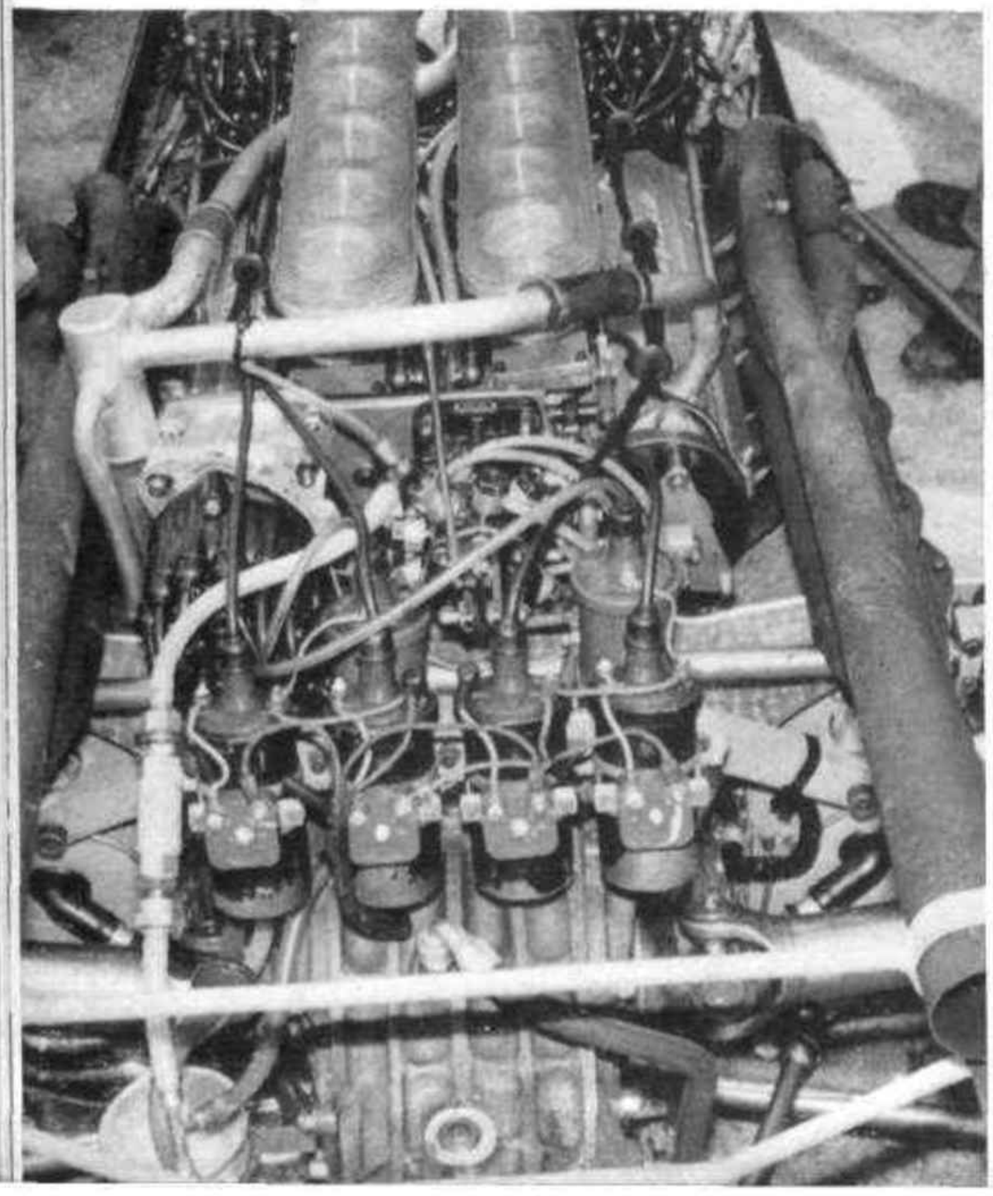
## GRAND PRIX OF THE UNITED STATES

LEADERS.—Graham Hill (Lotus-Cosworth) led the opening laps at Watkins Glen from Dan Gurney (Eagle-Weslake), Jim Clark (Lotus-Cosworth) and Jack Brabham (Brabham-Repco). The lightbox on a tripod in the background is part of the new electronic timing gear in use this year.

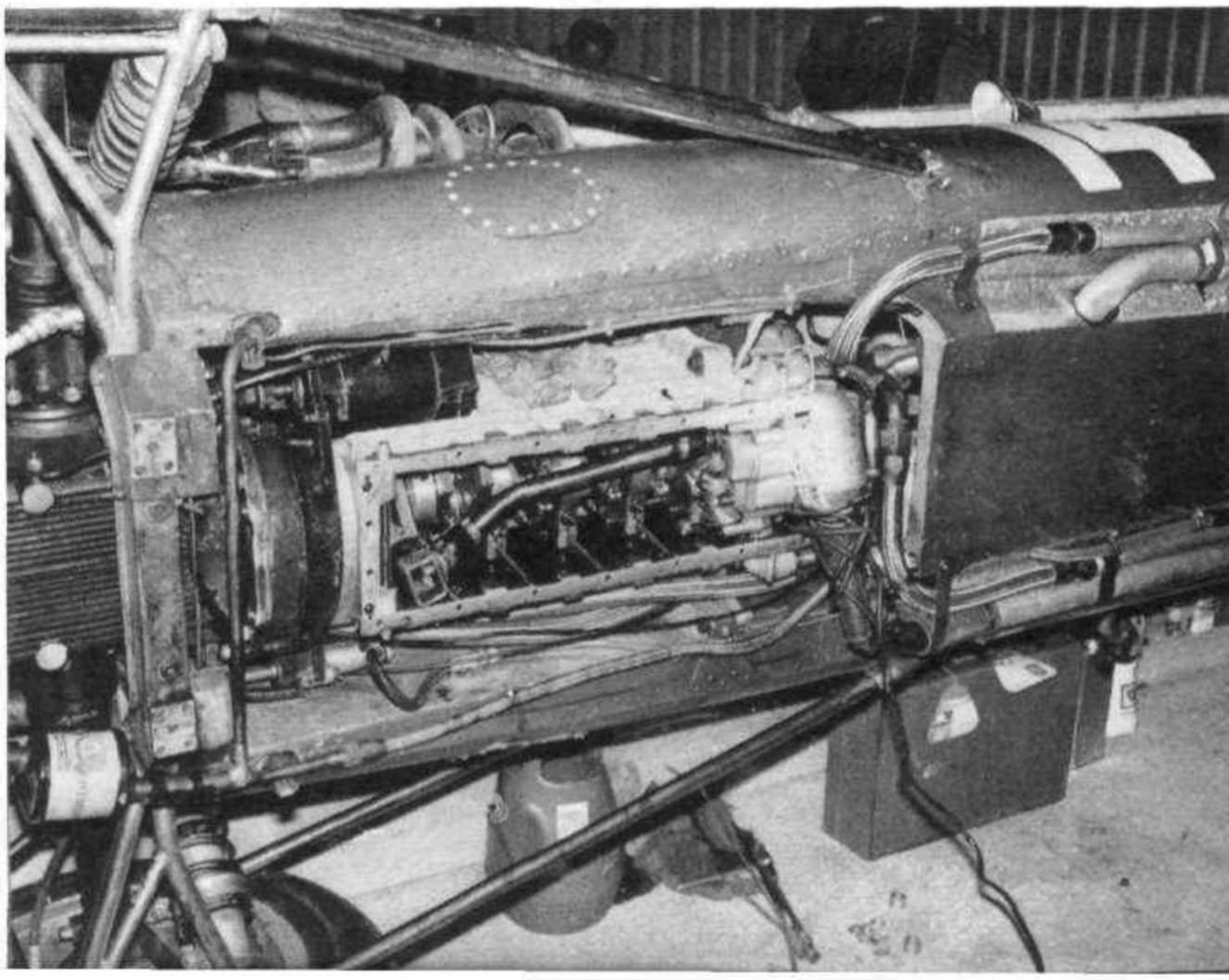


FERRARI SANDWICH.—Chris Amon (Ferrari) is sandwiched between Brabham and Hulme. This is a position Amon has suffered several times this year, but the Brabhams could not hold the extra power of the Ferrari this time.

MORE COMPLICATED, and also less efficient. The new Maserati engine has 36 spark plugs. Two of the distributors are at the front of the engine and the third is at the rear.



OPENED UP.—The bottom of the B.R.M. V12 engine was opened for the first time for inspection after McLaren had over-revved in practice. The water pipe in the lower channel under the monocoque is the one that was damaged by a kerb and eventually put McLaren out of the race.



STRUGGLING.—Gurney and Hulme were both struggling to keep their times up. Gurney's car was suffering from bump steer due to a broken lower link pin while Hulme lost 500 revs., which only came back during the dying stages of the race. In the background are the tents of the enthusiasts who camped the night at Watkins Glen.

FOURTH PLACE.—Jo Siffert in the Walker-Durlacher Cooper-Maserati drove a good, steady race which gave him fourth place by the time the chequered flag fell.

LISTENERS.—As air from a compression bottle is put into the cylinders of the B.R.M. V12 engine with the valves closed, the McLaren mechanics listen for leaks at the inlet and exhaust ports after the engine had been over-revved.

BREAKAGE.—Jim Clark won the U.S. Grand Prix with one rear wheel leaning in at a crazy angle. The top link broke two and a half laps from the end and it is wired in approximately the right place as arrowed.

# RALLY REVIEW

AFTER my homily on the subject of Groups 5 and 6 last month, fate decided to teach me a lesson and for the Spanish Rally I found myself in the hot seat in a Group 6 Lancia Fulvia. Unrepentant, I maintain that it is the fault of the organisers that the manufacturers find it necessary to build and prepare such cars in order to win rallies. The actual grouping of the cars entered in the Spanish Rally was quite interesting and, with a little more thought and the right rule changes from the F.I.A., it could result in a more rational system. Cars from all Groups 1 to 6 were accepted and divided into two categories : Touring with Groups 1, 2 and 5; Grand Touring 3, 4 and 6. Within each category there was a classification on handicap which operated rather in the manner of the old *Tour de France* as it was calculated in kilometres rather than minutes, which gave a proper balance between the results on the circuits and the results on the special tests. Thus on handicap, the two categories ran completely independent of one another, but the confusing thing was when results were published for the outright classification on scratch. Not unnaturally, a Group 6 car won the scratch classification, which was the only one featured in headlines and advertisements, and the only pleasing thing about that fact is that it was *our* Group 6 car.

The Spanish Rally did not attract a large entry and of 53 cars entered only thirty-two actually started. This is rather surprising in that this was not a difficult rally nor was it hard on the car while the prize money was bountiful. In fact, not only was there prize money within each class and category for the final result, but there was also money for most of the special stages and the two race circuits. The fact is that there are too many events counting for the European Rally Championship at the moment and while a works team may find it financially viable to travel to Spain or some other remote part of Europe for one of the minor events, a private owner will, generally speaking, stick to the better known events. On these he is assured of some help from the trade support crews and, if he is lucky, the factory which makes the model that he drives may help him with support from their mechanics. There is also the rather curious fact that private owners seem to prefer a hard long distance event like the old Liège-Sofia-Liège where works drivers tend to fall by the wayside despite extensive service from the factory mechanics. No one could describe the Spanish Rally as a long-distance endurance event as most of it took place in daylight with the intervening nights spent in hotels. Just how long a rally like this can continue to be a European Championship event depends on its sponsorship and in Spain there seems to be very little lack of cash.

The rally was quite well organised and the organisers proved to be switched on to the extent of running special stages more downhill than up. All but one of these were on tarmac and quite fast, so that a time of seven and a half minutes for thirteen kilometres—I make that about 65 miles an hour—was the rule rather than the exception. The timing was all done on hand-held clocks in the manner of the Italian Rally and was perfect, and an example to many better supported events. The race circuits of Guadaloupe (Alcaniz) and Jarama (Madrid) were not all that important as they lasted for thirty minutes and forty-five minutes respectively, while each special stage was given the value of twenty minutes' racing measured in kilometres. The circuit at Guadaloupe was perhaps the most interesting as it is a fairly twisty affair running round the medieval city of Alcaniz. Despite the twists, the Jolly Club Alfa Romeos of Raffa and Cavallari would certainly have dominated had not a rare shower of rain turned the circuit into a slippery bob-run on which the front-wheel drive of the Lancia Fulvias showed up to advantage. It was during the wet spell that there was some excitement among the marshals concerning which flag to wave at the Alfas while they were rotating very dangerously and keeping the Lancias from passing. The Spanish temperament doesn't take easily to interpreting rules in a hurry though their solution to another flag problem before the race at Madrid is a classic. At the driver's briefing it was announced that any driver repeatedly crossing the white lines defining the outside of the track would be black-flagged. Some bright spark promptly pointed out that in the paragraph of the regulations covering the race there was no black flag listed among the flags to be used. The ruling came back that the black flag would be used as promised, but that drivers did not have to take any notice of it!

The problem facing the F.I.A. with regard to the European Rally Championship is that every country wants to have its own qualifying event, which has resulted in there being seventeen events this year. As it is impossible for any given works team to compete in seventeen events, we have had the situation where the works teams all turn out on the recognised classics and then sneak off one at a time to clean up the rest. For example, Saab took the Czechoslovakian, B.M.C. the Danube, Lancia the Spanish, Porsche the Polish, and now Renault the Three Cities. It is to be hoped that the new regulations for the European Championship will alter this situation, though as far as can be ascertained none of the big teams is placing much importance on the Championship as such and will be aiming at collecting individual outright wins in much the same way as this year. Incidentally, it now looks as though the Groups 1 and 3 Champions for this year will be Sobieslaw Zasada and Vic Elford respectively, so that Porsche will have that to add to their laurels, while Bengt Söderstrom's second place on the Three Cities looks certain to give Ford the Group 2 title unless someone like Piot or Hopkirk wins the R.A.C. Rally and Söderstrom finishes nowhere on that event.

* * *

Next a word about the future. Just as this magazine lands on your hall floor about one hundred of the best rally crews in Europe will be scrutineering for the Tour de Corse, France's rally version of the Targa Florio complete with riding mechanics in the true vintage style. This superb event is not in the European Championship purely because France is already represented by the Coupe des Alpes and, indirectly, the Monte Carlo Rally. For many years it has had entries from the best that France can offer but this year, with Cooper S entries from B.M.C., full teams from Porsche, Lancia, DAF and Alfa Romeo plus the usual hordes of Renaults, Citroëns and N.S.U.s from France, its status is equal to any of the Championship events.

Hot on its heels comes the R.A.C. Rally, which will run from November 18th until November 22nd. Sponsored by the *Sun* newspaper, this year's event should have more spectator appeal as during those five days it will be making appearances at four circuits in addition to the four hundred miles of special stages where spectating is better done *via* the television set. For the benefit of readers who may not take one of the motoring weeklies, Sunday, November 19th, should see the rally at Silverstone and then Mallory Park, while the following day Croft Aerodrome is *en route* for Scotland. Then on the Tuesday, Oulton Park will provide the excitement before the final night in Wales and the finish back at Fortes' London Airport Hotel.

* * *

One bright prospect for next year's rallying is that the Ford Motor Company will be coming back in with a team of three cars. This year, apart from special drivers signed for the R.A.C. Rally, Fords have been preparing Lotus Cortinas only for Bengt Söderstrom and Roger Clark, with whom they have had more than a little success. These two stalwarts will be joined for 1968 by Ove Andersson who you will no doubt remember won the Gulf London Rally driving a Ford Sweden Cortina. These three will contest most of the major events next year with the sole exception of the Monte Carlo Rally. With both Ford and B.M.C. continuing to enter the major rallies and with rumours of Vauxhall starting up a competition department increasing day by day, Britain's position in the Sport should continue to be a leading one for some time.—J. D. F. D.

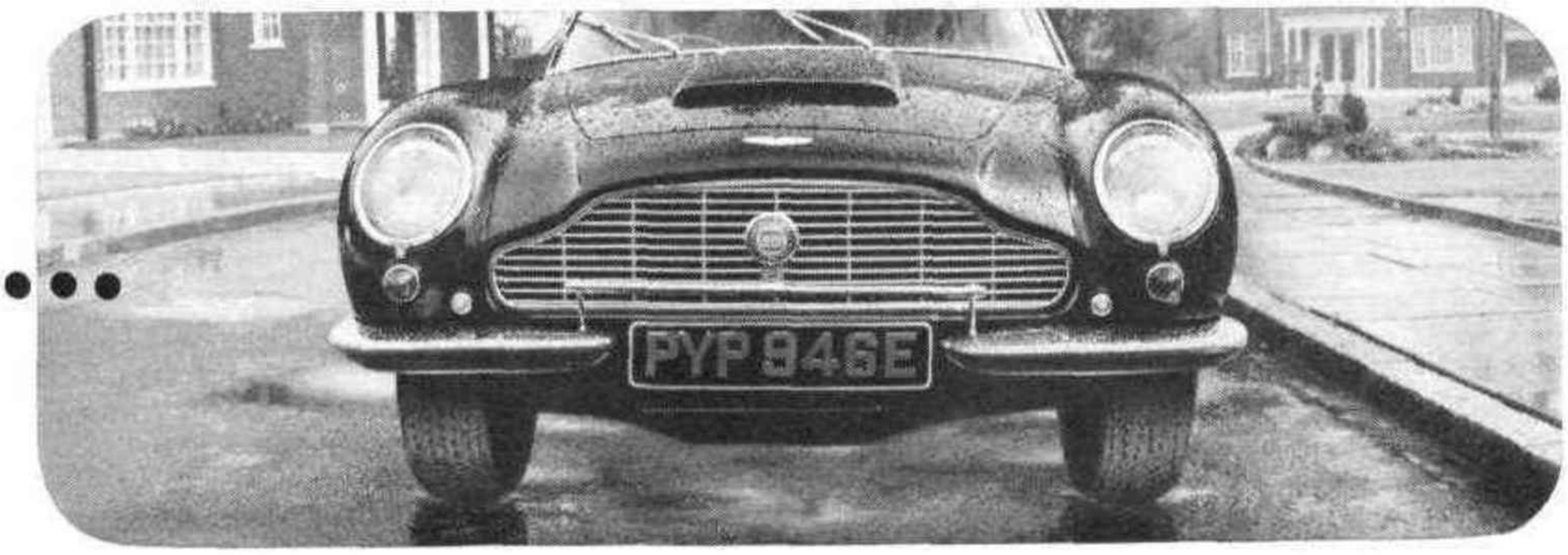


*Competing on the Spanish Rally is a works Lancia Fulvia, one of which driven by Ove Andersson won outright.*

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## SPACIOUS AND DE LUXE

### The Austin 1800 Crayford Estate Car

ESTATE cars come in many makes and sizes and are undeniably useful. I have been trying a Crayford-converted Austin 1800, which is not only very spacious but is an estate car or shooting brake of de luxe conception, the padded upholstery of which may not be best suited for conveying pigs to market but does make this a splendid holiday or shopping car, etc.

This Crayford conversion from 1800 saloon to shooting brake is less expensive than the Ford Corsair and Zephyr, Fiat 2300, Peugeot 404L, Volvo 121, Simca 1500GL and Triumph 2000 estate cars, more than £350 in some cases. Of these, only the Fiat, Ford Zephyr, Simca and Triumph are faster and from rest to 60 m.p.h. the Austin accelerates better than the Peugeot and Volvo. It is distinctly more economical than the big Fiat and Ford, the Peugeot and the Triumph (I obtained 26.5 m.p.g. of 4-star), perhaps because it is rather lighter than most of the estate wagons in its class.

Dimensionally, it is shorter than the other makes quoted above, by a matter of nearly two feet compared with the Zephyr V6, yet it is wider than all save the Zephyr. It also scores—and these are the important points—in respect of height above road, length of rear compartment, width of loading platform and between the wheel-arches, and height of the loading aperture. The Fiat 2300 is superior over space in rear with the back seat in use, and cubic feet loading volume to window level with the back seat folded (by 6.2 cu. ft.) and the Zephyr has a 9 in. higher loading aperture, but is otherwise inferior. The Austin Crayford has much less overhang than the others, as much as 14½ in. less compared with the Vauxhall Victor 101, for instance.






The front-drive, interconnected Hydrolastic suspension and low, unimpeded floor, enable this Crayford conversion to carry heavy loads without impairing the outstandingly good cornering and handling for which the Austin 1800 is noted. I found I could drive fast with something like 5 cwt. behind me with no change in the feel of the car, apart from a slightly less lively rough-road ride and some loss of acceleration. The back seat folds easily and the lift-up rear door, retained open automatically by its struts, renders loading very easy, especially as the four normal doors are retained. A substantial wood-slatted roof-rack, quickly removable, is standard equipment. This causes some wind noise at speed, which at first I blamed on the Dunlop SP41 tyres. The car's appearance is smart and unobtrusively similar to that of the saloon, and its dark red finish was much admired. It is interesting that Crayford make use of the longer body interior to fit extractor vents, with rubber flap-valves, at the rear, which work well in conjunction with the facia vents—but which B.M.C., unlike Ford, do not provide on their saloon cars.

There is no need to describe 1800 aspects of the vehicle, which we have dealt with previously, apart from remarking that in a 355-mile day's drive I found the low-geared steering rather tiresome, and the gear change stiff but with a nicely-located lever. The excellence of the ride and cornering, as always, left me very enthusiastic.

The test car was a 1966 model, provided by Green Garage Ltd. of South Warnborough, near Odiham, Hampshire (Long Sutton 249). It was notable that, although it had covered 10,000 miles, it was in excellent mechanical and bodily condition, and that although these engines are sometimes reputed to use a lot of oil, a pint sufficed for 366 miles; the good petrol consumption has already been mentioned. When supplying these Crayford conversions Green Garage remove the unsecured tool-bag from the back of the vehicle, and remount the tools, jack strapped in, wheel-brace clipped in, in the engine compartment. They can do this on any 1800 for £2 10s. The complete car costs £1,104. They also supply a neat dog-guard, folding with the seat, for attachment to the back seat of this or any 1800, for £5 10s. —W. B.

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## A PERSONAL RECOLLECTION

At a display of current Volkswagen models put on by Colbourne Garages Ltd. at the Talbot Hotel, Ripley, on September 30th, which was visited by hundreds of their customers, the l.h.d. two-tone 1947 VW, JLT 420, which first decided Mr. Colbourne-Baber to become an agent in this country for these cars, formed the centrepiece.

Seeing the car again aroused memories for me, because it was this "Beetle" that I drove in 1952 while Mr. Baber had flown to Germany for a business meeting with VW, and which thus became the subject of MOTOR SPORT's first Volkswagen road-test. More than that, I was so impressed with this then-regarded-as-unconventional German car, apart from the feel of its cable brakes, that I decided to become a VW user, from which stemmed my rabid enthusiasm for these cars which raged for half-a-decade and has not altogether subsided. Indeed, I travelled to this pleasant party in my 1953 "Beetle," which has the same 1,131 c.c. engine as Mr. Baber's older car, which is thought to have completed in excess of 200,000 miles.

It is interesting that it was this car, and an earlier article we had published from an R.A.F. officer about a war-time VW he had used in Germany, that cultivated MOTOR SPORT's enthusiasm for this now famous make, of which some 14 million have been built to date. Incidentally, Mr. Baber tells me that the affectionate term "Beetle" originated at his son's prep-school, no doubt with JLT 420 in mind, and was afterwards used by him when he founded the Volkswagen O.C. and named their magazine *Beetling*. From there, of course, it had passed into common usage.—W. B.

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## WASTE NOT, WANT NOT

Last month we published a picture of a road junction in Wales "protected" by HALT, STOP and GIVE-WAY signs. When we passed there a few days afterwards, the expensive new GIVE-WAY sign was no longer displayed . . .

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## MORRIS 1800 BREAKS RECORDS

Record breaking is something of a lost art these days. But during September a two-carburreter Morris 1800 saloon broke seven International Class E (production cars) records. It made this long-duration attempt at Monza and averaged 93.9 m.p.h. for four days to 92.64 m.p.h. for 15,000 miles. The drivers were Baker, Enever, Aaltonen, Vernaeve, Fall and Poole and B.M.C.'s new Competition Manager, Peter Browning, supervised the run. Dunlop tyres and Castrol oil were used.



# Fiat 124 "Car of the Year"




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**FIAT 124**

# Nicholson-tuned M.G.-B GT

IT'S a peculiar business, tuning cars. Many non-drivers or non, enthusiast drivers have queried the benefits of modifying a sports car-which " surely is fast enough anyway." We can dismiss the protests of these people straight away by citing the performance and specification of the latest tuned car we have had to try, a Bill Nicholson M.G.-B GT. This car, known unofficially as the " Express," for it carries no outward differences to the standard car, is very civilised; although the performance and handling are improved enormously it has lost none of its versatility. Far too many road-tuned cars are taken beyond the practical limit and really become competition cars. Nicholson's M.G. has quite a mild tune and, just to prove it, the car will sit in the worst of traffic jams without over-heating unduly or oiling-up plugs.

There can surely be few better people to tune M.G.-Bs than Nicholson. Cars turned out by his organisation—one in the hands of Jean Denton has just won the B.W.R.D.A.'s Embassy Trophy for the second year running—are seen at all sorts of race meetings in this country, very often beating the Lotus Elans. But the firm is not solely a racing one and does tuning kits from Stage 1 to Stage 6 for M.G.-Bs. The version we tried had a Stage 2 engine, a popular development and one which Nicholson has lost count of the number completed.

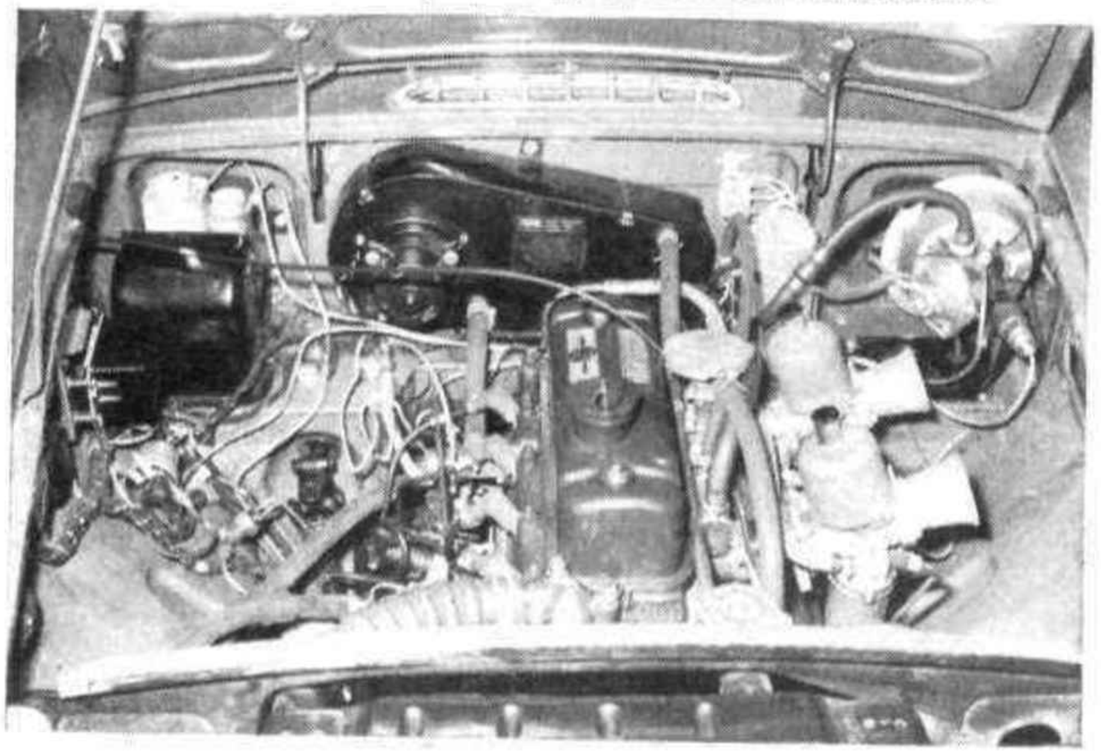
This conversion consists of fitting a modified cylinder head (taken in part exchange for the original unit) and twin S.U. carburetters of 1¾ in. diameter. These have no air cleaner fitted and make a delightful sucking noise when the engine is revved. To this engine is fitted a close-ratio gearbox and at the other end a 4.22 axle ratio. The other half of the modifications consist of adding a servo to the brakes, adjustable shock-absorbers at the rear, and altering the spring rates by making them softer. When the GT was introduced it weighed some 1½ cwt. more than the open model and B.M.C. altered the spring rates accordingly. Nicholson have experimented by making the springs a bit softer but keeping the ride height the same. The car we tested, the personal transport of Nicholson's Sales Director, Robbie Gordon, had the optional extra wire wheels and Dunlop SP41 tyres specified by the makers. The wheels were 4½J, although, according to the tyre manufacturers, the 5½J examples could improve the road-holding by as much as 5%. Most young drivers prefer the smaller, leather-rimmed steering wheels which have recently become the vogue. Nicholson thinks otherwise and reckons that the standard steering wheel is worth 2 sec. a lap around Silverstone. Gordon's car was fitted with a leather wheel but Nicholson changed it for the road test and afterwards declared : " There, it looks like an M.G. again now."

All of which adds up to a selling price of £1,399 and, as we have said, a much more pleasant road car. Quite frankly we could not fault the tuning and many of the observations we had to make concerned the actual car, as designed by B.M.C., rather than any subsequent work done to it. We have always been very fond of the M.G.-B, in particular the GT version, and at least one staff man believes it to be the *only* good-looking car made by B.M.C. Having said this, and added that there has been a long succession of M.G.-B owners on the staff of MOTOR SPORT, we would like to add a quick complaint about the seats, which surely never saw the inside of an ergonomist's office, the lack of ventilation without having a gale blowing down one's right ear, and the awkward heater controls. Having made these observations of the M.G.-B GT itself, we will now go back to the conversion.

The tuning has slightly increased the mechanical noise from the well-known five-bearing push-rod engine, which burbles away while stationary, but once in motion, and with all windows closed, the car is quiet silent. Obeying Britain's infernal speed limits the engine was barely more than ticking over, the tachometer showing about 3,200 r.p.m. in overdrive top while the speedometer was registering 70 m.p.h. This is ideal for it must be remembered that the M.G.-B GT is more of a civilised road car than a rorty racer. The overdrive, which comes in and goes out with quite a jolt, is a very useful addition to any M.G.'s specification; certainly the road-test car, when used in overdrive 3rd, was particularly pleasing. It would scoot up and down the Cotswold hills with ease, dropping down to direct drive when overtaking but not sounding too hard-worked at even quite high speeds. Unfortunately we were unable to take accurate, fifth wheel performance figures but one could sense the car was quicker. It certainly seemed quicker and more stable around the corners, and roundabouts in particular outlined the difference between the untouched and touched. The Nicholson car simply sat on the road with n'er a trace of twitch from the rear while a standard car had seemed less stable. All done with a relatively simple change of shock-absorbers and spring rates! The fuel consumption worked out at a reasonable 28 m.p.g.

For as little as £334 on top of the most basic production model's price, Bill Nicholson Ltd. have produced a car with a nicer ride, more performance and better road-holding and without the addition of a lumpy engine. On the contrary, it is smooth and pulled away very well from the " wrong " gear, the pair of carburetters sucking happily as it did so.—R. F.

*The carburetter trumpets set off the Nicholson-tuned engine.*



## CIRCUIT OF ALBI (September 24th)

THE French Formula Two series finished with a 272.711-kilometre 75-lap race round the airfield circuit of the town of Albi, in the *Midi* of France, in very warm weather. Stewart in the latest Matra-Cosworth dominated the meeting, being fastest in practice and leading for most of the race. Rindt fought valiantly to keep up with the Scot, but when they lapped some slower cars the Winkelmann driver lost contact and Stewart forged ahead. Clark had a spin in the opening laps, which dropped his Lotus 48 to the back of the field, and in spite of an engine that was not running too well he worked his way back up to third place. The B.M.W. team of Hahne and Siffert were supported by de Adamich driving the Team Surtees Lola-B.M.W., but all three cars were hopelessly outclassed on this fast, flat circuit where the Cosworth-engined cars were reaching nearly 160 m.p.h. Beltoise in a works Matra-Cosworth was well up until his throttle control gave trouble, and Graham Hill retired with a broken engine, while Robin Widdows was by far the fastest of the private owners, until he spun off, and Irwin and Redman drove good races to be only one lap behind Stewart at the end of the race.—D. S. J.

**Results :**

**1st** : J. Stewart (Matra MS7-Cosworth FVA) (Entrant: Tyrrell Racing Org.) 1 hr. 33 min. 07.7 sec.—175.701 k.p.h.
**2nd**: J. Rindt (Brabham-Cosworth FVA) (Entrant: Winkelmann Racing Team) .. .. .. .. .. .. 1 hr. 33 min. 25.2 sec.
**3rd**: J. Clark (Lotus 48-Cosworth FVA) (Entrant: Team Lotus) 1 hr. 34 min. 05.8 sec.—1 lap behind
**4th** : J. Ickx (Matra MS5-Cosworth FVA) (Entrant: Tyrrell Racing Org.) .. .. .. .. .. .. .. 1 lap behind
**5th** : C. Irwin (Lola-Cosworth FVA) (Entrant: Lola Racing) .. 1 lap behind
**6th** : B. Redman (Lola-Cosworth FVA) (Entrant: David Bridges Racing) .. .. .. .. .. .. .. .. 1 lap behind
**7th** : J. Schlesser (Matra MS5-Cosworth FVA) (Entrant: Ford France) .. .. .. .. .. .. .. .. 2 laps behind
**8th** : H. Hahne (Lola-B.M.W.) (Entrant: B.M.W. Munich) .. 3 laps behind
**9th** : J-P. Beltoise (Matra MS7-Cosworth FVA) (Entrant: Matra Sports) .. .. .. .. .. .. .. .. 4 laps behind
**10th** : P. Courage (McLaren M4A-Cosworth FVA) (Entrant: John Coombs) .. .. .. .. .. .. .. .. 5 laps behind
**11th** : J. Servoz-Gavin (Matra MS5-Cosworth FVA) (Entrant: Matra-Sports) .. .. .. .. .. .. .. .. 6 laps behind
*Fastest lap* : J. Stewart (Matra MS7) in 1 min. 13.14 sec.—178.339 k.p.h.

This event completed the French Formula Two Championship for International teams, and with wins at Pau, Reims and Rouen, and second place at Albi, Jochen Rindt won the Championship for the Winkelmann Racing Team, this four-round series being a team affair, not an individual driver benefit.

In the accompanying Formula Three race the Frenchman Pescarolo, driving a works Matra-Ford, won yet again, driving with ease and skill that promises well for his future with the French team.—D. S. J.

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We started making the all-textile radial ply tyre in the 50's. That's when we patented the Cinturato. It brought to the tyre industry that quality so vital for roadholding – flexibility. Everybody liked it. Some 51 companies in 24 countries are now licensed to make their version of our tyre. We're that popular. But at Pirelli we have been constantly improving and updating. We know that motorists who care will want to stick with the original. That's Cinturato. The first, the best. It takes us 16 pages of a brochure to sing its praises properly. Now face the music, send in the coupon. Cinturato. Sounds nice too, doesn't it.

PIRELLI

343 Euston Road London NW1

Name

Address

Make of car

# LETTERS FROM READERS

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

## THAT DIRTY JAGUAR E-TYPE

Sir,

I read today that an unmarked red E-type Jaguar driven by Bucks police officers trapped no fewer than 132 motorists on the M1 during a nine-day spell.

I am totally opposed to the present stupid speed limits on motorways, and so I was rather angry to read about this. But my anger was intensified when I read that the police were driving a car on loan from Jaguars. [And it collects some £335 a day in fines, I believe—Ed.]

All motor manufacturers supply police cars, and this is fair enough, but what on earth can Jaguars be thinking about to involve themselves in this kind of dirty trick. This seeems to me a most unpleasant and unfair piece of deception and it ill becomes Britain's most famous sports car makers to be involved in it. To say that Jaguars were biting the hand that feeds them seems to me to be too mild a comment.

They produce a 150 miles-an-hour sports car for enthusiasts and then knowingly assist in a typical piece of underhand police activity aimed at enforcing a stupid law thought up by deskbound Whitehall bureaucrats led by a lady who has never driven in her life.

I am afraid we have come to expect the police, especially in Bucks, to use *agent provocateur* methods to trap the enthusiast driving at slightly over the limit. The sight of a red E-type in the mirror is enough to many enthusiasts accelerate a little and thus play right into the hands of the police.

If the police want to operate in disguise, then let them pay for their red E-types. Jaguars are doing a disservice to every enthusiast in the country by loaning cars for such a purpose. It is no use pleading ignorance because this matter has received publicity before. Most people who hold the name "Jaguar" in some esteem would join me in asking Sir William Lyons to make sure that his sports cars stay in the right hands in future.

Walsall. R. J. PORTER.

* * *

## SHORT LIST

Sir,

Having recently had a short test-drive in a friend's Rover 2000 my findings re the driving-position and gearchange are as follows—bloody awful on both counts.

If I remember right, you once said, Sir, after road-testing a Mk II Jaguar, that its suspension behaviour on an uncivilised road "would make a Citroën owner sick with mirth" . . . that is exactly how I (a very satisfied Mk. 11 Jaguar owner) felt after sampling the Rover's driving position and gearchange . . . sick with mirth.

Thank you for the splendid colour section this month—the Bugatti picture alone was worth the price!

Blackpool. J. R. GOULBURN.

[Better, perhaps, than sick with fright? May I point out that the steering column adjusts up and down on the Rover; but I did make clear that the big wheel and proximity of the driver's door does not give a 100% ideal driving position—Ed.]

* * *

## ROVER 2000 TC *v.* VOLVO 144S

Sir,

In the October issue of MOTOR SPORT, messrs. Cockle, Richards and Sokel have very conveniently forgotten to mention the two essential engineering points of the Rover 2000 TC!

(1) The Rover has got a single o.h.c. engine, which is far superior for performance and reliability than the push-rod operated o.h.v. of the 144 S engine. The Rover's type of power unit maintains its tune for a longer period than any push-rod operated o.h.v. unit. (Please note that *all* Mercedes-Benz power units have the same design of valve operation as the 2000 TC.)

(2) For sheer road-holding, the de Dion suspension of the 2000 TC is far superior than the "solid-beam" rear suspension of the 144 S. There was a time when most racing cars used de Dion rear suspension—the only reason for abandoning this layout was the fact that engines moved to the rear, thus it became impossible to accommodate the de Dion tube!

May I finally remind the prejudiced 144S owners, that the Rover 2000 TC is designed as one complete engineering conception and it is not a development of a 10-year-old design like that of the 144S.

I own neither a 2000 TC nor a 144S—I just like to be fair and unbiased when judging a motor car.

Ramsgate. B. F. MASAMI.

## POLICE TRAINING METHODS

Sir,

I thought that the following anecdote would provide interest in connection with your current *cause célèbre.*

Last Monday (11th September) at approximately 7.30 p.m., I was proceeding about my lawful occasions driving in a westerly direction on M4. I was in the outer lane of the two, in the vicinity of the Slough East exit, having just passed some slower vehicles. My speed was almost exactly 70 m.p.h. according to the speedometer.

A blaze of headlights in my mirror indicated some potent machinery coming up behind and I pulled into the nearside lane.

I was then passed by an Austin Westminster (or large Wolseley) and a Mk. 11 Jaguar in close company bearing plates on their rears with the legend: "Kent Police Advanced Driver Instruction."

My interest in this phenomenon overcame my natural preparedness, if not my willingness, to be a law abiding citizen and, feeling that I was in good company, I accelerated in hot pursuit.

On reaching an indicated 85 m.p.h. in my comparatively humble and almost new (2,500 mls) vehicle I decided that discretion was the better part of valour, particularly as the Kent Police were disappearing into the distance at at least 90 and probably 95+m.p.h.

Three points arise from this incident:—

(1) What is sauce for the goose is obviously not sauce for the gander.
(2) If the Kent Police need to give their drivers instruction in high speed conducting, which is not unreasonable, what is wrong with Brands Hatch?
(3) One of the rules of driving ordinarily, let alone "advanced driving," is that there should be one car's length between vehicles per 10 m.p.h. of speed. The interval in this case was no more than four cars' length and I think this is a generous estimate.

[Name and address supplied, Ed.]

* * *

## PARKING METER REVENUE

Sir,

When the system of parking meters was introduced whereby the motorist was charged for parking on his own road and was obliged to pay fines if he overstayed the statutory limit, we were told that the purpose to which this money was to be put was to provide improved parking facilities for motorists. It would be interesting to know:—

a. How much has been collected in fees and fines.

b. how much has been spent on improved parking facilities for motorists.

Croydon. L. W. PAYNE.

* * *

## AMBASSADORS AT HOME

Sir,

Many visitors to Britain and indeed many of Britain's own critics have often complained of the Britisher's unwillingness to co-operate and get on with the job. I have found this to be completely lacking in truth—especially in the British Motor Industry.

Two years ago I purchased a Rover 2000 which I plan to take back to Canada in 1968. During my two years of ownership, due to business and Continental trips, I have had to avail myself of the excellent service provided by Roverepair of Seagrave Road. Many times I have had to request this service at very short notice and although Roverepair is inundated with work they have conscientiously and politely offered to be of service. Each time a most excellent job of maintenance has been carried out.

Although I am not returning to Canada until 1968 it is high time that these ill-informed critics be put right. I am sure that Rovers is typical of British service—as I have discovered by experience. When I return to Canada my acquaintances will certainly be told of the excellent example set by the British Motor Industry.

If permitted to do so I would like to commend publicly Mr. Guest of Roverepair for his "diplomacy"—he is certainly an excellent AMBASSADOR. May I also add that British cars are as good as, if not better than, those produced elsewhere in the world.

It is not necessary to go abroad to be an AMBASSADOR. Goodwill can also be fostered at home.

London, S.W.7. LT. ANDREW NELLESTYN.

[I felt I had to publish this one!—Ed.]

## ILL-INFORMED

Sir,

It was with regret that "we" hear that BP are to withdraw from racing. However, it was with some surprise that I found, on page 784 of the September issue of MOTOR SPORT, an advertisement for their products. Not a bad advert either; except for the line:

"Once you're hooked on racing you're hooked on racing. BP is hooked on racing."

Either they have had second thoughts or they forgot to alter their publicity campaign. However, it does make one point blatantly clear, and it is not only BP who do this: companies are like politicians, they say one thing and mean (sometimes) something entirely different. After all, who would think, looking at the advertisement that they were considering withdrawing from racing.

Stourbridge. D. K. RODEN.

* * *

## SINGERS ON THE COLMORE

Sir,

While reading your excellent article on Ford and B.M.C. products I was interested to note your mention of a team of white Singer Nines competing in the S.U.N.B.A.C. Colmore Trial of 1935, especially so as I own one of these cars. The car in question is BHX 332, a 1935 model (registered 4/12/34) Singer 9 Le Mans Special Speed, driven in that year by, then Captain, now Major, W. J. B. Richardson.

The team was known as "Candidi Provocatores" and was run, I believe, by the London Motor Club, the cars being maintained by the Singer Competition department. These cars did exceedingly well in trials, particularly in the 1935 Scottish Rally, where Singers took ten of the first thirteen places in Class 1 and the first two places in Class 2. The drivers for the 1935 season were, as you said, Richardson, Lawson and Westwood (respectively BHX 332, ABY 555, BTW 818), but Westwood left in 1936 to form the "Black Diamond" team of Fiat Balillas. The drivers for the 1936 season were Richardson, Lawson and Imhof (respectively BBY 111, BBY 222, BBY 333). Incidentally Mike Lawson now runs a garage at Thornton Heath (Moss and Lawson) together with Stirling Moss' father.

For daily transport I currently run a 1951 2½-litre Riley, having previously owned a 1954 R.M.E. I have a high regard for these post-war Rileys. It was a sad day for Riley enthusiasts when B.M.C. dropped these fine cars, and proceeded to drag the Riley name through the mud by attaching it to characterless monocoque construction cars. The Singer Le Mans will soon be for sale, as it is being replaced as period transport by a 1936 10.8 h.p. Triumph Southern Cross. The latter is fitted with a Riley 9 h.p. engine, and it is interesting to ponder whether this would have happened if the proposed Riley-Triumph merger had gone through.

Newcastle-upon-Tyne. G. BROWN

* * *

## ANGLIA ACCIDENTS

Sir,

Your article "Things they say" in the July edition of MOTOR SPORT: The reference to the Police Ford Anglia accident prompts me to seek enlightenment on this problem of fire with rolled Anglias.

Since 1965 I can recall at least three reports of the same thing happening to other cars of the same type, and it was not until Peter Procter's unfortunate accident that something seemed to be done. I roughly recall articles stating that Broadspeed were modifying the fuel tanks of their Anglias? If there is something of interest in this perhaps someone is willing to share the knowledge with other owners.

Might I just add that though I was unable to fault a famous rear-engined car that gave me five years' wonderful service, I still prefer the 105E.

Singapore. H. D. R.

* * *

## THE NEW INSURANCE DEAL

Sir,

In this age of frozen prices and incomes I feel I must relate my experiences with a well-known insurance company. Some months ago I exchanged my Triumph TR3 for a Mini-Cooper 'S.' My insurance company, Road Transport and General, transferred my existing policy under the same terms (50% loading on standard policy) and I was credited with a small sum in view of the reduced engine size. I have recently received a renewal notice, and I find that, without a word of explanation, my basic premium has been increased by exactly 100%, so that, although my No Claims bonus has increased, my net premium has risen by 50%. Arguments about the relative safety of the Cooper and a standard Mini bearing in mind the 70 m.p.h. speed limit (do insurance companies have statistics since the introduction of the limit?) and my driving record are like the proverbial water on a duck's back.

So much for the view that the new system of insurance favours the good driver!

Weymouth. J. BRITTAIN.

* * *

## MOTORISTS UNITE

Sir,

I wonder whether A.A. members realise that if they have brake or steering troubles on the road the A.A. will not help to put it right? I have this in writing. I found this out when my brake pads wore out recently. The spares they carry in their newly acquired vans are limited to fan belts and water hoses—plugs are too varied to carry!

All this brings me to the real point of this letter. Is it not about time motorists had a motoring organisation on their side? Who can we turn to when B. Castle says we will have 60, 50 etc. m.p.h. limits. Can we ever hope to have a tip off about Police speed traps, 1967 style; once stopped is there any hope for anyone hurtling along at 32 m.p.h.

Could we at least start a flashing headlight code to warn fellow motorists of radar traps?

Beaconsfield. E. H. DUDMAN.

* * *

## SNAG ABOUT THE XK150

Sir,

With regard to Graham Rogers' plea for help I feel I may have some to offer. I have owned an XK150 for the past six years and among the many modifications I have carried out the batteries were the first.

It was very simple. I had a new Exide battery fitted to a 1948 2½ Jaguar Saloon I owned. The battery was the heavy duty type fitted to commercial vehicles. On acquiring the XK150 I fitted this battery into the boot. It fitted very well at the back of the boot with a certain amount of insulation, longer cable and two expandable claw hooks.

The battery seems to like it in the boot as it is still the same battery I'm using. Also it seems to help with the roadholding, or maybe it's the modifications I carried out to the rear suspension, still that's another story.

West Moors. D. L. MARDEN.

* * *

## A CASE FOR QUARTER-LIGHTS

Sir,

One of the main disadvantages of life in the West Indies is that very often MOTOR SPORT arrives several weeks late. However I hope you will still be interested in comments on the opening quarter-light controversy.

The Ford Aeroflow system I agree set a new standard for motoring in temperate climates, but I doubt if any types other than full air conditioners would be equal to the demands of tropical conditions. The point which some of your weekly contemporaries missed when the topic was ventilated (sorry!) in their columns was that after a short time parked in tropical sunshine every metal part of the car is almost too hot to touch. Hence it is all very well to put the blower on "high" and wait for "x" air changes a minute to occur, but the air emerging from the neat little fascia bulls-eye comes at you super-heated by its passage through the built-in intake ducting! A thermometer in my Ford V6 often records 115°F if the car is left closed for any length of time, and I have seen 135°F on one occasion.

Unless it were possible to turn the quarter-lights wide open to direct air at one's face, driving would be torture. So please do not persuade designers to delete opening quarter-lights from their export models—not until refrigerated air conditioning units are standard for the tropics, anyway!

Impressions of motoring here in Trinidad would fill one of your issues. In spite of a general speed limit of 50 m.p.h. the accident rate is comparable per capita with U.K., and many of the accidents are horribly spectacular. On a fifty-mile cross-island journey yesterday we passed 4 accidents (involving in all seven vehicles) which had obviously just occurred, and this is pretty typical. Overtaking where roads are too narrow and congested seems to be the main cause, a result of the local carefree if not irresponsible temperament no doubt.

All types of cars can be seen here from every country except from behind the Iron Curtain. Japanese Toyota Coronets and Crowns

are popular, and there are now a few Hino Contessas. American and Canadian "land cruisers" most out of their element on these narrow busy roads, are very popular too, for taxi use. VW Beetles surprisingly are numerous, in spite of having no fresh air ventilation system worth the name. Holden, Opel, Vauxhall, all G.M. products, are assembled locally.

One last point, due to import and purchase taxes the V6 costs £1,450 here!

Trinidad. R. COLLINS.

* * *

## VIEWS ON VOLVOS

Sir,

Having noted the letter from Mr. Kane, I feel that it would be unfair not to make some reply. I also bought a 121 Volvo new in August 1965 and have covered to date 26,000 miles. At this mileage the engine seems quite nicely run in and the whole vehicle has many more years' wear in it. Of course no car is perfect and indeed all current cars from Rolls-Royce to B.M.C. are really engineered concoctions made up of specialist manufacturers' parts. The only part for which the manufacturers can take much credit generally is the standard of body finish and assembly. In this instance in my view the Volvo is one of the best produced cars at present on the market in this price range and I say this having driven since 1931 quite a large number of different vehicles. Faults on my Volvo to date have been one faulty stop-lamp switch and that is all.

Mr. Kane complains of the noise from the suspension after a rebuild, and as to this, of course, it seems he must blame the servicing agents and not the manufacturers. I have some sympathy over this.

Penarth. D. BARKSHIRE.

Sir,

Like many other Volvo owners I read Mr. Gerry Kane's letter with some surprise. Following several second-hand cars I bought a new B.M.C. 1.5 in 1959 complete with its quota of jammed doors, pitted chrome and atrocious cornering habits. (Well sir, they are mass produced). . . . A replacement engine and two clutches later I recalled MOTOR SPORT'S glowing report on its visit to the Volvo factory and bought a new 122S in 1961. Workmanship, finish, performance and reliability were all there. I was impressed and there followed a 1963 P1800 and in 1965 a P1800S and must have covered about 90,000 miles in them without a let-down. The 122S needed a tired rear coil spring replacing and the two sports each had back axles replaced because they were noisy; this under warranty.

None of the cars has given any engine trouble whatsoever and they seem to thrive on hard work. Tappet adjustment must be regular if excessive noise is to be avoided but this must apply to all cars with similar engine design. The only quarrel I have with Volvo is their disappointing lack of originality in the 144 styling. Perhaps Mr. Kane's troubles would disappear with a good mechanic.

[Name and address supplied—ED.] "Volvophile."

[This correspondence is now closed; I was dealing with the out-dated 144S and have had much admiration for the earlier Volvos, in their day—ED.]

* * *

## M.O.T. TESTING

Sir,

Mr. M. H. Armstrong's attitude to garages concerning M.O.T. tests, based on one, albeit hair-raising, encounter, is wholly unreasonable. He is under the misguided impression that garages actually make a profit on these inspections. The whole test never takes less than three-quarters of an hour. This not only includes inspecting the car, but also writing out the certificate and entering particulars of the test in a large log-book and sending it up to the Ministry of Transport.

Anyone will tell you that three-quarters of an hour or more of skilled mechanic's time costs the garage a lot more than a mere 15/-. Your correspondent has obviously forgotten that somebody has to pay for the lifts and jacks used in the test, the brake testing meter, tools, rent, rates and electricity. Make a profit on M.O.T. tests? The garage considers itself lucky if it comes away with a *loss less than 7/6, on each inspection.*

Brighton. P. R. STIMPSON.

* * *

## ISN'T IT STRANGE?

When my car runs out of petrol, it comes to a very ungracious halt, having gone through a process of gurgitating and re-gurgitating, even when I use the brand of petroleum having the mileage ingredient.

How do they come to a smooth, gracious stop on television?

Leigh. R. M. DRESNER.

*VINTAGE POSTBAG—continued from page 1032*

### Correction

Sir,

With reference to your "The Bentley D.C. at Silverstone," page 908. For the record : in the second 5-lap handicap, Langton's "Nurburg Frazer Nash" should read : Langton's *low-chassis Invicta.* I, unfortunately, do not own a Frazer Nash. Thank you for an excellent magazine.

Barnes. S. J. LANGTON.

* * *

### The Norris Specials

Sir,

Your report of the Vintage Prescott Meeting refers to my Norris Special Frazer Nash "now with Alvis Speed 25 engine."

Far be it for me to suggest that your information is thirty years adrift, I must point out that the Norris Brothers installed the Speed 25 engine in this car in 1937.

Perhaps you are mistaking my car for the Vintage Norris Special, now owned by John Smart, which was fitted with a 1½-litre blown F.W.D. Alvis engine "the right way round" in 1928.

Bakewell. GUY SMITH.

* * *

### "The American Invasion"

Sir,

I have hesitated to join in the correspondence in that delightful work "The American Invasion," but I am a little doubtful of Mr. Kent Karslake's identification of "The Volume" with the Mass.

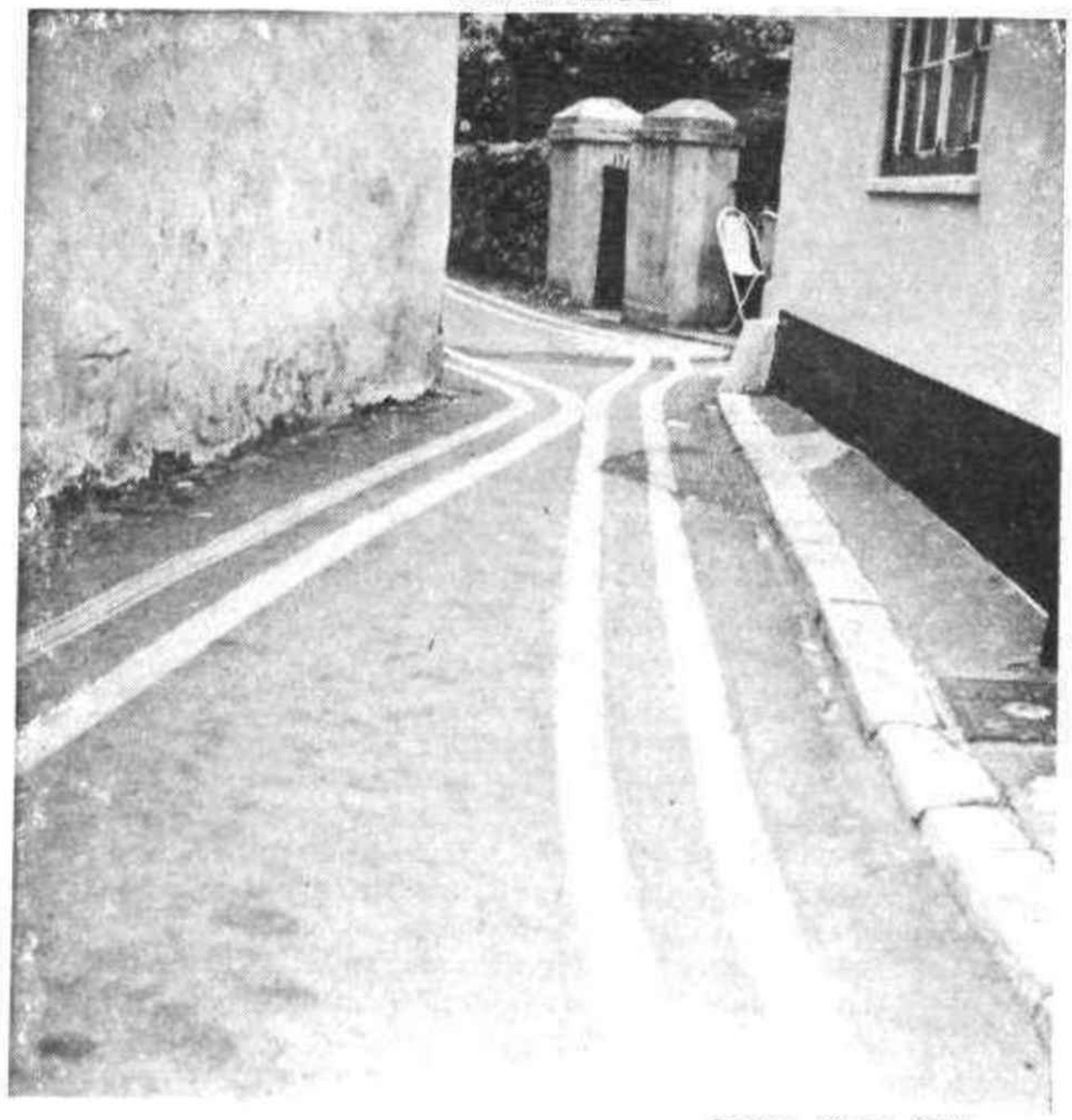
To begin with, the Mass (alias, in France, the Pierron) wasn't an American car but authentic French, the odd name stemming from its English sponsor, whose name is variously given as Masser-Horniman or Masserman. Equally, I am pretty sure it wasn't sold in France before about 1909, when separate Pierron listings began to appear.

Mr. Karslake may, however, be on the right track, since 1913 Mass Cars (by this time established in Bloemfontein Road, Shepherds Bush), *had* taken on two American agencies, the R.C.H. and the Paige : in fact the latter's 15-h.p. 4-cylinder model was sold here as the Mass-Paige to emphasise the link. Unfortunately I can't finish the story, as I am not sufficiently up in Motor Trade history of the period to know if Charles Jarrott and Letts Ltd. were retailers of either of these two makes.

Incidentally, my congratulations to you for digging up this alluring work.

Bognor Regis. MICHAEL SEDGWICK.

## TAILPIECE



*"You can't wait here." A white line study in Teignmouth, Devon.* Photo: Roger Williamson

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## FOR SALE

1958 **TR3A, OVERDRIVE, S/BELTS, X'S, M.O.T.** August 1968, h/top, new tonneau, resprayed BRG July, £190. Darby, 01-337 7457 (evenings). (8987

**XK150 F.H.C. S.E. £140, ENGINE REBUILD AUG. '67.** Bodywork immaculate, £395, St. Albans 52907. (8988

1927 **ROLLS 20 H.P. WITH MAYTHORNE DOCTORS** coupé body. Complete, but needs attention. Offers invited. Box 0233. (8989

**CASTLEITIS STRIKES AGAIN. 2 HAPPY MEMORIES** Marpleland for sale. '52 Minor Convertible complete with super-charged Ford engine, 4-speed box, Maserati horns, lightened body, extra gauges etc. Perfect condition. Real "Q" car. Austin 7 special, hydraulic brakes, alloy body, usual mods., high comp. head, deep sump. The perfect eye of bird catching car. Could even do the shopping with it. Haggle prices—£100-£68 10s. 4d. respectively. (8990

**BIRD TRAP PAR EXCELLENCE. DUE TO COMPANY** car my immaculate white floride offered for ridiculous price of £320. Fitted hard and soft tops. Regd. 1967. L.H.D. Hewitt, 67 Millfields, Writtle, Essex. (8991

1955 **A.C. ACE. RECENT EXTENSIVE OVERHAUL.** New mains, clutch, etc. Addition to family forces sale. Mr. Finer, 01-997 9296. (8992

**ASTON-MART IV DB2 1952 VANTAGE ENGINE, DARK** blue, new Cints., body very good, £260 o.n.o. Px considered. A. Cheshire, 329 Chester Rd., Castlebromwich, B'ham. (8993

**A.C. ACECA. NEEDS ATTENTION, £180. LETTERS** only please. Sanderson, Bridge House, Bisham, Marlow, Bucks. (8994

**ALFA ROMEO GIULIA SPYDER, 42,000 MILES, CON-**cours condition, £675, or exchange vintage/pvt sports or racing car. Ring 061-428 8482. (8995

**LANCHESTER MULLINER 14 SPORTS SALOON, 1936.** Showroom condition, reconditioned engine, M.o.T. 1968, £175 or exchange weapons or militaria. Holmes, 133 Nottingham Rd., Nuthall, Notts. Tel.: 272421. (8996

**BELGIUM ROLLS. MINERVA TYPE AK 1925, 4-SEAT** tourer, cherry red and black hide, sidescreens, hood, complete tools. Concours throughout, £1,750 o.n.o. Tel.: Woldingham 3321. (8997

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1937 **FRAZER NASH B.M.W. 326 MODEL. CLEAN** condition. Box 0235. (8999

**ASTON MARTIN 2/4. EXCELLENT CONDITION,** metallic grey, power brakes, M.o.T. 1968, Turbospeed tyres, £320 o.n.o. Godstone 203. (9000

**M.G. MIDGET, GREEN, MAY '66, 19,000 MILES, £550.** Owner gone abroad. Tel.: Altrincham 5136. (9001

1960 **TURNER 950. HARD TOP, HOOD, TONNEAU,** reconditioned engine, excellent condition. £200. Bath 63237. (9002

**DAIMLER SP250, 1961, HARDTOP, HOOD, HALF AND** full tonneau covers, radio, £440 o.n.o. Tel.: Brentwood 2634. (9003

**ALPINE SERIES IV RED/BLACK UPHOLSTERY,** overdrive. Soft top/tonneaux. Many extras. Genuine 22,000. Immaculate. £560 o.n.o. Tel.: Southend 559477. (9004

**BEREAVED OWNER OF IMMACULATE AND UNIQUE** special of vintage Brooklands design, seeks enthusiastic and hardy fresh-air fiend with £85. David Stevens, 01-422 0141 (day). (9005

**SUPERB, LOOK-AGAIN-CAR: AUSTIN 'NIPPY' 1937.** Original. Engine recently overhauled. Excellent condition. Bargain at £115. Townsend, 8 Malcolm Arcade, Cank St., Leicester. 58926 (business hours). (9006

**AUSTIN HEALEY 3000 MK III, 1964, SUPERB CON-**dition throughout, w/w, overdrive, Motorola, £650. H.P. Whittaker, Gravesend 64444 (ext. 478). (9007

1960 **PORSCHE 356B 1600 CABRIOLET SUPER 75.** Rust free, taxed, M.o.T. £595 o.n.o. Tel.: 061-437 5551. (9008

**M.G.-TF, 1954, REG. NO. 1 BMU, BRG, SPOT, FOG,** tonneau, new pistons, new crank, recent major engine overhaul, two new Cinturatos, £280. Macdona, 2 Church Ave., Ampthill, Beds. Tel.: 2126. (9009

**SPITFIRE, JULY 1965, DARK BLUE, 24,000, ONE** owner, immaculate, SP's, lam. screen, belts etc. £495. Grimshaw, 7 Swan St., Ashwell, Baldock, Herts. Stevenage 3300 (office). (9010

**TR3A POSSIBLY BEST IN EXISTENCE AS NEW IN** every detail. Finished in white, black hide trim, 6in chrome wire wheels, SP tyres. Well above average offers invited. Hughes, Homefield House, Oving, Bucks. Tel.: Whitchurch 467. (9011

## FOR SALE—continued

**BENTLEY MKVI 1951, ENGINE AND BODYWORK** excellent, £550 o.n.o. Gardiner, Burwell Cottage, Healey, Rochdale, Lancs. Tel.: 47000. (9012

**1951 BENTLEY MK VI, NEW CLUTCH, PINS AND** bushes and tyres. M.o.T. Maintained and recommended by agents as sound and reliable vehicle. £250. Tel.: Moore, Steyning 2446. (9013

**1927 AUSTIN 12/4 SPARES, MECHANICAL PARTS FOR** 1½ cars. Also 1925 500 c.c. Triumph motorcycle engine, complete with gearbox, frame. Tel.: Burgess Hill 2303. (9014

**LOVELY SILVER LADY FROM 1934 ROLLS-ROYCE** 20-25, also original full owners handbook, with running and maintenance instructions and original condensed handbook. High offers from intelligent gentlemen to Partridge Green 300 (Sussex). (9015

**BENTLEY, 1936 4¼ SALOON. ATTRACTIVE, SEMI-**razor edge coachwork by Thrupp Maberley, excellent original condition throughout. £315. Burgess Hill 3215. (9016

**MIDGET. FOR THE PERFECTIONIST. ONLY 10,000** miles, perfect condition throughout, B.M.C. hardtop, radio, heater, blue, October 1965, financial difficulty forces sorrowful sale, hence £545. Billingshurst (Sussex) 2398. (9017

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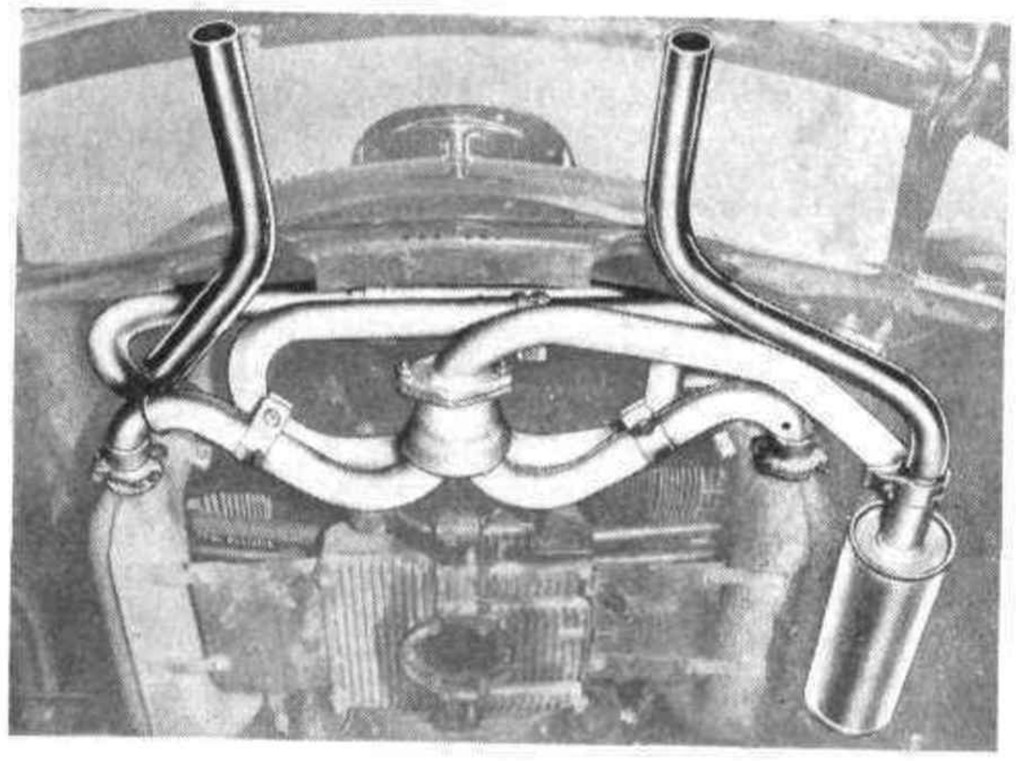



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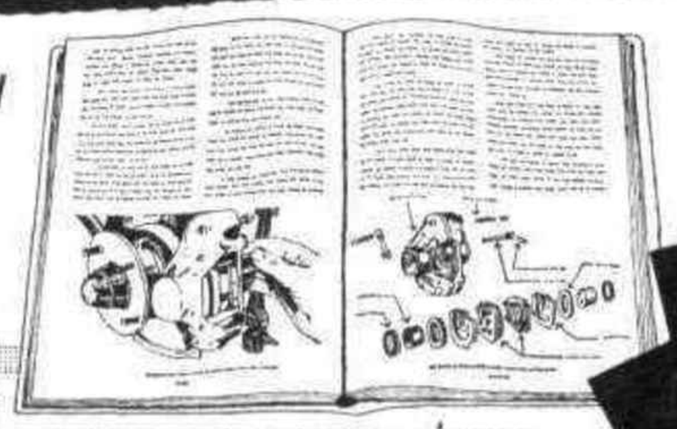
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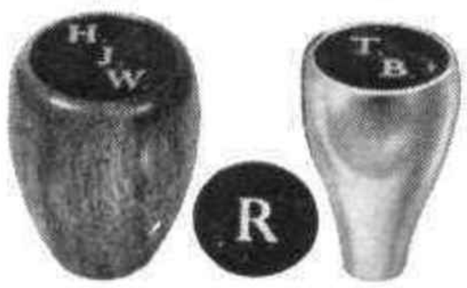
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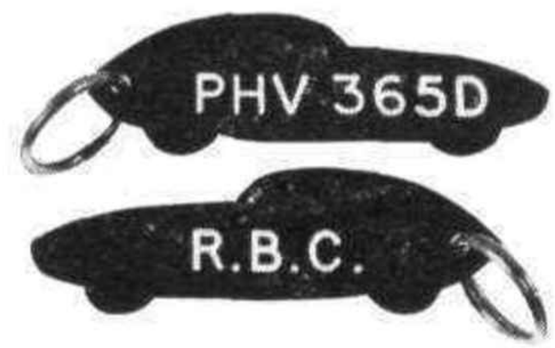
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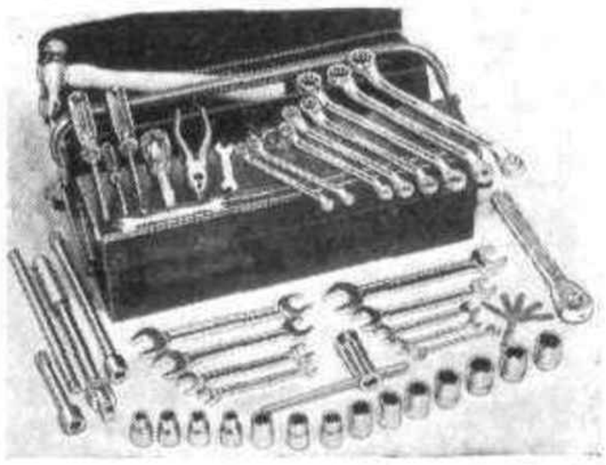
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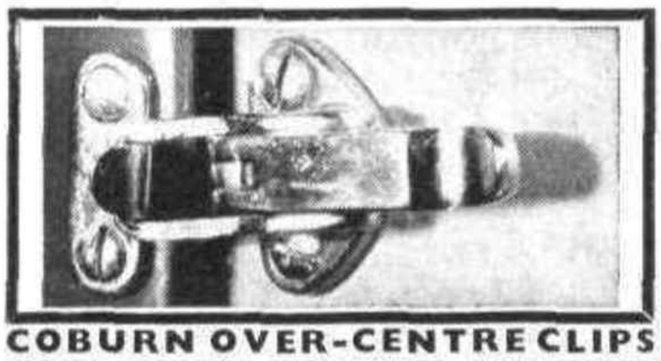
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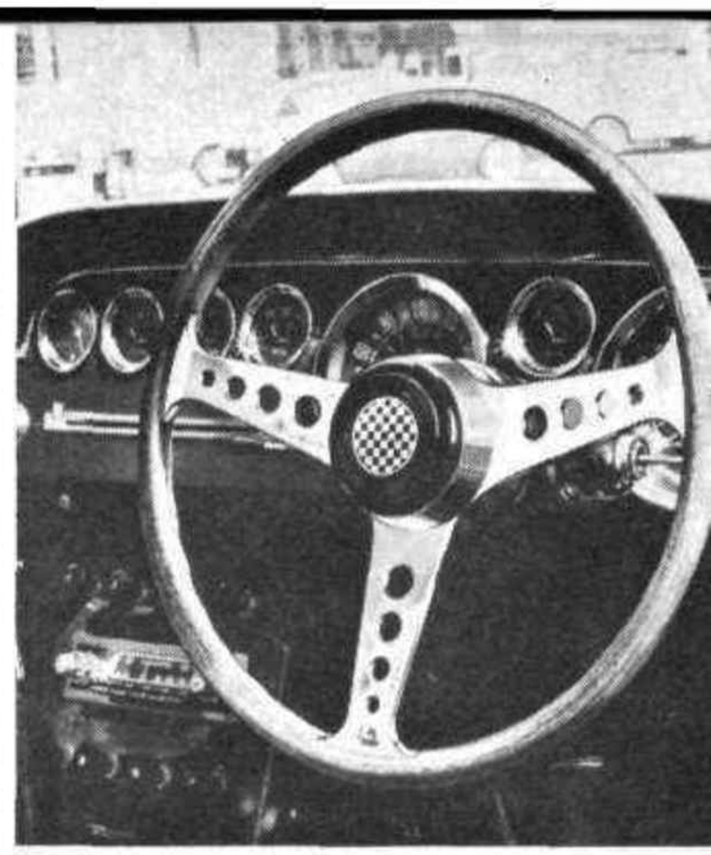
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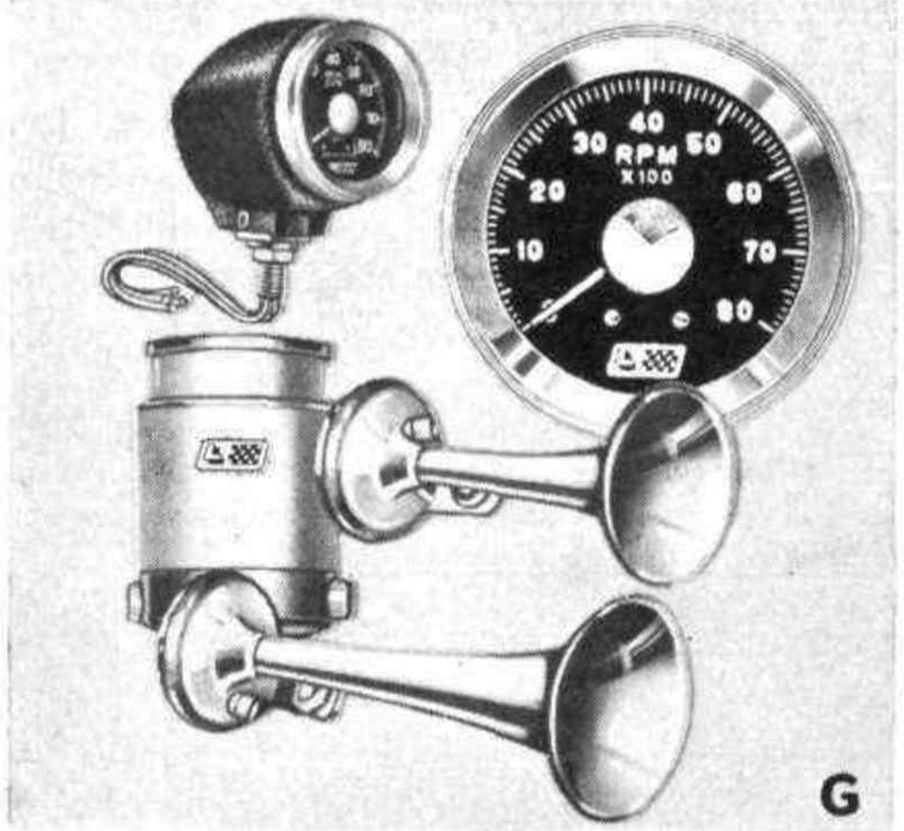
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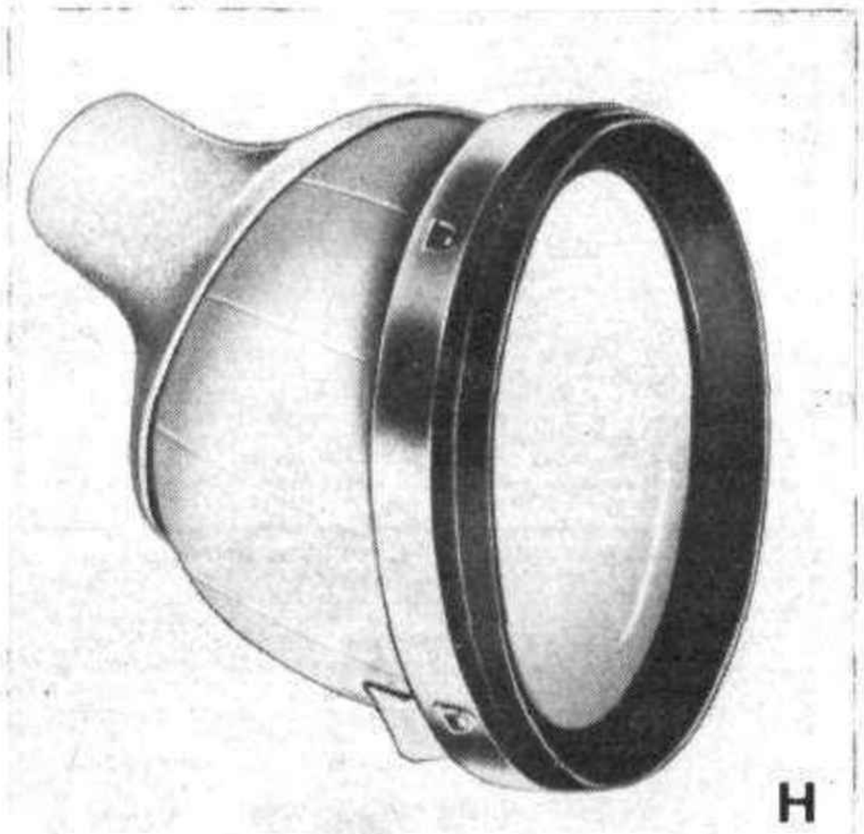
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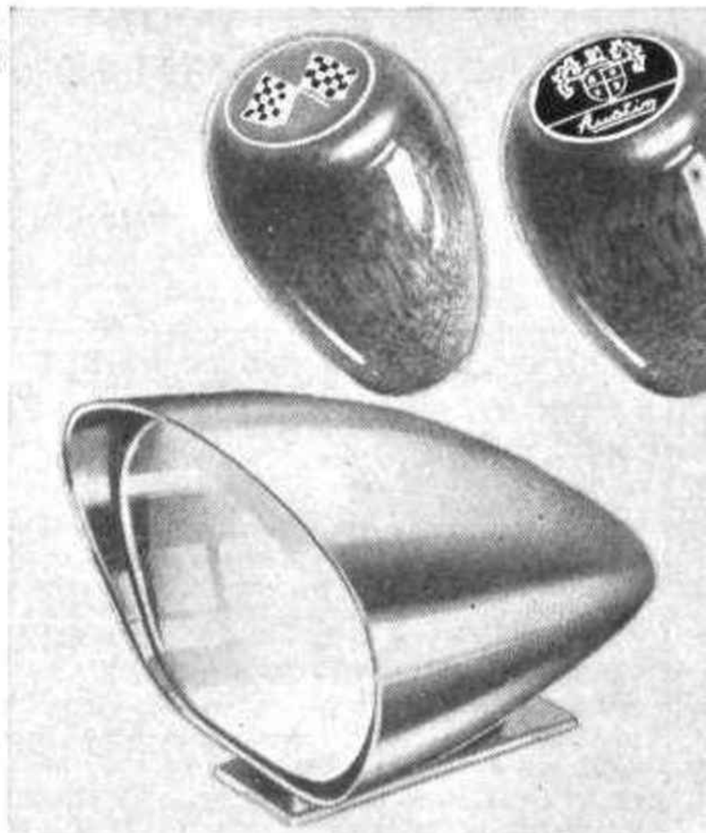

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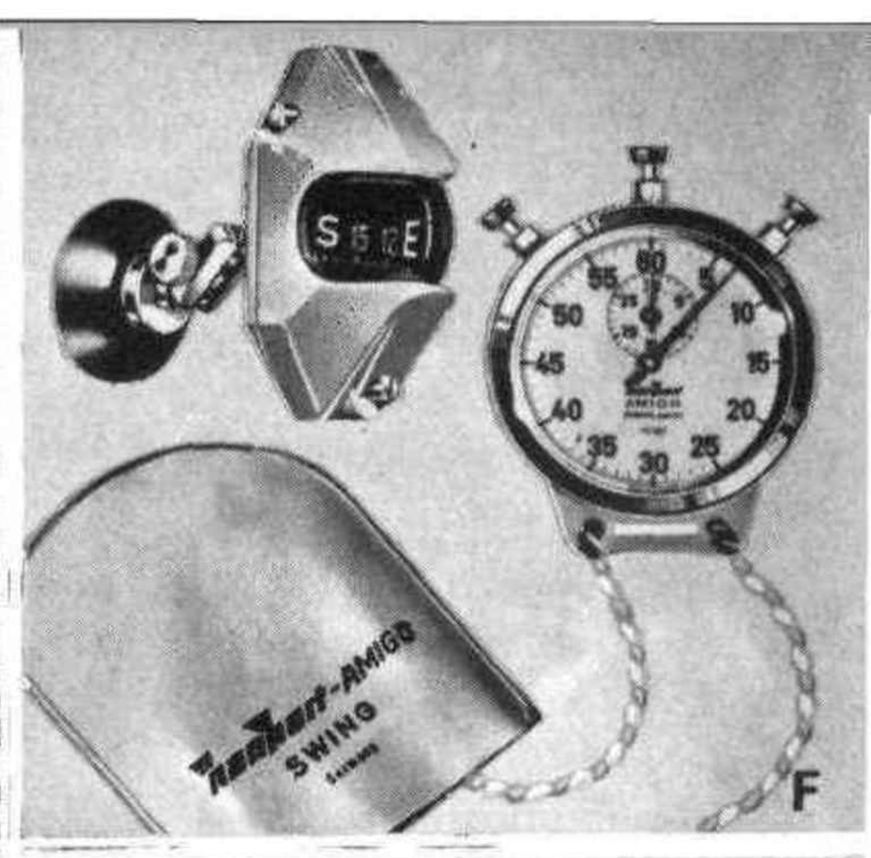
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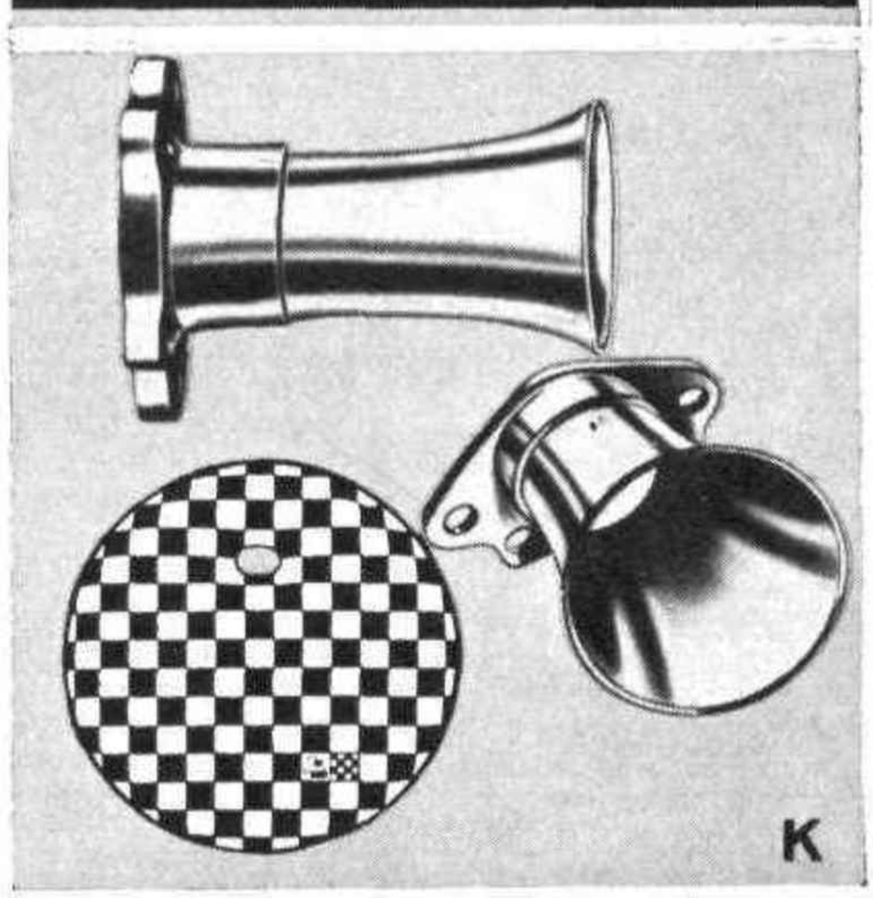

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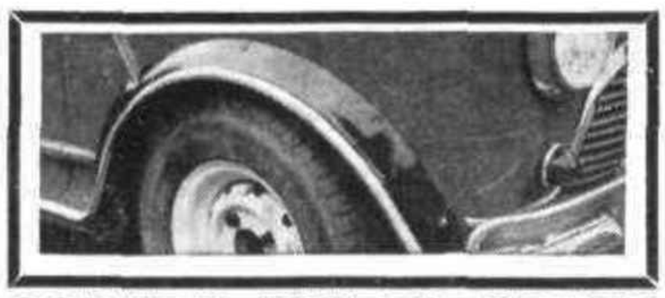
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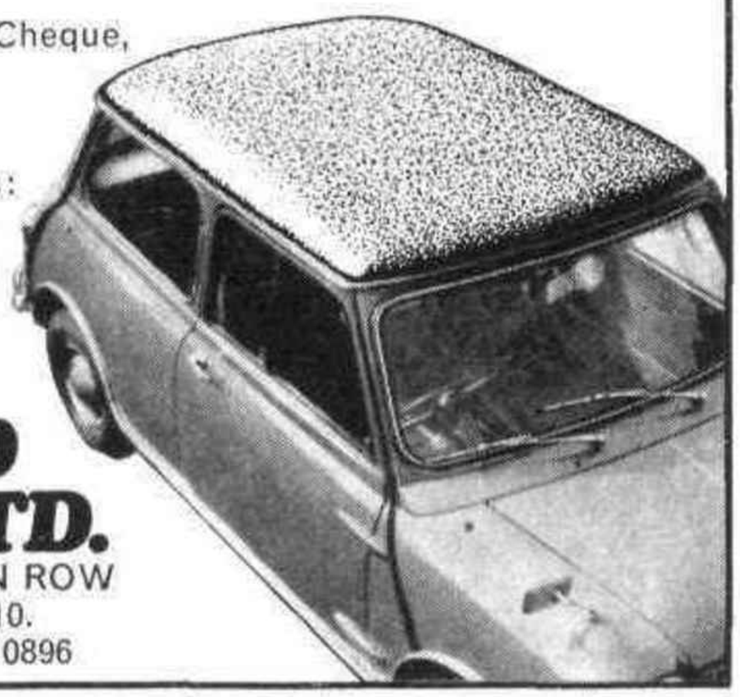
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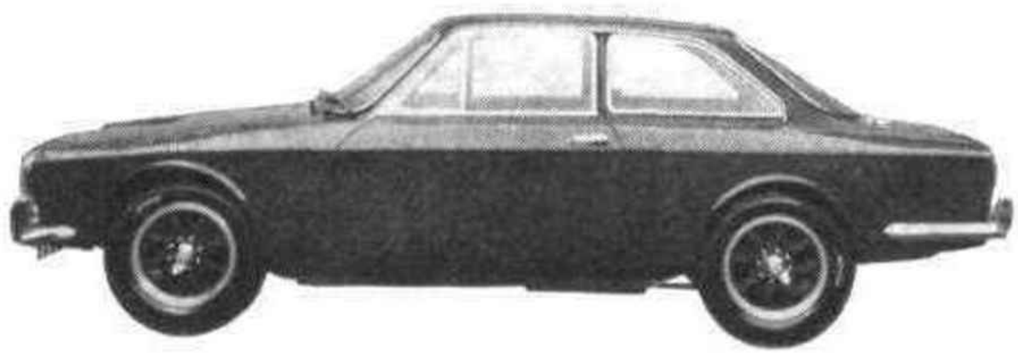
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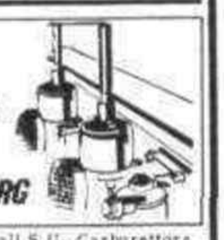



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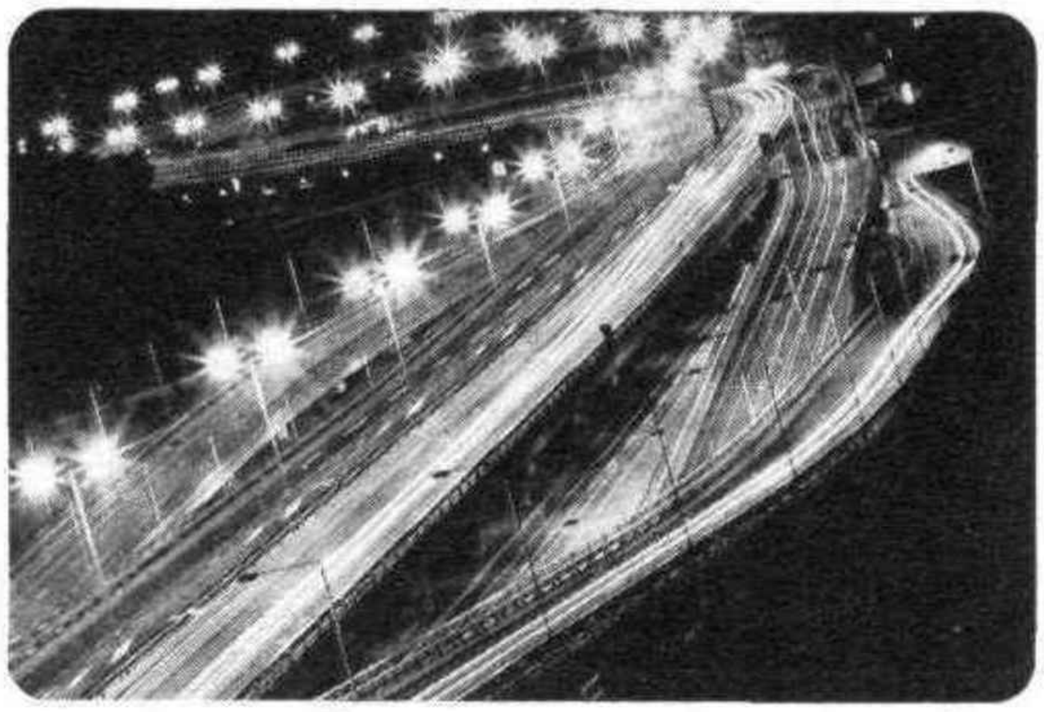
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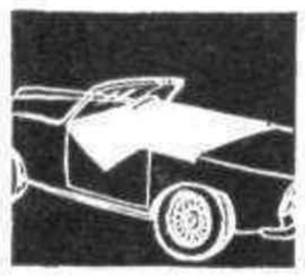
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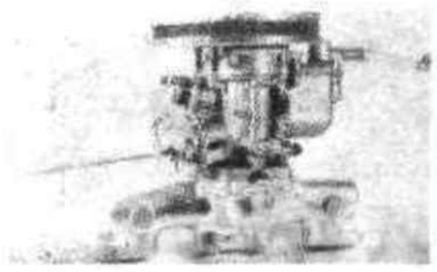


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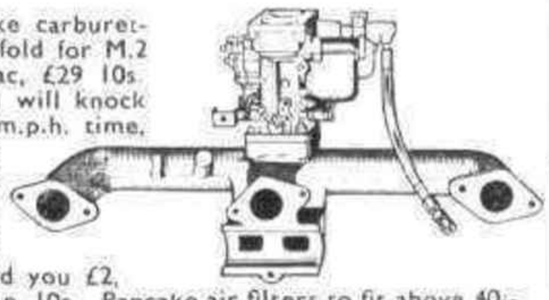


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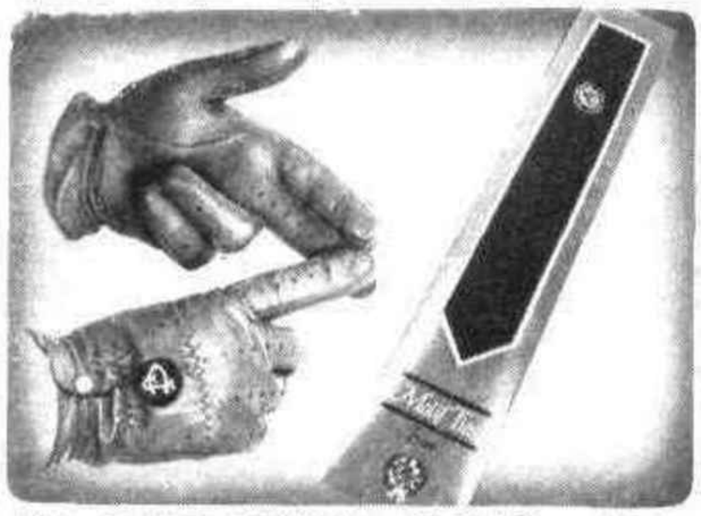


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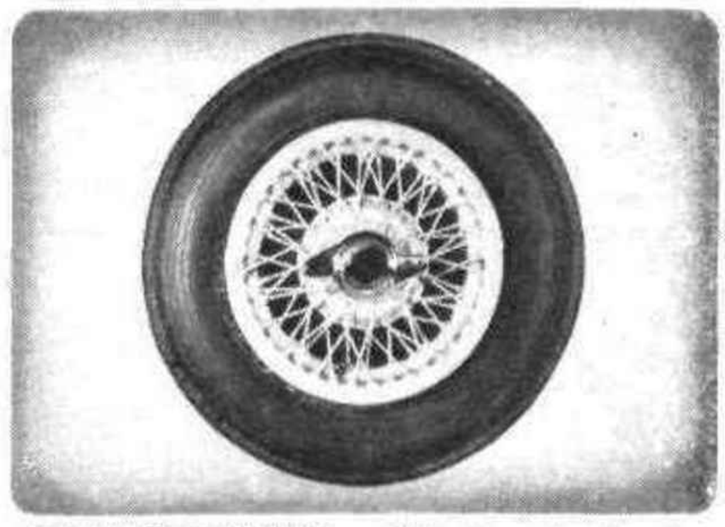


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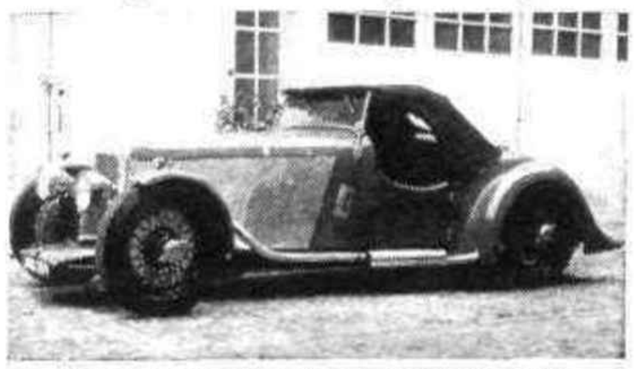
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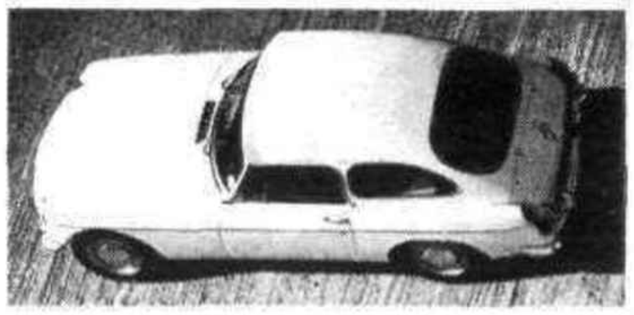
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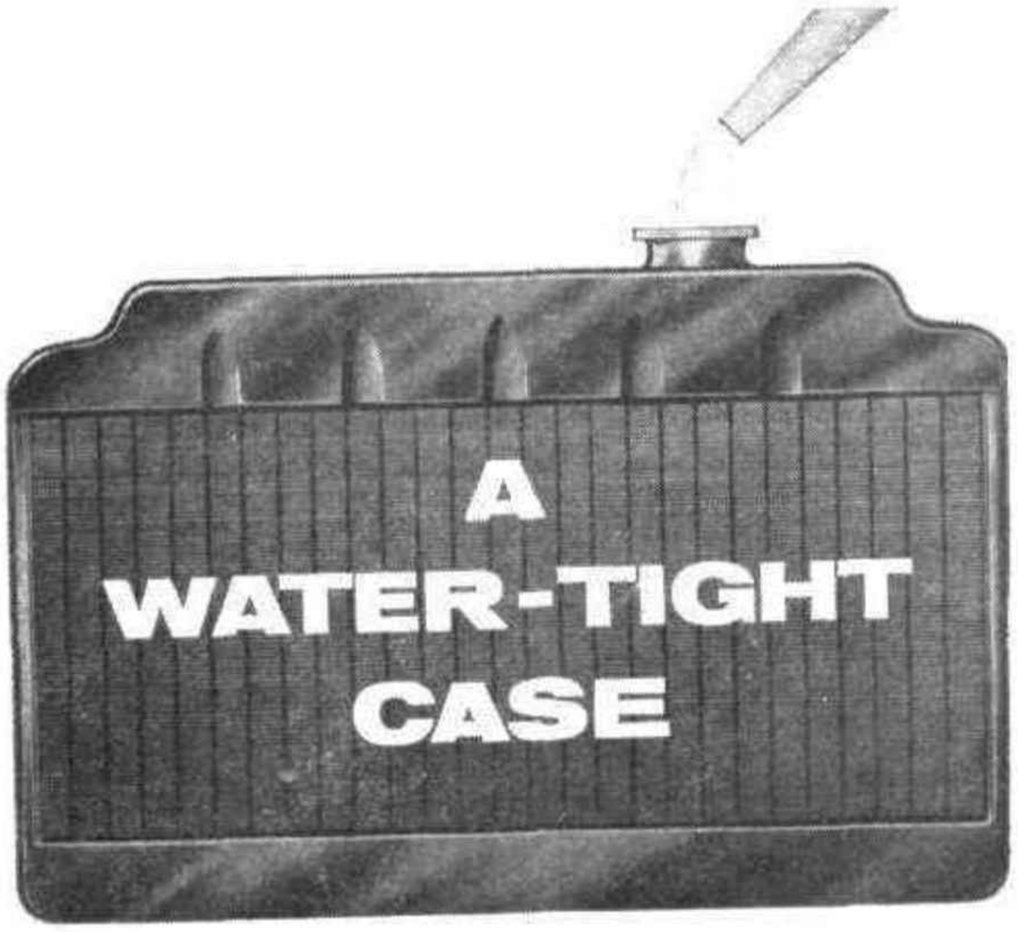


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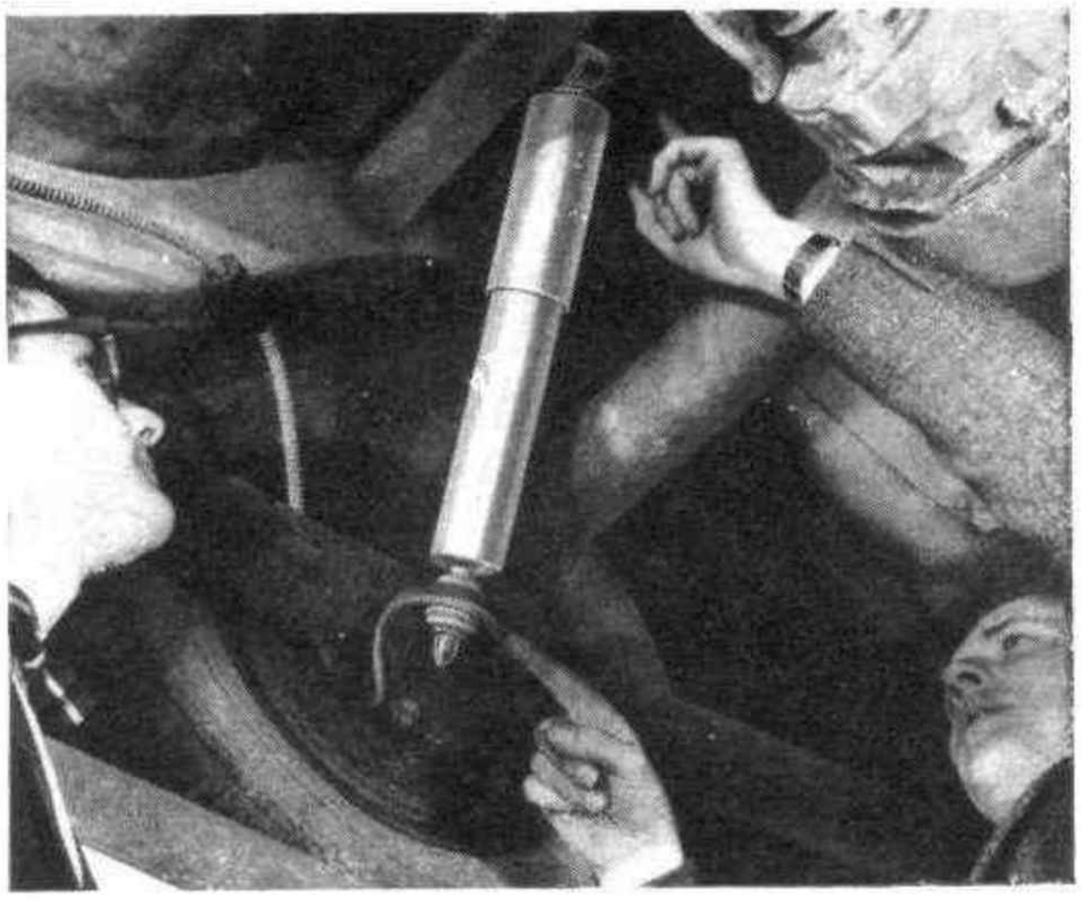
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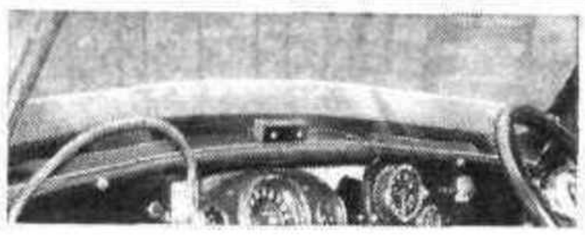
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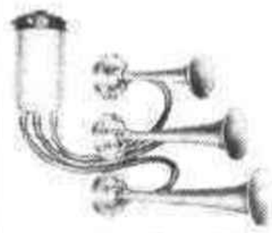
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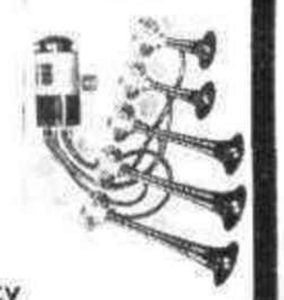
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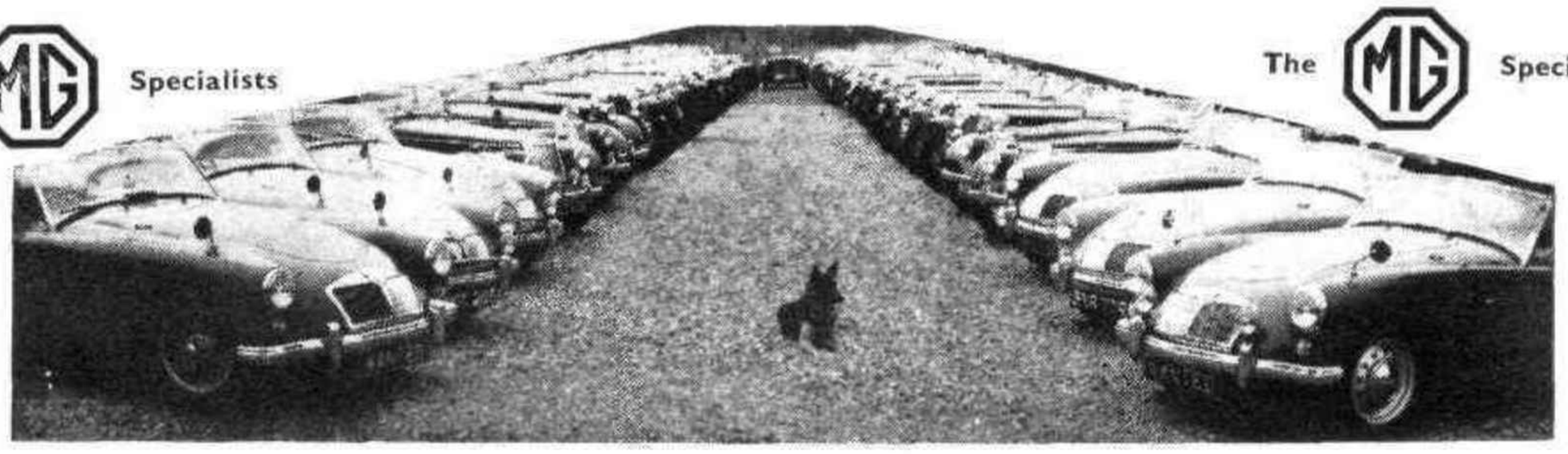
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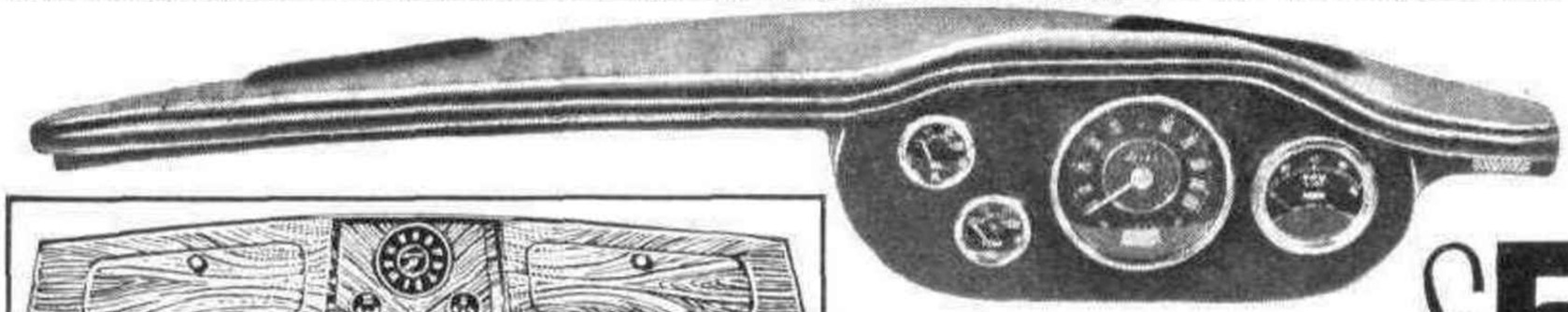


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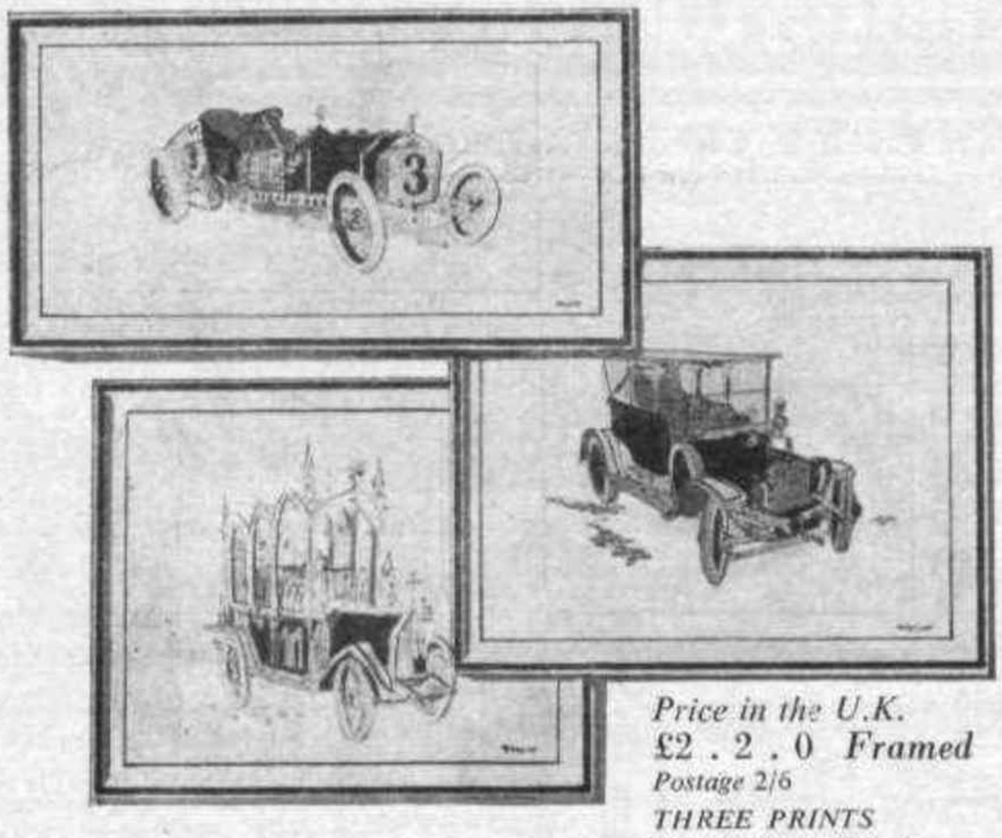
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**HALF-BUILT AUSTIN 7 SPECIAL FOR SALE. COM-**prises chassis with modified engine and latest type gearbox, four brand new tyres and aluminium sheets for body. Innumerable spares, including spare engine, block, twin SU's etc. Offers, will separate. Pete Rearden, 49 Meadow Lane, L'pool 12. STA 3360. (9121

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**MERCEDES 300S 2-SEATER CONVERTIBLE, 1952. A** very rare and attractive car with a price in U.K. of over £6,000 new. This car has new paint, tyres, top, seats, inside wood, carpets, clutch etc. all done this year. Like new, with radio, heater, w/w, reclining seats, self lubricating, 3 carbs., runs like a modern car to speeds in excess of 110 m.p.h. Price £1,500 o.n.o., will take any vintage car in part exchange. Box 0241. (9127



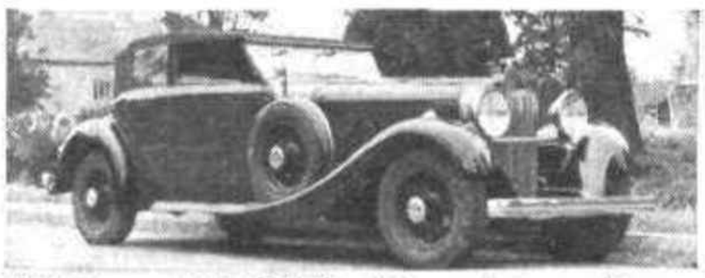
**1955 'R'-Type 4.8-litre Continental BENTLEY.** Manual. Webasto roof ... ... ... ... **£2,100**
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**1963 Maserati 3500 GT I 2 + 2,** in excellent condition .. .. .. .. **£1,750**
**1936 Rolls-Royce Phantom III** owner-driver sports saloon .. **Price on request**
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**ALVIS 3-litre** Series II, TD 21, 1963, five-speed gearbox, radio and heater, glossy black with white leather interior ..... **£1,099**

**ALVIS 3-litre** Series III, TE 21, Mulliner Park Ward, silver metallic grey with grey leather, five-speed gearbox, radio and heater ..... **£1,799**

***ALFA ROMEO T1**, 1961 saloon, in blue with grey cloth interior, four-door, low price at* ..... **£299**

**AUSTIN HEALEY Sprite, Mk. I,** 1958, fitted rev. counter and heater, a very, very good one indeed at ..... **£249**

**AUSTIN HEALEY Sprite,** 1960, Mk. I, green/green, fitted heater, a very good one indeed ..... **£329**

**AUSTIN HEALEY Sprite, Mk. II,** in yellow with black interior, ftd. htr., a smart fast and reliable car **£349**

**AUSTIN HEALEY Sprite Mk. II,** 948 c.c., again yellow with black int., ftd. with radio and heater **£369**

**AUSTIN HEALEY Sprite,** 1963, red with red int., moderate mlg. and very carefully kept by 1 onr. **£399**

**AUSTIN HEALEY Sprite,** 1965, Mk. III, clean little car that has had one lady owner from new, fitted seat covers and carpets ..... **£469**

**AUSTIN HEALEY 3000,** 1963 model convertible four-seater, wind-up windows, reversing light, spot light, heater, blue with blue interior ..... **£549**

**AUSTIN HEALEY 3000,** 1966, low mileage overdrive example with wire wheels, heater, and one or two small extras, white with black ..... **£899**

**BOND EQUIPE,** 1965, blue with special black leather roof, modified susp., warmish engine ..... **£549**

**BOND EQUIPE GT4S,** 1966, special paint finish, ftd. w/w and htr., generally in nice condition ..... **£699**

**BOND EQUIPE,** 1966, GT4S, w/w, s/belts, rev counter, radio, heater, rear wiper, spot light, reversing lamp, brilliant condition ..... **£729**

**DAIMLER SP250,** 1960, h/top coupé, 2+2 seating, beautiful maroon and beige lthr., fitted heater ..... **£399**

**JAGUAR XK150,** 1959 fixed-head coupé, just re-sprayed B.R.G., overdrive example, well above average in all respects ..... **£449**

**JAGUAR E-type,** convertible in Carmen red, excel. history, maker's oil pressure and performance ..... **£799**

**JAGUAR E-type** convertible, 1964, special maroon finish, fitted radio and heater, belonged to an avid enthusiast, value at ..... **£1,099**

**JAGUAR E-type,** 1963, f.h.c., in pure white with red lthr., chrome w/w, rdo./htr., lovely example ..... **£949**

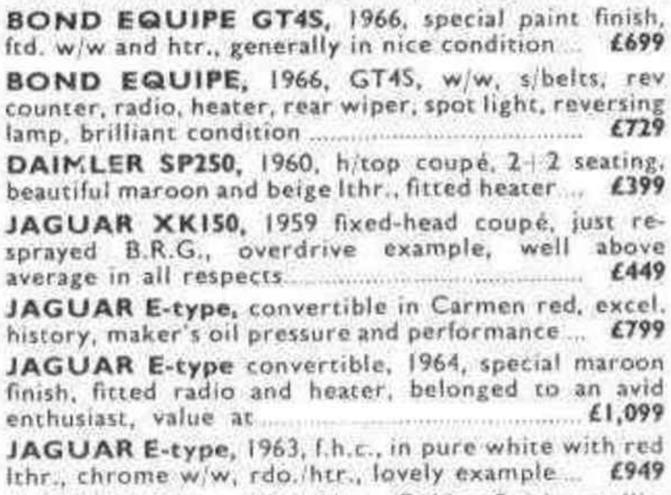
**JAGUAR E-type,** 1964 f.h.c., Golden Sand metallic, htd. rear window, rdo. and htr., a beauty at ..... **£1,199**

**JAGUAR E-type,** 1965, 4.2 f.h.c., htd. r/window, chrome wheels, radio and heater, green/green ..... **£1,399**

**JENSEN CV8,** 1965, V8, all white with red leather, ftd. rdo. and htr., a superb prestige car ..... **£1,999**

**JAGUAR E-type,** 1966, metallic Golden Sand, red lthr., very l/m'g. example, comparable with new **£1,649**

**JENSEN 541,** works car, all aluminium lightweight body, modified instrument panel, balanced engine, metallic silver with red ..... **£399**



**1966 MARCOS Mini,** superbly built and fully trimmed, Cosmic wheels ..... **£549**

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**1965 SII** convertible, British Racing Green, G800 tyres ..... **£899**

**1964 SII** Ian Walker Racing convertible with Aerflow hard-top, wide May wheels, new G800 tyres, superb ..... **£849**

**LOTUS Seven,** 1966, fibre nose and wings, G800 tyres, Lucas 7 inch lights, B.M.C.-A 1,000 c.c. unit with all mods ..... **£549**

**LANCIA 1.8 coupé,** registered November 1966, blue with red leather interior, a remarkably fine car **£1,499**

**MORGAN Super Sports,** 1966, Lawrencetune engine, two Webers, special 2-seater with wire wheels, green with black interior ..... **£949**

**M.G. TD,** 1953 Mk. II, one of the few really good examples of this popular sporting car available today, beautiful but beautiful ..... **£299**

**M.G. Midget,** 1962, a smart white little car with tan int., ftd. htr., performs extraordinarily well ..... **£349**

**M.G. Midget,** 1963, tonneau cover, radio, heater, mirrors, rear seat, w/wheels, wood-rim wheel **£449**

**M.G. Midget,** 1963, red with red int., ftd. with heater, but not a lot of extras, value at ..... **£369**

**M.G. Midget,** 1964, red Mk. II, red interior, nicely looked after, good bargain at only ..... **£449**

**M.G. Midget,** 1965, heater, tonneau cover, B.R.G. with black int., recent tyres, new battery ..... **£499**

**M.G. Midget,** 1966, blue with black interior, rev counter, not seen a great deal of use ..... **£539**

**M.G.-A 1500** with Mk. II modifications, ftd. htr. and h/top, much nicer than most and priced at only **£349**

**M.G.-A 1600 Mk. II,** convertible in white with black int., ftd. htr., a good straight clean car, again only **£349**

**M.G.-A,** 1960, twin-cam coupé, overdrive, radio, htr., grey with red interior, value at only ..... **£399**

**M.G.-A,** 1961, Mk. II, f.h.c. in dove grey with red interior, fitted heater, racing mirrors etc. ..... **£399**

**M.G.-B,** 1963, red with white hard-top, fitted w/w, spec. radial tyres, very fast and extremely stable **£549**

**M.G.-B,** 1964, roadster, straight clean car with no extras, good value at only ..... **£599**

**M.G.-B,** 1965, green with black interior, fitted o/drive, radio and heater, wire wheels, Maserati air horns, spotlight, rev lamp, tonneau cover ..... **£699**

**M.G.-B,** 1966, words cannot describe this car which has every extra in the book, and is far far better than new ..... **£849**

**M.G.-B GT,** B.R.G. with black int., ftd. htr., low mileage car, in very good order indeed ..... **£949**

**MORRIS Mini-Cooper,** 1962, green with black roof, green interior, just thoroughouly checked over and resprayed and looking a dream ..... **£299**

**AUSTIN-COOPER,** 1963, green with green int., Restall seats, numerous other extras, value at ..... **£329**

**MORRIS Mini-Cooper,** 1964, 1965 model, almond green and white, twin spots, oil cooler, heater, very fast ..... **£399**

**MINI-COOPER,** 1965, black over maroon, lowered suspension, stone guards, extras, fast and really looks the part ..... **£429**

**MINI-COOPER,** 1966, one owner only who used the car very little indeed, never been raced or belted **£549**

**PORSCHE Super 75,** 1962, fixed-head, right-hand drive, red with black interior, radio and heater, thoroughly nice car ..... **£799**

**RELIANT Scimitar,** 1965, white with black int., ZF gearbox, radio and heater, wire wheels ..... **£1,099**

**SUNBEAM Harrington Alpine,** not many of these superb coupés left, with o/d, economical ex. ..... **£449**

**SUNBEAM Alpine GT,** 1967, 4,000 miles only, o/d, rdo., htr., all white, absolutely unmarked **£899**

**TORNADO Talisman,** 4-seater, fast coupé, tuned Ford eng., red, special int., radio, heater ..... **£499**

**TRIUMPH Spitfire,** 1963, off white with black int., wing mirrors, htr., well polished, looks a treat ..... **£349**

**TRIUMPH Spitfire,** 1963, late type mods., hard and soft-top, rdo., htr., expensive but marvellous **£469**

**TRIUMPH Spitfire,** 1964, blue with blue interior, ftd. htr., well looked after, complete maintenance, one owner of course ..... **£469**

**TRIUMPH Spitfire,** 1965, hard-top model, used only as a second car and with a good history ..... **£529**

**TRIUMPH TR2,** 3A front, in red with tan interior, goes extremely well and looks a treat, exceptionally good value at only ..... **£199**

**TRIUMPH TR3A,** 1959, B.R.G. with red interior upholstery, extremely well kept and goes like the proverbial ..... **£299**

**TRIUMPH TR3A,** o/drive, hard-top, soft-top, tonneau cover, and in very good order ..... **£349**

**TRIUMPH TR3A,** every conceivable extra including rear seat polished wood dashboard etc. etc. ..... **£399**

**TRIUMPH TR3A,** registered 1963 and possibly the very last one ever produced, beautiful unscratched condition ..... **£449**

**TRIUMPH TR4,** 1962, red with red int., ftd. htr. and hard-top, supplied by us to previous owner ..... **£499**

**TRIUMPH TR4,** 1963, hard- and soft-top, no scratches or dents, exceptional at only ..... **£529**

**TRIUMPH TR4,** 1964, hard-top, radio and heater, blue with blue interior, really needs seeing at **£649**

**TRIUMPH TR4A,** 1965, the one with independent rear suspension, all red with black interior, excellent value at ..... **£749**

**TRIUMPH TR4A,** 1966 coupé, hard-top, heater, s/belts, comparable with the latest model at only **£849**

**VOLKSWAGEN Karmann Ghia,** 1966, convertible, not quite sports but very beautiful, rdo., htr. ..... **£949**

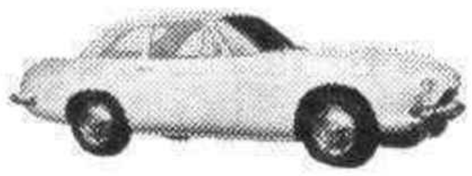
**VOLVO P1800S,** 1963 coupé. City grey with red lthr., seat belts, wing mirrors, o/d, htr., a charmer at **£869**




**1966 MARCOS Volvo 2000,** c.c. Specially built to order, cost over £2,000 now ..... **£1,449**

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**1966 Lotus-Cortina,** radial tyres, radio; one owner, 14,000 miles **£795**
**1965 Lotus-Cortina,** two owners, leaf springs, radio ... ... **£675**
**1964 Lotus-Cortina,** two owners, 29,000 miles, leaf springs ... **£595**
**1964 M.G.-B,** o/d., w/w., Waso lock, Cinturatos, B.R.G.; two owners, 13,000 miles ... ... ... ... ... ... ... ... **£595**
**1966 M.G.-B,** o/d. and w/w., 11,000 miles, red; one owner ... ... **£815**
**1965 "E" 4.2** d.h.c., white with black interior, chrome wires, 19,000 miles ... ... ... ... ... ... ... ... ... **£1,345**
**1965 "E" 4.2** f.h.c., B.R.G., with green interior, heated rear window, 20,000 miles, and radio ... ... ... ... ... ... ... **£1,345**
**1963 300SE Merc.** Auto and P.A.S.; 40,000 miles, radio ... ... **£1,345**
**1965 3.8 "S" Jag.** Auto, P.A.S. and heated rear window, 23,000 miles **£1,175**
**1964 (Oct.) Mini-Cooper 1275 'S',** green/white. Fully reclining seats, special dash with full instrumentation, Konis, G800s, new engine from factory, only 115 miles, oil-cooler. Mint ... ... ... ... **£495**
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**1964 Aston DB5,** in black pearl, one owner; 5-speed box. Service history ... ... ... ... ... ... ... ... ... **£1,895**

***1961 DB4*** *with o/d. and chrome wires, heated rear window; two owners,* 49,000 miles ... ... ... ... ... ... ... ... ... **£1,295**
**1967 Morgan 4/4,** with wire wheels, tonneau cover; 3,000 miles, as new ... ... ... ... ... ... ... ... ... ... **£725**
**1966 Alfa GT** convertible in blue, as new ... ... ... ... **£1,495**
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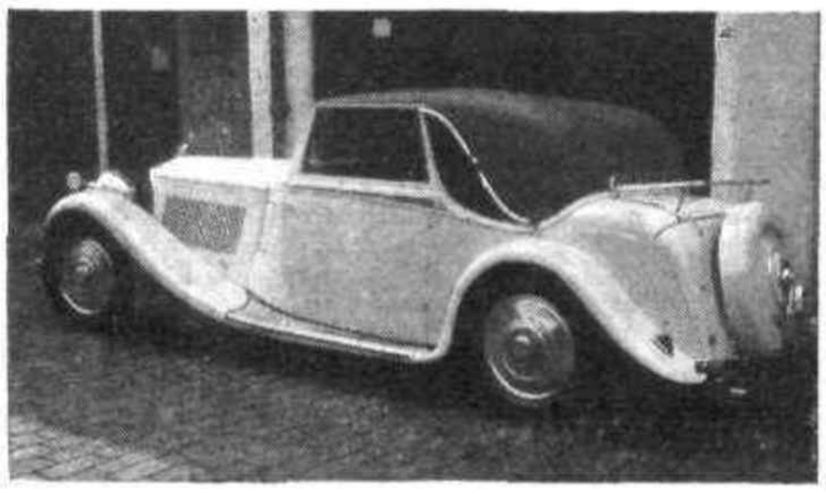
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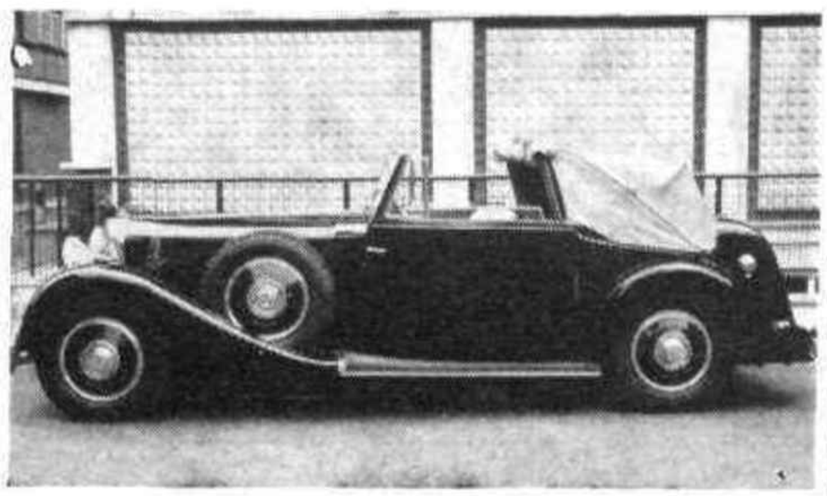
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**1935 BENTLEY 3½** 2-door fixed-head coupé by Barker.



**1939 BENTLEY 4¼ MR series** drophead coupé by Vanden Plas.

**Both of these Bentleys have had recent mechanical and coachwork restorations.**

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At the time of going to press (October 12th) I am negotiating the purchase of the following mint condition cars:

**1931 ALVIS 12/60** Beetle-back 2-seater.
**1934 LAGONDA 4½** sports saloon by Gurney Nutting.
**1935 BENTLEY 3½** fixed-head coupé by James Young.
**1932 ROLLS 20/25** sports saloon by Hooper.
**1923 WOLSELEY 16** saloon.
**1938 ROLLS 25/30** sports saloon by James Young.

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**1961 DAIMLER SP250.** Mountain blue with black hard-top. Pirelli tyres. A.A. report available. Well above average ... ... ... ... ... ... £525

**1966 AUDI 70.** Most attractive 4 door salcon. Blue with grey interior, radio. Cenuine one owner... ... ... ... ... ... ... ... ... £995

**1964 ALFA ROMEO 2600 Sprint.** The only genuine 4 seater G.T. available at a reasonable price. Attractive car in green with grey leather upholstery, fitted radio, Pirelli tyres ... ... ... ... ... ... ... ... ... ... £1,145

**1965 BOND Equipe.** Smart one owner G.T. in yellow with black upholstery, low mileage and in really good order ... ... ... ... ... ... ... £595

**1964 GTS coupe.** Genuine 31,000, one owner G.T. in really exceptional condition. Excellent tyres and first class mechanical order... ... ... ... ... £495

**1963 JAGUAR Mark X** saloon. Automatic and power steering. Opalescent dark blue with blue upholstery. Good tyres and very much above average ... £645

**1966 JAGUAR 2.4.** One owner, very low mileage saloon with overdrive and heated rear screen. Pirelli tyres. Virtually as new ... ... ... ... ... £1,095

**1959 JAGUAR XK150** convertible. Sherwood green, green interior, fitted chrome wire wheels and overdrive, a really immaculate and unusually fine car £695

**1964 series 3.4 JAGUAR Mk II** saloon fitted overdrive and radio. New clutch just fitted. Unblemished golden sand with red leather interior. Excellent throughout ... ... ... ... ... ... ... ... ... ... £725

**1963 JAGUAR 2.4** saloon, fitted chrome wire wheels and overdrive. Unusually fine car in white with navy upholstery, very much above average ... ... £695

**1966 JAGUAR 3.8** automatic saloon. Golden sand with green leather interior. Power steering and heated rear window, one owner ... ... ... ... £1,395

**1960 M.G.-A 1600.** Not brilliant on the body but really incredible machanically. Rumoured genuine 35,000 miles only. Wire wheels and recent SP41 tyres. L.H.D. ... ... ... ... ... ... ... ... ... ... £245

**1965 MINI COOPER.** Very smart and unusual in black with black upholstery. Five new tyres ... ... ... ... ... ... ... ... ... £425

**1965 SUNBEAM Tiger.** White with black hard-top, red interior, radio. Usual magnificent performance ... ... ... ... ... ... ... ... £745

**1958 TR3A** roadster in red with overdrive, really first-class body and mechanical order ... ... ... ... ... ... ... ... ... ... £325

**1964 TRIUMPH TR4.** Surrey top, fitted overdrive and radio. Firelli tyres B.R.G., black interior ... ... ... ... ... ... ... ... £645

**1966 VOLKSWAGEN Kharmann Ghia** convertible. Rare and beautiful car in blue with black upholstery. Genuine one owner, 9,000 miles with radio and other extras ... ... ... ... ... ... ... ... ... ... £945

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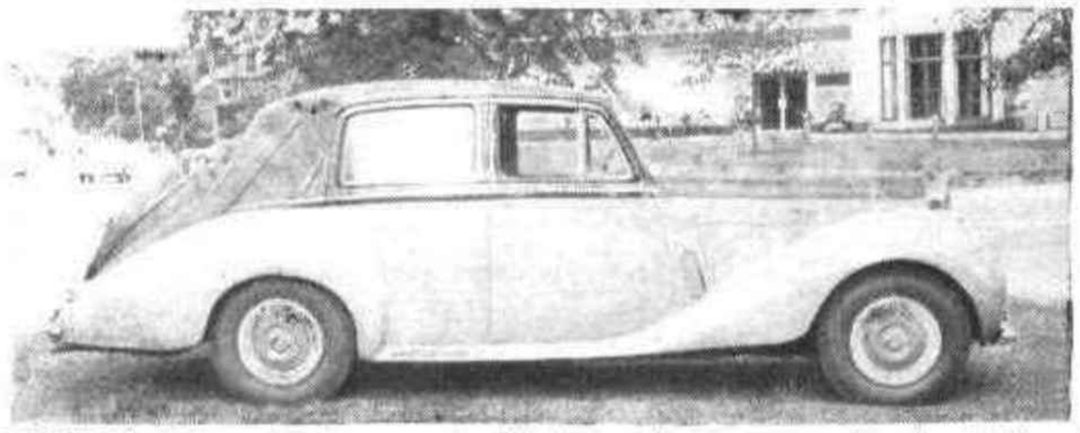
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FOR UNUSUAL AUTOMOBILES



**BENTLEY R-Type,** 1954, automatic, black on silver grey, grey interior, indicated mileage 106,000, maintained by us past three years, very good all round condition. £685

**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** hearse, 1927, one owner many years, extremely well maintained, recent rebore and exhaust system, modern coachwork; equally suitable for usage or conversion. £550

**ROLLS-ROYCE Phantom II** hearse, 1933, MY Series, quite a fair chassis; the body appears older than the chassis and is a period piece and much too good to destroy. As seen £325

We may shortly be in a position to offer one or more **Silver Ghost** chassis in running order.

**BENTLEY Continental** S Series, April 1956, automatic, Park Ward coachwork in duo grey, grey hide interior, recent overhaul of transmission, brakes, steering, exhaust etc., coachwork and plating renovated and my personal transport for past 5,000 miles, so mechanical condition can be vouched for. £1,875

**BENTLEY R-Type** Park Ward convertible, 1954, automatic, dark green, pale green leather, coachwork recently renovated and in excellent order, mechanically likewise and recorded mileage of 90,000 is probably genuine. £1,650

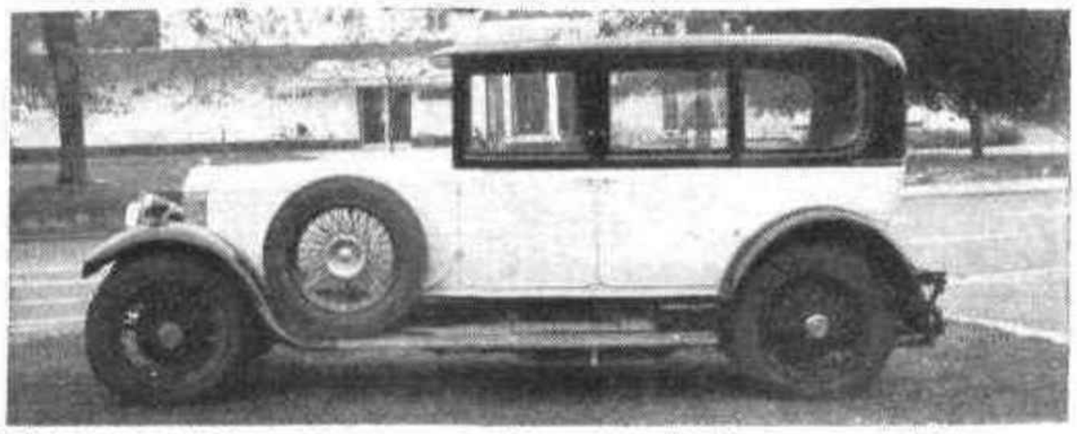
**BENTLEY R-Type** standard steel, 1955 Series (Reg. Nov. 1954), automatic, black on grey, paintwork good, red hide interior much above average, two owners only, excellent chassis, new tyres, brakes relined and complete engine overhaul just carried out by us. £850

**1926 BENTLEY** 3-litre Speed Model, chassis only (for further details see last month), ready to receive coachwork.

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

**DAIMLER Majestic Major,** 1964 Series (Reg. Dec. 1963), automatic, power steering, grey, grey interior, 2 owners, mileage believed approximately 38,000; first-class car in every way identical with current model and outstanding value at £745

**Similar car,** late 1964, duo grey, red interior, one owner, likewise excellent order. £765



**ROLLS-ROYCE Twenty** Hooper owner/driver saloon, 1929, approx. £1,000 spent by last owner during past eight years, completely original specification. An outstanding car in every way. £1,150

**DAIMLER Light Straight Eight 25 h.p.,** 1934, Mulliner 4-light sedanca coachwork, mechanically very good, recent complete engine overhaul, coachwork shabby but sound and easily renovated. £275

**MORRIS 10/6** saloon, 1935, one owner until 1965 and in surprisingly good order. £95

**TATRA** rear-engined V8 4-litre (the big one) *circa* 1937/38, now in running order with completely overhauled engine, needs painting, otherwise very good. Unquestionably unusual.

**VERITAS-B.M.W.,** *circa* 1949, imported to U.K. 1955, l.h.d., Type 326 engine, mechanically very good, bodywork sound but a bit shabby. No history known, but almost certainly has racing background and therefore eligible under Griffiths formula. £275

VINTAGE

**B.S.A. Ten** twin-cylinder air-cooled 4-seater tourer, 1924, extremely well restored to original standards and a very practical, but highly unusual vintage car offered at a figure representing considerably less than the cost of restoration. £650

**1929/30 CHRYSLER,** believed Model 70, on wood wheels, chassis only with bonnet and scuttle, but in running order. £65

**DAIMLER 25-h.p.** sleeve-valve, 1928, hearse body, complete and quite sound. As seen. £95

Of the general miscellany of cars, engines etc. offered last month, some have been sold, but quite a quantity is still available, but we repeat that these items are not at Paynes Park and can only therefore be seen by appointment.

**FLYING FIFTEEN** class racing yacht, Uffa Fox design, complete with two sets of sails (one set new nylon), new 30' aluminium mast, cover, trailer etc. (for photograph see last month).

*All vehicles sold in running order carry a M.O.T. Certificate.*

**Immediate Hire Purchase and Insurance facilities can be arranged.**

**All types of part-exchange considered.**

**PAYNES PARK, HITCHIN, HERTFORDSHIRE**

## FOR SALE—continued

**MERCEDES 220 2-SEATER CONVERTIBLE, 1951. A** *rare car unlike all other 220 type Mercedes cars with a new price in U.K. of nearly £4,000. This car has very attractive lines and is in like-new condition, with new paint, inside wood and seats, new top, brakes, etc, over 100 m.p.h. £950 o.n.o., will take any vintage car in part exchange.* Box 0242. (9128

**RAILTON STRAIGHT 8. RUNNING ORDER, ALU-**minium body. £150. Knight, 64 Weelsby Rd., Grimsby. Tel.: 79894. (9129

**M.G. PB, 1936, RESTORED CAR WITH INTERESTING** history. 100 m.p.h. mated with excellent acceleration would suit racing or make quick exciting road car. 01-850 7131. (9130

**RILEY 2½-LITRE R.M.F. SALOON, 1953. MECHANI-**cally rebuilt. Bodily rebuilt and repainted grey. New underseal. New roof and lining. New chrome. Heater and radio. Photographs and engineer's report available to genuine enquiries with over £500 to spend. Powner, Boningale, Albrighton, Wolverhampton. (9131

**1955 M.G. TF 1500. IMPORTED FROM JERSEY AND** completely rebuilt. Re-upholstered, resprayed when dismantled, two spots, reverse, air horns, very good tonneau and hood, tyres 85 per cent. Must sell to nearest offer, £525. Mann, Brisley, Dereham, Norfolk. Elmham 231. (9132

**1953 RILEY 1½ R.M.E. ABSOLUTELY IMMACULATE** and original. Must be one of the best in existence. £300. Photo available. Tel.: 01-743 7505. (9133


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**1933 ROLLS-ROYCE 20/25** sports saloon by Arthur Mulliner. Complete *engine overhaul, generally fine* condition ... ... ... ... ... ... **£850**

**1936 BENTLEY 4¼** by Vanvooren of France, in two shades of blue, 3,000 miles only since being rebuilt, a showpiece ... ... ... ... ... ... **£875**

**1938 ROLLS-ROYCE Wraith** by Park Ward, no division, very nice line. Sound attractive Wraith for **£650**

**1949 BENTLEY Mk. VI** standard saloon, just resprayed in grey, fitted new bearings etc. Good value at... **£395**

**1954 ROLLS-ROYCE Silver Dawn** *in grey,* 82,000 miles and immaculate inside and out ... ... **£1,600**

**1054 BENTLEY "R" type** in blue and grey, automatic, history, perfect order, very good looking car... **£825**

**1953 BENTLEY "R" type** convertible in blue, overhauled at Bentley Motors, including replacement engine 18,000 miles ago ... ... ... ... ... **£1,350**

**BATTLE ROAD SERVICE STATION**
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OFFERS INVITED FOR THE ABOVE
**IMMACULATE CAR**

Two-tone green with sage green leather interior. H.M.V. radio. Sliding roof. Overdrive. Mileage 47,000. Two owners only. Servicing records from new.

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**1961 Jensen 541S,** 4-str. GT, electric windows, radio, Webasto roof, powr-lok diff. etc. ... ... **£795**



**1961 TVR Grantura Mk. IIA,** MG-A., 1600 unit, radio, Mk. III bonnet, etc., superb example ... **£430**



**1960 Alfa Romeo Giulietta 1,290 c.c. Spider,** *fabulous in Alfa red with black interior...* ... **£390**



**1959 Jaguar XK150** 2/4-str., its outstanding condition fully justifies the price of... ... ... ... **£415**

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| **New unregistered Lotus 7,** save £100 ... | **£435** |
| **1966 M.G. Midget,** B.R.G., wire wheels ... | **£555** |
| **1965 M.G.-B** roadster, wires, radio, one owner. | |
| ***1965 Healey 3000 Mk. III,*** radio, wires, immac. | **£760** |
| **1964 Triumph TR4,** Surrey hardtop, o/drive | **£660** |
| **1964 Triumph TR4** roadster, radio, o/d, w/w... | **£645** |
| **1964 M.G.-B** roadster, wire wheels, o/drive... | **£635** |
| **1963 Triumph TR4** roadster, radio, etc. ... | **£555** |
| **1962 Austin Healey Sprite Mk. II** ... ... | **£340** |
| **1962 Healey 3000 Mk. II** 2/4-str., o/drive, wires, radio, hard/soft tops, superb ... ... ... | **£495** |
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| **1962 Rochdale "Olympic,"** 1,172 c.c. engine | **£295** |
| **1961 Austin Healey Sprite Mk. II** ... ... | **£320** |
| **1960 Healey 3000** 2/4-str., hard-top, o/d ... | **£365** |
| **1960 Turner Sports** 948 c.c., indigo blue ... | **£270** |
| **1960 M.G.-A 1600 c.c.** roadster, radio, etc. ... | |
| ***1959 Aston Martin DB Mk. III,*** o/d, superb... | **£665** |
| **1959 Sunbeam Alpine,** outstanding value at... | **£200** |
| **1959 Triumph TR3A,** hard-top, wires, superb | **£345** |

**S'H TONNEAU COVERS £5**

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***RILEY 9 FOUR-SEATER TOURER. SIMILAR TO LYNX.*** Excellent aluminium body. Resprayed maroon with new black canvas hood. Sound engine and mechanics, new battery. M.o.T Oct. '68, taxed. Offers invited. *Ring Mr. Staines at CHA 1644 or Romford 61747.* (9134

**1934 AUSTIN 7, TWO-SEAT TOURER. BLUE/BLACK,** chrome radiator type. Nice condition, £75. For more details ring Maidenhead 23181. (9135

**1959 MERCEDES BENZ 220S. BLACK/BEIGE INTERIOR,** one owner to 1966, carefully maintained, hard to find a good Mercedes at £350. Bell, 120 Victoria Ave., Hull. Tel.: 42533. (9136

**M.G.-B GT, THREE MONTHS OLD, 3,000 MILES.** Wood wheel, air horns, Selmar alarm, SP41, undersealed. Single No. registration. Cost £1,150, accept £965. Forced sale 31 Cedar Ave., Hazlemere, Bucks. High Wycombe 21057. (9137

**1932 AUSTIN 12/6 AS FOUND BUT G.R.O. GOOD** tyres, needs repaint, £35. 71 Wroxham Rd., Norwich 49515. (9138

**LANCIA APRILIA 1938. REBUILT ENGINE, NEW** tyres, numerous spares, but needs carburetter, offers. Box 0244. (9139

**JAGUAR E-TYPE, D.H.C., NEW GEARBOX, CLUTCH,** universal joints, rubber bushes discs and pads. Superb condition. November 1961. £645 o.n.o. Must sell. 13 Rose Rd., Coleshill, Warwickshire. Coleshill 4653. (9140

**LAGONDA RAPIER, 1936. NEW HOOD, SIDE SCREENS,** *re-worked engine, re-painted, exceptional condition.* Finburgh, 79 Greenway, London, N.20. Tel.: Hillside 9535. (9141

**M.G. TC 1948. RED. BEST OFFER OVER £135.** 29 Romsey Rd., Benfleet, Essex. (9142


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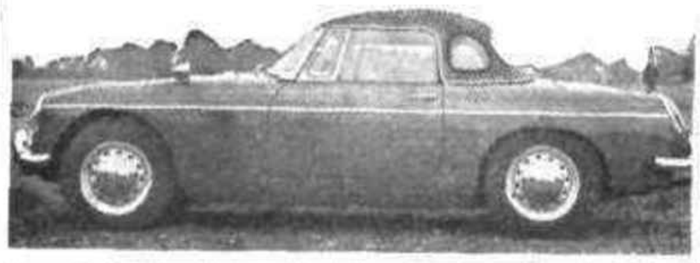
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M.G.-B *(as illustrated)* ... ... **£48.0.0**
Optional Skyview Roof Window available for Mk. III **£7** and M.G.-B **£10**
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**JAGUAR XK150 f.h.c., 3.4 "S" type,** 1959. Scarlet *with red upholstery, overdrive, wire wheels, radio* and heater, twin spots ... ... ... ... ... **£495**

**A.C. Ace-Bristol,** 1957. Two owners only from new. *Dark metallic blue with red trim, heater, discs, wire* wheels ... ... ... ... ... ... **£445**

**M.G.-B,** 1963. Finished in iris blue with matching *interior, wire wheels,* heater, tonneau, twin spots, wood-rim wheel ... ... ... ... ... **£545**

**LOTUS Super Seven,** 1963. Silver with red wings and nose section. *One owner only, Cosworth 1,500 c.c.* engine, tonneau, full weather equipment... ... **£475**

**HILLMAN "Emery" Imp,** 1965. Black with red trim, lowered roofline, lowered suspension, twin Webers, extras and modifications too numerous to list. Superb order... ... ... ... ... ... **£595**

**VOLVO P.1800,** 1963. White with red upholstery, overdrive, twin spotlamps, heater, seat belts ... **£845**

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**JAGUAR XK120 roadster.** Excellent example in white with tan interior, radio, heater, twin exhausts **£295**

**M.G. Midget,** 1962. Red with black interior, with heater, etc. ... ... ... ... ... ... **£345**

**M.G. TC,** 1949. Finished in British Racing Green, with beige trim, heater, twin spots, etc... ... ... **£295**

**VOLKSWAGEN 1200** de luxe, 1961. Burgundy red with grey trim, heater, etc... ... ... ... **£265**

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**RELIANT Scimitar 2½-litre,** 1966. One owner only, *white with black interior, wire-wheels,* heater, seat belts ... ... ... ... ... ... ... **£1,095**

**M.G.-B,** 1966. One owner, 13,000 miles only. Unmarked red with black hardtop and interior, wire-wheels, radio, heater, seat belts, rear-seat, luggage rack... **£795**

**LOTUS-Cortina,** 1966. White with black trim, green flash, heater, etc. 27,000 miles. ... ... ... **£765**

**VOLVO P.1800,** 1962. Suede grey with red hardtop, and interior, radio and heater ... ... ... **£695**

**AUSTIN HEALEY Sprite Mk 3,** 1966. One owner only. Spotless BRG with black interior, heater, tonneau *cover* ... ... ... ... ... ... ... **£535**

**M.G.-B,** 1964. White with black interior, radio, heater, wood-rim wheel ... ... ... ... ... **£595**

**TRIUMPH TR4,** 1963. BRG with black hardtop and interior, radio and heater, twin spots, seat belts, tonneau ... ... ... ... ... ... **£585**

**SUNBEAM Alpine,** 1963. Superlative condition in pale blue with black hardtop, and interior. Overdrive, heater, spotlamps, seat belts, etc ... ... ... **£395**

**AUSTIN HEALEY Sprite Mk. 2,** 1962. BRG with white hardtop, Speedwell bonnet, black interior, seat belts, heater, etc. Also no less than five others to choose from, in pale blue, white or red, all with extras, from **£295**

**M.G. Midget Mk 2,** 1965. One owner, 20,000 miles Spotless red with black trim, heater, tonneau, also three other one owner cars in red or BRG, from **£525**

**TRIUMPH TR3A,** 1959. Probably one of the best available. In midnight blue with matching hardtop red interior, wire wheels, overdrive, heater, wood-rim wheel ... ... ... ... ... ... ... **£395**

**T.V.R. Mk. 3,** 1963. Tartan red with black trim, with *M.G.-A 1600 engine and gearbox, disc-brakes,* heater, etc. ... ... ... ... ... ... ... **£515**

**AUSTIN HEALEY 3000 Mk. 3,** 1964. 25,000 miles only. White with black interior, wire wheels, heater seat belts ... ... ... ... ... ... **£695**

**TRIUMPH Spitfire,** 1964. One owner only, 24,000 miles from new. In Wedgwood blue with matching trim, tonneau, seat belts, heater, etc. ... ... **£425**

**SUNBEAM Alpine,** 1963. 33,000 miles. In pale green with black upholstery, heater, tonneau cover ... **£495**

**TURNER-Climax,** 1961. White with black cockpit, 1,220 c.c. Climax engine, wire wheels, heater, disc brakes, tonneau, wood rim wheel... ... ... **£395**

**AUSTIN HEALEY 3000 Mk. 2,** 1963. 32,000 miles. *Red with black interior, wire wheels, overdrive, radio* and heater, Another similarly equipped ... ... **£595**

**TRIUMPH TR3,** 1959. BRG with black hardtop, grey interior, X tyres, heater, rear seat ... ... ... **£365**

**TRIUMPH TR4,** 1962/63. Two first class examples, both in red with black interior, one with overdrive, X tyres, etc., the other with radio and heater. From **£495**

**AUSTIN HEALEY 3000,** 1961. Arctic blue with dark blue trim, wire wheels, heater, tonneau cover, etc. **£465**

**TRIUMPH Spitfire,** 1964. Finished in red with black trim, heater, X tyres ... ... ... ... **£465**

**492 & 548 HIGH RD., CHISWICK, W.4.**

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## FOR SALE—continued

**DEC. 64 T.R.4 METALLIC MAROON. WIRE WHEELS.** Motorola, extras. £570. LAT 1833 after 5 o'clock. (9207

**RILEY MENTONE 1934, RARE. ORIGINAL AND IN** good condition, new battery just fitted, genuine reason for sale. £125. Write, Train, 52 Carlisle Road, Avon Bridge, Hamilton, Lanarkshire. (9208

**ROLLS-ROYCE TOURER, 1929. 20 h.p. ALL WEATHER** body by Windovers. Mechanically good, body sound and original, but needs some restoration. £785. Gaylard, 6 Brittons Ash, Bathpool, Somerset. Tel.: West Monkton 454. (9209

**1958 MODEL BLUE VW 1200 SEDAN, 76,000 MILES.** Main agent maintained. £150. 48 Saffron Road, Easthampstead, Bracknell, Berks. Wokingham 1163. (9210

**1955 T.R.2/3A ENG. WHITE, S/H TOPS, S/WHEELS.** Elan heater, o/drive, T.R.4 discs, well shod, V.G. condition. Bargain £150. 5 Meadow Terrace, Haltwhistle, Northumberland. (9211

**1937 RILEY 9 MONACO, EXCELLENT CONDITION.** Apply, Alexander, Gibbsyard, Auchincruive, Ayr. Tel.: Annbank 331. (9212

**HEALEY 3000 1961, FULL RUDDSPEED CONVERSION** to engine, brakes and suspension giving superb usable performance. Hard and soft tops, tonneau, woodrim wheel, radio, spot, five new Cinturatos. 42,000 miles Whole car really first class. £420. H.P. available. 55 Keswick Drive, Lightwater, Surrey. (9213

**ROLLS-ROYCE 20/25 SEDANCA DE VILLE 1933.** Beautiful long low model with boot, and spare wheel on back resembling P.2. Park Ward coachwork, fabric top. Excellent all round condition. £785. Box 0258. (9214

**FOR SALE 1934 P.A. TWO-SEATER M.G. 4 NEW** Tyres, good running order, M.O.T. £95. 1932 Standard, good order, £25. Benenden 469. (9214

**COMPLETE REBUILT FORD 10. SHIRLEY KENMAR** Saloon, factory recon. eng., only 800 miles. Over £250 spent. First reasonable offer accepted. 9 Pams Way, Ruxley Lane, Ewell, Surrey. (9215

**ROLLS-ROYCE 20/25 BARKER SEDANCA COUPE.** (P.98b, October). RAF blue, mint. £1,500. Silver Wraith Freestone razor edge sunroof, all leather, green. 82,000 miles. £875. 1935 Bentley 2-door touring car. Ivory, new paint, chrome, hood, curtains, etc. £695. Exchanges considered. Potter, Ham Mill, Newbury 1346. (9216

**1964 997 COOPER. BLUE/BLACK. NEW BATTERY.** Cinturatos, special interior, instruments. Many other extras. £350. H.P. P/Ex considered. Seen London by appointment. Bishops Stortford 4047. (9217

**T.R.4 1962. 43,000. MICROPLAS HARD-TOP, SOFT-TOP,** Overdrive, heater, rear seat, Cinturatos. Taxed, M.o.T. Concours condition in unmarked BRG. £525 o.n.o. Horley 3925 (Surrey) evenings. (9218

**1923 ROLLS-ROYCE 20 h.p. BARKER LANDAULETTE.** 3-speed centre change. Immaculate original condition. M.O.T. Nominal mileage since new, good history. Kept in heated garage. Whole car in superb order. £1,550. Box 0259. (9219

**1961-62 WHITE GILBERN GT. ALEXANDER STAGE** II head. 4 new Cinturatos, immaculate condition, too powerful for present lady owner. £325 o.n.o. Before 6.00 Cardiff 28322. After Penarth 709310. (9220

**1967 M.G.-B RED WITH BLACK HOOD, OVERDRIVE,** belts, fog, spot and reversing lamps. £850 or exchange estate and cash. Murro, Nottingham. Tel.: Sandiacre 2124. (9221


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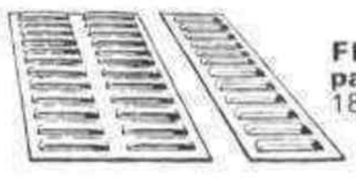
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**1965 MINI-COOPER IMMACULATE CONDITION.** Hydrolastic suspension. £400 o.n.o. 4 Maple Gardens, Bloomfield Bath. (9223

**ENTHUSIAST OR COLLECTORS CAR. ALLARD 1950** Saloon, 30 h.p. Ford V8. In good order. Passed M.O.T. in Sept. 1967. Offers. Cottle, Mill House, South Tawton, Okehampton, Devon. (9224

**EX. ROYAL FAMILY DAIMLERS. TWO LARGE** straight eight Daimlers reputed to be late property of the Royal family, available to collector, price around £400 for the pair. Details from K. Walton, 1 North Road, The Park, Nottingham 43827. (9225

**CORD 810/812 SPARES, INSTRUMENTS, STATE** wants. 2 Park Way, Rickmansworth, Herts. Tel.: Watford 26837 Daytime. (9226

**NEW AND USED SPARES FOR CITROEN LT. 15,** Daimler EL24 and 8cyl., Austin 1933 12/4 gearbox only. Rolls 20/25 crankcase, gearbox and accessories. 2 Park Way, Rickmansworth, Herts. Tel.: Watford 26837. (9227

**LAGONDA V12 DROPHEAD COUPE. EXCELLENT** condition throughout, new tyres and hood recently fitted. Full history and details of work done from new. Offers over £1,000. 2 Park Way, Rickmansworth, Herts. Tel.: Watford 26837. (9228

**1967 LOTUS ELAN SPECIAL EQUIPMENT DROPHEAD** coupe. White with black trim. Radiomobile. 6,500 miles, used as second car by one private owner. Absolutely as new. £1,195. Would arrange finance or exchange for immaculate cheaper sports car with cash. Blake, Five Elms, Pilley, Lymington. Tel.: Lymington 3617. (9229

**M.G.-TF 1250 c.c. 1954. RECENTLY RECHROMED,** trimmed, sprayed red, exceptional condition throughout. £250. First to see will buy. Formby 2778. (9230

**ABSOLUTELY SUPERB JAGUAR XK 150 F.H.C.,** recellulosed mist grey, fitted overdrive, wires, Cinturatos, Konis etc., new s/through exhausts and batteries. Genuine sale £425. Exchange considered so please Tel.: Ashtead 3989 (Surrey). (9231

**PACKARD 1929/30 MODEL 740 SEDAN SALOON WITH** division. Right hand drive, under 30,000 miles, one previous owner, in first class condition. £750. (9232


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**ROLLS-ROYCE 20,** 1926. Fitted attractive replica coachwork by Southern Motors. Presently being resprayed. Untidy interior ... ... ... **£265**
**LANCIA di-Lambda** pillarless saloon by Farina. Impressive ... ... ... ... ... ... **£885**
**FIAT 1500** saloon. Unique, but requiring attention **£65**
**SUNBEAM 20** saloon, 1928. Complete but requires restoration ... ... ... ... ... ... **£100**

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**1938 MORGAN 4/4 CLIMAX, RECENTLY REBUILT.** Mechanically faultless, M.O.T. Aug. 1968, inspection welcome, re-wooded, re-wired, re-upholstered, new hood/sidescreens, new tyres, garaged. Classic, admired everywhere. £300. Clarke, 147 Easterly Road, Leeds 8. (9234

**1938 LANCIA APRILIA. REBUILT LAST YEAR.** Generally sound. M.O.T. Host of spares, must sell to pay college fees £110 o.n.o. Woods, Chichester 85024. (9235

**CORTINA G.T. 1965. WHITE 4 DOOR. BANK** manager about to retire disposing of second car which has only covered 18,800 careful miles. Undersealed, Reel belts, push button radio with twin speakers, fog and reversing lights. 5½ J's and S.P. 41's fitted at 16,000 miles. Wood-rim wheel. This immaculate car has been handled as cautiously as an overdraft. Any Examination welcomed. £570. Tel.: Kings Langley (Herts) 3456. (9236

**1933 AUSTIN 10. IMMACULATE CONDITION** throughout. Engine rebored etc. May 1967. M.O.T. and Taxed. £70 o.n.o. Must sell, going abroad. Tel.: SHe 4653 or 876 2171. (9237

**EXCELLENT M.G.-TF 1250 ENTHUSIAST MAIN-**tained, many extras, reconditioned engine/gearbox, respray, Cinturatos £290 o.n.o. Pendle, Coronation Road, Salcombe, Devon. (9238

**1935 B.S.A. SIX LIGHT, MULLINER COACHBUILT** Saloon with Daimler fluid-flywheel tranmission. £80 or exchange. Tel.: Northallerton 3551 after 6 p.m. (9239

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**ASTON MARTIN DB2/4 Mk. II, 1957, B.R.G. Service history with Aston's from new; impeccable order throughout. Fitted 8.6 head, special dual exhaust system, new silencers, tyres. Complete with owner's handbook and all fitted tools ... ... ... £585**

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**M.G. 10-h.p. "Y" Type saloon, 1952. Maroon, ivory interior. Recent repl. engine, exhaust, new tyres £135**

**DAIMLER 2½ 4-str. drophead coupé, alloy body by Barker, 1948. Rebuilt engine 5,000 ago, new hood, recellulosed ivory and black, new tyres ... ... £275**

**RILEY 2½ sports saloon, 1952. Red, well kept, bills for £90 ... ... ... ... ... ... ... £125**

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**1929 ROLLS-ROYCE 20 SALOON BY PARK WARD.** Very nice original condition. £450. No offers. 1924 Ghost chassis, complete and in running condition. £1000. No offers. 15 Sanetus Drive, Stratford-on-Avon, Warwickshire. (9241

**1965 MARCOS 1800. EXCELLENT CONDITION, 32,000** miles, one owner, all latest modifications carried out by Marcos Cars Ltd. Sliding roof, Cinturatos. £825 o.n.o. Tel.: Bitton 3035. Lovell, 74 Court Farm Road, Willsbridge, Bristol. (9242

**UNIQUE H.R.G. 1500. PRE-WAR APPEARANCE, 1948** chassis W142, entirely original, generally sound, if not immaculate, new hood, electrical, top overhaul. Reliably toured continent August. History, spares available, only one ever built, owner buying 'Nash. £340. Offers/P.Ex. Rose, WEL 1628 Ext. 7. (9243

**M.G.-TD 1952 GOLD SEAL ENGINE, NEW HOOD,** 4 good tyres. Excellent condition throughout. £210. Taylor, 29 Westwood Ave., Linthorpe, Middlesbrough. (9244

**AUSTIN HEALEY 100-4. NEW BATTERIES, X'S., SOUND** condition. Must be sold. £100 o.n.o. Box 0260. (9245

**CANADA BOUND. SELL OR EXCHANGE SUNBEAM** Imp sport plus cash for LHD car. Thoroughly tested by manufacturer in October. Radio, s/belts. Valued £550. Colbourne, 200 Gower St., N.W.1. Eus 8763. (9246

**1947 HEALEY ESTATE—UGLY BUT WILLING—DES-**perate for space so drive away for £30. Ben Courage, 48 Meadow View, Frampton Cotterell, Bristol. (9247

**ALFA ROMEO GUILIA SPRINT. BERTONE BODY,** white with blue interior, 1600 twin-cam engine just rebuilt with special equipment. Cams, mains, ends & clutch, new RS5 tyres, whole car resprayed and rechromed, immaculate condition throughout. Extras include, air horns, seat covers etc. £565 o.n.o. Farnham Common (Bucks.) 4599. (9248

**G.T. CORT NA 1967. BLUE MINK. MICHELIN X.A.S.** Used commuting only, as new, offers. Kenilworth 53609. (9249

**TIGER ON THE LOOSE. 1965 SUNBEAM TIGER** (4261 c.c.) Hard/soft-top, radio, excellent condition. £750. Penny, Bristol 37078. (office). (9250

**RILEY 1½ 1952 BLACK. IT'S UNIQUE, IT'S AN** original, repeat original, immaculate inside and out, all mechanics and every instrument perfect, including original £52 Radiomobile, heater, spots. Engine reconditioned under 3,000 miles, tyres as new, taxed. This unrepeatable investment, reluctantly transferable at £285. Tel.: (evenings) Bishops Caundle, Dorset 320. (9251

**1951 M.G.-TD2. ONLY £200, NO SNAGS, SHE HAS** many useful extras and is used daily, however she must leave by Dec. 6th., so please ring: Royston (Herts.) 3572. (9252

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**1930 HILLMAN 14** 4-seater tourer. Dark blue with black wings. Full weather equipment. Excellent original order. A very rare model. **£345.**

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**1963 series AUSTIN Cooper 997.** Light blue with white roof. Cinturatos, seat belts, etc. Unmodified and unmarked throughout. **£265.**

**1954 ASTON MARTIN DB2/4 2.6-litre** fixed-head coupé. Metallic blue. Recent overhaul to engine, steering and suspension. Cinturatos, Marchal headlights, etc. **£365.**

**1960 GEMINI Formula III,** B.M.C. front engine. Needs a little work to make raceworthy. Reasonable offers.

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**1966 SAAB 96.** Light green. Seat belts, Cinturatos, etc. Four-speed gearbox. 21,000 miles. Immaculate condition. Very competitively offered at **£495.**

**1939 ALVIS 12/70** 4-seater drophead coupé. Cream with red interior and red Vynide hood.

**1954 BENTLEY R-type** with James Young coachwork. Black over grey. New India supers. Rechromed throughout and in excellent order.

**1965 MORRIS 1100** with Alexander Stage I conversion. One careful owner. Low mileage. Very fast. **£425.**

**1965 series VOLKSWAGEN 1200 de luxe.** Sea blue. Blaupunkt radio. Low mileage. **£395.**

**1953 (September) BENTLEY 'R'-Type,** manual change. Recent overhaul. Nearly new tyres. Exceptionally fine condition.

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**ALVIS 16.9 H.P. 3 CARBURETTERS, UNUSUAL** saloon body, believed Hooper. Good condition, M.o.T. Owner disqualified. Swap boat, £200 or sensible offer. Bournemouth 45548. (9253

**MINI-COOPER 'S' 12/5, MAY 1966. UNMODIFIED,** undamaged, shopping car. 15,000 miles, 5 new 'X's. 2 owners. Must change hands November 11th or 12th. Highest offer with payment completed by November 11th. secures. 71 Oakbury Drive, Weymouth, Preston, Dorset 3315. (9254

**1931 ROLLS-ROYCE SHOOTING BRAKE, BY GOOD** maker. Paint, body, mechanically excellent. Tel.: Burgess Hill 2303. 9255

**M.G.-B 1964 (MAY) RED/BLACK TRIM, WIRE** wheels, Cinturatos, oil-cooler, radio, extras, excellent condition. Exchanges H.P./Ins. arranged. Bargain £550 o.n.o. 41 Stonyhill Ave., Blackpool. Tel.: 42424. (9256

**TEUTONIC MASTERPIECE. MAYBACH SPECIAL** racing car. Completely rebuilt regardless and fully road equipped. Fitted 4.2 dry sump, S.O.H.C. engine, Brooklands exhaust system, outside handbrake, racing tyres (oversize rears) hydraulics etc. Brutal acceleration yet docile. £750 o.n.o. Also exceptional Austin 7 Swallow saloon. Ex. world famous motor museum. £195. Weston, Brink Farm, Buxton New Road, Macclesfield Forest, Cheshire. Tel.: Macclesfield 2926. (9257

**1932 DAIMLER, BELIEVED EARLIEST SURVIVING** 15. Unique immaculate body, most components completely reconditioned, eg. engine, (£80 bill) braking and steering systems (£65). Six good tyres, many spares. M.o.T. October 1968. £195 o.n.o. 01-777 3065 (Croydon). (9258

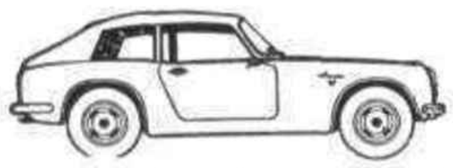
**M.G.-B SEP. 1964, MIDNIGHT BLUE, RED INTERIOR.** Extras include, heater, o/drive, w/wheels, Motorola radio, etc., etc. £585. Tel.: Aston, 061-GAT 4009. (9259

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**S.O.S. LACK OF FUNDS DICTATES SALE OF AUSTIN** Light 12/4. V.g.c. bodily, mech. M.o.T. May 1968. £80 o.n.o. inc. spare car if reqd. 99 West Park Ave., Ashton, Preston, Lancs. (9262

**DELLOW. SUPERB ORDER. REPAINTED AIRCRAFT** blue. Virtually rebuilt, over £100 worth of new equipment, rechromed. Aquaplane mods. A delightful and rare sports car, the value of which can only improve in the future. Easy spares. £195 o.n.o. 26 Millfield Grove, Tynemouth, Northumberland. Tel.: N/Shields 74234 (after 6 p.m.). (9263

**1936 MORRIS 12/4. ENTIRELY DESIRABLE, REASONably unusual.** One owner first thirty years. M.o.T. £75? offers. "Leylands," London Road, Braintree, Essex. (9264

**ALVIS 1937 MAYFAIR LIMOUSINE 25.63 H.P. TAXED.** £70 o.n.o. Collector's Lanchester LD10 1951 Barker Saloon. £130 o.n.o. Hill, 54 Cross Deep Gardens, Twickenham, Middx. W/E. (9265


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**LOTUS Super Seven,** 1963. Polished aluminium/red wings and cowl, Elan wheels, 1,500-c.c. Cosworth head, twin-choke double Webers, c.r. gearbox, good hood/tonneau/tyres; two owners; exhilarating performance ... **£465**

**LOTUS Elan 1600,** 1964. Attractive Medici blue/black, hard/soft tops, "Radiomobile" radio, Maserati air-horns, G.800 tyres; moderate mileage; exceptional performance ... ... ... ... ... ... ... **£795**

**LOTUS Cortina,** 1965 (August). Immaculate in normal Lotus colours, safety belts, excellent Cinturatos; only 22,000 recorded mileage; vivid performance ... ... **£675**

**M.G. Midget,** 1963. Exceptionally attractive Speedwell blue, excellent hood/tonneau, map-light, reverse light, special exhaust, Cinturatos. Very fast ... ... **£395**

**M.G.-A 1600** f.h.c., 1960 series. Immaculate light blue/black interior, racing mirror, belts, excellent Goodyear tyres; overhauled our works; quite outstanding. **£395.** Also in red.

**M.G.-A 1500** roadster, 1958 (June). Unmarked red/grey interior, wire wheels, as new hood/carpets, twin spots, twin racing mirrors, 'X's; superb moderate mileage example **£295**

**M.G.-A 1600** roadster, 1960 series. Unblemished Old English white/red, excellent hood and Michelin 'X' tyres; wonderful value and performance ... ... ... **£295**

**M.G.-B** roadster, 1963. Distinctive blue/black interior, radio, wing mirrors, belts, excellent hood/tonneau, Cinturatos; very highly recommended ... ... ... **£545**

**M.G.-B** roadster, 1965. Unmarked red/black interior, wire wheels, as new hood/tonneau, Cinturatos; nominal mileage and highly recommended ... ... ... ... **£695**

**M.G.-B** roadster, 1966 (October). Truly superb example in mineral blue, wire wheels, radio, excellent tyres/weather equipment; only 10,000 recorded mileage; one owner and absolutely mint ... ... ... ... ... ... **£795**

**SUNBEAM Alpine,** 1961. Attractive blue/black interior, wire wheels, overdrive, radio, racing mirrors, v.g. hood/tyres; moderate recorded mileage. Opportunity **£395**

**FACEL VEGA HK500,** 1960. Completely original in red/white roof, luxurious red leather interior, automatic, radio/electrical aerial, mirrors, spots, electric windows, discs, belts, extra instrumentation, C41 tyres. Rare opportunity **£695**

**3.8 Mk. II JAGUAR** saloon, 1964. Old English white/red, chrome wire wheels, manual, overdrive, wood-rim s/wheel, "Radiomobile", reclining seats, enertia reel belts, wing mirrors, 'X's. Outstanding ... ... ... ... **£795**

**"E"-Type JAGUAR 4.2** f.h.c., 1965. Completely unmarked suede green/matching interior, "Radiomobile", Dunlop RS5s, moderate mileage, and only two owners; very highly recommended ... ... ... ... ... ... **£1,295**

**"E"-Type JAGUAR 3.8** roadster, 1964. Elegant white/red interior, black hard-top, radio, twin spots, racing mirrors, luggage rack, excellent tyres, and wonderful value ... **£1,095**

**AUSTIN HEALEY 3000 Mk. III** convertible, 1965. Attractive Colorado red/black, overdrive, wire wheels, radio, mirrors, excellent hood/Cinturatos; one Hampshire owner, only 15,000 recorded mileage; specimen ... ... **£795**

**AUSTIN HEALEY 3000 Mk. II** convertible, 1963. Superb B.R.G./black, wire wheels, overdrive, Sebring mirrors, leather s/wheel, G.8 tyres; superb performance ... **£595**

**MERCEDES 300SL** roadster, 1958. Unbelievably good condition, really outstanding specimen of this extremely rare and desirable *marque*, first class tyres/weather equipment; *quite unusual opportunity* ... ... ... ... **£1,795**

**MERCEDES 190SL,** 1960 (September). Really beautiful example in most attractive unmarked white with a contrasting red interior, detachable Havana brown hard-top, radio, excellent tyres; outstanding performance and value ... ... ... ... ... ... ... **£745**

**DAIMLER SP250,** 1964. Really superb example, only 15,000 genuine recorded mileage; mountain blue/grey, detachable hard-top, Dunlop RS5s. Must be one of the finest specimens available, **£795.** Also 1962 model.

**AUSTIN Mini Cooper 998,** 1964. Attractive unmarked surf blue/white top, safety belts, excellent Cinturatos, moderate recorded mileage; exhilarating performance **£345**

**TRIUMPH TR4A** f.h.c., 1966. Indistinguishable from new, most attractive unmarked red/black interior, Surrey top, excellent Cinturatos; mint condition, and only 8,000 recorded mileage ... ... ... ... ... **£895**

**TRIUMPH TR4** f.h.c., 1964 (October). Extremely attractive specimen, unmarked in white/black interior, wire wheels, overdrive, Surrey top, racing mirror, nominal mileage; exceptional ... ... ... ... ... **£695**

**TRIUMPH TR4** f.h.c., 1963. Distinctive blue/matching interior, Surrey top, radio, racing mirror, Console, rear seat, belts, Cinturatos; exceptional value ... ... ... **£565**

**TRIUMPH TR3A** roadster, 1958 (July). Striking red/tan interior, hard/soft-tops, tonneau, belts, racing mirrors, G.800 tyres; sound and genuine opportunity ... **£295**

**TRIUMPH Spitfire,** 1964. Outstanding white/black interior, hard/soft-tops, radio, racing mirrors, fog-light, G.800s; well above average ... ... ... ... **£465**

**TRIUMPH Spitfire,** 1963 (July). A specimen red/red hard-top, black interior, belts, racing mirror, spot, fog, extra instrumentation, SP tyres; highly recommended ... **£425**

**A.C. Aceca,** 1962. Truly magnificent in regal red/grey interior, 2.6 Ford engine, Ruddspeed conversion, overdrive, wire wheels, portable radio, chrome map-light, fog, Cinturatos; very low mileage and mint ... ... ... **£795**

**VOLVO P.1800S,** 1965. Superb example in red/black interior, overdrive, radio, belts, undersealed, Cinturatos; one owner; unmarked and mint ... ... ... **£1,095**

**BERKELEY B.100** four-seater sports, 1961 (September). Red/black interior, 492-c.c. Excelsior Talisman engine (triple Amal carburetters), excellent weather equipment/tyres, new windscreen; exhilarating performance ... ... **£165**

**BOND Equipe GT 4S,** 1965. Specimen in red/black, twin headlight model, radio, discs, wood-rim s/wheel, racing mirrors, belts; low recorded mileage and mint ... **£595**

**Part Exchanges** Any car, van, motorcycle, 3-wheeler, etc. taken in, HP accounts settled. **HP** Very attractive terms offered for all cars. **Insurance** No problem to us. Free **Delivery** to any part of UK. **Expenses** Customers' fares refunded. **Guarantee** Three months' written guarantee on all cars.

**1176/1186 CHRISTCHURCH ROAD . BOURNEMOUTH TEL: 43344/5 OPEN 9am-7pm MON.-SAT. SUN—By Appointment Only.**

## FOR SALE—continued

**LOTUS CORTINA AUTOMATIC**, 1965. **AEROFLOW**, leaf-spring, radio, belts, 8,000 miles, immaculate. £600 4 Lisa Close, Billericay, Essex. (9266

**1934 M.G.-PA EXCELLENT CONDITION, RESPRAYED** b.r.g. Original engine, hydraulic brakes. Offers over £150. Mr. Stone, 8 Dandy Mill Estate, Water Lane, Pontefract Yorks. (9267

**1934 AUSTIN 7 REG. 1935. FULLY RESTORED. M.o.T.** £75 o.n.o. Tel.: 01-892 5648. (9268

**M.G.-B 1963 INDIGO BLUE, WIRES, OIL/C, SERVO**, radio, recon. engine gearbox, new Cinturatos, batteries, exhaust, folding hood. Best '63. £515. M. D. Ansell, 111 Woodend Lane, Erdington, Birmingham. Tel.: 021-ERD 8984. (9269

**RILEY 1½ RME, GOOD BODYWORK AND TYRES**, new clutch, engine rebuilt, brakes relined 1,500 miles ago, unfortunately developed knock in valve gear, also owner going abroad, hence low price for quick sale. £85. 01-540 7845. Wimbledon. (9270

## MG TD LLO.411

**D. and P. Clay of Upper Longbottom, Luddenden Foot, Halifax, Yorkshire,** reluctantly offer for sale what must be one of the finest examples in the country of this classic car. Completely rebuilt with meticulous attention to detail, this vehicle is beautifully finished in B.R.G. Price **£650,** or offer. Full details, too numerous to list here, will be sent to any serious enquiries. Apply in writing, or 'phone :

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**SQUARE WHEELS!—BENT CHASSIS—PRANGED—**
***OR JUST PLAIN TOO TIRED TO GO***

**MOVE-A-CAR** will transport any vehicle—in any condition—any distance—anywhere. Your car safely moved by trailer by licensed hauliers. Motorbikes, caravans, in fact anything on wheels.

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**MOVE-A-CAR**
**Midland Brent Terrace, London, N.W.2.**
*Also storage facilities for up to 200 vehicles.*
*REPAIRS, 24 HOUR BREAKDOWN SERVICE.*

**1911 WOLSELEY 10/12-h.p.** saloon, deep carriage green, almost complete restoration, **£1,450.** Two early wooden wheels; two P100 headlamps (fair); five metal artillery wheels, fitted almost new 8.25 × 20 tyres. **1938 HUDSON Terraplane** sedan, complete for restoration, **£25. BENTLEY 3½-litre** sports sal. by Hooper, very attractive car, 100% original, engine now being completely rebuilt in our workshops. Price, when complete, **£375.**

**COUNTY GARAGE (STOCKBRIDGE) LTD.**
**STOCKBRIDGE, HANTS. Tel.: 536**

## PORTOBELLO MOTOR COMPANY LTD.



Clients please note : we GUARANTEE that none of our cars are ex Al Capone or Bonnie and Clyde.

**BUICK Carlton** foursome convertible 1937 straight 8 o.h.v. entirely rebuilt early 60's on instructions of Durlacher the financier (only he could afford the enormous cost) since done only nominal mileage. Offered at ... ... ... ... ... ... **£165**

**PORSCHE 911** 1966 series continental steering, finished signal red, black interior, chrome wheels, unblemished condition, factory maintained, low mileage. An opportunity to purchase one of the most desirable 2-litre G.T. cars in the world. For road or rally use at the lowest price ever for a 911 ... ... ... **£1,995**

**PORSCHE C type** series 1964, meticulously maintained, quite faultless, 29,000 miles, finished Bali blue, grey interior, several expensive extras ... ... **£1,175**

From the sublime to the ridiculous (but we like all good cars old or new) **MORRIS 15/16,** 2 door club coupé. 1934, one owner several years, handsome rare car reliable and solid as the rock of Gibraltar... ... **£125**

**RENAULT** circa **1924 8/9 h.p.** four seater tourer, restored to concours condition throughout, very attractive finish in cafe au lait, coal-scuttle front, vintage collector's item at ... ... ... ... ... **£525**

**MASERATI G.T. 3500 1961** L.H.D., white, black interior, superb example of this classic Italian marque in very outstanding condition. Well below current price at ... ... ... ... ... ... **£695**

From our jewellery department two **AUSTIN Sevens 35/36,** a Ruby and a Pearl (note to the ignorant, the Pearl is the cabriolet version) both in very outstanding condition, Ruby complete with lots of hot mods is **£95** and Pearl **£85.**

Yet another **AUSTIN 7,** this time a well made and sensuous special, hydraulic brakes, modded motor, aero-screens and curvacious rear end a la Lolla... **£125**

Yes, we have even got a motor cycle, a thundering great **650 NORTON** bristling with special modifications and extras for ... ... ... ... ... **£120**

**PEMBRIDGE ROAD (Corner Portobello Rd.),**
**NOTTING HILL GATE, LONDON, W.11**
**Phone : PARk 5152**

## FOR SALE—continued

**REG. NO. BRA 589 ON 1935 RALEIGH TRICYCLE** coupé. Runner, offers. Smith, St. James, Halesworth, Suffolk. (9271

**SUNBEAM DAWN 1935 SPORTS SALOON. MECHANICS** excellent, body sound. Photo sae. Nearest £75. 36 Bar Street, Scarborough. (9272

**RACING HEALEY 100/6. ALL MECHANICAL PARTS** perfect, chassis bent, sell as whole or break. Wood, 32 Beech Hill Road, Sheffield 10. (9273

**M.G.-B SPORTS 1966. DARK BLUE, HARD & SOFT** tops, 6 wire wheels and new tyres, overdrive, radio, belts, immaculate throughout, 18,000 miles. £825 o.n.o. or p.e., n.g.t.c. 9 Bathurst Street, W.2. Ambassador 3945 (evenings). (9274

**CHEVROLET CORVETTE, TWO SEATER SPORTS CAR.** Metallic blue fibreglass body, cream upholstery, white hood, 4,630 c.c. V8 auto. Fully disappearing power hood, electric windows, electric aerial, self-seeking radio, hard top, chrome luggage rack, tyres (Cinturatos), hood and battery are new. Mechanics, paintwork, upholstery, carpets in perfect condition. All gadgets work, even the clock keeps good time. Terrific acceleration, perfect steering and road-holding. Very comfortable. Photo on p.147 Feb. 1967. £500 or without hard top £450. Tel.: MIT 6728. (9275

**MORGAN SERIES II 4/4. SUPERB CAR, FRAME,** hood, coachwork restored to original condition, repainted red. Tonneau, seat belts, radio, w/washer, heater, luggage grid. Taxed, tested. £340 o.n.o. Allan, Warwick Hospital, Lakin Road, Warwick 41521. (9276

**LOTUS CORTINA 1965. 25,000 MILES. WHITE WITH** green flash. Radio, seat belts, spots, S.P.41 tyres, never raced or rallied. Immaculate inside and out. £650. Tel.: Sittingbourne 2557 (evenings). (9277

**16 PER CENT OFF M.G.-B GT NEW SIX WEEKS AGO** with overdrive. Wire wheels, undersealed, taxed etc., manufacturer's guarantee. £1,095. Denham 2794. (9278

**M.G.-TC. RED. LOVINGLY CARED FOR, MECHANICS** excellent, bodywork flawless. New hood. 18 Barbara grove, Holly Bank, York. (9279

## 1951 LEA-FRANCIS



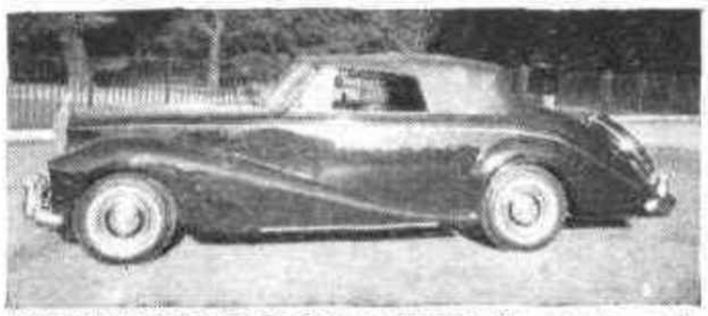
**14-H.P. 6-LIGHT SALOON**

Must be best example in country. One owner since 1953. Superbly maintained. Colour Golden Sand, beige leather. Any examination. Total mileage 60,000 from new.

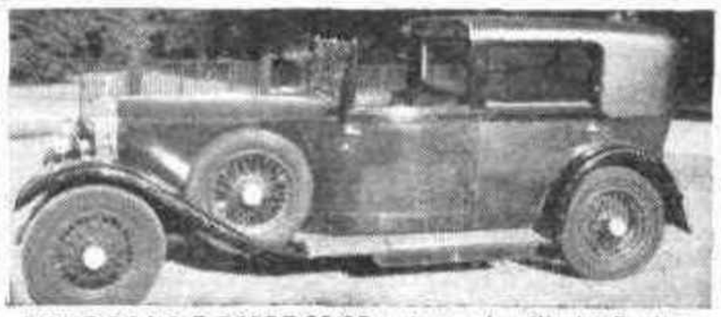
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**BAKER, WALLINS COTTAGE,**
**WESTROP GREEN, COLD ASH, NEWBURY**

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**1957 ROLLS-ROYCE Silver Cloud** drophead coupé by H. J. Mulliner. P.A.S., disappearing power hood, twin headlight conversion; full R.-R. history; left-hand drive. Quite unique.



**1930 ROLLS-ROYCE 20/25** sedanca de ville by Barker, all original fittings in very fine order.



**BENTLEY 3½-litre** d.h.c. by Park Ward, aluminium coachwork, the last 3½ built, first registered 1937; recent complete engine and axle overhaul, now undergoing coachwork restoration.



**1924 MINERVA Type AB** 6-cylinder landaulette by A. Mulliner, original but requires some restoration.



**1930 LANCIA Dilambda V8** sports saloon by H. J. Mulliner, fine original order.



**1951 BENTLEY 4¼-litre** James Young sports saloon, alloy coachwork, 91,000 miles, in exceptionally fine order ... ... ... ... ... ... ... **£650**

**1957 ROLLS-ROYCE Silver Cloud** saloon, one owner, first class example ... **£1,650**
**1938 (Dec.) ROLLS-ROYCE Phantom III** landaulette by Hooper, DL series with all modifications, in very nice original order.
**1938 ROLLS-ROYCE 25/30** close-coupled sports saloon by H. J. Mulliner, black with original hide interior, show piece ... ... ... ... ... ... ... **£1,'50**
**1935 ROLLS-ROYCE 20/25** sports saloon by Thrupp & Maberly, excellent order **£575**
**1925 ROLLS-ROYCE 20** saloon with Tickford top, fully restored.
**Choice of several 20/25 and 25/30 models from £350.**

**1938 BENTLEY 4¼-litre MR series** sports saloon, engine and axle overhaul ... **£550**
**1937 BENTLEY 4¼-litre** sports saloon by Thrupp & Maberly, good order ... **£365**
**LAGONDA 2-litre** vintage tourer expected shortly, details on request.
**1926 DARRACQ 12/40** tourer, requires rebuilding.
**1934 LAGONDA Rapier** f.h.c., good order ... ... ... ... ... ... **£195**
**1930 ALFA ROMEO 1750** James Young drophead coupé, good original order.

**WANTED : ROLLS-ROYCE AND BENTLEY CARS ANY AGE, ANY TYPE ALSO, interesting VINTAGE & POST-VINTAGE CARS**

## 36 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 KNIghtsbridge 7332

## FOR SALE—continued

**SPRITE MK. III (19.11.64). RIVIERA BLUE WITH** special folding hood, spots and Maseratis. 36,000 miles, and in splendid condition. £395 o.n.o. H.P. arranged. Down, 8 Grove Park Road, London, S.E.9. 01-698-4600 (day), Kipling 4787 (evening). (9280

**ROLLS-ROYCE PHANTOM II 40/50 H.P. OPEN TOURER** 4/5 seater R. & W. replica. Bodily immaculate and luxuriously equipped, lambswool rugs, zip tonneau etc. Taxed and regularly used. Extortionate price not required. Harper, 121 Palatine Road, Didsbury (2050) Manchester. (9281

**LAGONDA 16/30 TOURER 1934 IN FAIR CONDITION,** not rusty. Requires starter, would exchange for wire wheeled MK.1 or II sprite. Or sell £235, or w.h.y. Headland 555, 83 Crofton Lane, Hillhead, Nr. Fareham Hants. (9282

**ALVIS TD 21 3-LITRE SALOON. WIRE WHEELS,** automatic, 1963. In excellent condition. £950 Consider part-exchange. T. East, 203A Kirkdale, Sydenham, London, S.E.26. SYD 9563. (9283

**JENSEN 541 1957. 4-SEATER, GOOD CONDITION,** seat belts, radio. £345. Uxbridge 33482. (9284

**JAGUAR MK. II 3.4 GEARBOX, OVERDRIVE, CLUTCH,** cylinder head, c/w manifolds & carbs., 2000 miles since overhaul. £25 lot. 6 Breeze Road, Southport. (9285

**VOLVO 16B. SLIGHTLY TUNED, 95 M.P.H., 30 M.P.G.,** good 'X's, special springs, Marchal lamps. Taxed next Sept. £365. Carson, Kingsclere House Stables, Kingsclere, Newbury. Day: Kingsclere 323. (9286

**M.G.-B 1965. WIRE WHEELS, O/DRIVE, TRAFALGAR** blue, hard/soft tops, radio, etc. £680 o.n.o. Viewed W/London or Surrey. S/Godstone 2158. (9287

**MATURE (1963) SAAB SEEKS INTERESTING PART-**nership, view widening experience after years of Cornish lanes. Capital required £325. Subject to negotiation, terms. Renwick, Golant, Fowey. (9288

***M.G.-TD MK. II 1953. VERY GOOD CONDITION.*** Flat 7, Ribbesford House, Bewdley, Worcs. Tel.: Bewdley 2302. (9289

**TRIUMPH 2000 ROADSTER 1949. GOOD BODY AND** works, inside so-so. New brakes, steering, etc., in last 2,000 miles. Make splendid Christmas present. £95 or sensible offer. Hindhead 1090 (evenings). (9290

**1930 PHANTOM 1 ROLLS-ROYCE TOURING CAR.** Fine running condition, many extras, new hood. Rather bogus bodywork hence £475. Newbury 1346. (9291

**BENTLEY 1949 MK. VI S.S. SOUND IN MIND AND** limbs, tolerable appearance. £200 o.n.o. Bucks. Box 0261. (9292

**HERALD ESTATE 1963. BLUE, ALEXANDER TOP** conversion—but not caned—fussily maintained, excellent condition, one owner, taxed to May. Growing family demands larger car. £385 o.n.o. Tel.: Weston-Super-Mare 5242, or Bristol 49991. (9293

**ASTON MARTIN DB MK. III SALOON 1958. LATE** series DB/A engine, overdrive, twin exhausts, recent complete mechanical overhaul. B.R.G. bodywork, grey upholstery, v.g. condition. M.o.T. certificate £630. Box 0262. (9294

**XK150 1959. FITTED OCT. NEW GEARBOX, CLUTCH,** discs, engine completely overhauled. Body perfect, absolutely no rust, also new hood and carpets. £450 o.n.o. Sevenoaks 52908. (9295

**M.G.-A f.h.c. 1958. BODY PERFECT, NEW VALVES** and carpets just fitted. M.o.T. Sept 1968. £260 o.n.o. Sevenoaks 52908. (9296

**M.G.-A 1500 1957. METALLIC GREY, GOOD BODY,** new batteries, hood, tonneau, carbs., front shock, coil, s/motor, outsize 6.90 rears. Spare new E8 tyre. M.o.T. 1968. £255. 01-886 9838. (9297

**1948 RILEY 1½ COUPE. PRINCESS ALUMINIUM** coachwork, similar to photo in October "Motor Sport," complete running car as spare. £150 pair. Brookwood (Surrey) 4700. (9298

**LANCIA AURELIA GT 2500 1955. R.H.D., DARK BLUE,** floor change, Borrani front wheels. In good condition all round. £220 o.n.o. 43 Abbots Park, London Road, St. Albans. Tel.: St. Albans 61970. (9299

**JAGUAR 2.4 MK 1. OVERDRIVE, GREY, MK. 11** discs. New head, crank, (full size and heavy duty bearings), bottom balljoints, dynamo. Special exhaust. Taxed, M.o.T. £225. R. W. Baxter, 10 St. Mary's Road, Harborne, Birmingham 17. 021-417 1368. (9300

**TR4 REGISTRATION NO. 1 KUG. SURREY AND** soft tops, overdrive, radio, occasional seat, heater, taxed. New works engine, gearbox, suspension, cinturatos. Invoices totalling £400 this year. Interior and bodywork truly an exceptional model. £485. 01-462 4055. (9301

**POWERFULL WOLSELEY 1500. ORIGINALLY OWNED** by M.G. works competitions department, Tuned M.G.-A engine, professional rally equipment, radio. Constantly overhauled to premier standards. £155. 9 Fordington Road, London, N.6. TUDor 5215. (9302

**V 246 REGISTRATION NUMBER WITH 1961 TRIUMPH** *Herald 1200 convertible, good condition. £350. Box* 0263. (9303

**1929 RILEY 9. SUNSHINE SALOON, STORED SIX** years, very original. 1954 1½ RME. Full going order, need space. £60 each o.n.o. Nix, Kingsbury Episcopi, Martock, Somerset. 9304

**ALVIS 4-STR. D.H.C. 13 H.P. VERY SOUND** throughout. M.o.T. Requires a little tidying. £185 o.n.o. Part exchanges considered. 'Oak Cottage' Pock Road, near Washington, Sx. (9305

**LANCHESTER LD10 1947. TWO OWNERS, GENUINE** 61,000 miles, sound condition, M.o.T. £75 o.n.o. Tel.: Oakwood Hill 447 after 6.45 p.m. (9306

**LOTUS 7. FULLY MODIFIED BMC 'A' SERIES. C/R** gears, oil cooler, chromed Lotus 20 front suspension etc., bucket seats, L/R wheel, wide wheels, R6's etc., ready to race, with trailer and spares or will convert to road car. Absolutely immaculate. Offers around £400. For more details Tel.: Gerrards Cross 82481. (9307

**ROLLS-ROYCE WRAITH 1939. RAZOR EDGED,** elegant H. J. Mull'ner coachwork, unusual perspex sliding sunroof, unmarked original hide interior, lambswool carpet, beautifully veneered cocktail cabinet and tables etc. Immaculate black cellulose, fitted tools, faultless mechanics. £895 P.Ex. 'R'-Type or similar. Mike Berry, 18 Westbury Road, London, E.1. 01-790 3102/01-445 7242 evenings. (9308

**DAIMLER SP 250. 1962 BLUE/GREY, RED INTERIOR,** excellent hood, hard top, twin spots, radio. £550. Wooller, 19 Sheffield Terrace, London, W.8. (9309

**1965 ONE OWNER SPITFIRE. LESS THAN 16,000 MILES,** some extras, bargain at £450. Storrow, Wolverton 3279 (evenings). (9310

**1960 M.G.-A 1600. SILVER BLUE, CINTURATOS,** new carpets. £230. Prescot (Lancs.) 4857. (9311

**1958 TR3A. SPEEDWELL BLUE, 'X'S H/TOP, O/DRIVE,** v.g.c. £165. Prescot (Lancs.) 4857. (9312

**S.S. 100 1937 2½ LITRE. SILVER WITH RED WHEELS,** recently rebuilt and rebored, immaculate. Offers invited over £1,500. Write Box 0264. (9313

**RILEY 1½ LITRE 1949. RELIABLE MOTOR, OFFERS.** Swallow Shaw Cottage, Cross Stone, Todmorden, Lancs. (9314

## FOR SALE—continued

**M.G.-B ROADSTER 1966. BRITISH RACING GREEN** with black upholstery. 15,000 miles, wire wheels, radial tyres, heater, oil cooler, Motorola radio. Taxed Feb. 1968. Outstanding condition £785. Bereavement only reason for sale. Newman, 47 Brancker Road, Milehouse, Plymouth, Devon. (9315

**1934 FORD 8 Y.B. FOUR DOOR SALOON. GOOD** runner. M.o.T. Reconditioned engine 6,000 miles. Best offer over £20. Chercett, 30 Worsley Road, Gurnard, Cowes, I.o.W. (9316

**M.G.-TC 1949. EXCELLENT CONDITION, ORIGINAL** engine perfect, new wiring and good tyres, come and judge for yourself. £195. 4 Fir Tree Road, Silsoe, Beds. Tel.: Silsoe 787. (9317

**AUSTIN 16/6 OPEN TOURER 1930. RED, BLACK** wings, this car is in fine order throughout. £325. M.o.T. 1 year. West, Chiltington 2290. (9318

**TRIALS SPECIAL & TRAILER FOR SALE. MUST BE** cheapest outfit ever offered. Austin 7 bored out to 825 c.c. Chassis based on Cannon construction. £150 o.n.o. Tel.: Sheffield 33233 after 6 p.m. (9319

**1924 AUSTIN LIGHT 12 WINDSOR SALOON. COM-**pletely rebuilt to concours condition two years ago. Engine & Mechanical parts superb. Brown and black with brown upholstery. Realistic offers please. Tel.: Preston (Lancs.) 58458 during daytime. (9320

**1952 DAIMLER DROPHEAD. BARKER BODY. M.O.T.** August 1968. £125. Snodin, 43 Market Place, Cromford, Matlock, Derbyshire. (9321

**FORD THUNDERBIRD—URGE UNLIMITED! SPACE &** grace beyond compare. Tinted windows, radio, detachable leather covered hard-top, new soft-top. A supreme example, first registered August 1958. £645. Denham 2794. (9322

**ALVIS TA 21. GOOD MECHANICALLY, BODYWISE** flecky, good tyres and battery. M.o.T. £100 o.v.n.o. John Buck, Polter Street, Sible Headingham, Essex. (9323

**DOWNTON 1100 STAGE II. 39,000 MILES. NEVER** raced or rallied. Michelin 'X's, rev-counter etc. Licensed February. M.o.T. Privately owned. £375. John Buck, Polter Street, Sible Headingham, Essex. (9324

**NERVOUS WIFE AND RADAR TRAPS OBLIGE ME** to part with my white Alpine series I. X's, spot and reversing lamps etc. £245. Tel.: 061-GAT 6269. (9325

**ASTON MARTIN DB 2/4 1954. EXCELLENT CONDI-**tion. £450. Boys, East Ashling House, Chichester. Tel.: office hours Chichester 82241. (9326

**FORD THUNDERBIRD. GENUINE 1960, FITTED** 7.2 litre V8 engine in 1965. Twodrive automatic giving 17-19 m.p.g., electric windows and seat, sun roof, radio, power brakes and steering. Cost £4,370 new. Must be the cheapest T.Bird ever offered at £375. P.Ex. possible. Tel.: 061-437 5551. 8 *Mona Avenue, Cheadle,* Manchester. (9327

**BENTLEY 1951 Mk. 6 S.S. SALOON. BLACK. ENGINE** and chassis completely overhauled 4 years ago when purchased, and maintained regularly by R-R. and B. specialists since then. All bills for last 4 years kept. £350. Tel.: Reigate 44895 evenings or weekends. (9328

**PORSCHE 1959 356A 1600 COUPE. RED WITH BLACK** leather interior, in superb order, best offer over £400. Leicestershire. Tel.: Sileby 291 (evenings or w/end). (9329

**ASTON MARTIN DB 2/4 MK. II. EXCELLENT CONDI-**tion, new engine, new Cints., most engine spares. £450 o.n.o. Taxed and tested. Redwell Inn, Carnforth, Lancs. Tel.: Hornby 240. (9330

**M.G.-TC 1948. RED, GOOD CONDITION, NOT USED** since Dec. 1966. £120 o.n.o. Corneloues, 140 Ridgeway Estate, Ottery-St.-Mary, Devon. (9331

**1965 COOPER 998. GREEN-WHITE IMMACULATE** original condition. £360 or 1965 Fiat 500. Grey excellent. £225. Am now commuter so one car not required. If you want a Cooper or Fiat these merit inspection, write for appointment. Pearce, 2 Kendal Close, Reigate, Surrey. (9332

**1932 ALVIS TL 12/60 BEETLEBACK. MECHANICALLY** perfect. £250 spent, all bills. Apologies to those who replied Oct. Box 0197, mail lost. Please write again. Box 0265. (9333

**M.G.-A 1600 ROADSTER 1960. FAULTLESS CONDITION,** many extras, must be seen. Tel.: 01-458 6603 (evenings). (9334

**1951 RILEY 1½. M.O.T. TAXED, MECHANICALLY** good, body needs slight attention, will haggle around £100. Devon. Box 0266. (9335

**MORRIS MINI 1965. COOPER ENGINE MODIFIED,** 15,000 miles, major overhaul inc. new box £110 bills. Gold/brown, black trim, Cooper shift, bucket seats etc. Very potent. Reason for sale? open sports again desired. £260 o.n.o. Tel.: VIG 1641 (Surrey) after 5.30 p.m. (9336

**ROLLS-ROYCE WRAITH. OWNER DRIVER SALOON,** *attractive car, handbook, mascot, spares.* £525. *Bury* 3770. (9337

**TR3 1956. IN EXCEPTIONAL CONDITION THROUGH-**out. New Michelin tyres, hood, tonneau, battery, steering joints, brakes. And M.o.T. Safety belts. Unmarked black cellulose, no rust, much re-chromed, bargain £195 o.v.n.o. Mr. Small, Park Farm, Stoneham Lane, Eastleigh, Hants. Eastleigh 3767. (9338

**SUNBEAM 23.8 H.P. COUPE. EXCEPTIONAL CONDI-**tion. Offers 204-1754. 66 Preston Hill, Kenton, Harrow, Middx. (9339

**NERACAR 1923. ORIGINAL CONDITION. TWO OWN-**ers only. Genuine reason for sale. Tel.: BAY 8302 (evenings only please). (9340

**MIDGET 1965 OCTOBER. £495. 26,000 MILES,** excellent condition, regularly BMC serviced, really reliable, not raced and no gimmicks. White, red upholstery, tonneau, alarm and Waso lock. One owner. Derwent 2915. (9341

**M.G.-PA 1935. ENGINE REBUILT, IN VERY GOOD** running order, many spares, M.o.T. and Taxed. £120 o.n.o. Tel.: 01-807 2131 (evenings or weekends). (9342

**M.G. MAGNETTE 1958. EXCELLENT CONDITION,** seat belts, 'X' tyres, one fastidious owner for last five years. Numerous replacement components fitted including engine. £220. 103 Broadway, Duffield, Derby. Duffield 2614. (9343

**M.G.-J2 1932. REG. NO. MG 1939. B.R.G., GOOD** condition throughout. Ford engine, Taxed, M.o.T. £120. 31 Maudslay Road, Coventry. (9344

**M.G.-A 1600. APB 7. METALLIC MAROON, W/WHEELS,** htr., Cinturatos, recent new hood, excellent condition. £325. Webb, 40 Middle Leigh, Street, Somerset. Tel.: Street 2582 after 6 p.m. (9345

**ALVIS TC 21/100 'GREY LADY SALOON. 1954. WIRE** wheels, concours condition hence £250 o.n.o. 13 Appletree Way, Wickford, Essex. Wickford 2187. (9346

**JAGUAR MK. 8 AUTOMATIC. RADIO. M.O.T., TAXED,** £50. D. Goswell, 78 Quantock Road, Durrington, Worthing. Swandean 1893. (9347

**1963 ALFA ROMEO SPIDER. L.H.D., ENGINE NEEDS** attention, body and hood in good condition. £455 o.n.o. Amersham 546. (9348

## FOR SALE—continued

**MORRIS MINOR TOURER. M.G. MIDGET ENGINE,** 1931. M.O.T. Excellent condition, snip £125. 1931 Austin seven fabric saloon. Completely restored. £45 spent on engine alone, bargain £125. Tel.: 01-989 8218. (9349

**M.G.-TD 1953. B.R.G., ENGINE RECONDITIONED** 8,000 miles, new shocks, battery, electrics, good tyres, fogs, indicators, reversing light. Exceptionally good all round. £285 o.n.o. 01-580 44c8 ext. 2292. (9350

**AUSTIN COOPER 997 C.C. 1963. CHAUFFEUR MAIN-**tained, unraced, unrallied. Horringer 316. (9351

**WOLSELEY HORNET 1931. SWALLOW BODIED TWO-**seater 1934. Eustace Watkins 2 plus 2 both complete for restoration. £65 or exchange vintage motor-cycle. Collinge, Colwyn Bay 55176 (evenings). (9352

**TR4 1962. B.R.G., OVERDRIVE, DETACHABLE HARD/**soft tops, many extras low mileage. Used only as second car. Works maintained, beautiful condition. £500. 01-623 7511 Ext. 347. 9.30 a.m.—5.30 p.m. (9353

**M.G.-TD2. GOOD THROUGHOUT, FAULTS ARE** very minor. £180. 127 Wood Street, Rugby. (9354

**JAGUAR XK150. SPECIAL EQUIPMENT, F.H.C., REG.** No. XK1501 Good original bodywork and interior, over £400 spent on mechanics. £330 o.n.o. or Jaguar Saloon as P/Exchange. Tel.: Northwood (Middlesex) 23825. (9355

**ALVIS 12/50 TOURER 1930. V.G.C., REPAINTED.** £345 or exchange Riley 9 tourer. B. Craik. Tel.: Slough 41491. (9356

**TR4A 1966. WIRE WHEELS, LOW MILEAGE, FIRST** one with £490 takes it. Kings Langley 3069 (day), Watford 32064 (evenings). (9357

**1927 SWIFT TWO SEATER. IN BEAUTIFUL ORDER** throughout, best offer. Joice, Colkirk Hall, Fakenham 2210, Norfolk. (9358

**TORNADO TALISMAN 4 SEATER GT. FINISHED IN** zercon blue with all black interior, Mota-Lita leather steering wheel, radio, 5½J wide-rim wheels, flared wheel arches, many more improvements, must be one of the best Talisman's left. £495. Henley 2281. (9359

**RILEY 1½ RME 1953. £125. BROWN, 1 BARN** Cottage, Fairhazel, Piltdown, Sussex. (9360

**JAGUAR XK140. F.H.C. 1956, OVERDRIVE, ALL** possible extras, meticulously cared for, over £250 spent on car over last six years. Owner will mourn sale but is going abroad. Tel.: Hawthorn 452, Ex. 5 before four o'clock. £250 o.n.o. (9361

**M.G.-TC 1949. BEAUTIFUL CONDITION & MUCH** admired. Original black cellulose, red leather, radio, heater, sealed beams. New crankshaft, springs, battery, floorboards, chrome. No body damage. £195. Fitton, 22 Norton Park Cres., Sheffield 8. Tel.: 46168 (evenings). (9362

**BENTLEY 1931 FOUR-LITRE TOURER. TAXED AND** tested. £950. Also 1928 4½-litre with non-original body. £1,000. Baldock, Sycamore Cottage, Ightham, Kent, Borough Green 2874 (9363

**TRIUMPH SPITFIRE 1965. B.R.G., NEW BRAKES, WING** mirrors, tonneau, excellent condition. £510 o.n.o. Tel.: 01-699 1995. (9364

**TR3A 1960. HARD/SOFT TOPS, WIRE WHEELS, RADIO,** many other extras, absolutely immaculate. Tel.: Childe Okeford 262. Blandford, Dorset. (9365

**ALPINE 1963 SERIES II. HARDTOP, W/W, OVERDRIVE,** Konis, tonneau, alarm, belts, SP3's etc. Exceptional condition. £420. 01-866 9411. (Middlesex). (9366

**SPRITE 1964. WHITE, 1098 C.C., VERY LOW MILEAGE,** belts, radio, heater, must sell, owner emigrating. £385 o.n.o. Tel.: COL 8680. (9367

**SPRITE 1959. BLUE, FIRST CLASS CONDITION,** bodily/mechanically, radio, heater etc. Bargain £175. Luton 53815. (9368

**RENAULT R8 GORDINI 1965. 28,600 MILES. NEITHER** raced nor rallied, new SP3 tyres, 1 owner, consider an exchange. £675. Coppa Dolla Inn, Broadhempston, Totnes, Devon. (9369

**BRISTOL 403 1954. ENGINE GOOD, NEEDS RESPRAY,** spruce-up £140 offers. Fleet, 19 Springwell Street, Huthwaite, Notts (9370

**1934 SINGER LE MANS TWO-SEATER. JUST BEEN** rebuilt, excellent condition, M.O.T. bills to show, £150. 01-642 6263. (9371

**M.G.-B 1964. (FIVE BEARING ENGINE), IRIS BLUE,** black interior, w/wheels, folding hood. Kenlowe fan. A wonderful performer. Tel.: Bedford 55657 (Bus). (9372

**LOTUS ELAN 1966. HARD/SOFT TOPS, KNOCK-ON** wheels. B.R.G., black interior, heater, many extras. £950. 01-397 5848 (evenings). (9373

**ROLLS-ROYCE 25/30 1937. HOOPER TOURING 4-**light saloon with projecting boot, in black over grey, fine condition, immaculate coachwork. Present owner since 1952. 105,000 miles. £650. Kitchemere House, *Denholme, Bradford.* Tel.: *Denholme 360.* (9374

**LOTUS ELAN 1964 S2. IMMACULATE RED ROADSTER,** exceptional condition, doctors car, and never thrashed. Meticulous service record available. Offers over £700. ARC 3537 (London). (9375

**TR4 1963. SURREY TOP, BLUE, WITH BLUE INTERIOR,** good condition throughout. £395. (Liverpool) 051-307 2778. (9376

**RILEY 1½ FEB. 1947. IN USE, HOOD IMMACULATE.** Also another, used for spares. Worth reconditioning. Offers for pair to Plant, 128 Hendford Hill, Yeovil. (9377

**1937 AUSTIN 7 PEARL. TAXED, TESTED, QUANTITY** of spares given with it spares not sold seperately, offers please. Box 0267. (9378

**1958 plus-4 FOUR-SEATER. WORKS ENGINE 15,000** ago. Can view Burnham, (Bucks.) £300 o.n.o. Hayns, 32 Anvil Crescent, Broadstone, Dorset. (9379

**SCOTTISH BENTLEY MK.VI 1948. EXCELLENT RUST-**free coachwork in shining black. Immaculate engine recently overhauled by Specialist, new rings and all new bearings, new clutch, rad., w/pump, etc. £325. Available Scotland or England, reason for sale. Rolls 25/30. Interesting exchanges considered. Gaskin, 'Bernhill', Wester Pitcorthie Road, Dunfermline, Fife. (Dunfermline 22561 anytime) (9380

**BMW 328. VERY SMART AND ORIGINAL. £450. 56** Houndsfield Lane, Shirley, Warwickshire. Tel.: 5379. (9381

**ZEPHYR CONVERTIBLE 1961 MODEL. DISCS, OVER-**drive, power hood, radio, showroom condition, two owners, £225 o.n.o. Southampton 69416. (9382

**TALBOT 95 1930. WITH COACHWORK BY DARRACQ,** 3-litre engine, mechanically and bodily excellent, new batteries and tyres, all woodwork re-french polished. A thoroughbred car in the vintage tradition. An investment at £150. P. R. Baron, 64 Acfold Road, Handsworth Wood, Birmingham, 20. (9383

**1937 4¼ BENTLEY SALOON. PARK WARD, MECHAN-**ically first class, body fair. Halifax 81475. (9384

**1927 RILEY 9 H.P. MONACO FABRIC SALOON. £125.** Halifax 81475. (9385

**PEUGEOT 403 1960. SUN-ROOF, RADIO, ELECTRIC** fan, very clean throughout. £225. Tel.: Leicester 883013. (9386

## FOR SALE—continued

**WHITE MARCOS 1800 1965. MAG. WHEELS, DE-DION** rear end. G.T. motoring at its best for only £1150 o.n.o. Bovingdon 2087 (Bucks.) (9388

1934 **AUSTIN HEARSE. 6-CYLINDER ALUMINIUM** engine, perfect mechanically, body original. Offers. Bovingdon 2087 (Bucks.) (9389

**LOTUS ELAN 1964 WHITE ROADSTER. 28,000 MILES,** black interior, close ratio box, radio, seat belts, new SP41's. Absolutely immaculate condition. £775 o.n.o. Parsons, Holme Farm, Kewstoke, Weston-super-Mare. Tel.: Weston-s-Mare 3533. (9390

**ASTON MARTIN 1938 2-LITRE SHORT CHASSIS.** fitted le mans replica 2/4 seater body in b.r.g., overhauled engine, new tyres, whole car in excellent condition. £425 o.n.o. Tel.: Robertsbridge 613 (evening & weekend) (Sussex). (9391

**ROLLS-ROYCE 25/30 HOOPER SALOON. EXCELLENT.** £400. *Phantom 3 1938 Arthur Mulliner Sedanca.* Exceptional. £1,750. Stepps Farm, Harvington, Near Kidderminster. Chaddesley Corbett 264 (evenings). 9392

**HEALEY ABBOTT COUPE. GOOD MECHANICS, BODY** untidy, M.o.T. Offers invited, would exchange. 159 Leavesden Road, Watford 36477. (9393

**M.G.-TC 1947. EXCELLENT MECHANICS AND BODY,** new engine, wire wheels, rear axle, etc. £180. Isherwood, 116 Coleshill Road, Atherstone, Warwickshire. Tel.: 3191. (9394

**VOLKSWAGEN VARIANT JULY 1964. 39,000 MILES,** taxed Sept. 1968, M.o.T. June 1968, new battery and silencer this year. £510 or highest offer by mid-November. Derby 24037. (9395

1954 **RILEY 1½. BODY V.G.C., ENGINE OVERHAUL** 6,000 miles. £150. Details OMA2 37963. (9396

**BRISTOL 401. SUPERB CAR, MECHANICALLY GOOD,** body good but needs respray, all bills available. £230. Purchon, 38 Grosvenor Road, Dorchester, Dorset. (9397

**ROLLS-ROYCE 1951. 5 SEATER SALOON BY PARK** Ward, light navy. Manual. Attractive modern lines, built in modern lamps, blue hide. 2 owners from new, 61,000 miles. This beautiful example is unmarked with faultless mechanics. Drives with expected perfection, radio, M.o.T., taxed, £995. Chertsy 4885. (9398

**DAIMLER BARKER SPORTS 1952. GREEN OVER** cream, one lady owner from new. New engine in 1964 done 30,000, overdrive, radio, excellent for year. Hood, upholstery, chrome etc., in outstanding conditon. M.o.T. taxed. £295. Chertsey 4885. (9399

**M.G.-B MAY 1967. 3,000 MILES, RADIO, HEATER,** foldng hood, tonneau, SP41's, leather/alloy wheel, Keinzle clock, belts, taxed May 1968. £865. Private sale, London, N.W.8. Tel.: 01-586 2519. (9400

1938 **DAIMLER 18 H.P. 4 LIGHT SALOON. SUNSHINE** roof, original throughout, mechanically perfect, good tyres. £100 o.n.o. Twigger, 7 Devonshire Drive, Eastwood, Notts. Langley Mill 3218. (9401

**SUNBEAM ALPINE MK. III 1955. EXCELLENT CON**dition *bodily and mechanically, new gearbox, rear axle,* exhaust, hood. Recently reconditioned engine, good 'X's, overdrive, spot, etc. £200 o.n.o. Tel.: 01-353 4454. (9402

**M.G.-ZB VARITONE 1958. GOOD CONDITION** throughout. £250. Tel.: Cobham 3021/01-337 0661. (9403

**TR4 CONVERTIBLE 1962. BLUE, 40,000, O/D, HEATER,** tonneau, spot, fog and reversing lamps, interior lamp with door switches. New clutch, tyres and exhaust, new windows in hood. Uses no oil, carefully maintained and in excellent order throughout. £465. Mitchell, 01-405 7841 ext. 304 (day), 01-352 3037 (evening). (9404

1934 **CITROEN 11.4 H.P. FLOATING POWER SALOON.** recent engine rebuild, new clutch, new tyres, excellent mechanics and body. M.o.T. Sept. 1968. £125 o.n.o. F/O D Barber, Officers Mess, RAF Bovingdon, Herts. (9405

1962 **LOTUS SUPER SEVEN. 1500 COSWORTH MOTOR** recently Brabham balanced, twin Webers, servo, rollover bar, American and cycle wings, full and aero screens, weather equipment, all red, taxed and tested. £375 o.n.o. Lainas, 38 Seafield Drive, Wallasey, Cheshire. (9406

2 **XK140 JAGUARS (F.H.C. & D.H.C.) RECENT** engine rebuild to one, radio. £150 the pair. Lowey, 7 Tudor Road, Hunts Cross, Liverpool 25. (9407

**R-TYPE BENTLEY 1953. SUNROOF SPORTS SALOON,** superb unblemished coachwork, natural hide interior, unmarked veneer and carpet, exceptional mechanics, really outstanding example. £675. P/Ex. considered. Mike Berry, 01-790 3102/01-445 7242 (evenings). 92 Ashfield Street, London, E.1. (9408

**NORRIS SPECIAL 1928. SUCCESSFUL 1½-LITRE** blown single-seat vintage racing car, with trailer and spares. See Boister's book of 'specials'. £850 o.n.o. Didsbury 5325 (9409

**M.G.-TD 1950. EXCELLENT CONDITION THROUGH**out, M.o.T. £240 o.n.o. Tel: Coventry 66146. (9410

**SUNBEAM TIGER 1966. EXCEPTIONAL CONDITION** with extras including radio, hard top, new tyres, seat belts, reclining seats. Very fast smooth comfortable sports GT. Taxed, to January. First over £875 secures. Tel.: Caterham 44942 or Sanderstead 1135. (9411

**VANDEN PLAS 1100. SPEEDWELL. FANTASTIC** performance in superb comfort, purchased 1967. Over £400 spent on Speedwell engine/gearbox and final drive. Leather upholstery, reclining seats, radio, power brakes, as new radial ply tyres. 5,000 miles only. Finished in dark blue with blue/grey trim, genuine reason forces sale of this exceptional machine which cost over £1,500. Will sell for £1,100. Taxed till 1967. Tel.: Sanderstead 1135 or Caterham 44942. (9412

1928 **AUSTIN 12/4 SALOON. ENGINE RECENTLY** rebuilt, reconditioned magneto, some spares including block and crankshaft. Highest offer over £225. Tel.: Ware 2028 9 to 5.30. (9490

**RILEY KESTREL 16 1939. MECHANICS GOOD, BODY** fair, price nominal to enthusiast. Nicholson, Tel.: Maidenhead 26161 (business hours). (9491

**A/H BN1 WHITE, NEW HOOD AND W/W. M.O.T.** Aug. 1968. Many spares, incl. engine, screens, f/susp. £135. Oakengates 2591 (office hours). (9492

**AUTO UNION 1961 1000S. NEW ENGINE, CLUTCH** pressure plate release bearing recently fitted. M.o.T. to next October. Any trial. 13 Birchall Street, Croft, Warrington, Lancashire. (9493

1951 **2½-LITRE RILEY DROP-HEAD COUPE. 4/5 SEATS,** b.r.g. resprayed, new hood, good mechanics and tyres-'X's, new battery, very reliable transport. £300 o.n.o. Also many 2½ Riley spares. 1934 M.C NA dismantled, ideal for enthusiast with time to spare, offers. 2 Lake Cotttages, Holywell Lake, Wellington, Somerset. (9494

**M.G.-TD II. RED, EXCELLENT CONDITION, SPOTS,** heater, tonneau, taxed and tested. £280. Tel.: 01-948 0789. (9495

1959 **SPRITE. GOLDSEAL ENGINE AND GEARBOX.** Sebring hard-top and sidescreens. £225 o.n.o. Rawdon 4433. (9496

**ALFA ROMEO GIULIETTA TI. REGISTERED 1960, NEW** engine running in, new brakes, clutch, radio, seat belts, Marchal spot. Owner emigrating, hence, £215. Tel.: 01-567 2915. (9509

**HOT TR3A 1959. S.A.H. ENGINE, 140 B.H.P. "EATS** M.G.-B's and TR4's for breakfast". Cinturatos, wires, overdrive, oil cooler, new hood, metallic blue, taxed December. Spares. £295. Offers, Stewart, "Hollyhock Cottage", Butt Green, Painswick, Gloucestershire. (9497

**AUSTIN MINI DOWNTON STAGE 2 TOUR NG.** September 1963, balanced engine, 1000 m.p.p., v.g.c., many extras, Cinturatos. Family reasons. £275 o.n.o. Smith, 11 Ware Road, Barby, Rugby, Braunston 539. (9498

**IMPENDING NUPTIALS FORCE SALE. 1954 M.G.-TF** 1500. Red, XPag 1500 engine, good hood, special s/screens, almost new Cints., on wire wheels, w/mirrors, Le Mans headlamps with stoneguards, wood facia, re-upholstered interior, s/belts, immaculate chrome, engine o/hauled last year. Enthusiast's car—must go to offers about £360. Will pay purchasers train fare. Leask, Tel.: *Aberdeen 47469.* (9499

**TR3 1957. RECONDITIONED ENGINE 4,000 MILES,** M.o.T. £195. Tel.: FRE 7906. (9500

**JOWETT JAVELIN, BEIGE, 19,450 MILES FROM NEW** and in immaculate order. 1949 (later engine modifications). £145 or exchange. For full details please write. Caton, 28 Oakwood Avenue, Leeds 8. (9501

**LOTUS SIX. SILVER, M.G.-TD ENGINE, BILLS FOR** £110, therefore v.g.c. A fast and unusual car for £185, might exchange, please write, Jeremy Caton, 28 Oakwood Avenue, Leeds 8. (9502

**SPECIMEN 1938 4½ BENTLEY. PARK WARD SALOON,** virtually a one owner car, absolutely original, with handbook, all tools etc. Complete history known, a unique opportunity to obtain what must be one of the few immaculate examples remaining. Curtis, Burgh House, Saffron Walden, Essex. Saffron Walden 3486. (9503

1936 **RAILTON 4-LITRE 4-SEATER TOURER. HYDRAU**lic brakes, P.100's, Scintilla magneto, aluminium body by coachcraft. 2-ton blue, impressive car, good condition, new engine and transmission. Spares available. Box 0294. (9504

**300 SL MERCEDES BENZ GULL-WING 1955. 3 OWNERS,** dark blue, beige interior, excellent all round condition, after engine overhaul, all bodywork refurbished and repainted in 1966. Genuine car. £2,150 o.n.o. Palmes, Boseley, Well, Long Sutton. (Tel.: 369), Nr. Basingstoke, Hants. (9505

1964 **ALFA GIULIA SPRINT GT 1600 SPORTS SALOON.** five speed gearbox, white, red interior, webasto roof, radio, silent travel, etc. Very quick, 30 plus m.p.g. Excellent condition throughout, bargain £845 o.n.o. A. Green, 'Trenant', Redlynch, Nr. Salisbury. Tel.: Downton 354. (9506

**BRITISH SALMSON 4-SEATER TOURER 1935. EXTEN**sively rebuilt, resprayed b.r.g., a reliable and very attractive car £250. Or consider part exchange with a Mini. Buxton, 34 Sandfield Road, Arnold, Nottingham. (Nottm. 267489). (9507

1954 **SUNBEAM ALPINE SUPREME MK. III. 2¼-LITRE,** 2-seater, stored 8 years to December 1966, when new hood, tonneau, tyres, battery and brake linngs fitted. Only 36,000 miles. Quite outstanding example of this classical car. £275 o.n.o. Box 0295. (9508

1961 **MORGAN PLUS 4 4-SEATER. £300. FARROW,** 64 Victoria Road, Stretford, Manchester. (9510

**T.V.R. 1622 C.C. ENGINE, CLOSE RATIO GEARS,** lowered, mag wheels, oil cooler, big brakes, etc., etc., new tyres, taxed, Weber and Isky cam to fit. £375 or exchange w.h.y. Tel.: Whiteleaf (Nr. Aylesbury Bucks.) 7210 for further details. (9511

120 **M.P.H. L.H.D. STUDEBAKER GOLDEN HAWK** sports saloon. Many extras, including overdrive, tach., radio. Genuine 22,000 miles by original owner. Superb condition. £325 or exchange potent small car. Tel.: Newton Ferrers 476. (9512

**M.G.-TF 1250 C.C. CREAM WITH RED INTERIOR,** recently resprayed and retrimmed, all extras. £365, write to Walters, 3 Cliff Cottages, Riviera, Sandgate, Kent, or Tel.: Dover 3154 between 9 a.m. & 5 p.m. (9513

**MORGAN PLUS 4. HALF-RACE, 2138 C.C. ENGINE,** modified brakes and suspension, wide wheels, raced this year with mild success, complete reliability and minimum expense. Ideal first racing car or fabulous road car. Many spares include complete 'short' 2236 c.c. full-race engine. £395. Detailed history and specification from Box 0296. (9514

1935 **ROLLS-ROYCE PHANTON II. CHASSIS NO. 61TA.** in good condition, fitted with hearse body. £250. Tel.: Sunbury 85090 (Middlesex). (9515

**CHUMMY. 1928 AUSTIN SEVEN, IMMACULATE** condition. M.o.T., taxed, insured. Ruislip (Middlesex) 34562 (evening). (9516

1936 **AUSTIN TEN LICHFIELD SALOON. 40,000 MILES** and two owners from new, sound and orignial throughout, taxed and tested. £75 o.n.o. Cox, 5 Flats Lane, Barwick-in-Elmet, Near Leeds. (9517

**FERRARI 250 GT 1957. 2-SEATER BODY BY PININ-**farina, *in pale metallic blue* with grey interior. Right hand drive. This very pretty and exciting car is in excellent condition throughout. £1,500 o.n.o. for full details Tel.: 01-427 3285. (9518

**LANCIA APPIA 1955. SERIES I. 4-DOOR PILLARLESS** saloon in grey with grey cord interior. Excellent condition throughout. £225. 01-427 3285. (9519

**ROLLS-ROYCE PHANTOM II 1929. RARE TWO-SEATER** plus dickey, repainted and retrimmed. Late property of film company. £1,600. Also Bentley 3-litre 1926. Even rarer drop head coupé by Corsica. Engine o/h by Hoffman and Burton, bills, history, etc., probably one of the best and most interesting in the country. £1,300. Have also various other vehicles to dispose of to pay for Christmas, the tax man and the wife, dog about to die. Interested parties please Tel.: Chris at Chichester 7585. (9520

**ROLLS-ROYCE 25/30 LIMOUSINE. ALL SOUND IN** good running order. £300. Also Healey/Alvis, very rare collectors item, very nice condition, fast, 100 plus. £250. Please Tel.: 01-328 2804. (9521

## WANTED

**DTS, JWK, JK, JOV, JAV, JMH, JH NUMBERS** below 10. Box 0250. (9143

**BRISTOL 401/3, WITH STRAIGHT BODY-CHASSIS.** mechanics immaterial. (Evenings) 061-BRO 1257. (9144

**BENTLEY, R TYPE AUTOMATIC, REALLY GOOD** condition only. Rudgwick 414. (9145

**REG. NOS. BF, WF, WJF, BIL, DISTINCTIVE NUM**bers. 041-LAN 5461. (9146

**CHASSIS FOR 6-CYLINDER ALFA, 1930 OR THERE**abouts. Contact, Sproat, Lamps Farm, Danehill, Sussex. (9147

**ROLLS-ROYCE WANTED. PRE 1930. GOOD PRICE** paid. Twomey, Firwood, Pinehill Rd., Crowthorne, Berks. Tel.: 2266. (9148

**M.G.-B. LOW MILEAGE. AROUND £500. £300 DEPOSIT.** Remainder by Guaranteed bankers standing order. Required end Nov. Mills, G.R.S.F., R.A.F. Labuan, B.F.P.O. 660 (9149

## WANTED—continued

**ASTON MARTIN, 1929-35, OR RILEY, MODEL MPH.** Must be original. State condition, price expected. Any photos returned. J. Irving, 32 Glasgow St., Dumfries. (9150

**LOTUS SUPER 7, HEATER NOT NEEDED, OIL** cooled or kit a must, extras welcome I've had a 7 before, must be in excellent order, due to impossible spares position out here, shipping will be paid. J. Dale, P.O. Box 203, Freeport, Grand Banama Island. (9151

**£20 OFFERED FOR RADIATOR FOR 1912/14** Lagonda. Good price will be paid for wheel for 1904 two-seater Wolseley, also screen for Sunbeam Tourer 12/16 h.p., 1913. The Veteran Car Museum, Blarney, Co. Cork, Ireland. (9152

**TURNER WANTED. CONDITION OF BODY, ENGINE** etc. irrelevant, provided chassis OK. Hart, Half-Acre, Launceston, Cornwall. Tel.: 2440. (9153

**AUSTIN LANDAULETTE LONDON TAXI. CONDITION** immaterial, but good price paid for restored vehicle. David Llewellyn, The Spinney, Southdown Rd., Willingdon, Eastbourne. (9154

**HARD TOP FOR MERCEDES 190SL, 1960. TEL.:** 01-839 6205. (9155

**DAMAGED E-TYPE URGENTLY REQUIRED, OTHER** makes considered. Cash available. 01-579 4999, 53 Ranelagh Rd., London, W.5. (9156

**WANTED HARDTOP FOR 1964 ELAN. MATHERS** Hotel, Dundee, Scotland. (9157

**THREE BRONZE BODIED SU's TYPE O.M OR H.V2.** Two Rotax stop/tail lamps, type K706. Brooklands remote control for Riley, all helical box. Moody, 10 Crown Terrace, South Cliff, Scarborough, Yorks. (9158

**WANTED. HARD TOP FOR DAIMLER SP250. D.** Richards, Bromley Works, Ellastone, nr. Ashbourne. (Ashbourne) Derbychire. (9160

**OPEN 2-SEATER BODY, GOOD CONDITION, TRACK** 4ft. Hawkins, 31 Crescent Rd., Alverstoke, Hants. Gosport 80888. (9161

**WANTED ASTON, BENTLEY, SIMILAR QUALITY CAR,** any year or condition. Racing, rally or autocross car. Post war if TR, M.G., similar, damaged, neglected or good condition. Taylor, 6 South Ave., Clevelcys. (9162

**GOOD ROLLS-ROYCE LIMOUSINE, 40/50 MODEL** preferred. Box 0245. (9163

**A ROLLS-ROYCE SILVER GHOST. COMPLETE OR** otherwise cash paid. Box 0246. (9164

**DAIMLER TOURER, OR DROPHEAD IN REALLY** sound condition. Must be good. Box 0247. (9165

**PRE WAR TOURER IN SOUND CONDITION, LARGE** car rather than small. Any type considered. Box 0248. (9166

**OLD LONDON TYPE TAXI. SOME RESTORATION** acceptable if good usable runner. Box 0249. (9167

**M.G. TF, TD ANY CONDITION FOR REBUILDING.** Cooke, Abbey Lawn Hotel, Torquay. (9168

**FOR PRE-WAR CLASSICS: MASCOTS, NAMEPLATES,** any literature. Give full particulars. Box 0251. (9169

**JAP 500 C.C. 4 OR 5-STUD ENGINE AND ANY** spares. Peugeot or Taunus Estate. Box 0252. (9170

**BUGANTICS FOR 1953 AND EARLIER VOLUMES.** Some duplicates for exchange. Box 0253. (9171

**ASTON MARTIN DB MK.III DROPHEAD COUPE** in excellent condition with overdrive and dual exhaust. Guest, Fairhaven, Rotherfield, Sussex. (9413

**DAIMLER SP250 WANTED. DETAILS TO COOPER,** 42 Peareswood Gardens, Stanmore, Middlesex. EDG 4123. (9414

**WANTED CHEAP M.G. TWO-SEATER (PREFERABLY** mmm 6-cylinder) but anything considered. Box 0269. (9415

**ROLLS-ROYCE, BENTLEY, OR OTHER QUALITY** touring, sports or saloon car. Any condition considered. All letters answered. Box 0270. (9416

1930 **2-LITRE LAGONDA TOURER (WITH THREE** doors) in any condition. Peerless, 25 Smitham Bottom Lane, Purley, Surrey. Tel.: UPLands 1634. (9417

**DH OR DON SERIES REG. NO. WANTED WITH OR** without vehicle, please state price required. Box 0272. (9418

**BERMUDA HARDTOP WANTED FOR M.G.-B. DEREK** Rogers, 30 Phillip Street, Mansellon, Swansea. Tel.: 54629. (9419

**PEERLESS, WARWICK OR OLYMPIC. YOUTH HOSTEL.** Jordans, Beaconsfield, Bucks. Chalfont/Giles 3135. (9420

**WANTED, SURREY HARDTOP FOR TRIUMPH TR4.** Sproston, Ravenstone, 61 Farquhar Road, London, S.E.19. (9421

**WANTED. SET OF DISC BRAKES FOR FIAT 600.** Laugharne, 22 Hough on St. Sunderland, Co. Durham. (9422

**HARDTOP FOR DAIMLER SP250. UXBRIDGE 33482.** (9423

**HARDTOP FOR ALFA 1600 SPIDER 1965. DR.** Williams, Hafod, Barons Cross, Leominster, Herefordshire. Tel.: 2132. (9424

***JY 6160 ROVER 14 SALOON 1935. INFORMATION*** enabling me to trace this car would be greatly appreciated. Box 0271. (9425

**WANTED. SET OF MAGNESIUM WHEELS FOR** Cooper S. Macclesfield 4672 (9426

**WANTED. HARDTOP FOR SERIES IV ALPINE, ANY** colour, good price paid. Tel.: Southend-on-Sea 524652. (9427

**12/50 ALVIS. PREFERABLY EARLY 4-SEAT TOURER,** wanted by club member. Other makes and any condition considered. Fullest details please, to Oborn, Stubbs Cottage, Crossbush, Arundel, Sussex. Tel.: Arundel 3338. (9428

**CRANKSHAFT FOR ASTON MARTIN DB2/4. P.** Nicholas, 47 Stafford Road, Cannock, Staffs. (9429

**WANTED. CLIFTON TOURER BODY, SEATS AND** hood frame, for 1927 Austin twelve-four. Goffin, Londonthorpe, Grantham, Lincs. Tel.: 3723. (9430

**DAIMLER SPARES REQUIRED URGENTLY. PRE-1929.** Wheels, junk heads, sleeves, etc. Your price paid, will collect. Tel.: Billingshurst 2262. (9431

**SPORTS CAR URGENTLY REQUIRED, ANY CONDI**tion, including damaged, prefence for Jaguar E, M.G.-B, Elan, £1,000 cash available immediately. 01-GEO 4999, 53 Ranelagh Road, London W.5. (9432

**WANTED—ALFA ROMEO 1750 SINGLE O.H.C. ENGINE** for 1929 James Young d.h.c. Abbey Laundry, Denbigh. (9433

**WANTED. RILEY 9 GAMECOCK, TOURER OR BROOK**lands, or exchange Alvis 12/50. B. Craik. Tel.: Slough 41491. (9434

**WANTED. ASTON MARTIN BY DUDLEY CORAM.** Good price paid. Loveys, Kilmorie, Leamington Road, Long Itchington, Rugby, Warwicks. (9435

**PRE-1956 POST-WAR ROLLS-ROYCE OR BENTLEY,** top condition not vital if honestly described. Photographs would help. Box 0273. (9436

**KARMANN GHIA CONVERTIBLE L.H.D. VOLKS**wagen wanted in good condition, state year, capacity, *colour and price. Beetle l.h.d. drophead considered. Box* 0274 (9437

**OLD LONDON TAXI WANTED, PREFERABLY AUSTIN** about 1930. Also Bosch electric horn. Box 0275. (9438

# JOHN BRITTEN

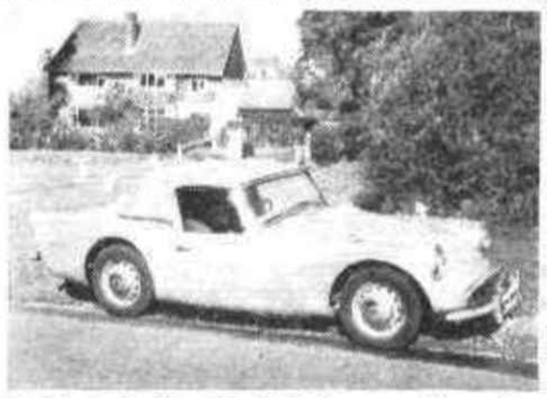
Green and grassy sports cars lying in our pasture, will arrange a part exchange for the one you bought last year. Austin Healey 3000 Mk III, 1965, B.R.G., black leather, hard- and soft-tops, modified engine with triple SUs, overdrive, wire wheels, Cinturatos, radio, £795. Daimler SP250, late 1963 to Specification "C", silver grey, hard-top, £575. MG Midget Mk II, 1965, racing green with black trim, wire wheels, five new Cinturatos still dimpled from the mould, £495. Triumph TR4, late 1963, Spa white, black trim, wire wheels, radio, new factory engine still smelling of hot paint, £515. As you may have read in last month's issue I am now the London agent for TVRs. Delivery on the new Vixen (£998 in zip-together



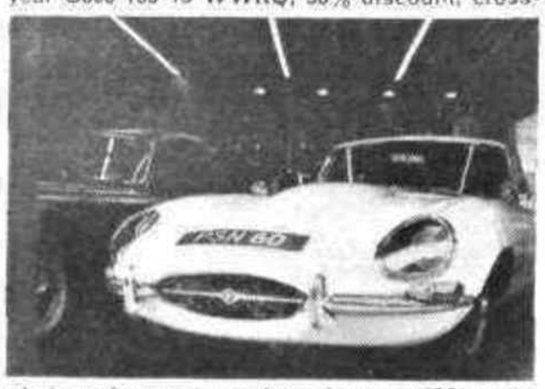

kit form) is officially several weeks but we got our orders in early and have Vixen 1600s and Vixen 1800s in the pipeline in Ermine white, Regal red, Malibu gold and dark metallic green. All TVRs live at our Moscow Road place, where we a so have a 1965 TVR Griffith 200 in red with black trim, wire wheels, Cinturatos, limited slip diff. at £990, and a 1965 TVR 1800s, Malibu gold, red trim, wire wheels, five new tyres, one lady owner, £760. Going back to these kits, it's not a question of a load of little cardboard boxes arriving at your back door; you get something that is recognisably car-shaped but with many of the components packed separately. A week-end's work should see the whole thing finished and you will have saved over £200 tax on your new Vixen. There is also the new 1968 TVR Tuscan S/E as pictured below (in



characteristic pose) with styling changes, longer wheelbase, wider doors, and the slight weight penalty of the new model more than offset by the new 306bhp V8 motor which propels the machine at 100mph more than the legal limit. On the subject of paradoxical velocities, we have a June 1967 Honda S800 Roadster (white, push-button radio, tonneau, brain-drain owner, £730), the engine of which, fitted to my 1950 Daimler Empress Hooper saloon with overdrive preselector gearbox and special high axle ratio, could safely be run to a speed of 263mph without risk of over-revving. MG-B, 1963, Tartan red, black leather, Cinturatos, £495. Austin Healey Sprite Mk I, 1961, dark green, new hood, new G800s, £250. MG Midget Mk II, 1965, Riviera blue, wire wheels, £475. Austin Healey 3000 Mk III, 1964,



Old English white, black leather, overdrive, wire wheels, £640. Triumph TR4A, 1965, black, red interior, hard-top, Surrey top, overdrive, wire wheels, radio, G800 radials, £765. MG Midget, 1965, Riviera blue, unlike all our other Midgets this one's at Moscow Road keeping company above its station, £475. MG-B, 1965, B.R.G., black leather, wire wheels, Cinturatos, £675. MG Midget Mk II, 1964, green, honourable pedigree, £415 or thereabouts. In a recent issue of *Motor Sport* we saw that another sports-car dealer is in possession of the registration number TR2. After a great deal of high-level negotiation and palm-greasing I have managed to come up with TR3, not to be outdone, and it could be transferred to your car for a suitable fee. Triumph TR4A, 1965, conifer green, black leather, rear seat, overdrive, wire wheels, G800s, £745. Jaguar E-type fixed-head coupé, 1962, white, red interior, £820. MG Midget Mk II, 1964, specially finished in MG-B-type mineral blue, £420. MG-B, 1966, white with black trim, overdrive, radio, one doctor owner, taken in p/x against a new TVR, £795. Assorted part exchanges to clear including 1963 Mini with 1100 engine, Cooper gearshift, wood-rim, radio, £230. Two other Minis, Austin 1100, 1961 Anglia £135. Lenham GT fastback conversions and streamlined bonnets, delivery from stock, also JB Midget one-piece fibreglass front-hinge bonnets, road or race weight, and JB Midget one-piece rear body section including boot-lid, rear wings and works hard-top. Accepted for *Marque* sports-car racing, suitable for road use too. Save about 150 lb compared with standard bodywork. Sebring bonnet, used, £16. Heron hard-top, Mk I Midget, £18. Frogeye bonnet, steel, minor crunch, £8. Healey 3000 hard-top, sidescreen type, £22. Lotus 7 alloy hard-top with special sidescreens, new, £32. 1968 Cortina Super gearbox with integral remote control, new, £16. Spitfire and Spridget branched exhaust manifolds, £3 each. Bath-chair, ideal for Nov. 5th, £17.10.0d. Used 500-13 racing tyres, ex my Midget which will be out at Brands on Nov. 12 and Nov. 26. All this gear is only available at our sophisticated Arkley workshops, where we also have many tyres: Cinturatos at 25% discount, the new tubeless Cinturatos now available in some sizes, many stupendous special offers, Trelleborg radials, 155-13, 35% discount; Goodyear G800 155-13 WWRQ, 50% discount, cross-



ply tyres for most popular saloons at 40%; some 450-17s just come in at this price as well; for the best quotation ring Barnet 1146 and Tubeless Tyler will have a chat with you. We don't fit tyres on Monday and Friday afternoons. Austin 7 Ruby, 1935, Beaulieu condition, £150. I have one spare new BMC 1150cc racing engine built by me to go in SS1800 but never used, quite unsuitable for road use of course. Lovely coloured leaflets on the new Unipower GT now available, early delivery of the 998 and 1275 versions of this rear-engine prestige 2-seater. We have quite a good stores here, ably managed by Brian Elkington, most everyday sports-car spares in stock. HP with 3rd party insurance, new low rates, ¼ down and 3 years to pay on any car advertised here. We fix your insurance, BIA companies only. Each car workshop checked and guaranteed for between 1 and 3 months depending on year. Absolutely nothing to be frightened of, your daughter will be quite safe here, madam. Open to 7pm, closed Sundays, Bank holidays and so on. Moscow Road callers aim for Bayswater or Queensway tube, Moscow Road is off Queensway, which itself is off the Bayswater Road. Arkley aspirants take 107 or 306 bus from High Barnet station, or drive along A411 when they will find us halfway between Barnet and the A1.

Sports cars, workshops & tyre shop: Barnet Road (A411), Arkley, Barnet, Herts. Barnet 1144.

Sports cars: 31 Moscow Road, Bayswater W2. Park 2707.


# Don't take chances! always insist on GENUINE PECO Products

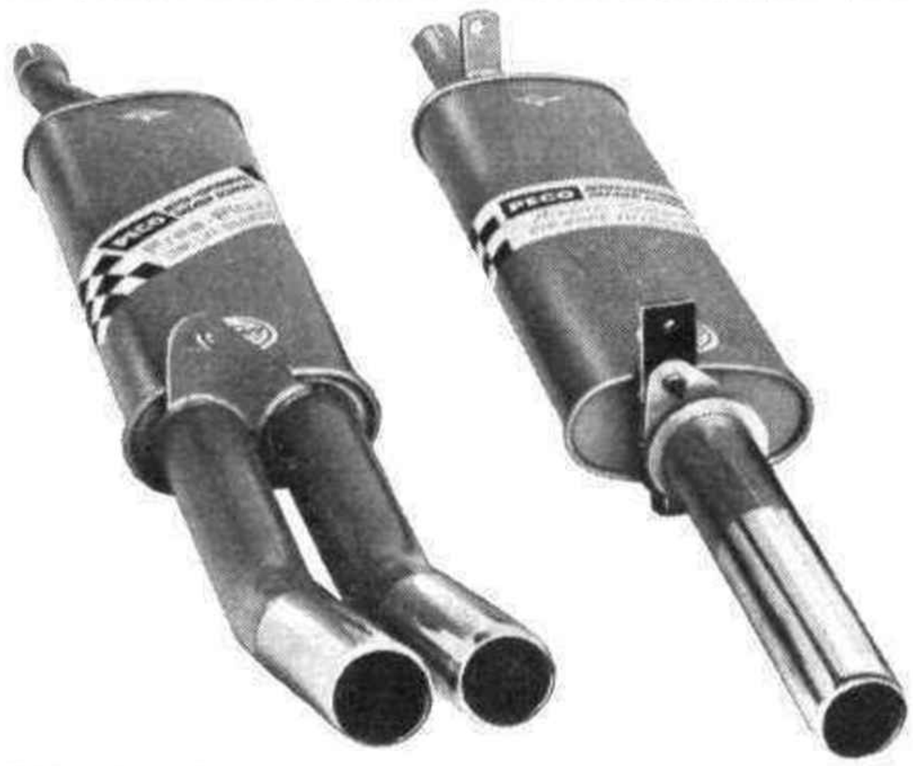
As producers of the widest range of silencers in Europe – from a Mini unit to silencers weighing 100 tons or more for industry – PECO know-how and expertise is unchallenged. For maximum performance and reliability always ensure that you insist upon PECO branded units... backed by PECO patents and PECO quality and reliability. Others may look the same but cannot incorporate the patented PECO built-in tuning system – so don't take chances. Only genuine PECO units have the PECO brand.

## YET ANOTHER INDEPENDENT ROAD TEST CONFIRMS THE SUPERIORITY OF PECO EXHAUST EQUIPMENT

A recent issue of 'Motor' tested a Peco Big Twin silencer and a 'No Name' exhaust system. 'Motor' made the point that the no name did nothing to improve the performance or fuel economy of a standard Mini. The Peco Big Twin, however, although given a tough test by replacing the very efficient standard MGB straight-through unit still gave an improvement of nearly 10% in acceleration at certain speeds – and slightly improved the fuel consumption as well.
'Motor' went on to say, in addition, that the PECO unit looked good, sounded different, and is better made than the standard silencer.

**AINTREE SPECIAL BIG BORE SILENCERS.** This PECO patented system is the up-to-date version of the straight-through silencer. Gives more power, improved economy and a pleasing, distinctive exhaust note within legal limits. Unique systems are designed for individual cars. In Heavy Duty stove enamel finish with high quality chromium plated Tail Pipes. Prices: Single Big Bore from 59/6; BigTwins from 89/6 (Recommended Retail Prices).

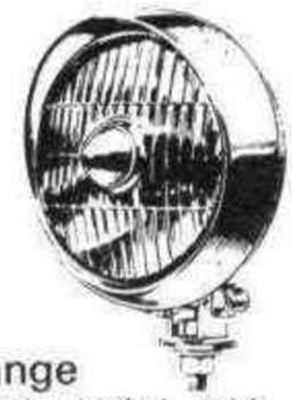
Models available for most British cars and several Continentals. Latest additions include: Ford V4, Corsair & GT, 2000E and Cortina 1300.



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**54** Range
Attractively styled with brass body and vizor rim. All chrome finish. Semi-sealed beam. Exceptional value at only **47/6**



**65** Range
Powerful 6" lamp. Glass and reflector made as one sealed moisture-proof unit. A most popular model at the popular price of **60/-**



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**75** Range
The big 6" Tungsten Iodine Miller lamp selected for the Design Centre and chosen by thousands of drivers as the 'tops in Tungsten'—at **85/-**

*THE ABOVE LAMPS ARE AVAILABLE IN FOG, SPOT OR PASS VERSIONS.*

*All Miller lamps have aluminium aluminised reflectors and are supplied complete with cable and switch.*

## and now the brilliant new MILLER '85'!



Attractively priced at **97/6**

Nothing 'square' about this lamp (except the shape). It's the very latest in night-piercing Tungsten Iodine lighting. New shape gives greatly enlarged reflector area (8" diagonal) to throw rectangular beam with amazing 60° spread up to 60 yds. in Fog and Pass versions, 17° spread at 500 yards in Spot model. Mounts above or below bumper.

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## WANTED—continued

**MK. 6 OR R-TYPE IN GOOD ORDER. COACH-BUILT** body preferred. Box 0276. (9439
**ROLLS WITH UNUSUAL TYPE COACHWORK, ANY** condition, willing to restore if necessary. Box 0277. (9440
***REGISTRATION NUMBER SP, SCP, SGP OR SCG, WITH*** low number. Box 0278. (9441
**ROVER, RILEY OR SIMILAR. GOOD BODY. MID-**lands/Manchester area. Up to £150. Box 0279. (9442
**4½-LITRE VINTAGE BENTLEY WANTED, OR GOOD** 3-litre Red Label considered. All letters answered. Box 0280. (9443
**URGENTLY REQUIRED, VINTAGE BENTLEY/LAG-**onda, or w.n.y. tourer. Any condition but not any price! Box 0281. (9444
**VETERAN AND VINTAGE CARS REQUIRED BY** English enthusiast. Also Amilcar, and any historic racing car. Box 0282. (9445
**WANTED. JAGUAR 1946-48 3½-LITRE DROP-HEAD,** Invicta 100 m.p.h. S-type, Bentley or Rolls-Royce 2-door Sedanca coupé. Send full details and photo to J. B. Forget, 38 rue de Courcelles, Paris 8e, France. (9446
**FRAZER-NASH, HEALEY SILVERSTONE OR ANY** interesting car wanted in exchange for my superb M.G.-A 1600, or sell £295. Walder, Newlands, Cranleigh, Surrey. (9489
**WANTED GIRL-FRIEND WITH CAR AND ENTHUSIASM** for motoring (London). Box 0300. (9559
**ROCHDALE OLYMPIC PHASE 2 WANTED, UP TO** £420. Flat 6, 16 High Street, Castle Donington, Derbyshire. (9560
**WANTED. REAR AXLE 1930 ARMSTRONG SIDDELEY** 12 h.p., also bevel gear and drive shaft. P. Bidwell, "Ashley", Milton, Banbury, Oxon. (9561
**MORGAN 4/4 1948. SUITABLE RADIATOR REQUIRED,** consider complete car. 29 Boundary Road, Wallington, Surrey. (9562
**M.G.-ZB VARITONE MAGNETTE IN EXCEPTIONAL** condition, 30 Bridgen Road, Bexley, Kent. (9563
**RILEY 1½ KESTREL 6-LIGHT. MUST BE GOOD.** Tomalin, 37 Watford Road, Crick, Nr. Rugby, Warwickshire. (9564
**WANTED. E-TYPE JAGUAR FOR CASH. STATE** colour and price expected. Will travel. Box (Staffs.) 0301. (9565
**REGISTRATION NUMBERS JD, DD or D WANTED,** with distinctive or small number. 529 Coventry Road, Birmingham 10. (9566
**WANTED. M.G.-TA, TC, TD, TF, ANY CONDITION,** crashed, neglected or faulty, any distance, good prices paid. Write 4 Cruikshank House, London, N.W.8 or Tel.: 01-722 8952. (9567
**V.S.C.C. MEMBER INTERESTED, ALFA, NASH, ASTON** 12/50 or something open, sporting, sensibly priced, restored, restorable, requiring repair, dismantled. Price full details Box 0302. (9568

## EXCHANGES

**WILL TRADE MERCEDES FOR ANY VINTAGE CAR** such as Rolls, Bentley, Lagonda or large limo. of interest. Box 0287. (9473
**PRIVATE OWNER WOULD EXCHANGE 1966 2.4** Jaguar, (with most extras) for Alfa Romeo or similar GT. Box 0288. (9474
**M.G.-A ROADSTER 1961. WELL MAINTAINED** throughout. £225, exchange late saloon. Bramley 3046. (9475
**M.G.-B 1964 FOR LOW MILEAGE SPRIDGET OR** Spitfire. Box 0289. (9476
**ALPINE OR W.H.Y. IN EXCHANGE, OR P.EX. FOR** my 1965 Cooper S. Tel.: Stoke-on-Trent 33315 (evenings) after 5/11/67. (9477
**SPRITE MK.4. DOCTOR OWNER ENTERING GENERAL** practice requires more practical transport, will reluctantly exchange for Mini Cooper plus cash, or £615 o.n.o. W/wheels, Cints., h.p. possible. Dr. Inglis, Maryfield Hospital, Dundee. (9478
**MY M.G.-A 1600 IS IN SUPERB CONDITION, WILL** exchange for any interesting car, or sell, £295. Walder, Newlands, Cranleigh, Surrey. (9479
**WANTED. DB4 GT OR DB5, DAMAGED OR OTHER-**wise, have 1961 DB4 in excellent condition to exchange. Also have 5 DB2/4 wire wheels £25. 83 Crofton Lane, Hillhead, Nr. Fareham, Hants. Headland 555. (9480
**1964 MINI COOPER 998. ONE OWNER. IN EXCELLENT** order, non-hydrolastic. £340 exchange considered for sports car and at least £200. Tel.: Hurst 60 after 6 o'clock. (9481
**ROLLS TWENTY HOOPER PERPENDICULAR LIMOU-**sine. Excellent condition in every respect, exchange for R-R or Bentley estate in like condition. Giles, East Street, Ash, Canterbury. (9482
**AYRSHIRE COWS WANTED IN EXCHANGE FOR** 1964 Lotus Cortina. 35,000, leaf springs, or cash £525 o.n.o. Taylor, Branches, Thornbury, Holsworthy. (9483
**M.G.-TD 1951. REBUILT, RESPRAYED, RECHROMED,** rewired, s/ex. engine/gearbox, spot, fog, reverse lamps, heater. £320 o.n.o. Exchange '60 Mini and cash. Jones, 52 Kingwilliam Street, Tunstall, S-on-T. Tel.: 88861. (9484
**SILVER WRAITH 1949. MULLINER ALUMINIUM** Sports saloon, sun roof, full-flow engine. Wanted vintage thoroughbred for cash, or would make exchange with cash either way. Box 0290. (9485
**LOTUS SIX. V.G.C., EXPENSIVELY REBUILT, VALUE** £185, and/or immaculate Jowett Javelin 19,450 miles only, value £145. For interesting vintage, sports or American car. Please write, Caton, 28 Oakwood Ave., Leeds 8. (9580
**RILEY 1.5 1961. VALUE £190, FOR TURNER, SPRITE,** Fairthorpe or similar. (Middlesex) Box 0305. (9581
**JAGUAR MK. VII. NEW BATTERY, BRAKE LININGS** and exhaust, good condition, best offer exchange for Morris Traveller, Longfield 2794. (9582

## MISCELLANEOUS

**VOLKSWAGEN OWNERS, ARE YOU INTERESTED IN** joining the Volkswagen Owners' Club (Great Britain)? If so please write quoting M/S to P.R.O., "Millstone", Hollybush Lane, Eversley, Hants. (9172
**M.G. TA, TC, TD, TF BODY PARTS, NEW IN FIBRE** glass front and rear wings, aprons, running boards, etc. Original design. S.a.e. 4 Cruikshank House, London, N.W.8. Tel.: 01-722 8952. (9173
**LEARN TO OPERATE CONSTRUCTION MACHINES,** bulldozers, loading shovels and excavators. Brochure from Contractors Training School, Oak Mount, Sheep Hill Brow, Clayton-le-Woods, Chorley, Lancs. (9174
**BENTLEY ENTHUSIAST, AGE 23, BUYING HIS FIRST** Bentley, New Year. Would like to contact owner of a 1936-1938 type 4¼-litre, or a 1948-1954 Standard, for advice on selection and general useful information. Box 0254 (9175

## MISCELLANEOUS—continued

**1957 POPULAR 1172 C.C. ENGINE FOR SALE. 2,000** miles since rebuild, £25. Other bits, Jamieson, 4 Moray Place, Edinburgh. (9176
**GREBEL HEADLAMPS, COMPLETE, RENICKELLED** excellent order, £35. Sprung wheel (ex-blower Bentley), £15. Vintage 12 volt trumpet-type horn, £5. Longstroke Sunbeam (1927) tank, re-enamelled, complete with oil pump, £12 10s. Early Bowden operated wiper, complete, £5. Early vintage torpedo spot lamp (Telephote), rare, £5. P.100 headlamp shell and reflector, £2. Pair Rubolite rear lights, £1. Quayle, The Way, Brixton, Plymouth. (9177
**TRIUMPH 2000, STAGE III CONVERSION KIT, COST** £150. What offers? Guildford 66822. (9178
**KENLOWE "AIROMATIC" FAN, MASERATI** "Sprint", Peco twin pipe booster, "Nordec" pancake air filter (Solex). Off mark IV 1965 Rapier. Fits all Rootes. Almost new, £14 the lot. 1 Honeypot Lane, Brentwood. (9179
**FOR SALE, 1955 LAGONDA SPORTS, FIXED HEAD** coupé, excellent condition, new Michelin X, HMV radio, Jackall system, independent suspension all round, everything complete, requires service engine, £85. Flooks, Gwentlands, Chepstow, Mon. (9180
**ALFA GIULIA GIULIETTA SPARES. SUSPENSION,** axle, damaged Spyder shell, seats etc. Uplands, Eastern Rd., West End, Hants. 2349. (9181
**FIVE NEW WOODEN WHEELS AND MUDGUARD,** believed to be Model T Ford. Offers. Box 0255. (9182
**"MOTOR SPORT", "MOTOR RACING", "SPORTS CAR** and Lotus Owner", 1959-966. Offers to: Ruelle, 113 Thorney Park, Wroughton, Swindon, Wilts. (9183
**AVAILABLE FOUR NEARLY NEW RS5's AND TUBES,** 6.90 x 15, £16. Morgan, Leylands Manor, Jarvis Brook, Crowborough 972. (9184
**"MOTOR SPORT" 1955-67, 91 COPIES £3. MOTOR** Books, s.a.e for list. Box 0256. (9185
**BREAKING FOR SPARES, COMPLETE LANCIA** Aurelia B.20 2½-litre, right hand drive. Shell bearing engine, leather upholstery, Webasco roof, rechromed bumpers, grille etc. Sills rusted but repairable. Also B.10 Aurelia saloon dismantled for spares. Some Lancia Aprilia spares. S.a.e. with details of requirements. Box 0257. (9186
**PRIVATE COUNTRY CLUB HAS FACILITIES FOR** visiting clubs. Meets, dinners, A.G.M. etc. Centre Welsh rally country, Welsh Lakes, Narrow Gauge Railways. Ystym Colwyn Hall, Meifod, Mont. (9187
**HARDTOP HEALEY 3000 MK II, FULLY TRIMMED,** sprayed any BMC colour, £40. Clark, 220 Shaftesbury Ave., Swindon, Wilts. (9188
**ALVIS. GLASS-FIBRE WINGS FOR TA14, TA21,** TC21/100, s.a.e. details. Also spares for TA14, TA21, Silver Eagle. S.a.e. lists. D. M. Farrimond, 117 Dicconson St., Wigan. (9189
**VINTAGE ROLLS-ROYCE OWNERS, 33 x 5½ H.D.V.** tyres new and unused for sale at £7 each, plus 7/6 carriage. J. H. Corby & Son, The Square, Pencader. (9190
**HALDA SPEEDPILOT, IN EXCELLENT CONDITION,** £10 o.n.o. Ring Longsdon 259 (Stoke-on-Trent). (9191
**T.R. 3/3A WORKS STEEL HARDTOP & FITTINGS,** offers. 3A Tonneau, never used, £5. Also quantity of "Motor Sport", (June 1961 to date) inclusive. Tel.: Newcastle Staffs 52900, or write 72 St. Edmunds Avenue, Porthill, Newcastle, Staffs. (9192
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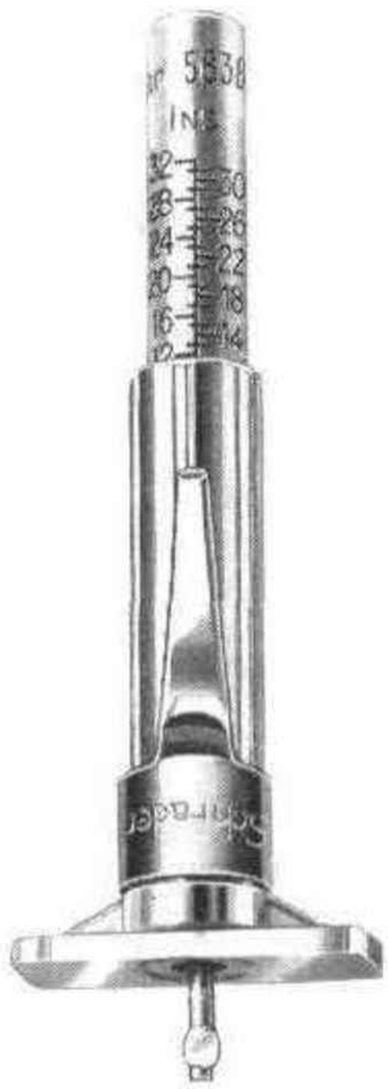
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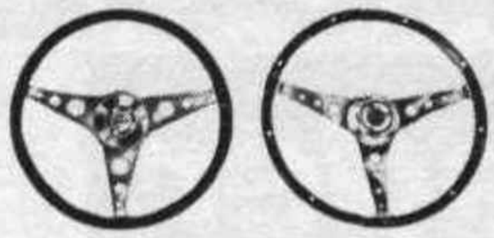
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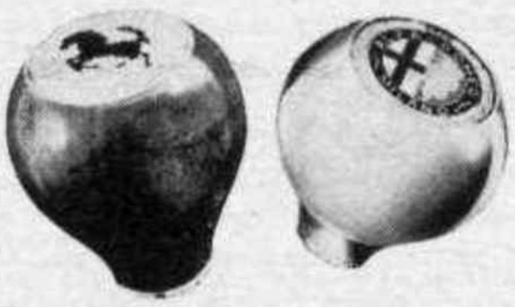
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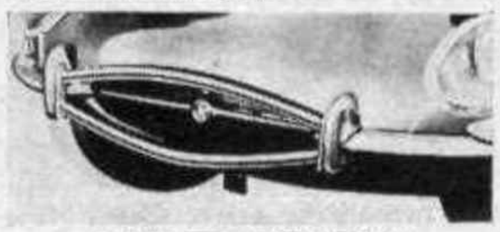
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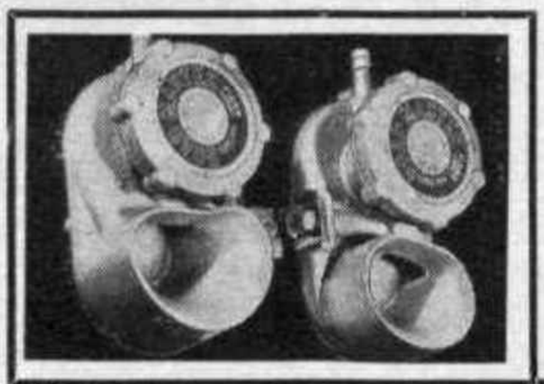
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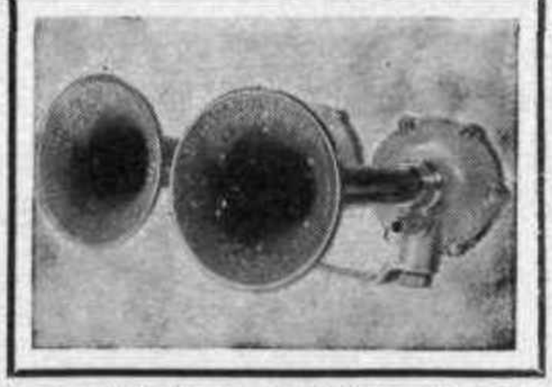


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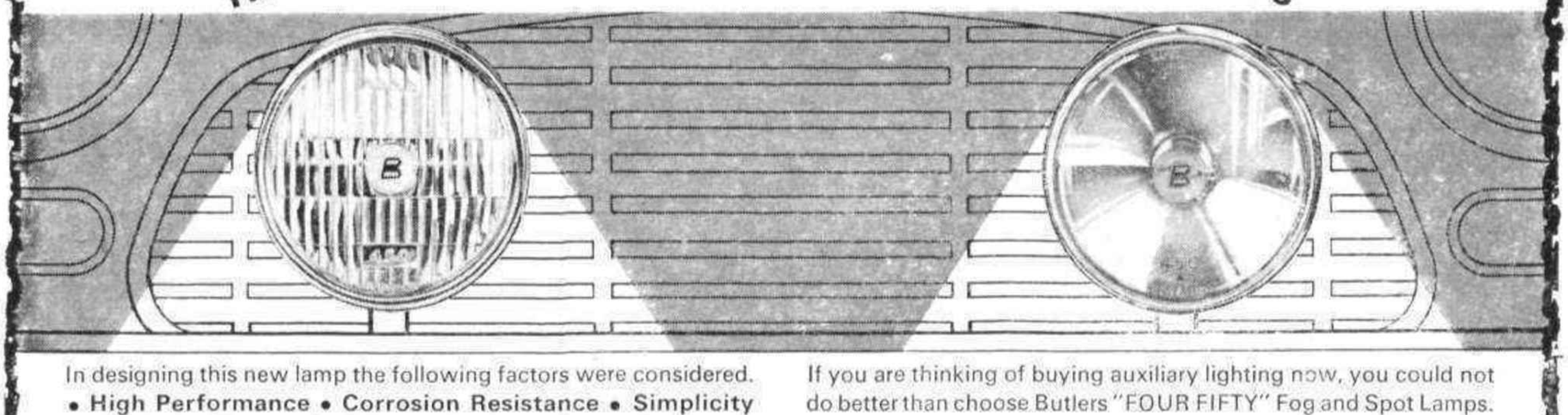
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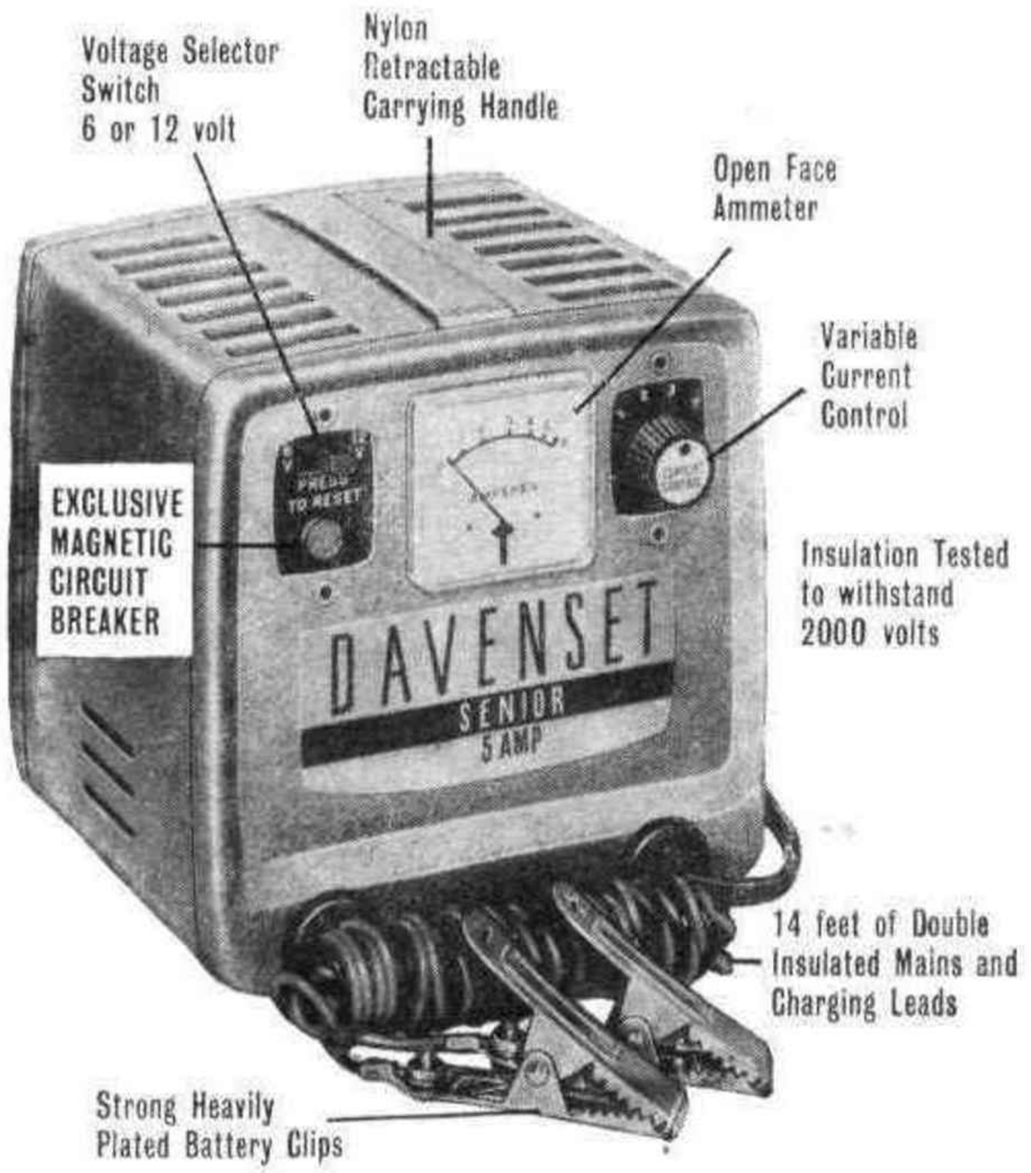
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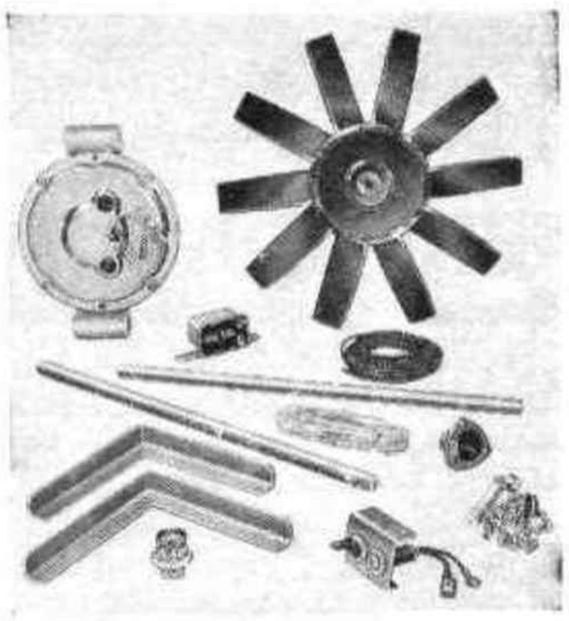
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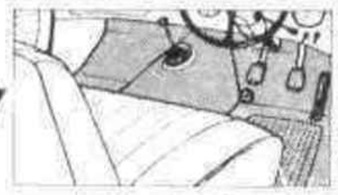
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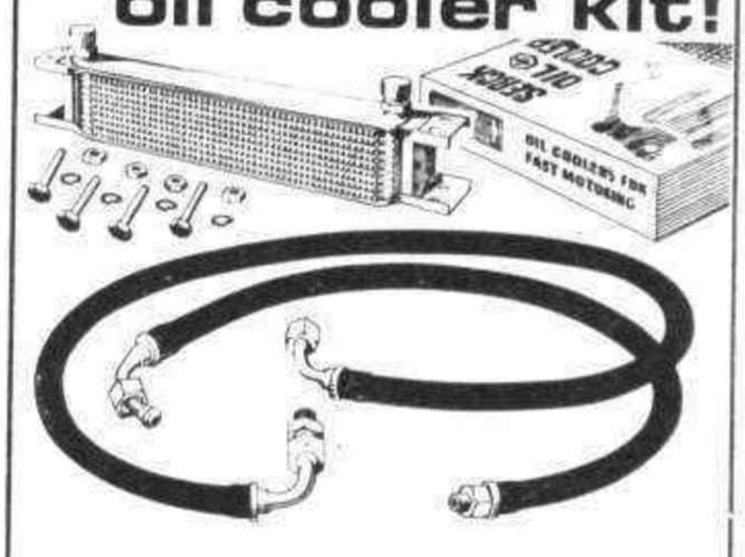
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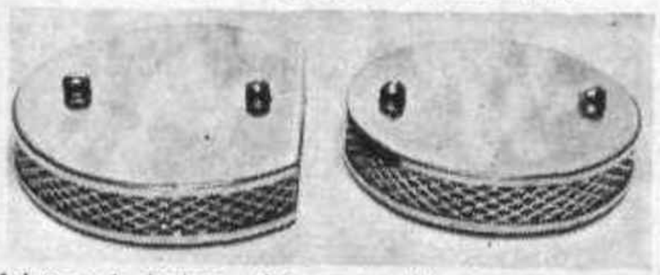
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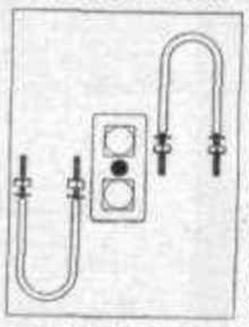
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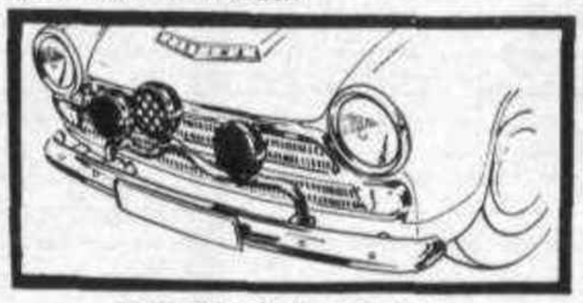
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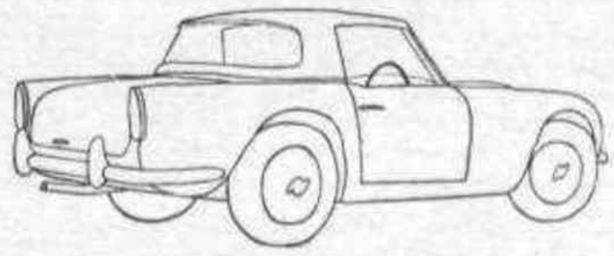
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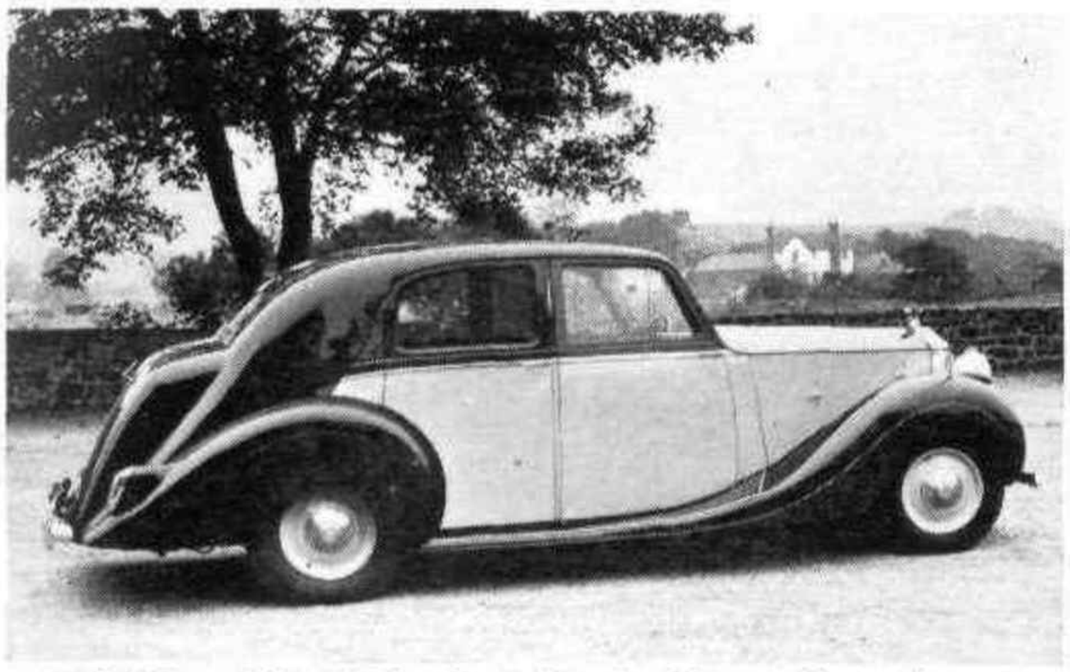
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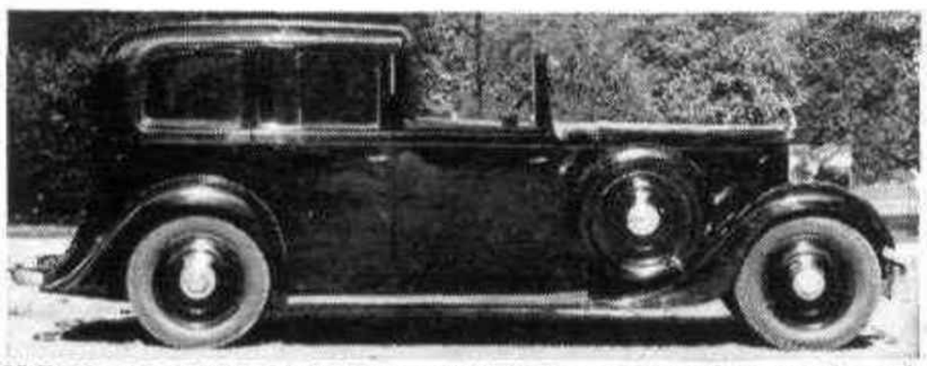
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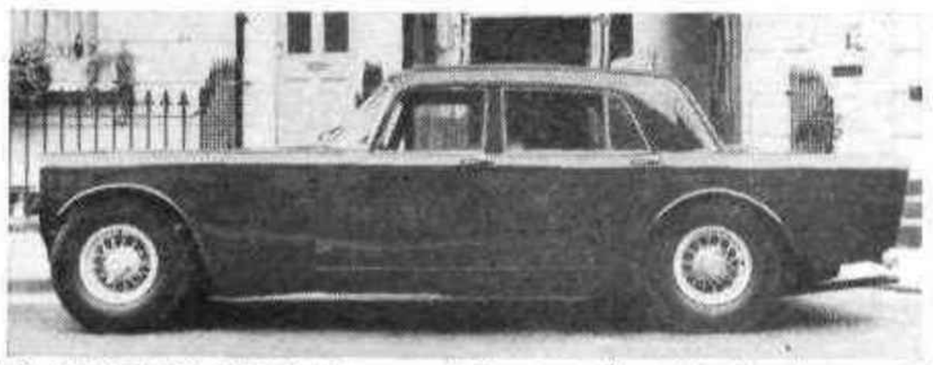
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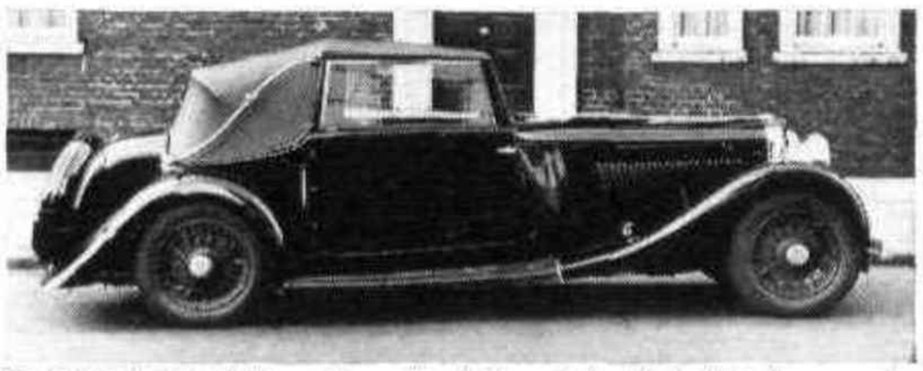
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