Vol. XL No. 8 TWO SHILLINGS August 1964

MOTOR SPORT

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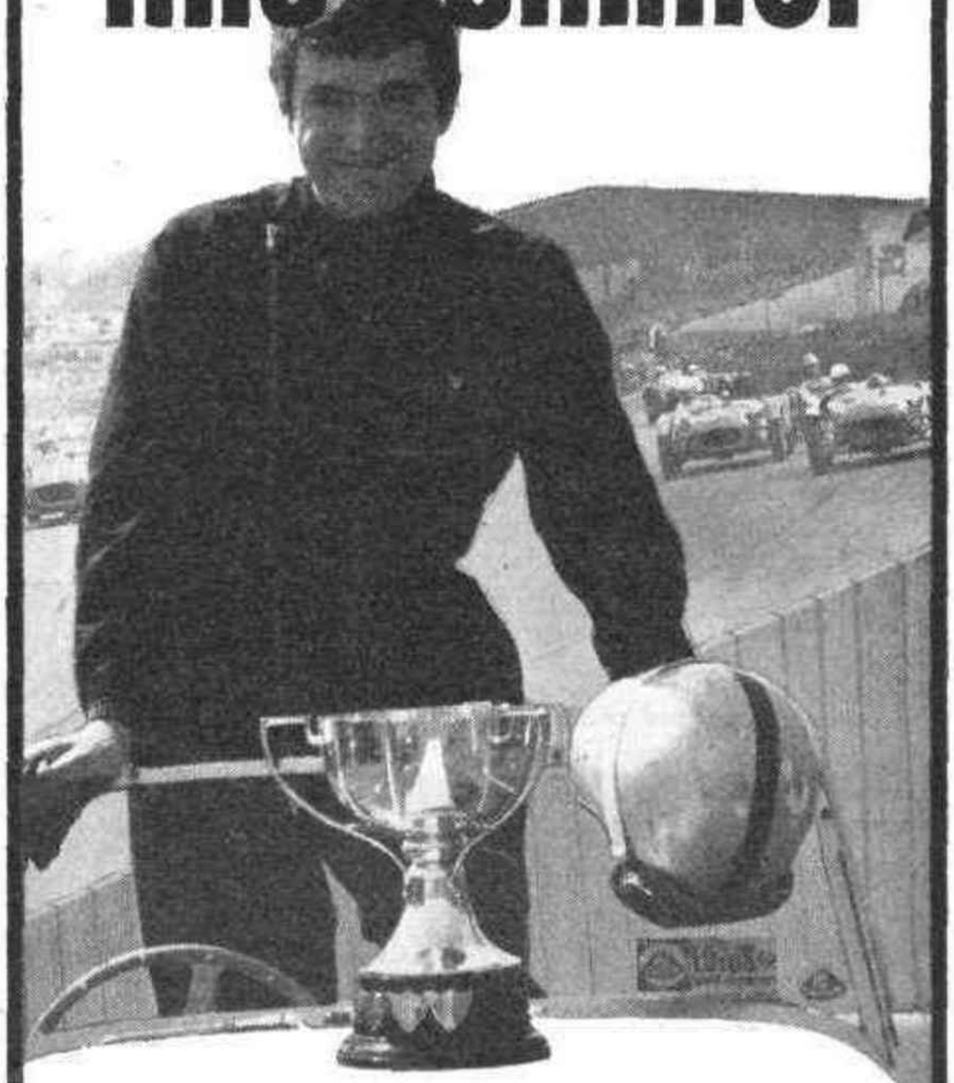
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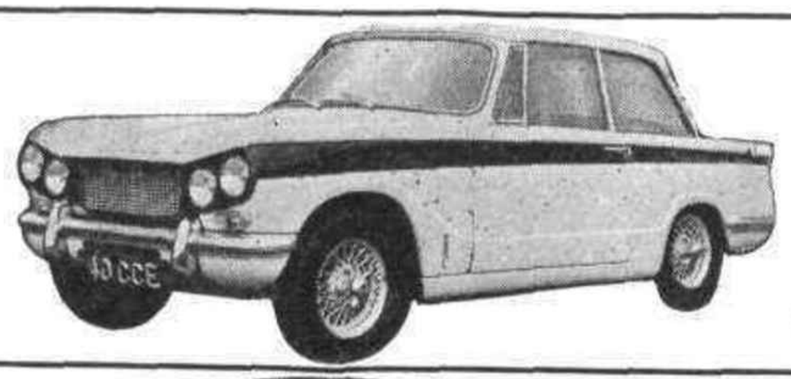
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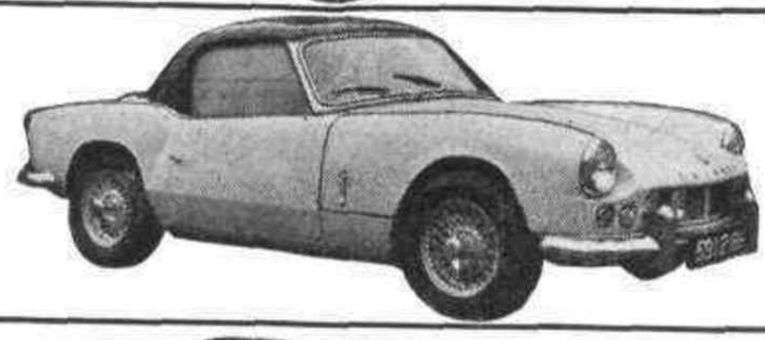
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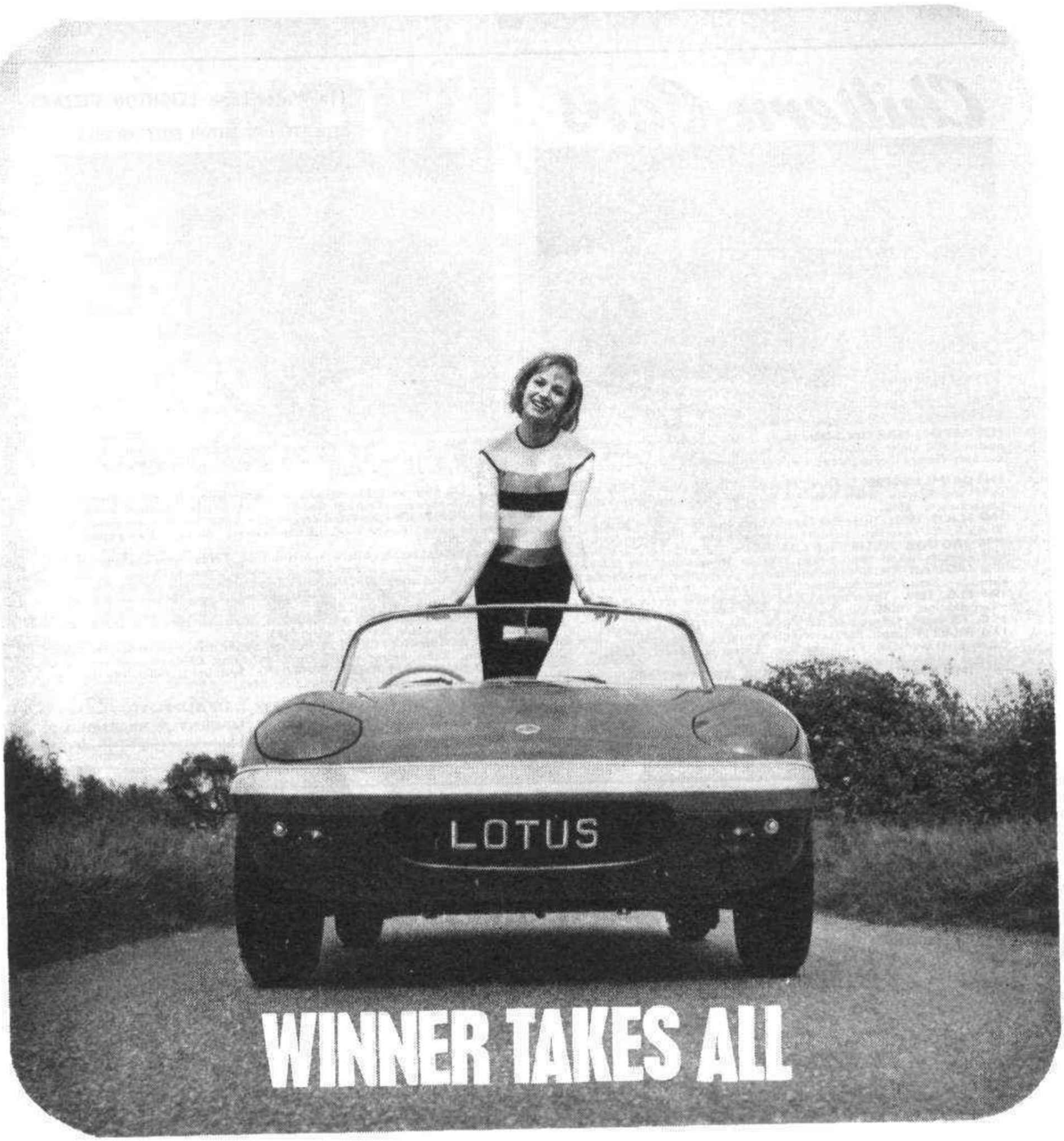
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1947 H.R.G. 1500. These fine handbuilt cars will do around 30 m.p.g. and 90 m.p.h. This excellent example is in original condition throughout. **£275.**

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EXCHANGES WELCOMED.



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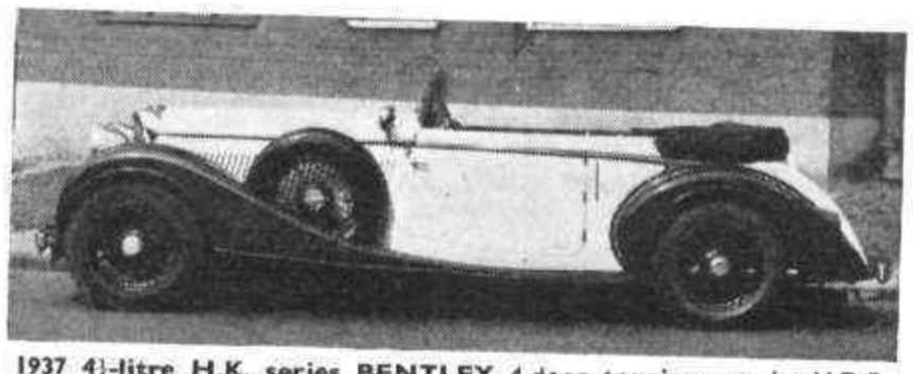
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1950 DAIMLER "8" King Size foursome d.h. coupé, styled by Hoopers regardless, for an Indian Prince; power hood, windows. Regal red, pigskin trim, new condition **£2,750**



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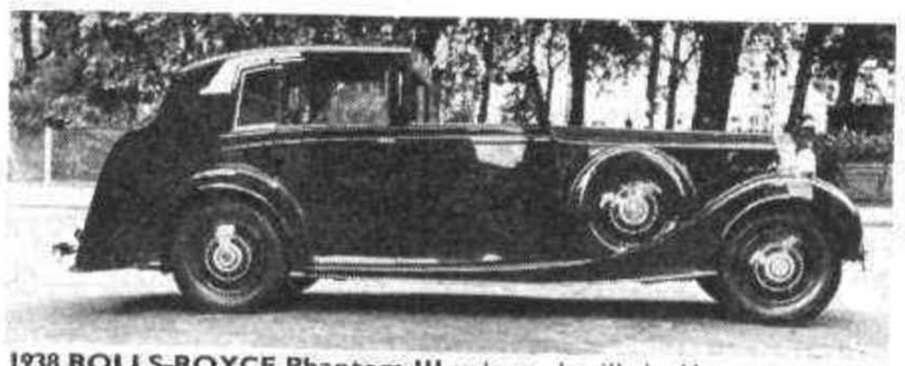


1953 ROLLS-ROYCE Silver Wraith 'Aristocrat' sports saloon by Freestone & Webb, fully reclining seats, 68,000 miles recorded. Pearl and French grey. Luxury motoring for **£1,350**

1952 4½-litre ROLLS-ROYCE Silver Wraith high-wing sports saloon by Freestone & Webb, exceptional order, fully scheduled **£1,295**

1935 ROLLS-ROYCE Phantom II 7-pass. f.f. limousine by Hooper, exceptional chassis; useful holiday car **£325**

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1939 M.X. BENTLEY overdrive saloon, many extras, B.R.G., by Park Ward **£475**

We wish to buy GOOD ROLLS-ROYCE and BENTLEY Coupés, Sedanca-de-Villes for CASH.

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unleash the hidden power of your engine

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Boosters

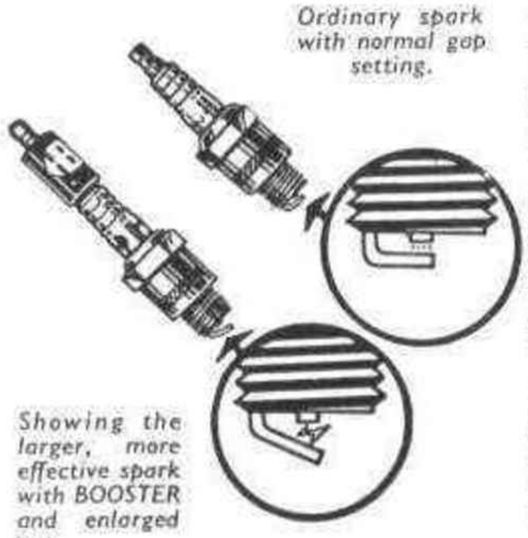


★ Improve spark-plug performance
★ Produce extra horse-power
★ Give more miles per gallon
★ Reduce carbon by cleaner combustion
★ Ensure instant starting, smoother running

UP GOES EFFICIENCY DOWN GO COSTS!

Power-plus BOOSTERS increase energy where it really counts — at the point of ignition. They revolutionise the power of your plugs by producing a vastly bigger, fatter spark — a spark which gives instantly improved combustion efficiency. Don't be content any longer with a merely adequate engine performance — fit Power-plus BOOSTERS right away.

Ordinary spark with normal gap setting.



Showing the larger, more effective spark with BOOSTER and enlarged gap.

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FOR ANY PETROL ENGINE

Fit BOOSTERS to any plugs whether in cars, trucks, tractors, motorcycles, scooters or motor-boats . . . not forgetting aeroplanes and even lawn-mowers!

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If you are not completely satisfied with Power-plus BOOSTERS and return them within 10 days of receipt, your money will be refunded in full without question or quibble. Once installed, you can expect 25,000 miles of superb motoring from your set of BOOSTERS.

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To IGNITIONEERING LTD.
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Please supply..... BOOSTERS @ 9/- each for..... * engine

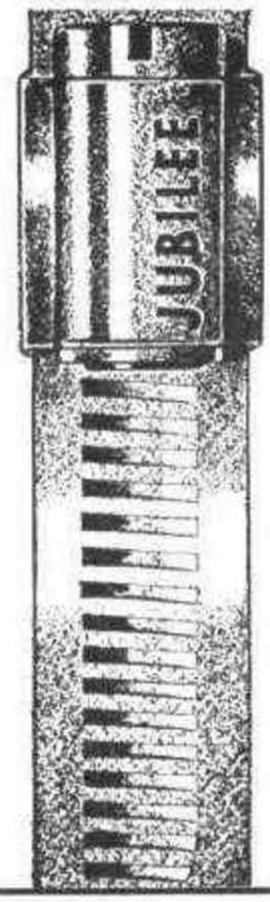
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NAME .....

ADDRESS .....

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* *State whether for car/motor-cycle/scooter/motor-boat.* MS.84



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BUT NOT IF YOU INSIST ON GENUINE

GENUINE *Jubilee* **CLIPS**

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COMPLETE PROTECTION FOR YOUR WHOLE CAR COSTS ONLY 17/6d. One container of Lubysil SC 100 treats engines—gearbox—and differential. Write for a list of your nearest stockists or ORDER DIRECT.

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☐ Please send me a list of my nearest stockists and illustrated brochure.
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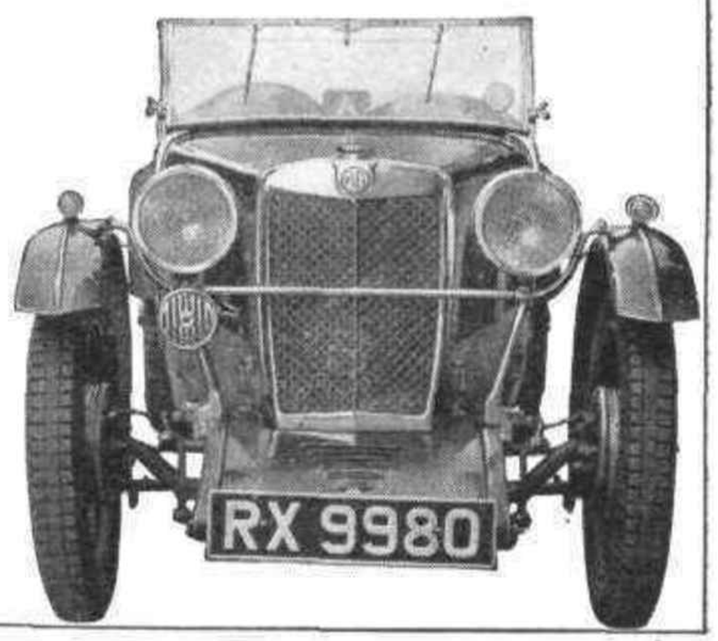
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J2 Midget! What memories it conjures up! Based on the magic Midget, holder of every International Class H Record in its day and many others besides. Such was the ancestor of your present Midget. M.G. enthusiasts build them now, as they did then, to match your enthusiasm. The Mk II Sports Convertible has fully wind-up windows and adjustable quarter lights, lockable doors with exterior handles, curved windscreen, new suspension, increased power, new de luxe cockpit, plus the vast resources of B.M.C.



30 years on



Safety fast **MG MIDGET** Mk. II Sports Convertible *£515 plus £107.17.1 PT.*

VOL. XL No. 8 THE MERCEDES-BENZ 300 SE—see pages 623-627 AUGUST 1964

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

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PUBLICATION DATE FIRST OF THE MONTH **FORTIETH YEAR OF PUBLICATION**

MATTERS OF MOMENT

AT LAST!

Out in Australia, Donald Campbell has at long last broken the motor-car speed record, by a few m.p.h. His Bristol Proteus gas-turbine Bluebird is the first car officially to exceed 400 m.p.h. But, in view of the enormous expenditure and the time which has elapsed since Bluebird was publicly demonstrated at Goodwood, the speed is unsatisfactory. It is disappointing that the 5,000-h.p. monster didn't go faster than Breedlove's American jet-thrust tricycle and settle the controversy as to who *is* entitled to Land Speed Record laurels.

Early reports quote Campbell as blaming the Dunlop tyres, which, if true, is poor repayment to a vital sponsor.

This long-drawn-out record bid heightens our admiration for John Cobb, who so nearly did 400 m.p.h. in his comparatively inexpensive, piston-engined Railton Mobil eighteen years ago, and for Segrave, who broke the record in 1927 and again in 1929 with a minimum of delay and fuss.

OIL RESEARCH

Anyone who agrees that research is a vital tool in any progressive industry will be deeply impressed by Castrol's new laboratories, which were opened at Bracknell in Berkshire on July 17th. We confess to being blinded by science on our conducted tour, but clearly better lubricating oils and greases must stem from this ultra-modern, efficiently-executed, £½-million project.

The opening ceremony was performed by the Rt. Hon. The Lord Kindersley, C.B.E., M.C., who arrived in the 1907 Rolls-Royce Silver Ghost at the precise moment that a B.A.C. One-Eleven air-liner, also R.-R. powered (and Castrol lubricated), dipped in salute overhead—sleek timing, at which Laurie Sultan no doubt heaved a sigh for a job well organised. Guests travelled from Castrol House, N.W.1, in a posse of Rolls-Royces to see Lord Kindersley unveil a bust of the late Sir Henry Royce and declare the research centre open (the Editor, who did not know of this because of the perfidious postmen's go-slow, came in a Ford).

The close link between Castrol and Rolls-Royce is reflected in the evolution of Castrol 98, the synthetic aviation gas-turbine lubricant with which Castrol succeeded in breaking a World monopoly in this type of oil held previously by an American-owned company, and which now lubricates more than half the Rolls-Royce-engined civil aeroplanes in Europe, as well as the jets of the R.A.F. and other NATO air forces.

We do not run a Rolls-Royce but we always use Castrol. Although we are entirely satisfied with it as it is, we are glad to know that it can hardly fail to get better and better, whether used in the tiniest wristwatch or the most forceful aero, marine or racing-car engine.

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Front Cover Picture: DAN GURNEY here seen taking his Brabham-Climax past Chris Amon in a Lotus-B.R.M. as he goes on to win the French Grand Prix.

GT HOMOLOGATION

In answering the query "What has happened to the rear-engined 250LM Berlinetta Ferrari?", the Continental Correspondent raises an important aspect of the homologation of GT cars. Last autumn the 250LM Berlinetta was announced, catalogues issued, orders taken. The jigs for the GTO model were dismantled. Now the GTO is in production again, upholding Ferrari fortunes in GT racing. The fact is Ferrari has been too busy with normal production and racing, his 4-litre 330GT selling well, that it is more sensible to sell these than build 100 specialised rear-engined V12s for a market which could probably not absorb more than about 50% straight away. However, production *has* commenced, the engine size now 3.3-litres and the designation 275LM Berlinetta.

Porsche is a complete contrast, their fibreglass 904 GTS Carrera competition coupé and 901 flat-six "touring car" being announced simultaneously, but the 904 being produced first, as it was clearly a best-seller, so that it was soon homologated, whereas the 901 is still not in production. This raises the point, says D. S. J., that the F.I.A. homologation for GT cars is due for revision. For whereas Mercedes-Benz, Ford or General Motors can build the required 100 models quickly at negligible cost relative to their gross output, this represents a large percentage of total output for the smaller concerns. There is also the case of the Shelby-A.C. Cobra in Daytona coupé form, recognised although only three have been built, the theory being that it is basically the same as the production open 2-seater A.C. Cobra.

THE AMPOL TRIAL

Following up their Safari Rally victory, a Ford Cortina GT has won the 14-day, 7,000-mile Australian Ampol Trial, which

Continued on next page

Motoring Sport Events for August

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list** ★

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Aug. 1st ..	Severn Valley M.C.	Loton Park	Shrewsbury	Co-Promoted Hill-Climb (*C.*)	2.30 p.m.
Aug. 1st ..	Jaguar/Bentley D.C.s ..	Silverstone	Towcester	Race Meeting (*R.*)	1.30 p.m.
Aug. 1st ..	W. Hants & Dorset C.C. ..	Knighton	Yeovil	Co-Promoted Autocross (*C.*)	1.30 p.m.
Aug. 1st ..	Highland C. & M.C.C. ..	Evanton	Inverness	Race Meeting (*R.*)	2.00 p.m.
Aug. 2nd ..	**A.D.A.C.**	**Nurburgring**	**Adenau**	**German G.P.** (*INT.*)	†
Aug. 3rd ..	**B.R.S.C.C.**	**Brands Hatch**	**Farningham**	**Race Meeting** (*INT.*)	**12 noon**
Aug. 3rd ..	Taunton M.C.	Walford Cross	Taunton	Autocross (*N.B.*)	2.15 p.m.
Aug. 3rd ..	Nottingham S.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	2.00 p.m.
Aug. 3rd ..	B.R.S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	2.00 p.m.
Aug. 3rd ..	W. Cornwall M.C.	Trengwainton	Penzance	Hill-Climb (*R.*)	2.00 p.m.
Aug. 3rd ..	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.30 p.m.
Aug. 3rd ..	Darlington & Dist.M.C. ..	Darlington	Darlington	Race Meeting (*R.*)	2.00 p.m.
Aug. 8th ..	Fishguard & Dist. R.T. ..	Fishguard	Fishguard	Carnival Vintage Rally	†
Aug. 8th ..	Hants & Berks M.C.	Great Auclum	Reading	Hill-Climb (*N.B.*)*	2.30 p.m.
Aug. 8th ..	750 M.C.	Silverstone	Towcester	6-hour Relay Race (*N.B.*)	1.00 p.m.
Aug. 9th ..	**A.D.A.C.**	**Friburg**	**Friburg, Germany**	**Hill-Climb** (*INT.*)	**12 noon**
Aug. 9th ..	Weybridge M.S.C.	Pirbright	Woking	Trial (*C.*)	10.30 a.m.
Aug. 9th ..	B.A.R.C.	Mallory Park	Hinckley	Sprint (*R.*)	2.00 p.m.
Aug. 9th ..	B.A.R.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	2.30 p.m.
Aug. 15th ..	S. Wales A.C.	Llandow	Cowbridge	Race Meeting (*R.*)	1.20 p.m.
Aug. 15th ..	B.R.S.C.C.	Castle Combe	Chippenham	Race Meeting (*C.*)	2.30 p.m.
Aug. 15th ..	Ulster A.C.	Craigantlet	Belfast	Hill-Climb (*N.O.*)*	2.30 p.m.
Aug. 16th ..	W. Essex C.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
Aug. 16th ..	M.G. C.C. (Midland) ..	Curborough Farm	Lichfield	Driving Tests (*R.*)	2.00 p.m.
Aug. 16th ..	Mini Se7en Club	Whitchurch Airport	Bristol	Driving Tests (*C.*)	†
Aug. 16th ..	V.S.C.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	12.30 p.m.
Aug. 16th ..	Southsea M.C.	Stocks Farm	Alton	Autocross (*R.*)	2.30 p.m.
Aug. 16th ..	B.R.S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	3.00 p.m.
Aug. 22nd ..	B.R.S.C.C.	Croft Aerodrome	Darlington	Race Meeting (*N.B.*)	†
Aug. 22nd ..	Sevenoaks & Dist. M.C. ..	Castle Combe	Chippenham	Co-Promoted Race Meeting (*C.*)	2.00 p.m.
Aug. 23rd ..	**A.C. de Belgique**	**Zolder**	**Zolder**	**Zolder G.P.** (*F.2/3-INT.*)	1.00 p.m.
Aug. 23rd ..	A.C. O.C.	Brands Hatch	Farningham	Sprint (*R.*)	12.30 p.m.
Aug. 23rd ..	**O.A.S.C.**	**Zeltweg**	**Zeltweg**	**Austrian G.P.** (*INT.*)	†
Aug. 29th ..	Jaguar D.C.	Silverstone	Towcester	Race Meeting (*N.B.*)	1.00 p.m.
Aug. 30th ..	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb (*N.O.*)*	12.30 p.m.
Aug. 30th ..	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.30 p.m.
Aug. 30th ..	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	12.30 p.m.
Aug. 30th ..	**A.C. de Suisse**	**Sierra Montana**	**Lausanne, Sion**	**Hill-Climb** (*INT.*)	11.00 a.m.

* Qualifies for R.A.C. Hill-Climb Championship.
† No time of start available, but suggest for spectators 12 noon.

MATTERS OF MOMENT—continued from previous page

eliminated 101 of the 147 starters. Ford took four of the first nine places.

A lesser Ford success was winning the Commander's Cup, previously held by a Reliant Sabre Six GT, for a 24-hour run at Snetterton circuit. A Cortina GT driven by Hennessy, McKee and Chambers averaged 70.48 m.p.h.

American these Fords may be, finance-wise, but they rely on many all-British components. Incidentally, Ford of Dagenham have issued a well-illustrated book about the Cortina's 1963 competition successes, a copy of which should be obtainable if you apply in writing, mentioning MOTOR SPORT.

BATH CONCOURS D'ELEGANCE

Results (received too late for inclusion with report on page 640, due to retardation of Britain's postal service) :—

Veterans : D. S. Inchley and L. H. Williamson (1899 2½-h.p. Beeston).
Edwardians : G. E. Milligen (1914 15.9-h.p. Delage).
Vintage Saloons : Dr. R. O. Barnard (1929 Rolls-Royce Twenty).
Vintage Open : Mrs. I. R. Cardy (1923 12/40 Alvis).
P.V.T. : W. A. L. Cook (1936 Rolls-Royce P. III).
Special Award : A. A. M. Brash (1929 M-type M.G.).

EUROPEAN HILL-CLIMB CHAMPIONSHIP

At the time of going to press three further events have taken place in the European Hill-Climb Championship, these being Mont Ventoux (France), June 14th; Gaisberg (Austria), June 28th; and Trento Bondone (Italy), July 12th; making with the Rossfeld (Germany) meeting, reported in last month's issue, a total of four rounds out of the series of seven. Mont Ventoux is the longest event in the Championship curriculum, measuring 22 kilometres (13 miles), and incorporates the most gruelling road surfaces imaginable. Current Champion Edgar Barth, who won the first event with a flat-8-engined 2-litre Elva-Porsche, switched to last year's Championship-winning flat-8 Porsche Prototype (somebody obviously pointed out that he was scoring points for Elva and not Porsche!), and had little difficulty in winning the Championship class from Anton Fischaber's Lotus 23-B.M.W. Jose Greger in the 4-cylinder Elva-Porsche was third, with Heini Walter's Porsche 904 GT fourth. The outright record fell to Maurice Trintignant's ex-works 1.5-litre B.R.M. in 11 min. 17.2 sec., just 7.4 sec. faster than Barth. Herbert Muller, who took over the Barth Elva-Porsche, suffered a broken suspension arm which caused him to collide with a tree, damaging the car considerably but escaping unscathed. Both Britain's Peter Westbury (Lotus 23-B.R.M.) and Arthur Owen (4-cylinder Brabham-Climax) suffered mechanical breakdowns near the start. Thus Barth scored another nine points, bringing his total to 18.

Gaisberg, like Rossfeld, required competitors to score on an aggregate of two runs. Barth once more set the pace and scored his hat-trick, and Muller, with the hurriedly-prepared Elva-Porsche, was placed second. The meeting was full of incidents, most of which could be blamed on the poor crowd control. Both Harry Zweifel (Lotus 23-Ferrari V6) and Anton Fischaber (Lotus 23-B.M.W.) left the road, the latter to miss a crowd of spectators who had rushed onto the track to look at Zweifel's mishap. Peter Westbury suffered a severe baulking as a result of the above nonsense but was placed seventh. Barth's best time of 4 min. 11.54 sec. for the 8.5-kilometre hill constituted a new outright record.

The sinuous 17½-kilometre Trento Bondone Hill-Climb in Northern Italy was the scene of Barth's fourth consecutive win which clinched for him the 1964 European title (although there are three further qualifying events), despite a really serious challenge by Peter Westbury in practice (4 sec. slower than Barth!), which fell through when Westbury left the road in his official ascent. Surprisingly, all the other regulars were beaten by the local Abarth Simcas of Hans Herrmann and H. Demetz, and the best that Muller's Elva-Porsche could manage was fourth place. Barth's time of 12 min. 17.8 sec. bettered his old record by 0.08 of a second. At the time of going to press, Edgar Barth has 36 points to Herbert Muller's 15 and Jose Greger's 9.—E.L.W.

THE TRIUMPH 2000

A Six-Cylinder, Two-Carburetter, All-Independently-Sprung Family Saloon of Luxury Demeanour, Selling for Under £1,100



PRONOUNCED PROW. — The Triumph 2000 stands out from other cars by reason of dual headlamps and an individual frontal aspect. The bonnet-top "air intake" is mere embellishment.

ONE of the more interesting aspects of the last Motor Show was the introduction of new 2-litre saloon cars by Triumph and Rover. Because both had new engines of approximately the same capacity, were announced about the same time, and were in roughly the same price group, there was keen speculation as to which was the better car.

Having at last driven the Triumph 2000, and having been treated generously by Rover much earlier in the year in respect of facilities for getting to know their new 2-litre, I would say that the cars are in rather different classes. The Rover is a technically-advanced o.h.c. 4-cylinder luxury car, costing nearly £200 more than the Triumph, and it is primarily a 4-seater. Judging by the numbers on the road to date, it is being built in relatively small numbers. It will no doubt benefit from the 2-carburetter rally engine, or even a 6-cylinder power unit.

The Triumph is a 6-cylinder, luxuriously equipped and styled family-type 5-seater saloon, likely to appeal to ordinary rather than discerning motorists. It already has twin carburetters, and is coming on the road in appreciable numbers.

Ending this preliminary comparison and concentrating on the Triumph 2000, the pleasing factor which I discovered early in this renewed acquaintance is that subtle improvements have been made since I tried an early production model last October—which doesn't imply that there is no room for further improvement!

Outwardly, I think the Michelotti-designed body of the Triumph, with dual headlamps in recesses each side of a low nose, gets over, even if there is little ingenuity about this frontal styling. If anything, the car looks a trifle too long. In fact, the tail is cut off and the deep but short boot has no overhang. The bonnet air-intake is a dummy.

Within, the *decor* may well appeal to the masses but it is fussy, even vulgar, with its combination of polished wood facia and fillets, two shades of upholstery forming the under-part of the facia, non-dazzle facia-sill, and deeply-recessed instruments surrounded by cheap corrugated plated sheeting. There is no gainsaying the fact that the interior of the Triumph 2000 is individual, however, and the Mercedes idea of thin strips of wood on the facia instead of a complete panel of wood is followed and is effective albeit the wood is highly polished in the English car, discreetly dull in the one from Stuttgart.

The remarks made when I first commented on the Triumph in MOTOR SPORT last November do not need much qualification, except to say that the poor throttle and clutch action of the early cars has been almost eradicated, although all the pedals are too high and the accelerator action, like the clutch, too heavy. The gear-change, although the lever is nicely placed, is stiff and definitely notchy—not a very nice gearbox. The brakes are very "sudden" on first acquaintance, but in reality are sensitive and powerful, a good Lockheed combination of discs and drums, rendered very light to apply by the vacuum-servo.

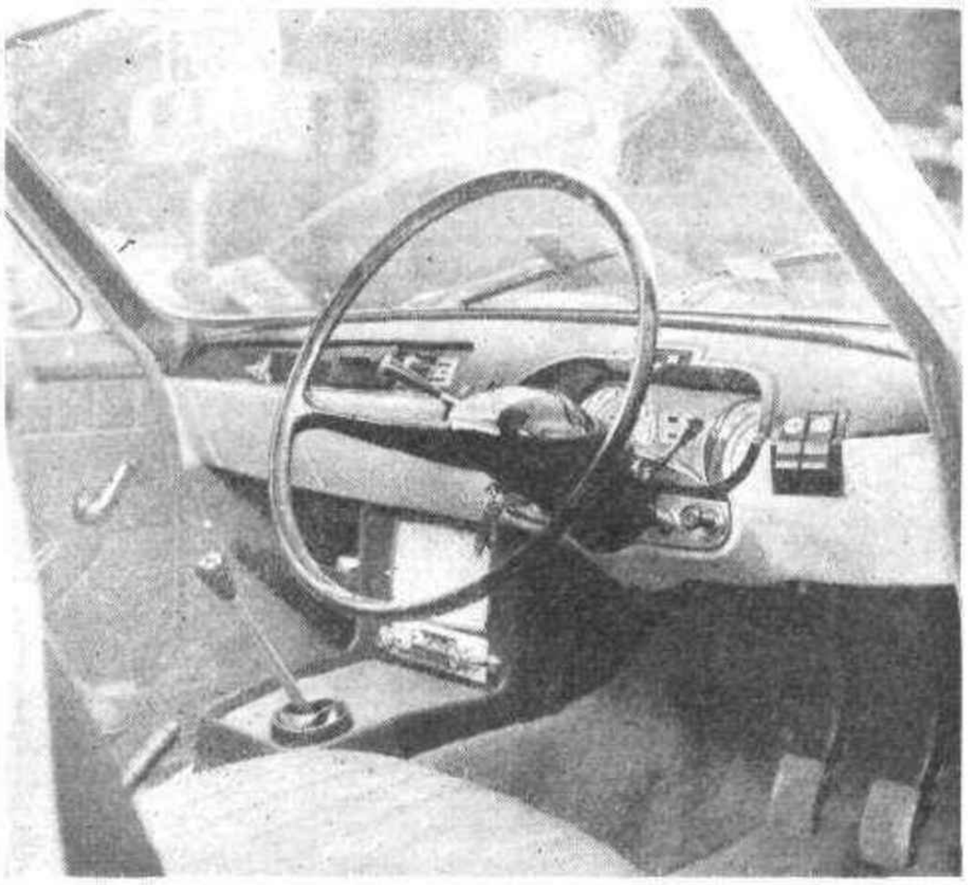
This is essentially a 5-seater car, because while three can sit together in the back when the arm-rest is up (and strap themselves in if they wish), the separate front seats are divided by the width of the transmission tunnel, although this drops to a shallow level at this point. The well-placed hand-brake is also between the seats.

It is commendable that this comparatively inexpensive car is so fully equipped and its controls, etc., so well thought out. Thus the front seats have adjustable squabs, and are moderately comfortable; the cushions, however, are too small and the p.v.c. upholstery unpleasantly sticky (leather is available as an extra). The doors have extremely good (sill-internal) locks and shut easily but "tinnily." The boot is unexpectedly short and the vertical spare wheel in a dust-proof covering takes up much space, but to make up for this the well is very deep.

The engine is willing and flexible but was, I thought, geared too low, inasmuch as overdrive, which operates in 3rd and top, can be used almost continuously, instead of being a "motorway" gear. It is selected by a r.h. stalk and a rather heavier l.h. stalk works the turn-indicators, which have repeaters on the door sills. A very good item is the depressable knob of this l.h. stalk which gives very convenient finger-tip full-beam lamps' flashing.

The facia arrangements are practical, but fussy. The two dials are not only deeply recessed to obviate dazzle (screen reflection of warning lights, etc., is still evident, however) but the faces are themselves recessed. Nevertheless, they remain easy to read if poorly calibrated. The l.h. dial indicates water temperature, dynamo charge and fuel contents, and is matched by a 110-m.p.h. Smiths speedometer, with total and trip-with-decimal odometers and tiny k.p.h. markings. The trip was impossible to read within 100 miles as the leading digit showed two figures at once, but may have been brutally reset at some time, as the speedometer glass bore instructions about this. The speedometer was consistently a mere ½ m.p.h. "fast."

Between the dials four grouped, coloured warning lights deal with choke out, low oil pressure, low petrol level and low dynamo charge. The fuel light came on when fuel for 65 miles remained, so Triumph 2000 owners should never be stranded from that cause! Above the instrument nacelle are three more warning lights, for l.h. and r.h. turn indicators and full lamps' beam, a



This interior view shows the unusual tapering facia of the Triumph 2000 and the deeply recessed instruments. Note the r.h. press-buttons for wipers and washers and the Herald-like gear-lever, surrounded by a tray for oddments.

good place for them, although it is unfortunate that they resemble rather tawdry stuck-on goodies.

Big push-buttons look after headlamps and sidelamps on the left, wipers and washers on the right of the nacelle. As these pairs of buttons are at different angles and the entire panel curves away and tapers on the passenger's side, the fussy aspect is thereby emphasised. One appreciates, however, that this is just the sort of individual treatment that may well appeal to the public for which this 6-cylinder Triumph is intended.

There is no denying the completeness, indeed, the excellence of the equipment—folding vanity mirror within the big, lockable cubby-hole, guard on the drawer-type, wood-lidded facia ash-tray, lipped under-facia shelf before the passenger, colour identification of simple twin heater-control quadrants on the centre of the facia, substantial pendant pedals, three knobs below the instrument nacelle for choke, cigarette lighter and rheostat control of panel lighting, big glove-locker where the radio fits, single spoke of steering wheel sounding the horn, good rear parcels shelf, spring roof-level rear seat " pulls," central roof lamp, door arm-rests-cum-pulls, front and rear radio speakers, neat ash-trays on the backs of the front-seat squabs, carpets on the floor, and wrap-round rear bumpers, as well as the items mentioned previously.

Besides this comprehensive equipment, the Triumph 2000 has only two greasing points calling for attention at 24,000-mile intervals, and a 14-gallon fuel tank provides for some 370 miles' non-stop driving. There is no starting handle.

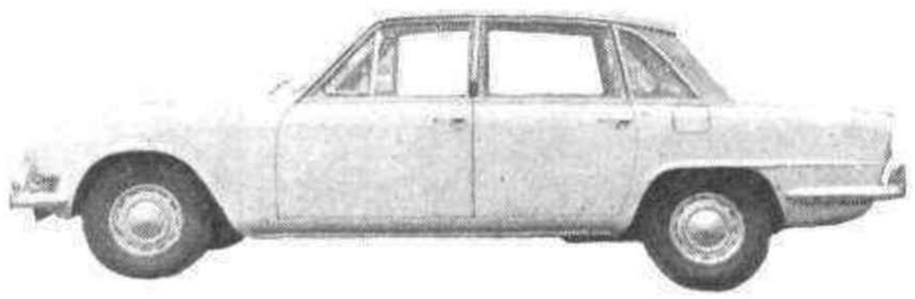
As to handling habits, generally the car deserves good marks. The rubber-mounted rack-and-pinion steering is a bit " rubbery " but free from lost motion. It is fairly light until held on lock and transmits rather less than average reactions and no kick-back; castor return is powerful. The Triumph understeers on fast corners and it is then that the somewhat spongy steering is noticed, especially as, geared at just over four turns, lock-to-lock, it calls for comparatively big wheel movements. The wheel is big and high-set.

The ride is good, but somewhat " dead," the weight of the engine being sensed; there is, indeed, 10% more frontal than rear weight distribution. To obtain good handling qualities it was deemed desirable to use 30 lb./sq. in. tyre pressures instead of the 24/30 settings recommended with the Dunlop C41 tyres for normal driving. This caused some bad shudder through the body structure and a harsh ride at low speeds. In any case, the bad-road ride is not outstanding, for although pitching is absent the action is choppy. The o/s. front Dunlop was losing pressure, which, until discovered, showed up handling in an inferior light, naturally, and inflating it was an unwelcome daily chore. However, the car is reassuring on fast corners, roll is not apparent, and there are no vices.

The 1,998-c.c. engine has the benefit of twin 150CD Strombergs and pokes out 90 b.h.p. at 5,000 r.p.m. Having a c.r. of 8.0 to 1 it thrives on premium fuel and has no temperament. By judicious employment of overdrive the excellent fuel consumption in general running of 28 m.p.g. was achieved. Traffic driving pulled this down to 25.4 m.p.g. Overall, the figure was 26.7 m.p.g. There is a small filler, its cap unsecured, beneath a flap on the n/s. of the body. Only a pint of oil was consumed in nearly 900 miles and no trouble was experienced, apart from a shattered windscreen, quickly replaced by an agent.

The fresh-air flow from the ventilating system wasn't particularly effective. The door area is generous, the front-seat squabs recline fully, the doors all have arm-rests, and the more-than-adequate performance is revealed by the figures in the accompanying panel. The old " globe " motif is found in the centre of each wheel nave plate, Dunlop SP tyres are offered as an extra, and altogether this Triumph 2000 is an interesting car, better by far than early experience of it led me to expect. The Leyland Group deserves to succeed, with such a well-equipped, well-thought-out, 93-m.p.h. 6-cylinder car at a competitive price, which is £1,094 2s. 1d. inclusive of p.t., although in its existing state of development it is hardly an outstanding car.—W. B.

THE TRIUMPH 2000 SALOON



Engine : Six cylinders, 74.7 × 76 mm. (1,998 c.c.). Push-rod-operated overhead valves. 8.0-to-1 compression ratio. 90 (gross) b.h.p. at 5,000 r.p.m.
Gear ratios : 1st, 13.45 to 1; 2nd, 8.61 to 1; 3rd, 5.68 to 1; overdrive 3rd, 4.66 to 1; top, 4.1 to 1; overdrive top, 3.36 to 1.
Tyres : 6.50 × 13 Dunlop Gold Seal C41, on bolt-on steel disc wheels.
Weight : 1 ton 3 cwt. (kerb weight).
Steering ratio : 4.2 turns, lock-to-lock.
Fuel capacity : 14 gallons. (Range approximately 370 miles.)
Wheelbase : 8 ft. 10 in.
Track : Front, 4 ft. 4 in.; rear, 4 ft. 2⅜ in.
Dimensions : 14 ft. 5¾ in. × 5 ft. 5 in. × 4 ft. 8 in. (high).
Price : £905 (£1,094 2s. 1d. inclusive of p.t.). With extras as tested, £1,197 2s. 1d.
Manufacturer : Standard-Triumph International Ltd., Coventry, England.

Performance Data

Acceleration :

0-30 m.p.h.	4.1 sec.	(4.1 sec.)
0-40 m.p.h.	7.2 sec.	(7.1 sec.)
0-50 m.p.h.	11.2 sec.	(11.1 sec.)
0-60 m.p.h.	15.9 sec.	(15.5 sec.)
0-70 m.p.h.	22.7 sec.	(22.5 sec.)
0-80 m.p.h.	32.6 sec.	(32.3 sec.)
s.s. ¼-mile	20.0 sec.	(20.0 sec.)

(*Figures in parentheses are best times.*)

Speeds in gears : 1st, 30 m.p.h.; 2nd, 50 m.p.h.; 3rd, 73 m.p.h.; overdrive 3rd, 88 m.p.h.; top, 90 m.p.h.; overdrive top, 93 m.p.h.

(The maker's recommended peak speeds in the indirect gears are 30, 45, 70 and 80 m.p.h., respectively.)

R.A.C. TOURIST TROPHY

The 29th R.A.C. Tourist Trophy (details of which arrived too late for our Fixtures for August) will be run on August 29th at Goodwood. The event allows GT cars over 2,000 c.c. complying with Appendix J, Group III and sports cars over 1,600 c.c. complying with Appendix C. Prior to the Tourist Trophy Race there will be a sports-car event. The meeting starts at 2 p.m., and further details, Regulations and Entry Forms are available from the B.A.R.C., Sutherland House, 5-6, Argyll Street, London, W.1

REFLECTIONS ON BRANDS HATCH

I MUST say that I thoroughly enjoyed my day at Brands Hatch on July 11th, but it was more in keeping with a Bank Holiday meeting than a serious Grande Epreuve, and as for being the Grand Prix of Europe, it seemed even less likely. It appears I was not alone in holding these views, for a number of people have since said that during the Grand Prix they had to keep pinching themselves and remembering that it was not just a day's good fun, but an important and serious event. The R.A.C., with the help of about 400 enthusiastic members from various clubs, certainly ran the whole programme very smoothly and efficiently, and after the race Bandini, as one of the few visitors, said how much he had enjoyed the racing, mainly because of the obvious effort everyone in the organisation was putting into the whole affair. He reckoned that a driver will make a much better showing when the track is efficiently and enthusiastically marshalled, and by the way he fought off Jack Brabham's attack to the bitter end tended to prove this. For those motor-racing enthusiasts who appreciate good jazz music, and there are a great many, including myself, the concert put on by Chris Barber and his band, with Humphrey Lyttelton joining in, rounded off the day in a splendid fashion, and a more orderly and appreciative audience would have been hard to find. To racing enthusiasts, Chris Barber needs no introduction, for he has raced a Lotus Elite in the past, and earlier in the day Beckwith was driving, and spinning, Barber's latest Lotus Elan. Lyttelton's connection with motor racing goes back a long way, to the early years of jazz revival in this country shortly after the war. In those days, when he was in the early beginnings of English jazz, his transport was often provided by the late John Cooper, who was then Sports Editor of *The Autocar*, and many a road-test car was used for transporting the drums and double-bass of the original Lyttelton band. This interest in jazz, and I am not talking about the Acker Bilk pop-type music, by racing enthusiasts is something that has been in existence for as long as I can remember, long before the revivalist era of the nineteen-forties, and I feel that the experiment of the concert to round off the day at Brands Hatch was so successful that Nick Syrett, Dean Delamont and all those involved in organising it will be encouraged to continue the idea.

Earlier this season, Graham Hill was leading Clark in a race and, when he lapped some slower cars, the moment he was past he " went like the devil " through the next few corners, leaving Clark to find his way through the slower cars and then catch up. There was no question of Hill waiting for Clark to get by the *moving chicane*, and this is fair game, for lapping slower cars is all part of Grand Prix driving; if you should see the leading driver holding back and waiting for the second man, as I have often seen, then you know it is not a serious motor race and they are all being " nice young men." Talking to Hill about this well-known tactic of " pressing off hard " and leaving your rival in a tricky situation, he likened it to rowing-races where, as soon as you see the other team fumble a stroke, your team puts in a strong burst at maximum effort for ten strokes, and it is known as " taking ten." The top drivers can usually judge exactly when and where they are going to lap the slower cars and if the leader has someone right on his tail that he cannot shake off on a clear track, then he starts looking for other opportunities, and lapping slower cars is the best time. If he comes up behind two or three cars just before a series of bends then he will try really hard and get by as they go into the first bend, and then go through the series of bends at maximum effort, leaving his rival all muddled up with the slower cars and the corners at the same time. On a short and twisty circuit this can often be judged to a nicety, and at Brands Hatch there were two occasions when Clark " took ten " on Graham Hill, for though Clark has not done any rowing-races he does not need to be told about such tactics, they come naturally to a natural racer. The interesting thing at Brands Hatch was that, even after this, Clark's lead was only 4 sec., and he said later that he could hardly believe that so much effort was producing so little result, but Graham Hill was really working away behind him.

Brands Hatch is a strange circuit for it is full of unorthodox corners and situations, where unorthodox approaches pay off, so that a fast driver needs to learn a definite " Brands Hatch technique " if he is going to produce the maximum on the circuit. There are as many " vertical corners," as Taruffi calls them, as horizontal ones, and most of the corners are a combination of the two and call for some acrobatic techniques and tactics. There are no classical high-speed corners, where the real Grand Prix driver can set the car into an attitude angle and hold it at 150 m.p.h. or more, which is where the top driver will leave behind a less skilful driver. A typical Brands Hatch corner is Druids, at the top of the rise opposite the paddock, for it is in fact two right-angles, which make a hairpin, and an orthodox line would be to enter fairly late and make your apex on the second bend. If this corner stood alone this would probably be all right, but, as it is, if you did this you would leave the hairpin too far over to the left of the road, and too far down the following descent, to ever get back to the right-hand side of the road in order to take the left-hand bend leading on to the bottom straight. In consequence, it pays to make an early apex on Druids and hug the inside all the way round. However, more important than the question of the correct line through the corner is the typical Brands Hatch situation whereby if you take a classical line into Druids a rival can cut through on the inside, hug the kerb all the way round, and you find yourself pushed out onto the grass and in second place. On the opening lap Clark was in a position to dive into Druids early, on the " Brands Hatch line," thus shutting the door on Graham Hill, who would have liked to have gone round on the inside, and putting Gurney out on the classical line, through no fault of his own other than that he hadn't got to the corner first. Other Brands Hatch corners come in the category of " clambering swerves," that go round more than at first sight seems possible and keep climbing up all the time, or they are of the type that fall away out of sight and give you a feeling of being left in mid-air, Paddock Hill bend being the best example of the latter. Another peculiar corner is at Dingle Dell, where you plunge down a dip at over 100 m.p.h., hit the bottom so that your eye-balls are pressed down into your cheeks, and rush steeply up the other side, all on a slight right turn, and then arrive at a sharp right-hand turn that requires heavy braking at the entry. Just as you are braking you have reached the top of the climb and the back wheels are nearly off the ground, and you are trying to stop and turn right, so that when the fast boys are really trying there are some interesting acrobatics to watch at this point. Brands Hatch may be unorthodox and acrobatic but it is a lot more fun to watch, and I am sure more fun to drive on than the open wastes of disused airfield circuits.

Thanks to the Editor lending me his " Moulton Stowaway " folding bicycle and a Sunbeam Alpine in which to transport it to Brands Hatch, I was able to get round the whole circuit during the Friday morning practice when everyone was getting really worked up. Those people who say that they do not like the modern Grand Prix car because you cannot see the driver at work, or that modern cars are so scientific that the driver does not have to work, should have been round the circuit on that practice morning. Spectator facilities are superb, there being great earth banks alongside the track, from the top of which you can look down into the cockpits at many points, and there was a lot of crossed-hands and lock-to-lock stuff to be seen. At Westfields Bend, which is bumpy, you could see drivers trying to turn sharp right with their front wheels off the ground, and that is always interesting to watch.

For those who are interested in bicycles, the collapsible Moulton machine, with its tiny wheels, is very practical and will stow away in a surprisingly small space. While it is very light and effortless to ride on the ordinary roads it taxes all one's skill when negotiating steep and bumpy descents across country, for the pivoting point of the small wheels is so much lower than one's own centre of gravity that it is all too easy to take " a header " over the bars, as I have found to my cost. However, its usefulness outweighs any disadvantages and it saved the B.R.M. mechanics a lot of time in travelling between the pits and the paddock for things they had forgotten, for one of the snags about the Brands Hatch circuit is that you cannot get your transporter behind the pits. The original reason for taking this folding bicycle to Brands Hatch was to defeat the fantastic traffic jams that everyone expected, for there is nothing like a two-wheeled machine for getting past stationary cars, but as it turned out there were no jams and getting to the circuit on the morning of the race was one of the easiest and most comfortable journeys I have made to a Grand Prix meeting.

One of the greatest disappointments of the British Grand Prix was the fact that Gurney had to stop on the third lap, for there is nothing like success to breed success, and after the moral victory at Spa, the victory at Rouen and the challenge in practice at Brands Hatch, Gurney and the Brabham team were in good spirits. Some while ago I complained of the electrical complexity of the modern Grand Prix car, and said that each team should have a skilled electrician on its staff. It was electrical trouble that

Continued on page 618

Variety

The Editor samples a Simca 1000 "Grand Luxe," drives an 845-c.c. R4L Renault Estate car, and attends some vintage gatherings in a Series-TA 1935 Rolls-Royce Phantom II



CONTRAST.—This Rolls-Royce P. II and the little Renault were in use over the same week-end, by an Editor who obviously regards variety as the spice of life.

I HAD hoped to try all members of the Simca Family in succession, the 1000 Grand Luxe with engine under its piano-lidded boot and the well-spoken-of front-engined Simca 1300 and 1500 saloons. This was not to be, but as it was October 1962 when MOTOR SPORT last spoke of a Simca, I have decided to write a few words about the oddly-hued (a "Golden Simca," I think!) 1000 Grand Luxe I was lent recently, while looking forward to driving the others later on.

I recall the earlier rear-engined Simcas as lively little cars, that gave a bit of bother, and possessed such a complex and oft-changing variety of handling characteristics that it was difficult, or inadvisable, to explain them in writing.

The later 944-c.c. Grand Luxe version I tried recently gave not a moment's trouble in nearly 600 hurried miles, and returned the commendable fuel economy of 39.2 miles per gallon of premium petrol. It used no oil in this distance.

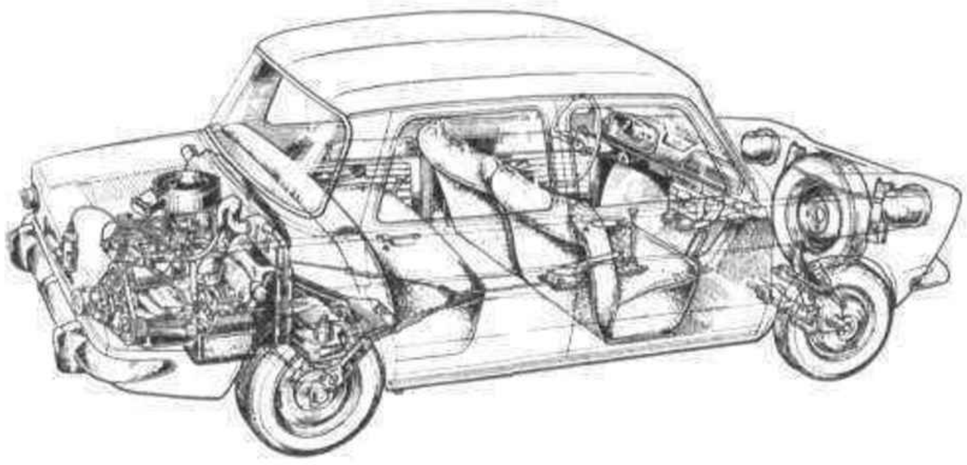
About the Simca 1000 Grand Luxe

It is remembered as a quiet little car, its engine actually inaudible at idling revs, the 4-door saloon body roomy, its windows devoid of quarter-lights, which made it rather draughty, big wheel arches intruding into the front compartment.

The suspension was bouncy but shock-absorbing, the gear-change very pleasing, and the controls sensibly laid out, a hooded 90-m.p.h. Veglia speedometer incorporating a fuel gauge and the usual warning lights, stalk controls actuating lamps dipping and turn-indicators—nothing complicated. Switches arrayed round the steering column put on the lamps initially, the wipers and a 2-note horn. It is unusual not to have an ignition key but at least this means you cannot lose it! The cubby-lid was crude, the seats generous-sized and comfortable, the under-facia wiring untidy, while the back-door windows only wound down halfway.

The Simca 1000 has light steering, no rear-engine handling vices in normal motoring, though you can do without a cross-wind, and the interior door handles, as knobs beneath the arm-rests, worked nicely.

I grew to like and depend on this handy-sized, brisk and truly economical French car. It is sufficiently "different" to attract customers who are individualists at its price here of £640. The 944-c.c. engine is notably smooth, as befits a compact 5-bearing unit, has an alloy cross-flow head, and is mounted ingeniously. Equipment, remember, includes heater, screen-washers, and headlamps flasher in the price just quoted. The test car was on 12-in. French Dunlop CT B7 tyres. If I had to, I could enjoy long journeys in this Simca 1000 GL.



A cut-away view of the rear-engined Simca 1000.

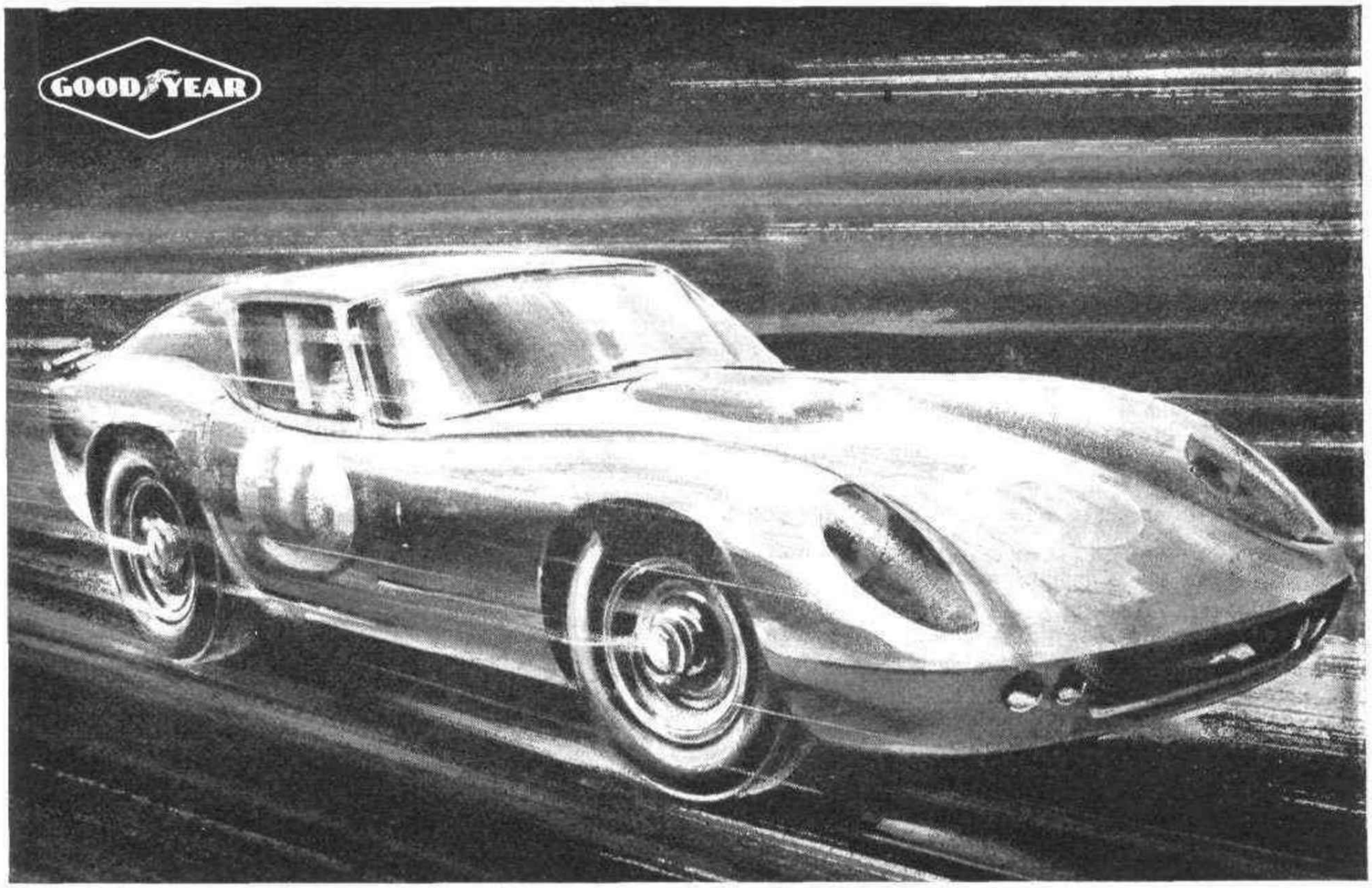
Nearly 8-litres of Rolls-Royce

Then, as a change from modern cars, I was able to borrow a 1935 series-TA Rolls-Royce Phantom II from Dudley Steynor, who swears this is the only make of car he can afford to run because they cost nothing whatsoever for repairs. I used it for a Hants & Berks M.C. gathering, the Brooklands Re-Union, a cocktail party and a Bean C.C. Rally, during a busy week-end.

This imposing motor car, one of the last genuine Royce-designed P. IIs, had an enormous limousine body by Marshalsea Bros., coachbuilders of Taunton and Ilminster, leather-upholstered in front, done in soft cloth in a lofty and spacious compartment behind the glass partition. There was a faint impression of "funeral carriage" about it; in fact, I believe the car was formerly owned by the Manager of the London Co-Operative Society. The long bonnet looked shorter from the high driving seat—I was disappointed it didn't have rows of rivets along its sides. The wooden instrument panel contained one of those expensive 100-m.p.h. speedometers, a clock pronouncing itself as "electric," a fuel gauge reading up to 28 gallons, an oil gauge which showed a reassuring 35 lb./sq. in. or so, and a water-temperature gauge that went to about 87° C. There was an open cubby-hole, semaphore-type non-self-cancelling turn-indicators, a control for setting the Rolls-Royce carburetter (for starting, rich with extra oil, or to its running position, the first of these selections being accompanied by an expensive fuel-consuming sucking sound) and that imposing mountain of control levers above the big, high-set steering wheel, labelled EARLY–LATE for ignition, OPEN–SHUT for the throttle, and MAX–MIN for the riding control. This steering wheel was a brute to haul round for parking, light when the Phantom II was rolling; it needed $2\frac{3}{4}$-turns, lock-to-lock, with another quarter-turn of spongy free-play, and there was a rubbery feel and kick-back in the steering.

I had almost forgotten how a long, heavily-bodied pre-war car rolls and wallows round corners and how jarring are the shocks that thud along the chassis as the heavy rigid axles ride road undulations. The Rolls-Royce is perhaps especially prone to these rather daunting characteristics, being among the longest and weightiest of such cars.

The body rattled a good deal, nor was the engine particularly silent (fairly unobtrusive is a fairer description), but all was forgiven as this most majestic of motor cars, its disc-covered wire wheels shod with 7.00 × 19 Dunlop Fort tyres, forged along in disdain of slow-moving modern conveyances. It accelerated purposefully when called upon so to do, and the driver, busy with the strong-arm task of directing it, had little to worry about, because ignition and ride controls seemed to have little effect. The ammeter indicated a very healthy flow of amps., the switch-gear was a delight to use, but the r.h. gear-change called for concentration, the lever purposely spring-loaded to the centre of the gate to obviate inadvertent gear engagement, bottom being sticky and



EUROPEAN GRAND PRIX MEETING!

ANOTHER GOODYEAR SUCCESS

NEW LAP RECORD OF 89·66 m.p.h. FOR G.T. CARS

Goodyear Tyres were fitted to the A.C. Cobra Ford driven by Jack Sears, outright winner of the race for cars in the Grand Touring Class.

Another brilliant success for Goodyear. At Brands Hatch, Jack Sears beat all competition, sweeping past the chequered flag on Goodyear tyres, to set a new lap record for G.T. cars over 2,000 c.c. and win the Ilford Films Trophy Race. A sensational success that follows close on the heels of the splendid Goodyear victory at Le Mans, where these rugged tyres were also fitted to the winning car in the G.T. class. Further proof of the performance, safety and endurance Goodyear builds into tyres for racing, rallying and family motoring. And proof of the performance and value you get when you buy Goodyear tyres.

GOODYEAR

VARIETY—continued from page 616

indecisive to select, the change into top a shade baulky, but the other movements a delight, reverse being selected by first depressing the gear-lever itself.

Before one the scantily-clad " Spirit of Ecstasy " rode above the beautiful gothic radiator, having adopted a crouching stance, as would anyone with their posterior in such close proximity to a heavy bonnet likely to be thoughtlessly flung open; behind, the passengers sat in dignified isolation on the comfortable back seat. (There were concealed occasional seats which, when erected, proved rather too low for comfort.) This was motoring in a rather rattly, shuddery Grand Manner, the big black car entirely practical in spite of its dimensions, seemingly indestructible, and endowed with effective retardation from its mechanical-servo four-wheel-brakes. It was an experience indeed, my enthusiasm tempered mainly by the car's petrol thirst of around 8½-9 m.p.g., or 10 m.p.g. to give it the benefit of the doubt, although the imposing 7.6-litre o.h.v. engine is, fortunately, quite content to consume the 4s. 4d.-a-gallon brew. This without exceeding a cruising speed of about 50 m.p.h., in deference to the flexibility of the chassis, which seemed likely to do itself or its carriagework some harm if driven brutally over the rougher roads.

If you are looking for one of the last of these great Phantom IIs' it might be worth ringing the owner (Lane End 254), because he has another Rolls-Royce, an Aveling & Porter steam-roller, a " hot " Hillman Imp and a go-kart, so may decide to dispose of it; it was lent to me out of enthusiasm, with no idea of earning a write-up, however.

After an experience of this kind one is divided between dismissing the Rolls-Royce image as a giant confidence trick, remembering the more scientific road-holding of such cars as the Lancia Lambda, for example, or, as a friend remarked, even the mass-produced Vauxhalls of the later p.v.t. era, or of becoming enthralled by the mystic of the R.-R. legend, enforced by the long-wearing qualities and reliability of the pre-war models. Personally, I prefer to remain open-minded, pending greater experience of these Derby and Crewe products. . . .

0.8-litres

Driving a car of nearly 8.0-litres was interspersed with using one propelled, through its front wheels, by a mere 0.8-litres. This latest version of the useful Renault 4L Estate Car is virtually the same as that reported on in MOTOR SPORT for June 1962, except that the swept-volume of its 4-cylinder engine has been increased from 747 c.c. to 845 c.c.

This enables this ingenious and endearing little Renault to cruise at an indicated 65/70 m.p.h. and, although acceleration is hampered by a 3-speed gearbox, quite unexpectedly good average speeds can be maintained, better than 40 m.p.h. on an all-day main-road journey, for instance. The clever suspension leaves the Michelin " X " tyres glued to the road no matter how far the body leans over, the push-pull gear-change could hardly be more simple, the brakes are entirely adequate, the noise level low for a car of this type (although at certain speeds the engine sounded as if it had run its bearings—which it hadn't), and the seats are commendably comfortable.

Don't try to compare an R4L with a Mini. They are entirely different vehicles. The Renault's main role is negotiation of rough by-ways and plenty of load-carrying capacity, especially when the back seat of the Estate Car is folded, although even when it isn't there is a surprising quantity of space behind it.

The 28 (net) b.h.p. engine feels unburstable and the R4L is great fun in every way and is a car full of unusual features. Particularly well done are its scuttle air-vents, very simple but admitting a really powerful stream of easily-directed fresh air into the interior, compared to the insipid dribbles you get from the more complex venting in many expensive cars, and its self-acting prop for the tail-board, simple to release by hand, which makes loading so easy. The interior door handles I thought dangerous, because, being within the " pull "-openings, a nervous passenger might open a door by grabbing them.

This Renault " load-carrier " covered over 1,000 miles in a week, using virtually no oil. It calls for a minimum of maintenance but its petrol consumption is rather heavy, 33 m.p.g. on fast hauls, 37 m.p.g. pottering about lightly loaded, averaging 35.2 m.p.g., especially as I was asked to burn premium—(the catalogue mentions " 40-53 m.p.g.). In fact, 4s. 4d. petrol didn't seem to have any adverse effects. The fuel range is approximately 200 miles. But the consumption is a disappointment, compared to nearly 40 m.p.g. obtained from the aforesaid Simca 1000 and my Morris 1100, the 45 m.p.g. I used to get from a Mini and the 30 m.p.g. the Ford Cortina GT returns in fast driving. But, for £539 9s. 7d. inclusive, no wonder there are so many of these inimitable little Renault 4Ls on our roads!

I will end with this conundrum: Why is an R4L like a Rotacut mower? Because they both have a wheelbase shorter on one side than on the other!—W. B.

REFLECTIONS ON BRANDS HATCH—contd. from page 615

delayed Gurney and took a lot of the interest out of the race, especially for Gurney/Brabham enthusiasts, but for me there was an added disappointment. When Gurney rejoined the race with his car running properly once more he was something like five laps behind Clark and Hill, and by the end of the 80 laps he was even further behind them, having driven a regular and steady race at slightly slower lap speeds than the leaders. Now a lot of drivers would have found an excuse for giving up and retiring under the circumstances, rather than remain at the end of the field, but Gurney did a good honest job and stuck it out to the finish. Watching this, I could not help thinking of one of the greatest drivers of our times, namely Stirling Moss, for in similar circumstances he would have outshone the leaders and would have reeled off record lap after record lap, not with any thoughts or hopes of winning the race, starting with a 5-lap handicap, but just that it was a challenge and he would have got immense satisfaction in reducing the five laps to four or even three by the end of the race. He did this at Syracuse with a Vanwall and at Zandvoort with a Lotus, as well as on other occasions, and there was no point in telling him to take it easy as he couldn't hope to win, for winning was not the objective when he was so far behind; it was the satisfaction of high-speed driving, whether he was first or last. It is a question of responding to this sort of stimulus instinctively, and there is another driver today who will do the same thing; in fact, he did it at Solitude last year and set a staggering series of lap records in the process. He did not get anywhere as far as the race was concerned, but what a magnificent display of Grand Prix driving it was, and at the time I referred to it as " doing a Stirling Moss." I hardly dare mention the driver's name in fear of getting another shoal of letters from people who disagree with me, but Jim Clark fans will know who I am talking about. If questioned about the way they react to the situation of being hopelessly far behind the leader, due to an unforeseen pit-stop, they would probably tell you that they were there to go motor-racing, not to sit in the pits and watch the others, and when the car was repaired they would say, " Come on, let's have a bit of a go." You cannot deliberately reproduce this sort of situation, but when it does arise it is worth while watching.

In the GT race at Brands Hatch there was another interesting driver situation, for, due to a muddle by the organisers, Jack Sears started from the front row of the grid instead of the second row. Jackie Stewart led off in Coomb's Jaguar E-type and just when Sears was getting the Willment A.C.-Cobra all set to make an attack for the lead he was given the black flag by the R.A.C. officials. This means that there is something wrong with the car or the driver has transgressed a racing rule and he must stop at the pits next time round. Sears did this, and as he stormed into the pit area an official told him there had been a mistake and he could rejoin the race. He was now well down the field and Stewart had an enormous lead, but Sears rejoined the race in a really big way. He used all the power of the Ford V8 engine, flung the car through the bends in a fantastic manner, and charged after the leader. The reason for the black-flag incident was that the officials felt that Sears should be penalised for starting from the wrong grid-position and that it was, in effect, a question of jumping the start, even though it was not his fault. Now normally he would be penalised by having one minute added to his race time, but this did not seem fair as he would not know about the penalisation and might have been content to beat Stewart by only 30 sec., to find out he had lost the race after it was all over. This would have dissatisfied everyone, so instead it was decided to black-flag him into the pits, the time lost being a form of handicap, but leaving him a sporting chance of making up for it. He certainly did make up for it, and the sight of that great thundering Cobra charging round Brands Hatch and gobbling up the Jaguar's lead was electrifying. Well before the end of the 20 laps Sears was in the lead and he went on to win comfortably, so that the decision by the R.A.C. officials, although an unusual one, actually made the race ten times more exciting than it would have been.

When he got to the pits after the race, Sears said: " I was very cross; in fact, I was so cross that I forgot how badly the Cobra had been handling." It was a terrific drive, indeed an inspired drive, but had he been told before the start that he was going to be given a handicap he would not have gone anything like so fast. These are the situations in motor racing that make or mar drivers, and for me they are the most interesting side of motor-racing. The driver who amasses points in a Championship for this or that is not necessarily the best or the greatest driver: there are many more important aspects of motor-racing. High-speed driving is a challenge, winning races is the result.—D. S. J.

THE EVOLUTION OF MODERN SMALL CAR ENGINES

Last year the Automobile Division of the Institution of Mechanical Engineers instituted a Symposium on the Design of Small Mass-Produced Motor Car Engines. The following is a summary of these.

FORD: Mr. R. A. S. Worters, Assistant Chief Engineer, Engine and Transmission Engineering, of Ford Motor Company Ltd., Dagenham, Essex, commenced his paper by saying that the Ford Anglias and Prefects of the immediate post-war period were powered by the well-known 1,172-c.c. s.v. engine which was basically a 1932 design, although the 100E of 1953 incorporated such design changes as larger bearings, revisions to the valve layout and cooling system, and the addition of a water pump. Even so, it was apparent by 1954 that a new design was needed.

Market studies predicted cars in this class of substantially the same overall dimensions and at least equal performance to existing models. Overall weight could be reduced only by extensive use of aluminium, unfavourable on cost, and styling was unlikely to appreciably lower air drag. So equal power and torque with improved specific economy was sought. As Ford had plans for an additional, smaller car, new engines of 835 c.c. and 1,097 c.c. were laid down. Prototype 835-c.c. engines were built but a change of concept called for performance equal to the s.v. 1,172-c.c. engine from the new small engine and a larger version to power what became the Consul Classic. The production engines were based on the 835/1,097-c.c. design but with a capacity of 997 to 1,390 c.c., later increased to 1,500 c.c. The design of this new Ford range was simplified because new manufacturing equipment was used throughout.

The two-stroke was rejected because of its poor specific economy, although attractive for its power/weight ratio. Weight saving by using air-cooling was found to be small when the cylinder finning, fan and ducting were taken into account, and cost advantages were also relatively small. Water cooling provided an inherently quieter engine and facilitated adequate car heating.

Various cylinder arrangements were studied and an in-line four was found to be the cheapest to produce and was entirely suited to an orthodox vehicle if bore and stroke were carefully chosen. A target of 40 b.h.p./litre and 130 lb./sq. in. b.m.e.p. at maximum torque were considered practical, and on this basis capacities were fixed at 997 and 1,276 c.c., the latter increased to 1,340 c.c. before production commenced. A weight target of 190 lb. was agreed, for a complete engine with all accessories and flywheel but less clutch and engine mounting. This was based on the known weight of 223 lb. for the s.v. 1,172-c.c. engine but was not achieved by production versions of the new o.h.v. engine. The o.h.v. layout added cost and weight. Today, Ford's Engineering Division control all components of new engines on a cost/weight basis, making it possible to identify areas which will prevent the overall target being achieved and providing opportunity of rectification before it is too late; this was not so in 1954.

At that time it was considered that to make economic use of transfer machines for blocks and heads, volumes should be between 500 and 1,000 units per day. Anglia/Prefect sales were then about 850 per day, so it was essential that the two capacities of engine should form part of a family and use as many common components as possible. Where this wasn't possible, similar components must be made on the same equipment, especially blocks and heads, thus no undue penalties could be tolerated on one engine size for the sake of the other, if both were to be fully competitive.

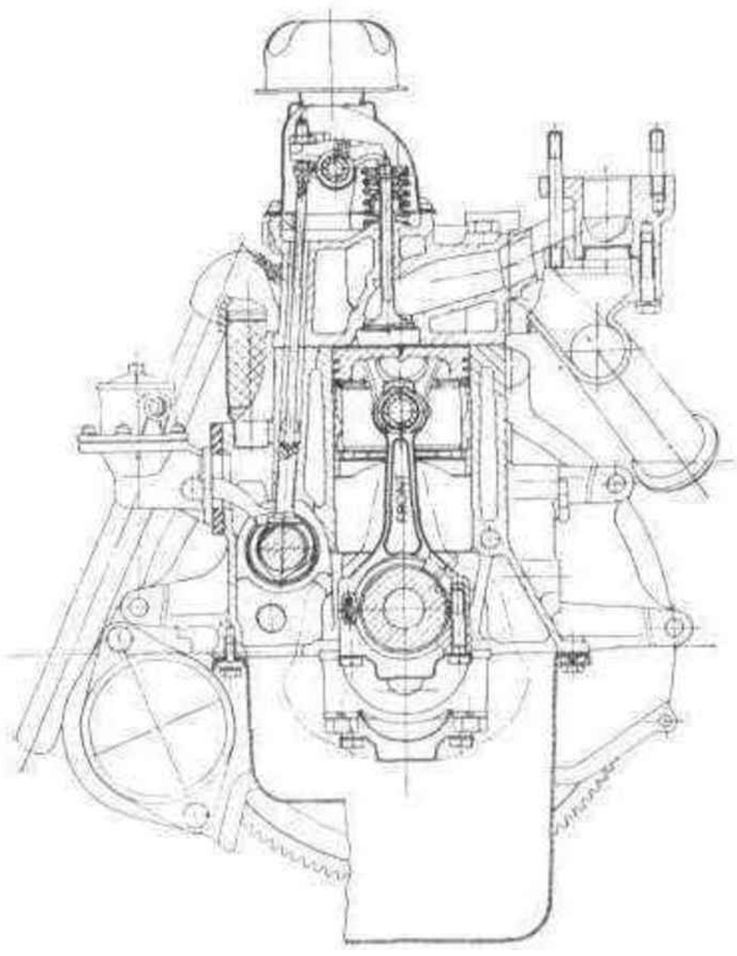
To reduce manufacturing costs a single bore size was specified, which also simplified dealers' stocks of one size of piston and rings, apart from oversizes. The transfer machining line for the new engines alone cost in the region of £750,000 and extensive foundry equipment was also needed. Varying the stroke to alter swept volumes was less costly than machining different bore sizes; time lost in changing over the boring and honing tools becomes complicated. The different crankshafts needed presented relatively small problems with Ford's cast shafts and the volume production envisaged necessitated multiple turning and grinding machines in any case. Similarly, different-length con.-rods presented no serious difficulties.

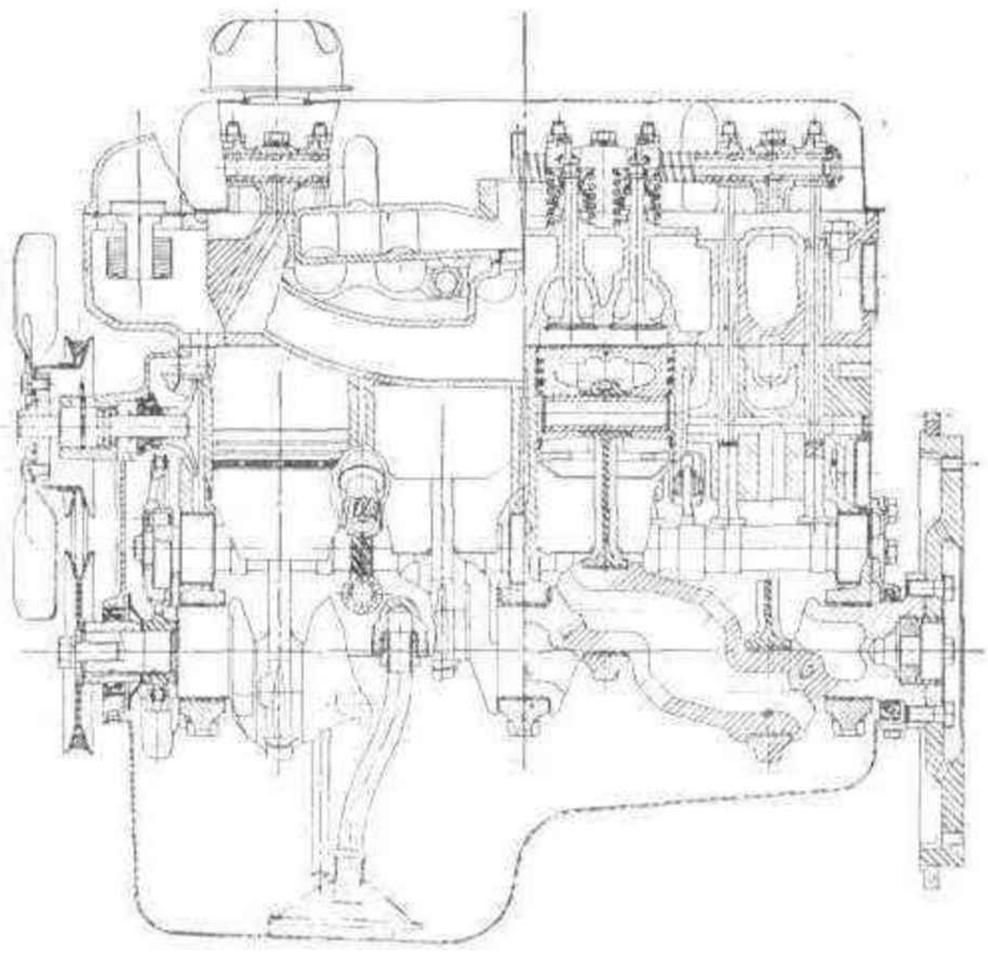
By 1954 the mildly "oversquare" engine had been successful in the Mk. I Consul/Zephyr. Theories that a long stroke was needed for "slogging" power was proved false by developing torque curves, proving that short-stroke engines peaked no higher in the speed range than long-stroke power units. Successful tests with the prototype 1,097-c.c. engine of 0.84 stroke/bore ratio encouraged a decision to make the new 997-c.c. engine extremely "oversquare" (0.60) and thus have available a considerable capacity range without alteration of bore.

The big bore meant a long engine, so it was desirable to keep height to a minimum. As a con.-rod length/throw ratio of about 3.4 has been accepted as the minimum if secondary out-of-balance forces are not to become objectionable, Ford decided

[Drawings by courtesy of the I. Mech. E.

The 997-c.c. o.h.v. Ford engine in longitudinal and cross section.





THE FORD FAMILY OF 1,000-1,500-c.c. ENGINES

C.C.	*Dry weight in lb.*	*Bore and Stroke (in.)*	*C.R.*	*Stroke/ Bore ratio*	*Mean piston speed at 1,000 r.p.m.*	*Valve dia.: Inlet*	*Valve dia.: Exhaust*	*Inlet valve lift*	*Exhaust valve lift*	*Inlet opens, B.T.D.C.*	*Inlet closes, A.B.D.C.*	*Exhaust opens, B.B.D.C.*	*Exhaust closes, A.T.D.C.*	*Output: B.H.P. at r.p.m.*	*Torque lb./ft. net at r.p.m.*	*B.M.E.P. lb./sq. in. at r.p.m.*
997	221	3.187 × 1.906	8.9 to 1	0.60	318	1.267	1.188	0.279	0.273	10°	50°	44°	10°	39 at 5,000	52.85 at 2,700	131 at 2,700
1,198	229	3.187 × 2.290	8.7 to 1	0.718	382	1.267	1.188	0.315	0.319	17°	51°	51°	17°	48.5 at 4,800	63 at 2,700	130 at 2,700
1,340	236	3.187 × 2.562	8.5 to 1	0.804	427	1.267	1.188	0.315	0.319	17°	51°	51°	17°	54 at 4,900	74 at 2,500	136.5 at 2,500
1,498	255	3.187 × 2.864	8.3 to 1	0.899	477	1.437	1.188	0.315	0.319	17°	51°	51°	17°	59.5 at 4,600	81.5 at 2,300	134.5 at 2,300
1,498 GT	258	3.187 × 2.864	9.0 to 1	0.899	477	1.410	1.245	0.3399	0.3312	27°	65°	65°	27°	78 at 5,200	91 at 3,600	150 at 3,600

not to go below 3.35. It was then possible to achieve a 1,340-c.c. engine with a block height of only 7.125 in. A prototype of 1,390 c.c. was later built for durability testing and was not noticeably rougher, but did give greater mounting problems than the 997-c.c. engine.

The bores were spaced equally with 0.18 in. thick walls and a nominal space between them of 0.25 in. Equal spacing of the main bearings was then possible and sufficient length was available to use micro-Babbit liners on the smaller engine in place of more costly copper-lead. The low stroke/bore ratio gave these benefits but the large bore required a correspondingly large bearing area, because gas loads on bearings increase as the square of bore diameter.

Partly due to the low height of the block, the conventional pocket above the camshaft for the push-rods, requiring a separate core in the casting and a cover to close the opening (which is a potential oil-leak area) was replaced by tunnels drilled up the water-jacket wall. Lengthwise drillings above the tappets collect oil from the rocker gear and vertical drillings pass it down to the sump, modern techniques and the low block height making light of all these drillings. Cast in grey iron, the fully machined block for the 997/1,340-c.c. engine weighs exactly 60 lb.

Ford Motor Company has proved cast crankshafts to be fully reliable, and considerably cheaper than forgings. Formerly of a cast steel peculiar to Ford, the new engines used nodular iron, which was just becoming known. It has adequate properties if close control of the degree of nodularity during casting can be maintained, and the Ford foundry maintains without difficulty the specified minimum nodularity of 80%.

The very short strokes gave a generous overlap and made possible a fully cored-out 3-bearing shaft, very stiff, especially in the flying webs and overlap areas, which concentrates the bending and torsion stresses into the crankpins. The early prototype 997-c.c. crankshafts with a pin diameter of 1.75 in. produced unusual failures running vertically through the crankpin. An increase in diameter to 1.937 in. gave an adequate safety margin. The shell moulding technique gave an accurate casting with consistent wall thicknesses and a minimum of metal to be removed in machining—another big advantage over a forging. The low inertia forces made it possible to dispense with balance weights but bosses had to be added to the hollow "flying webs" for final static and dynamic balancing, which is controlled to 0.2 oz./in. The finished weight of the 997-c.c. crankshaft is 17.56 lb., compared to 24.2 lb. of the solid shaft of the s.v. 1,172-c.c. engine with smaller bearing journals. Thrust washers were reduced to two Babbit-faced upper half segments, which have ample capacity for clutch loads.

Orthodox bearing shells are used for mains and big-ends—micro-Babbit lined on 997/1,200-c.c. engines, copper-lead on the 1,340-c.c. engine. All mains measure 2.125 in. dia. × 0.995 in. wide. Big-end shells are common, lined with copper-lead or aluminium-tin.

Various head shapes were investigated and the "bath-tub" with large vertical valves found to give excellent all-round results. Early decisions were made to use individual inlet and exhaust ports and fully-machined combustion chambers. For both 1,340-c.c. and 997-c.c. engines inlet and exhaust-valve diameters of 1.267 in. and 1.188 in., respectively, were adopted, with corresponding port sizes, with no significant disadvantage to the smaller engine. The combustion chamber is machined in four simple milling operations, each applied to all four chambers simultaneously, and controlled to within 1 c.c. Each size of engine is available with two compression-ratios and combustion chamber volumes are varied by changes in overall head depth. Cost was reduced by threading all the port cores simultaneously into a one-piece water space core instead of conventionally splitting the water-space core horizontally.

The attraction of o.h.c. valve gear in terms of quietness and freedom of valve bounce did not outweigh the costly drive arrangements, so push-rods and rockers were used, the short stroke permitting short, light push-rods of EN8C steel, valve bounce with single valve springs being above 6,000 r.p.m. The camshaft was positioned as high as possible, subject to keeping down the length of the timing chain. The camshaft was of alloy cast iron, running in three Babbit-lined bearings, with cams hardened to Brinell 427. A single roller chain was provided with a simple hydraulic damper similar to that on Consul/Zephyr engines but some early production 997-c.c. engines developed noisy timing chains at low mileages due to insufficient tensioner control, cured by substituting a mechanical tensioner of the spring-loaded snail-cam and very fine ratchet variety. Cast-iron tappets with chilled faces were known to work well with the chosen camshaft material, from previous experience. The rockers were of nodular iron, running direct on an EN43B tubular rocker shaft, their valve ends induction hardened.

During prototype testing excellent reports were received from America of 21-4NS steel for exhaust valves but its high co-efficient of expansion required large stem-to-guide clearances with one-piece valves, so Dagenham adopted a two-piece valve with an EN18D stem butt welded to a 21-4NS head, which also reduced cost. Following Ford practice, EN18D was used for inlet valves, running direct in the head without separate guides. The smaller engine's timing and valve lift restricted performance of the 1,340-c.c. engine until a wider valve opening was developed.

The oil-pump layout was unique, as pump, full-flow filter, main relief valve and filter by-pass valve were combined, and mounted externally on the cylinder block. The pump has to lift oil some 6½ in. but a rotor-type pump was found to prime effectively if designed to trap some oil in the rotor pocket. Separate oil pipes are obviated in favour of drilled galleries in the block, even for the rocker feed.

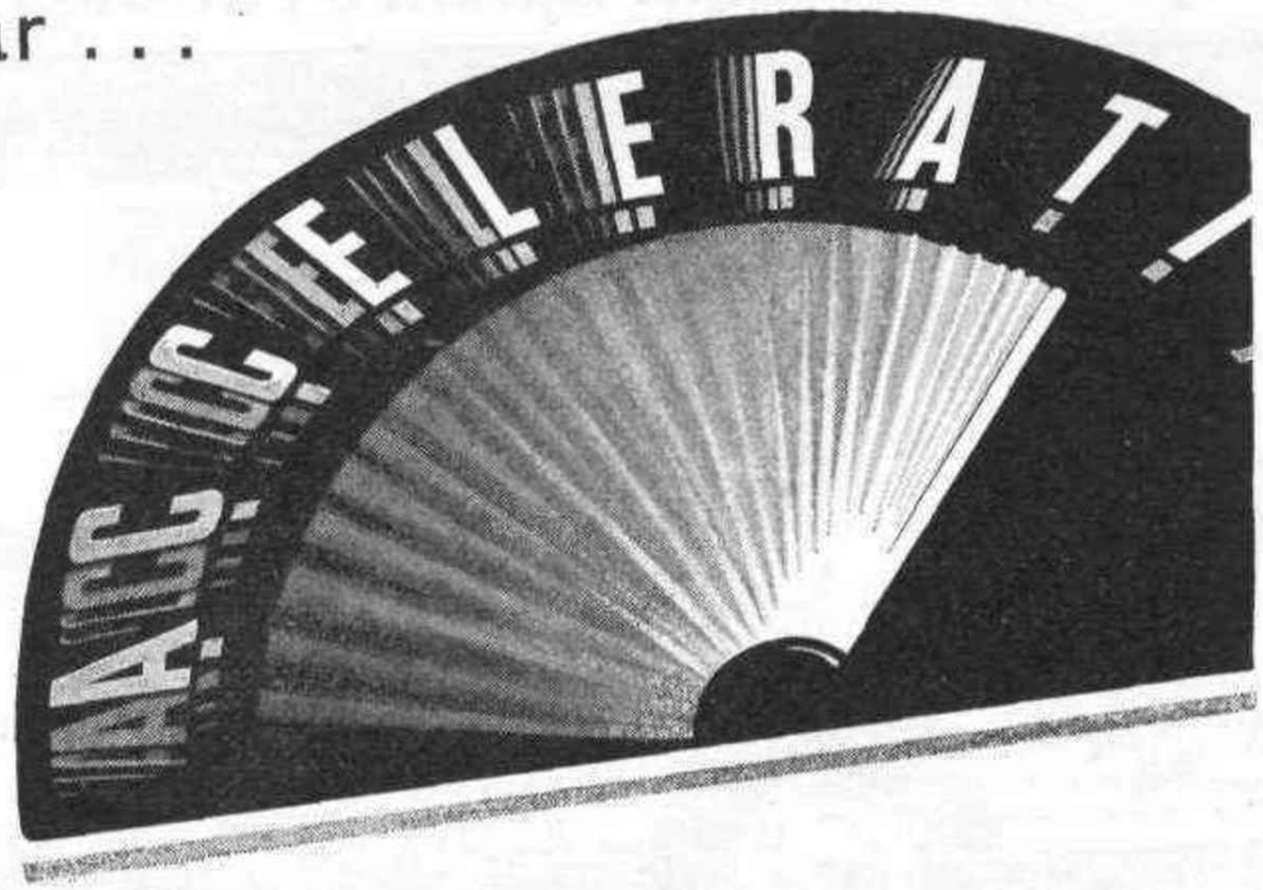
The new 997-c.c. engine went into production in September 1959. The 1,276-c.c. version was discarded in favour of the 1,340-c.c. engine in April 1961. By mid-1960 it was seen that an engine between these sizes would be wanted for the Cortina and 1,200-c.c. was chosen for adequate performance with good economy. All that was needed was a new crankshaft, rods and head. A 1,500-c.c. version was then required for the Classic and an option in the Cortina, work starting in September 1960. Using the 3.187-in. bore, a stroke of 2.864 in. gave 1,498 c.c. The stroke/bore ratio of 0.90 was fully satisfactory but 0.62 in. was added to block height. To avoid harsh, noisy running a 5-bearing crankshaft was specified but the position of the oil and fuel pumps made it necessary to retain the 3-bearing camshaft.

Both 3- and 5-bearing prototype engines were built and compared for noise and harshness. The most obtrusive part of the crankshaft noise originated when No. 4 cylinder fired, vibration being transmitted to the body *via* the rear engine mounting.

The taller block for the 1,498-c.c. engine was acceptable as increased production had necessitated an additional transfer machine, which was able to handle both 3- and 5-bearing blocks. The 5-bearing layout costs more but the lower individual bearing loadings made it possible to revert to micro-Babbit, which more than offset the cost of the additional bearing shells. For the 5-bearing shaft a hollowed design wasn't feasible but nodular

Continued on page 644

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4 ways the Triumph Spitfire reflects greater value



The fast way The Spitfire is a match for every other sports car in its class. It sprints from 0-60 in 15.4 seconds. Reaches a top of 92 mph. The reason? A version of the Triumph Herald 1147 cc engine develops a potent 63 brake horse power.

The safe way To keep a tight rein on the Spitfire's energy, 9-inch diameter front-wheel disc brakes are a standard fitting. No fade. No hesitancy in the rain. A Spitfire travelling at 30 mph can be pulled up in a little more than 10 yards.

The comfortable way The Spitfire cares for your creature comforts. The windows wind up. The seats cushion your progress in deep upholstery. The hood firmly vetos any intrusion from the weather. The Spitfire gets you home *and* dry.

The sure way Each wheel on the Spitfire is independently sprung. Good for cornering: the back-end won't go careering across to the other kerb. Good for rough going: the Spitfire will never shy away from the bumps.

THE FOUR FEATURES above are enough to recommend the Spitfire to any discriminating sports-car buyer. Lavishly, the Spitfire boasts still more refinements.

A turning circle of only 24 ft. In town, it means you can wiggle the Spitfire into minute parking spaces other cars have to pass by. Make a U-turn where other people are busy wrestling with three-pointers. Out of town, a 24-ft turning circle can save the Spitfire precious seconds in time-trials and rallies.

There's more. A chassis that is braced at every stress point to keep the Spitfire in good shape, however tough the going. A rev counter. A detachable windscreen. And good looks that are as pretty as they are practical. (The Spitfire is as aerodynamic as its namesake.) And a sleek hard-top is now available.

Ring your nearest Standard-Triumph dealer and arrange a trial drive. You'll find that what you have read here is no overstatement. The Spitfire is very, very good value for money. And that's the only salesmanship you'll be faced with.

Triumph Spitfire 4, £640.19.7 inc. p.t.

STANDARD TRIUMPH

A member of the Leyland Motor Corporation

WEEK-END WITH A 300 SE

A petrol-injection engine, self-levelling air suspension, automatic transmission, power steering and disc brakes combine in this 3-litre MERCEDES-BENZ to provide luxury, safety and performance to the highest standards.



THIS isn't a road-test report, but the long week-end I recently spent with a Mercedes-Benz 300SE so profoundly impressed me that I cannot forgo setting down my impressions of this fine motor car.

Erik Johnson of Mercedes-Benz (Gt. Britain) Ltd. offered me this acceptable form of travel at Whitsun but certain technical failings, reminder that nothing in this World is perfect, particularly complex machinery serviced far from the parent factory, caused postponement. However, this advanced automobile was worth waiting for and last month I found myself setting off along A30 in torrential rain in this big, yet seemingly compact, very fully equipped saloon, which combines the latest of automobile engineering concepts in its specification. Subsequently it went into Wales, up to Oulton Park, back to Hampshire, every mile enjoyable and so fatigue-free as to add nothing to my age.

There are those who dislike automatic transmission and sneer at power steering, but the DB (Daimler-Benz, *not* David Brown), 4-speed epicyclic gearbox with fluid coupling, controlled by a l.h. stalk-lever as slender as a normal Mercedes gear-lever, its remote indicator panel mysteriously labelled 2340 RP, overcomes the usual arguments against automation by enabling the driver to go into 2nd or 3rd gear, merely by moving the lever to these positions, after which these gears are held, to give maxima of 43 and 70 m.p.h., respectively. In "4" there is full, smooth automation, overridden by kick-down to 80 m.p.h. If "3" is selected, the change-up out of "2" is postponed and third speed held without interference from automation.

The speed with which the 300SE gathers pace is extremely impressive, and acceleration figures do not need to be recorded to convince the driver of the safety factor inherent in such pick-up, which is all the more impressive as it is accomplished in smooth silence, the scintillating three-pointed star riding arrogantly ahead.

The Mercedes-Benz goes to 80 m.p.h. almost anywhere and 100 m.p.h. comes up frequently in ordinary, unhurried travel. I did not try for absolute top speed, but George Monkhouse, ardent Mercedes-Benz enthusiast, who motors in a 300SE, tells me his car works up to 115 m.p.h. given motorway space in which to do so, which is exactly what the makers claim.

Such a deceptively quick, bulky car needs safety factors in keeping. The 300SE has them. The aforesaid Daimler-Benz power steering combines finger-light control with accuracy and precision and has good castor-return action. Geared at three turns lock-to-lock of the big white steering wheel with its padded hub and full horn-ring, it is useful steering in the likely event of the car going into a slide. The turning circle is that of a normal family car.

All-round independent suspension not only renders the car extremely comfortable, but very stable in fast motoring conditions. The wheels are sprung on air chambers with spring bellows and plungers instead of steel springs. This pneumatic suspension, energised by an air-cooled single-cylinder compressor on the n/s of the engine, driven by vee-belt from the crankshaft and lubricated by the engine oil circuit, is self-levelling. The wishbone i.f.s. and trailing link i.r.s. are stiffened by torsion bars and another torque rod for the low-pivot swing-axle i.r.s. prevents the rear of the car rising under the action of the brakes. Damping is by hydro-pneumatic shock-absorbers and auxiliary rubber cushions that come into play towards full bump. The result is a well-regulated, smooth, entirely level ride, yet with very little roll when cornering, considering the size and comfort of the 300SE. This is not, however, soggy suspension. The ride, indeed, is quite hard at low speeds, even to transmitting some shudder to the body and steering wheel, while the wheels, shod with tubeless 7.50 × 13 Continental Super Record Nylon tyres, can be heard following undulations in the road. It is possible to drive home on the rubber buffers should the pneumatics fail, and the only penalty of this elaborate but worthwhile suspension system is a noise like a distant siren which goes on for a while after the occupants have vacated the car, while it adjusts to a level keel. There is no need to praise the handling. Anyone who saw these big saloons driven fast round Brands Hatch circuit to 3rd and 4th places in the Six-Hour Saloon Car race will appreciate its quality, even if these big cars were beaten by the Ford Cortina GTs.

The Dunlop Servo disc brakes, too, are fully able to cope with this 1½-ton vehicle which is likely to be cornered at the ton. Initially they seemed to be too fierce, with a bit of lag on the pedal, but I soon found that the slightest pressure from the ball of the foot on the normal-size brake pedal was sufficient to bring the speed down with no dramatics of any sort. These are extremely powerful, yet 100% progressive brakes; they do *not* squeak (Crewe please note!).

To these safety factors that make the considerable performance of the Mercedes-Benz 300SE fully usable are coupled the luxury, comfort and refinement within, associated with all the cars from Stuttgart. The seats, upholstered in dull-grain non-slip leather of the finest quality, are notably firm, shaped for comfort, and the squabs of the front ones recline under fine adjustment by Keiper patents. A detachable cushion over the transmission tunnel is provided for occasional carriage of a third front-seat passenger. The back seat is likewise dished to accept two occupants, or three when the wide central arm-rest is folded.

Unlike English luxury cars in which expanses of wood are a throw-back to the vintage era, Daimler-Benz use, with more restraint, a facia and screen, door and window-cappings, of veneered beechwood, which I have seen craftsmen preparing in the wood-working shops at Sirdelfingen. This contrasts nicely with the surrounding leather crash-padding. Nor is the instrumentation over-elaborate.

Before the driver a hooded vertical Vdo speedometer reading to 140 m.p.h. on a colour-changing pointer, which should say "Marples" after 50 m.p.h., incorporates turn-indicator warning arrows, a tele-thermometer normally indicating 190°F, a vague fuel gauge with warning light incorporated in its red "E" mark, total and trip recorders (no decimals), an oil gauge, its needle on the stop at 45 lb./sq. in., instrument lighting rheostat control knob, and three warning lights for low oil pressure, low generator charge, and



Designer Derek Birdsall Photographer James Mellows

5,4,3,2,1.

The time: 11.00 am
The date: 5th May, 1964
The place: Goodwood
The man: Ken Rudd
The cars: BMC's 1½ litre range
The tyres: Pirelli Cinturato
The result: overwhelming enthusiasm

BMC's 1½ litre range - the Riley, MG, Austin, Wolseley and Morris - these are the cars that Ken Rudd has been slamming round the track at Goodwood. He's been really driving them, pushing them to their limit, first on conventional, then on Cinturato tyres. He took a tape recorder with him so he could comment on the tyres as he went round the circuit; afterwards he made a full report on the differences he noticed between ordinary and Cinturato. Here are some of the things he said.....(and remember-these are family cars being driven harder and faster then they could ever be driven on the roads.)

'Conventional tyres were slowing these cars down - either by absorbing power, or by giving too little adhesion. My speeds along the straights were comparatively low, and I had to slow right down as I came into the bends, and cornering wasn't too easy either: ordinary tyres just aren't so predictable as Cinturato.'

'It's like driving a different car when you change over to Cinturato - you immediately get a far greater feeling of confidence and stability. On one of these corners, for example, I had no trouble taking the car round with one hand while I held the tape recorder with the other; not the kind of driving I'd recommend, but it would been impossible on the standard where cornering is **much** harder w these very high speeds. In one of cars my speed entry on Cinturato w incredible 92 mph on the clock as a 70 mph before, and I found I could top gear round most of the circuit.

'On Cinturato these cars became as I could drive them round the circu this very considerable extra reser power that the Cinturato gives you of the ways it can help to keep yo of trouble. But the faster you go the important good braking is, and I gave these tyres a very severe test b liberately locking the brakes from speed. Cinturato was **really** good: t kept in a straight line and began to



..Rudd's off on Cinturato!

down immediately - and this meant I could brake a good 25 yards later.

Overwhelming enthusiasm: that was the keynote of Ken Rudd's reaction to Cinturato on these BMC cars. He talked on and on about Cinturato - and had nothing but praise for the fantastic way these tyres can improve a car's performance. If you own one of BMC's 1½ litre range (and there are Cinturato tyres to fit most other cars too) why not find out more about this fabulous tyre? Ask anyone who uses Cinturato - or write to us.

Pirelli Performance Bureau
343-345 Euston Road London NW1

To: The Pirelli Performance Bureau,
343-345 Euston Road, London NW1
Please send me a copy of the Cinturato Book and the latest list of cars to which Cinturatos can be fitted.

Name

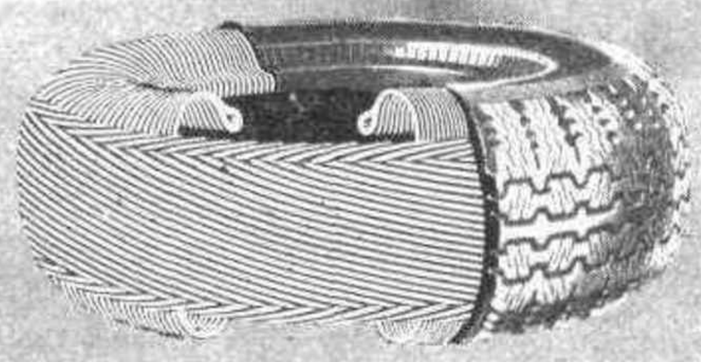
Address

Make of car

Usual garage

B

PIRELLI
CINTURATO
WITH TYREX® CORD



THE FABULOUS TYRE WITH
THE BUILT-IN SAFETY BELT



The familiar frontal aspect of the Mercedes-Benz 300SE

handbrake on/pneumatic suspension pressure too low or on its wheel-change setting. Very conveniently placed for the right hand are the 2-speed screen-wiper knob and a neat little turn-button for the lamps, which pulls out to bring in the foglamps. Under the facia a toggle-handle provides for instantly cleaning and wiping the screen when it is pulled (this is a substitute for a foot-control on l.h.d. cars). The hand-brake is a substantial pull-out lever for the left hand. The only other control items are a n/s toggle for releasing the bonnet, with a suspension air-bleed valve above it. A r.h. stalk gives positive operation of the turn-indicators and works the self-cancelling, very necessary lamps-flasher.

A big key actuates the ignition and locks the steering; two other, differently shaped keys opening doors and fuel-filler, and boot and glove locker, respectively. Reverting to the facia, there are aircraft-type air vents either end which didn't pass enough cold air, I thought, a switch for the rear-compartment light, a Vdo clock, the hot and cold air horizontal controls which provide exactly the required amount of ventilation or warmth to either or both sides of the car, a cigar lighter and a rather small cubby-hole, its lid matching the facia and having a substantial lock. There is a foot-dinner, permissible with automatic transmission.

This instrumentation is very neat but, I confess, not at all easy to read. Notable items of great practicability are a heater fan, sounding like a hair-dryer but very quickly demisting the screen, and a radio aerial which is raised and lowered merely by switching on the Motorola radio, of excellent tone and volume (no fumbling for a winding handle, as on the Daimler V8!). There are front and rear speakers, with selection by a convenient knob.

Further refinements embrace items like rigid grab-handles on roof and doors, with coat-hooks on the former, those neat hook-finger Mercedes internal door handles, anti-dazzle rear-view mirror, a shielded reading lamp over the mirror which can be set for courtesy-action from the front doors, delayed a few seconds after a door has been closed, knurled knobs that firmly close the guttered quarter-lights, door arm-rests, over-lapping wiper blades to clean a big area of the screen, discreet pull-out ashtrays, padded upholstery in the rear-compartment ash-trays and, on the window-winding handles (2¾ turns), sill door-locks, splash guards behind the back wheels, spring-loaded pockets in the front doors, parcel-nets on the backs of the front-seat squabs, automatic illumination of the cubby-hole, and vanity mirror in the nearside anti-dazzle soft-swivelling visors. But the only way to fully appreciate the refinement of the 300SE's interior appointments and its silent, supple running is to ride in one. Nevertheless, it is possible to build up great esteem for this Mercedes-Benz merely by contemplating it. The lines are beautifully balanced, the lamps properly in-built, bonnet (very easily opened) and boot-lid stay up unaided, and the luggage boot area is like a sizeable cupboard, spare wheel upright on the o/s. Opening the bonnet reveals a sight to excite the engineer. There is a positive panorama of machinery, from the fuel-injection tracts and the Bosch electrical installations to the belt-driven pumps for the power steering and pneumatic suspension.

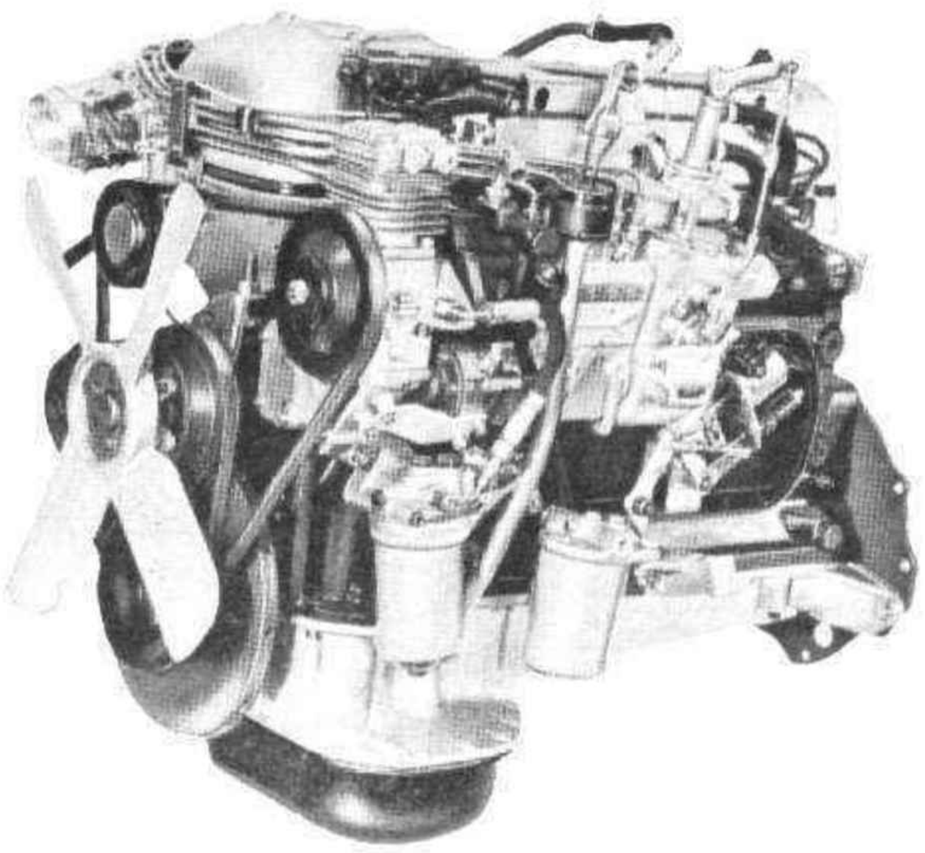
The 85 × 88 mm., 2,996 c.c., o.h.c. light-alloy 6-cylinder (Type M.189-111) engine with Bosch petrol injection into the inlet ports, (a de-tuned 300SL power unit) develops 195 (gross) b.h.p. at 5,500 r.p.m. and runs up to 6,000 r.p.m. It starts promptly but idles rather fast to give creep to the automatic transmission. It is content with normal premium petrol and any one of 316 makes of oils listed in the instruction book. Fuel consumption came out at 19.2 m.p.g. in varied driving conditions and after 850 memorable miles no oil had been consumed. The fuel-filler cap, Ford-like behind a sprung rear number plate, refused to unlock for two petrol attendants, one a charming thing in red slacks, the other an old man in a white coat .... It is with difficulty that I refrain from terminating these impressions with a string of superlatives, but to do so would be to risk accusations of bias and re-open a vehement controversy, so I will content myself by remarking that two things about the 300SE impressed me, apart from the quietness, comfort, refinement and practical planning of its equipment already conveyed. These were its very good accelerative powers, not only from low speeds, but from normal to high cruising speeds, which made traffic negotiation almost a pleasure, and the manner in which the brakes could be put on hard on wet and slippery surfaces without a trace of wheel-locking or incipient instability, so that great confidence was fostered for rapid motoring in the rain. I purposely did not log any journey times but it was impossible not to notice how quickly the miles wafted by and how familiar landmarks came up unexpectedly soon. For escaping the turmoil of the office and the restrictions of my Hampshire abode for a peaceful retreat further West, this Mercedes-Benz 300SE would, as I remarked to my wife, be a fairly satisfactory substitute for a light aeroplane—especially as I cannot " drive " one of the latter.

I can see that even greater quietness might be possible, that a slight improvement in a very few totally unimportant details might raise the refinement factor a couple of per-cent, and I know that there are people who are prepared to pay an extra £1,500 for Another Make in order to encompass a longer bonnet, more angular radiator grille and the pleasure of hearing doors shut like those of a Regency carriage. Nor, I suppose, would That Maker tolerate the groans and grumbles that emanate occasionally from the Mercedes' self-levelling suspension, or its doors, that merely shut with a tinny noise like those of many modern cars, albeit they do so with a nice double-click action. But for a price of £4,012 11s. 10d. in this country, purchase tax paid, I regard the Mercedes-Benz 300SE as a sound and sensible investment.

The accompanying panel provides a few more details about a remarkable car, which perhaps I may be permitted to describe one of the World's best?

Mercedes Postscript

On returning the 300SE reluctantly to Brentford I was able to look round the headquarters of Mercedes-Benz (Gt. Britain) Ltd. The old Trico factory beside the Gt. West Road has been acquired and here ten operatives give new Mercedes-Benz and D.K.W.-



The impressive 3-litre petrol-injection engine of the Mercedes-Benz 300SE. A detuned version of the famous 300SL sports-car power unit, it develops a maximum of 195 b.h.p. at 5,500 r.p.m. and has a safe maximum of 6,000 r.p.m.

Auto-Union cars, which have been shipped from Zeebrugge and brought by M.A.T. transports to London, their pre-delivery inspection. The heavy wax coat they wear for shipment is removed by steam hoses at 80/100 lb./sq. in. pressure and the chromium parts untaped. Dealers are, however, expected to carry out a second pre-delivery check before handing a car to the customer. In one month, earlier this year, 500 cars were brought in, so dealers now receive a bonus, starting at 10s. a day, to collect cars they have ordered on schedule, to relieve congestion at this new clearing depot.

Every care is taken to ensure the maintenance of the traditional Daimler-Benz quality and high finish, at Brentford. A new body shop looks after the crash-repairs. The front and rear sub-frames, designed to cushion impacts, not only make Mercedes-Benz cars preferable to many others if you intend to indulge in an accident, but this form of construction reduces repair charges, while replacement doors, etc. are not much, if any, more expensive than those for mass-produced vehicles.

A Heenan & Froude dynamometer has been installed for power testing, engines ranging from 3-cylinder D.K.W. two-strokes to Daimler-Benz lorry engines. There is also a roller dynamometer for checking power at the driven wheels, carburation, etc., being checked against temperature and barometric pressure, while the ingenious DB automatic gearbox has its own elaborate test and demonstration rigs, energised by a 220SE power unit. In a separate bay, 230SL sports models are attended to by skilled operatives who also hold special driving permits, which ensures safe and sympathetic test driving of these fast cars. There is a paint shop with drying oven to take one car and soon a new paint-oven plant, capable of quick-drying at a temperature just below that which would be detrimental to tyres and electrics, will be installed.

Across the busy Gt. West Road the Auto-Union premises have been revised, priority going to a comprehensive spare parts store for all Daimler-Benz products, commercial vehicles included. I was told that spares to the value of some £½-million are held, with another £¼-million-worth spread amongst the dealers and distributors. A simple but effective system serves to prevent stocks of any parts failing, additional supplies being ordered from the Acton warehouse when required. There was even a 300SL space-frame chassis in stock, and gull-wing doors, etc., for this now obsolete model. An emergency spares service operates and Mercedes-Benz (Gt. Britain) Ltd. claim to be able to dispatch any part by train within six hours of it being called for, even if this costs the dealer concerned a discount penalty for not stocking it himself.

Orders are booming and the popularity of the various Mercedes-Benz models in this country can be summarised as:—

220SE saloon	31%	230SL	9%
190 and 190D	21%	220SE coupé and convertible	8%
220S	18%	300SE saloon including long wheelbase saloon	5%
		220B	6%
		300SE coupé and convertible	2%

Automatic transmission—and how nice that Daimler-Benz designed and make their own!—is ordered for about 25% of al cars supplied and the demand for it is expected to increase at a rate of approximately 10-15% per year.—W. B.

SOME ADDITIONAL TECHNICAL ASPECTS OF THE MERCEDES-BENZ 300SE

Engine oil capacity : 10½ pints
Cooling system capacity (with heater) : 29 pints
Fuel tank capacity : 18 gallons (range approx 315 miles)
Valve clearances (cold) : Inlet, 0.004 in.; exhaust, 0.008 in.
Fuel injection pressure : Approx. 213 lb./sq. in. (15 atu).
Fuel injection pump : Bosch 6 plunger-type EP/ZEB 2 KL 75 R 12
Fuel injection valve : Bosch type EP/DES.
Compression ratio : 8.8 to 1
Brakes : German Dunlop discs (9.96 in. front, 10.04 in. rear), ATE vacum servo.
Gear ratios : 16-32, 10-33, 6-48, 4.1-1.
Pneumatic suspension : Phoenix SE suspension elements; three Bosch regulating valves. 7-litre air storage tank.
Wheelbase : 9 ft. 0¼ in.
Track : Front, 4 ft. 9½ in; rear, 4 ft. 9⅜ in. (high)
Dimensions : 16 ft. 13/64 in. × 5 ft. 10 13/64 in. × 4 ft. 11 7/16 in. (high)
Turning circle : 38 ft.
Dry weight : 3,180 lb.
Kerb weight : 3,395 lb.
Permissible total weight : 4,450 lb.
Maker's figures for oil and petrol consumption : 148/178 miles per pint: 17.8/25.9 m.p.g.
Lubrication : 22 points needing attention every 1,900 miles
Fuses : 12

4th ANNUAL SLOGGIN & CLATTER (June 26th)

The Hants & Berks M.C.s " Sloggin & Clatter," organised by Nancy Cawthorne, is not as ominous as its title—it merely implies that as many unusual and interesting vehicles as possible shall slog and clatter their way to Eversley Cross for other members to gaze on them, and perhaps admire them.

This year the clatter was provided by D. Fowler's solid-tyred Burrell 5-ton steam crane-tractor, a rare engine, the only one surviving of seven built at the Thetford works. It delighted everyone by towing a Mini pick-up which filled the role of coal bunker and communications dinghy! Steam was also represented by Fisher's well-known and really entirely docile 1922 Foden steam waggon. At the other extreme, Gahagan brought his Type 37 Bugatti and Morgan-J.A.P., George Cooper a 1927 Austin 12/4 and Earles a 1929 Alvis Silver Eagle coupé.

Baby Warrior came with her mother in a baby Austin of 1931 vintage; her father, a leg in plaster, needed something larger, which was provided by new member D. Steynor, in the form of a P2 Rolls-Royce. This was driven by W-ll--m B - - - y, reputed to be in heavy disguise in view of the make of the car [actually I merely wore my second-best suit.—ED.]. Rolls-Royces were also brought by J. Hawthorne (1933, 20/25) and G. Lockée Bayne (1937, 25/30). Jenkinson dazzled us with the pure whiteness of his ex-team 328 B.M.W., Wood came in his 4½-litre low-chassis Invicta, Michael Burn in his immaculate 1951 prop-shaft-driven Frazer Nash, while the Morgan Plus Four was represented by Dr. Nelms' car.

C. Conway spent the evening very enthusiastically demonstrating how his Citroën 2 c.v. takes to pieces and goes together again (it is the actual 375-c.c. car road-tested by MOTOR SPORT ten years ago). Modern exotics included two Lotus Elans, a Lancia Aurelia GT, a Deep Sanderson 301 coupé and Dick Cawthorne's Rochdale Olympic Mk. I. John Holford showed that the Turner Alexander he races is also a road car, Mike Eyre nonchalantly drove into the pub car-park in an enormous Pontiac Parisienne and as if that wasn't enough, had on behind a cage-trailer containing the V8 B.R.M. that finished 9th at Syracuse, driven by Jackie Epstein. Scragg had his H.W.M.-Jaguar, Bert Fountain his Jaguar E-type, Peter Walker an ex-works rally Mini-Cooper, Bill Tanner a Jensen 541R and Wennerdahl one of the only two Saab Sports in this country. Then there were a tuned Simca 1000, a Panhard PL17, Peugeot 403, Volvo Estate car, and a Porsche. Nan certainly ropes 'em in. There were some nice-looking girls there, too. They found it hard to compete with the cars!

DON'T STAMPE ON THE STOMP

In reporting the Blackbushe Air Display last month we took liberties with the Stampe aerobatic biplane, spelling its name phonetically. But please do not Stampe on the Stomp or, for that matter, don't Stomp on the Stampe!

A DISCERNING READER

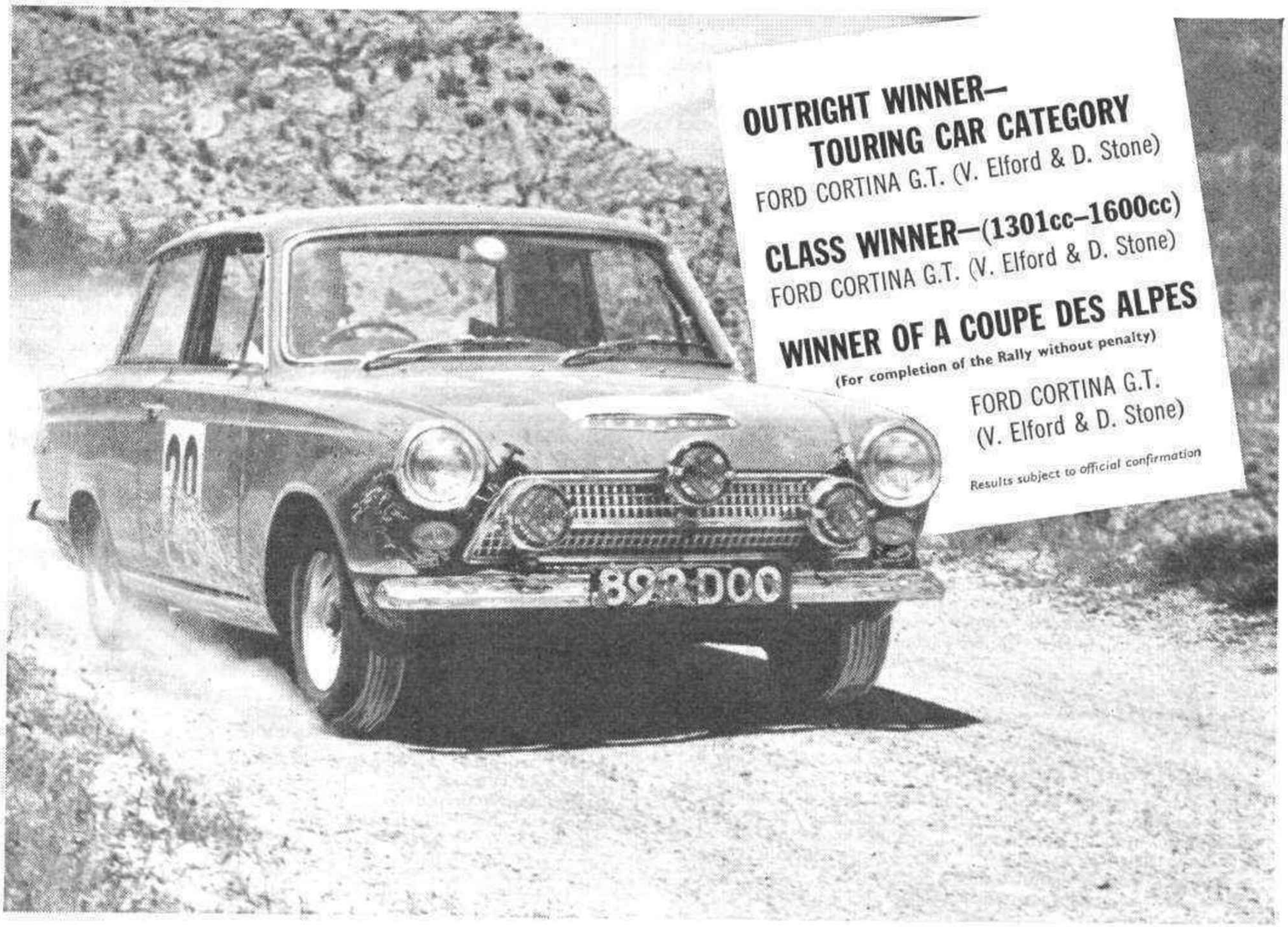
Simon Gough, who played the part of the son George in the I.T.V. channel Nine play " Valentina " was reading a copy of MOTOR SPORT in one of the scenes. We congratulate him on his discerning choice of motoring literature, hoping that it was his own property and not just something he found in the studio!

SONOSYSTEM AT BEAULIEU

It is now possible to hire a Sonosystem tape-recorder which gives a running commentary on the exhibits in the Montagu Motor Museum as the visitor walks round. This hire charge is 2s. 6d., or 3s. 6d. if wired for two persons, and both general and technical recordings are available. The Sonosystem dispenses with a guide and adds greatly to the enjoyment of touring the Museum. Palace House is similarly served, the commentary in this case being by Lord Montagu himself.

FORD CORTINA WINS AGAIN!

OUTRIGHT WINNER OF TOURING CAR CATEGORY IN ALPINE RALLY



WHAT THIS SUCCESS MEANS TO YOU

You can buy the same Cortina
International Rally regulations allow only cars taken from normal production lines to compete. This means *your* Ford Cortina has the same built-in reserves as the car which was successful in this gruelling Alpine event.

The same winning, all-round performance
Storming to success in the Alpine rally, Cortina *proved* the effortless high-speed cruising, surging acceleration and road-hugging safety that are built-in features of *all* Cortinas.

The same absolute dependability
The same parts that stood up so successfully to the enormous strains and stresses of this car-testing rally are the parts that are in *your* Cortina.

The same long-distance comfort
In the Alpine rally, the smooth ride, ample stretching space, well-designed seats and low noise-level beat the problem of driver fatigue magnificently. These same qualities ensure that you arrive refreshed at the end of the longest journey in *your* Cortina.

The same he-car toughness
Victories in countless tough rallies like the Alpine prove the vast reserves of strength in every part of the Cortina. This is the sort of toughness that ensures thousands of extra miles of trouble-free driving for *you*—however you treat *your* Cortina.

PROOF YET AGAIN THAT ALL FORDS ARE MADE TO WIN — AND LAST!

Ford

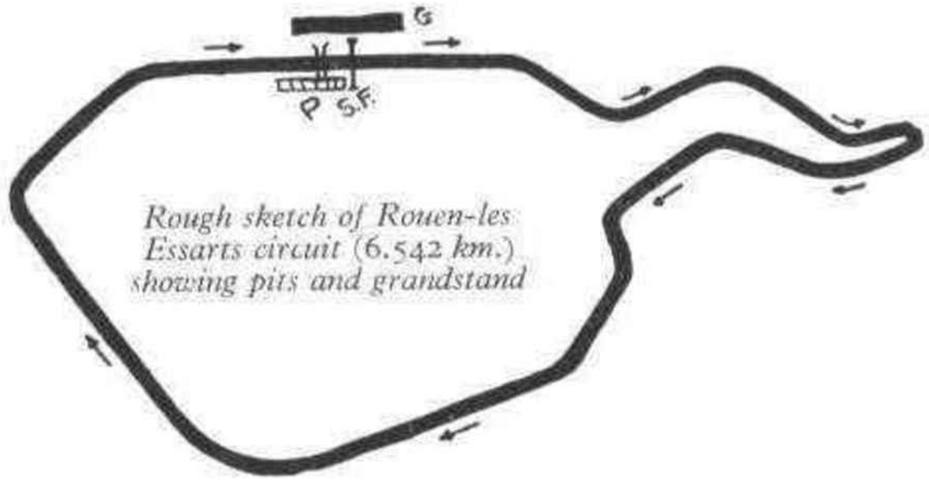
50th FRENCH GRAND PRIX

A Well-Deserved Win

ROUEN-LES ESSARTS, FRANCE, *June 28th.*

ALTHOUGH the Grand Prix of the Automobile Club of France has not been held 50 times, this year celebrated a 50th anniversary as far as they were concerned, and it also was the 70th anniversary of the first motor competition, which was the Paris to Rouen run in 1894, so that it was fitting for the French Grand Prix to be held at Rouen this year. The 6.542 kilometre circuit of " les Essarts," just south of the town of Rouen, in Normandy, is the one that will always conjure up memories of the great Fangio when he was at the top of his career, in 1957. Possibly the finest action photographs ever taken were made at Rouen in 1957, when Fangio threw his 250F Maserati into opposite-lock power-slides down the 130-m.p.h. swerves after the pits, mainly just for the fun of it and to let everyone appreciate that he really was master of his machine. Since those old-fashioned days science and design have improved Grand Prix cars out of all recognition and if a car needs opposite steering lock through a fast bend then there is something amiss and adjustments must be made. Today, 1957 seems like an " heroic age," but I have no doubt that in 1975 this year's French Grand Prix will seem like an " heroic age."

For this year a lot of the circuit has been resurfaced, but the two hairpins at Nouveau Monde and la Scierie were still surfaced with cobblestones, and the stretch from the last hairpin to the pits straight is still rough and bumpy concrete. A lot of tree-felling and undergrowth cutting at the downhill end of the circuit has provided spectators with some of the best views of racing that could be imagined, and with Film Festivals in Rouen, Formula Three racing, Vintage and Historic car racing, Historic demonstrations and a repetition of the 1894 run by Veteran cars, the meeting became a true British-type Festival of Speed and Sport and the classic French Grand Prix was in fear of being overshadowed. However, with the exception of Rob Walker's cars and driver, and the Centro-Sud B.R.M. team, the regular Grand Prix field was in attendance in full force, although the Ferrari team did not arrive in time for the first practice period on Thursday evening. The Team Lotus cars were all on 13 in. wheels, Clark having the choice of the much-modified Type 25 or the new Type 33, and Arundell having his usual modified Type 25. Both of Clark's cars had the latest rear suspension geometry, with the top radius arms going to the top of the hub carrier at the same point as the transverse arm, and Arundell's had the 1963 layout in which the radius arm is anchored half-way up the hub carrier. On the Type 33 the engine cover was very abbreviated, leaving the Lucas injection intakes well out in the airstream. The B.R.M. team had the same three cars that they had at Spa, and Graham Hill had the choice of the early 1964 car or the newer one, and the earlier one had been adjusted to his personal requirements as regards handling for this circuit. Before leaving the garage to come out to the first practice session this car had suffered engine damage while being warmed-up and he was forced to take the newer one, which left little time for detail adjustments. Ginther had no choice and had his usual car, all three B.R.M.s being stressed-skin models and all were using the 1963 type 6-speed gearboxes as the newer boxes used at Spa would not take a low enough bottom gear for the Rouen hairpins. The Brabham team had no problems, the drivers Brabham and Gurney had a car each, as at Spa, and they were all ready to go, though Gurney's car was fitted with a manual adjustment to the injection pump mixture control similar to that used by Lotus on Clark's car last year, by means of a flexible cable and a small lever in the cockpit. The two works Coopers of McLaren and Phil Hill were now identical, the altered rear suspension on McLaren's car at Spa having proved successful, the second car was altered in the same way, and in case of trouble they had a 1963 car with them. The two B.R.P. drivers, Ireland and Taylor, had the monocoque cars with B.R.M. engines they had driven at Spa, and the Parnell team of Amon and Hailwood had their Lotus 25 cars with B.R.M. engines, both being on 13 in. wheels and to all intents identical. The only private owners were Siffert with his Brabham-B.R.M., Anderson with his Brabham-Climax and Trintignant with his old B.R.M. V8. The Ferrari team finally arrived for Friday's practice with two 1964 cars with V8 engines, now fitted with large finned petrol filters on the left side of the



Rough sketch of Rouen-les Essarts circuit (6.542 km.) showing pits and grandstand

engine just behind the driver's shoulder; previously these were un-finned and buried in the car, the new positioning and finning were to try and cure the vaporising problems that had arisen at Spa, though the results were going to be difficult to analyse as the temperature at Rouen was nothing like so high, though the weather was good.

During the first practice period Clark and Gurney dominated the scene, each taking turns to hold the fastest time for a lap, and Clark started in the Type 33, then changed to the Type 25 and went faster, and finally went back to the Type 33 and went faster still. Gurney was just getting on with his one car and matching Clark's times until he held the fastest lap at 2 min. 10.1 sec., but just before practice ended Clark went round in 2 min. 09.6 sec. This was many seconds faster than the existing lap record set up in 1962, but it was not surprising with two years of development on chassis, engines, gearboxes, tyres and suspensions, to say nothing of the personal improvements of the drivers. The only other driver who could approach these two was Arundell, who worked steadily away at his job and got down to 2 min. 11.6 sec., while the rest were well behind due to various mechanical and personal reasons. The B.R.M. team were in a bit of a shambles as Ginther bent the nose-cowling of his car when he misjudged his braking for one of the hairpins, and Hill spent more time in the pits having anti-roll bars and exhaust systems changed than he did out on the circuit practising. He started off with long tail pipes on the four exhaust pipes on each side and then changed to the usual four separate pipes on each side, except that the right-hand bank system would not come off and time ran out before he could try the different layout. In desperation he did one final lap with separate pipes on the left bank and a long tail pipe on the right bank, which must have proved something or other. In the Parnell team Revson was trying Hailwood's car as the motor-cycle ace was in Holland practising for the Dutch Motorcycle Grand Prix.

On Friday the Ferrari team joined in practice, and Hailwood arrived to do his practice with the Lotus-B.R.M. before flying back to Holland to ride in the motorcycle race on Saturday. Siffert was missing as his new B.R.M. engine had blown up the day before, but everyone else was present.

Although held in the late afternoon under the same conditions as the day before, times in general were a bit slower, probably due to surface conditions with so much activity going on. Again it was Clark and Gurney who were the main contenders, though Surtees was not far away from them, and Brabham was well in the running. It was a pity that the Ferraris had missed the first practice, for Surtees would certainly have been able to match Gurney's time,

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday
2	J. Clark	Lotus-Climax V8	**2. 09.6**	2. 10.8
4	P. Arundell	Lotus-Climax V8	2. 11.6	2. 12.1
6	M. Spence	Lotus-Climax V8	NON-STARTER	
8	G. Hill	B.R.M. V8	2. 12.1	2. 12.9
10	R. Ginther	B.R.M. V8	2. 14.6	2. 13.9
12	B. McLaren	Cooper-Climax V8	2. 13.9	2. 12.4
14	P. Hill	Cooper-Climax V8	2. 14.5	2. 15.4
16	I. Ireland	B.R.P.-B.R.M. V8	2. 15.3	2. 14.8
18	T. Taylor	B.R.P.-B.R.M. V8	2. 16.3	2. 14.9
20	J. Brabham	Brabham-Climax V8	2. 12.3	2. 11.8
22	D. Gurney	Brabham-Climax V8	2. 10.1	**2 10.5**
24	J. Surtees	Ferrari V8	—	2. 11.1
26	L. Bandini	Ferrari V8	—	2. 12.8
28	M. Trintignant	B.R.M. V8	2. 26.3	2. 21.5
30	J. Siffert	Brabham-B.R.M. V8	2. 23.6	—
32	R. Anderson	Brabham-Climax V8	2. 17.4	2. 16.9
34	C. Amon	Lotus-B.R.M. V8	2. 21.3	2. 16.4
36	M. Hailwood	Lotus-B.R.M. V8	2. 18.5	2. 16.2

N.B.—On Thursday car No. 36 was driven by P. Revson.

but as it was he did 2 min. 11.1 sec., which gave him the third place on the front row of the grid, alongside Gurney and Clark. Although Gurney was fastest in this second practice period, his time of 2 min. 10.5 sec. did not match Clark's first day time, and the Scotsman was himself slower with 2 min. 10.8 sec. The B.R.M.s were not very happy, Hill being unconvinced about hurling his car into the fast downhill bends with abandon like the other top drivers were doing. All the variables were altered but he could not settle on a compromise that satisfied him and he was out of the running on lap times. Most of the other competitors were running according to form and the grid positions were of the pattern that is becoming normal.

The Grand Prix was due to start at 3.15 p.m. on Sunday and by this time the skies were overcast and cloudy, but the temperature was warm and conditions were about ideal. The 17 starters did some warm-up laps and then began to assemble on the dummy grid, but there was some frantic work in the Lotus pit as Clark's car was leaking oil from a cambox cover point, and applications of "jollop" and some fudging effected a cure and he joined the others. He was driving the modified Lotus 25, and Graham Hill was driving the latest B.R.M., and Siffert had joined the ranks with a B.R.M. engine borrowed from the Parnell team; Ginther's B.R.M. had a metal flap under the nose to try and alter the direction of the air flow. Hailwood, who won the 500 c.c. motorcycle race in Holland, had been forced to drive through the night due to an airline strike.

STARTING GRID

↑

2 J. Clark (*Lotus-Climax V8*) 2 min. 09.6 sec.

22 D. Gurney (*Brabham-Climax V8*) 2 min. 10.1 sec.

24 J. Surtees (*Ferrari V8*) 2 min. 11.1 sec.

4 P. Arundell (*Lotus-Climax V8*) 2 min. 11.6 sec.

20 J. Brabham (*Brabham-Climax V8*) 2 min. 11.8 sec.

8 G. Hill (*B.R.M. V8*) 2 min. 12.1 sec.

12 B. McLaren (*Cooper-Climax V8*) 2 min. 12.4 sec.

26 L. Bandini (*Ferrari V8*) 2 min. 12.8 sec.

10 R. Ginther (*B.R.M. V8*) 2 min. 13.9 sec.

14 P. Hill (*Cooper-Climax V8*) 2 min. 14.5 sec.

16 I. Ireland (*B.R.P.-B.R.M. V8*) 2 min. 14.8 sec.

18 T. Taylor (*B.R.P.-B.R.M. V8*) 2 min. 14.9 sec.

36 M. Hailwood (*Lotus-B.R.M. V8*) 2 min. 16.2 sec.

34 C. Amon (*Lotus-B.R.M. V8*) 2 min. 16.4 sec.

32 R. Anderson (*Brabham-Climax V8*) 2 min. 16.9 sec.

28 M. Trintignant (*B.R.M. V8*) 2 min. 21.5 sec.

30 J. Siffert (*Lotus-B.R.M. V8*) 2 min. 23.6 sec.

The field moved up onto the proper grid and got away to a good start, with Clark jumping into the lead and heading the pack down to the first hairpin, where there was a lot of jostling and both B.R.M.s were seen to be fairly far back. Clark was followed by Gurney and Surtees and the rest, and at the second hairpin McLaren got into a full-lock slide which he thought he was going to be able to hold, but the Cooper took charge and spun gently round while the rest of the competitors went by. At the end of the opening lap Clark and Gurney had already asserted themselves and were away from the rest of the runners who went by in the order, Surtees, Brabham, Phil Hill, Graham Hill, Arundell, Bandini, etc., with McLaren bringing up the rear of the serious runners, for Siffert was already feeling unhappy about his borrowed engine and was out of the running. On the second lap Surtees was dropping back and clearly not happy with his Ferrari engine's performance and Gurney was looking very determined, and was out to do his best to keep on Clark's tail at all costs. At the hairpin before the pits straight, where McLaren had spun, Graham Hill also spun on lap three which dropped him back among the tail-enders, and Surtees pulled into the pits with his engine not running properly. An oil pipe to the injection pump in the centre of the vee of the engine, had broken and he was in the pits for a long time while it was repaired. Meanwhile Clark was really pressing on and yard by yard getting away from Gurney, floating round the last downhill bend before the Nouveau Monde hairpin with the brakes hard on in a way that can only be described as "right on the limit." Gurney was looking terrific, a study in concentration and determination, and you could say that he was not losing ground on Clark, but that Clark's uncanny skill was allowing the Lotus to gain fractions of a second on each lap. After only five laps these two were out on their own, there seemingly being no-one else in the race, though in fact, there was a lot of hard racing going on down through the field. Phil Hill was holding a fine fourth place, behind Brabham, but was being challenged by Arundell and the Lotus driver forced his way by the Cooper on lap six, and on the next lap he received a severe clump from Phil Hill's car as the Cooper rear brakes were playing up and the car was doing unpredictable things under heavy braking. Graham Hill and McLaren were both making up for their misdemeanours and were working their way up through the slower runners, while the leaders were increasing the pace all the time, having started at around 2 min 15 sec. and lowering the lap times to 2min. 13 sec. When the leaders were on lap 9 Surtees rejoined the race but the Ferrari was sounding rather sick and after a few laps he went back into the pits and it was discovered that oil from the broken pipe had got into the distributors. As these are inaccessibly mounted down in front of the engine there was nothing to do but retire, for the race would have been over by the time they could have been dried out. By 15 laps Clark had pulled out a lead of 11 sec. over Gurney, and Gurney was way ahead of everyone else and could now do nothing except wait and hope that something might go wrong with the Lotus, but Clark was looking very happy and confident. Amon had a lucky moment when his engine cut dead as he started the pits straight and he was able to coast into his pit, where the Parnell mechanics found a broken wire in the ignition system, which was soon mended and he was away again. Meanwhile Taylor had gone straight on at the top hairpin, when his rear brakes failed, and damaged his radiator and suspension; he later returned slowly to the pits to retire. Graham Hill was gaining ground steadily and McLaren had caught up Ginther and the two of them were catching Phil Hill; though the American Cooper driver held them off for a while, he was gradually worn down and first Ginther got by and then McLaren, but not without a struggle, for in spite of his locking rear brakes Phil Hill was putting up a good fight. At 20 laps Clark was 15 sec. ahead and as he left the Nouveau Monde hairpin he looked across the valley to see where Gurney was on the downhill stretch, but when Gurney left the hairpin he just looked ahead grimly and kept up the pressure, for he was three-quarters of a minute ahead of his team-mate Brabham. Then came Arundell with Graham Hill closing on him rapidly, and the trio of Ginther, Phil Hill and McLaren not having settled their dispute yet. Behind them came Ireland, Bandini and Hailwood who were also having a scrap amongst themselves, and the only other runners were Amon, delayed by his pit stop, Anderson, who was in trouble with carburation, and Trintignant, and they had all been lapped by the leader.

On lap 22 Clark set up a new lap record with 2 min. 12.7 sec., while Ginther began to get away from Phil Hill and McLaren and on the next lap Graham Hill got by Arundell to the accompaniment of cheers from the crowd. Then Clark caught up with the tail-end trio of Ireland, Bandini and Hailwood, and for a lap he was boxed in by them, but he got clear without losing any time to Gurney. Having been passed by Graham Hill in the B.R.M., Arundell now began to press with his Lotus and was giving the B.R.M. driver a bad time, and at the same time Bandini was trying to elbow his way past Ireland and there was a lot of dirt and dust flying coming out of the lower hairpin as one or other of them let a rear wheel slide off the road onto the grass verge. On lap 29 it was Gurney's turn to lap the Ireland, Bandini, Hailwood trio and he did this as they all braked for the Nouveau Monde hairpin. A lesser man would have taken them after the hairpin, but not Gurney, he took them as they rounded the hairpin, leaning heavily on Bandini, the Brabham and Ferrari wheels rubbing each other as Gurney went round on the inside. If it had not been for the Ferrari the Brabham would have undoubtedly slid outwards; as it was, it was the Ferrari that went out onto a wide line with a very surprised Bandini at the wheel. "Desperate Dan" was through and away, for he was not going to let Clark gain any unnecessary advantage, but almost at this moment Clark was in trouble up at the top of the hill, for his Coventry-Climax engine had gone sick on one cylinder. He drew into the pits but there was little that could be done and Chapman sent him off for another lap, now in second place for Gurney had gone by, but it was no use, a piston had broken, later thought to have been due to gravel going down the unprotected intakes, and the Lotus had run its race and stopped for good next time round, leaving Gurney unchallenged out in front. Brabham's were now first and second, with Gurney a minute ahead of his boss, but Graham Hill and the ever-tenacious Arundell were catching up rapidly on Jack Brabham. Hill was not being particularly neat and tidy about his cornering methods and Arundell was collecting a lot of dust and stones from the B.R.M.s back wheels, but he would not be shaken off. Phil Hill had finally been worn down by the erratic behaviour of his Cooper

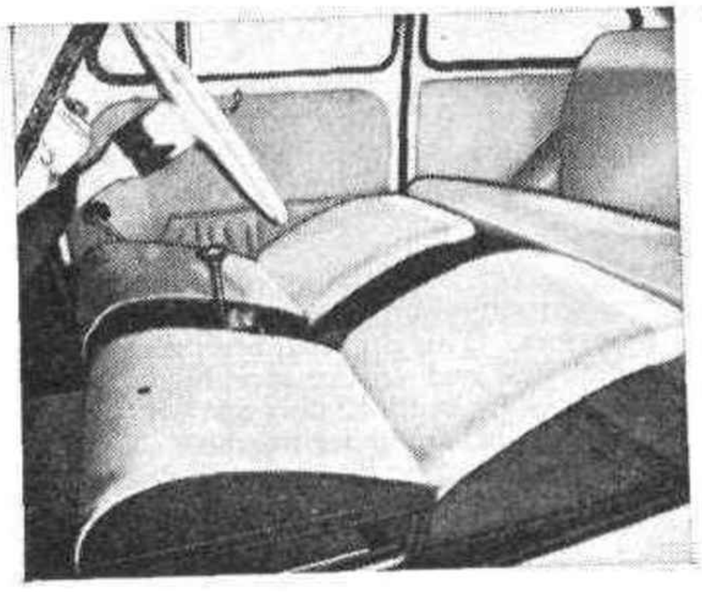
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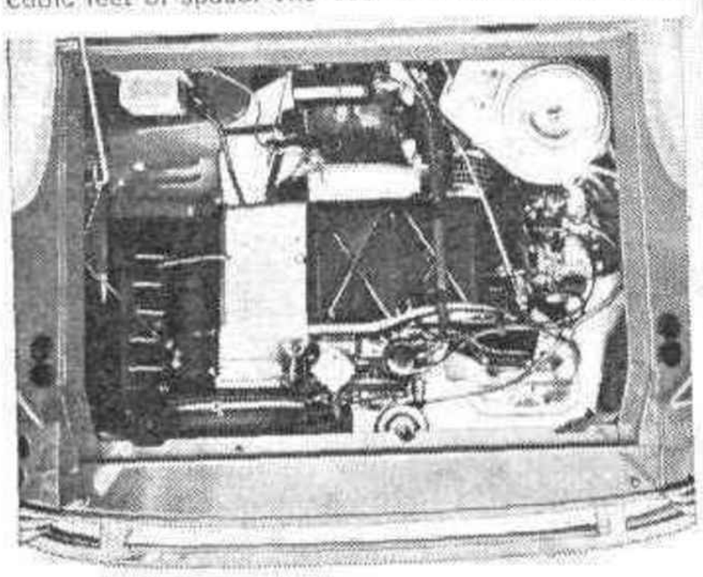


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REFLECTIONS ON THIS AND THAT

IT was my intention to write articles after each major Grand Prix race, reflecting on my thoughts and views which had no direct bearing on the actual race report, but printing schedules and Editorial space allocations made a nonsense of this last month, so that Reflections on the Grand Prix at Spa were omitted. This was a pity, for much of the excitement of the end of the Belgian Grand Prix was explained, so for the record some of the important points are included now, along with Reflections on the French Grand Prix at Rouen-les Essarts and the 24-Hour race at Le Mans as this year the classic long-distance event had a new significance. The following notes on Dan Gurney were written after his disappointment in the Belgian G.P. and before his victory in the French G.P., and you can now add to this his challenge during practice for the British G.P. at Brands Hatch.

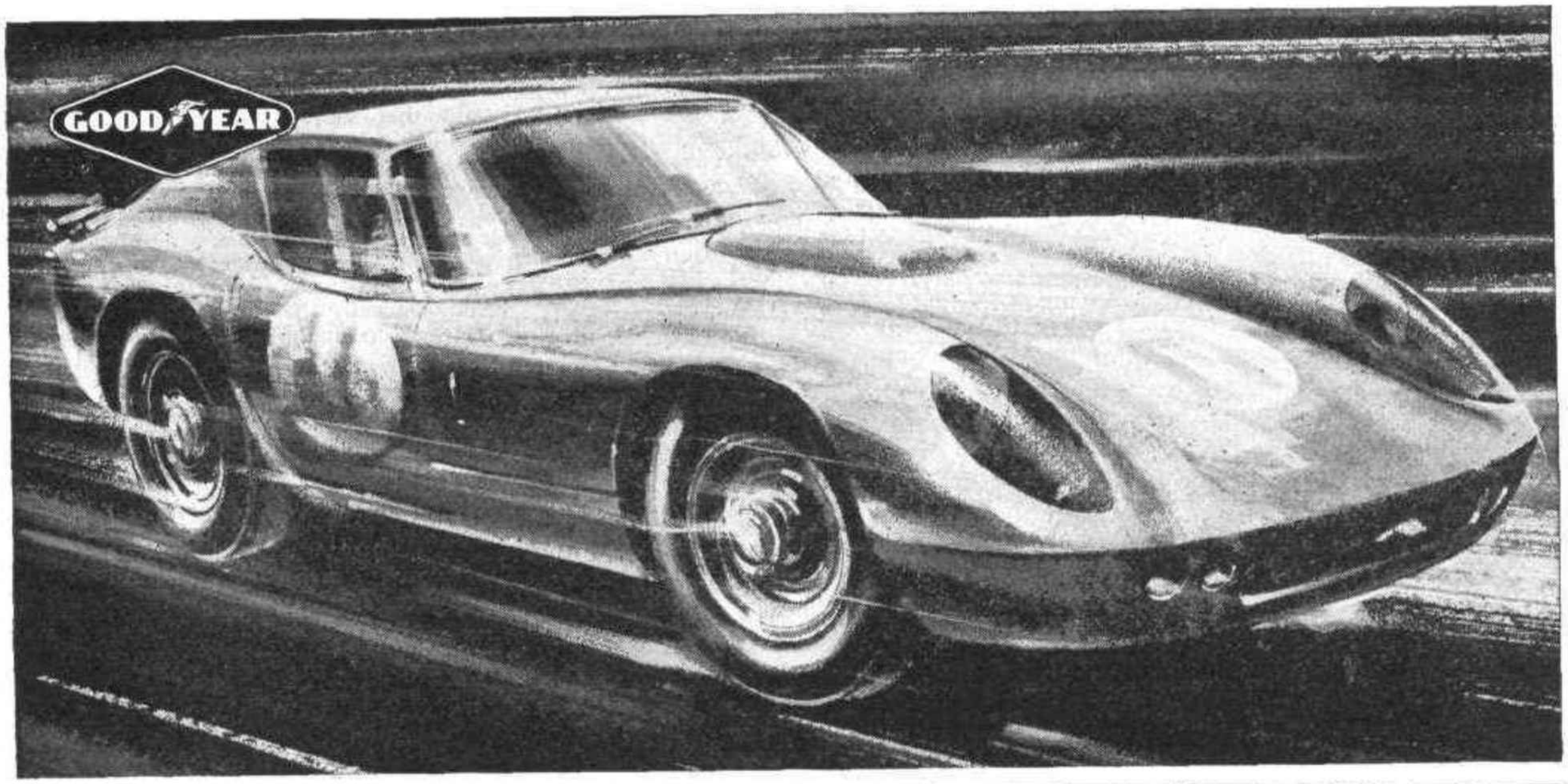
Make no mistake, Dan Gurney has been one of the " greats " of motor racing for a long time and for the past two years he has been in my " four at the top." When his car is right Gurney is a difficult man to beat, but he seldom does the impossible, he does what I expect of a " racer and a charger " for he is not an artist or a natural, he's an honest and very fast racing driver who will race anything, anywhere, anytime. Racing is his livelihood and if he doesn't win he goes hungry, so that he stands alongside the true American professional racing drivers and not among the " sporty boys of the S.C.C.A.," and for this reason he is respected wherever he races, whether it be Grand Prix, sports cars, stock saloon cars or Indianapolis. A convincing Grand Prix victory has been long overdue to him and at the Belgian race it was there, right in the palm of his hand for 29 of the 32 laps, at a speed of over 135 m.p.h., and then it was thrown away by a technical fault. On paper Clark was the winner, but to anyone who was at Francorchamps on June 14th Gurney was the undisputed moral victor. I will not deny that it was a case of " Lucky Jim " but there were a whole lot of " ifs " and " buts " as to why he should or should not have won. When he came in for water after 28 laps his pit had nearly exhausted all their supplies in keeping Arundell's Lotus cool, but fortunately the Cooper pit was next door and they lent Clark's mechanic their water can, as it also had a longer and more convenient spout. After the race they realised that had they not done this, Clark's pit-stop might have taken five seconds longer and that would have allowed McLaren to coast to victory. The Cooper mechanics did not regret this action, for inter-team rivalry is not bitter, though it is keen. However, Clark's arrival at the pits had been at very high speed with true " crash stop " braking, which scattered the hangers-on in front of the pits, and his restart would have done credit to a Mickey Thompson dragster. Had Clark not arrived and departed like this he would have lost those valuable seconds that allowed him to pass McLaren with the finishing flag in sight. Equally, had he not " driven on his car " for the last four laps he would not have caught McLaren, and when he had rejoined the race he had no idea that McLaren was suffering from his battery going flat, and that all the electrics and pumps were dying on the last lap. A true racer goes on racing until he gets the chequered flag, and some of them even go on racing after that. One of these was Ginther, who received the chequered flag by mistake, the official thinking it was Graham Hill, as it should have been, but the B.R.M. number two saw his mechanic giving him the signal that he had one more lap to do, as he went past the pits, so he kept up the pace. He said later that it was very nerve-racking, for had the race really been over he could have found people round some of the corners, on their way home.

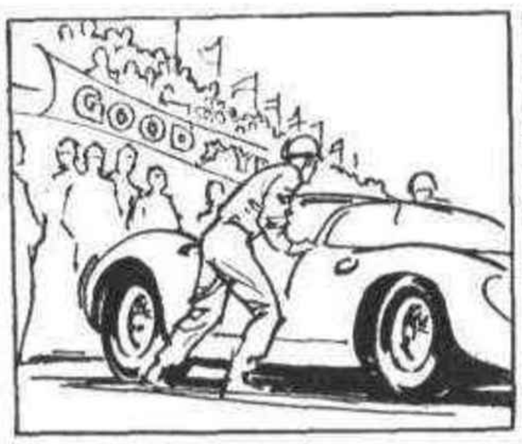
After Gurney's domination of the practice periods it was interesting to contemplate the thoughts of other drivers, but pointless to ask them about it, as some journalists do, for if they are in a bad mood they are not very communicative. Among the top drivers there is an obvious rivalry which is keen but not mean, and if they can all turn in lap times within a fraction of a second of each other then they are all fairly happy, but if one of them is outstanding then the others tend to sidle up to each other and commiserate slightly or try to find out why they are all slow, and perhaps find a reason why the other chap is so much faster. After the first practice, with Gurney nearly five seconds ahead, no one seemed keen to talk to him, but rather it was a case of " What's wrong with your car, mine just will not pull maximum revs," or " My handling is terrible, how is your car? " Meanwhile Gurney must have been wondering what all the other drivers were up to; were they really in trouble, or were they " foxing," and if they were not really trying very hard, why weren't they?; or, if the other cars were giving trouble, how fast would they go when they got them sorted out? And there was always the thought that if they could lap at that speed with all the things wrong that they said were wrong, then they were going to go very fast indeed when things were right. When practice finished, with both Brabhams on the front row of the starting grid, someone asked Jack Brabham how this came about and, with a sly grin, he said : " Must be our monocoque chassis construction and our inboard springs that are paying off on this fast circuit! "

Although on the face of it all the leaders ran out of petrol in the closing stages, it was not as simple as that, and it would be more precise to say that they ran out of fuel systems rather than fuel. On Hill's B.R.M. the fuel system worked perfectly at Monaco, but the same layout let him down in Belgium. On the B.R.M. there are two side tanks, which are the main supply, and under the driver's legs is an additional tank which feeds into the main ones by way of an electric pump. If there is any doubt about the fuel capacity being enough for a race then there is another smaller tank above the driver's legs, which feeds into the one below his legs. The drill is that after some fuel has been used from the main side tanks, Hill is given a pit signal which says " F-on," at which he switches on the pump to transfer some of the fuel from the tank under his legs into the main tanks, gravity then taking fuel from the top tank down into the lower one. This is done as soon as is reasonable in order to carry the weight low as much as possible, and when the B.R.M. pit calculate that sufficient fuel has been pumped into the main tanks they give Hill a signal which reads " F-off," which he does. This drill had been gone through at Francorchamps and at the end of the race he was fondly imagining that the contents of his overload tank had been pumped into the main tank, so that he had ample for the race. The pump had been " ticking " but not working and when his engine cut out after Stavelot the pump would still tick but not pump, so his main tanks were dry, but there was plenty in the overload tank.

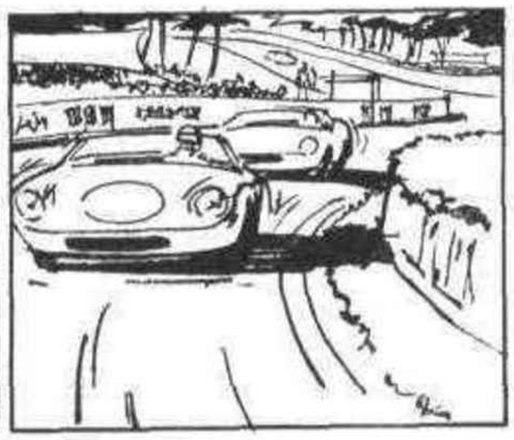
On the Brabham the system is different, but nearly as complicated, for with the modern small racing car it is rather like an aircraft and you have to pack equipment into all available space. In years gone by you could mount a 50-gallon fuel tank on the back of the chassis and make it form the tail and, with road-holding being pretty poor anyway, this great load at one end did not matter, or at least no one really knew any better. Today, the distribution of the thirty or so gallons that are carried is very important and the placing can seriously affect the road-holding. When everything is fitted tightly around the driver the mounting of an extra object often presents a problem, and one such is the large high-pressure pump for the Lucas fuel-injection system. This black cylindrical object is often referred to as " the bomb " and its mounting is critical for it must not get too hot. On the Brabham it is mounted on the left-hand side of the gearbox, out at the back of the car, and is shrouded by aluminium deflectors to keep the heat of the gearbox away. While this is a convenient place for the pump it does mean that the fuel is doing a lot of travelling up and down the car before it gets to the injector nozzles. On a twisty circuit continual accelerating and braking will help the petrol to to-and-fro in the pipes, but on a flat-out circuit it gets no encouragement from these forces and has to rely solely on the pump. If temperature conditions or quantity of fuel should approach critical conditions it is quite likely that the system would fail and the problem is to test it under these conditions. A fuel system that will pump the last drop of petrol out of the tanks when the car is stationary might well leave a few gallons untouched when subjected to the centrifugal force of a 150-m.p.h. corner, or the lack of any braking forces to swill it about. An added factor in Gurney's case was that his Climax engine was running a bit rich, so it was using more fuel than Brabham's car. With a smaller total fuel load on board at the start, Brabham's own car's fuel system worked perfectly, whereas Gurney's let him down. Complicated things, these modern racing cars.

At Le Mans the great interest was the fact that, for the first time for many years, there was some serious opposition to Ferrari on sheer performance, this coming from the rear-engined Ford V8 coupés developed from the Lola GT that competed last year. While many people are " brain-washed " into calling them Ford GT cars, I prefer to give credit where it is due and retain the name Lola-Ford V8, for at the moment they are still the brain-child of Eric Broadley. They are built in Slough, near London, by a team of mechanics, the majority of whom are English and come from the disbanded Lola team and Aston Martin

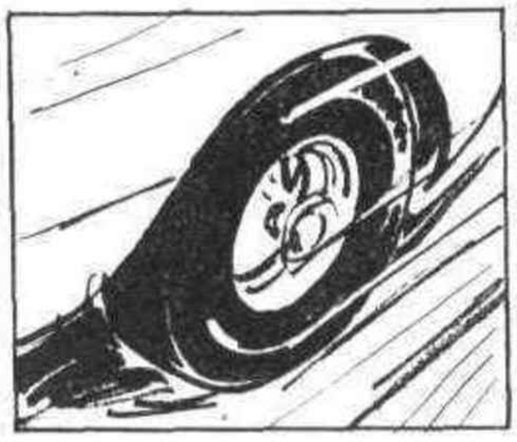




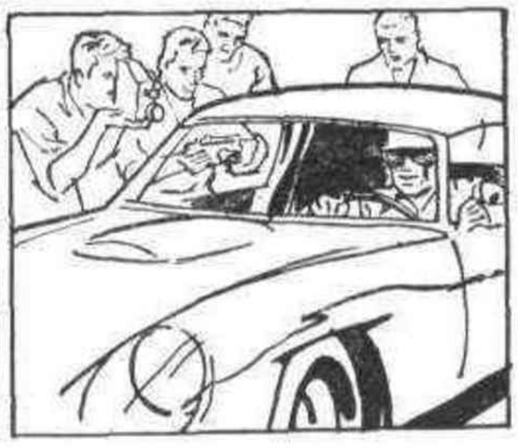
The flag is down and drivers race to get out on the track.



"Corner torture" that proves Goodyear safety and endurance.



Hour after hour Goodyear tyres stand up to the terrific pace.



G.T. victory on Goodyear—top performer in racing and family driving.

GOODYEAR SUCCESS AT LE MANS!

Goodyear Tyres were fitted to the A.C. Cobra Ford driven by D. Gurney and R. Bondurant that won the Grand Touring Class.

The winner of the Grand Touring Class in the world's most famous motor race drove to victory on Goodyear tyres. Twenty-four hours of fierce acceleration, cornering, braking and sustained high speeds over the gruelling Le Mans circuit. Only the most rugged and reliable tyres could survive this cruel punishment.

This great achievement follows early after the Goodyear entry into the testing world of motor racing. Proof of the performance, safety and endurance Goodyear builds into tyres for racing, rallying and family motoring. Proof of the performance and value you get when you buy Goodyear tyres.

GOODYEAR

team, and John Wyer of Aston Martin fame is in charge. The materials for the major part of the chassis undoubtedly come from England, the tyres and brakes are British, and the fibreglass bodies are made in London by a firm having no connections with Detroit. As is too well known, the gearbox/axle unit is made in Italy, opposite the Ferrari factory at Maranello, and the only truly American part of the car is the vee-eight Ford engine, and this uses Italian Weber carburetters. With such a cosmopolitan collection of pieces it is impossible to attribute it to any one country, so I prefer to give credit to the original conception, which we saw at the B.R.S.C.C. Racing Car Show in January 1963, and that was the Lola GT. I am not decrying the car, far from it, for it was my dream vehicle when I first saw it and it still is a superb creation, and thanks to the Ford Motor Company's money and power we are able to see a team of three of them really making the Ferraris sweat, and they sound terrific while they are doing it, but I must say that so far the outcome has been redolent of Wyer's old team, the David Brown Aston Martin.

During practice at Le Mans these Lola-Fords were very fast down the Mulsanne straight but still had a disconcerting tendency to lift their front wheels at speed. The air that passes through the front-mounted radiator is exuded through openings in the top of the sloping nose and it is more than likely that this creates quite an appreciable " lift " on the smooth flat surface in front of the windscreen. Add to this a build-up of air under the nose of the car and it is easy to see why the front wheels get a bit light. It was this sort of thinking that Richie Ginther was doing as he tried to keep control of his car at 190 m.p.h., and after a lot of opposition had been overcome he persuaded those in charge to arrange " spoilers " in front of the front wheels to deflect some of the air away from the underside of the car. Although the fundamental fault of " lift " on the top-side was still there, at least it was not being added to by pressure build-up under the car. He was only able to try the car in the last practice session but he convinced himself that the car would steer " hands off " at 190 m.p.h. with ease, and for the race the other two cars were fitted with these deflectors. Much pre-race publicity was given to these Lola-Fords being capable of 200 m.p.h., though there were many sceptics, but in the opening laps of the race Ginther saw 7,200 r.p.m. on the tachometer, and, at 28.9 m.p.h. per 1,000 r.p.m., that represents 209 m.p.h., forgetting tyre growth, errors of instrument reading, inaccuracy of instruments and so on. Now, at the time, speeds were being recorded by a radar beam on the Mulsanne straight and these were being recorded on a strip-type k.p.h. scale superimposed on a television screen filming the passage of the cars. On the third lap the three leading Ferraris were running in line-ahead formation in the order, Rodriguez, Surtees and Graham Hill, with about 100 yards between each car, and in fourth place was Ginther in the Lola-Ford. The Ferraris were travelling at 185-190 m.p.h. and collectively creating quite a draught behind them. At this moment Ginther decided to see if he could pass them by using this slip-stream to gain speed. He went past Graham Hill with ease, nipped in behind Surtees, out again, in behind Rodriguez and out again and into the lead at a speed that he felt was " getting into the unknown." He felt that the car was distinctly in a situation he had not experienced before and a quick look at the tachometer showed 7,200 r.p.m. in top, and another quick look in the mirror showed Rodriguez " so far behind that it was ridiculous." While all this was happening those of us watching the radar speed indicator on the screen saw the needle flick up to 307 k.p.h., then 308 k.p.h., followed by 310 k.p.h., and suddenly it gave a jump and indicated a fleeting 340 k.p.h. " Absurd," we all cried, and even the organisers refused to believe it (340 k.p.h. is 211 m.p.h.). This spot reading by radar can be as much as 10% in error, but even allowing for that, the jump that the indicator made was obviously Ginther leap-frogging the three Ferraris, and, no matter how pessimistic you care to be, it is pretty obvious that by reason of the slip-streaming Ginther's car had passed 200 m.p.h. On its own it was about the equal of the Ferraris at 185 m.p.h., give or take a little.

On the subject of the nationality or naming of cars, the Shelby A.C. Cobra-Ford V8 coupés are nearly wholly American, the twin-tube frame coming from Thames Ditton but the converting into GT coupés is essentially a Shelby project and they even run on American wheels and Goodyear tyres. It will not be long before the Shelby team build their own chassis, and then the cars can be considered 100% American, and with a large number of American mechanics in the team and an American chief mechanic and development man, they can truly be said to represent the United States of America in GT racing.

At Spa the Brabhams turned out with very sketchy bodywork over the engine, consisting merely of two small panels, one over each cylinder bank, leaving the intake pipes and throttle slides out in the open air. This was in the interests of preventing vaporising, but it meant that more of the mechanism was exposed than was covered, for the rear-mounted gearboxes have always been exposed. At Rouen Coopers followed Brabham's lead and Lotus cut their engine hatches to the minimum, so that only B.R.M. were " decently clothed," for Ferrari gearboxes have been exposed since the " Surtees influence." This reduction of bodywork is all very well in the interests of cooling but it is reaching the state when some sort of ruling is likely to be thought up by the F.I.A. Aerodynamically there is little loss from a " naked " rear end, so constructors might just as well leave off all the bodywork aft of the cockpit, but somehow this would give an unfinished appearance to the cars rather than one of technical advancement, and I would like to see constructors evolving bodywork that covers all the mechanism efficiently and with a purpose; B.R.M. have shown that it can be done and their 1964 stressed-skin car is one of the sleekest yet seen. At Brands Hatch Coopers turned farce into absurdity by fitting a nicely made gauze cover over the intake trumpets, which was held by Dzuz-fasteners to a frame tube behind the driver and to the rear of the chassis. This was brought about after Clark's Coventry-Climax engine had collected a small piece of gravel down one of the intakes at Rouen. The Cooper bodywork at the rear of the car was about as effective in covering the mechanism as a bikini is of covering the female body. While bikinis cannot be left off completely by reasons of law and decorum, some of the sketchy bodywork on today's G.P. cars might just as well be left off completely. Also at the British G.P. the B.R.M. team joined the undressed brigade for Graham Hill's car had abbreviated engine hatch sides, exposing the injection intake trumpets.

This year the Grand Prix of the A.C.F. was celebrating the fiftieth anniversary of something or other, and the Rouen meeting was a veritable British-type fiesta of motoring, with two supporting Formula Three races and a Vintage and Historic Racing Car event, so that the French Grand Prix was just another race in a full programme of events. Now I like fiestas at any time and I like motor racing, and a British Bank Holiday seems the appropriate time to have such a meeting and not the occasion of the classic of all Grand Prix events. The Belgian G.P. seems to be able to stand on its own feet, and I would have thought that the French Grand Prix could have done the same. People have often asked why there is never a Grand Prix race on the Le Mans circuit, but because there isn't and the circuit of the Sarthe is retained solely for the 24-hour race is why that event has become a classic in its own right. For the same reason the Targa Florio stands out as a classic, as does Indianapolis, for they are not used every weekend or over-used. There are plans afoot to construct a short circuit at Le Mans, using the pit area, the Esses and Tertre-Rouge corner, and some new roads, for use as a test-track

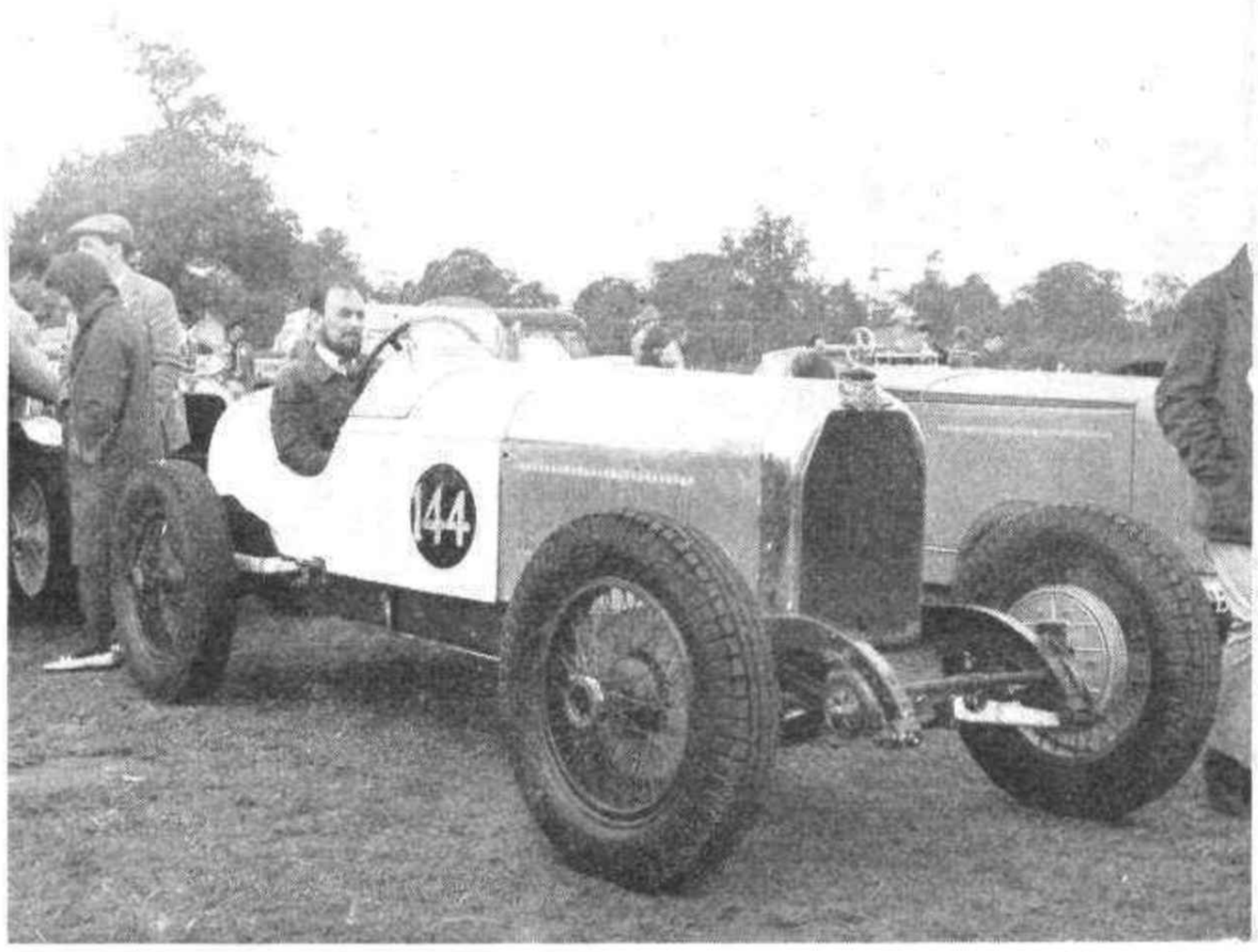
Continued on page 670



Douglas Hull (left of picture) instructs World Champion Jimmy Clark on how to drive a real motor-car? He drove Lindsay's E.R.A. Remus faster than its owner, who is seen here in the car, wondering when Hull is going to make some mention of rev.-limits.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



NEWCOMER TO V.S.C.C. RACING was this 19/100 Austro-Daimler built up from a collection of parts by R. W. Hill.

THE V.S.C.C. OULTON PARK RACE MEETING
(June 20th)

The E.R.A.s vanquished by Cooper-Bristol

THE Paddock at Oulton Park filled with the usual delightfully divergent and diverting machinery as another V.S.C.C. Race Meeting became due. The big question was whether the pre-war E.R.A.s could maintain supremacy as Historic Racing Cars in the Seaman Memorial Trophies Race against Connaught, Cooper-Bristol and H.W.M. opposition.

On the Saturday morning it seemed as if they might, because trouble was rife amongst the newer cars. The head was off Margulies' Connaught, a drive-shaft was proving troublesome on Michelsen's 1951 H.W.M., the R.R.A. with new, unpainted body, refused all efforts to make it start and the Cooper-Bristol of Brown and Connaught of Horton were absentees. On the other hand, Lindsay's E.R.A. "Remus" had swallowed some piston rings, bits being found in the sump, nor was Schellenberg's Barnato-Hassan ready.

In the race Wilks' smart blue 1952 Cooper-Bristol provided a firm answer, leading from start to finish, although chased by a very determined Waller in E.R.A. R7B, the gap between them by lap 9 was so wide, that Wilks, driving superbly, eased up towards the end of the 20 laps. Brown's E.R.A. R8B held third place from lap 4 onwards, after Margulies' Connaught had expired with horrid noises, but came to the pits on lap 16. Syd Day's E.R.A. R6B was in trouble on the opening lap and retired on lap 3.

Gahagan's 2-litre E.R.A. held 4th place until overtaken by Spence's 3½-litre Alvis-engined Frazer Nash on lap 4, but Spence drove into a Britax sign at Old Hall Corner on this lap, allowing Gahagan 3rd place behind Wilks and Waller. Kergon, in the E.R.A. "Hanuman," had been close up on Salvage's Connaught with Brewer's "new" E.R.A. R4A ahead of them until it retired on lap 9 and when Salvage spun at Knicker Brook after water from an open filler cap had fluffed his engine, Kergon finished 4th, although both he and Gahagan were a lap behind. Wilks averaged 79.6 m.p.h., with a best-lap of 81.47 m.p.h. and a new era of Historic Car Racing has been ushered in . . . although Bill Muss' old E.R.A. lap record just survives.

The other, 12-lap, Seaman Trophies Race for Vintage Racing Cars included a number of cars not built originally for racing and a sadly depleted field, further reduced because Arnold-Forster's Delage II was running roughly, so he felt it wise to go gently, with several visits to the pits. The race did not lack drama, however, for St. John's beautiful Type 35B Bugatti came to its pit on lap 3 when already comfortably in the lead from the 4½-litre Bentleys of Morley and Williamson, losing some 40 sec. to have its exhaust pipe refitted.

As the Delage was also in, the thing became a death-defying duel between the Bentleys, with Williamson finally gaining mastery on lap 8 after a spirited ding-dong. Footit's astonishing A.C./G.N. held third place, ahead of the Bugatti, followed by Morin Scott's now bonnetless Invicta. A highlight of this race was the initial fine showing of Hill's 1926 19/100 Austro-Daimler, which held 5th place until it lost power. Built up from three chests of parts and once owned by Peter Garnier's father, it has the finned-sump 3-litre o.h.c. engine with twin Zeniths, a 40-gallon fuel tank, and a very nice fabric 2-seater racing body with aluminium bonnet. The brakes have been converted to rod-operation. Kitchener's T.T. f.w.d. Alvis, now white, got away badly and gear-selection problems caused him to wander about the course in an alarming fashion later in the race. Williamson won at 73.76 m.p.h., lapping at 75.07 m.p.h. Alas, Schellenberg non-started in Sowden's 8-litre Bentley, although it was in the Paddock, "remote-control" front shock-absorbers neatly faired in. After the finish Delage II was seen with its body removed, showing the French-bred intimate details of its sturdy chassis.

This year the *Concours* parade of clean and presentables took place before the racing and included a rare and neat 1929 12-h.p. Armstrong Siddeley tourer, a 1924 7.5 Citroën drophead, two Stars, and Sutcliffe's 1922 12/40 Alvis tourer. The *Concours d'Elegance* was won by Thorpe's 1935 Riley; the *Concours d'Etat* by Terry's 1938 Rolls-Royce. Then, following impassioned appeals for a blow-lamp and a request that oil wasn't deposited on the grass, which it kills (a MOTOR SPORT gardening hint!), the racing commenced.

Burke won the G.N./Frazer Nash Handicap for chain-driven cars in the ex-Gibson, Connaught-Lea-Francis engined Frazer Nash Vitesse, no one else being in sight as he crossed the line. Eventually Bromley-Johnson in his Bentley-propelled Nash finished 2nd, Barton's "proper" T.T. Replica third. We gather that there is no truth in the rumour that Bentley Motors (1931) Ltd. will now adopt chain transmission for the S3. It was nice to see two G.N.-J.A.P. vee-twins in noisy action. Warden appeared to be holding a dog on the leash or lever; Holland's G.N./A.C. boiled.

The next 5-lap handicap, for vintage and p.v.t. cars, produced another runaway win, for McQuire in the first production Riley Imp, with 9 to 1 c.r. The battle for second place was resolved when Hicks' 1934 Aston Martin just got the better of Cairnes' Speed 20 Alvis, which had a Speed 25 engine to assist it. Interesting runners included Smith's 1934 Squire, Barry Clarke's twin-S.U. Austin 7 Cup Model, Abraham's noisy Singer Junior Special and Terry's stripped March-bodied Lancia Augusta.

The fourth race, another 5-lap handicap for vintage and p.v.t. cars, saw Barr's 1932/7 4.3-litre Alvis Special take the lead on lap 2 and win very easily from Abson's racing-bodied Lagonda Rapier, Cairnes' big Alvis third—the handicapping was not a notable aspect of this Oulton Meeting. Balmer's Speed Model Bentley looked like an outsize Corgi model. Outstanding was Hamish Moffat's very beautiful 1923 Crossley-Bugatti with boat-type or

Sump filled with BP Longlife

1 mile 2 miles 3 miles

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9,995 9,996 9,997 9,998 9,999 10,000 miles.

Time to refill.

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skiff body partially decked in polished planking. It did not wear a Maltese-Cross radiator badge, which got us talking about badges generally, and wondering whether the long-chassis 3-litre Bentleys wore blue badges to indicate that they were less warm than the hot red-label Speed Models? The next, similar, handicap saw Brydson's 3.6-litre Alvis Special take the lead, lose it to Abson's Rapier, but recover, to win in the end. Quartermaine did some not too serious mowing in his E/OE 30/98 Vauxhall.

The All-Comers' 5-lapper, all from scratch, was another opportunity for Wilks' Cooper-Bristol to run away from the field, faster in this short race, at 80.08 m.p.h., but lapping a shade slower, at 81.21 m.p.h. The Hon. Patrick Lindsay borrowed Waller's E.R.A. and joyfully caught and passed Cottam's E.R.A. on lap 3, to finish 2nd. Burton's 5.6-litre de Dion Bentley was 4th, so is not yet an E.R.A.-eater! The R.R.A. was now going well to come in 5th, ahead of Williamson's Bentley.

Three 5-lap handicaps concluded a rather chilly day's racing. Sutton's 1934 ex-Harrison/Grice Team Ulster Imp led from lap 2 to win the first from Cairnes' ugly but successful 2.7-litre Alvis and McEwen's 1932 Riley Gamecock. During the next race three of Blight's splendid Talbot 105s occupied the first three places on lap 1, but the faster cars came through, the fastest Talbot troubled by a trace of brake fade, Cottam's E.R.A. taking the lead on lap 4, to win—again easily—from Morris in Talbot BGH3, with Bateson's Alta right on its tail. Hutchings' Bugatti, a good imitation of a Type 59 except for its wheels, but actually a Type 55 chassis with Marshall cabin-blown Type 57 engine, went well, but Gahagan's E.R.A. broke an oil-pipe on the starting grid.

The last race was another victory for Barr's p.v.t. Alvis, from Brydson's Alvis and Masters' M.G., the V.S.C.C. apparently not believing in re-handicaps!

The absence of many of the faster cars, and of Barker's 1908 11½-litre Napier which by now we hope to have seen at Silverstone (it was at the July "Phoenix" evening), robbed this meeting of some of the customary V.S.C.C. fire, while the anticipated vintage motorcycle race was squashed by order of the A.C.U.—W. B.

Results :

The winners were :

Seaman Memorial Trophy Race : W. E. Wilks (Cooper-Bristol)	79.66	m.p.h.
Seaman Memorial Vintage Trophy Race : J. T. Williamson (Bentley)	73.76	,,
All-Comers Scratch Race : W. E. Wilks (Cooper-Bristol)	80.08	,,
G.N./Frazer Nash Handicap : T. R. W. Burke (Frazer Nash-Lea-Francis)	68.77	,,
Vintage P.V.T. and Historic Racing Cars Handicap : A. S. Cottam (E.R.A.)	77.27	,,
First Vintage & P.V.T. Handicap : M. S. McQuire (Riley Imp)	60.73	,,
Second Vintage & P.V.T. Handicap : H. F. Barr (Alvis Special)	70.07	,,
Third Vintage & P.V.T. Handicap : M. Brydson (Alvis Special)	68.29	,,
Fourth Vintage & P.V.T. Handicap : J. R. Sutton (Riley Ulster Imp)	59.62	,,
Fifth Vintage & P.V.T. Handicap : H. F. Barr (Alvis Special)	69.20	,,

Oulton Oozings

Course patrolling duties were shared by an XK120 and a vintage Bentley. The Motoring Dog, told to stay at home, was awfully cross when she heard of dogs loose in the Oulton enclosures!

* * *

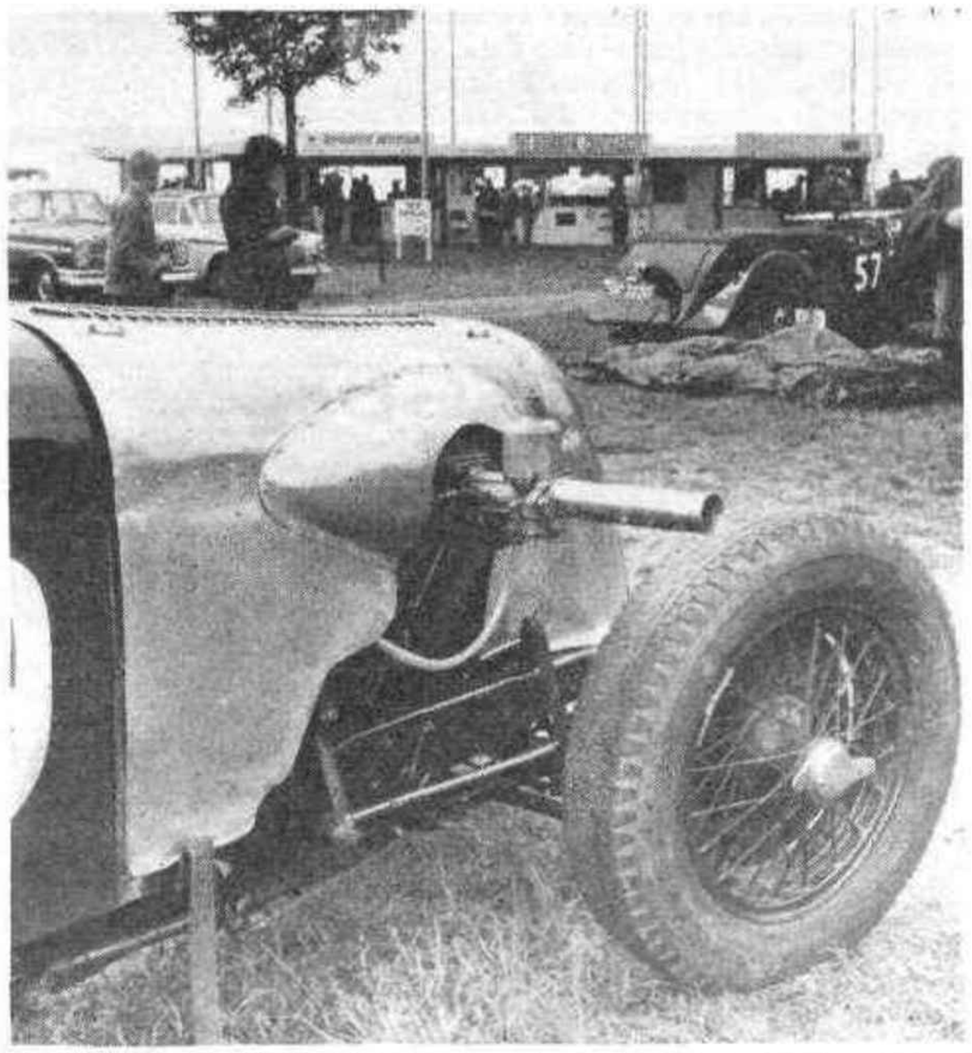
A 1938 SS100 in one race was described by the commentator as "very, very nice"—perhaps he liked its non-standard Connaught disc wheels?

* * *

Tucker's 1925 Bentley was once a long-chassis coupé but is now a shortened open car, with A-series gearbox, Masters drove an ex-Lund blown PB M.G., Simsey's Alvis is another Speed 25-powered car, in this case a non-i.f.s. Silver Eagle, while Stephen's 4.3-litre Alvis seemed to be continually beheaded, exposing its cluster valve springs.

* * *

Sam Clutton drove determinedly in his Type 43 Bugatti and the 1908 Itala, seeming to get hemmed in at times by slower cars. He was supported Edwardian-wise by Neve's 1914 Humber—but where is "Mephistopheles"? Crowley-Millings' 1924 Targa Florio Alfa Romeo, the Norris-Special, Edwards reaching out for the handbrake lever of Coram's 1925 Aston Martin, and Zeurer's Type 22 Bugatti added vintage flavour. Vessey circulated in a fully-equipped Lancia Lambda, Balmer's Bentley has dispensed with cross-shaft gears, and Tony Brooke's Vauxhall-Villiers, and his Lago Talbot non-started. Several "vintage wives" were racing.



Scientific approach to historic car racing—the imposing ram-pipe on the S.U. carburetter intake of A. McCall's 1935 supercharged Lagonda Rapier, seen in the paddock at Oulton Park.

A BEAN C.C. RALLY (June 28th)

There are now so many rallies for old cars that to report all of them is both impossible and unnecessary. But that held by the Bean Car Club at the Royal Merchant Navy School on June 28th was unusual, in as much as four of the boys judged the condition of the cars, while their owners bought cups of tea in the Tuck Shop. A fine array of vintagery turned out on the spacious lawns, including two early Morris-Oxford 2-seaters (looking like Cowleys to the uninitiated), a Rudge-Multi motorcycle with variable belt-drive and Senspray carburetter which its owner rode, for some reason, standing on the saddle, a Morris light truck carrying an elementary display of components and led round the arena like a horse by its proud owner, Alloway's rare Swift 14 with its generous-sized sump, a model-T Ford all-weather with proprietary radiator and 4.75 × 21 tyres on its detachable rims, a 1912 model-T pick-up full of air cadets and Capt. Hullinger's 1935 20/25 Rolls-Royce with three horns, from bulb to a very splendid under-bonnet trumpet affair blown through tapered flexible tubing. Then there was a magneto-ignition Austin 7 Chummy, a very clean 7/17 Jowett 2-seater, several Austin 12/4s, more Rolls-Royces with Boddy's borrowed P2 towering over the rest, a straight-eight Railton with h.t. leads arranged like the wiring in an early radio, a Morris 10/4 and a Morris Minor suitable for O.C.C. membership, a 12/50 Alvis in need of paint, a Hampton, a Hillman 14, and one modern, in the guise of a Triumph Spitfire. Also the inevitable fire-appliances, in the form of a 3-litre Dennis from London and an o.h.c. Leyland fire-tender doing 5 m.p.g. But, remarkably, not a single Bean, even the Bean O.C. lorry being a post-war Commer.

From all these the boys chose the winners, the prizes were presented by the Headmaster's wife, and everyone paraded round the ring before dispersing. The winning Rover was a sports model with headlamps mounted on its radiator and a spare wheel stowage cribbed from that of a duck's-back Alvis 12/50.

Results :

1st : Jones' 1926 Rover 9/20 sports.
2nd : Hodges' 1931 Austin 7 W.D. model.
3rd : Tapley's 1929 Austin 12/4 tourer.

Vintage cars on T.V.—It is a fairly common occurrence for vintage cars to figure in television programmes but it was clever of producer Jack Gold to have obtained authentic Morris-Cowley and Angus-Sanderson tourers for the first episode of "Call the Gun Expert," dealing with the murder of P.C. Gutteridge in 1927 shown on B.B.C.-1 on July 2nd.



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SLIP TIP 1

PLAY IT SMOOTH!

Add MOLYSLIP Anti-friction to your oil—it helps keep your engine in tip-top tune however far and fast you travel. Improved acceleration. Better mpg. Smoother, sweeter running all round. Molyslip for engines costs 15/-, lasts 5,000 miles. Molyslip 'G' for transmissions costs 15/-, lasts 10,000 miles.



SLIP TIP 2

PLAY IT COOL!

Avoid overheating troubles—treat your cooling system with SLIP ALL-5—the complete 5-in-1 radiator treatment. Seals leaks. Stops rust. Keeps water flowing smoothly right through the system. Colour-change signals danger if corrosion threatens. One-treatment tin, 8/6.



SLIP TIP 3

DAZZLE THE NATIVES!

Before you go—clean and polish your car with NEW SLIPWAX liquid car polish. SLIPWAX *is a completely* new liquid car polish. Removes traffic film, polishes and protects quickly and easily—gives your car a deep, durable better-than-new shine! Slightly more expensive to buy—very much cheaper to use. One application lasts up to a year. Big 16 oz. tin, 18/6.



SLIP TIP 4

DAZZLE YOURSELF!

Fantastic! Amazing! Incredible . . . that's what *you'll* say about CLEAN-SLIP upholstery cleaner. Brush Cleanslip on seats (plastic or leather ... roof-lining, door trims, too). Leave 5 minutes. Wipe off. Suddenly—your car interior looks fresh. Clean. Inviting. Like the day you bought it. *New big 10 oz. flask—25% more* Cleanslip—still only 5/6!

FROM YOUR GARAGE, ACCESSORY SHOP OR BRANCH OF HALFORDS

MANUFACTURED BY
SLIP PRODUCTS LTD. ST. ALBANS, HERTS

555

VINTAGE POSTBAG

Brush or Spray?

Sir,

So the Editor wondered whether the Banfield Chevrolet at the H.C.V.C. Brighton run was brush or spray painted. I wish to assure him that it was coachpainted—spraying was virtually unknown 35 years ago and therefore when restoring the LQ we naturally hand-finished it and this was carried out by a person who has had many years' experience of first-class brush painting.

You may be interested to know that the Chevrolet has a 14-seat canvas-topped Bush & Twiddy body and was discovered in a derelict state in Norfolk three years ago. In the meanwhile, searches were made for authentic replacements for the many missing parts which were not obtainable and finally, last year, restoration was commenced in our own workshops—complete from the chassis to the bodywork. The Chevrolet is now finished in the livery of Charles W. Banfield Ltd. and is a replica of the second coach my father commenced his coach business with. The first vehicle was a Garford "char-a-banc" and we have now acquired a similar chassis of this make and type to enable us to recreate the historic first vehicle of the new Banfield fleet when research and time will permit.

London, S.E.5. MICHAEL J. BANFIELD,
Deputy Chairman, H.C.V.C.

[My apologies for not finding Mr. Banfield and checking with him on the day—which he can blame on the excellence of the National Benzole hospitality!—ED.]

* * *

Memories of the Xtracar

Sir,

I read with great interest a recent letter concerning the Extracar. This is the first time that I have seen this make of vehicle mentioned in print since I owned one as my very first car in or about 1922, as a very young motorist of 17. I would not swear to this, but I think that the name was in fact spelt Xtracar, and the manufacturers were the Xtracar Company Ltd., of Chertsey, Surrey.

I have very clear, but not entirely favourable, memories of this rather unique vehicle, which was fairly typical of the 3-wheel cyclecars of that era that preceded that much more successful Morgan. It was a long, narrow, single-seater affair, in my case with a bright yellow torpedo-shaped body of flimsy construction in wood and aluminium, having two wheels at the front with direct steering, but unlike the Morgan, a Villiers 3¾-h.p. rating two-stroke engine and transmission unit integral with the single rear wheel. This lived underneath a hinged flap with rubber covering on which one could pile suitcases and other "cargo" secured by straps, and exposed to the full fury of the elements. There was a small windscreen, an elementary hood which was difficult to get up when carrying luggage, and, I think, a vestigial seat-space in tandem behind the driver, the dimensions of which I find it hard to remember.

Youthful passengers could, and frequently did, sit astride the rubber-covered flap; but there was just one thing the makers seemed to have overlooked, which was that when this was closed, the air-cooled engine had almost no ventilation except from below. This was a distinct disadvantage, and after at most ten miles, driving at the maximum cruising speed of about 35 m.p.h., the power unit would quietly subside, and was found to be red-hot right up to the terminal of the K.L.G. plug! After a suitable respite at the side of the road, one could if lucky restart the motor by pulling upwards a kind of lavatory chain which was located on the floor by the driver's feet. In general, a close relation of the present-day motor lawn-mower; but rather less reliable! However, the car made a splendid noise when it did start, and I well remember the interested audience from Directors downwards that use to turn out to watch, applaud and frequently push when I set out on my return home from work.

In other respects, the car had a pedal brake (on the rear wheel only) and was driven by the usual hand-throttle and ignition-advance levers on the steering wheel, as was current motorcycle practice in those days. There was no clutch, but a rather ingenious form of 2-speed transmission employing friction drums and final drive to the rear wheel by belt. At the driver's right hand was a lever located by a ratchet-release system, which when in the middle position disengaged pressure from the friction drums, giving neutral. I do not remember the exact mechanical layout, but on pushing the lever forward one engaged low gear, the forward pressure determining the amount of slip, and hence giving a clutch effect. In wet weather, or with grease on the friction drums, this involved no mean effort; and the procedure when there was insufficient drive was to dress the drums with road-dust, or like material! They had special coverings, which could (fortunately) be quickly and cheaply renewed, as the whole drum assembly lifted out without difficulty.

Having achieved motion, the lever was then pulled backwards to engage the cruising gear; and the car ran very nicely until such time as engine temperature caught up with it. I fitted air-scoops through the sides of the engine compartment, but this made very little difference, as the design had no provision for a really adequate through draught, and there was of course no fan. However, the large two-stroke and very light body gave it an excellent power-to-weight ratio, and with its rather low gearing the car would climb almost anything. There was of course no reverse gear; one merely pushed it, or picked it up and turned it round! The car was in fact so light that a favourite student's exercise when I was at college was to perch it on top of the gate pillars; then I had to organise a squad to lift it down again before commencing the starting-home ceremony.

To round off the picture, the car originally had no electrical system; there was an imposing bulb-horn reminiscent of a pre-war French taxi, and acetylene lighting. Later I installed a simple form of electrical lighting from dry batteries for the rear and wing lights. There was also no spare wheel—a rear-wheel puncture was a major calamity (as with some modern motorcycles and scooters—we seem to learn very slowly!), although, to be fair, punctures were quite rare. This was no sporting vehicle, and with about half the car as unsprung weight on the rear wheel, provided splendid training in skid control. In the wet one could not take a roundabout at much above 15 without doing it sideways. It was also too long in relation to the front wheelbase, and quite easily turned over; fortunately the speeds were not such as to make this quite the dangerous experience that it may sound, and in those days we dressed for the part. Heater? It needed a refrigerator!

My main recollections are of having a lot of fun with the car, if more nearly in the motorcycle than the G.T. category! The engine and the transmission really gave very little trouble, and the petrol consumption was somewhere round 100 to the gallon. However, the unprotected belt final drive was as usual the Achilles heel, and my clearest memory is doing something about this, nearly always at dead of night, in evening dress (I played in a dance band in those days) and in pouring rain. The change in about 1925 to a beautiful little Gordon-England Austin Seven was made without regret, although even this was largely held together with tin-tacks; and after less than two years the body disintegrated, leaving a virtually perfect chassis as a basis for an early English "special."

Wolverhampton. E. L. GARDINER.

* * *

Is it a "Grasshopper"?

Sir,

Having recently acquired the remains of what appears to be one of the Austin "Grasshoppers," and so far having been unsuccessful in my search for information concerning the early life of the car, I would appreciate it if any reader or previous owner could help me.

The Irish registration number UI 3345 is obviously not the original one. The bodywork is all aluminium including the bonnet which boasts the usual "Grasshopper" leather straps, and *two* air-scoops. The car is fitted with L.M.B. independent front suspension, and unfortunately the standard engine and gearbox.

Any information that anyone can give will be most kindly received.

Yorkshire. PETER C. HORNBY.

[The original Austin Grasshoppers had rigid front axles.—ED.]

* * *

Small Engines, Low Gears

Sir,

I was most surprised to see certain comments by one W. B. in an article entitled "What is a Vintage Car?" in the June issue of MOTOR SPORT. Can W. B. possibly stand for Boddy the Editor? If so my surprise is even greater.

I always thought Editors should be fair and impartial, not prejudiced, but Boddy has proved over the years to be greatly prejudiced against M.G.s and in particular those produced pre-war.

In this article he refers to Singers, Riley, Alvis and J4 M.G.s as "things" and disparagingly calls them "low geared monstrosities." I do not know a great deal about some of the cars mentioned, but the Le Mans Singer car was most popular and was used by a

number of well-known pre-war drivers.

In particular, however, I would refer to the J4 type M.G. Midget, a blown handbuilt car with a very considerable performance. Surely such very well known pre-war drivers as Hugh Hamilton, Luis Fortes, D. K. Mansell, Tommy Simister, and the great Bobby Kohlrausch could not all be wrong, otherwise they would not have raced the J4 Midget, or been so very successful.

I feel that it must be conceded by the most grudging that in the early and middle 1930s M.G. created tremendous prestige not only at home but where it was most necessary, abroad, by their many racing successes, especially at a time when there was no other *marque* taking the place of Bentleys. Amongst the M.G. models that assisted in gaining their prestige was the J4. To discredit it by disparaging remarks is a great injustice to a car which well warrants the term " post vintage thoroughbred."

Tunbridge Wells. G. V. COLES.

[I have many times praised the splendid racing and record-breaking performances of M.G. cars and included the account of the fine showing of the M.G. Magnette team in a pre-war Mille Miglia, in a series of articles called " Great British Achievements " that we ran in MOTOR SPORT many years ago.

It is only in the context of original ideals of the V.S.C.C., formed to cater for and foster hairy-engined, high-geared cars, that I question the inclusion in their membership of cars diametrically-opposed to these ideals, such as the J4 M.G. If p.v.t. had never been invented, such confusion couldn't arise!—ED.]

* * *

Wanted—Sports Austin Sevens

Sir,

Has anyone any knowledge of the early sports/racing Austin Sevens? Either the works racers or the Brooklands model.

I am very anxious to acquire information about these cars and if possible find one of them for restoration. No clue is too small to follow up! If you or anyone else knows where one of these tiny cars may be concealing themselves I would very much like to know!

Woodgreen. B. M. CLARKE.

* * *

The Rolls-Royce/Bentley Pageant

Sir,

I was surprised to learn, on reading your report on the Rolls-Royce and Bentley Pageant at Goodwood, that I was controlling the affair. I am sorry if I gave this impression to you or anyone else. I certainly did all I could to make it run smoothly, but I would be the last person to wish to detract from others who did far more than I to make the occasion a success. Full credit for the conception and execution of the Pageant must go to John Dymock-Maunsell, Chairman of the " 20 Ghost Club," and the lion's share of the work as far as the Bentley Drivers' Club is concerned was done by Johnny Green.

Incidentally, I feel that your reference to a " crunchy change-up " on Bill Cook's Phantom III was uncalled for. It was surely a small price to pay for the enthusiasm and enterprise of his wife, who drove this large vehicle all day despite the disadvantage of her small stature, which made full depression of the clutch a demanding task to say the least! Her efforts contributed to Bill Cook being adjudged the winner of the General Accident, Fire & Life Assurance Trophy for the best composite Rolls-Royce and Bentley Stable (One Owner)—an achievement unfortunately omitted from your table of results.

Cobham. STANLEY SEDGWICK.

[Point noted! Confusion arose because we rather think it was only due to Mr. Sedgwick's kind intervention on our behalf that we received a Press pass for this splendid and memorable event. I have already apologised on the telephone to Mr. Cook for the shocking piece of reporting which Mr. Sedgwick censures in the second part of his letter, so isn't he rather labouring the point? A reporter should report what he sees (or hears!) without fear or favour, of course, and when I jotted down this rather idle note (the incentive to report being not quite stilled by the very excellent champagne lunch I had just enjoyed!) I had no idea whose car I was commenting on, or who was in control of it. We were not the only journal to omit the award so justifiably made to the courageous little lady, so perhaps the results sheets, which to my knowledge never arrived in this office, were a trifle vague? However, good show Dymock-Maunsell and Green; and sorry, sorry, sorry. . . .—ED.]

* * *

Trojan O.C.—The Trojan O.C. is still active and held its Exmoor Meeting at the end of last month, with hill-storming on the moor under the guidance of Trojan-exponent Gp. Capt. Scroggs. The next fixture is a run in the Petersfield area on Sept. 20th. The Club's notepaper depicts a Lyons' Tea Trojan van (surely it should be a Brooke Bond's van?) and the members seem more addicted to vans, including post-war diesel Trojans, than cars, these days. The Secretary is D. Graham, 10, St. John's, Redhill, Surrey.



[Photo by courtesy of the Montagu Motor Museum

Seen at Beaulieu—John Thorne's vintage Austin Seven van lettered to advertise the Austin Seven Register of the 750 M.C.—an idea which might be copied with advantage by any one-make organisation seeking to expand, providing the make concerned appeared originally in van or lorry versions.

BATH CONCOURS D'ELEGANCE (July 11th)

All over the country during the summer months owners of veteran, Edwardian, vintage, p.v.t. and sometimes modern vehicles, not forgetting vintage commercials, support fetes, fairs, carnivals and charity functions by taking part in *Concours d'Elegance*, or, more strictly, contests of originality, presentability and pride-of-ownership. These innocent assemblies provide interest and enjoyment for the public, but may be in danger of drastic curtailment under the new Motor Rallies Advisory Committee, a point clubs and organisers must watch diligently.

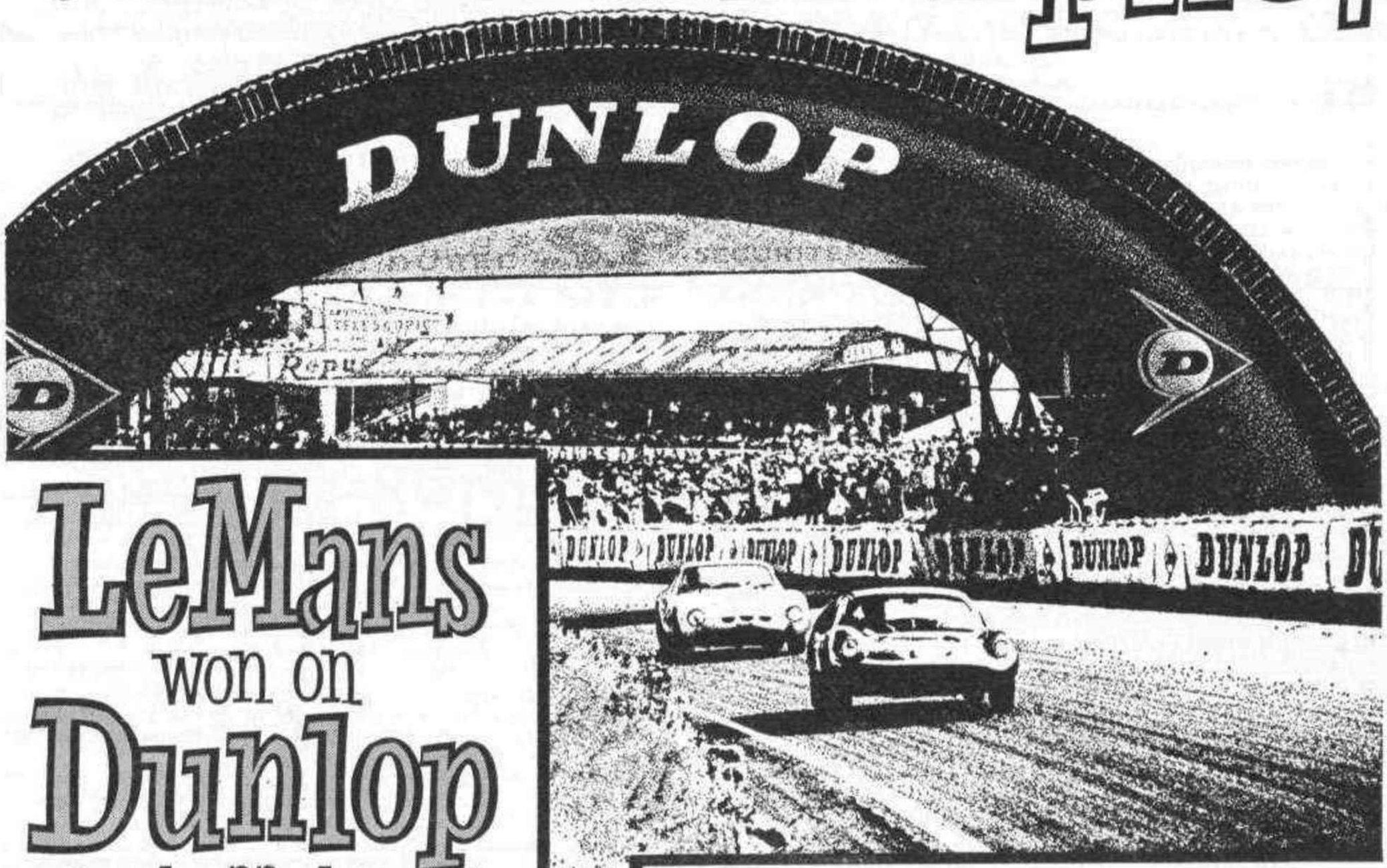
One of the biggest of these *Concours d'Elegance* is that held in the big recreation ground at Bath in aid of the Bath Round Table Fund for the Cheshire Home in Somerset which, in 1960, raised some £400 for this very deserving charity.

Last month nearly 100 cars from veterans to p.v.t.s were entered. Some of the vintage small cars, such as K. J. Ball's 1919 Horstmann with cockpit kick-starter, A. W. Harris' 1920 A.V. Monocar with J.A.P. engine exposed on the tail and cable-and-bobbin steering, which its owner drives to rallies not more than 50 miles distant, J. V. Burchell's 1922 Calthorpe-like Hands, and the Autocrat coupé, were as presentable as the larger cars. Sports small cars were represented by M. A. Cox's 1925 Senechal and Rippon's Amilcar, J. G. Ireland brought an air-cooled flat-twin A.B.C. 2-seater, and Mrs. Cardy's 1923 12/40 Alvis tourer was impeccably turned-out. Splendid examples of Morris-Cowley and Austin Seven Chummy vied with many Rolls-Royces in holding the attention of the onlookers, who had the benefit of Rippon's intelligent commentary.

The Hon. C. Buckmaster presented a rare 1923 Hotchkiss, Tennant his little Ariel Four, Whitehouse a Ballot, while one of the nicest, most original and rarest cars present was D. Bee's 1924 11.9-h.p. Galloway saloon. Kain showed his twin-carburetter G.P. Bugatti with correct " wire lacing," Hardy a 20/60 Vauxhall saloon, while American cars were there in the form of a sturdy 1926 23-h.p. Buick with drum-shape headlamps and a 1929 24-h.p. Roosevelt. Elegance at opposite extremes was personified by A. Lomas' very smart 1935 Riley Imp and W. A. L. Cook's extremely handsome 1936 Phantom III Rolls-Royce. Indeed, this gathering had the merit of comprehensiveness, with such cars as a D6/70 electric-gearbox Delage, Star, Invicta, A.C. Acedes, and two 500K Mercedes-Benz on the field, although one of the last-named was diesel-propelled.

The judges, who forewent a visit to the European G.P. to be present, were W. Boddy, Editor of MOTOR SPORT, E. Dames-Longworth, N. Kennard and M. Sedgwick, Curator of the Montagu Motor Museum. The prizes were presented by the Hon. Mrs. Victor Bruce, who arrived in her Phantom III Rolls-Royce, which she prefers to her Rolls-Royce Silver Dawn, and who, one is glad to learn, is writing a book about her motor-racing and flying activities.—W. B.

'arc de triomphé!



LeMans won on Dunlop for the 23rd. time!

THE Dunlop bridge at Le Mans might well be described as the Dunlop 'Arc de Triomphe'. For here, again—for the 23rd time in the history of the race—this gruelling 24-hour test of endurance for both machine and man has been won on Dunlop tyres.

HOW THIS AFFECTS YOU—Stirling Moss, explaining the need for competitive motoring, wrote—*'the purpose is to probe the future of motoring and to cut the pattern of better, safer motoring for the private motorist'*. Nothing could sum up more clearly Dunlop's part in this. It is from long and exhaustive experience in the motor racing world that they are able to develop tyres like the C41—the tyre that has made motoring safer, more confident, more economical—for the everyday motorist.

1st	2nd	3rd
FERRARI*	**FERRARI***	**FERRARI***
J. GUICHET	G. HILL	J. SURTEES
N. VACCARELLA	J. BONNIER	L. BANDINI

INDEX OF PERFORMANCE

FERRARI*—J. GUICHET/N. VACCARELLA

PLUS 6 CLASS WINNERS AND INDEX OF THERMAL EFFICIENCY

**ALSO DUNLOP DISC BRAKES*

(Subject to official confirmation)

DUNLOP ***RACE-PROVED FOR ROAD SERVICE***

CFH/1644/115



Above, and in the strip below, are some of the 360 Austin Sevens that turned up at Beaulieu on July 5th for the 750 M.C. Rally, which, with the V.S.C.C. Driving Tests, were watched by some 6,000 visitors to the Montagu Motor Museum. Our photographer was hampered because most of the cars were parked boot-about-radiator, up against the fences.

Vintage miscellany.—Kenneth Ball of Autobooks Ltd. is restoring a vintage Cierva autogyro and would be pleased to hear from anyone who flew, owned, or was in any way associated with these machines. The *circa* 1927 Dennis lorry seen in Surbiton Station goods-yard is likely to be restored by its owners. Morris Motors have acquired the red ex-Brooklands Morris-Oxford "Red Flash," raced originally as the Wellsteed in 1926, in which Cyril Paul lapped at 78.43 m.p.h. in 1928; it has recently been displayed in the showrooms of B.M.C. agents.

* * *

Not in "Doyles."—It is always intriguing to come upon a make of car not listed in "Doyles." Mr. N. G. Carden has sent us a brochure dealing with just such a car—the British, made apparently by The British Motor & Eng. Co., Ltd. of Reading and shown on stand No. 137 at the 1906 Olympia Show. Made in 7-h.p. 2-cylinder, and 10-12 h.p., 14 h.p. and 18 h.p. 4-cylinder versions, all British cars for 1907 had 3-speed and reverse gear-boxes, with a gate-change for all except the model-A twin-cylinder, which had a quadrant change, the gears being in constant-mesh. Gear-driven water pumps were fitted with an eye on the Indian market, there were three brakes and "Antoloc" controls on the steering column. Prices ranged from £90 for a 2-cylinder chassis to £273 for a model-C 18-h.p. tourer. The person who lent the catalogue remarks that his uncle decided on an Aster in preference to a British!

* * *

Discoveries.—Readers report a source of bullnose Morris spares, soon to be scrapped, in Derbyshire, a 1925 7.5-h.p. Citroën Cloverleaf with rod through the side in a Manchester garage, some old cars, including a Humber and Dodge lorry rotting in Jersey, and a 1934/5 Horch saloon in a Somerset scrapyard. Information is wanted about a 1926 Willys Knight saloon which is being restored in Durham, and someone has found a 1929 Citroën taxi in very good order, also a just-restorable 1923 Morris. Finally, very exciting, the remains of the racing Halford Special and a complete s.v. Aston Martin chassis have come to light in Durham and data is sought. We have also heard that the chassis and cab only of a 1933 24-h.p. 6-cylinder Austin 20, used for some years as an ambulance, are for disposal in the Welwyn Garden City area. Transmission and engine believed sound, five good tyres, ideal for spares. Letters can be forwarded, when Britain again has a reliable postal service.

* * *

Some Vintage Fixtures.—Among the vintage fixtures for August, don't forget the Bentley Drivers' Club Silverstone meeting on August 1st, the Veteran Car Club's Ashwell Park Rally on August 15th, the Vintage Sports Car Club's Prescott Hill-Climb on August 16th, the Vintage Motor Cycle Club's Windsor Run also on August 16th, and the Graham Walker Memorial Run to Beaulieu on August 30th.

MORGAN 3-WHEELERS AT SILVERSTONE

To many people, the highlight of the M.C.C. Meeting at Silverstone on June 27th was the appearance of the Morgan 3-wheeler entry for the half-hour High-Speed Trial. No less than 18 "Moggies" were to be seen on the grid, which is reputed to be the greatest gridful of Morgans ever to have been seen in the whole history of these remarkable cyclecars. Ages of the vehicles varied from the 37-year-old ex-R. T. Horton and Robin Jackson Brooklands car to the 14-year-old F-types, the average age being around the 30 mark.

Of the 18 starters, 13 finished, all within the period qualifying for awards. The five retirements arose from two displays of un-wished-for spectacle at Woodcote, two sets of mechanical failure, and retirement of the Brooklands car due to it being over-geared and suffering with suspect timing.

From the "off" the 2-speed J.A.P. of Roger Edmunds shot into the lead, shortly to be overhauled by the 1934 Matchless Super Sports of Mike Guess, very closely chased by the similar car of Paul Turner, who after two laps became the first to succumb to mechanical maladies. The chase was then taken up by Mike Birch's 1934 Super Sports and the 2-speeder J.A.P.s of Mike Duncan and Roger Edmunds.

Guess continued to establish a lead of up to 40 sec. until, on lap 13, he came round very much on one cylinder due to break up of a cam follower and was gradually overtaken by his pursuers, giving a finishing order at the end of 16 laps of Birch, Duncan, Edmunds and Guess, all these four qualifying for first-class awards.

Dishonourable mention may be made of Nigel Burke, although his exit at Woodcote is thought to have been preceded by king-pin failure, and Clarrie Coombes, whose over-exuberance at Woodcote was only matched by superb effort in keeping the car the right way up whilst mowing the lawn opposite the pits. It is interesting to note that the lap times of some of these cars, *complete with passengers*, are getting down below the 1 min. 40 sec. mark for the club circuit, which possibly explains the reluctance of the V.S.C.C. to let the Moggies loose amongst the Spero Trophy competitors!

V.S.C.C. DRIVING TESTS, BEAULIEU (July 5th)

Montagu Trophy : Milner (A.C.).
Martini Trophy : Wrapson (Rolls-Royce).
Driving Tests :
First Class Awards : Marsh (Austin), Bennett (Riley), Harris (Frazer Nash), Cole (Bentley), and Kain (Bugatti).
Second Class Awards : Riddle (G.N.), Milner (A.C.), Wadsworth (Bentley), Mrs. Cherrett (Alfa Romeo), and Miss Haig (B.M.W.).
Third Class Awards : Cardy (Austin), Blake (Austin), and Butt (Invicta).
Concours d'Elegance :
First Class Awards : Edwards (Austin), and Cardy (Austin).
Second Class Awards : Condon (A.C.), Milner (A.C.), Wadsworth (Bentley), Mrs. Cherrett (Alfa Romeo), and Miss Haig (B.M.W.).



FERODO FIRST

ALPINE RALLY

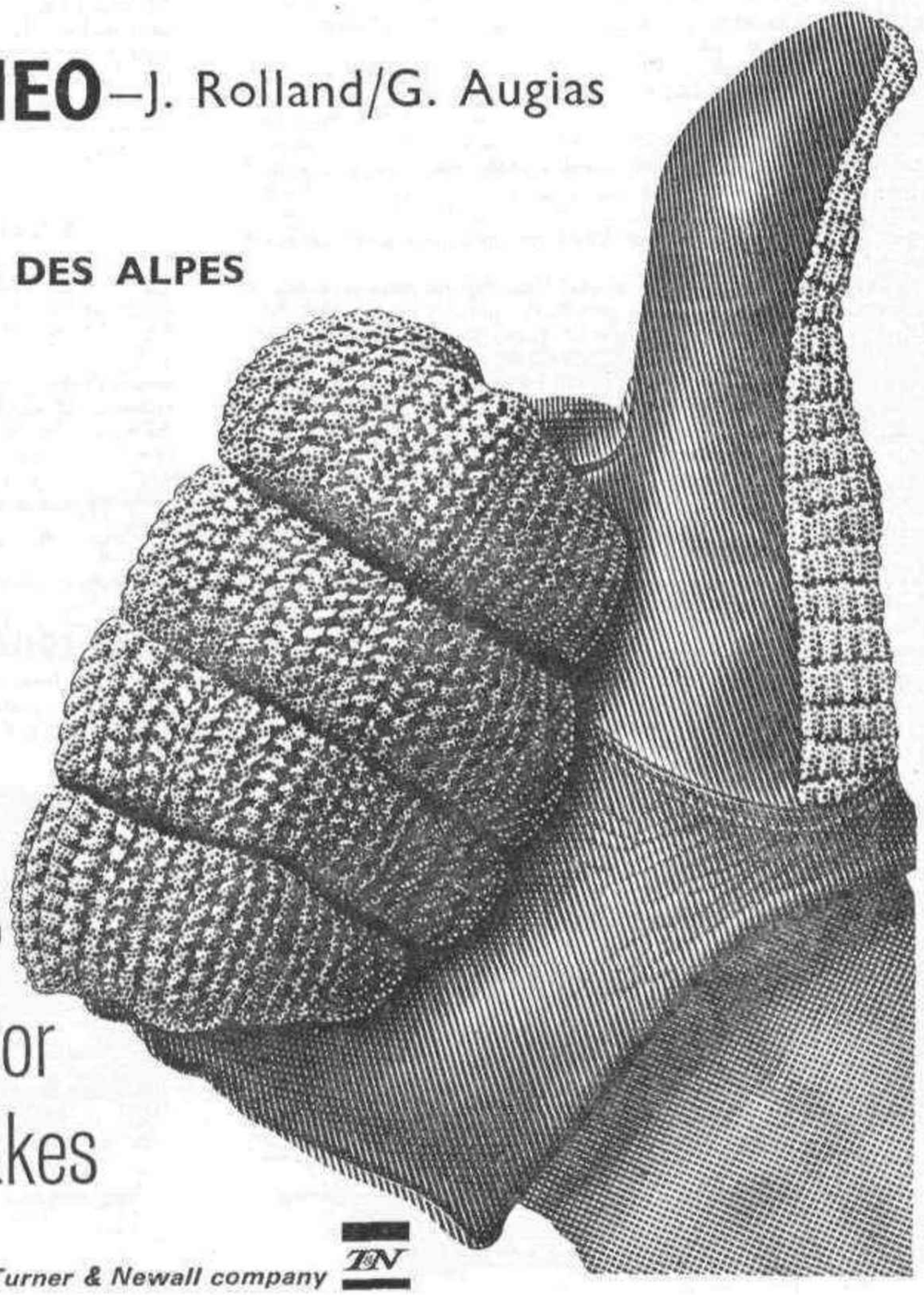
1ST TOURING CLASS

FORD CORTINA G.T.—V. Elford/D. Stone

1ST G.T. CLASS

ALFA ROMEO—J. Rolland/G. Augias

5 CLASS and 6 COUPES DES ALPES



Results subject to official confirmation

fit race-proved

FERODO

Anti-Fade Linings for

Drum and Disc Brakes

Ferodo Limited Chapel-en-le-Frith A Turner & Newall company

13/70

BREITLING WATCHES

Following our comments of last May, Louis Newmark Ltd., concessionaires for Breitling watches, inform us that the loss of the bezel of the Chronomat wrist stop-watch we referred to is the only fault of this kind reported to them. They state that the very nature of the bezel demands a delicate swaging of the metal to allow a precise yet free-moving action and that failure of the inner lips of the case of the watch in question was undetected on inspection of the completed assembly because the bezel covered it. As a result of our comments further checks have been instituted in Switzerland and at Louis Newmark's London Servicing Unit.

With regard to accuracy, we were perhaps unduly harsh in reporting that a Breitling Navitimer was gaining two minutes a week, as this watch had not had the benefit of adjustment in the first few days of use. In any case, Newmark point out that Neuchatel Observatory has issued certificates of accuracy to watches which gain rather more than one minute a week. In conclusion, after a long period a Breitling Navitimer has proved 100% reliable, completely consistent and is a first-class means of timing journeys, race lap times, etc., and so the enthusiasm expressed about this range of watches in MOTOR SPORT last April, and sold here by Louis Newmark Ltd. of Gt. Portland Street, has been fully justified.—W. B.

GRAND PRIX DESIGN

In a moment of forgetfulness, when referring to disc brakes in our July issue, our caption writer automatically wrote down Dunlop. We apologise for this lapse, for the Brabham Racing Developments Limited fit Girling disc brakes on Brabham racing cars of all formulae.

EVOLUTION OF SMALL CAR ENGINES—

continued from page 620

cast iron was used, with balance weights added to the end and centre webs to offset the increased inertia loads of the longer stroke. Otherwise the 1,498-c.c. engine only called for longer (4.8 in.) con.-rods, different thickness head, inlet valves of 1.437 in. dia., a 4 lb. heavier flywheel and increased capacity sump.

Thus even this 1½-litre engine met the original requirements of using common components or common manufacturing methods.

More recently the GT version of 1,498-c.c. engine went into production, using a head with larger exhaust valves and higher c.r., special manifolds with compound Weber carburetter, and a new camshaft with wider timing. The basic design proved able to accept the 31% power increase with no change other than copper-lead main bearings and heavier section pistons. Competition versions of the GT engine were soon running reliably at twice the output of the standard 1,498-c.c. engine.—W. B.

(*To be continued*)

A MYSTERIOUS MORRIS-COWLEY

The 1925 Morris-Cowley advertised by an Exmouth garage for sale at £475 (not £47 10s. as I thought at first glance) poses something of a conundrum. It is stated that the car was built for and raced in the 1925 or 1926 200-Mile Race at Brooklands, which is rather droll, because no Morris was ever entered for this race and, indeed, Morris Motors Ltd. advertised that they were against racing and didn't intend to support this race, a reproduction of this advertisement appearing in my book on the J.C.C. long-distance classic.

The vendors state that in the race a 4-cylinder o.h.v. 12-valve Chapuis-Dornier engine was fitted, which, minus some rather essential parts, goes with the car. Now the only car using a Chapuis-Dornier engine in the 200-Mile Race was Heaton's Derby, which finished sixth in the 1,100-c.c. class in 1923. The rather crude 2-seater racing body on the Morris could have come from either this Derby or Weymouth's Derby, which was a non-starter in the 1923 race. But I can find absolutely no evidence that these French small cars had "four-seater Morris-Cowley chassis with first-series four-wheel-brakes" as quoted by the garage now in possession of the car. Indeed, a standard Derby chassis appears to have been used for the "200," with transverse front spring, ¼-elliptic back springs and wire wheels, whereas the Morris has ½-elliptic front springs, ¾-elliptic back springs, and artillery wheels with far larger tyres than the 1923 Derbys.

This mysterious Morris, unknown to the experts of the Bullnose Morris Register, seems to have been registered in Surrey. It is said to have had only one previous owner, from 1925 to 1939, so I hope he will come forward and tell us why he dismantled a 1923 200-Mile Race Derby and apparently put its body on a later Morris-Cowley chassis. Certainly the people who are trying to dispose of the car do not seem to have much knowledge of what they are trying to sell!—W. B.

A USEFUL CASTROL LAP SPEED LOG

Castrol have issued a chart of lap speed tables covering the Silverstone Club and G.P. circuits, Snetterton, Brands Hatch Club and G.P. circuits, Aintree Club and G.P. circuits, Mallory Park, Oulton Park, Goodwood, and the Crystal Palace. Just the job for employment with a Breitling Navitimer stop-watch, this chart gives a list of International flag signals and specimen lap tables. It is obtainable free, from Castrol Ltd., Castrol House, Marylebone Road, London, N.W.1, if you mention MOTOR SPORT—if and when the Government remembers that to tamper with or delay Her Majesty's mail is treason, or used to be, and gets to grips with making our postal service at least half as efficient as it was in the days of the 1d. post.



THE 1966 GRAND PRIX FORMULA?

There has been much controversy about what G.P. racing will be like in a couple of years' time. After Jimmy Clark's fine performance at Rouen in the E.R.A. "Remus," we are beginning to wonder . . . .



THE PRIVATE TEAMS

THE names of Team Lotus, Cooper Cars, Owen Racing Organisation, etc. are household words, for they are constantly in the full glare of publicity. But what of the smaller teams and private owners, without whom there would be very little racing at all? In an effort to rectify the disproportionately small amount of publicity received by the small teams we have asked them a few questions about their history, present and future activities and their views on the sport in general. As will be seen from the answers, there is general dissatisfaction with starting and prize money and the regulations in Appendices "C" and "J." Perhaps race organisers, the R.A.C. and other interested parties will take note.

Ian Walker Racing Ltd.

Ian Walker formed his team early in 1962 when he retired from active racing, mainly for the pleasure it gave him, but due to the financial burden of racing it has been run as a business venture in order to prevent it getting out of hand.

The team has always used Ford engines to power their cars and has mainly stuck to Lotus cars, although Brabhams were used in 1963. In 1962 the team had two Lotus F.J. cars and a Lotus 23 sports car, in 1963 they used two Brabham F.J. cars, one Brabham sports and one Lotus 23 sports car; this season they are using two racing Lotus Elans, one prototype Elan and the first Lotus 30 to be built. Many top drivers have raced the team's cars, including Mike Spence, Paul Hawkins, Frank Gardner, Jackie Stewart, Sir John Whitmore and Tony Hegbourne. They have also had the services of Lotus works drivers Jim Clark and Peter Arundell.



IMPRESSIVE.—One of Ian Walker's two Ford diesel-engined transporters with bodywork by Strachans of Hamble.

The team has taken part mostly in International racing and has travelled very widely both in Europe and in Canada and the U.S.A. Team Manager is David Porter, who has five mechanics under Chief Mechanic John Pledger. The team uses two large Ford transporters with 6-cylinder diesel engines and 10-speed gearboxes, each of which can carry two cars. As tender vehicles the team have a Ford Cortina estate car and a Sprite caravan.

The team receives assistance from Lotus in the form of technical advice and the services of Team Lotus drivers. Contracts are made with trade suppliers, including Esso, Dunlop, Autolite, Girling, Ferodo and Lucas.

Ian Walker has fairly definite views on the Sport and, like most other people, he feels strongly on the subject of starting money. He reckons that no one would ever admit to receiving enough starting money, but he feels that a disproportionate amount of the total available starting money is given to the Formula One cars, leaving, very often, only nominal amounts for other types of car.

He also thinks that a great deal more thought should be put into the rules governing the construction and modification of cars coming under Appendices "C" and "J," especially with regard to the continuity without variation which the Formulae rules allow; *i.e.*, he would like to see unchanged rules for a period of, say, three or five years as now applies in Formula One.

Alan Brown Racing Ltd.

Alan Brown, who used to race himself quite a lot, started entering cars jointly with Ken Tyrell in 1956. They entered Formula Two cars for such drivers as Ron Flockhart, Bruce McLaren, and Masten Gregory, but later on Ken Tyrell decided to run his own team in conjunction with the Cooper works, so Alan Brown decided to form a limited company to carry on racing.

The team runs one car at present, a Ford Galaxie, which has been driven mainly by Jack Brabham. The team is run mainly for pleasure but as Connaught Cars, of which Alan Brown is Managing Director, are the Surrey distributors for American Ford products, a certain amount of publicity obviously accrues and the organisation does benefit from this. The car is prepared by Connaught Cars, with Ian Cornell assisting in team management, and the mechanical work being supervised by Benny Benstead, who has prepared racing cars since Brooklands days and was with the Connaught team during its Formula One era. The team receives some financial assistance from Esso Petroleum and accessories from Champion Plugs, but apart from these two no other assistance is received except that which is paid for.

Alan Brown has few comments to make on the state of the Sport at present, but he does feel that there is a definite tendency for circuit owners to control race meetings rather than the organising club, which, from the point of view of the Sport, rather allows vested interests too much control.

For next season the team will probably continue with a large saloon, or maybe a Formula Two car, but plans are not yet finalised.

Reg Parnell (Racing) Ltd.

The team was formed early in 1963 when the Bowmaker team announced their retirement from racing and Reg Parnell, who was Bowmaker's team manager, decided to purchase the team's Lola cars. The principal driver was Chris Amon and in due course World Motorcycle Champion Mike Hailwood joined the *équipe* as a partner and director, as well as a driver. During 1963 the Lola-Climax cars were raced but at the end of that season two of the ex-works Lotus 25 monocoques were acquired, without engines and gearboxes, to which were fitted V8 B.R.M. engines and Hewland gearboxes. On the sudden death of Reg Parnell, his son Tim joined Mike Hailwood as a Director and Team Manager.

The team is run as a business and is sponsored by Tim Parnell and Mike Hailwood, who are assisted by Gillian Harris, who looks after the paper-work and timekeeping, etc. The team is a full-time organisation and has four full-time mechanics to prepare the cars, which are taken to circuits on the team's own B.M.C. transporter. The team receives no financial assistance from Lotus, but various members of the trade, such as B.P., Dunlop, Lucas, Smiths, Champion, Ferodo and Girling, provide assistance either financially or in the supply of accessories.

Tim Parnell feels that the small private teams are finding it more and more difficult to gain entries in major races. The initial problem is that the works teams automatically receive two definite entries for each race at a guaranteed figure for starting money, which leaves the organisers with very little to offer the private entrants. This is the case even though drivers in private teams may have Championship points, whereas works drivers do not. In view of the high financial demands of the works teams, race organisers are tending to field fewer and fewer cars in major races, thus making it progressively more difficult for independents to gain entries.

In spite of this the team plans to carry on in 1965 and hopes to be running Formula Two cars as well as Formula One.

S.M.A.R.T. (Stirling Moss Automobile Racing Team)

Stirling Moss formed the team in March of 1963 with a Lotus Elan, which was modified considerably, fitted with a hard-top, and raced by Sir John Whitmore with considerable success. In fact, it won every event bar two, when it shed a wheel on both occasions. It was also raced by Valerie Pirie, Stirling's secretary and Team Manager, in Club events early this year. The team also acquired a Ford Cortina GT, which she has driven in rallies.

For the 1964 season the team acquired a Porsche 904 GTS,



S.M.A.R.T. mechanics!—The three South African mechanics of the Moss team manhandle a gearbox.

which has been driven by Innes Ireland, Trevor Taylor, Sir John Whitmore, David Hobbs, Lucky Casner and Hugh Dibley. S.M.A.R.T. also enters Hugh Dibley's Repco-Brabham-Climax 2½-litre in British events, his latest success being in the sports-car race at the British G.P. meeting. He has also set up the first sports-car 100-m.p.h. lap at Goodwood. The team also acquired a tuned Triumph Spitfire from the works for Valerie Pirie to enter in International rallies.

All the cars are maintained by three South African mechanics, Ed and Bud Rossler, who are brothers, the latter being well known in South Africa as a driver, and Pete Van Asperen. Stirling Moss and Valerie Pirie act jointly as Team Managers.

The team is entirely sponsored by Stirling Moss as a hobby; however, it has grown in size and is now a considerable financial drain and he has not yet decided on his plans for 1965. It is possible that, in order to keep the team running, some privately-owned cars might be prepared for racing and run under the S.M.A.R.T. colours.

As Stirling Moss used to race on B.P., Ferodo, Dunlop, Lodge, etc., the team continues to use these products.

Regarding the future of the Sport, Stirling Moss would like to see a definite calendar fixed as early as possible so that teams can draw up their plans for the season well in advance. He would also like the Appendix J regulations to be more easily decipherable for entrants, as he finds he is continually troubling the R.A.C. to check small details which he is sure could be simplified.

Squadra Tartaruga International

This exotic-sounding title disguises the identity of a group of Swiss and English drivers who have joined together to race saloon cars. The Swiss Squadra Tartaruga team started first and was formed by a group of drivers who banded together to pool spares, information, share facilities and so on. John Aley, the well-known British saloon-car driver, met some of the members and became an honorary member of the team. He raced with the team on the Continent and eventually began handling entries for its members in British races, notably the six-hour race at Brands Hatch. John Aley has been joined by John Thurston, Sheridan Thynne, Charles Stancomb and John Terry, and as they are interested in taking part in the events counting for the European Touring Car Challenge and small Continental meetings, Squadra Tartaruga in Zurich arranges their entries.

The five members of the English branch own their own cars, all of them being Mini-Coopers of various engine capacities; two of them have Downton-tuned 970-c.c. engines, and one a Broadspeed 1,275 c.c. Several of the team members have also driven works D.K.W. Juniors in various races. The team receives no assistance from B.M.C. except for the bonuses which are available for private owners, but component manufacturers such as Champion, Armstrong, Ferodo, S.U. and Castrol have given much help.

All the team members help to look after their own cars, with the assistance of Aley's small engineering business, although team-member Thurston works for Aley full-time. The team has a Leyland one-ton transporter to carry one car and tow another, while others are taken to meetings on trailers behind Mini vans.

John Aley joins most other members of private teams in deprecating the fact that works teams take the lion's share of starting money. He also feels that saloon-car racing is the "poor relation" in motor racing, and points out that it is as expensive to prepare a saloon car for racing as, say, a Formula Three car, whereas the starting and prize money seldom goes in the same proportion, although the saloons are often better spectator value. He also finds that the non-availability of homologated parts hampers the private owner, for he seldom gets them until the works have used them for some time, and then he dare not extend the car fully in case he breaks the precious new part. This lack of parts caused the team's proposed five-car challenge in the European Touring Car Championship to be delayed somewhat.

For the future the team will undoubtedly stick to saloon cars, although Aley has a hankering to produce a GT car, using Mini components, to chase the French Alpines and Panhards in long-distance events.

Dick Jacobs

Dick Jacobs' racing career began shortly after the War, when he commenced racing a variety of cars, usually M.G.s or M.G.-powered "specials." He soon graduated to the M.G. works team and raced TCs and TDs for the factory, and YB and ZA saloons under his own name. He then graduated to the M.G.-A and joined the works team for Le Mans in 1955, where they were racing the M.G.-A prototypes. Unfortunately he crashed at White House, just before Levegh crashed near the pits, and was severely injured, being out of action for six months. Although he recovered completely he decided that at the age of 40 he ought to give up racing, and turned to managing other people's entries.

He ran the team of M.G. Magnettes which won the Six-Hour Relay Race in 1956 and also took over team management for Alan Foster and John Waller with their Magnettes in 1957 and '58. In 1958 he bought one of the new Twin-Cam M.G.-As and entered it (in standard trim) for the Tourist Trophy, where it finished third in its class, driven by Alan Foster and Tommy Bridger. In 1959 and 1960 the pale green Jacobs Twin-Cam M.G.-As were a familiar sight on the circuits and many successes were obtained, despite teething troubles. Nineteen sixty-one was quiet but for 1962 Jacobs evolved the very rapid M.G. Midget Specials which have gained many successes in the 1,000-c.c. and 1,150-c.c. classes. They were run as prototypes with 1,300-c.c. engines in the 1964 Nurburgring 1,000-kilometre race and finished first and second in the class.



M.G. SPECIALS.—Dick Jacobs checks the tyre pressures on one of his Midget-based specials.

The team is a private effort by Dick Jacobs but assistance comes from the Mill Garage, the M.G. dealership of which he is proprietor, and from the factory, who supply technical advice and spare parts. The team is run for the patron's pleasure, but since the team runs M.G.s and he sells M.G.s any publicity from success is obviously beneficial. Assistance from the trade comes from Ferodo, Champion, Armstrong, Castrol, Esso, Lucas, Dunlop, and Smiths.

Dick Jacobs manages the team himself and the cars are prepared by two mechanics, with Gerry Neligan as Chief Mechanic. The racing team is run as a part-time organisation but pressure of business is gradually squeezing the team out of the South Woodford workshops.

On general aspects of the Sport, Dick Jacobs makes the point that the cost of preparing and running small-engined cars is no less than many large-engined machines, yet prize money is usually lower for the smaller cars. Without assistance from the accessory firms even a successful team is barely able to cover the cost of preparation, transport and insurance from prize money.

(*To be continued*)



(Equipment by courtesy of Selfridges Ltd.)

there's only one car they could have

They insisted on a sports car. With twin carburettors, leaping acceleration, and a cruising speed of at least 85 m.p.h. ☐ But then there was all that luggage. So it had to be a sports car with estate car room in the back—plus more room in front, under the bonnet where others keep their engine. ☐ A tall order? Not to Volkswagen, who make just such a car. A 5-seater, tough, dependable, with all the well-tried VW features. So versatile, it just had to be called the Variant. Try it for size!



Also available as a saloon (1500 S), or with Karmann Ghia coupé body.

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THE 1964

Brooklands Re-Union

2.0 for 2.30 p.m. - - - Visit to the Track

Enter at Old Fork Entrance, by main Vickers Office Buildings in Brooklands Road, and park as instructed

N.B. Admission by badge only

LAST year's re-union of Brooklands habituees was so successful that Boddy and Gahagan had to do it all over again this year. This time Boddy persuaded the British Aircraft Corporation to let the visitors have a look at what is left of the old Track, which was a nostalgic occasion indeed.

Tom Parker, the General Works Manager, who came to Vickers in 1915, could not have been more co-operative and thus it came about that in a typically Brooklands summer heatwave 100 or so cars formed up behind the Rolls-Royce Phantom II the Editor of MOTOR SPORT deemed suitable to this unique and important gathering, for a conducted tour behind a B.A.C. Land-Rover of the Brooklands grounds. First to arrive through the Fork entrance gates was Dr. H. C. Wright, wearing his late father's 1907 B.A.R.C. badge, in his blown 1750 Alfa Romeo, soon to be followed by Jenkinson's 328 B.M.W., Stanley Sedgwick's Bentley, an Aston Martin that actually raced at the Track, Bill Cook's very lovely 8-litre Bentley 2-seater, Monica Whincop's H.R.G. (Bugatti-blue, naturally), Mike Edmondson's 3-litre Lagonda, S. J. Humphries' M-type M.G. Midget, Gahagan's Morgan-J.A.P., devoid of its windscreen for the occasion, a 7/17 Peugeot, and many modern, bread-and-butter conveyances.

Old acquaintances met again after years apart. T. A. S. O. Mathieson, from Spain by way of the International Sportsmen's Club, had walked from Weybridge Station and was found a seat in the Alfa Romeo. Robert Waddy was there, looking not a day older than when he built the four-wheel-drive Fuzzi in his Paddock shed. Robin Jackson, Proctor of H.R.G. memory, Charles Haywood, who used to fire the maroon to start the "Double 12," the Ballamy brothers, Rivers-Fletcher, seen to be wearing Humphrey Cook's 1912 B.A.R.C. badge, Alan Hess and his wife; on all sides, as the long line of cars got ready to move off, Brooklands personalities abounded.



Robert Waddy, in shirt, supported by Mrs. Hess, holds the actual piece of tubing which fed his welding-torch when he was building Fuzzy in this Brooklands shed. On the right of the picture Rex Mundy, one-time K.L.G. Rep., and Alan Hess, who used to look after B.M.C.R.C. publicity at the Track, smile the smiles of nostalgia.

The next 1½ hours were delightful yet sad; enjoyable, if somehow all too final. The memory-provoking procession went along the Campbell circuit straight beside the pits, uphill round that climbing r.h. turn, and left-handed onto the Members' banking itself, now so overgrown and battle-scarred. Here it parked in disorderly array on the Members' hill, for us to walk amongst the old but very permanent buildings where tea was taken and Sunday afternoon dances enjoyed by the motor-racing fraternity of the nineteen-twenties. We examined the Test Hill, walked on the Members' Bridge spanning the steep banking as firmly as ever for all its 58 years, and looked out over the panorama of the historic aerodrome to the distant, and nowadays indistinct, curve of the Byfleet banking.

Forming into line-formation again, the cavalcade of Brooklands personalities went back along the home banking, Mountain-circuitwise, to the Paddock, to park tidily where once stood those 75 simple but effective car-shelters. The Paddock Clubhouse, with its dome-roofed observation tower, the old sheds, in one of which Waddy found the very piece of piping that fed his welding-torch, the faintly discernible E.R.A. signs over Campbell's shed and the instructions to the 1957 Cavalcade demonstration, brought back a flood of memories. . . .

Next it was out along the Railway straight, pausing in the warmth of this

Continued on page 663

Left, top.—*Visitors to the Re-Union grouped round the memorial stone to Brooklands erected on its 50th Anniversary by Vickers-Armstrongs.*

Left, bottom.—*This Aston Martin, photographed on the overgrown Members' Banking, raced at the Track before the war.*

Bottom, centre.—*Paul Wyand receives his prize from the Editor after identifying correctly the two 1925 cars in the Bemax advertisement. D. L. Gurton, Press and Public Relations Officer of Vitamins Ltd., who enthusiastically promoted the competition, is about to award Wyand some health-promoting Bemax!*

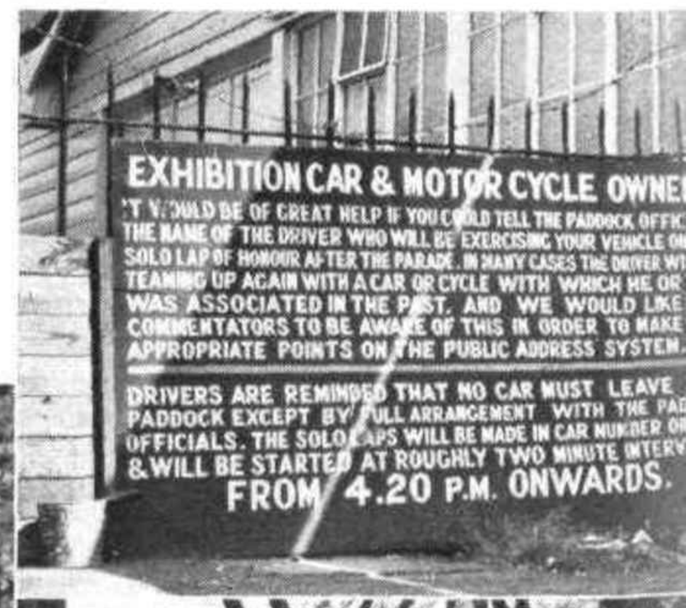
Right, top.—*Still in the Paddock—instructions to those who took part in the 50th Anniversary party in July 1957.*

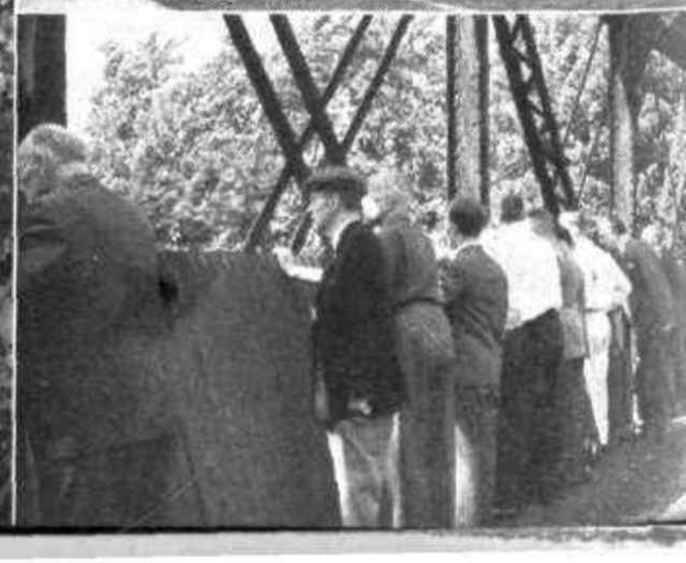
Right, bottom.—*More nostalgia—a few of the Re-Union visitors on the old Members' Bridge. Second from the left is T. A. S. O. Mathieson.*











PICTORIAL REVIEW

FRENCH GRAND PRIX

BRITISH GRAND PRIX

REIMS 12 Hrs. and F.2

V.S.C.C. OULTON PARK

SOLITUDE GRAND PRIX

GREAT DOUBLE.—Dan Gurney won the French G.P. at Rouen for Brabham, giving the marque *its first Championship win and Gurney his first World Championship win since he won the same race in* 1962 *for Porsche.*





TIGHT.—*Graham Hill, in the centre of this group, has just passed Peter Arundell and they are both about to pass Phil Hill.*



DICING.—*Richie Ginther (leading) and Bruce McLaren raced together for much of the French G.P. Ginther finished fifth and McLaren sixth.*

FRENCH GRAND PRIX



LOOK OUT!—Innes Ireland (leading) and Lorenzo Bandini have Jim Clark on their tails, preparing to lap them. Clark led the race until his engine broke a piston.



GREAT DRIVE.—*Graham Hill spun early stages of the French G.P. but fou way back through the field to finish in creditable second place.*

THIRD.—*Jack Brabham got up to second place in the G.P. when Clark retired, but he was passed by Graha near the end of the race.*

SHAMBLES.—The start of the Coupe de l'Age d'Or *was rather disorganised due to the fact that the organisers did not allow enough time for competitors to change from soft to hard plugs, with the result that some cars were still being pushed around when the flag dropped.*







▲ *BAD LUCK.—The Surtees/Bandini 275LM/P Ferrari at speed (Bandini driving). Their splendid race-long fight with the similar Hill/Bonnier car was terminated by two pit stops in the closing laps.*

REIMS

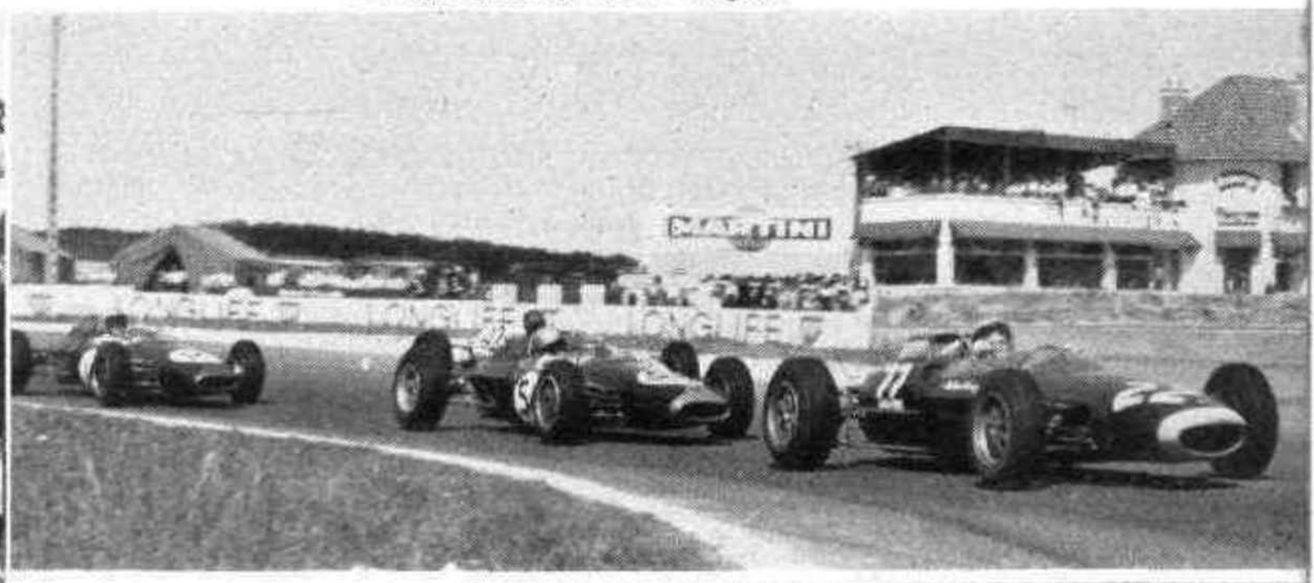


▲ *WINNER.—Graham Hill sweeps round Thillois. Fighting off the challenge firstly from Richie Ginther in the Lola-Ford GT, then the Surtees/Bandini 275LM/P, Hill and Bonnier drove for 12 hours at an average speed of 126.81 m.p.h.*

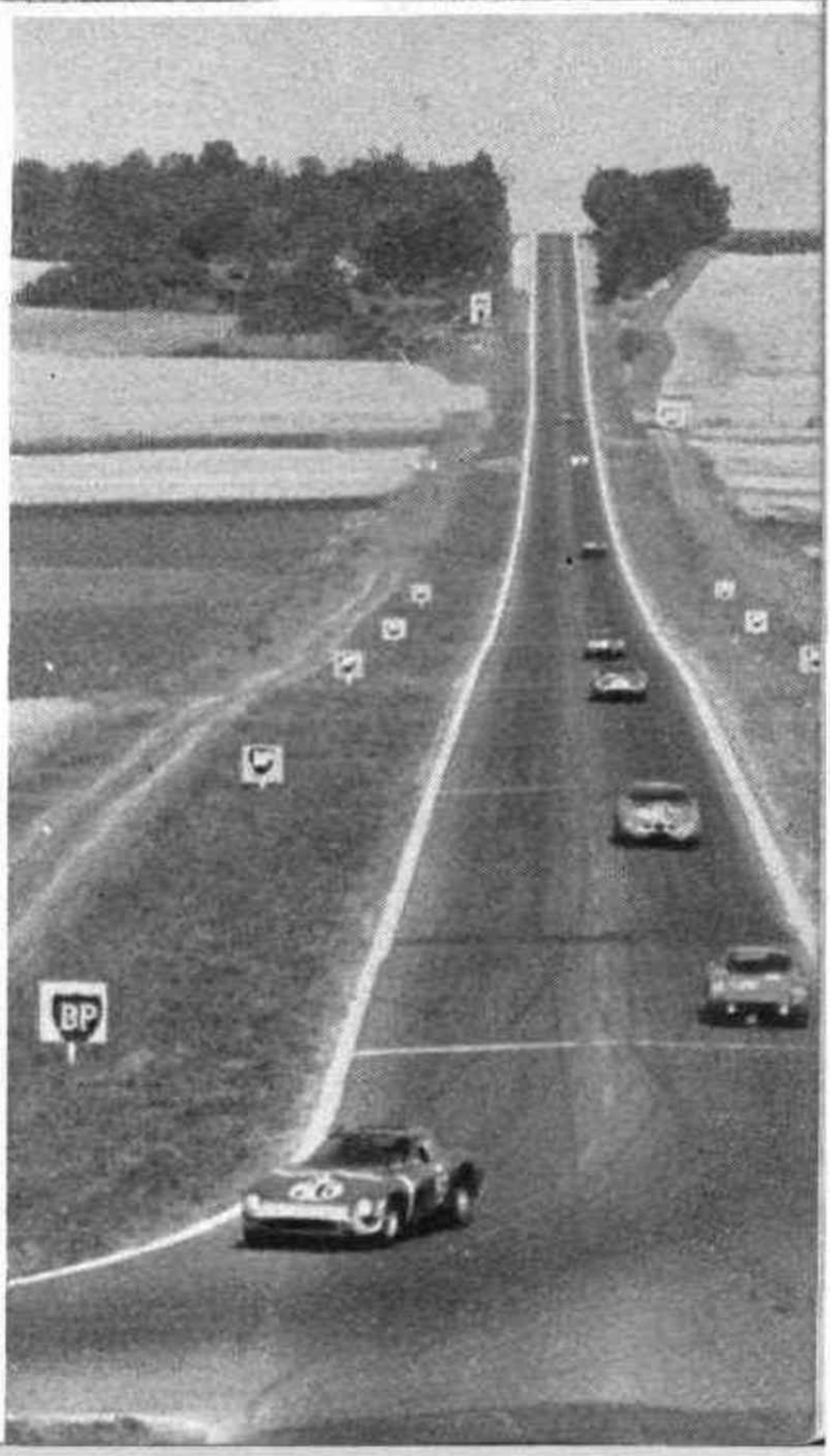


▲ *PIT FRENZY.—The third-placed car, a 1964 GTO driven by Parkes and Scarfiotti, is refuelled, tyred and oiled all at once, while Parkes briefs Scarfiotti on conditions.*

RELIABLE.—Although outpaced by the Cobras, the E-type Jaguar of Protheroe and Coundley proved to have the stamina for 12 hours of racing which its rivals lacked. It was eventually placed 8th overall.



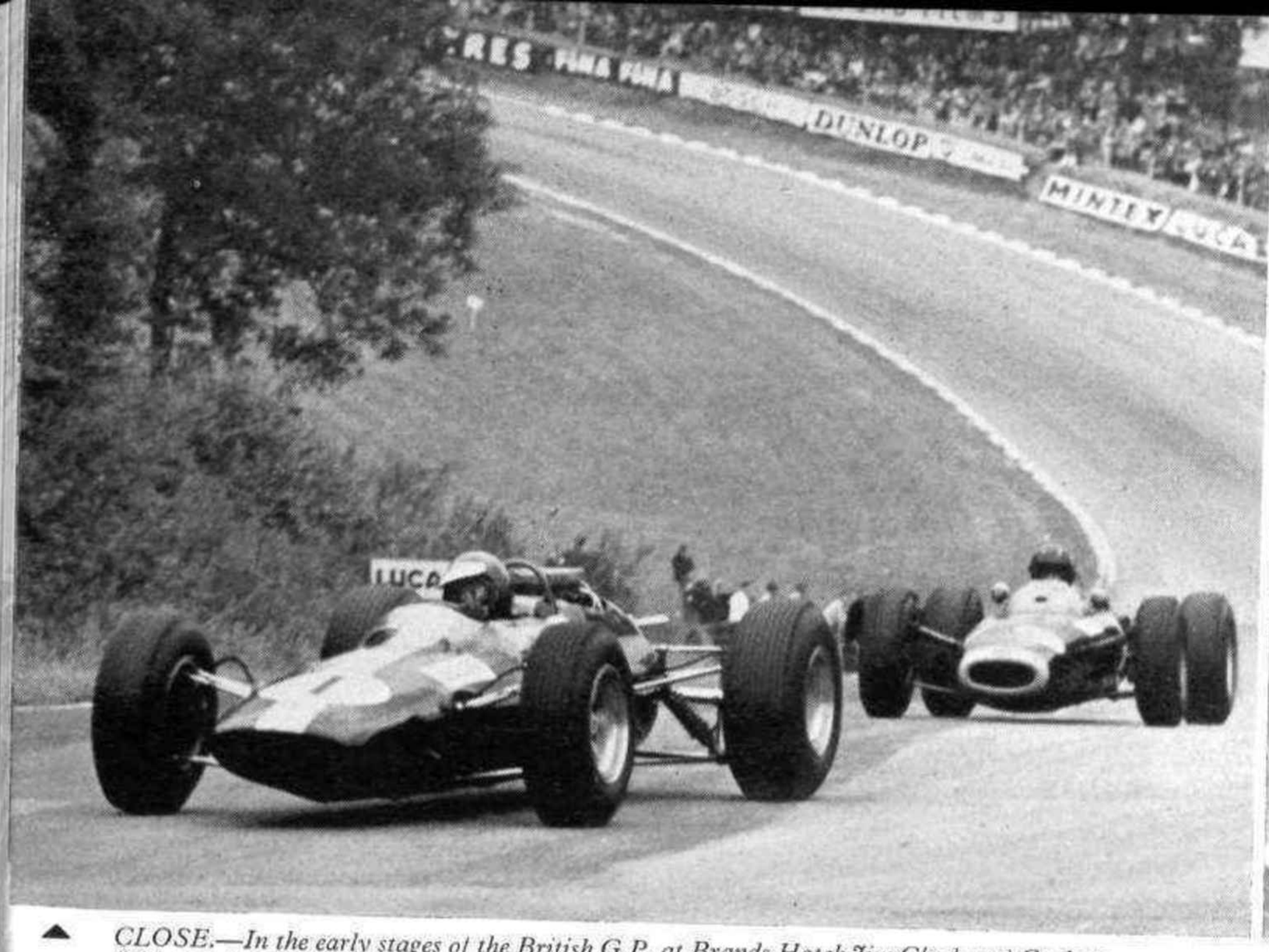
▲ *F.2 DICE.—Ginther (Lola) leads Rees, Rindt and Brabham (all Brabhams) during the furious ten-car dice which raged during most of the Formula Two race.*



HIGH VIEW.—The new B.P. footbridge gives a splendid view, for the chosen few, of the long downhill straight at Reims. Here Rodriguez leads a string of cars into Thillois hairpin.

▶



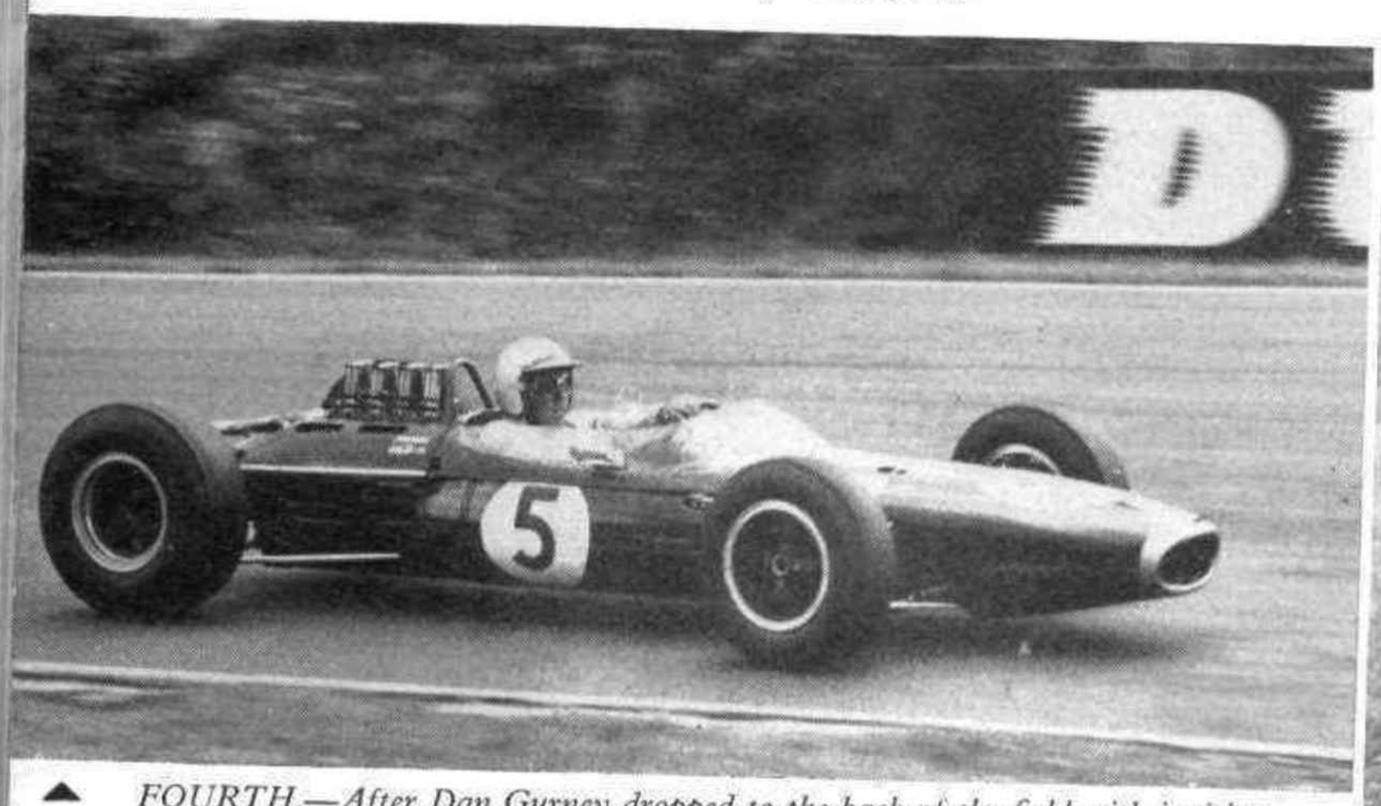


▲ *CLOSE.—In the early stages of the British G.P. at Brands Hatch Jim Clark and Graham Hill circulated together at the head of the field, but Hill gradually dropped back, leaving Clark to go on and win.*



▲ *BETTER.—Lorenzo Bandim drove a V Ferrari at Brands Hatch and drove very con sistently to finish fifth after losing fourth plac to Jack Brabham.*

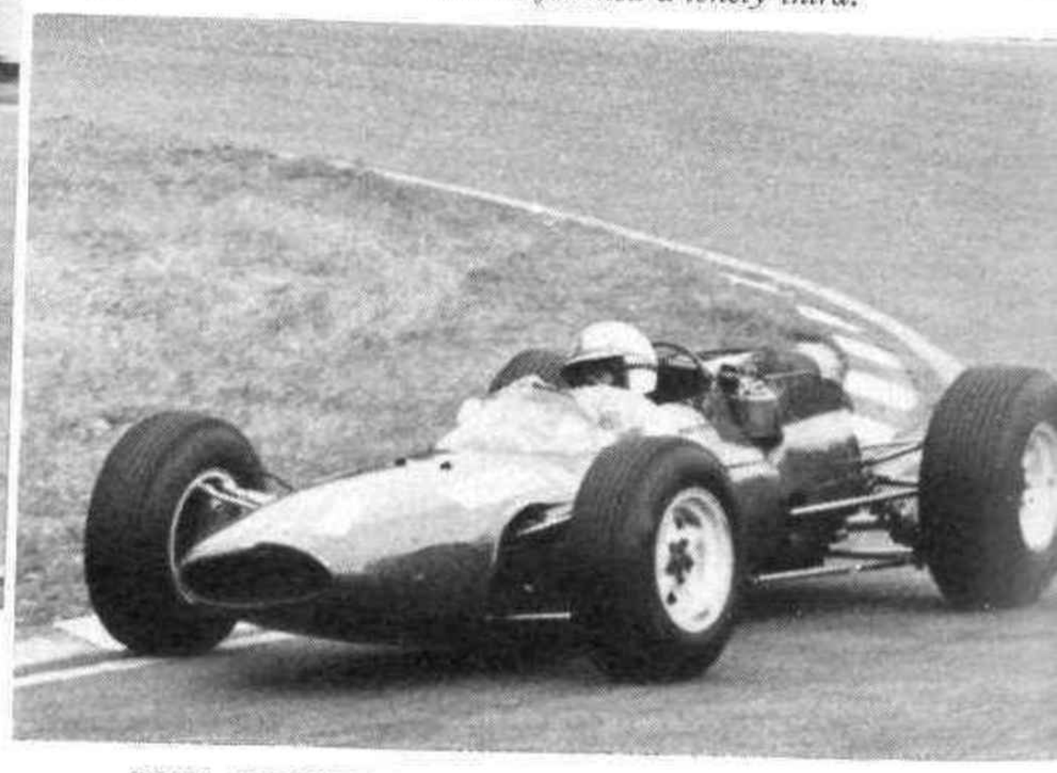
THIRD.—John Surtees could not match the pace of Jim Clar and Graham Hill, but the V8 Ferrari went well for a chang and he finished a lonely third.



▲ *FOURTH.—After Dan Gurney dropped to the back of the field with ignition trouble it was left to Jack Brabham to uphold Brabham honour, but two pit stops lost him time and he did well to finish fourth.*

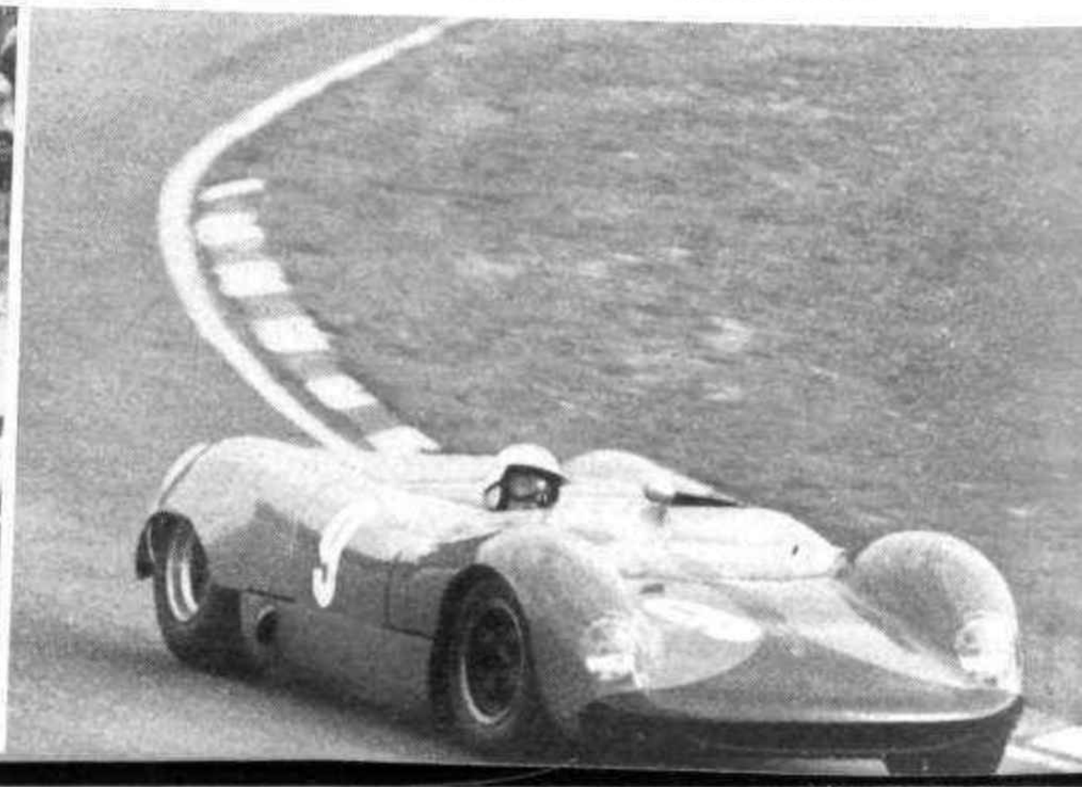
BRITISH GRAND PRIX

EXCITEMENT in the GT race was caused by Jack Sears' chase from seventh place into the lead in the Willment team A.C. Cobra after being black-flagged for a start-line mix up.



THE EXPECTED DUEL between Salvadori's Cooper-Maserati and Hugh Dibley's Brabham did not materialise and Dibley (pictured here) won easily.



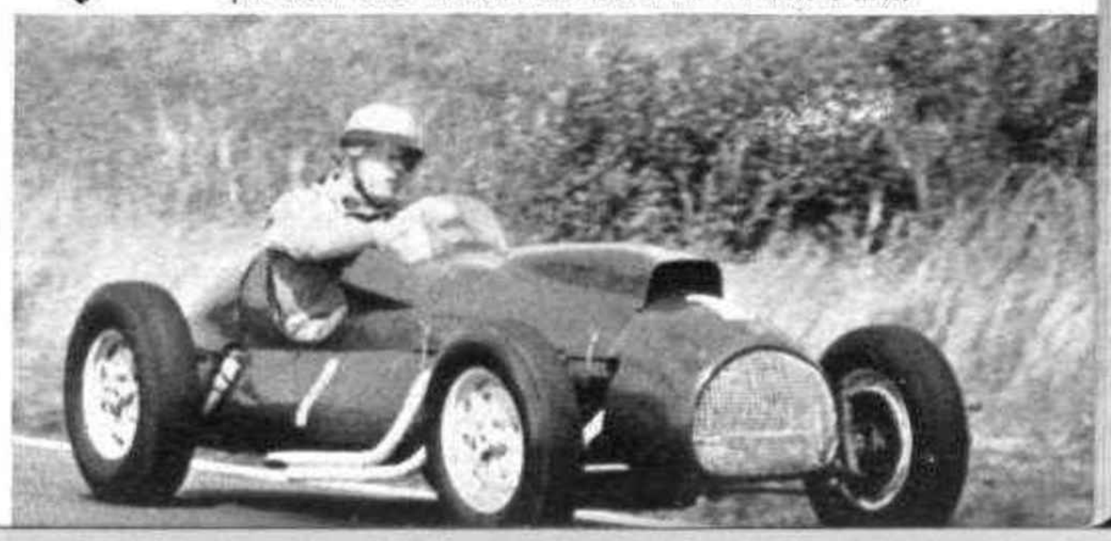


SOLITUDE G.P. ▲ *SOAKING.—The start of the Solitude Grand Prix took place in a torrential rainstorm. Jim Clark is in the lead, followed by Graham Hill and John Surtees. Seven cars, including Hill's, were eliminated in first-lap crashes. Although the sun is shining, large raindrops are still falling onto the already soaked road.*

V.S.C.C. OULTON PARK

◀ *W. HANLON'S 1932 Talbot chased in the 4th race at the V.S.C.C. Oulton Park Meeting by J. W. T. Crocker's 1937 4½-litre Lagonda, with E.K. Poynter's 1928 Ulster Lea-Francis close behind it and J. Blight's 1931 Talbot 105 coming up fast. NEW ERA OF HISTORIC CAR RACING.—W. E. Wilks' 1952 1,972-c.c. Cooper-Bristol had no difficulty in beating all the pre-war cars in both its races at Oulton Park.* ▼







CASTROL WINS IN ALPINE RALLY



1ST Touring Car Category

FORD CORTINA

Vic Elford/David Stone

LADIES PRIZE

BMC MINI-COOPER

Pauline Mayman/Valerie Domleo

MANUFACTURERS TEAM PRIZE

BMC MINI-COOPER

Runner up in Grand Touring Category

AUSTIN-HEALEY 3000 (Donald & Erle Morley)

Also 4 out of 7 Alpine Cups

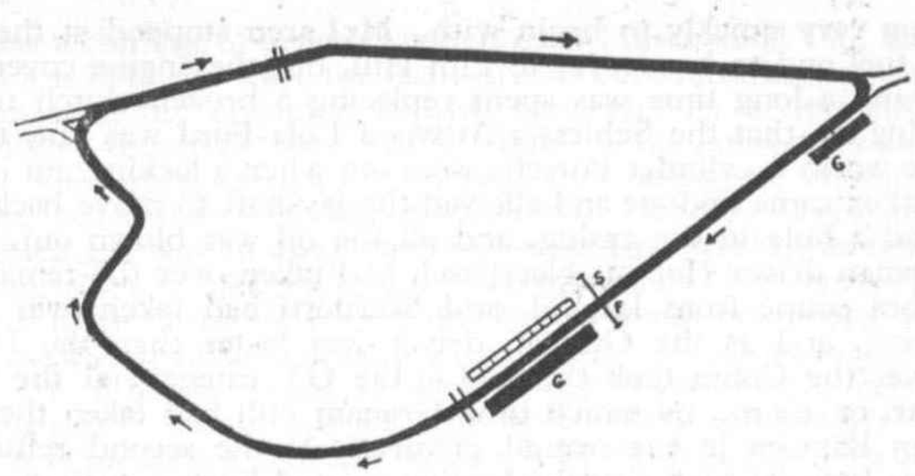
(Subject to official confirmation)

FOLLOW THE EXPERTS... ALWAYS ASK FOR CASTROL — BY NAME!



THE 12 HOURS OF REIMS

A Race to the Finish



Outline of the Reims circuit.

REIMS, FRANCE, *July 5th.*

WITH the French Grand Prix having gone to Rouen, the A.C. de Champagne had to think up something new for their meeting on the Reims-Geux circuit, so they revived their 12-hour race. It had last been run in 1958, when it had been for GT cars, but this year it also included Prototype GT cars as well. This meant that it was going to be half a Le Mans race, with many of the same competitors taking part. The Scuderia Ferrari justifiably gave this race a miss, as with Championship events for Formula One and Prototype GT racing coming on top of each other at this time of the year, they had more than enough to do. However, the factory gave support to numerous private teams and agreed to lend the works drivers to anyone who wanted them, so that Ferrari forces were strong. The English Maranello Concessionaires had a brand new 275LM/P, the rear-engined GT coupé with 3.3-litre V12-cylinder engine that runs as a Prototype until such time as it is homologated with the F.I.A., and the drivers were Graham Hill and Bonnier, and their GTO Ferrari was driven by Parkes/Scarfiotti. Chinetti's North American Racing Team had a similar pair of cars, the LM driven by Surtees/Bandini and the GTO by Rodriguez/Vaccarella; they had a second GTO driven by Grossmann/Hudson. The Ecurie Francorchamps from Belgium also had a pair of Ferraris, their LM driven by Langlois/" Beurlys " and their GTO by Bianchi/Dumay. There should have been a fourth 275LM/P for Maglioli/Rindt to drive, but the owner crashed it in a hill-climb the week before. Two more GTO models completed the Ferrari forces, these being Piper, with his own lowered green car, with Maggs as co-driver, and Amon and Stewart with Norinder's blue and yellow car.

Although the entry was divided up into classes the overall winner was obviously going to come from amongst the Ferraris or from their direct rivals. Opposing the Prototype Ferraris were three of the Ford Motor Company's Lola-Ford V8 coupés, two being cars from Le Mans, for Phil Hill/McLaren and Ginther/Masten Gregory, and the third being a reserve car fitted with a 4.7-litre dry-sump iron-block engine, as against the normal 4.2-litre alloy block Indianapolis engine, and this was for Attwood/Schlesser. The Shelby-Cobra team had their two Daytona-type coupés, as run at Le Mans, for Gurney/Bondurant and Ireland/Neerpasch, and should have had a third car, running as a prototype, with 6½-litre V8 Ford engine in a lengthened A.C. chassis, but time and policy prevented it being ready, for it would have been tremendously fast and the 200-m.p.h. stuff is supposed to be in the hands of the Lola-Fords! The big 5-litre Maserati was making another re-appearance, with Trintignant/Simon, and the Le Mans Iso-Rivolta of Noblet/Berney was also running. Those two Jaguar stalwarts Protheroe and Sutcliffe were running their competition E-types, with Coundley and Bradley as co-drivers, respectively, while an A.T.S. 2½-litre rear-engined coupé got as far as practice, only to be written off when a member of the public ran into it on the way back from the circuit.

The Porsche factory entered a lone 8-cylinder version of the 904 coupé for Barth/Davis and a 4-cylinder production 904 for Koch/Mitter, and there were eight further 904 models in the hands of private owners. Amongst them was a lone Lotus Elan for Wicky/Collomb, and to complete the entry there were teams of Alpine-Renaults and René-Bonnet-Renaults, with a lone Triumph Spitfire Le Mans coupé in the hands of two French drivers.

As the start was due to take place at midnight, headlights were obviously going to play a big part and the practice sessions allowed a certain amount of running after dark, for electrical tuning purposes. With the present-day GT Prototype cars on the very fast Reims circuit some remarkable lap speeds were put up and the top Ferraris and Lola-Fords were all lapping at well over 130 m.p.h., and for the first time for some years cars were braking hard going into the long right-hand bend after the pits, and some of the slower cars were not reaching a *maximum* speed equal to the *average* speed of the faster cars, but fortunately there was only a total of 37 starters, so the speed-differential problem was not as bad as it might have been. The main worry among the fast boys was the Le Mans-type start in the dark, and the opening laps, until they became accustomed to the dark. Under floodlights the start was given at midnight on Saturday and the Porsche 904s were the first to move, but it was not long before an incredible high-speed traffic jam was disappearing under the Dunlop bridge and round the fast right-hander. The opening lap, with the headlights appearing on the Soissons road and streaming down to Thillois, was quite fantastic, and then the flood of light came pouring up the road past the pit area at 160 m.p.h. or more. The whole field sorted itself out very quickly and there began a terrific battle for the lead between Graham Hill and Surtees in the Ferrari LM coupés and Ginther in a Lola-Ford coupé. These three passed and re-passed, ran in line-ahead, ran abreast, passed other cars on either side and sometimes on both sides, disappeared over the hill past the pits side-by-side with the brakes hard on, and slip-streamed each other, all in the dark at an average speed of 203 k.p.h. (approx. 126 m.p.h.). New fastest laps were being recorded all the time and had the three drivers not been sensible and level-headed fellows, whom one could trust not to do stupid things, it would have been incredibly dangerous and would have undoubtedly ended in disaster. As it was, it was one of the finest bits of real motor racing that one could have wished to see, the only trouble was that it was in the dark and you could only see the cars as they passed through the floodlit pits area. However, that was exciting enough and it was easy to pick out the pairs of headlights as they screamed down the hill to Thillois by the rate at which they passed slower cars, and that was most impressive for they were clocking 180 m.p.h. or so. This trio outshone the rest of the runners and also left them all behind, but the Ford team were nicely placed, with Ginther battling against the leading Ferraris and McLaren in fourth place, followed by Attwood in their third car.

At 1 a.m. Surtees was leading officially, but by the next lap Ginther was back in front and Graham Hill was alongside or behind either or both of them. It was magnificent and the average speed was mounting all the time, but it was also ridiculous, for this was supposed to be a 12-hour endurance race and the three of them were out to break each other up. It went on until 1.25 a.m., when Ginther came to rest at Thillois with a horrible grinding noise from the transmission and no drive to the wheels, but the Lola-Ford had gone out fighting in the biggest possible way, and had the two Ferraris been factory cars they could have sighed with relief and relaxed. As it was they were rival teams, one belonging to the English Ferrari agent and the other to the American agent, so in consequence the battle continued. Meanwhile there was trouble elsewhere, for Gurney's Shelby-Cobra coupé had stopped early with the engine boiling furiously, and shortly afterwards the gearbox casing split and put the car out before Bondurant even had a chance to drive. Siffert had retired Schiller's Porsche 904 before the owner got a drive, the clutch giving trouble, and Beltoise had crashed badly in a René-Bonnet coupé. While the Ford-engined car had been giving the Ferrari Prototypes a bad time all was well in the GT category, for Parkes was well ahead of all the other GT cars, but Ireland was in the running with the second Cobra coupé. Just after 1½ hours of racing, and the leaders were really racing, the time came for refuelling and this put a stop to side-by-side running, for Surtees came in one lap before Graham Hill, and Bandini was on his way before Hill approached the pits. After refuelling Hill went on again, doing two stints of driving, but he was in again shortly afterwards as it was thought that a filler cap was open. It wasn't, but it was a wise precaution, and the Maranello Concessionaires car was soon gaining on the N.A.R.T. one as Bandini was not

going very quickly to begin with. McLaren stopped at the pits for fuel and to hand over to Phil Hill, but the engine cover was up and a long time was spent replacing a broken clutch return spring, so that the Schlesser/Attwood Lola-Ford was now third. The works 8-cylinder Porsche went out when a locking nut in the gearbox came undone and allowed the layshaft to move back and grind a hole in the casing, and all the oil was blown out. The German driver Helmut Neerpasch had taken over the remaining Cobra coupé from Ireland, and Scarfiotti had taken over from Parkes, and as the German driver was faster than the Italian driver the Cobra took the lead in the GT category at the third hour, or 3 a.m., by which time Graham Hill had taken the lead from Bandini in the overall picture. At the second refuelling stops Bonnier took over the leading car and Surtees took over the N.A.R.T. car, and now the situation was reversed, for Surtees gained an easy 2½ to 3 sec. a lap on his rival. The pace was as fast as ever and Surtees clocked 2 min. 21.0 sec., a speed of over 211 k.p.h., as daylight began to appear, but dawn was a bad time for the Ford team as Schlesser made two pit stops with transmission trouble and was retired when it was found that a plug had fallen out and let all the oil out. The remaining Lola-Ford was going all right but was a long way back due to its lengthy pit stop, but before 5 a.m. there was a bang as Phil Hill went by the pits and he returned much later on foot, the engine having blown apart, so that the last of the Ferrari challengers had gone. However, in the GT category the Ireland/Neerpasch Cobra coupé was still leading the GTO Ferraris, whose ranks had been thinned by one of the N.A.R.T. cars having brake failure and the other suffering from icing in the carburetter, as was the Belgian GTO. Just after 5 a.m. Ireland came into the pits to complain of strong exhaust fumes in the cockpit, and it was found that the left-hand pipes had broken away from the silencer. Mechanics slaved away and removed the whole system, replacing it with one taken from the retired Gurney car, but a lot of time was wasted as it did not fit properly. It was after 5.30 a.m. when the job was finally finished and Neerpasch went off in the car, but by 6 a.m. it was in again, this time with a split gearbox casing as on the first car, which must have been heart-breaking for the mechanics as they wheeled it away to the paddock. This left the GT class to the Ferraris of Parkes/Scarfiotti and Piper/Maggs, the privately-owned one going splendidly and leading by a few seconds at the half-way point.

As the clocks recorded 6 a.m., or half-distance, Surtees was leading Bonnier by a mere 56 sec., although in the official results they were a lap apart, due to Surtees completing his 147th lap just before 6 a.m. and Bonnier his 147th lap just after 6 a.m. Therefore at exactly 6 a.m. Surtees had covered 147 laps and Bonnier 146 laps, but to observers in the pits the gap was clearly very small in distance on the road. With so many retirements among the fast cars the Porsche 904 models were moving up into the high places and the Koch/Mitter car was fifth and the Nasif/Viannini car was sixth, but they were only 22 sec. apart. The Belgian Ferrari LM coupé had gone out with horrid noises in the rear axle, after having been delayed by a broken fan belt, and the big Maserati had been withdrawn with ignition maladies, after many attempts to sort it out.

The battle for the lead was going on unabated and the average speed had risen to over 204 k.p.h. with continued new fastest laps, and just after 7 a.m. Surtees clocked 2 min. 19.6 sec.—213.778 k.p.h. (approx. 133 m.p.h.). Pit stops were playing a vital part in this remarkable battle, every second gained or lost by mechanics when refuelling was counting in the overall picture. Although the two leading Ferraris were apparently identical, the N.A.R.T. one was *understeering* heavily and wearing out its left-hand front tyre and the Maranello Concessionaires car was *oversteering* and wearing out its left-hand rear tyre. At 8.15 a.m. Surtees handed over to Bandini, but before he could set off again Graham Hill had gone by into the lead, but at 8.45 a.m. Hill stopped for fuel and a new rear tyre and Bandini went by and retook the lead. At this point the Maranello Concessionnaires tactics paid off for Graham Hill went off again for another stint and rapidly reduced Bandini's lead, but after a while the young Italian began to go faster and held the gap at just over 50 sec. as the ninth hour approached. The Piper/Maggs Ferrari had dropped back to fourth place as it was losing brake fluid from an undiscovered break in a pipe-line and had to make additional stops to take on brake fluid, but Parkes was not too secure in third place as his car was having clutch bothers. Shortly before 10 a.m. the N.A.R.T. car stopped for fuel and had the left front tyre changed and Surtees took over, but while the car was stationary Graham Hill went by and retook the lead, there still being only the time of a fast pit stop between these two cars. It was just 27 sec. after Graham Hill passed that Surtees set off back into the race, and by the time he was in his stride the gap was 40 sec. With full tanks Surtees could not gain on Hill, but he knew that his rival would be making another stop soon. The gap opened to 49 sec., for Hill knew that every second he could gain before his next stop was going to be vital, and he set a new lap record in 2 min. 19.2 sec., and at 10.30 a.m. he came in to the waiting and eager mechanics. Fuel was pumped in, but the N.A.R.T. car went by, and so equal were these two teams of drivers, cars and mechanics, that it was just 27 sec. after Surtees passed that Bonnier rejoined the race, as the position had been at the previous pit stops. When Bonnier was in his stride the gap was 40 sec., as before, but instead of opening as it had previously, it stayed pretty constant, for Surtees was running out of brakes. At 10.40 a.m. he shot into the pits and had new pads fitted to the front brakes, as well as having the tanks topped up, and the stop took over 2 min., so that Bonnier had gone by into a strong lead. With good brakes once more, Surtees now began to pour on the steam and Bonnier's lead of 1 min. 44 sec. was whittled down at 4 or 5 sec. a lap; 1 min. 35 sec., 1 min. 21 sec., 1 min. 17 sec., and it was 11 a.m., with only one hour to the finish.

At this rate Surtees was going to retake the lead about 10 min. before the end of the 12 hours and it seemed impossible that this fantastic pace could have been going on for so long, and the average speed was mounting all the time, it now being 204.345 k.p.h. (approx. 126 m.p.h.). It was just possible that the Maranello car might be called to the pits and Graham Hill put back in, but it was unlikely that he could make up for the stop *and* hold off Surtees, so that the result of this 12-hour battle was now left to fate and at 10 minutes past eleven fate stepped in. Surtees was overdue and he was seen limping in with his left front tyre flat. It had not been changed at the last pit stop, there apparently being enough rubber on it to finish the race, but whoever had made the decision had been wrong, and it was a bitter Surtees who set off again when a new wheel had been fitted, for now Bonnier had a whole lap and 40 sec. lead, and though Surtees continued at unabated speed and got himself back on the same lap as Bonnier he could not hope to catch the English-owned Ferrari, and at 12 noon on Sunday the two Ferrari LM coupés finished running as strongly as ever, having between them vanquished all the Ferrari challengers and raced against each other in a flat-out 12-hour battle, won and lost through driving, pit control, mechanics, tactics and team work; in fact, the perfect long-distance motor race.

As if the excitement between the leaders was not enough, in the closing stages of the race the Nasif/Viannini Porsche 904 passed the Piper/Maggs Ferrari, due to its brake troubles, but frantic signals from the pits made Maggs press on unquestioningly and he regained their fourth place overall in the last ten minutes of the race. There were twenty finishers out of the thirty-seven starters, and the French Alpine team thoroughly vanquished the rival René-Bonnet team, the three streamlined Alpine coupés finishing the 12 hours in line-ahead formation in correct number sequence, 49, 50 and 51, although their actual finishing order was the reverse way round. Once again the standard Porsche 904 showed its reliability, eight out of the nine finishing, though they did experience troubles with throttle cables, clutches and brakes.

As at Le Mans, the threat to Ferrari supremacy in Prototype and GT racing was there for all to see, and it was a strong threat, but the years of experience at Maranello are going to be hard to beat.

The Formula Two Race

It is said that " after the Lord Mayor's Show . . .", and in this case there were swarms of the little things. Anyone who was anyone in Formula Two racing had a Cosworth SCA engine and as the *maximum* speed of these cars was about the same as the *average* speed of a Prototype GT, it seemed absurd before the start to let them loose on such a circuit. For any of the top twelve or fifteen drivers it was a case of full throttle all the way, except for two maximum braking efforts at Muizon and Thillois hairpins, and the whole thing seemed fraught with disaster. After the Pau G.P. I expressed my disapproval of F.2 other than as a nursery on small home-based circuits, and here were half a dozen valuable top-flight Grand Prix drivers on a full-blooded Grand Prix circuit in cars with engines the size of decent motorcycles. Presumably they were doing it for the money, but I should have thought that common sense and logic was stronger than pounds sterling. At the end of the opening lap there were ten or more cars so close that it was not exciting, nor was it skilful, it was

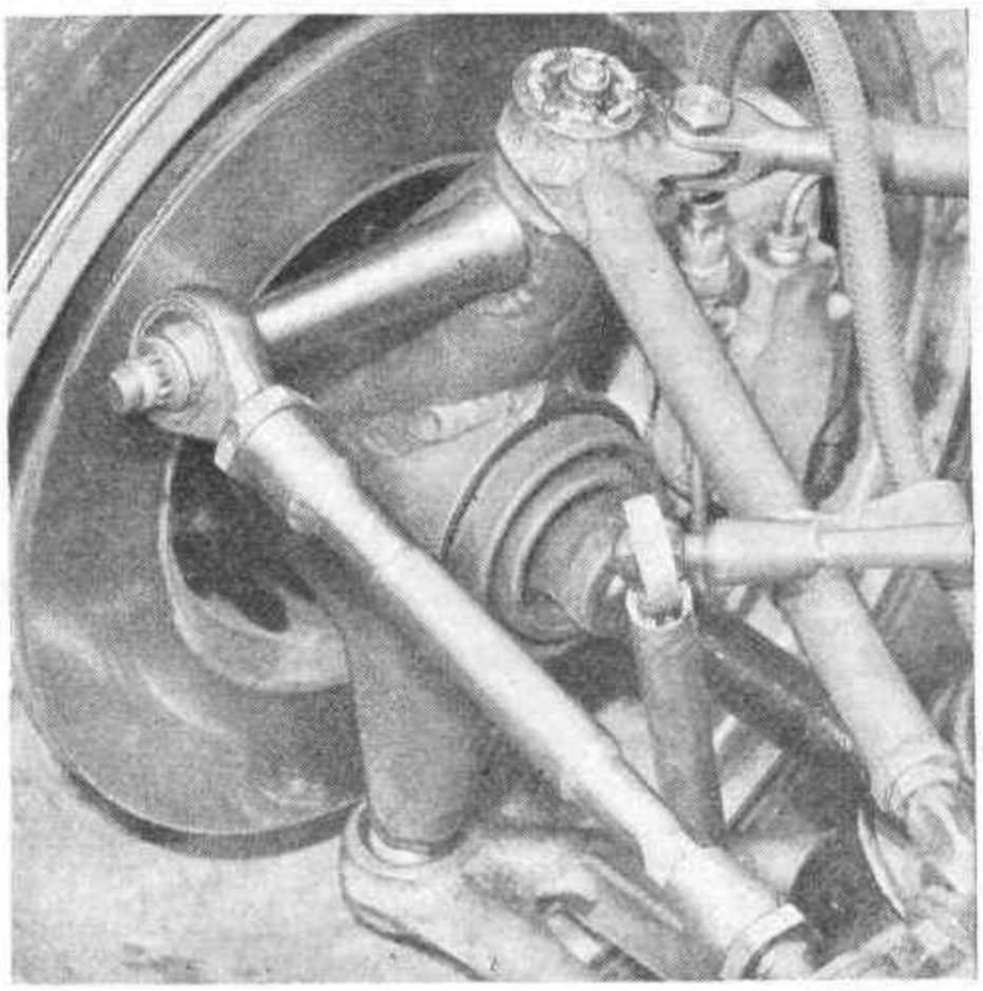
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THE 4-W-D B.R.M.

DURING the practice for the British Grand Prix at Brands Hatch the B.R.M. team produced an experimental 4-wheel-drive car, which was driven by Richard Attwood for test purposes. Evolved in conjunction with the Ferguson Research firm this vehicle is a travelling test-bed for ideas that will no doubt be incorporated in the 1966 B.R.M. Grand Prix car. It was constructed from existing components from last year's B.R.M. Formula One cars and the Ferguson P99 research single-seater that proved the point of 4-wheel-drive back in 1961. As a basis for this experimental car an old B.R.M. space-frame was modified to take a V8 Grand Prix engine turned through 180 degrees, so that the flywheel and clutch assembly were just behind the driving seat. A special gear-train steps the drive across to the left of the cockpit and a shaft runs forward to a 6-speed B.R.M. gearbox mounted to the left of the driver's knees. Attached directly to this gearbox is a unit containing the Ferguson centre-differential and controlled-slip clutch unit and the gear train providing fore-and-aft propeller shafts. The front shaft is attached directly to the front-wheel Ferguson drive unit, containing crown-wheel and pinion and differential unit, and open shafts take the drive to the wheels. The rearward running shaft from the B.R.M. gearbox/Ferguson control mechanism runs along the side of the driving seat, under the left-hand cylinder head of the V8 engine, where a steady bearing is mounted, and thence to the rear-wheel Ferguson drive-unit, identical with the front one, and again by open shafts to the wheels.

Whereas the P99 used inboard brakes the B.R.M. has them mounted outboard, but this is merely because existing suspension units, wishbones, etc., are used in the interests of economy and time. The front-wheel drive shafts pass through the fabricated hub carriers via constant-velocity joints. At the moment 15 in. wheels carrying 6.00 Dunlop tyres are used, but again this a question of using existing parts, the important thing being to get the layout and system worked out and functioning properly, after which detail design work can be started. As it stands at present the car is unduly heavy and is not taking advantage of the Ferguson 4-w-d layout as regards size and weight, but this will follow once the acceptance of the principle has been achieved. The driving position is offset to the right of the cockpit, to allow for the propeller shaft and the engine-to-transfer-box shaft, and the engine is set at a slight angle in the chassis for similar space reasons. Fuel is carried in pannier tanks and oil in a tank at the rear of the car, while water radiator and battery are mounted right in the front of the nose.

The intention is to run the car as a test-bed for information, with Attwood as the driver as the 4-w-d principle obviously needs a new technique of driving, as Ferguson's discovered with the P99 and it is better to leave the team-drivers concentrating on winning races with the orthodox B.R.M. cars, and let a new and uninhibited driver do the test-bed work. This interest by B.R.M. in 4-wheel-drive principle for Grand Prix racing will undoubtedly cause other teams to take note, but in fact the Ferguson P99 pointed the way in 1961 but the Grand Prix world was then too conservative to take the lead. Congratulations to Tony Rudd and the B.R.M. designers for starting this new and interesting lead in the technical field of Grand Prix racing. It has probably been forgotten that the 1954 Mercedes-Benz W196 was designed for 4-w-d with the option of rear-wheel-drive or all-wheel-drive being at the choice of the driver simply by operating a foot-controlled solenoid-switch. Time unfortunately beat this project and the W196 appeared as a rear-wheel-drive racing car, albeit a very successful one.—D. S. J.



The drive to the front wheels of the experimental 4-w-d B.R.M. is taken through constant-velocity joints which pass through fabricated uprights, as on the Ferguson P99.

REIMS—continued from facing page

plain "bloody stupid." In the 12 hours' race, in the dark, Ginther, Hill and Surtees had been equally close at speeds 50 m.p.h. higher, but that had made sense, for no matter what the cars, they are in the top category, but in this Formula Two race there were drivers of all categories wheel-to-wheel simply because all the cars had equal performance, and low performance at that, relative to the circuit.

By sheer good fortune, due to lapping a slower car at a crucial point of the circuit, Brabham and Rees broke away from the main pack, and then the inevitable happened. First Hegbourne spun off without collecting anyone, but then Arundell got into an accident and involved Gintner and Rindt, and Arundell was very badly hurt. If a Grand Prix driver crashes and hurts himself while trying to win a Grande Epreuve, then that is part of the risk of his profession, but to injure himself in a "Go-Kart" race is needless waste. Like a test-pilot crashing in a Piper-Cub, or an International football player breaking a leg in a village match. Alan Rees beat Brabham to the line by a few feet, both in Brabham cars powered by Cosworth SCA engines, of which engines there can be no criticism for they withstood peak revs for the whole 37 laps.

The Formula Three Race

Of this the less said the better, but Jackie Stewart had the good sense to cross his fingers, over-rev his engine, and get well away in the early stages, out of harm's way.—D. S. J.

REIMS 12 HOURS—Prototypes and GT—Midnight to Midday

1st :	G. Hill/J. Bonnier (Ferrari 275LM/P)	2,448.933 km.—204.077 k.p.h.
2nd :	J. Surtees/L. Bandini (Ferrari 275LM/P)	2,441.222 km.
3rd :	M. Parkes/L. Scarfiotti (Ferrari GTO—1964) ..	2,313.252 km.
4th :	D. Piper/A. Maggs (Ferrari GTO—1963)	2,263.355 km.
5th :	E. Nasif/A. Viannini (Porsche 904 GTS)	2,259.672 km.
6th :	G. Koch/G. Mitter (Porsche 904 GTS)	2,248.339 km.
7th :	B. Pon/R. Slotemaker (Porsche 904 GTS)	2,235.979 km.
8th :	R. Protheroe/J. Coundley (Jaguar E-type)	2,234.296 km.
9th :	L. Bianchi/P. Dumay (Ferrari GTO—1964) ..	2,232.291 km.
10th :	R. Buchet/G. Ligier (Porsche 904 GTS)	2,224.570 km.
11th :	P. Rodriguez/N. Vaccarella (Ferrari GTO—1964)	2,191.391 km.
12th :	H. Muller/A. Knorr (Porsche 904 GTS)	2,173.024 km.
13th :	Mlle. Soisbault/C. Dubois (Porsche 904 GTS) ..	2,168.172 km.
14th :	P. Sutcliffe/W. Bradley (Jaguar E-type)	2,163.679 km.
15th :	V. Zalinge/V. Lennap (Porsche 904 GTS)	2,150.247 km.
16th :	"Franc"/J. Kerguen (Porsche 904 GTS)	2,072.912 km.
17th :	C. Amon/J. Stewart (Ferrari GTO—1963)	2,050.775 km.
18th :	R. de Lageneste/H. Morrogh (Alpine-Renault) ..	2,000.142 km.
19th :	J. Rosinski/H. Grandsire (Alpine-Renault) ..	1,983.566 km.
20th :	M. Bianchi/J. Vinatier (Alpine-Renault)	1,809.208 km.

Fastest lap : G. Hill (Ferrari 275LM/P) on lap 254, in 2 min. 19.2 sec.—214.700 km.

37 *starters* — 20 *finishers.*

REIMS FORMULA TWO—37 Laps—307.165 Kilometres—Very Warm

1st :	A. Rees (Brabham-Cosworth) ..	1 hr. 36 min. 10.6 sec.—191.625 k.p.h.
2nd :	J. Brabham (Brabham-Cosworth)	1 hr. 36 min. 10.7 sec.
3rd :	M. Spence (Lotus-Cosworth) .	1 hr. 36 min. 22.8 sec.
4th :	J. Clark (Lotus-Cosworth) ..	1 hr. 36 min. 26.2 sec.
5th :	D. Hulme (Brabham-Cosworth)	1 hr. 36 min. 27.6 sec.
6th :	R. Attwood (Lola-Cosworth) ..	1 hr. 37 min. 24.1 sec.
7th :	J. Siffert (Brabham-Cosworth) ..	1 hr. 37 min. 33.5 sec.
8th :	D. Hobbs (Merlyn-Cosworth) ..	1 hr. 37 min. 36.7 sec.
9th :	P. Proctor (Lotus-Cosworth) ..	1 hr. 38 min. 24.5 sec.
10th :	R. Bloor (Lotus-Cosworth) ..	1 hr. 38 min. 28.7 sec.

6 other finishers.

Fastest lap : A. Rees (Brabham-Cosworth) on lap 6, in 2min. 32.2 sec.—196.362 k.p.h.

REIMS FORMULA THREE—20 Laps—166.035 Kilometres—Very Warm

1st :	J. Stewart (Cooper-B.M.C.)	57 min. 24.0 sec.—173.969 k.p.h.
2nd :	L. Bianchi (Alpine-Renault)	57 min. 57.5 sec.
3rd :	P. Courage (Lotus-Ford)	58 min. 18.9 sec.

Fastest lap : J. Stewart (Cooper-B.M.C.) in 2 min. 49.5 sec.—176.320 k.p.h.

Solitude Grand Prix

A DISASTROUS RACE

STUTTGART, GERMANY, *July 19th.*

ALTHOUGH it had the makings of a rousing good Grand Prix race the event at Solitude was really only a make-weight for the German Motorcycle World Championship meeting, which included classes for 50 c.c., 125 c.c., 250 c.c., 350 c.c., 500 c.c. and Sidecars. With over 300,000 spectators attending the two days' racing to see the motorcycles, it was not surprising that the Formula One cars came on after the serious business was finished.

Practice on Friday and Saturday was held in blazing sunshine that was almost too hot to bear, and though there was a fair amount of hard driving, times did not get down to the 3 min. 49.1 sec. set up in last year's race by J. Clark, Esq. Team Lotus had their three cars with them, the Type 33 having altered rear suspension to match up with the previously altered front suspension, and the Brands Hatch winning Type 25B (or C, D, E or F), with 1963 steering and 1964 back suspension, as a spare for Clark, while Spence once again replaced Arundell in the Type 25 with 1964 steering and 1963 rear suspension. As this race did not count for any sort of Championship, Clark was concentrating on the Type 33, which was using a "flat-crank" Climax V8 engine, and on the second day of practice Gerhard Mitter was loaned the spare car. The B.R.M. team had intended to enter G. Hill and Attwood, but the latter was already committed to a Formula Two race in France and Ginther was having a week-end off, so Graham Hill was on his own with his regular 1964 B.R.M. car and also the latest one, Number 2516. Brabham was also on his own, with his Brands Hatch car, as Gurney was having time off like Ginther. The Ferrari team made a last-minute entry of Surtees and Bandini, with the cars they had used at Brands Hatch, Surtees in the V8 and Bandini in the V6.

The more successful private teams and private owners were also entered, the B.R.P. team with their two cars from Brands Hatch, Ireland in the B.R.P.-monocoque and Taylor in the old Lotus-B.R.M. V8, while Hailwood and Amon had the Parnell Lotus-B.R.M. V8 cars. Anderson and Siffert had their Brabhams and, as usual, Bonnier had Rob Walker's two cars, hopping from Cooper to Brabham during practice, and finishing up in the Brabham. Revson was with the Parnell team driving his Lotus 24-B.R.M. V8, and to complete the entry of eighteen there were two old Lotus 18 cars fitted with racing Borgward engines and driven by German drivers, and de Beaufort with one of his old 4-cylinder Porsches, the last three making up the back row of the grid. Although not entirely convinced about the handling of the Type 33 Lotus, Clark nevertheless set up fastest practice lap in it, but was only a fraction ahead of Surtees, who got the V8 Ferrari going well on the second day, while Graham Hill was not really happy about either B.R.M. but settled for the newest one. Brabham should have been mixing it in with these three but on the second day of practice he had hardly got going when the engine's scavenge pump stopped working, the crankcase filled with oil, and the lack of oil to the pressure pumps caused the bearings to break up. Fortunately he had a spare engine with him and overnight work got it installed. The Parnell team were in terrible trouble, for both cars broke their gearboxes before they even set off for the circuit on the first day of practice, due to what seemed like faulty hardening of gearbox shafts, and on the second day Hailwood's B.R.M. engine broke a tappet, which bent a valve, just after he had made quite a quick lap. For those needing time for repairs it was useful that there were all the motorcycle races to be run first and the Grand Prix was not until late on Sunday afternoon. Clark's engine was opened up as it seemed to be losing water, but nothing could be found wrong, and Hailwood's engine was rebuilt.

After the fantastic heat of the previous days it came as a bit of a shock to find it raining steadily on Sunday morning, but the heat returned and conditions were dry again after lunch, but as the cars assembled for the start the rain came down again. Clark was using the Type 33, actually starting in its first race since the Aintree crash, Spence was using the Type 25 normally driven by Clark, and Mitter had the car normally driven by Arundell. The Ferrari team were a lot happier for Surtees had really challenged Clark in practice, and the V8 engine had an electrically energised switch operated by the left-hand throttle slide when it was fully shut, to control the injection mixture strength at small throttle openings. Graham Hill was using the latest B.R.M. monocoque car and, with the exception of Bonnier, all the others had no choice of car, having to race with what they had and make the most of it. In view of the rain the organisers let everyone do a reconnaissance lap, and they all returned visibly shaken, for the surface of the Solitude circuit is very smooth and with three full days of high-speed running it was coated with oil and rubber. The previous long spell of dry weather and blazing sunshine had really dried the surface, so that Sunday's rain made it incredibly slippery. As all the fast boys were on 13-in. diameter Dunlop tyres with very wide treads, it was like trying to walk across an ice-rink in snow-shoes. The rain was still sprinkling down so the start was delayed for 20 minutes as sunshine and clear skies could be seen approaching from the west, but just as it was announced that the start would be in three minutes the rain really fell down. When the start was actually given the sun was shining, but rain was still arriving at ground level from high clouds that had long since passed over. On the warming-up lap Hailwood had spun off into a ditch and bent his left rear suspension, and Revson had spun but done no damage, and the delayed start enabled some frantic work by the Parnell Team to fit a new radius arm and straighten everything out on Hailwood's car Had the start been given on time or delayed even longer, disaster would have been prevented, but as it was, when the flag fell the roadway was awash and the eighteen cars got away in a sea of spray and only Jim Clark, who took the lead, had any hope of seeing where he was going. With visibility and adhesion at a minimum the wide-tread Dunlops did not help, as it seems they are very bad at draining the water away from the tread. The field had not reached the highest point of the circuit, a short way from the start, when Bandini found himself sideways near the front of the pack; someone nudged him, and then cars went in all directions, Brabham, Amon, Mitter, "Parker" and Bandini all being involved, with wrecked cars everywhere but luckily no personal damage. Only two or three corners further on, Graham Hill "lost" his B.R.M. on a sheet of water and crashed into the woods, taking down a telegraph pole and smashing the car, and someone spun in front of Ireland, who went off the road in the B.R.P. while taking avoiding action, while Anderson spun off into a ditch but managed to get going again.

Along the back straight Surtees plunged into Clark's spray and went by into the lead, and Clark dropped back until he had some visibility, and these two ended the disastrous opening lap way out on their own but going unbelievably slowly. It was only the intense concentration on their faces and the finger-tip touch on the steering wheels that gave a real indication of the slipperiness of the circuit and the reason for the low speed. A cat walking about on a shelf full of Dresden china would have looked clumsy by comparison. After a time, Spence, Bonnier, Taylor, Anderson, Hailwood and the rest came trickling through, but seven cars had crashed on that opening lap and by a miracle no one had been injured. For four laps Surtees led Clark, displaying a remarkable sense of finesse and balance which must have stemmed from years of experience in balancing powerful motorcycles in similar conditions. He pulled out a 20-sec. lead over Clark in those first four laps, but then the track started to dry in places and in one lap Clark knocked off five seconds, and on the next lap he gained back a further seven seconds. He was obviously feeling his way from dry patch to dry patch, until Surtees saw him in the Ferrari mirrors and held the gap at eight seconds for a whole lap. Meanwhile, Spence had been holding a secure third place until on lap four the left-hand steering arm broke and he slid into a ditch and ripped off that front wheel, hub and brake, and slithered to a stop. The leading pair were out on their own, and with so many factory cars eliminated the private owners were in the money, and as the track dried Anderson sailed past Bonnier into third place. On the tenth lap, which was half-distance, Clark got by Surtees, but the Ferrari driver had also found the dry patches and not only stayed with the Lotus, but got back in front on lap 12, and pulled out a 3½-sec. lead. At this point there was more dry track than wet track and Clark decided it was time to change from a wet-weather driving technique to a dry-weather technique, using lower gears and more r.p.m. out of corners. He was soon up with the Ferrari and shortly after starting lap 16 he took the lead again, the Ferrari being in trouble with violent wheelspin when the power came in, which it seemed to do rather suddenly. From then on Clark motored away to victory, the two of them having lapped the rest of the field, which was being dominated by Anderson, driving very confidently after his excellent showing at Brands Hatch. Bonnier's B.R.M. engine in the Brabham was running on a lot less than eight cylinders and he dropped further and further back, being passed by Revson, while Hailwood was delayed by a spin and an ignition wire coming adrift.

What had started off with the potential of being an exciting race, for the 11,417-km. Solitude circuit in the dry is one of the best in Europe, turned into a veritable holocaust on account of a few moments' hard rain, and was one of the most expensive as regards material damage. Surtees had shown uncanny skill at "tip-toe" driving on ice, but Clark has won yet another Grand Prix race.—D. S. J.

STARTING GRID

↑

14 G. Hill (*B.R.M. V8*) 3 min. 52.8 sec.	20 J. Surtees (*Ferrari V8*) 3 min. 49.8 sec.	6 J. Clark (*Lotus 33-Climax V8*) 3 min. 49.6 sec.
10 M. Hailwood (*Lotus 25-B.R.M. V8*) 3 min. 55.3 sec.	21 L. Bandini (*Ferrari V6*) 3 min. 54.2 sec.	
1 J. Brabham (*Brabham-Climax V8*) 3 min. 56.3 sec.	5 R. Anderson (*Brabham-Climax V8*) 3 min. 55.7 sec.	8 M. Spence (*Lotus 25-Climax V8*) 3 min. 55.6 sec.
16 J. Siffert (*Brabham-B.R.M. V8*) 3 min. 56.7 sec.	4 T. Taylor (*Lotus 24-B.R.M. V8*) 3 min. 56.4 sec.	
17 J. Bonnier (*Brabham-B.R.M. V8*) 3 min. 59.4 sec.	11 C. Amon (*Lotus 25-B.R.M. V8*) 3 min. 58.8 sec.	3 I. Ireland (*B.R.P.-B.R.M. V8*) 3 min. 57.4 sec.
12 P. Revson (*Lotus 24-B.R.M. V8*) 3 min. 59.6 sec.	7 G. Mitter (*Lotus 25-Climax V8*) 3 min. 59.5 sec.	
19 E. Maring (*BKL-Borgward*) 4 min. 30.8 sec.	18 "J. Parker" (*BKL-Borgward*) 4 min. 18.4 sec.	9 G. de Beaufort (*Porsche 4-cyl.*) 4 min. 17.0 sec.

Results:

GRAND PRIX OF SOLITUDE—Formula One—20 Laps
228.34 Kilometres—Wet and Dry

1st	J. Clark (Lotus 23-Climax V8)	1 hr. 33 min. 02.2 sec.—147.25 k.p.h.
2nd	J. Surtees (Ferrari V8)	1 hr. 33 min. 12.6 sec.
3rd	R. Anderson (Brabham-Climax V8)	19 laps
4th	P. Revson (Lotus 24-B.R.M. V8)	19 laps
5th	J. Bonnier (Brabham-B.R.M. V8)	19 laps
6th	T. Taylor (Lotus 24-B.R.M. V8)	18 laps
7th	J. Siffert (Brabham-B.R.M. V8)	18 laps
8th	G. de Beaufort (Porsche 4-cyl.)	18 laps
9th	M. Hailwood (Lotus 25-B.R.M. V8)	16 laps
10th	E. Maring (BKL-Borgward)	16 laps

Fastest lap: J. Clark (Lotus-Climax V8) in 3 min. 58.7 sec.—172.180 k.p.h.

Retired: On lap 1 in multiple crash—L. Bandini (Ferrari V6), J. Brabham (Brabham-Climax V8), C. Amon (Lotus 25-B.R.M. V8), "J. Parker" (BKL-Borgward), G. Mitter (Lotus 25-Climax V8). Also on lap 1 in separate crashes—G. Hill (B.R.M. V8), I. Ireland (B.R.P.-B.R.M. V8). On lap 4, M. Spence (Lotus 25-Climax V8), steering arm.

18 *starters* — 10 *finishers.*

100 GRAND PRIX

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VANDERVELL LEAD INDIUM BEARINGS

Race-track proved for the motorways of the world

XVII BRITISH GRAND PRIX

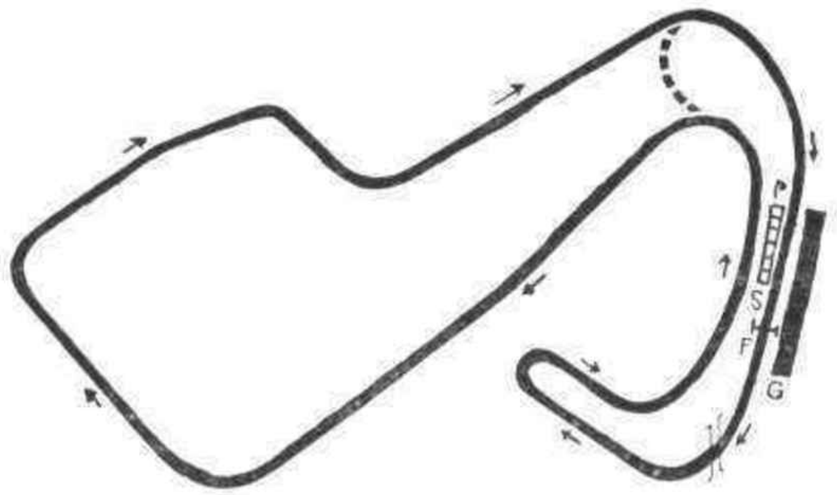
A Hard Time for Clark

BRANDS HATCH, ENGLAND, *July 11th.*

THE British Grand Prix has never had any particular home, and this year it was to hold the title of European Grand Prix so the R.A.C. not only decided to run it themselves, instead of delegating it to the B.R.D.C. or the B.A.R.C., but also chose Brands Hatch Stadium as the venue and enlisted the help of almost everyone in the British sporting world. Naturally the full length circuit was used so that it was new to the present day Grand Prix "circus," though Lotus had given a demonstration with their champion car at the end of last year and earlier this summer there had been some unofficial practice allowed, as well as another short session the night before the official practice for the Grand Prix began. There was to be the usual full supporting programme that invariably seems to turn a Grand Prix event into a "fiesta," but it was arranged that the F.1 cars should have the whole of the morning on Thursday and Friday for practice, which provided ample time for most people.

It was fine and dry when the Grand Prix cars started circulating at 10 a.m. on Thursday morning and there were two notable omissions, the first the fact that the Ferrari team had only one car, which Surtees was driving, and it was a V6-engined car as used earlier this season before the V8 was ready; the other absentee was the new experimental 4-w-d B.R.M. which Attwood should have been driving. This had developed a bit of trouble on test and was being modified, but was under way and being run at Snetterton before making its public appearance. Everyone else was out on the circuit except for Frank Gardner with his little F.2 Brabham fitted with a 1,500-c.c. Lotus-Cortina Ford engine. Team Lotus had two cars, with Clark using the Type 33 and Spence replacing Arundell on the modified Type 25, the Lotus number two driver still being in hospital following his F.2 crash at Reims. Following the collection of a piece of gravel down an intake pipe at Rouen the intakes were covered with gauze once again, and Clark's car had the high pressure fuel pump mounted on the outside of the right hand side of the cockpit, while Spence's car had it mounted on a bracket behind the ZF gearbox. The B.R.M. team had the same three cars as at Rouen, with Graham Hill putting his first choice on the earlier 1964 car, having the latest one as a spare. All three were using the earlier gearboxes, and they had the air intakes neatly parcelled in an open top box, thus keeping all hot air from the engine out of the intakes. The two Brabhams of Brabham and Gurney were unchanged from previous races, except that Gurney's engine no longer had the mixture control in the cockpit coupled to the injection unit, although the control remained there. Surtees was rather unhappily having to make use of the V6 Ferrari, and Bandini had nothing to drive, while the works Coopers of McLaren and Phil Hill had gauze covers over the top of the engines. After their disastrous Rouen meeting the B.R.P. team had got sorted out once again, with Ireland driving the latest "monocoque" car, now straightened out after its Silverstone crash in May. Taylor was using the car he had in France, the minor damage having been put right. Hailwood and Amon were driving the Parnell Lotus-B.R.M. V8 cars, and the team were looking after Revson's earlier Lotus-B.R.M. V8, while Bonnier had the choice of Rob Walker's two cars as usual. The Centro-Sud B.R.M.'s were back in the fold, for Maggs and Baghetti and the private owners, Siffert and Anderson had their 1964 Brabhams, the latter having new Hewland "friction-free" drive shafts at the rear, with flexible inboard universal joints allowing the use of shafts without sliding joints. Raby had his 1963 Brabham with B.R.M. V8 engine and Trintignant had his early B.R.M. V8, while John Taylor was driving Gerards neatly-prepared F.3 Cooper with two o.h.c. Lotus-Ford engine and Hewland gearbox.

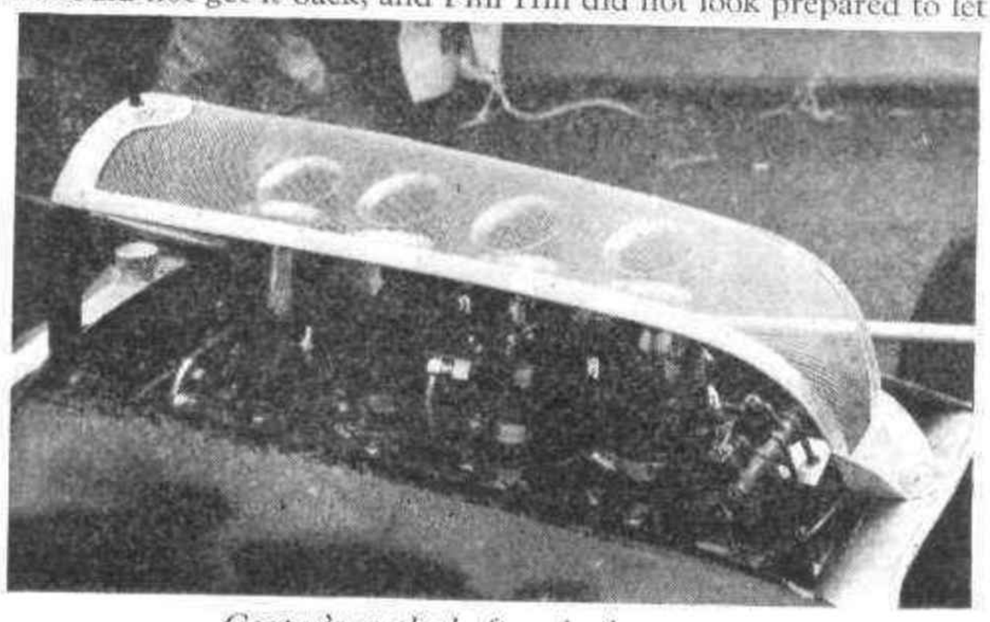
This being the first official outing for current Grand Prix cars on the Brands Hatch circuit there were no standards at which to aim, except the old 2½-litre F.1 lap record of 1 min. 40.2 sec. and the times set up earlier this year during an unofficial practice day. It did not take long for a bogey time of 1 min. 40 sec. to be set by the fast drivers and there was a lot of activity to get below this, and as an apparent added incentive there were 100 bottles of champagne on a table by the starting line for the driver setting the fastest lap of the morning, though 100 bottles of Pepsi-Cola would have been more in keeping with the Kentish circuit and today's Grand Prix



A sketch of the 2.65-mile full Brands Hatch Circuit used for the XVII British G.P.

drivers. There were some unfortunate incidents during the morning, Revson's Lotus breaking its left rear hub carrier as he went into Paddock Bend and Phil Hill's Cooper was down on power. Clark did some laps in Spence's car and McLaren tried Hill's Cooper, but all the right sort of drivers were getting below 1 min. 40 sec., including Gurney, Graham Hill, Clark, Brabham, Surtees and McLaren. Shortly after midday Trevor Taylor was very close to the 1 min 40 sec. mark when his foot slipped off the brake pedal going into Hawthorn Bend and he crashed heavily. The car was badly damaged and Taylor very lucky to get away with bruising and nothing broken. This held up practice for a short time so the closing time was extended to make up for it. The "battle for the bubbly" continued between Lotus and Brabhams, with B.R.M., Ferrari and Cooper not far behind, but Gurney finally won the day, doing many laps at under 1 min. 40 sec., rather than the odd one or two, and he finished up with 1 min. 38.4 sec., closely followed by Brabham and Clark, who tied at 1 min. 38.8 sec.

On Friday morning practice continued at 10 a.m. under perfect conditions and the entry was added to by the appearance of the interesting 4-w-d B.R.M. driven by Attwood. The Revson Lotus had been repaired and Trevor Taylor was out in the B.R.P. teams' Lotus 24 with B.R.M. engine. One V8 engined Ferrari had arrived, for Surtees, and Bandini took the V6 engined car; Clark had his old modified Lotus 25 as well as the newer Lotus 33 and Graham Hill had abbreviated sides on the engine compartment of his earlier 1964 B.R.M., while Coopers had found the lack of power in Phil Hill's car to be due to ignition timing trouble. There was no champagne for fastest time of the morning, nor any Pepsi-Cola or tea, but more important there was the final outcome of the front row of the starting grid and this was most important, for overtaking on the Brands Hatch circuit is very difficult and nobody hoping to win the race could afford not to be on the front row of the grid. This knowledge, more than any fancy presentations or photographs in the newspapers, really got the lads going on Friday morning and I took the opportunity to tour the circuit and watch from close quarters; there was some pretty fierce motoring taking place. Graham Hill seemed determined to get his time down by reason of sheer hard work, doing a great number of laps, Clark was using all the road and the raised kerbstones coming out of the corners, Gurney and Brabham looked well under control and Surtees did not look as fast as he was actually going. McLaren was not letting his Cooper get too much over-the-limit, in case he could not get it back, and Phil Hill did not look prepared to let



Cooper's method of combating stones.

his car get anywhere near the limit of adhesion, looking very unconfident about the whole thing. Ginther did not seem too happy with his car or the circuit and did not seem to be at home as he usually does, while Spence was learning his way along steadily conscious of being a " stand-in " for the injured Arundell. The 4-w-d B.R.M. was strictly " on test " and it was silly to expect wonders from such a new car, especially with the sound and sensible Attwood at the wheel, but Bob Anderson was surprising everyone with some fast times. His revised rear end had improved the handling of his Brabham enormously and he was enjoying himself hanging on to some of the works runners when they passed him, while he was quite a bit faster than many of the works drivers.

As the morning wore on the pace quickened and drivers like Clark, Graham Hill and Gurney began to use the edges of the circuit more often and there was a lot of " full power and opposite-lock " motoring out of the corners. Whereas the average driver would approach a corner with 12 in. between his tyres and the edge of the road, cut the apex by 6 in. and run out to within 12 in. of the edge on the way out of a corner, the fast boys were down to the point of having their tyres on the very edge of the road at entry, putting a front wheel over the black and white kerb as they slid across the apex and then sliding out of the corner with a rear wheel kicking up stones and dirt as it dropped off the edge of the road. Over the bumps on Westfield Corner the fast boys were really working lock-to-lock as the front wheels came off the ground and anyone who thinks the modern Grand Prix car does not let you see the driver working should have been at Brands Hatch on that Friday morning. The battle for pole position on the grid was being resolved between Clark, Gurney and Graham Hill, with Brabham and Surtees ever present. Anderson had surprised everyone by getting below 1 min. 40 sec. and equalling McLaren's time, especially as his Coventry-Climax engine was an early carburetter model. By the end of the morning Gurney was looking exceedingly grim, Clark had been using both Lotus cars and was getting both outside wheels off the edge out of some of the corners and Graham Hill was using both his B.R.M.s and was arriving into the downhill Paddock Bend on opposite-lock and giving spectators heart-stopping moments until he got control again at the foot of the hill. All the text-book stuff had gone by the board and everyone was scratching hard, the more the top boys worked the more the tail-enders had to work to keep in the picture. It all ended with Clark just beating Graham Hill, both of them using their earlier cars, with Gurney in third position, but closely followed by Brabham and Surtees, and it had been quite a busy morning.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday
1	J. Clark	Lotus 33-Climax V8	1. 38.8	1. 38.6
2	M. Spence	Lotus 25-Climax V8	1. 42.0	1. 41.4
3	G. Hill	B.R.M. V8—1964	1. 39.0	1. 38.3
4	R. Ginther	B.R.M. V8—1964	1. 42.2	1. 41.6
5	J. Brabham	Brabham-Climax V8	1. 38.8	1. 38.5
6	D. Gurney	Brabham-Climax V8	**1. 38.4**	1. 38.4
7	J. Surtees	Ferrari V8	—	1. 38.7
8	L. Bandini	Ferrari V6	—	1. 40.2
9	B. McLaren	Cooper-Climax V8	1. 39.6	1. 39.8
10	P. Hill	Cooper-Climax V8	1. 57.8	1. 42.6
11	I. Ireland	B.R.P.-B.R.M. V8	1. 42.2	1. 40.8
12	T. Taylor	B.R.P.-B.R.M. V8	1. 42.8	—
14	M. Hailwood	Lotus-B.R.M. V8	1. 41.4	1. 42.4
15	C. Amon	Lotus-B.R.M. V8	1. 42.4	1. 41.2
16	J. Bonnier	Brabham-B.R.M. V8	—	1. 40.2
17	A. Maggs	B.R.M. V8	1. 45.0	1. 45.4
18	G. Baghetti	B.R.M. V8	1. 44.2	1. 43.4
19	R. Anderson	Brabham-Climax V8	1. 42.8	1. 39.8
20	J. Siffert	Brabham-B.R.M. V8	1. 43.2	1. 42.8
21	R. Attwood	B.R.M. V8 4-w-d.	—	1. 45.2
22	J. Taylor	Cooper F.3-Ford 2-o.h.c.	1. 44.0	1. 43.2
23	I. Raby	Brabham-B.R.M. V8	1. 43.4	1. 42.8
24	P. Revson	Lotus-B.R.M. V8	1. 48.4	1. 43.4
25	M. Trintignant	B.R.M. V8	1. 54.4	—
26	F. Gardner	Brabham F.2-Ford 2-o.h.c.	—	1. 43.0
1T	J. Clark	Lotus 25-Climax V8	—	**1. 38.1**
2	J. Clark	Lotus 25-Climax V8	1. 39.0	—
3T	G. Hill	B.R.M. V8	1. 40.4	1. 38.6
7	J. Surtees	Ferrari V6	1. 39.0	—
12	T. Taylor	Lotus-B.R.M. V8	—	1. 42.8
16T	J. Bonnier	Cooper-Climax V8	1. 43.4	1. 43.4

On Saturday the day dawned wet and hopes sank, but the weather cleared and remained cloudy and dry, which was ideal for fast racing. The anticipated 135,000 spectators and ghastly traffic jams did not materialise so conditions were enthusiastic and comfortable and after some preliminary races for saloons and GT cars and an unnecessary display of militarism by the British Army, the time for the European Grand Prix approached. Clark decided to use the modified Lotus 25, this having the 1963 type of ball and socket steering rack, but the 1964 type of vertical pivot bolts for the rear radius arms, these arms being joined to the tops of the rear hub carriers, as on the Lotus 33; it also retained the high pressure injection pump in front of the radiator. Graham Hill chose his earlier 1964 B.R.M. " monocoque " and Gurney had no choice, being well content with the Brabham he has used all season, and these three formed the front row of the grid. In case any of the spectators did not know who was driving which car the organisers stuck great labels on the sides of the cars, marked Jim Clark, Graham Hill, Dan Gurney, etc. A preliminary warm-up round the circuit was permitted and then the cars were formed up on the " dummy grid," moving up to the starting line a few seconds before the fall of the flag. As the field surged forward

STARTING GRID

↑

6 D. Gurney (*Brabham-Climax V8*) 1 min. 38.4 sec.
3 G. Hill (*B.R.M. V8*) 1 min. 38.3 sec.
1 J. Clark (*Lotus-Climax V8*) 1 min. 38.1 sec.

7 J. Surtees (*Ferrari V8*) 1 min. 38.7 sec.
5 J. Brabham (*Brabham-Climax V8*) 1 min. 38.5 sec.

8 L. Bandini (*Ferrari V6*) 1 min. 40.2 sec.
19 R. Anderson (*Brabham-Climax V8*) 1 min. 39.8 sec.
9 B. McLaren (*Cooper-Climax V8*) 1 min. 39.6 sec.

11 I. Ireland (*B.R.P.-B.R.M. V8*) 1 min. 40.8 sec.
16 J. Bonnier (*Brabham-B.R.M. V8*) 1 min. 40.2 sec.

2 M. Spence (*Lotus-Climax V8*) 1 min. 41.4 sec.
14 M. Hailwood (*Lotus-B.R.M. V8*) 1 min. 41.4 sec.
15 C. Amon (*Lotus-B.R.M. V8*) 1 min. 41.2 sec.

10 P. Hill (*Cooper-Climax V8*) 1 min. 42.6 sec.
4 R. Ginther (*B.R.M. V8*) 1 min. 41.6 sec.

12 T. Taylor (*Lotus-B.R.M. V8*) 1 min. 42.8 sec.
23 I. Raby (*Brabham-B.R.M. V8*) 1 min. 42.8 sec.
20 J. Siffert (*Brabham-B.R.M. V8*) 1 min. 42.8 sec.

22 J. Taylor (*Cooper-Ford 2-o.h.c.*) 1 min. 43.2 sec.
26 F. Gardner (*Brabham-Ford 2-o.h.c.*) 1 min. 43.0 sec.

17 A. Maggs (*B.R.M. V8*) 1 min. 45.0 sec.
24 P. Revson (*Lotus-B.R.M. V8*) 1 min. 43.4 sec.
18 G. Baghetti (*B.R.M. V8*) 1 min. 43.4 sec.

Non-starters: 21 R. Attwood (*B.R.M. 4-w-d.*) 1 min. 45.2 sec.
25 M. Trintignant (*B.R.M. V8*) 1 min. 54.4 sec.

Amon's clutch did not bite and Siffert turned sharp left to avoid the Parnell Team Lotus and in doing so the Swiss driver struck Gardner's F.2 Brabham which folded up and retired on the spot. Amon and Siffert got away, though the New Zealander had damaged his clutch and he did not get going properly. The front rows of the grid had surged away on full noise and Clark and Gurney went down Paddock Hill side by side. Clark could hear the shriek of Gurney's tyres alongside his left ear but neither gave up and wheel to wheel they raced up towards Druids Corner, the tight right-hand hairpin. Being on the inside Clark was able to get to the corner first and was away into the lead and by the end of the opening lap the situation was nice and tidy, in the order (of merit one might almost add) of Clark (Lotus), Gurney (Brabham), Graham Hill (B.R.M.), Surtees (Ferrari) and Brabham (Brabham), there already being a short gap before McLaren arrived leading the rest of the field. The leaders remained in the same order on lap 2, but Siffert began to make up for his bad start, and passed Raby, but Amon was right out of the hunt and was soon to retire with a defective clutch. On the third lap there was a groan from the Brabham supporters when it was seen that Gurney was no longer with the leading bunch and he came into the pits with smoke coming from the wiring for the ignition. It was not until the leaders were on lap 8 that Gurney was able to join in again, with new electrical components fitted and the electrical short-circuit sorted out, but there was little hope of him getting back among the leaders, for Gurney is a " racer " not a " genius." Clark was still leading Hill, but not getting away from him, for though the race had started with a lap in 1 min. 40 sec., they were now doing 1 min. 45 sec. as someone was slopping oil all round the course and though it may not have been visible to the marshals and observers the leading drivers could " feel " it and the pace had slackened. On lap 4 Hailwood had gone on to the grass at the bottom of the

hill from Druids Corner and carried away an oil pipe under the car on an extraneous object lying in the grass, and though he carried on for a while he eventually had to give up. He had meanwhile effectively oiled the circuit. On lap 7 McLaren came to rest on the short straight behind the pits, with a broken gearbox.

Clark was still leading Hill and the two of them had drawn away from Surtees and Brabham, and with McLaren out this left Bandini on his own in fifth place. Then came Phil Hill, Bonnier, Anderson, Ginther, Spence, Taylor, Ireland and John Taylor all still fairly closely in touch with one another, with Baghetti, Siffert and Maggs bringing up the rear and Raby behind, having made a short pit stop. Trevor Taylor had to give up when the heat in the cockpit overcame him as he was not feeling well, and Bonnier, Phil Hill and Anderson got away from the pack and started a three-cornered dice, from which the Swede soon dropped out when he made a quick pit stop, but Ireland looked to be moving up to take his place. By lap 15 Hill was really pressing Clark and looked as if he would have liked to have got by, but as the pace was still down at 1 min. 45 sec. it was all a bit false. Even so, these two were out on their own and on lap 16 Brabham shot into the pits to see if he had a flat rear tyre, as he had suddenly got all sideways at one point. Nothing was wrong so he rejoined the race, still in fourth place, but on lap 19 was back in again, even faster this time, and was quite certain something was broken at the back end. This time Bandini went by before Brabham could convince himself that all was well and rejoin the race again.

By the end of twenty laps Clark still had Graham Hill right on his tail, but they were still going comparatively slowly, though they had a 10-second lead over Surtees, who had 44 seconds lead over his team-mate Bandini in the V6 Ferrari. Then came Brabham not completely convinced that all was well with his car, and Phil Hill with Bob Anderson pushing him hard. Behind them Ireland, Ginther and Spence were having a close scrap and then came John Taylor in his Cooper-Ford, the last one who had not been lapped by the leaders. Apart from Brabham getting away from the Phil Hill/Anderson duel nothing much changed during the next seven laps, but the track was drying out gradually and the pace was increasing. Then Clark and Hill came up behind the Phil Hill/Anderson pair and Clark nipped by and left Graham Hill sandwiched between the two slower cars. This was just the chance Clark wanted and he pressed on really hard and opened a gap between his Lotus and the pursuing B.R.M., so that when Graham Hill got by the slower cars, which was only a question of the next corner, Clark had gone. Brabham was now lapped by these two and the pace was getting down under 1 min 40 sec. to some serious racing. Graham Hill was trying really hard now, getting his arms crossed on some of the corners and sweating but he could not regain the few yards that Clark had pulled out and as the pace increased the gap opened slowly but surely until by 40 laps, which was half-distance, Clark had a precarious 2 sec. lead, but a lead none the less. Surtees was still in third place 27 sec. behind and was the only one on the same lap as the leaders, and many of the runners were being lapped for the second time. Try as he might Phil Hill could not get rid of Anderson, the bright green Brabham pressing the Cooper all the time and Ireland, Spence and Ginther were still involved in a personal scrap. Siffert was next, having caught all the tail-enders and Baghetti, Revson and Maggs were the only ones left running without incident, though Gurney, Bonnier and Raby were still circulating, but John Taylor was at the pits having his gearbox repaired. However, Raby did not go much further for a rear stub axle broke which spun him off just after joining the new leg of the circuit, fortunately without any personal damage, and then Revson's B.R.M. engine went sick and Maggs went out with gearbox trouble. Phil Hill began to weaken and Anderson got by and pulled away, and then Clark came up to lap the Ireland, Spence, Ginther trio, and once again he used this chance to pull out a bit more over Graham Hill, getting by without waste of time, while Hill got hung up by them and seeing this Clark applied maximum effort through the next four corners and opened the gap to 5 sec. It was still a precarious lead and he was working hard to maintain it, for Graham Hill was still hammering away behind. Slowly but surely Brabham was gaining on Bandini, but it was taking a long time as the young Italian was driving very well, still in fourth place, and Surtees was still in third place but unable to keep up with the leaders. With a dry track Clark was getting into his stride and on lap 61 he set a new lap record in 1 min 39.4 sec. and was 8 sec. ahead of Hill, and as he disappeared under the bridge and started off on the new leg of the circuit, Surtees was just appearing at Clearways to join the old part of the circuit. Bandini was now desperately fighting off the attack of Brabham but the Australian was relentless and at the same time Phil Hill was having a " second wind " and was after Anderson. On lap 66 Brabham got by Bandini and on the next lap Phil Hill got by Anderson, but nobody showed any signs of giving up. Ginther had got the lead in his trio, but Ireland was falling back with a fluffy sounding engine. On lap 73 Clark set another new lap record with 1 min. 38.8 sec. (96.56 m.p.h.) and had 7½ sec. lead on Hill, so with the end in sight he was able to ease up and Hill closed to within 3 sec. before the finish but there was no question of catching the Lotus. On his final lap Clark just lapped Bandini for the second time so that the Ferrari driver was two laps down against Brabham's one lap, whereas he was still quite close to Brabham in actual fact.

Although Clark had led the race from the first lap to the finish it was not an easy win, for Graham Hill had worked hard to press him all the time. Surtees finished a lonely third, not very satisfied with the performance of his Ferrari and Brabham had driven a very busy race to get fourth place, ahead of Bandini, while Phil Hill finished sixth, just ahead of Anderson; when they finished, the Californian said to the ex-motorcyclist, " You gave me a *helluva* time, I could have had an easy ride." Gurney finished at the end of the field, having made up nothing on the leaders after his pit stop, and John Taylor had joined in again after his gearbox was repaired and was still running at the end.

The Supporting Races

The saloon car race was not very exciting, being a procession of Lotus-Cortinas cornering on three wheels and Jackie Stewart lost second place to Sears at the end when he got a bit crossed-up coming out of Clearways. The GT race saw the same Stewart leading in Coomb's hot Jaguar E-type from Sears in the Willment A.C. Cobra, after a muddled start in which some cars were in the wrong position. Sears was black-flagged into the pits as a handicap for starting from the wrong position, but made up for it by thoroughly trouncing the Jaguar. David Piper in his GTO Ferrari had a good battle with Salvadori in C. T. Atkins' A.C. Cobra, but power prevailed before the end of the race. In the sports car race Dibley in the Moss team's Brabham-Climax led throughout from Salvadori in Atkins' 5-litre Maserati V8-engined Cooper, but D. Hulme took second place before the end, driving the Team Elite's Brabham-Climax.—D. S. J.

XVII BRITISH GRAND PRIX—Formula One—80 Laps
341 Kilometres—Dry and Overcast

1st :	J. Clark (Lotus 25-Climax V8) ..	2 hr. 15 min. 07.0 sec.—151.504 k.p.h.
2nd :	G. Hill (B.R.M. V8—1964) ..	2 hr. 15 min. 09.8 sec.
3rd :	J. Surtees (Ferrari V8—1964) ..	2 hr. 16 min. 27.6 sec.
4th :	J. Brabham (Brabham-Climax V8)	79 laps
5th :	L. Bandini (Ferrari V6—1964)	78 laps
6th :	P. Hill (Cooper-Climax V8—1964)	78 laps
7th :	R. Anderson (Brabham-Climax V8—1964) ..	78 laps
8th :	R. Ginther (B.R.M. V8—1964)	77 laps
9th :	M. Spence (Lotus 25—Climax V8)	77 laps
10th :	I. Ireland (B.R.P.-B.R.M. V8)	77 laps
11th :	J. Siffert (Brabham-Climax V8—1964) ..	76 laps
12th :	G. Baghetti (B.R.M. V8)	76 laps
13th :	D. Gurney (Brabham-Climax V8)	75 laps
14th :	J. Taylor (Cooper-Ford 2-o.h.c.)	56 laps

Fastest lap : J. Clark (Lotus-Climax V8) on lap 73, in 1 min. 38.8 sec.—155.398 k.p.h. (*new record*).

Retired : F. Gardner (Brabham-Ford 2-o.h.c.), accident, starting line; B. McLaren (Cooper-Climax V8), gearbox, lap 8; C. Amon (Lotus-B.R.M. V8), clutch, lap 10; M. Hailwood (Lotus-B.R.M. V8) fuel pipe, lap 17; T. Taylor (B.R.P.-B.R.M. V8), cockpit overheating, lap 18; A. Maggs (B.R.M. V8), gearbox, lap 38; I. Raby (Brabham-B.R.M. V8), broken rear hub, lap 43; P. Revson (Lotus-B.R.M. V8), engine, lap 44; J. Bonnier (Brabham-B.R.M. V8), broken brake pipe, lap 46.

23 *starters* — 14 *finishers.*

SUPPORTING RACES

The Molyslip Trophy Race—Touring Cars—20 Laps—85.3 Kilometres

1st :	Sir J. Whitmore (Ford Lotus-Cortina) ..	38 min. 53.8 sec.—131.564 k.p.h.
2nd :	J. G. Sears (Ford Lotus-Cortina)	38 min. 56.4 sec.
3rd :	J. Stewart (Ford Lotus-Cortina)	38 min. 57.4 sec.

The Ilford Trophy Race—GT Cars—20 Laps—85.3 Kilometres

1st :	J. G. Sears (A.C. Cobra-Ford V8) ..	36 min. 08.4 sec.—141.606 k.p.h.
2nd :	J. Stewart (Jaguar E-type)	36 min. 12.6 sec.
3rd :	R. Salvadori (A.C. Cobra-Ford V8) ..	36 min. 36.6 sec.

The Guards Trophy Race—Sports Cars—20 Laps—85.3 Kilometres

1st :	H. P. Dibley (Brabham BT8-Climax) ..	35 min. 24.4 sec.—144.536 k.p.h.
2nd :	Dennis Hulme (Brabham BT8-Climax) ..	35 min. 37.8 sec.
3rd :	R. Salvadori (Cooper-Monaco Maserati) ..	35 min. 48.0 sec.

Late Fixtures : Aug. 3rd : **B.A.R.C.,** Sprint (*R.*), R.A.F., St. Athan, 2.30 p.m. Aug. 16th : **Knowldale C.C.,** Hill-Climb (*R.*), Baitings Dam, Littleborough, 10.30 a.m. August 30th : **Shenstone & Dist. C.C.,** Grass Hill-Climb (*C.*), Weeford, Nr. Lichfield, 2.15 p.m.

BROOKLANDS RE-UNION—continued from page 648

June Saturday afternoon by the big memorial which Vickers-Armstrongs erected in 1957 to ensure that Locke-King's Motor Course and Aerodrome will never be forgotten, and on past the always-rickety Byfleet bridge and those sheds where Parry Thomas, Tommy Hann, W. B. Scott, Richard Shuttleworth, R. G. J. Nash and others made motor-racing history or just "messed about with cars." It was with something of a jolt that two vast VC 10 airliners were visited in their enormous shed—satisfactory symbols of British engineering prestige but a far cry from the Brooklands flying machines of Hamel and Hawker. . . .

As the cars returned to the Fork *via* the Campbell road circuit and left Brooklands behind for another haunt of pre-war motoring enthusiasts, the "Hand & Spear" Hotel (affectionately remembered as the "Hand & Spike" or "Mit and Spear"), what secret thoughts were aroused, what sacred memories embellished for the 150 or more fanatics who had thought this June pilgrimage worth while?

Tea on the lawns, and beer in the bars, with Arthur Dobson examining Gahagan's E.R.A. he used to drive on its trailer outside and Frank Kennington riding up and down on his Manx Norton. Charles Mortimer showing some of his fine car models, which included a big one of the lap-record-holding Napier-Railton and the f.w.d. Derby-Maserati. Stanley Sedgwick arriving with W. O. Bentley and Jerry Crozier, R. C. Fleming and H. T. H. Clayton recalling the latter's excursion over the lip of the banking in the former's offset single-seater M.G. (Clayton saying sadly, "This is what I am remembered for, that lucky escape from death, whereas I was one of the pioneer Amilcar exponents long before that"), murmurs of Chitty-Chitty-Bang-Bang, Finlayson recalling, with H. P. Blake, how he toiled on the Birkin Bentley and rode beside Chassagne before going to Seaman, photographs were handed round, old Race-Cards displayed, and reminiscence broke out on all sides.

Films were shown—British Movietone News' sound documentary starting with the 1929 500-Mile Race and concluding with Earl Howe regretting the demise of Brooklands, his remarks about only the roads being left for testing racing cars striking a topical note, although M 1 and Cobras were then unheard of, a film brought by Paul Wyand himself, one of Rivers-Fletcher's films of pre-war racing, a fine amateur film discovered by one of MOTOR SPORT's staff, showing veteran cars taking the Mountain circuit in 1930 and the big Benz, Cobb's V12 Delage and contemporary track cars going down to the start.

Later a simple competition, enthusiastically put on by Vitamins Ltd. at Boddy's suggestion, consisting of identifying two cars which ran at the 1925 B.A.R.C. Easter Meeting, from a recent Bemax advertisement, aroused interest, Mrs. Wyand and many of the ladies present handing in solutions. Only seven people got one of the cars right—the 350-c.c. Jappic—and none of them knew what the other car, which won the race, was, suggestions ranging over Alvis, Fiat, and Horstmann, until Paul Wyand remembered that it was a 4-seater Marendaz Special (*née* Marseal) and won a fine enlargement of the photograph and a supply of Bemax which, in the words of the advertisement on which the competition was based, is essential to those of you who "remember 1925 Brooklands" and have therefore "passed your fortieth birthday"!

To mention everyone present is impossible. But journalists Jerry Ames and John Bolster; Maurice Baumer who rode in Moss' Fronty Fords and drove a Delage in a "500"; Roland King-Farlow, with his wife, who filled almost every role at the Track and married Victoria Worsley who drove M.G.s, etc., in "Double-12s"; R. Baldwin, Peter Monkhouse's mechanic; B.M.C.R.C.-rider J. Bell; Norton Bracey who drove M.G.s; E. Bowler, Secretary of the B.R.M.C., who worked on the Bowler-Hofman Special; Ian Clark, who owns the Thomas-Special; Bob Dicker who helped prepare the Alcock and Brown Vickers Vimy for its Atlantic flight; Dan Clare; F. J. P. Coles, who never missed a Bank Holiday Brooklands Meeting from 1920 onwards; E. A. Dedman, who rode in Emerson's Zenith-Bradshaw sidecar; A. C. Fairtlough, who marshalled and sometimes drove at the Track from 1937-39; Granville Grenfell; F. J. Hughes, who raced a Prince Henry Vauxhall there in 1912; R. Dunn, I. H. Foulkes and J. Rands of T. & T.s; Wing/Comdr. Harris, R.A.F., Rtd., who learned to fly there; L. G. Jennings; L. H. Jackson, of the Shuttleworth Trust; F. W. J. Knight, whom J. E. P. Howey taught to drive on the Track whilst with his regiment at Aldershot; A. Kellow, who drove a 1,100-c.c. Alta; G. E. Lucas of Shell; J. Logan, who spectated as a schoolboy; Ian Macdonald, who won a 1926 50-Mile Race in his Alvis; H. W. Moy, who passengered with Eldridge and was in Violet Cordery's Invicta team; J. A. Mumford; R. W. May, who rode a rigid-frame Norton with girder forks; J. Edmondson, who drove a single-seater M.G. Magnette in 1938-39; Rex Mundy the K.L.G. Rep.; Nigel Orlebar; Wal Phillips; R. Potter, who did oil-temperature tests on the Track in the 1930s on, of all cars, Armstrong Siddeleys and, earlier, was with the Zborowski *equipe* in a minor capacity; W. Porter, who took part in the M.C.C. High-Speed Trials of 1935-36; R. Palmer, who spectated as a schoolboy in 1924, rode a 250 Excelsior and 500 Norton there from 1931-39; G. Robert, who started riding a Rudge in 1913 and was knocked out by a wheel from Eyston's M.G. "Magic Midget" while observing ten years later; L. P. Sawers, who watched the 1908 August Meeting and drove a Douglas car after the war; J.C.C. competitor L. A. Schofield; H. Sweny, who spectated at the Track from the 1925 "200" onwards; G. H. Symonds who rode a Duzmo in 1920, drove an R-type M.G. in 1938-39; Hugh Tours. who wrote the Parry Thomas biography; motorcyclist E. Ventura; Alan Wood, who drove Ulster Austins in L.C.C. Relay Races; H. Gordon-Webb, who rode Indians, winning the 1926 Private Owners' Aggregate Cup; J. T. Wood, the "W" of G.W.K.; Vic Derrington of Salmson fame, and others were, or had hoped to be, present.

Everyone seemed to have found this Re-Union worthwhile and it was nice to see Rex Judd there, who started the original *motorcycle* Brooklands Re-Unions some years ago. The organisers wish to thank the British Aircraft Corporation for opening the gates of Brooklands (we feel we should order a couple of VC 10s to properly express our thanks!), David Roscoe who came and voluntarily ran a non-stop film show, those who lent films, the "Hand & Spear" for agreeing to open for tea, Mrs. and Miss Boddy who (wearing "period" B.A.R.C. Staff badges) acted as ushers, and all those who, by attending, signified their desire that Brooklands Motor Course should not be forgotten.—W. B.

Postscript: Many letters of appreciation of the B.A.C.'s hospitality and thanks to the organisers have been received, of which I publish a couple herewith.—ED.

Dear Boddy,

I cannot let the occasion of the Brooklands Re-Union pass by without writing a line to thank you for all the excellent arrangements you made and to say how much we—and, I am sure, everybody—enjoyed it.

I can well imagine the amount of work you put in to ensure such an obvious success and I want you to know how much this is appreciated.

With renewed thanks and kind regards.

ALAN HESS,
Controller of Group Public Relations,
Simms Motor & Electronics Corporation Ltd.

London, N.2.

* * *

Dear Boddy,

I felt I must drop you a line to congratulate you and Gahagan on yesterday's excellent show. The weather played its part, of course, and Vickers were the real boys, but they wouldn't have functioned without your bludgeoning! My wife and I enjoyed it all enormously, sad though it all was. However, it is so much better to see the Holy Land used for really valuable work, rather than occupied by a mass of council houses, as it might well have been.

The only slightly unhappy point was the absence of so many people who might well have been there—Sammy Davis, George Eyston, John Morgan, Cyril Watkinson (maybe the last of the full-time B.A.R.C. staff, now running "The Steering Wheel"), Mike de Belleroche (one of the regular marshals), Gordon England, Archie Nash, Mike Couper, Desmond Scannell, Harry Edwards, Fotheringham-Parker, Mort Goodall, Kenneth Evans, Peter Clark, Bob Gerard, Bob Barber (with myself, the only surviving Brooklands timekeeper) and many others. Another time, would there be a possibility of contacting some of these more obvious people in advance and urging attendance? Perhaps not practical, and anyway you had a big enough turnout. But it would have been fun to have seen more of the more prominent old-timers. Again, thank you very much.

London, N.6. ROLAND KING-FARLOW.

[It would have been nice if the personalities, particularly the drivers, mentioned by Mr. King-Farlow had turned up. Surely they don't recall motor racing solely as a commercial venture, devoid of all sentimentality? Purposely, no invitations were issued, to avoid discrimination or omissions, but as the Re-Union was publicised in *The Times*, the local Press and the motoring Press, it can hardly have gone unheeded by any interested persons. Perhaps, if we do it again, more drivers will turn up.—ED.]

RALLY REVIEW

A Touch of the Midnight Sun

Rally to the Midnight Sun—General Classification

1st :	T. Trana/G. Thermaenius (Volvo PV544 Sport)	365
2nd :	H. Källstrom/R. Hakansson (1300 Cooper S)	403
3rd :	Bengt Söderström/R. Olsson (Cortina GT)	428
4th :	C.-M. Skogh/L. Berggren (Volvo PV544 Sport)	441
5th :	O. Andersson/T. Ahman (Saab Sport)	444
6th :	R. Aaltonen/R. Skogh (Saab Sport)	460
7th :	B. Ljungfeldt/F. Sager (Ford Falcon Sprint)	481
8th :	S. Lampinen/P. Troberg (Saab Sport)	485
9th :	O. Bromark/K. Lyxell (Saab Sport)	501
10th :	L. Eliasson/G. Trygg (1300 Cooper S)	510

Coupe des Dames : Sylvia Osterberg/Siv Sabel (Volvo)
Team prize : Saab (Bromark, Lampinen and Andersson)

IN the past, the Swedish Rally to the Midnight Sun has often clashed with the dates of the Coupe des Alpes so that, although both have been qualifying rounds in the European Rally Championship, it has been virtually impossible to compete in both. This year, there was just over a week between them, which meant that, apart from consideration of whether this made reconnaissance of both routes practicable, it was perfectly possible to compete in both rallies.

As it turned out, only three drivers did, in fact, compete in both events, though, as I shall explain in a minute, the number might have been four. The fact that there were so few Continental drivers who were prepared to go to Sweden and vice-versa cannot just be explained away by the distance and the expense. The answer is that for each set of competitors, those used to tarmac roads in the Alps and the others used to dirt roads in forests, competing in the other's event is the equivalent of bearding the lion in his own den.

It was instructive to see that the Italians had fielded what must be, by the standards of previous European entries in the Midnight Sun, quite a large entry. There were three Lancia Flavias entered by HF Squadra Corse (the same team that enters Trautmann so that it is a reasonable surmise that these were works-supported cars) and four Alfa Romeo Giulia TI Supers entered by the Jolly Club of Milan which I believe is Conrero's nom-de-plume. Luciano Lombardini in one of the Alfas did best of the Italians by finishing fourth in his class, which was won by a Cortina GT, but even he did not get into the first fifty of the general classification. It was said by the Italians afterwards that it was not cricket (perhaps they would have said football) to have a rally in the European Rally Championship that comprised nearly all speed tests on dirt roads.

This was a rather foolish thing to say *after* the rally for I cannot believe that they did not know what they were letting themselves in for when they went to Sweden. I am almost certain that they came to Sweden as a result of Erik Carlsson and Pat Moss finishing first and second on their own contribution to the European Championship in February, the Rally of the Flowers. The answer to the whole question is very simple; the objection that non-Scandinavians have to rallies like the Midnight Sun and the 1000 Lakes is not the dirt roads which they use (look at rallies like the Liège and the R.A.C. and roads like the Gavia, the Croce Domine and the Fromagère) but the fact that at the present time the Scandinavians have a monopoly on travelling quickly over such road surfaces.

Having come to the not very surprising conclusion that a local driver was going to win the Midnight Sun, it is interesting to try and discover why it was Tom Trana and why a Volvo. The test that faced both car and driver was a figure-of-eight-shaped route with its central point on Stockholm which had to be driven in about 67 hours with a single night halt of twelve hours in Stockholm. The road section is perhaps the least demanding of any rally that I have yet encountered and I gather that this is mainly because the police are not too well inclined towards this big event with over two hundred entries, as both crowds and competitors take a bit of controlling. The crowds, incidentally, are the most amazing aspect of the whole rally and when you hear that the crowds at one special stage alone were estimated to be of the order of 30,000, it is possible to feel a little sympathy for the police.

The whole substance of the rally resides in a number of special stages of which there were supposed to be 25 this year but cancellations (the police scrubbed one test as competitors had killed two elks while practising) reduced this to twenty. The great majority of them were over public roads closed for the occasion and chosen for the fact that they had more humps, brows and bends in them than the average Swedish road. Some tests were on tarmac and these included the test at Tierp airfield, where Erik Carlsson parked his Saab on its side at the last bend, and a test of three laps at Karlskoga racing circuit. As a general rule, on the dirt road special stages the fastest car in each class was given no penalty marks while the others in his class were penalised by the number of seconds that they lagged behind him. On the other tests, however, there was a direct comparison with a set time for the test so that a Group 1 Saab had to do the same time as a Group 1 Volvo or Falcon.



Woods make a pleasant background to the racing circuit of Karlskoga used as a special test on the Midnight Sun. Saab belongs to Eric Carlsson and Gunnar Palm.

Trana was very fortunate that in his class for Group 2 cars from 1,600 c.c. to 2,000 c.c. there was no strong opposition so that he was unlikely to lose time on the special stages, for on those he had only to worry about the other cars in his class. This system of scoring is often unpopular with drivers for it may so happen that the quickest driver in the class leaves the road on one stage and thus amasses a penalty big enough to stop him winning the class but can continue to put up fastest times and prevent his nearest rival in the class from doing well in the general classification. Still it is a tribute to Trana and the Volvo that, even on the tests where he was in direct competition with the rest of the entry, he was only beaten by Ljungfeldt's Falcon three times and by a second in each case while on the other direct comparison tests he was comfortably ahead of his chief rivals.

The Volvo that he was driving is, of course, a highly developed version of the post-war Volvo 444 and there can be no doubt that the lightened and tuned Sport version is a very quick and agile car. All the Swedes say that it is a delightful car to drive especially on the loose and that it is possible to do things with it that one would not expect with a rear-wheel-drive car. However, the front-wheel-drive cars did not disgrace themselves and managed to occupy six of the first ten places as well as winning the team prize. Harry Källstrom, nicknamed " Sputnik " because of his meteoric rise to fame as a driver, has turned from driving Volkswagens to become a works driver for B.M.C. Sweden and his present record in that country has shown him to be both quick and reliable. His finishing record with the Cooper S is almost 100% and his driving on the Midnight Sun showed admirable restraint considering that for most of the rally he was in a position to catch Trana by driving like a maniac and risking the consequences to his car. He had stiff opposition from within his class as well, for both Barbara Johansson and Lars Lamka in similar Cooper S's beat him on occasions.

The Midnight Sun is not all that terribly hard on a car as there is just not sufficient mileage of really fast or heavy going to break it and, in any case, the road sections are sufficiently easy to allow the replacement of almost any part. Almost any car with the right driver seems to be able to do well—the Opel Kadetts beat the Coopers in their classes for instance—but the marking system is too obscure for the general classification to mean very much without a detailed analysis of each stage time which unfortunately the organisers do not supply.

A final thought is that there was only one British competitor in the whole rally: Pat Moss. The marking system and a dead engine at the start of one of the tests conspired to keep her out of the running for the Coupe des Dames but otherwise she went well. There is no reason why British drivers should not do as well on the

Midnight Sun as they have on the Liège or the R.A.C. and if Paddy Hopkirk manages to win the R.A.C. this year against the Scandinavian challenge, we may see more British drivers going over to Sweden for the Midnight Sun—if the police let them run it next year.

* * *

Alpine Sunshine and Showers

COUPE DES ALPES—GENERAL CLASSIFICATION

Touring Category :

1st : V. Elford/D. Stone (Cortina GT) 0, 5.692
2nd : E. Carlsson/G. Palm (Saab Sport) 0, 6.254
3rd : J.-C. Ogier/Mlle. Pointet (Citroën DS19) 180, 185.966
4th : G. Verrier/J.-P. Joly (Citroën DS19) 180, 186.603
5th : P. Riley/Mrs. A. Riley (Rover 2000) 420, 426.223
6th : Mrs. P. Mayman/Miss V. Domleo (970 Cooper S) 840, 846.392

Grand Touring Category :

1st : J. Rolland/G. Augias (Alfa Romeo TZ1600) 0, 5.303
2nd : D. Morley/E. Morley (Austin Healey 3000) 0, 5.373
3rd : J. Rey/J.-P. Hanrioud (Porsche 904) 0, 5.529
4th : R. Aaltonen/T. Ambrose (1300 Cooper S) 0, 5.643
5th : J. Wadsworth/A. Cooke (1300 Cooper S) 0, 6.186
6th : C. Poirot/C. Marbaque (Porsche 904) 60, 65.452

(By way of explanation, the first figure is the marks lost on the road sections while the second is that plus the marks lost on the speed tests.)

THE Alpine Rally as well as being one of the oldest rallies in the international calendar is also reckoned to be one of the toughest, mainly because it is run over a course of some three-and-a-half thousand kilometres in the French Alps with plenty of rest allowed for the crew but none whatsoever for the car. This year the route was divided into three parts with one going from Marseilles to Cannes, the next from Cannes to Chamonix and the last from Chamonix to Monte Carlo and at the two intermediate points there was a night's rest for the crew while, in the tradition of the old Alpine trials, the cars were locked away, far from the tender care of the mechanics.

The route is so demanding on the cars and their drivers that any time that is needed for refuelling, replacement of parts or repairs can only be obtained by driving the car to the limit and thus inducing further failures and causing extra wear on brakes, tyres and suspensions. It comes as no surprise to discover, therefore, that out of an entry of 97, of whom about 73 started, there were only 25 finishers, but it was something of a shock to find that seven of them had contrived to remain unpenalised on the road section and thus win *Coupes des Alpes*, the premier award of the rally.

The discrepancy between the number of entries and the number of starters was increased by three only a very short time before the first car left Marseilles on the first section, when the organisers refused to let the three Alan Mann-entered Ford Falcons start on the grounds that their homologation was still under suspension from the F.I.A. committee. Offers were made to telegram America and Paris in an attempt to clear the matter up but eventually nothing was done and the three cars of Bo Ljungfeldt (the fourth Scandinavian), Peter Harper and Peter Procter did not start. An interesting point raised by the action of the club is that, if the homologation of the Falcon was suspended in April and, according to them, has not yet been reinstated, what should happen about the results obtained by Greder on the Tulip and Ljungfeldt on the Midnight Sun? Were they running in non-recognised cars? We may never know, but it is clear that Greder had wind of the development well before the rally as he turned up in one of the 1963 cars, only to retire early on with shock-absorber trouble.

No manufacturer got off lightly on this rally and even the highly professional B.M.C. team had two of their most favoured works entries retire with cars that had not stood the strain. These were Paddy Hopkirk (winner of the Monte Carlo) and Timo Makinen (winner of the Tulip), whose 1,300-c.c. Cooper Ss both let them down. Ford of Dagenham, who could at least offset any losses against an outright win in the Touring Category by Vic Elford in one of their Cortina GT's, had three of their four works Cortinas drop out with various maladies. The Finn, Esko Keinanen, and Geoff Mabbs were both out early on with faulty engines, while David Seigle-Morris' engine waited until only 30 miles from the finish, when leading Elford in the Touring Category, before failing him.

Mercedes' only entrant, ex-European Rally Champion Eugen Böhringer, shared the same fate as the Swiss driver Jean-Jacques Thuner (works Triumph Spitfire) by retiring after being in a collision with a non-competing car. This is always one of the problems of the Alpine as it is run over roads on which, despite the publicity given to the rally, one is still likely to meet the odd tourist labouring his way to the summit of a col. Precautions in this respect extend to the organisers getting the police to marshal most junctions at the foot of the cols and to the competitors fitting powerful horns—and using them.

The two other Triumph Spitfires entered by the works shared mixed fates : Roy Fidler retiring with a burnt piston on the Rousset, and Terry Hunter finishing seventh in the GT Category after losing a minute on a particularly tight road section. Other newcomers to the world of rallying were the works Rover 2000s, who conducted themselves well in their classes, for two were entered as Group III cars with twin carburetters while the others went as standard Group I cars. Of the four, perhaps the most impressive was Roger Clark who was giving the works Citroëns something to think about with his Group I Rover, until it suffered the same fate as Anne Hall's Group III car had earlier, and blew out an oil ring. Mr. and Mrs. Peter Riley and Ken James and Mike Hughes brought the other two Rovers safely to the finish.

Saabs had their biggest disappointment when Pat Moss had the cylinder head gasket go on her Saab Sport, while on the speed hill-climb at Mont Ventoux, for there is little doubt that if her car had lasted she would have won or at least been second in the Coupe des Dames and won valuable points towards increasing her lead in that branch of the European Championship. Erik Carlsson made up for this by winning a *Coupe des Alpes* on his fourth attempt at the Alpine and finishing second in the Touring Category.

Most of the retirements occurred in the first stage to Cannes, on which the heat and generally dry, abrasive roads made it possible to drive really fast, but only at the expense of the car. On the smaller cars, wheel bearings took a hammering with the amount of sideways thrust that was put on them during cornering while, of course, on the bigger cars it was the transmission and the engine which received most punishment.

The Alpine is always something of an epic struggle, though in a different way from a rally like the Liège where the drivers are given the endurance treatment as well. The driver who acquitted himself best in this particular Alpine was John Wadsworth, a private entrant in a Cooper S, who achieved one of the great ambitions of a rally driver by winning himself a *coupe*, while the car that distinguished itself was the lone Alfa Romeo of Jean Rolland which had been dismissed by some before the rally as being too fragile to finish, despite its Targa performance.

J. D. F. D.

GETTING TO GRIPS WITH INDIANAPOLIS

The new enlarged edition of Floyd Clymer's Indianapolis Yearbook covering the 1963 race is off the press. This book has a 4-colour process cover, front and back, and there are 246 large pages, which is 63 pages more than last year.

This is the largest and most complete book ever published on the history of any Indianapolis race, and there are over 600 photographs, charts and drawings covering every aspect of the event. There is a section on the activities every day during the month of May, and the " Race by the Clock " gives a minute-by-minute description of the action. There are photos of every car and driver, together with a history of both car and driver.

Several excellent technical articles by prominent authorities, together with an analysis of the entries, car construction, names and details on the builders, including history, numbers and action around the Speedway, are included. There is also an interesting analysis of the rear-engine Lotus-Ford driven by Jim Clark into second place. This book is the only publication of its kind and of especial interest to English readers now that European cars are appearing at Indianapolis.

The price, post paid, is $4.00; or $6.00 for the de luxe edition with Fabrikoid binding. Immediate shipments are now being made by Floyd Clymer Publications, 22 N. Virgil Ave., Los Angeles 4, Calif., or the book can be ordered from Autobooks Ltd. or other specialist booksellers in this country.—W. B.

THE THINGS THEY SAY . . .

From a powerful article in *The Sunday Express* of June 28th attacking the persecution of motorists under the Marples' regime : " . . . so long as Mr. Marples pursues his open vendetta against the motorist there are bound to be magistrates who respond to the cue. So long as he is allowed to treat car drivers as though they are criminals reprehensively on the loose, they cannot expect a fair deal from the courts."

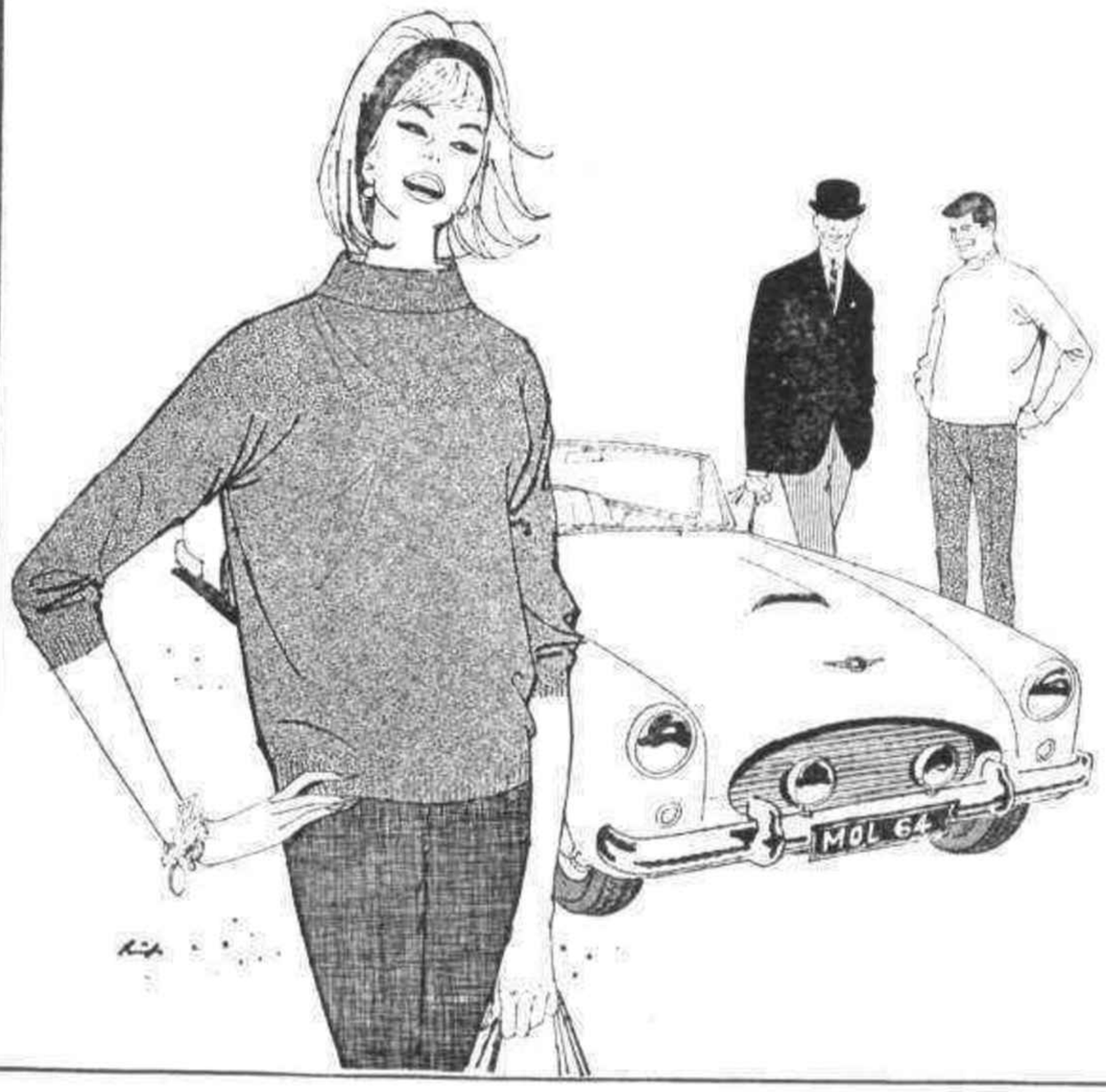


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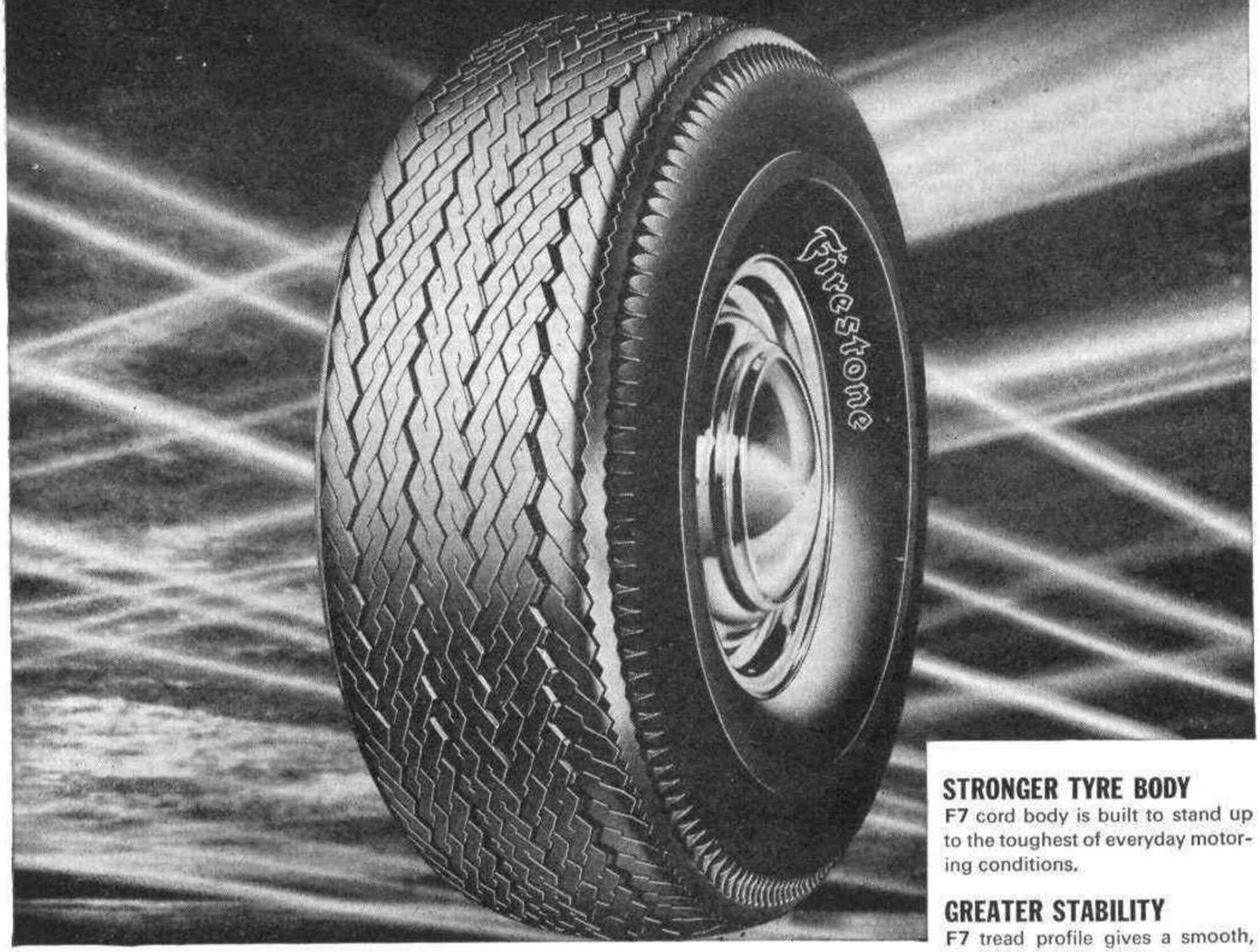
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LETTERS FROM READERS

N.B.—Opinions expressed are those of our Correspondents and "Motor Sport" does not necessarily associate itself with them.—Ed.

IGNORE IGNITERS?

Sir,

No doubt you are interested in the reception of wares advertised in your excellent magazine. I enclose a copy of a letter I am sending to the suppliers of Spitfire Jet Igniters. I find it difficult to believe that my experience is unique.

Beaworthy. E. F. Foss.

The letter referred to reads as follows :—

To L.S.H. Productions Ltd.,
Mail Order Dept., 42, Park St., W.1.
Dear Sirs,

I have availed myself of your offer of a 30 day trial of your Spitfire Jet Igniters which I saw in the May 1964 copy of MOTOR SPORT. I warned you a week ago that I would probably be sending back these Igniters after two more trips with them. Here they are : will you please refund my money in accordance with your offer.

I have to report that they have not given me more miles per gallon and I have not found the slightest evidence of extra power, faster starts or more vivid acceleration as claimed in your advertisement. As far as I could see there was not the slightest difference in performance in any way.

I append petrol consumption figures before and after fitting for consecutive mileages. My car is a 1956 Daimler Century. The figures were obtained by use of the "reserve tank" fitting.

BEFORE FITTING IGNITERS :	22.38	m.p.g. for	179 miles
	19.60	,, ,,	274 ,,
	22.32	,, ,,	759 ,,
	20.25	,, ,	81 ,,
	21.83	,, ,,	262 ,,
	24.25	,, ,,	776 ,,
AFTER FITTING IGNITERS :	19.80	m.p.g. for	198 miles
	21.86	,, ,,	175 ,,
	23.17	,, ,,	139 ,,
	20.00	,, ,,	280 ,,
	21.00	,, ,,	121 ,,
	23.08	,, ,,	277 ,,

I am sending a copy of this letter to the Editor of MOTOR SPORT : I feel I owe it to his readers to do so.

Yours faithfully.

* * *

WAS THE 3-LITRE BENTLEY A CRIB?

Sir,

One of my father's favourite stories concerned a helmsman of a vessel involved in a collision when he was under cross examination in the subsequent Court action.

He was asked by Counsel whether it was true that he had, within the space of 10 minutes, had instruction from his Captain to put the helm hard to port, hard to starboard and then to ring for Full Astern. Admitting this, he was asked if he were not surprised at receiving so many contradictory instructions, to which he replied "Surprised, Sir? I was so surprised I could have - - - - - - the skipper through his oilskins." I must admit to a reaction of this order on reading your report on my good friend Alec Ullman's suggestions on the origin of the 3-litre Bentley, as no one has before suggested that the Hispano-Suiza engine had anything to do with it nor is there any reason to suppose that this was so.

Surely the answer is that there are three kinds of designer. One, men like Lanchester, Maybach, Jano, Roesch, and my father, who can produce highly original and soundly based designs from their own head and are capable of detail design work without assistance. Issigonis the example today.

Another, who have very original ideas but need capable engineers to execute them. For example : Bugatti and Porsche in the car world and Halford in aero engines. There is a third group, including such names as Royce, Cooper and Bentley, who have an intuitive understanding of how problems may best be solved in relation to the existing state of the art but must have a close relationship with engineers with theoretical qualifications and the 1916/18 version of the Bentley and RI and II engines brought "W.O." into close contact with F. T. Burgess at Humber who had been responsible for the Humber version of the 1913 3-litre Peugeot which ran in the 1914 T.T. races. In 1919 Burgess became Chief Engineer for Bentley and they no doubt quickly agreed on the morphology of a post-war engine, taking pre-war experience into account

Logically such an engine would have four inclined valves per cylinder in accordance with normal racing engine design subsequent to the 1912 Peugeots. Like them (but unlike the 1913 Peugeots) it would have a drive from the crankshaft to the camshaft by means of a bevel gear and a vertical shaft with a cross-shaft for the water pump and magneto drive. All this like the 1908 Clement Bayard, 1910 Fiat, Bugatti and others.

As on the 1914 G.P. Mercedes Benz racing car and subsequent aero engines, the new car had a single overhead camshaft with rockers and being a production engine these were enclosed instead of exposed as on the earlier design.

The 1913 Peugeot had shown that 90 b.h.p. could be expected from a 3-litre engine, and a bore and stroke of 80 × 156 mm., so this would have seemed an excellent example to follow.

So far as valve angle is concerned the examples were slightly more contradictory in that the 1912 Peugeot had each valve 22½° from the vertical and the 1913 Peugeot and 1914 Mercedes 30° and it was the latter which was adopted. With limited financial backing it was obviously important to get the new Bentley car into production with the shortest possible delay for design and development and it was thus sensible for "W.O." to follow proven practice. Bentley must be congratulated on the wisdom with which he blended the principles of advanced automobile engine design at the time, and Burgess on the skill with which he unified the detail design on the drawing board.

But to deduce that the Bentley engine was a direct crib from someone else's drawing board seems to me a completely unjustified assumption.

London, W.1. LAURENCE POMEROY.

* * *

WORLD OR CLASS RECORDS?

Sir,

As organiser of the recent Corsair record run, and the Anglia attempt in 1962, I should like to straighten out a couple of points in your last month's editorial.

Prior to the Anglia run I enquired of the F.I.A. officials whether we should be allowed to advertise any results as "World" records. The reply was that providing the International classification was included, this was perfectly reasonable. Their point was quite simply that if the Anglia was the fastest car in the World in its class, then it was quite legitimate to advertise the results as World records, International class "G."

This fact was notified to the Ford Motor Company prior to the commencement of the run.

The second point is that you failed in your editorial to point out that all the 1500S Volkswagen records were more than 4 m.p.h. slower than the Anglia records set up in 1962! ! !

Sutton. A. T. BROOKES.

[This is quite remarkable. Before the war the F.I.A. clearly defined what were *World* records and which were *International Class* records and never the twain did mix. It seems they have become lax in their old age but, rightly or wrongly, I shall continue to adopt the pre-war ruling. While the fastest car in a given class is obviously fastest anywhere in the World in its class until its speed is bettered, confusion is too easily invited by coupling the terms *World* and *Class* records. Whereas if the best time alone for a given distance or duration is entitled to the *World* title, irrespective of class, there is no confusion and full honour goes where full honour is due. I have an idea Mr. Dean Delamont of the R.A.C. will agree with me.—ED.]

* * *

DAFs IN COMPETITIONS

Sir,

In a footnote to a letter recently published from Mr. J. R. Harding regarding the DAF you remark : "in case anyone wonders what is the DAF doing in MOTOR SPORT . . ."

In fact the automatic DAF, although only very recently introduced to this country from Holland, is establishing for itself quite a remarkable record in that almost every one that has been entered in an event has figured meritoriously in the Award List.

1st March. 1964 V. T. Fellows National Production Car Trial Shenstone Trophy : DAF driven by Mr. M. J. Stevens.

24th May. The London Motor Club's Coventry Cup Trial for Production Cars. Class winner : DAF driven by Mr. M. J. Stevens.

31st May. Mid-Surrey Automobile Club's Grand Cup Trial for Production Cars. First-class award and fifth in general classification. Best performance under 1,000 c.c. : DAF driven by Colonel M. A. McEvoy.

Another lone DAF driven by Mr. A. Robertson in Scotland

has also collected a premier award against strong opposition.

As a matter of interest the DAF is the only small automatic car —or even medium sized car—to have distinguished itself in trials work. Undoubtedly more DAFs will be seen in competitions in the future.

A team of three DAFs are in the Alpine.

Iver. M. A. McEvoy.

* * *

THE ROAD RE-SURFACING SCANDAL

Sir,

Once again, Surrey County Council have been re-surfacing their roads using tar and loose chippings, and, like many other motorists, I have had my windscreen shattered as a result.

I feel that the time has come for all motorists to make a strong protest about the use of this very unsatisfactory method of re-surfacing roads.

On one portion of the A3 between Cobham and Ripley, no less than 20 broken windscreens have been seen in one day.

Flying chippings could well cause a very serious accident, especially at night, or in the case of open cars when a flying chipping may well strike a driver in the eye.

In the interests of safety, Mr. Marples and the Ministry of Transport should look into the matter without delay.

Gt. Bookham. R. Dunmur.

[We are in complete agreement.—Ed.]

* * *

THAT LANCIA . . . AGAIN

Sir,

I am going to tell you a story. During a driven grouse shoot the guns were placed in a line of "butts." One gun, following a bird to his left for too long, fired at it—along the line of the butts. At the end of the drive the host, coming to one of his friend's butt, said "How did it go, Colonel?" To which the reply was "That damned fellow on my right fired into my butt." Host . . . "Good God, did he? . . . What did you do?" The Colonel . . . "I returned his fire, Sir."

And now I, likewise, am going to reply to my critics in your June issue.

To Mr. Quinton I would suggest that he takes an enormous dose of salts, because I am sure that when he wrote his letter he was suffering from a severe attack of liver. He stated ". . . it floats like the worst of pre-war Americans" and ". . . the worst finished motor car I have ever owned at any price."

I take it that he does indeed own one? Then, may I quote from a weekly contemporary's report on the Flavia coupé: "The body work is superbly finished" and "Driver comfort and level ride are outstanding: and the handling on twisty roads exemplary. Good manners, brisk performance and meticulous attention to detail inside make it an enjoyable car to drive or be driven in. They also justify its not inconsiderable price," and later "One aspect of the Lancia which puts the seal on its success as a true Grand Tourer and makes such a good car to ride in as well as drive is the smooth even attitude it maintains over the roughest roads." I told yer!

N.B.—Epsoms are stronger than Enos.

And to Mr. Merrett . . . please be accurate when commenting. I (repeat, I) did not say that I thought that Jags offered too much for too little. I quoted a member of a leading motoring journal test staff . . . really! But I will now say that I concur with his opinion. A wonderful power unit, but among their many fine cars there do seem to be too many that do not live up to their reputation in all respects . . . anyhow, as I said, for my peace of mind.

I know that all the Lancias are dreadfully expensive, but one does have to pay for quality. The Italians do, if they can afford them, and they are very discerning in regard to both engineering and body styling. Nuff said.

Last week Lancias kindly brought here and I tried a Flaminia 2-seater Zagato, bodied, I think, by Bertone. Boy, what a beautiful motor car. But I could not afford it, and tho' it handled to perfection (and one can expect perfection for £3,500) I console myself by wondering if I could get from A to B in it as quickly as in my wonderfully handy Flavia; into which I am having the 1,800-c.c. engine fitted this week.

Newmarket. Denzil Holder (Lt.-Col.).

* * *

BELATED CORRECTION

Sir,

In your report of the Whitsun Goodwood meeting you stated that "Chambers (Lotus Elan) failed to give way to a faster car and was pushed into the *chicane* wall." Actually the facts of the incident are completely the reverse. Adrian Chambers was about to overtake another car, the driver of which waved him on but when he got alongside, the other driver accelerated leaving Chambers nowhere to go but into the wall. The other driver actually apologised afterwards and offered to pay for any damage. As you are normally so accurate in your race reports I hope you will publish this letter to prevent any unfavourable criticism of a promising young driver who to date has shown himself to be both safe and fast.

Twickenham. B. D. Smith.

* * *

INACCESSIBILITY

Sir,

Mr. J. A. Everett complains about Rootes Motors charge of 22s. 6d. for a starting handle kit for the Imp. His garage would undoubtedly charge him a great deal more for fitting it. This apparently simple operation involves the removal not only of the bumper but of the complete rear frame cross-member into the bargain! ! !

If the average motorist knew the amount of *his* money that is wasted on trivial jobs owing to the manufacturers complete disregard for even reasonable accessibility and took appropriate action he would see his repair bills drop immediately and his car would spend very much less time in the garage.

The number of times I have cursed Jaguar batteries, Sprite oil filters and Imp air cleaners is legion. These are only three examples of the effects created by cheeseparing and sheer laziness and/or stupidity on the part of designers and production "engineers" in the industry.

An article in *Torque* (the magazine of the Austin Apprentices Association) some time ago acknowledged this disgraceful state of affairs and had the nerve to lay the blame at the motor trade's door for it. The writer claimed the trade insisted on these difficulties to keep repair workshops full and repair bills high. Words fail me!

No disclaimers.

Glasgow. Michael Halley.

* * *

CLAWS OUT

Sir,

I have been jarred out of my usual lethargy to write and report an incident which may have serious repercussions with regard to my job. A fellow motorist, approximately my age, 21, reported me to the police for the following offence, and I quote "the flashing of an oversized reversing lamp in such a way causing annoyance to following traffic whilst travelling in a forward direction." What this pillar of self-righteousness forgot to inform the police whilst making his bigoted statement, was his own particular position on the road after I had overtaken him. This was about 3 ft. from the rear of my car, a Mini, headlights on main beam of course!

Whilst I do not condone my action for having an oversized reversing lamp on my vehicle, what really upset me was his narrow-minded attitude. He obviously saw me in his mirror travelling quite fast in a de-restricted zone and classed me as a young hooligan. I suggest that "Lord Justice Parker" reads a Highway Code himself and consider that he will have done well if the only thing he is convicted of while driving a car is having an oversized reversing lamp.

Poynton. R. W. Powell.

* * *

SOLD AT A SENSIBLE PRICE

Sir,

I thought perhaps the following information may be of interest to you—as thought provoking in your excellent magazine. I have recently left Widnes, Lancashire, and during my time there much admired the Mayoral Rolls-Royce—which as far as I can gather was a 25/30 limousine in excellent condition. This I intended to purchase when the Council decided to dispose of it. However, coming to Leicester made me rather out of touch with things. You can imagine my horror when I learned this week that the car had been sold by tender for £27 10s., to an "un-enthusiast" who bought it for a joke! Do we write it off as just another example of administrative incompetence or another "blur" on the good name of Rolls-Royce?

Leicester. Peter Miller.

HILL *v.* CLARK, ON POINTS

Sir,

In your July edition, Messrs. Worsley asserted the unfairness of F.I.A. regulations in that Clark and Hill had the same number of Championship points after the Dutch Grand Prix.

Unfortunately they dismiss Clark's effort at Monte Carlo in half a sentence. Leading for over a third of the race, having two



"Excuse me, your safety belt's showing"—and was as the car drove away!

pit stops, and only failing to finish owing to F.I.A. regulations which prevent oil being added, surely Clark drove in this race at least as well as Hill did at Zandvoort.

I fully realise that MOTOR SPORT disagrees with the F.I.A. regulations about finishing. It does seem unfair to give a driver points even though he does not finish, but conversely, it seems also unfair that having covered 97 of 100 laps one receives no points, while someone who has covered only 78 laps in the same time does. Sedbergh.

NEIL DUNFORD.

FRENCH GRAND PRIX—continued from page 630

every time he braked, and had dropped back from Ginther and McLaren and the trio at the end of the field had lost Ireland when he got into a big slide on the first righthand bend after the pits and had bounced the B.R.P. along the grass bank on the outside, crumpling the chassis and tearing off a front wheel and suspension complete, but luckily getting out unhurt himself. On lap 37 Graham Hill got past Jack Brabham, to take second place, but Brabham repassed and Arundell was always there. For the next few laps these three got really rough and the dirt and stones from the edge of the circuit began to fly and it was Arundell who was collecting most of it. This sort of racing forced him to drop back a bit but the Brabham/Hill fight went on with Graham Hill now in front but by only a few feet. Gurney had eased up slightly for he was secure in the lead, providing his Coventry-Climax engine did not let him down like Clark's had done, but the ferociousness of the Hill/Brabham battle was causing them to lap at very high speed and on lap 44 Brabham recorded a new lap record of 2 min. 11.4 sec., which could only be attributed to anger. As Gurney was rounding the bottom hairpin the second and third men were passing the pits, still nose to tail. With only a few laps to go Gurney was content to let his lead drop to 40 sec. and finally to 25 sec., and with complete confidence he finished the 57th lap to win the French Grand Prix for the second time, having won in 1962 with a Porsche. In second place the situation was nothing like so calm, for Brabham was still doing his utmost to get by Graham Hill again, and they were not being very nice to one another, but though this went on right to the chequered flag it was Graham Hill who was eight-tenths of a second in front. Then came Arundell in his usual worthy position just behind the big boys, and he was followed by Ginther, these being the only ones to complete the full distance. McLaren, Phil Hill and Hailwood were a lap behind and Bandini had slowed right up after the Gurney incident and was now two laps behind. Although Gurney had won by the default of the Lotus-Climax of Clark, no-one begrudged him the victory for he had been the only driver to live in the same category as Clark from the moment practice began to the finish of the race.—D. S. J.

GRAND PRIX DE l'A.C.F.—Formula One—57 Laps
372,894 Kilometres—Dry and Overcast

1st : D. Gurney (Brabham-Climax V8—1963/4) .. .. 2 hr. 07 min. 49.1 sec.—175.042 k.p.h.
2nd : G. Hill (B.R.M. V8—1964) .. 2 hr. 08 min. 13.2 sec.
3rd : J. Brabham (Brabham-Climax V8—1963/4) .. .. 2 hr. 08 min. 14.0 sec.
4th : P. Arundell (Lotus-Climax V8—1963/4) .. .. 2 hr. 08 min. 59.7 sec.
5th : R. Ginther (B.R.M. V8—1964) .. 2 hr. 10 min. 01.2 sec.
6th : B. McLaren (Cooper-Climax V8—1964) .. .. 56 laps
7th : P. Hill (Cooper-Climax V8—1964) .. .. 56 laps
8th : M. Hailwood (Lotus-B.R.M. V8—1963/4) .. 56 laps
9th : L. Bandini (Ferrari V8—1964) .. .. .. 55 laps
10th : C. Amon (Lotus-B.R.M. V8—1963/4) .. .. 53 laps
11th : M. Trintignant (B.R.M. V8—1961/2) .. .. 52 laps
12th : R. Anderson (Brabham-Climax V8—1964) .. 50 laps

Fastest lap: J. Brabham (Brabham-Climax V8) on lap 44, in 2 min. 11.4 sec.—179.232 k.p.h. (*new record*).

Retired: J. Siffert (Brabham-B.R.M. V8), engine; J. Surtees (Ferrari V8), engine; T. Taylor (B.R.P.-B.R.M. V8), brakes; J. Clark (Lotus-Climax V8), engine; I. Ireland (B.R.P.-B.R.M. V8), crashed.

17 starters — 12 finishers.

COUPE DE VITESSE—Formula Three
Two heats of 22 laps each—Addition of times

1st : J. Stewart (Cooper-B.M.C.) .. 1 hr. 54 min. 26.8 sec.—150.907 k.p.h.
2nd : W. Banks (Cooper-B.M.C.) .. 1 hr. 55 min. 43.4 sec.
3rd : W. Bradley (Lola-Ford) .. .. 1 hr. 57 min. 31.7 sec.

Fastest lap: J. Stewart (Cooper-B.M.C.) on lap 8 in heat 1, in 2 min. 32.5 sec.—k.p.h.

GRAND PRIX DE l'AGE D'OR—Vintage and Historic cars—10 laps.

1st : Hon. P. Lindsay (E.R.A.) .. .. 29 min. 24 sec.—133.510 k.p.h.
2nd : Dr. A. Taylor (Bugatti Type 59) .. 32 min. 19 sec.
3rd : A. Gibson (Frazer Nash s/c single-seater) .. 1 lap behind

On Handicap Gibson was first.

Fastest lap: Hon. P. Lindsay (E.R.A.) on lap 7, in 2 min. 50 sec.—138.535 k.p.h.

REFLECTIONS ON THIS AND THAT—continued from page 634

and for Grand Prix or club-type races, the full Le Mans circuit being retained for the 24-hour race.

For those who enjoy vintage-type racing the fiesta at Rouen was a great occasion, for 14 members of the V.S.C.C. crossed over the Channel to join in with some French owners and have a 10-lap race on the Grand Prix circuit. In practice the Hon. Patrick Lindsey made fastest lap with his E.R.A., and he offered it to Jim Clark to have a go. Much to the surprise of many V.S.C.C. members Clark went faster than anyone has ever driven an E.R.A., in only four laps, but, after all, Clark is not World Champion for nothing, and though an E.R.A. may seem a powerful car to V.S.C.C. members, with its supercharged 1,500-c.c. engine, he has driven 425-b.h.p. Indianapolis cars, and the modern G.P. car has 200 b.h.p. and a bare 10 cwt. of avoirdupois. Clark really enjoyed the experience, never having driven anything like an E.R.A. before, but felt that it could go a lot faster round circuits if this and that were altered. He began to suggest various things, but I had to stop him for he was converting the 1936 E.R.A. into a modern G.P. car and the whole point of Vintage and Historic Car racing is that the owners and drivers enjoy living in the past, with comparatively powerful cars having little in the way of brakes or road-holding, which makes for exciting driving. There is a tendency to think that the present-day Grand Prix driver knows little or nothing about cars of the past, but it should be remembered that Graham Hill's first car was a vintage Austin Seven Chummy, Innes Ireland was a vintage Bentley owner, and Phil Hill owns and drives a supercharged 1,750-c.c. Alfa Romeo.

D. S. J.

TAILPIECE



Yes, far too many of 'em. . . .

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FOR SALE

OWNER SINCE 1934 Hudson tourer Super 8, 1929. Reason for selling: broken crankshaft. Car in Northern Ireland. Apply Kennedy, 43, Oakley Street, S.W.3. Tel.: Flaxman 7951. [3850

MINI MODS. New Weber 24/32 carb., inlet manifold air cleaner, £16. New Speedwell CS2 cam, £5. Set new Speedwell valve springs, £1 5s. All unused. Tel.: FIN 0456. [3851

1951 A/S WHITLEY. Black/brown leather, bodily excellent, mechanically good. New rings, valves, bearings, exhaust system, battery, linings, tyres, carpets fitted last 1,000 miles. M.O.T., Taxed. £115 or offer. Wood. Tel.: Leeds (Yorks.) 41764. [3852

PLANED CYLINDER HEAD and free flow twin inlet/exhaust manifold for Minor 1000, with one S.U. carb., two ram pipes, two P.L. 700s, two Marchals (fog and spot) all with bulbs. Philips radio (manual) twin speakers—little used. £40 or will split. Wood. Tel.: Leeds (Yorks.) 41764. [3853

ONE PAIR P100 headlamps, brand new. £20 for quick sale. Box No. 0139. [3857

RILEY 1.5, RED. Mint condition—mirrors, washers. £360. 119, Hawley Road, Dartford. [3858

M.G. TC. New hood, good tyres, 1962 reconditioned engine. Needs painting but excellent value at £85. Skinner, 131, Chevening Road, N.W.6. Tel.: LAD 6354. [3861

STORK FORCES SALE. 1951 Riley convertible, good condition. Heater, spots, reliable. £180 o.n.o. Inness, "Townsend," Thorne Street, Margaret, Wellington, Somerset. Tel.: Greenham 485. [3862

1961(MODEL) JAGUAR 3.8, a really exceptional car with excellent history. Overdrive, heater, disc brakes, limited slip differential, etc. Jaguar owned until 1963. A superb car at £850. Offers? Exchanges? Tel.: Brookwood 72968, 6, Oakwood Road, St. Johns, Woking, Surrey. [3869

H.R.G. 1500 Standard 2-seater, 1948. Good weather equipment, resprayed ivory last year. Mechanically reasonable. Dover area. £250. Tel.: Kearsney 2632. [3874

R.-R., 1926 (21.6 h.p.) 1940 4-seater saloon body. An engineer willing to overhaul this car can acquire it in consideration of the present owner having occasional future use. South Beds. Box No. 0144. [3875

UNIQUE ROLLS-ROYCE. Chassis, 1926; body, 1939; Engine 1950, R.-Bentley. Two-tone grey. A lovely car, excellent condition. £600. Tel.: Sherlock Row 421. [3876

1926 TYPE 37A BUGATTI, now fitted 1½-litre rebuilt Riley engine; pre-selector gearbox, Bugatti supercharger mated to Riley engine, reshaped streamline front, Girling brakes, possession of present owner since 1929, original registration book, unused since 1946. £325. Also available: Bugatti 1½-litre crankshaft with rods, gearbox, radiator, bonnet, drums and shoes, dampers, set 29×4.75 Brooklands wire wheels, pair 10 in. Marchals, and other useful parts. Also Straight Eight crankshaft with rods, model unknown, looks about 5 litres. The lot £150, or £450 both car and spares. "Chequers," Cheam Road, Ewell, Surrey. Tel.: Ewell 2746. [3878

RAILTON S.8 Fairmile d.h.c. Black, grey leather. Handsome, reliable, swift. £75. Box No. 0145. [3879

1934 MORRIS MINOR tourer—an uncommon model in very good condition. Taxed, insured, spare engine. £75. Croft, 91, Greygoose Park, Harlow. [3881

JAVELIN DE LUXE, exceptionally good condition, Phase III motor. Many extras include radio, seat belts. Offers around £120. Must be sold. Flooks, 14, Bruan Road, Newbury. Tel.: 3148. Also seen Birmingham area. [3883

BRITAIN'S MOST FABULOUS Frazer-Nash-B.M.W. 327/80 saloon. Mechanics entirely rebuilt during last three years, engine to Bristol 403 specification. Body just been half rebuilt and completely resprayed. Fantastic acceleration, impeccable handling. Full details given to serious enquirers writing to Box No. 0146. [3884

TRIUMPH ROADSTER 1800 (1947): engine, clutch overhauled; heater, radio. M.O.T./Taxed May 1965. Extras, v.g.c. £140. Tel.: Cambridge 46712. [3885

M.G. TC, 1945, RED. Good condition, reliable. New h.d. battery, M.O.T. Nov. £128 o.n.o. Oliver, Egerton, Ashford, Kent. Tel.: Egerton 278. [3886

M.G. 4028. Completely rebuilt PA. Engine relined and remetalled. New clutch, reconditioned suspension. Body rebuilt. Lucas conversion, spot, foo. New hood, sidescreens. Enthusiasts only. Walker, 3, Meyrick Street, Hereford. Tel.: Hereford 5262. [3890

1949 ALVIS TA14 d.h.c. Genuine 54,000 miles, 22 m.p.g. M.O.T. tested. Taxed till April. Reluctant owner being given new car. Good home only considered. Photo o.n. East Grange, Scruton, Northallerton, Yorks. [3891

FISH CARBURETTER for Volkswagen. £13 10s. 23, Clarence Park Road, Bournemouth. Tel.: 47777. [3892

M.G. TD. Heater, buckets, reconditioned engine, new clutch. V.G.C. £225. Tel.: Wanstead 0160. [3893

M.G. J2 PARTS. Ford Ten engine. Cooper, 43, Oakington Avenuee Wembley Park. Tel.: Arnold 5023. [3895

TF 1500, excellent condition in every aspect; carefully maintained second car. Still 90-plus m.p.h., 28 m.p.g. Usual extras. £400 o.n.o. Mark, tel.: (day) HOL 6325; (evening) Norwood Hill 460. [3897

ARMSTRONG SIDDELEY SAPPHIRE, 1955, Automatic. Genuine 46,000. Magnificent condition. £155. See below.

XK120, 1954, roadster, B.R.G., almost new Cinturas. Twin brass exhausts, four spare wheels and tyres. Excellent throughout. £225. Unfortunately one must go. Greenwood, Liverpool. Tel.: GREat Crosby 3734. [3898

FOR SALE—*continued*

SS JAGUAR 1½-LITRE, Dec. 1938. Beautiful condition throughout, finished in British Racing Green; engine overhauled. An enthusiast's car. £165. 124, High Street, Hadleigh, Essex. Tel.: Southend 557372. [3900

LOTUS SEVEN, 950 c.c. B.M.C. Polished crank and rods, twin S.U.s, oil cooler, full instrumentation. Full weather equipment plus a specially shaped nose and scuttle, and rounded rear end incorporating boot. 10,000 genuine miles. This most attractive car originally cost £900. Reluctantly must sell. £450. Burgess, 185, Croham Valley Road, South Croydon. Tel.: SAN 5714. [3901

A/HEALEY, 1957/8. Resprayed red, w/w, tonneau, o/d, 35,000 miles. New s/absorbers, water pump and r/springs. Excellent condition. Tel.: COP 5940. [3902

VOLKSWAGEN, 1947, L.H.D., the oldest in England. Excellent mechanically, body fair. £65. B.S.A., 1933, 150 c.c. o.h.v. motorcycle, complete mechanical overhaul. £25. Hargreaves, Garden Cottage, Trumpet Hill, Reigate. [3903

SPEED 20, 1933. Handsome sporting saloon. Recent crankshaft regrind, etc. Everything in excellent condition. Consider vintage (or near) open car or sell £100. 145, Westdown Road, London, E.15. Tel.: LEY 2097. [3905

M.G.-A 1600, 1960. Radio, Marchal lamps, 36,000 miles only. Very good order. £475. H.P. available. Will take small car in part exchange. Weeks, 119, Northumberland Road, North Harrow, Middx. Tel.: Pinner 9876. [3906

AUTO UNION 1000 2-door sports saloon, 1960. One owner. Exceptionally good condition throughout. Interior absolutely unmarked. Good tyres, battery. 44,000 miles only from new. Typically excellent road manners and performance. £375 or would consider exchange sports car, cash either way. Leary, 23, Coombe Road, Kingston, Surrey. Business Tel.: Teddington 4529. [3908

A.C. ACECA, metallic maroon. Recent £200 engine rebuild. Heater, belts, new Cinturatos, etc. £475. Follows, 63a, Hamilton Terrace, N.W.8. Tel.: Lords 0554. [3909

SUPERB LANCIA APRILIA. Resprayed Italian red. Retrimmed, rechromed, rebuilt engine and transmission, new tyres, battery, spares. Bargain. £170. Tel.: Abinger 335 (Surrey). [3910

REPAIRABLE ACCIDENT DAMAGED cars. Lotus VI, 8,000 mls. £50. Riley 1.5, 25,000 mls. Wolseley 1500, 38,000 mls. Will sell complete or break. Connor, 10, Ingleway, Clevelys, Blackpool, Lancs. [3911

PLAYFORD'S M.G. aluminium-bodied Special; M.G. engine, Lancia components. Fast, well-mannered, exhilarating. £400 or realistic offer. Post Office, Staplecross, Robertsbridge, Sussex. Tel.: Staplecross 331. [3419

TR3, 1958. Discs, Mich. "X" tyres, immaculate throughout. Engine to be reconditioned before sale. £365. T. Abbott, Birchfield Nurseries, Welford Road, Northampton. [3627

1936 BRITISH SALMSON S4C d.h.c. Newish hood, batteries, etc. No rust, many spares. £40 o.n.o. Tel.: Uplands 7529. [3914

ROVER 12 TOURER, 1947, taxed Dec. Sound car at reasonable price. Mitchell, Westhall, Halesworth, Suffolk. Tel.: Brampton 222. [3915

ALVIS TA14 BRAKE. Body by James Young. First class condition throughout. Recond. engine, new battery. Woodwork inside panelling, hence protected. First reasonable offer. Gilbert, 27a, Kenilworth Road, Leamington Spa. [3916

WARWICK GT, 1961 (Sept.). Immaculate special equipment model in wine red with natural leather interior. 2.2-litre engine. Overdrive, power brakes, 25,000 miles. £500. Storr, 308, St. Georges Road, Hull. Tel.: 38224. [3917

FRAZER NASH, 1934, T.T. rep., original condition. £350. Pickworth, 33, Station Avenue, Walton-on-Thames, Surrey. [3918

BENTLEY 4½-LITRE Park Wark saloon. Good mechanically, but body rather shabby. £95. Box No. 0147. [3920

1935 A.C. ACE 2-LITRE tourer. Engine completely reconditioned. New fuel pumps, control box. Hood, tonneau, and sidescreens. Bodywork good. M.O.T., Taxed and insured. V.S.C.C. Offers over £130. Write: Ball, 74, Worcester Road, Sutton, Surrey. [3922

MORRIS 1000 CONVERTIBLE, late 1957. Dark green, new grey plastic hood. Good condition throughout. M.O.T. £195. 12, Normanhurst Road, Walton-on-Thames, Surrey. [3923

RILEY 1.5, 1952. Green. Leather, radio, heater. Good. £80. Carr, 54, Throxenby Lane, Scarborough. [3924

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1931 LAGONDA 2-LITRE saloon, good condition. Much time and money spent. M.O.T. £125. Mr. P. Bloor, 28, Mornington Road, Sneyd Green, Hanley, Stoke-on-Trent. [3925

1938 ARMSTRONG SIDDELEY 17 h.p. limousine. 47,000 only from new, chauffeur driven, in lovely condition. Will reluctantly part for £75 to an enthusiast. David Ellor, 11, Rutland Avenue, Poulton-le-Fylde, Lancs. [3926

1929 MORRIS COWLEY with completely recon. engine, all new parts: cost £85. Will part with the car for £100. Also 1928 Rolls 20 h.p. limousine, in good running order. £75. David Ellor, 11, Rutland Avenue, Poulton-le-Fylde, Lancs. [3926a

M.G. SERIES YB, 1952. M.O.T. Fast, good condition, heater, washers, brakes overhauled, four new tyres, well maintained; complete with spare back axle. £100 o.n.o. Johnson, Stonehouse, Scotby, Carlisle, Cumberland. [3927

TR2, RED. Good body, engine. Over £100 spent on recent overhauls. Many extras including heater. £215 o.n.o. Tel.: Windsor 62649 evenings. [3928

BENTLEY SS, 1951. Immaculate condition throughout. £375. Tel.: Potters Bar 55188. [3931

M.G.-A, 1957. Resprayed, Gold Seal engine, Heater, new Cinturatos, brakes relined. £295. Cook, 5, Hurlingham Close, Sheffield 11. [3932

MINOR BARGAINS. 1000 cyl. head, £3 10s. Roll bar, £1. GN manifold, 30s. Set H.C. pistons, £1. 1¼ S.U., £1. Rear bumper 10s. New Alta gasket, 10s. All very good. Tel.: Maidstone 87583. [3933

M.G.-A, OCTOBER 1958, F.H.C. Engine completely overhauled and body resprayed prior to unforeseen personal circumstances. £350 o.n.o. 38, Syston Road, Queniborough, Leicester. Tel.: Syston 3367. [3935

SAAB 60, OCTOBER 1962. Four-speed box, special crankshaft, Konis, fire extinguisher, headlight flashers, spotlight, roof light, twin fog lights, navigation light. S.U. carburetter, Ever Ready radio, Dunlop S.P.s, radiator blind, seat belts, washers, heater, rev.-counter. Pale blue, mint condition. Cost new over £1,100; mileage 20,248. £685, prepared to haggle. P. S. Massey, Hall Acre, Hall Gardens, Egginton, Derbys. Tel.: Etwall (Derbys) 631. [3937

BRABHAM CONVERTED Sunbeam Rapier, July 1960, B.R.G. Twin S.U.s, special inlets, 4-branch exhaust, oil cooler, special tankage, adjustable dampers, Le Mans headlights, fog, spot, new "X"s, special disc brakes. Very fast and absolutely immaculate. Taxed. £490. Tel.: Worthing 5644. [3938

BENTLEY 4¼-LITRE SPARES. All parts excellent. No engine or gearbox. 21, Davenport Park Road, Stockport. Tel.: STE 7307. [3941

LIKE A GOOD-LOOKING red F.H.C.? Falcon Caribbean, professionally constructed, Ford reconditioned engine fitted Oct. 1963. Radio, bucket seats, fog lamp. Offers. Philip Lambert, 65, Woodhouse Lane, Sale, Cheshire. [3942

BRISTOL 403. Metallic blue saloon. Good condition. Newly new "X" tyres. £425. Rivett, 52, High Street, Blisworth, Northampton. [3943

BENTLEY 4¼ PARK WARD, 1937. Mechanics, tyres excellent. Good history. Needs respray, hence £65. Tel.: TIDeway 3831 (London) evenings. [3944

A.C. BUCKLAND, 1953. Recent respray and hood. £150. Lowcock, Shepherds Bank, Forest Row, Sussex. [3947

1956 2 c.v. CITROEN, 425 c.c. deluxe. Good tyres, recent hood, relined brakes, new sealed beams, new silencer, undersealed. Recently decarbonised and fitted new pistons, springs and valves. Present owner last 22,000 miles. Best offer under £80. Pemberton, 101, Sudbury Avenue, Wembley, Middx. Tel.: ARNold 2159. [3949

GT 4-SEATER SALOON. Fibreglass, tubular chassis, i.f.s., fully trimmed (leather), tuned engine, heater, photos. 3,000 miles. £350 o.n.o. 2, Summers Road, Luton, Beds. Tel.: 31619. [3951

BENTLEY, 1939, overdrive. Immaculate. £350. Tel.: WIL 0177/8 [3952

TR4, APRIL 1962. In immaculate white with black soft-top and trim. Fitted overdrive, heater, new Lucas battery. Only 22,000 miles. Beautiful condition. £725. Martin, 48, Dalkeith Road, Harpenden, Herts. Tel.: Harpenden 3227. [3953

1925 A.C.2-LITRE D.H.C. Genuine original condition. Reputed Show model. Best offer over £100. *Motor Sports* 1950-64 inclusive. Offers to clear. Sundry Austin 7 spares to clear. Tel.: Uplands 0355. [3954

HARD-TOP FOR TR2/3—virtually unused. £20 o.n.o. D.R.G.B., 43, Wykeham Road, Glasgow, W.3. [3955

ALVIS FIREBIRD SALOON, 1934. Mechanically good. One previous owner. 40,000 miles, rebored. Five good tyres. Handbook. A.O.C. owner. Tel.: LIVingstone 7766. [3957

ROLLS-ROYCE 20/25, 1936, Hooper 7-seater limousine in immaculate condition. Upholstered in Bedford cord. No partition. Marvellous for large family. Full history available, including R.-R. road-test report (1963). Engine recently overhauled. In daily use by lady doctor for professional work. Write Box No. 0148. [3960

ALVIS TA14 SALOON, 1949. Above average condition. Works reconditioned engine, heater, washers, new tyres. £135. J. L. Allen Beaminster, Chedington, Dorset. [3961

A.C. SALOON, 1951, excellent condition. New kingpins and bushes, clutch and engine overhaul carried out by A.C.s in last 5,000 miles, over £125 spent. £135. 9, Orchard Close, Shiplake, Oxon. Tel.: Wargrave 670. [3963

PHANTOM II, 1935, Barker limousine in superb condition. Being sold due to lack of covered garage space. £185. R. Hawksworth, "Swarburn House," Yoxall, Burton-on-Trent. [3964

HERALD 1200 CONVERTIBLE, superb condition. Extras, £430. Lansdown. Tel.: Bedford 66231 day. [3965

ROLLS-ROYCE PHANTOM III 4-seater d/h coupé by Barker, 70,000 miles. Blue and blue. Immaculate, £2,000. O'Neill, Shanes Castle, Antrim, N. Ireland. Tel.: Antrim 3264 [3966

JOWETT JAVELIN DE LUXE, 1952. Sound condition. Taxed, M.O.T. £45 o.n.o. Tel.: Crowborough 4248. [3967

1958 KARMANN-GHIA coupé fitted with M.A.G. supercharger. Accept £450. Ashton, "Washington," Quaker Lane, Bardwell, Suffolk. [3968

M.G. TD, 1952, B.R.G. Pirellis, 3,000 miles since engine overhaul, excellent condition. Offers. Tel.: Kilburn 0962. [3970

ASHLEY BODIED 1172, reg. 1960. Reconditioned engine (2,000 miles) with usual modifications. Buckler i.f.s. with coil spring/dampers. Buckler c.r. gears. Woodrim wheel. Fully instrumented. Detachable hard-top. £85 o.n.o. Girling, 25, Sumner Road, Farnham, Surrey. Tel.: 6022. [3972

TA14 SPARES. Body, engine, g/box, axles, wheels, tyres, brakes, etc. All good condition. Kennedy, 78c, South Park, Lincoln. [3973

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TRIUMPH TR2/3/4 ... ... 45/-
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FORD Zephyr, 4/6 Mk, III, Zodiac III ... 9/3
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HILLMAN 1936/64 (*state which*) ... 13/3
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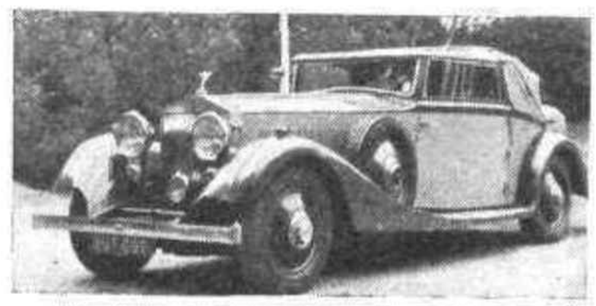
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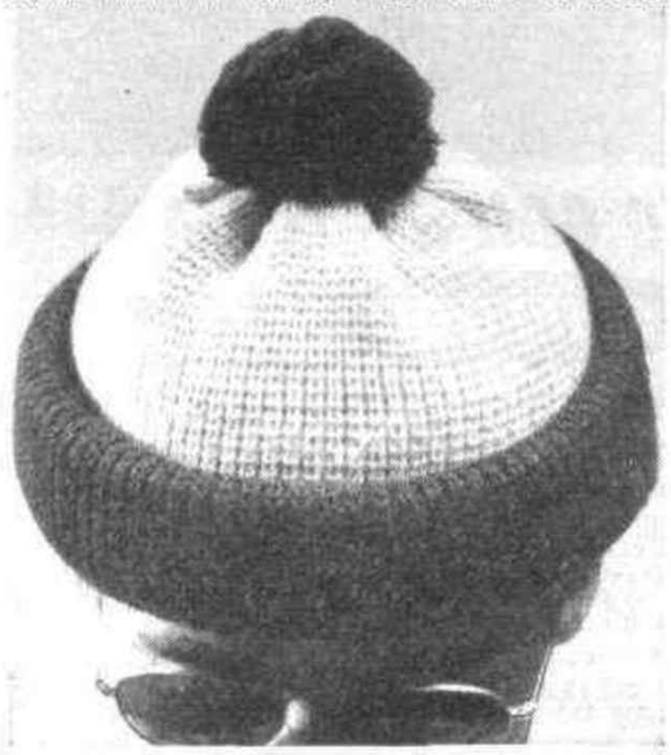
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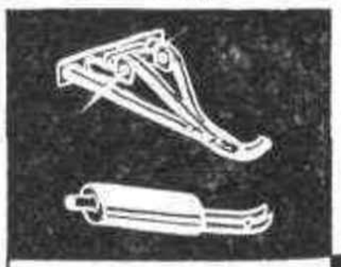
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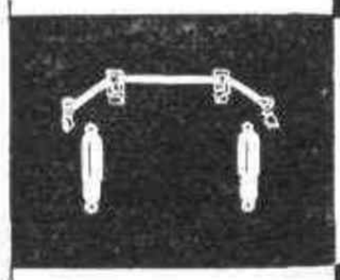
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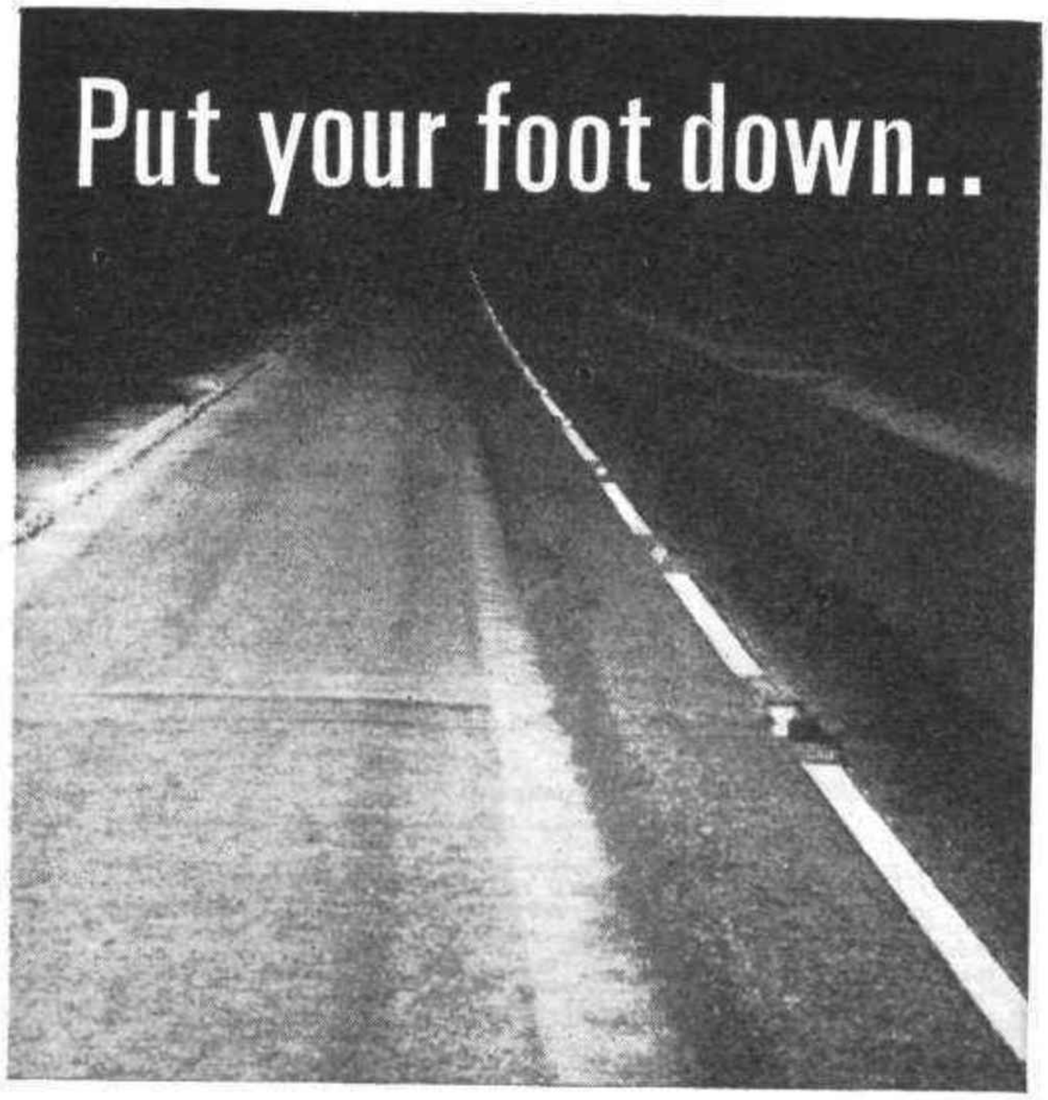
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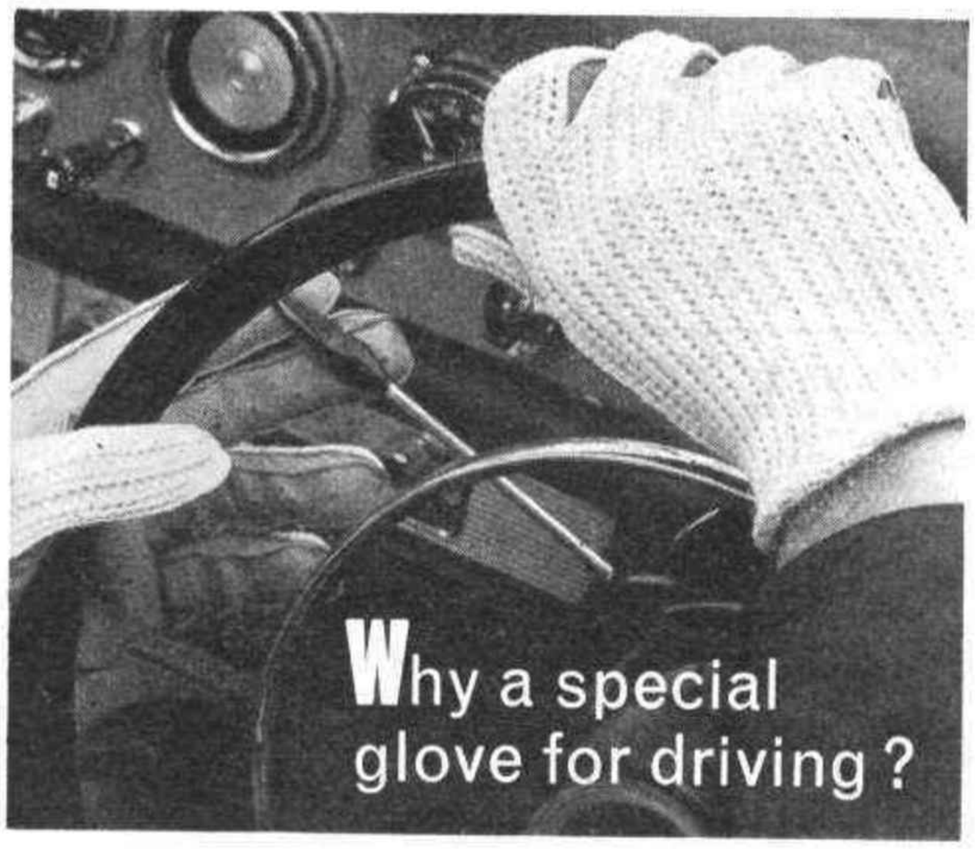
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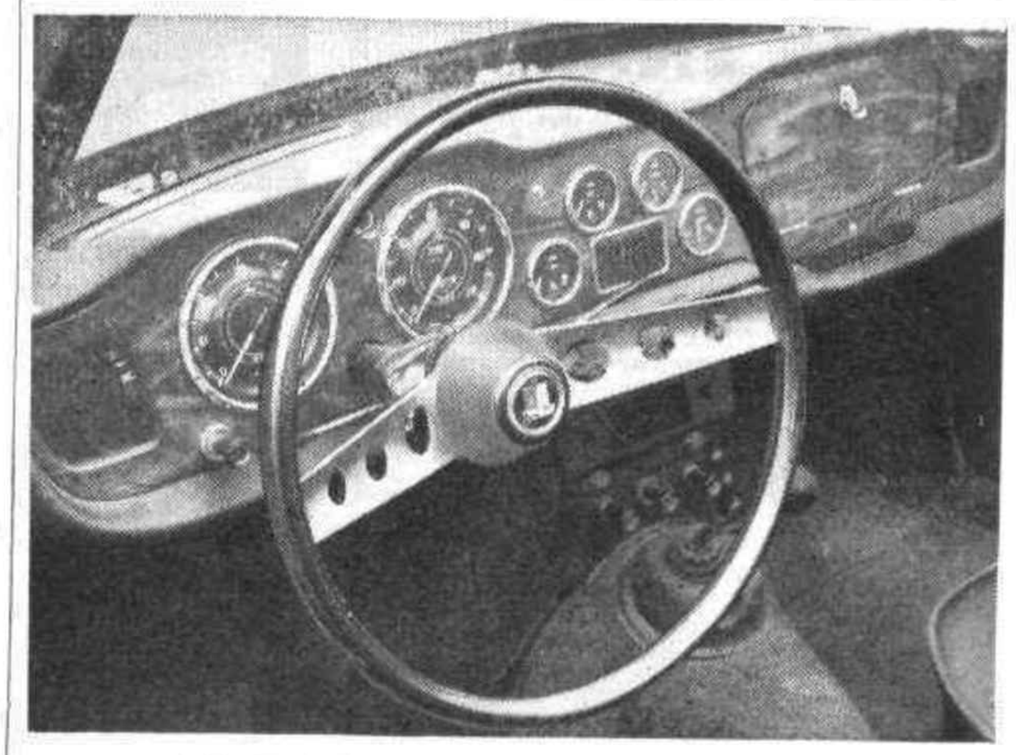
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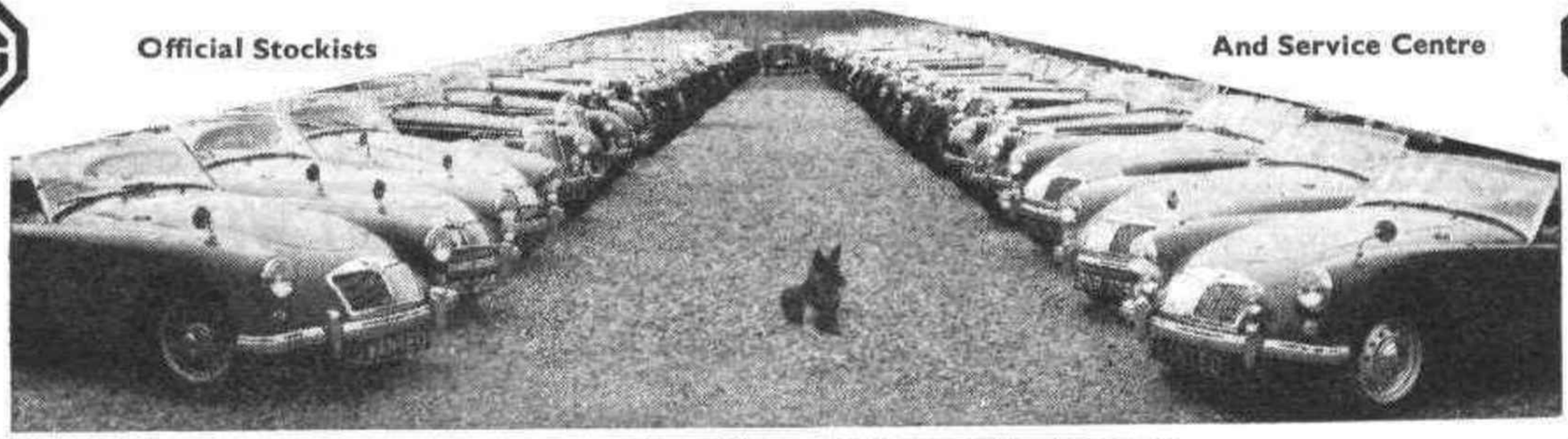
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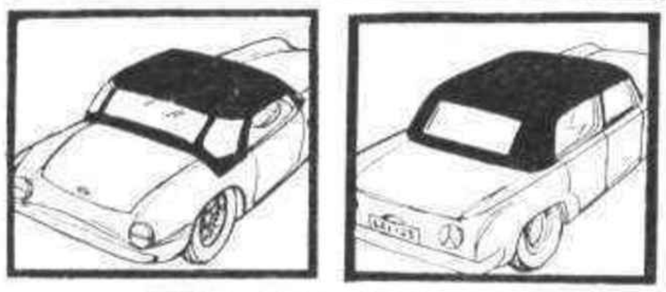
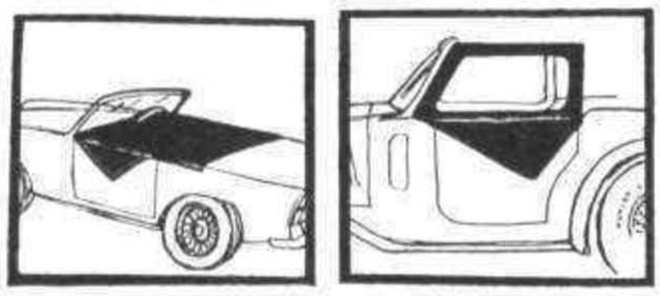
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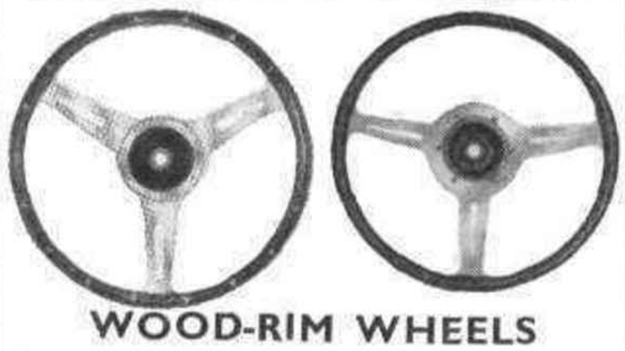
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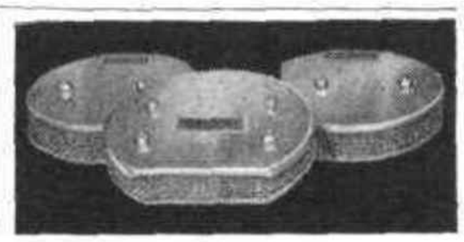
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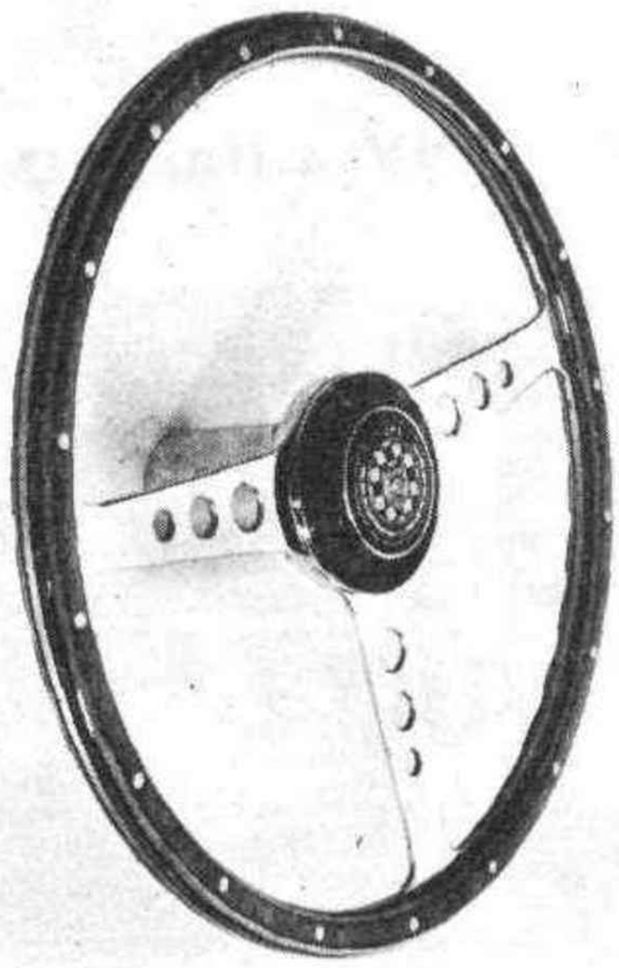
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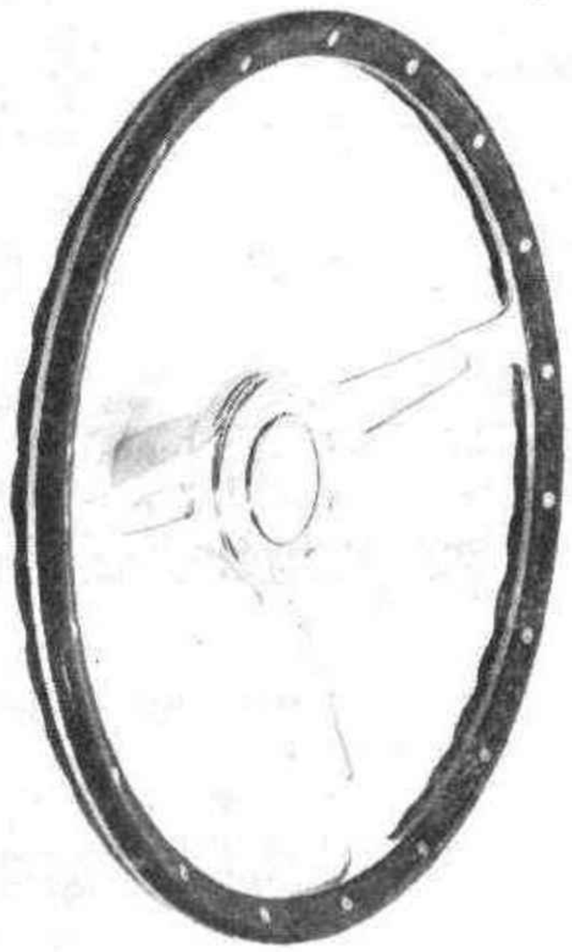
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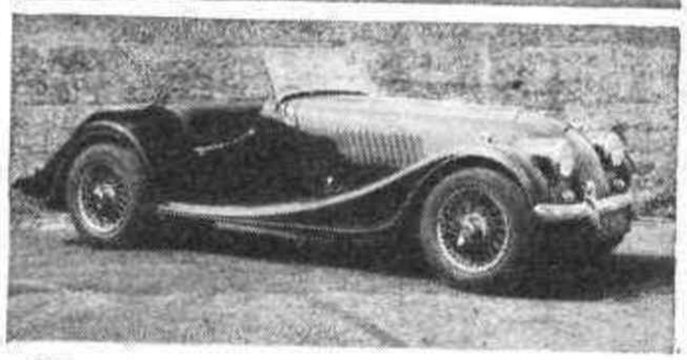
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£475 M.G.-A roadster, 1960, 1,600 c.c. Finished in ivory. Twin spots, radio, heater. A fine example.

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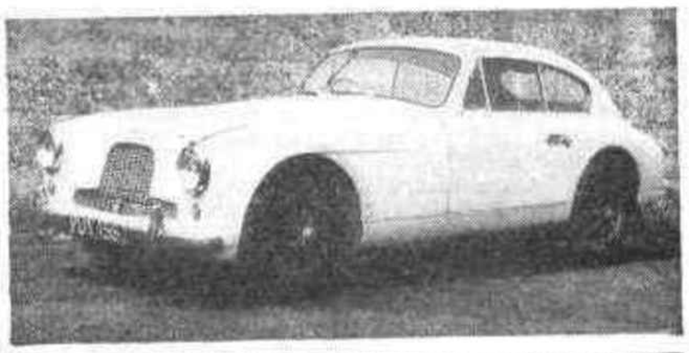
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£275 AUSTIN HEALEY BN2, 1957. Wire wheels, overdrive, heater; finished in white.

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ALVIS GREY LADY coupé, blue, 1954. Mechanically first class. £250, offers. Poland, Fawkham Manor Farm, Dartford, Kent. Tel.: Longfield 3642. [4122

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ALVIS SPEED 25 Charlesworth saloon, 1938. Recently painted and upholstered. Good tyres. In good condition. £150. Apply Downhams, Wraysbury (tel.: 2158), near Staines. [4139

M.G., 1938, SA 2-litre saloon. Immaculate. Original. Regularly serviced great family pet. This superb car must go only to enthusiast who will keep her in the manner to which she has been accustomed. Last owner (of only two) recently died and widow must reluctantly sacrifice for £250 o.n.o. Box No. 0169. [4140

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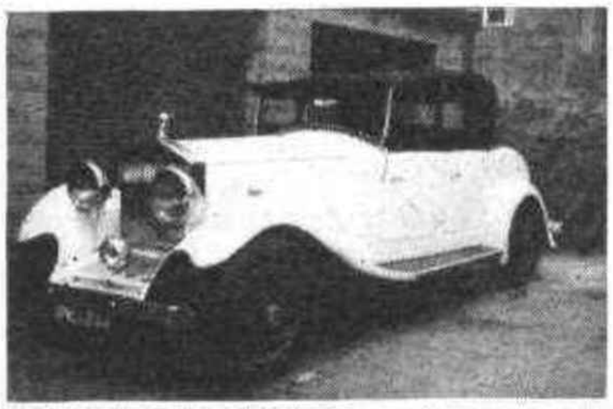
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ALVIS TA21, 1952, 3-litre saloon, good condition. £200 o.n.o. Squirrell, 34, Bradley Gardens, W.13. Tel.: PER 2848 (after 7). [4161

BENTLEY 4½-LITRE KT series tourer. Rakish lightweight alloy replica coachwork, with cycle-type wings. Resprayed B.R.G., retrimmed and carpeted, recent hood and sidescreens. M.O.T. £345 o.n.o. Box No. 0177. [4162

AUSTIN 10/4, cabriolet, 1936. Three owners. Five new tyres. Details : Priestley, Canonsgarth, Helmsley, York. [4163

DELAHAYE TYPE 148L, 1949. Continental sports saloon. Cotal box, radio, spots, etc. Mechanically excellent, needs some paint. £175. Tel.: Coggeshall 245. [4164

HOTTER'N HELL? I don't know—yet, but it does go awful fast. It is a Lotus Super Seven, 1962, 5,000 miles. I need £400. H.P. a pleasure (for me). Tel.: Sheperdswell 358, go on! Box No. 0178. [4165

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ALVIS saloon, Speed 20 engine, Silver Eagle chassis. Reliable, comfortable; mechanically sound. £105 o.n.o. Connelly, 121, Balgores Lane, Gidea Park, Essex. [4169

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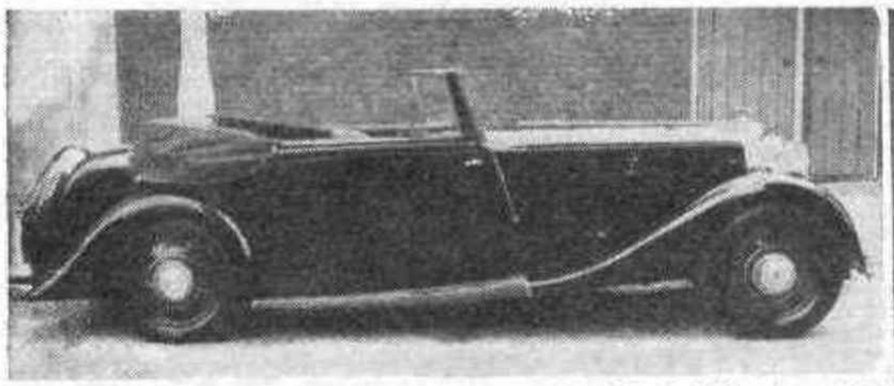
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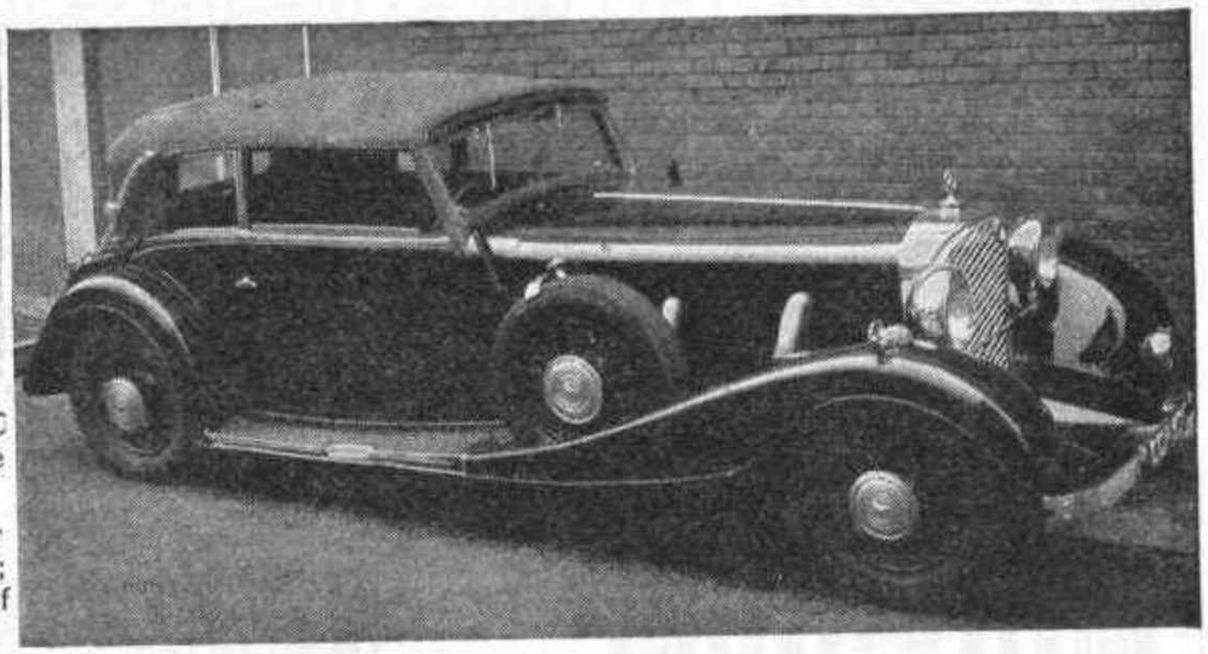
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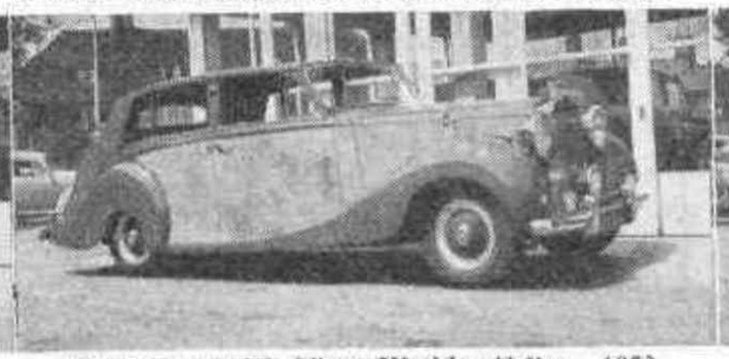
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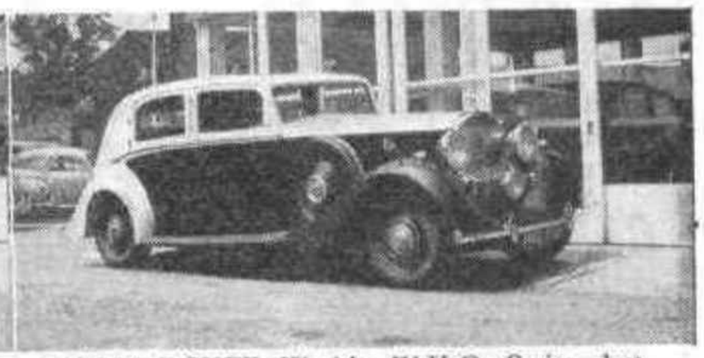
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1937	**P. III Mann Egerton** sports saloon	£895
1930	**20/25 Barker** sports saloon. A very original and interesting vintage car	£385
1936	**25/30 Barker** owner-driver saloon. Low mileage. Shabby but sound	£250

Bentley

1953	**R-type H. J. Mulliner** special sports saloon ...	£875
1951	*Mk. VI sun-roof saloon. Black with red leather	£585
1951	*Mk. VI sun-roof saloon. Green with beige leather	£585
1949	*Harold Radford Countryman estate car ...	£545
1939	**Park Ward 4¼-litre** overdrive sports saloon. Rebuilt earlier this year	£425
1937	**H. J. Mulliner 4¼-litre** saloon. Recent re-conditioned engine	£295
1937	**Park Ward 4¼-litre** saloon. Excellent history	£225
1937	**Barker 4¼-litre** special drophead coupé ...	£595

* *Attention is drawn to these two Mk. VI Bentleys which are in remarkable condition, and have recent works replacement engines.*

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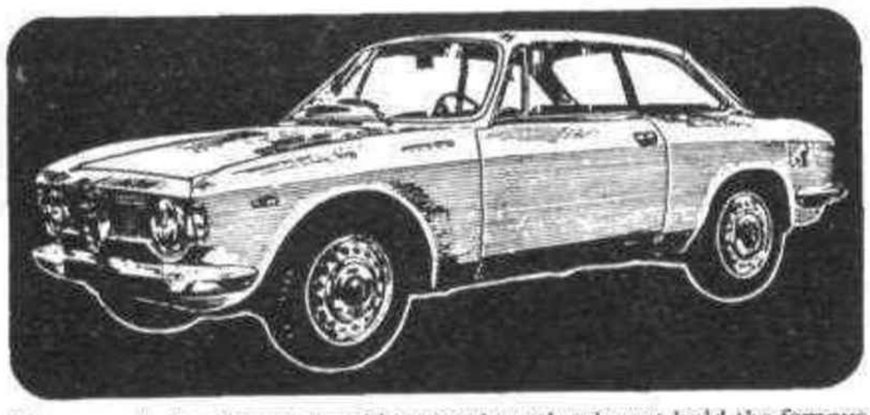
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FOR SALE—*continued*

M.G. TA, 1937. Suitable for rebuilding. New batteries, reconditioned steering box. £40 o.n.o. Box No. 0182. [3981

SPLENDID 1932 RILEY GAMECOCK for sale at cost of materials used in recent rebuild. £135. Box No. 0183. [3907

'61 MINI ENGINE/transmission unit, £35. Kenlow fan for above, unused, £9. Cooper cam, unused, £4. '51 Wolseley 6/80 engine, £10. 2×1¼ in. S.U.s on Cooper manifold, £18. Cooper exhaust manifold, £4. Box No. 0184. [3919

ALVIS TC 21, 1953. Saloon, black/silver. Resprayed. 400 miles since rebore, crank reground, new bearings. Suspension, steering overhauled, new bearings, bushes, shockers. Woodwork sanded, repolished. Five Michelin "X." New silencers. Chrome, paint excellent. Reason sale, bought D.H.C. £155 o.n.o. Box No. 0185. [3950

BENTLEY 4¼-LITRE, 1928 open 2-seater in excellent condition both bodily and mechanically. Hood, tonneau, side screens. Engine rebuilt early this year. All Bills. £600. Box No. 0186. [4208

BENTLEY 3½-LITRE, 1935. Distinctive D.H.C. body by Park Ward, in sound condition. Engine recently rebuilt. £260. Tel.: Esher 65204 (Surrey). [4209

TURNER, 1961, one owner. £100. Downton mods., engine rebuilt 6,000 miles ago, c.r. gears. Resprayed. Hard/soft-tops, tonneau. Many other extras. Further details or offers around £400. Dr. Powis, Bedford General Hospital. [4212

AUSTIN HEALEY 3000 sports convertible, April 1963, Mk. II. 4,500 miles. Air heater, Servo-assisted brakes, overdrive, tonneau cover. Excellent condition. £850 o.n.o. Owner going abroad. Tel.: Byron 6935. [4213

M.G. TF, 1954, 1250. Immaculate. "X"s, recellulosed ivory, new hood, engine, chrome rack, Bosch fogs, reverse, washers, heater, flashers, mirrors. £275. Mitchell, Kirtlebridge (tel.: 312), Dumfries [4214

ROVER 3-LITRE: registered May 1962: just over 2,000 miles; no accidents: owner driven: no dealers. Apply, tel.: Sevenoaks 53238 (evenings). [4215

1929 MORRIS OXFORD de luxe saloon in first class condition and completely original: four owners from new, full history, stored 25 years, handbook. M.O.T. tested. £140 o.n.o. Tel.: Westerham 3374 (Kent). [4216

AUSTIN ARROW 7 h.p. 2-seater sports, 1935. Very pretty, rare coachbuilt body in good condition with tonneau, good tyres, M.O.T., Bowdenex, etc. Photo available. £75 o.n.o. Dunn, 25, Belgrave Drive, Hornsea, Yorks. Tel.: 3494. [4218

GORGEOUS CLASSIC DE LUXE 4-door, 1961. Looks '63. Yellow body, white top. Disc brakes, heater, screenwashers, new tyres, seat covers, recent overhaul engine, clutch, brakes. Meticulously maintained. Garaged nightly. Unmarked. Taxed. £435. 64, Baker Avenue, Benson, Oxon. [4219

MORGAN, 1957, SERIES II 4/4. Excellent condition throughout, taxed to Nov. and cert. to July '65. Low mileage on reconditioned engine; extras include Michelin "X"s, undersealed, heater, twin carbs., screenwashers, signpost, reversing and map reading lamps. Two tonneaux, walnut facia, etc. £200. Available Sheffield early August. Box No. 0190. [4220

1961 LOTUS SEVEN 105E. Excellent condition, low mileage, weather equipment. One owner. £365. Tel.: Prestbury (Cheshire) 89212. [4221

F.W.D. ALVIS, 1929. 4-cyl. O.H.C. supercharged ex-cond. Successful V.S.C.C. competition car. Offers. Brown, "Sunnyside," Low Green, Rawdon, Leeds. Tel.: Rawdon 3077. [4222

FOR SALE: 1927 Morris Oxford saloon, good condition. All nickel plating renewed, new vintage tyres and rebuilt rad. £75. Also Bullnose Oxford rad, £20; and magneto, £3. G. Butcher, "Silver Birches," Highfield Lane, Maidenhead, (tel.: 22316), Berks. [4224

AUSTIN HEALEY 3000, 1960. Radio, heater, overdrive, hard-top, wire wheels, etc. Excellent condition. £530. 507, Chester Road, Sandiway, Cheshire. Tel.: Northwich 2681. [4225

ARNOTT SUPERCHARGER complete with carburetter and lub. tank. All new and unused. £40. Tel.: Uxbridge 32896. [4226

FALCON CARIBBEAN, 1960, hard-top, red/black. "X"s, Ford powered, usual mods., etc. Too small for expected family increase. £100 o.n.o. Write Jones, 33, Windermere Way, Stourport, Worcs. [4227

"AUTOSPORT"/"MOTOR SPORT," 1951-1956. Almost complete. Offers. 12, Paddocks Lane, Cheltenham. [4228

JAGUAR XK150 F.H.C. No prangs. New brakes and tyres. Overdrive, belts. Luxury motoring for £395. Cook, 307, Upton Lane, Widnes. Tel.: Warrington 63238 day; Widnes 2731 evening. [4229

33×5 DUNLOP FORTS tyres and tubes, as new. "White House," Oving, Chichester. [4230

PORSCHE 1600, 1957. 41,000 miles only. Immaculate condition. Radio, reclining seats. M.O.T. £600 o.n.o. Tel.: Halifax 62376 between 6 and 7 p.m. [4232

MASERATI, 1,500 c.c., 145 b.h.p. sports racing car tipo 150s for sale. Tel.: Elgar 3757 (office). [4233

H.R.G. 1500. Well-known MPG 177, registered September, 1948. Grey/red wheels. Ready for competition work and in excellent mechanical trim. Works team car—winner 1950 Silverstone Production Sports Car race. Hydraulic brakes. Modified head compression 8.5 : 1. All-weather equipment, tonneau, good tyres. This car has been only occasionally used during the past three years and is in first-class condition, with a full history available. Price: £345. Pauline Norton, "Greystones," Housley Park, Chapelown, Sheffield. Tel.: Ecclesfield 3171. [4234

RILEY PATHFINDER, 1956. Excellent condition. Dark green. Fitted radio. £195. Available after 12th August. J. Lott, Springside House, Lyminge. Tel.: 87289. [4236

M.G.-A, 1956, B.R.G. Superb condition, engine recently overhauled, bills for new crankshaft, clutch, etc. First baby causes reluctant sale. £350 o.n.o. Tel.: Brighton 54645. [4237

M.G.-A ROADSTER, 1956, unmarked Oxford blue coachwork. Gold Seal exchange engine, Cintura tyres, chrome luggage rack, seat covers, mirrors, heater, extra upholstered rear compartment suit two small children, etc., wood steering wheel, new exhaust, clutch, shock absorbers, carpets, door panels, catches. Absolutely faultless mechanics, chrome, paint. Only needs seeing. Price £325. Beard, 128, Norfolk Crescent, Sidcup, Kent. Tel.: Footscray 1974. [4239

1954 LIGHT 15 CITROEN. Excellent paint and interior. Maintained regardless of expense. Recent bills £65. Taxed April '65. £130 o.v.n.o. Box No. 0192. [4240

MINI-COOPER, 1963, 1,122-c.c. engine, 3.44 final drive, 105 m.p.h., 0-60 m.p.h. 9 sec. Power assisted brakes, Konis, belts. What offers? Tel.: (London) BRI 3383. [4241

FULLY DISMANTLED 1935 3½-litre Bentley. One owner from new. Parts suitable for complete rebuild. Offers? Tel.: (London) BRI 3383. [4241A

ALVIS SPEED 20 1934 tourer, good condition. £120. Crick, 20, de-Vere Road, Colchester. [4242

SP250 SPARES. Starter gear ring, rear springs. Excellent condition. £6 the lot. Box No. 0193. [4244

FOR SALE—*continued*

FABULOUS RED AND CREAM Oldsmobile convertible, 6,000 c.c. Rocket high compression V8 engine, 4-choke carburettor, twin exhausts, automatic transmission, all power—wife wants mink coat to match. £450. Tel.: Atherton 554. [4245

CREAM JAGUAR (XK140) fixed-head (1955) with overdrive. All rusty metal removed and replaced, resprayed, undersealed, perfect mechanically. Second car, very good condition at £250. Tel.: Ashdon, nr. Cambridge, 336. [4246

TRIUMPH T.T., 1936. Well shod, very fast. Engine perfect. Resprayed B.R.G. £100 o.n.o. "Withywinds," Stoneshill, Crediton, Devon. Tel.: CRED 2902. [4247

1962 MORRIS MINI de luxe. One owner, low mileage. £330. Tel.: Ruislip 5148 evenings. [4248

ALVIS SILVER EAGLE saloon. Many years work in renovating but unable to complete. Towable. Offers. Also 1935 Austin limousine. Splendid runner. Tel.: Haywards Heath 2057. [4249

TR2, 1956, WHITE. M.O.T. Overdrive, heater, "X"s, new hood, eng. 100%, clean sound body. £225 o.n.o. 101, Vicars Hall Lane, Boothstown, Nr. Manchester, Lancs. [4250

RARE HUMBER 12, 1934, open tourer. Owner's renovation plans disturbed by business, running order. £45. Tel.: Leytonstone 2097. [4251

LOTUS 7, JAN. 1963. 10,000 miles new 1,500-c.c. Ford engine and gearbox 1,500 miles ago, bodily excellent and mechanically perfect. £460 or good, basic Anglia +£150. Frostick, 10, Beeches Court Avondale Road, Bromley Kent. [4252

LAGONDA RAPIER, 1934 Abbott tourer. Excellent mechanically, with new upholstery and paint she'd be worth £180. Many spares. £125 o.n.o. Singer 1½-litre, 1934, one of four known. £200 spent on overhaul, spare engine. £45 o.n.o. Trevelyan, Gazeley, Trumpington, Cambridge. [4253

BUCKLER-CLIMAX, 1,098 c.c. Stage III, DD2. Red fibreglass Mistral with hard-top, wire wheels, disc brakes, i.f.s. De Dion rear suspension, 110 m.p.h. road car. £425 o.n.o. Sandvorne, Bradwell, Sandbach, Cheshire. [4254

HEALEY DUNCAN DROPHEAD coupe 1948. Aerodynamic aluminium coachbuilt body. Riley 2½-litre mechanics. 100 m.p.h., 25 m.p.g. Resprayed, new hood, rewired, mechanically perfect, many extras. Ex-Royal owner. Offers around £150. Rudd, 31, Heathview, Gordon House Road, London, N.W.5. [4255

AUSTIN HEALEY BN2, immaculate condition throughout. Four-speed box, overdrive, heater, twin Lucas 700 spots. £18 spent on re-chrome. R.S.5 tyres. £345. 199, Aylesbury Road, Bierton, Aylesbury, Bucks. [4257

LAGONDA 16/80, handsome fixed-head coupé. Fitted B.M.C. high performance 2-litre diesel. Excellent condition throughout, original engine fitted if preferred. Further details Box No. 0194. [4258

UNUSED FALCON COMPETITION bodyshell. Suit Austin, or exchange for same type shell or Rochdale GT for Ford 7 ft. 6 in. Chatterton. 69, Millgate, Selby, Yorks. [4259

SPRITE, 1959, BLUE, 42,000 miles. Radio, heater, etc. Taxed December 1964. M.O.T. Certificate. Cherished by owner. £295 o.n.o. 26b, Eastboro, Wimborne, Dorset. Tel.: 2450 evenings. [4260

1939 MODEL ROVER 12. One owner, 41,000 miles. M.O.T. test. Taxed. Good condition. Original tool kit, instruction book. Offers to Ryles, Tob House, Lycrome Road, Chesham, Bucks. Tel.: Chesham 3054. View evenings. [4261

AUSTIN 750 SPECIAL just completed. Fibreglass Hamblin Cadet body, fully trimmed, two bucket seats, full instrumentation, weather equipment, high comp. head, twin 1¼ in. S.U.s oversize inlet valves, 4-branch exhaust, high lift camshaft, Kenlowe fan. Bowden front suspension, Bowden brakes, 15 in. wheels, new tyres. M.O.T. July '65. Best offer over £125. Weekends or evenings. Swallows Rest, The Greenway, Gerrards Cross, Bucks. [4262

XK120 OPEN SPORTS, green. Cracking order. Laid up two years. Owned by son at sea. £150. 74, New Church Road, Hove. Tel.: Brighton 773339. [4263

FOR SALE: 1962 T.V.R. Grantura, 13,000 miles. Built for hobby only. One owner (lady). Heater, outside spare, sundry extras. £550. McIntosh, Invergordon, Sturry (tel.: 406), Nr. Canterbury. [4265

RILEY KESTREL SPRITE (SS27K). Chassis comprehensively overhauled. Coachwork rebuilt. Many desirable features. Full designed performance. £140. Clark, 27, Beaconsfield Road, W.5. Tel.: Ealing 5523. [4266

MISTRAL FORD, 1962. Two-seater, fibreglass body, recon. engine, twin carbs., crossflow rad., five as new tyres, new hood, 12-volt electrics. Cost £180 to build. Bargain at £75. Tel.: Oxted 2083. [4120

PERFORMANCE WITH ECONOMY. Fairthorpe Electron Climax 1,098-c.c. Stage III. 90+ b.h.p. Pulling 10½ cwt. Discs, wire wheels, tonneau, "X"s, heater. Supreme road holding and braking. £420. Tel.: KIL 0645. [4267

TR2, 1954. 80,000 miles. Good lively runner, all mechanics sound, bodywork reasonable, interior tatty. Hard-top, soft-top, fogs, spot, washers. Only problems broken flywheel teeth and wife allergic to fresh air. £160 for quick sale. 18, Princes Road, Ashford, Middlesex. [4268

AUSTIN HEALEY SPRITE, 1960 (Dec.). Only lady driver, nursed it's 13,000 miles. Pale blue. Heater and extras. Immaculate. £299. Tel.: PAL 5781 evenings. [4269

1934 LAGONDA RAPIER. M.O.T. 1965. Open 2-seater, new tonneau, body and wheels rebuilt. B.R.G. Four Amals, mechanically sound. £200 o.n.o. Also 1930 2-litre D.H.C., runner, but needs eventual rebuild. £120 o.n.o. Tel.: PAD 5305 evenings. Weekdays only. [4270

ALVIS 1949 TA14 drophead. Non-runner, seized clutch. Towable, cheap. Offers. Box No. 0196. [4271

M.G., RARE YT 4-seater tourer. Red. Derrington Stage II 9.3 head. Twin S.U.s, G.N. twin exhaust, Woodhead-Monroe modified suspension, anti-roll bar, Panhard rod. Engine completely rebuilt 2,000 miles. Full-length tonneau. £220 o.n.o. Tel.: Brentwood 210. [4273

S.S. JAGUAR 1.5, 1938. Overhauled. Owner emigrating. Offers. Norton, 21, Bute Gardens West, Wallington, Surrey. [4274

A.C. ACE (Nov. 1962). Ford 2.6 Stage 1 tune, steel blue, grey leather trim, black hood and tonneau; curved screen, wire wheels, heater. Factory maintained, one owner, 13,000 miles. £1,095. Tel.: London WEStern 9060. [4323

BENTLEY 3½ saloon. Two previous owners, 87,000 miles, excellent condition. £220. Kendall, 67, Ferriby Road, Hessle, Yorks. Tel.: Hull 643361. [4277

AUSTIN HEALEY 100/4, 1956. Le Mans tuned. Host of mods. Extras include h/s.-tops, tonneau, w/wheels, washers, radio overdrive. All that for only £295. Tel.: Chorleywood 2883. [4278

RARE 1938 CADILLAC Fleetwood, R.H.D., V8. R/H. body by Fisher. Pressure plate split. What offers? Exchange? Tel.: LAT 2482. [4279

BENTLEY 3-LITRE, 1928, 2-seat tourer, B.R.G. Bills for £500. Mechanically perfect. £400. Box No. 0197. [4280

RILEY ADELPHI 1½-LITRE, 1936. Good throughout. Best offer over £50. 51, Spring Street, Wool, Dorset. [4281

FOR SALE—*continued*

1938 M.G. TA, Musketeer Team car, excellent condition, offers. Also "Weber" on inlet manifold, "Mini." Tel.: Sevenoaks 61717 (after 6 p.m.). [4283

ALVIS FIREBIRD, 1935. Marchal headlights. Mascot. M.O.T. 1965. Spares. £90. 3, Rosemary Lane, Haddenham, Bucks. [4284

AUSTIN HEALEY, 1955, red/black. Excellent condition throughout. £210 o.n.o. 48, Railway Street, Braintree, Essex. Tel.: 175. [4285

M.G. NA 2-seater, fast, comfortable, 6-cyl. o.h.c. Finished in B.R.G. Racing screen, copper exhaust, full weather equipment, new batteries. Good oil pressure, daily use. Engine and transmission recently overhauled. £125 o.n.o. Arnold, 50, Brookmead Avenue, Bromley, Kent. Tel.: IMP 3288. [4286

CITROEN ID19, 1961. One owner. Only 9,000 miles. Regularly maintained by Citroen specialists. £725. Tel.: Farnborough (Kent) 51000. [4287

1961 DAIMLER SP250 (Spec. "B"), in quite outstanding condition throughout. Finished in very attractive fiesta red and offset to a nicety by light tan hide trim. Surprising 27 m.p.g. 23,000 miles. New Road Speeds recently fitted. Equipped with radio, wheel trims, etc. £625. Call, write or 'phone, 25, Denehurst Gardens, Richmond, Surrey. Tel.: Prospect 6826. [4289

REALLY FINE VINCENT H.R.D. Completely overhauled, Shadow clock, two new tyres; cruises 100 m.p.h., top speed probably 130? £160 o.n.o. J. Bardolph, 134, Dyke Road, Brighton. Tel.: 25188. [4290

BRISTOL 401 saloon, 1953; total mileage 69,000, new engine 15,000 miles; excellent throughout. £310. Tel.: WHitehall 2445 (office hours). [4291

1957 BENTLEY Type S1 Automatic, green. Office car, very carefully maintained. Full service history available. Can be seen Guildford or London. Price £1,650. Box No. 0198. [4292

M.G., 1933, J2. Fitted J3 750-c.c. crank; hydraulics. Unused five years. Present owner 27 years. Condition good. £80. Box No. 0199. [4293

ROLLS 20/25, 1932, sports saloon. Mascot, original tools, complete. £160 o.n.o. 93, Heath Street, N.W.3. [4294

SPRITE Mk. I, 1961. Heater, safety belts, tonneau, washers, rev.-counter, twin exhausts, etc. £345. Tel.: Preston Priory 82112. [4295

TWIN-CAM 1960 M.G.-A fixed-head coupé, in dove grey and red, fitted RS5s, seat belts, Kenlowe fan, spot light, radio, wood-rim wheel, and supplementary instruments, all in addition to standard equipment of discs all round, oil cooler, rad. blind, etc. Must be one of finest examples anywhere. Fast and utterly reliable, regret parting. £450 o.n.o. Goddard, Abbotsbury House, Seagrave, Loughborough. Tel.: Sileby 291. [4296

AUSTIN HEALEY 3000, 1961, 2/4-seater hard-top, tonneau, RS5s; 27,000 miles. £525. Tel.: SEV 3161. 21, Thurlestone Avenue, Ilford, Essex. [4297

1925 BULLNOSE MORRIS Cowley, occasional four. Beautiful condition and mechanically perfect throughout. Must sell. £275 o.n.o. View weekends at 27, West End Grove, Farnham, Surrey. Tel.: Farnham 4827. [4298

M.G. TD. Red. Immaculate condition, resprayed, new gearbox 1962, recon. engine 15,000 miles. Enthusiast maintained. Must be seen. £260 o.v.n.o. Knights, 66, Willow Way, Farnham, Surrey. Details: Tel.: Wallington 1543 (evenings). [4299

1938 ROVER "20." Two owners. Engine good condition. M.O.T. cert. when laid up last year. Tregear, Red House Farm, Hendre, Monmouth. [4300

XK140 F.H.C., superb condition throughout. White, red trim. Spot/fog lights, w/mirrors. £265, or exchange. 7, Egden Drive, Luton, Beds. [4301

MINI-COOPER, late 1962. Fully rebuilt B.R.T. Developments engine; 85 b.h.p.; cost £180. Also new gearbox, brakes, tyres, I/screen, lowered suspension, Konis, Restall seat, etc. Raced once. Unsuitable for present owner, 6 ft. 1 in. and 18 stone. Sell £450 or exchange, W.H.Y.? Box No. 0200. [4302

RILEY KESTREL NINE, 1933/4. Good mechanics, well shod, smart appearance. Taxed, M.O.T. Spares. £65 o.n.o. Horner, Brooklands St. Francis Close, Blackfield, Southampton. [4303

LAGONDA 4½-LITRE L45, 1937, d.h. coupé, good condition, new batteries, good tyres. Used regularly. £250. Bayton, Bradford St. Clare, Bury St. Edmunds. [4306

MORGAN +4 4-seater, 1961 model. Low mileage, very good condition. Lawrencetune conversion. Cost £545 ten months ago. Sell for £420 or best offer. Smy, 7, Tabarin Way, Epsom, Surrey, or Tel.: Burgh Heath 7339. [4307

VINTAGE BENTLEY 4-LITRE saloon (Mulliner). New radiator, engine overhauled. Wheels rebuilt. New tyres, battery, carpets; rewired. Taxed, M.O.T. £450. Also some 8-litre spares. Wadsworth, 115, Burgess Road, Bassett, Southampton. Tel.: 68918. [4308

1930 FORD MODEL-A saloon. Good original body. Good tyres. Sensible offers. Piggott, 8, Kenton Road, Hove. [4309

M.G. J2. The best example available. £135. Price, 77, Wallace Road, Coventry. [4312

RILEY KESTREL 9-h.p., 1935. All. body, Merlin engine, E.N.V. box. Fitted radio, spot lamps, wing mirrors, sun visors, winkers; chrome rear; luggage carrier. Riley manuals and ref. books. Body and mechanics first class. Two-tone original colours. £150 o.n.o. One other owner. Lucas, 59, Egham Crescent, North Cheam, Surrey. Tel.: FAI 3959. [4313

XK140 F.H.C., 1955. Overdrive, spots, luggage rack. £250 o.n.o. Company car arriving soon. Tel.: Redhill 5716. [4314

SINGER LE MANS, 1934, v.g. mechanically; needs tyres and hood. £80, must sell. Tel.: Wallington 1400. [4315

1932 20/25 ROLLS-ROYCE limousine. Rebored, crank reground, clutch relined. £250. Hague, 27, Love Lane, Old Swindford, Stourbridge. [4316

TRIUMPH ROADSTER 2000, 1949. Above average condition. New hood, good tyres. £130 o.n.o. 15, Steyning Close, Kenley, Surrey. [4317

1963 LANCIA FLAVIA 1.5-litre f.h. coupé, one owner, immaculately maintained, 21,000 miles. Only £1,645, H.P. and part exchange available. F. T. Odgers, Chyanneth, Little Carharrack, Redruth, Cornwall. [4318

MINI 1½ S.U. and polished alum. inlet manifold, £7. Sims, 18, Ridge Crescent, Whitefield, Lancs. Tel.: WHI 3520. [4319

1963 TRIUMPH SPITFIRE, immaculate, 4,000 miles, Jonquil/black upholstery. Racing mirrors, heater. Virtually a new car for £515. Tel.: ELG 5303 or BYR 1387. [4320

RILEY 1.5, 1949, one owner, low mileage. Immaculate throughout. M.O.T. Worth £200. Offers. Tel.: Markyate (Herts) 558. [4321

RARE BIRD. 1957 Vanguard sportsman. TR performance in real comfort. £200 o.v.n.o. Tel.: FRE 9740. [4322

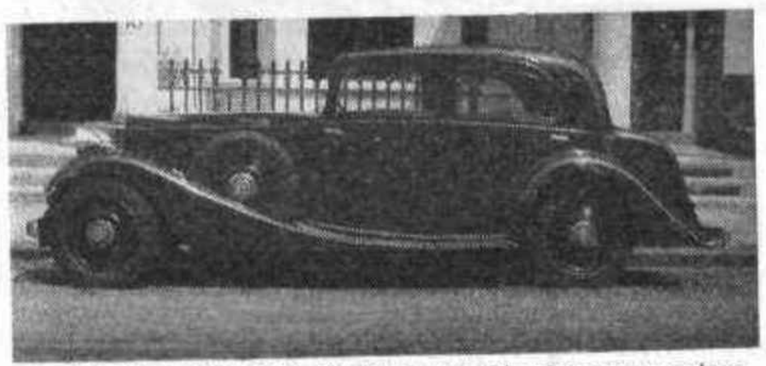
AUSTIN HEALEY 3000 (Feb. 1961), 2/4 seats, black/red upholstery. Hard-top, heater, overdrive, wires, servo, new Turbospeeds. 37,000 miles, excellent condition, one owner. £575. Tel.: Crosby, London WEStern 9060. [4324

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

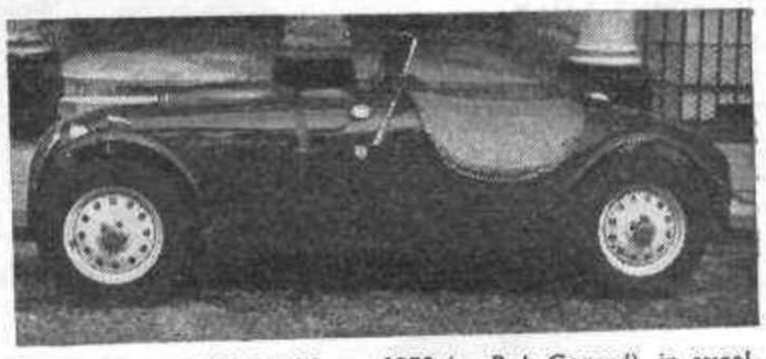
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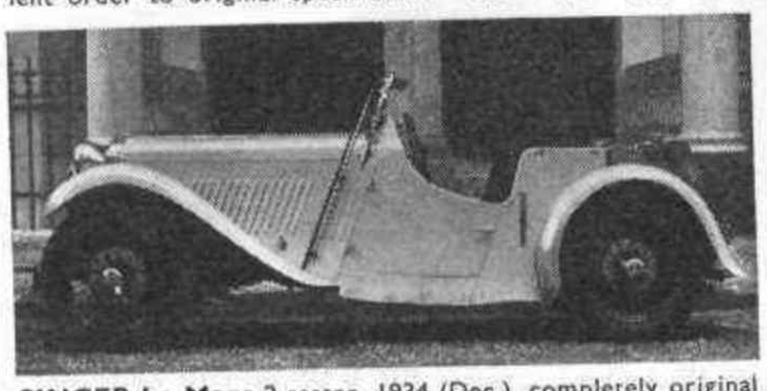
FERRARI 250 GT, 1959, Scaglietti lightweight competition Berlinetta, 18,000 miles **£2,250**



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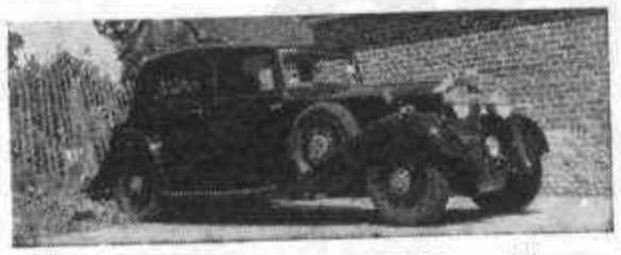
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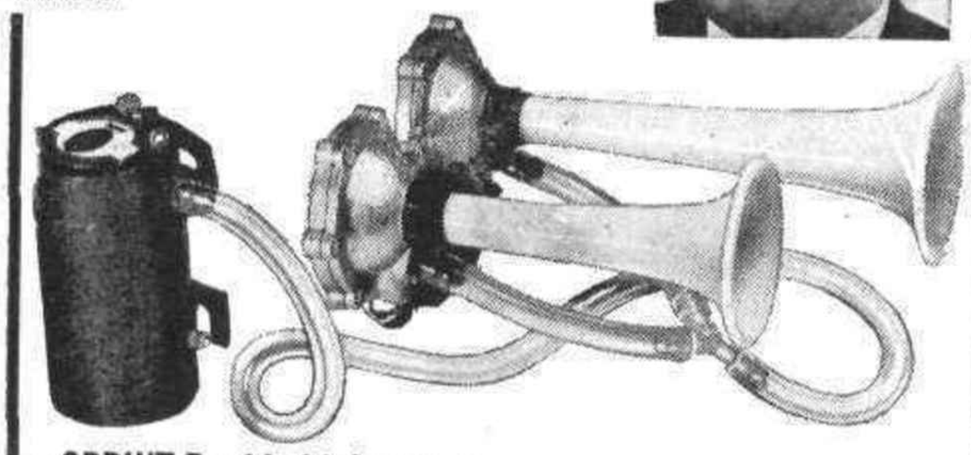
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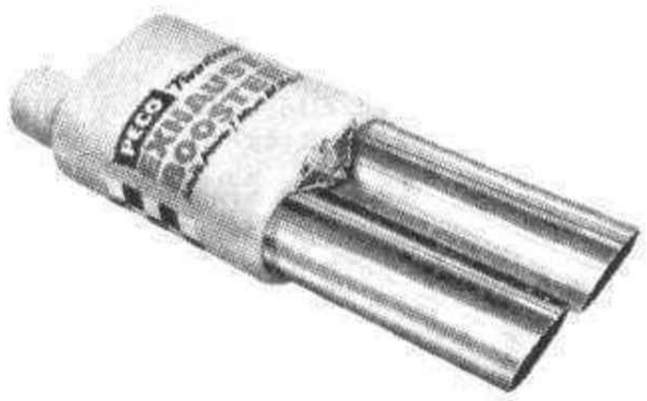
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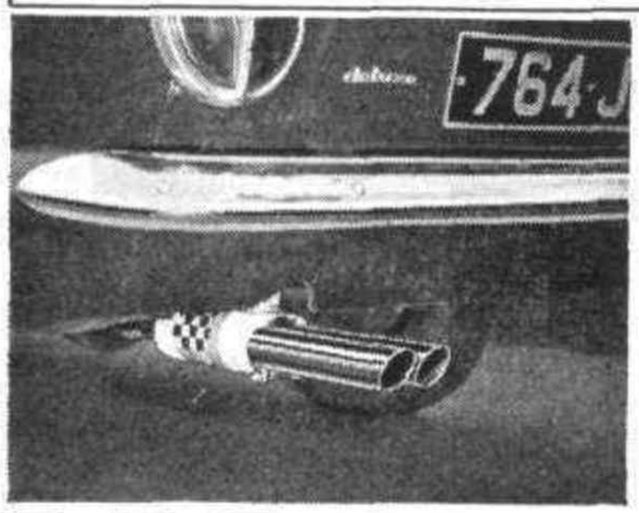


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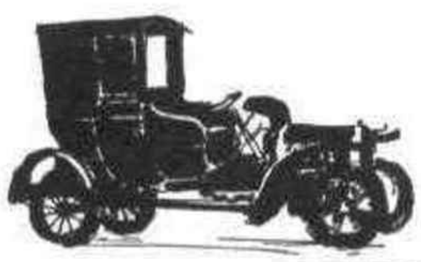
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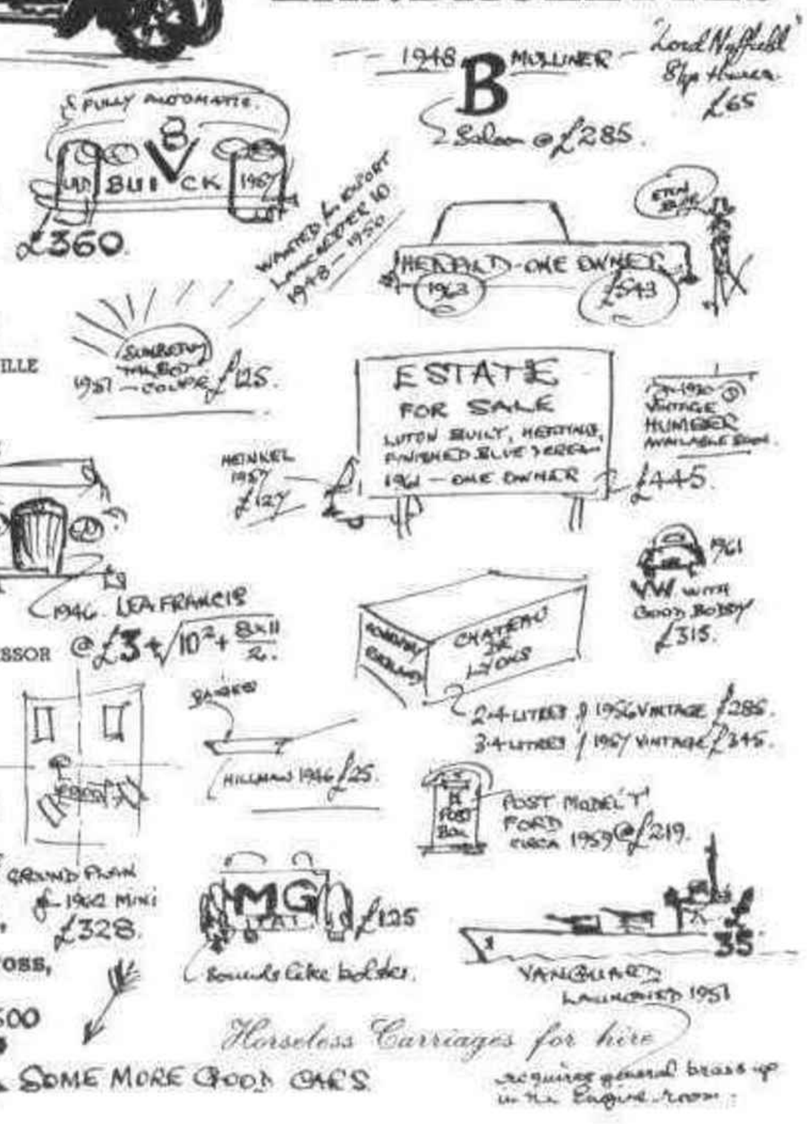
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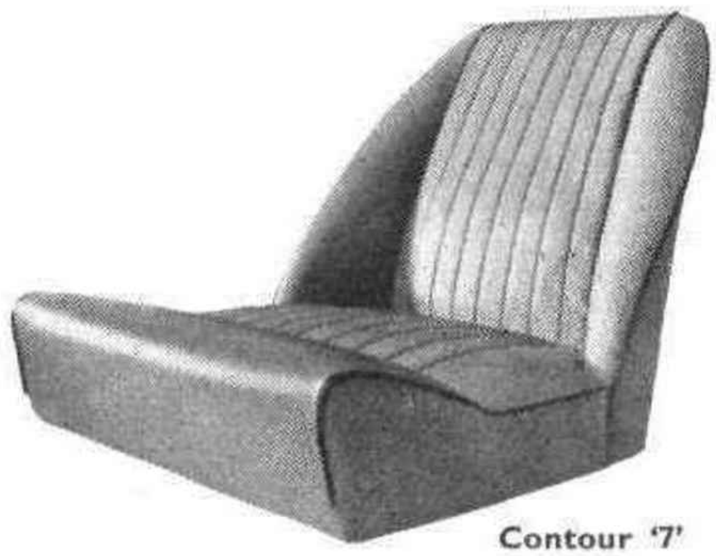


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M.G. TA. *Mechanically sound essential.* Reasonable price. Full details to Box No. 0166. [4101

ENGINE AND AUTOMATIC gearbox for *R*-type Bentley. Please state price and condition. Write, Box No. 0167. [4117

ALVIS 4.3 or SP125 open tourer. *Must be original. Stanroy, Sandgate Street,* Longton, Stoke-on-Trent. [4119

ENTHUSIAST WANTS 1955 1½ Riley R.M.E. Must be *concours condition interior/exterior.* Perfect mechanically. Prefer d/green/green trim. Top price for best example. No dealers. Root, 139, Blythe *Mansions,* London, W.14. [4125

VINTAGE ROLLS-ROYCE TWENTY, about 1926, M.O.T. test. Capable of being driven to Scotland. *Immediate cash or* unbounceable cheque available to meet reasonable financial demands. Maclarlane, Cartbank, Netherlee Road, Glasgow, S.4. Tel.: *Merrylee 5842.* [4127

HARD-TOP AND SIDESCREENS for 100/4. Box No. 0168. [4128

WANTED : TWO HEADLIGHTS and two rear lights suitable for a large car, 1912-1914. Hill, Wymondham, Leics. [4138

AMILCAR—any model, any condition. Give all details, price in first letter, *photographs if possible.* Box No. 0173. [4148

2-LITRE BENTLEY. I will consider any specimen under £500. Wood, Yewtree House, Bulkeley, Malpas, Cheshire. [4150

INVICTA LOW CHASSIS for restoration. Up to £200. Rackham, 36, Hazlitt Road, W.14. Tel.: SHE 0444. [4156

ROLLS-ROYCE, pre- or post-war. Lawrence, Hughenden Chase, *Great Missenden, Bucks.* [4159

BENTLEY SPEED SIX or 4½ open 4-seater. 1929 4½ 2-seater in *p/e.* If required. Denton, 325, *Wellingborough Road,* Rushden. Tel.: 3156 (day), 2653 (evening). [4178

WANTED for 1911/12 Merryweather Commercial Vehicle, set of wooden wheels with solid tyres, condition immaterial. Any information greatly appreciated. Centre hubs or nave plates for same would help out if no wheels available. Six-stud fixing. Contact M. J. Banfield, 32, Acland Cresent, Denmark Hill, London, S.E.5. Tel.: BRIston 2434. [4189

REGISTRATION NUMBER WANTED. Any low LEN or LO or O number. Premium and expenses paid. Orchard, 10, *Strelley Road,* Nottingham. [4204

INVICTA 4½-LITRE, LAGONDA or similar. Bailey, 7, Glenrosa Road, Tilehurst, *Reading.* Tel.: 24437. [4205

BUGATTI 57 4-door saloon, condition immaterial provided original and price reasonable. Box No. 0181. [4206

LOTUS SEVEN—Pranged or without engine. D. R. G. B., 43, Wykeham Road, Glasgow, W.3. [4275

BRIGHTON 2- OR 4-CYLINDER Panhard or Napier tonneau body or chassis. Condition immaterial, provided mechanically complete and original. *Will exchange my* 1904 2-cylinder V.C.C.-dated Tony Huber, which is fully restored, for a suitable veteran of these makes. Cash either way. Ridley, Hill *Farm House,* Sproughton, Nr. Ipswich, Suffolk. [4191

WANTED : RILEY M.P.H. rocker covers. Greenway, 42, *Homer Street,* London, W.1. [4276

SPEED EQUIPMENT for 1962 Riley 1.5 B.M.C. " B " series engine. Loader, " Heusden House," *Gerrards Cross.* Tel.: 4160. [4282

WANTED—*continued*

JAGUAR XK120 F.H.C. Must be immaculate in both body and mechanical condition. B. Bridgman, " Woodhill," The Dell, St. John's Road, Woking, Surrey. Tel.: Mayford 62502. [4288

HIGH-EFFICIENCY MANIFOLDS for " B " series, both or exhaust only. Trier, *Studley Park, Ripon, Yorks.* [4305

FORD 100E ENGINE and any performance equipment. James Di-Carlo, 28, Broomdashers Road, Three Bridges, *Crawley, Sussex.* [4311

M.G. TC (1948) SPARES list with prices. Hood frames needed *immediately.* Hobbs, 1933 Vascones Dr., Hacienda Heights, California, 91743, U.S.A. [4330

J.A.P. 500-c.c. racing engine, 1960/61, *small mileage.* Mercedes 220 or 300. Box No. 0202. [4332

WANTED : ROUGH or crashed Jaguar XK or similar *sports car.* Condition immaterial, must be cheap. Symons, Tremeddan Lane, Liskeard, Cornwall. [4348

ALLARD J2 COMPETITION model, *fair order.* State history, condition and sensible price. West, Home Farm, Conington, Nr. Peterborough. [4349

WANTED : SUNBEAM (pre-1935) suitable for restoration. *Preferably* 20 or 25 h.p. but other types (except Dawn !) *considered. All letters* answered. Write Kelsey, " Barwood Mount," Ramsbottom, via Bury, Lancashire. [4352

TURNER. *Preferably 1960-62.* Cash, or exchange Minx saloon in excellent order. Hughes, 27, North Drive, Wallasey. [4361

1923/24 R.-R. " 20 " tools, handbook, *and some spares (details* sent on request). Paté, 4, Ewenfield Road, Ayr. [4368

EXCHANGES

WILL EXCHANGE *Oct. 1961 Minivan* (under 18,000 miles), plus £500 cash, for open low-mileage TR4. Tel.: Sunbury 3279. [4370

1960 VOLKSWAGEN. Excellent condition. Sunshine roof. Usual extras. For low-mileage sports car, M.G.-A, SP250, *Porsche or* similar. Cash adjustment up to £100. Box No. 0191. [4238

1939 V12 LAGONDA saloon *by James Young* in exchange for interesting Rolls-Royce or sell. Brooklands Lodge, Holywell Green, Halifax. Tel.: Stainland 2460. [4076

1960 M.G.-A ROADSTER. Radio, heater, underseal, mirrors, air horns, Cinturas, wood-rim, tonneau. Immaculate order *throughout. Small* saloon car accepted in part exchange, or sell £495. Shown anywhere. Tel.: Welwyn 4936. [4203

1959 WOLSELEY 1500, *low mileage, excellent condition,* four nearly new tyres, for M.G. TF 1500, 1954/55, also perfect. Straight swap, or sell £340 o.n.o. Hewson, 179, *Bristol Road, Bridgwater.* [4157

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OBITUARY : HETREED. On May 29th, 1964, following an *accident* at *Nurburgring,* Germany, Brian Hetreed of Yeomans Row, S.W.3, husband of Hazel Dorothy and father of Juliete. R.I.P. [4080

WELL-ESTABLISHED PETROL filling station and repair garage with attached dwelling-house, *in a good position in the* centre of West Country County Town. Price £16,000. Trade figures available and full particulars of the accommodation *from Messrs.* Lear, Lear & Duggdale, 63, High Street, Taunton, Somerset. [4124

TEAM DRIVE WANTED, *long experience* with hairy cars, clean licence, help preparation, pay own expenses. Box No. 0172. [4147

" MOTOR SPORT," March 1953 to May 1963. Clean condition, 11 copies missing. M.G. illustrated parts lists, eight *models 1934-37,* new condition. Offers. Box No. 0179. [4166

CARAVAN HOLIDAYS IN Spain. New 4-berth caravans *fully equipped for living, available for hire on Costa Brava.* Sited or towable. Mapleridge Ltd., Chipping Sodbury, Glos. [4173

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ALLOY WELDING. Specialised repairs to blocks, heads, and crankcases; camshafts, rockers relaced; vintage gear teeth rebuilt. Liselott Welding Service, 9a, Broadway, Bexleyheath. Tel.: 9831 (9 a.m.-9 p.m.). [4333

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JAEGAR (PARIS) SPEEDOMETER head, 0-75 m.p.h., £3. Bentley 4½ sprayed manifold, £3. Bluemel sprung 18-in. wheel, as new, £3. Quayle, Martins Bank Limited, Plymouth. [4145

FOR SALE : IMMACULATE white leathercloth tonneau and *new chromium luggage grid for TR3.* Offers. J. Jones, " Ruris," Newcastle Road, Woore, Shropshire. Tel.: Pipe Gate 288. [4198

RALLY CLOCK, Halda Speedpilot, £10. Four Mini wheels with tyres, £1 each. Bloodworth, 6, Station Road, Walpole Cross Keys, *Nr.* King's Lynn, Norfolk. [4200

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REGD. No. HS12 for sale, best offer. Tel.: Wanstead 0160 (evenings). [3894

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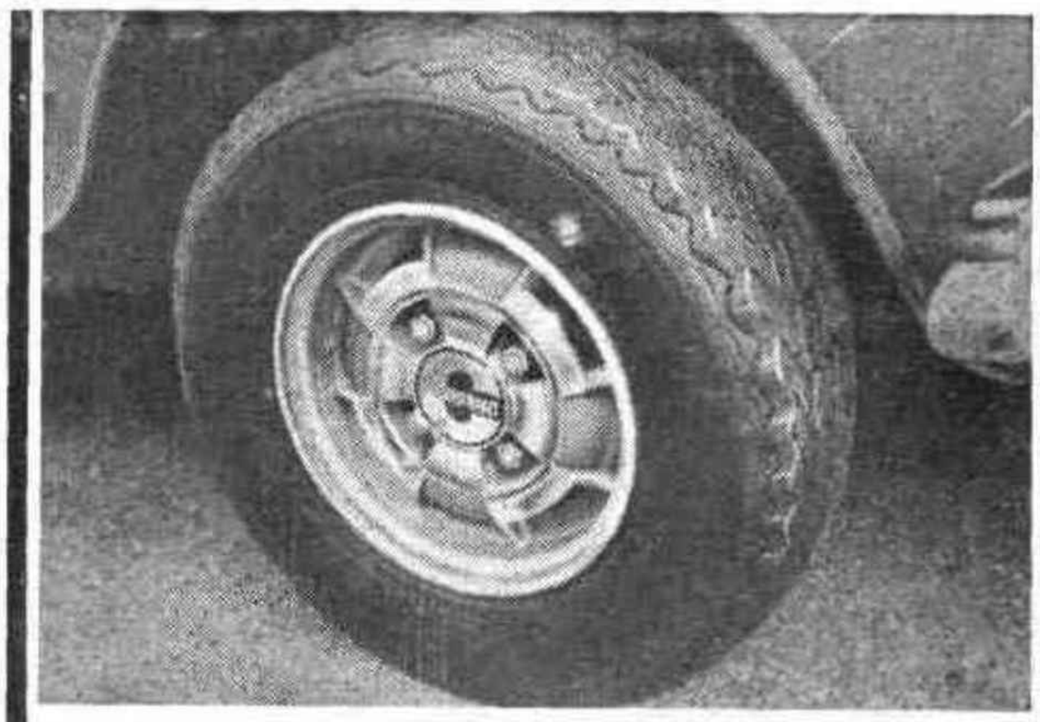
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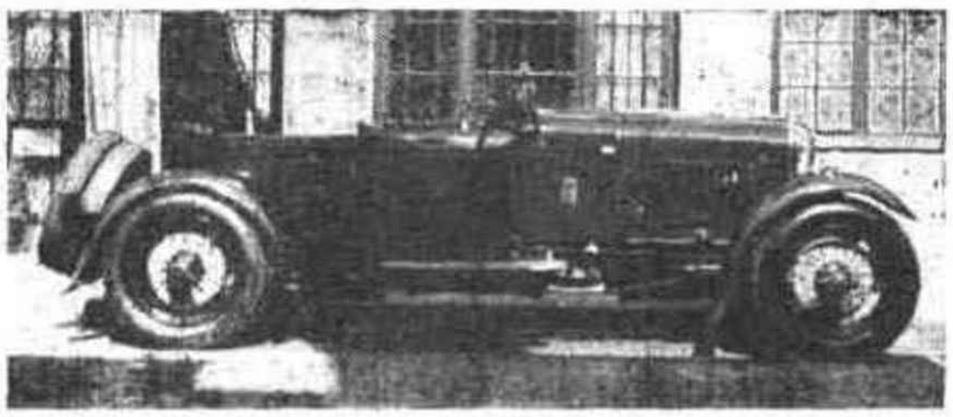
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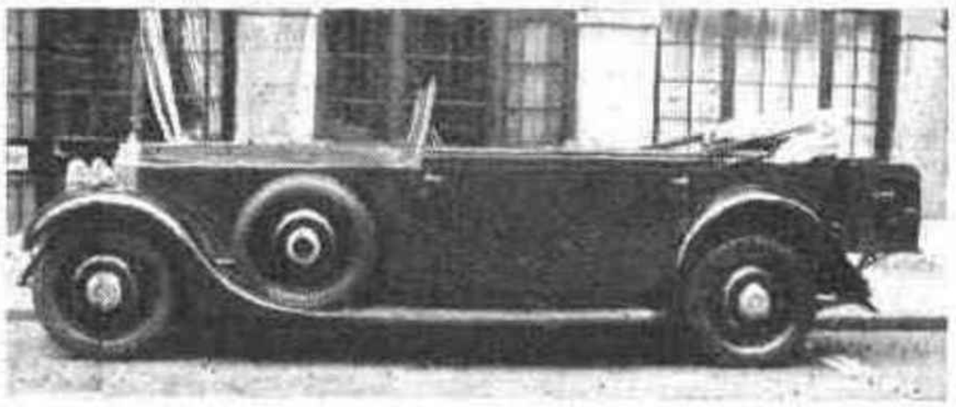
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