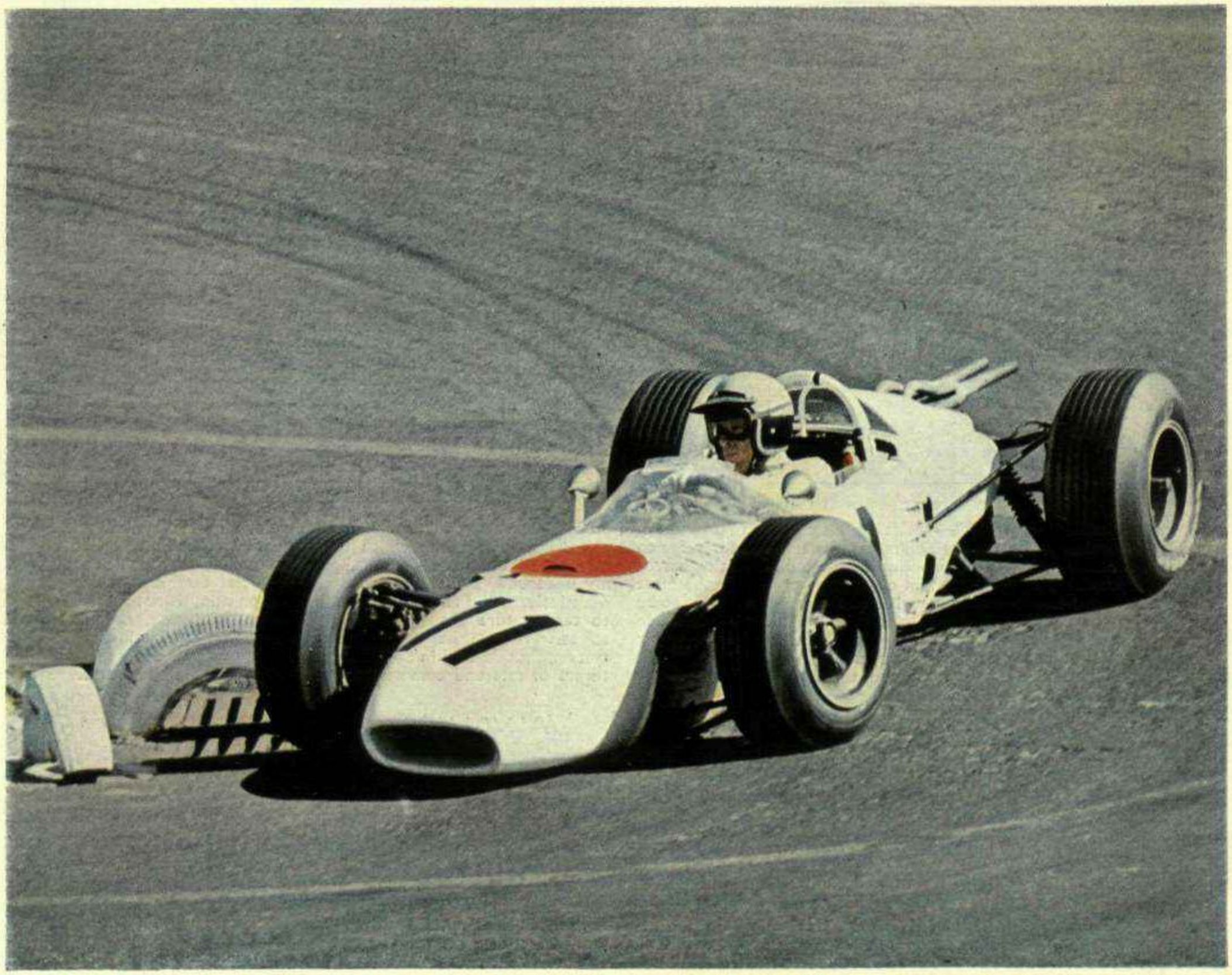
Vol. XLI No. 12 TWO SHILLINGS December 1965

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



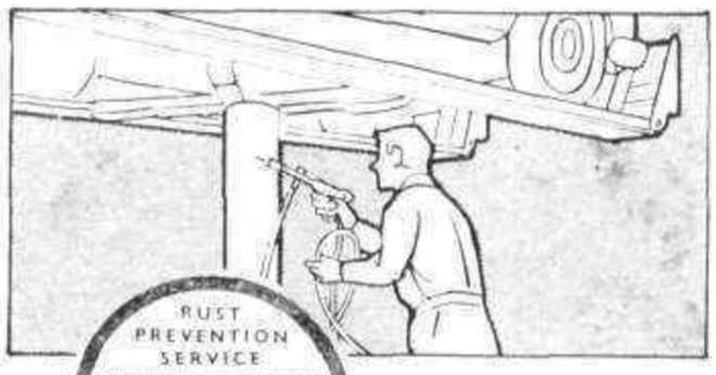
where winter hurts most



UNDERNEATH A CAR IS WHERE CORROSION STARTS ITS DEADLY WORK.
Winter conditions — salt-laden snow and ice, mud, flooded roads — all contribute to shortening the life of your car.
And these conditions will be on us very shortly!

The wise motorist acts NOW — by having his car TECTYL serviced. TECTYL provides complete protection immediately and for years to come, effectively sealing and preventing any spread of existing corrosion and providing a protective film over all parts — even the most hidden and hard-to-get-at corners and cracks — which are liable to be attacked by rust. TECTYL also lubricates and eliminates squeaks in road springs. See your local garage about TECTYL servicing — your lowest cost insurance against rust. Depending on car-size, TECTYL servicing costs a few pounds only and takes but an hour or so.

TECTYL is a product of Valvoline research — an active, water-dispellant, pliable film which is sprayed in a fine mist on to all corrosion-prone parts — even those "inaccessible" ones which ordinary underbody protection cannot reach, or, at best, cannot protect effectively. TECTYL does not crack, flake or chip; is not susceptible to temperature change; will not damage paintwork, chrome or rubber. TECTYL has been tested and approved for use in the M.L. system, first devised in Sweden, and is now used by leading manufacturers of cars and commercial vehicles throughout the world.

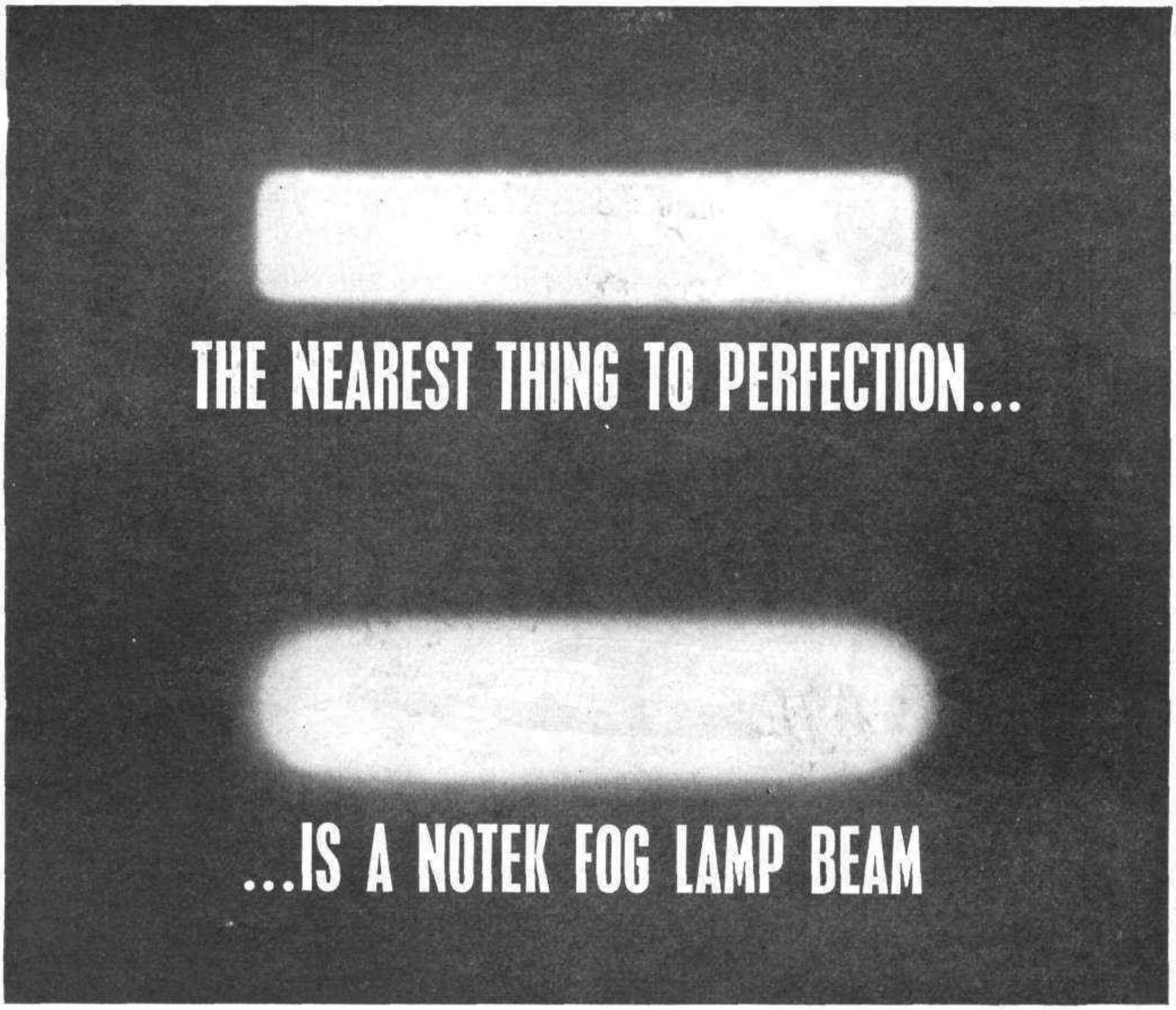


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Look at these beam patterns. The first represents the perfect fog lamp beam as established in tests carried out by the Road Research Laboratory — flat-topped, wide spread with no back glare whatsoever. The beam that comes nearest to this ideal is thrown by a Notek Foglite. Notek have developed this beam by their own stringent tests which ensure an optically correct lens, a perfectly shaped reflector and accurate bulb alignment. There's a lamp in the Notek 777 Series for every type of motorist. In the Blue Spot range choose from: the Nearlite — 23° flat-topped beam — range 150 ft., the Foglite with scientifically fluted lens and spread of 46°, the Farlite — penetrating pencil beam — range up to 700 ft., the Passlite — 12° spread with wider range of vision when overtaking. Prices £4 . 7 . 0 each model. Now too there are Tungsten Iodine Amber Spot lamps for the man who wants to drive faster than ordinary lamps will let him. They are available in Nearlite and Farlite forms with ranges of up to 200 ft. and 1,000 ft. respectively. Prices £6 . 3 . 0 each model. All Notek 777 Series lamps are finished in attractive non-tarnishing stainless steel and models in the Blue Spot range have micromatic adjustment. Prices include cable and switch.

Notek lamps are available from your usual garage, accessory shop or Halfords.

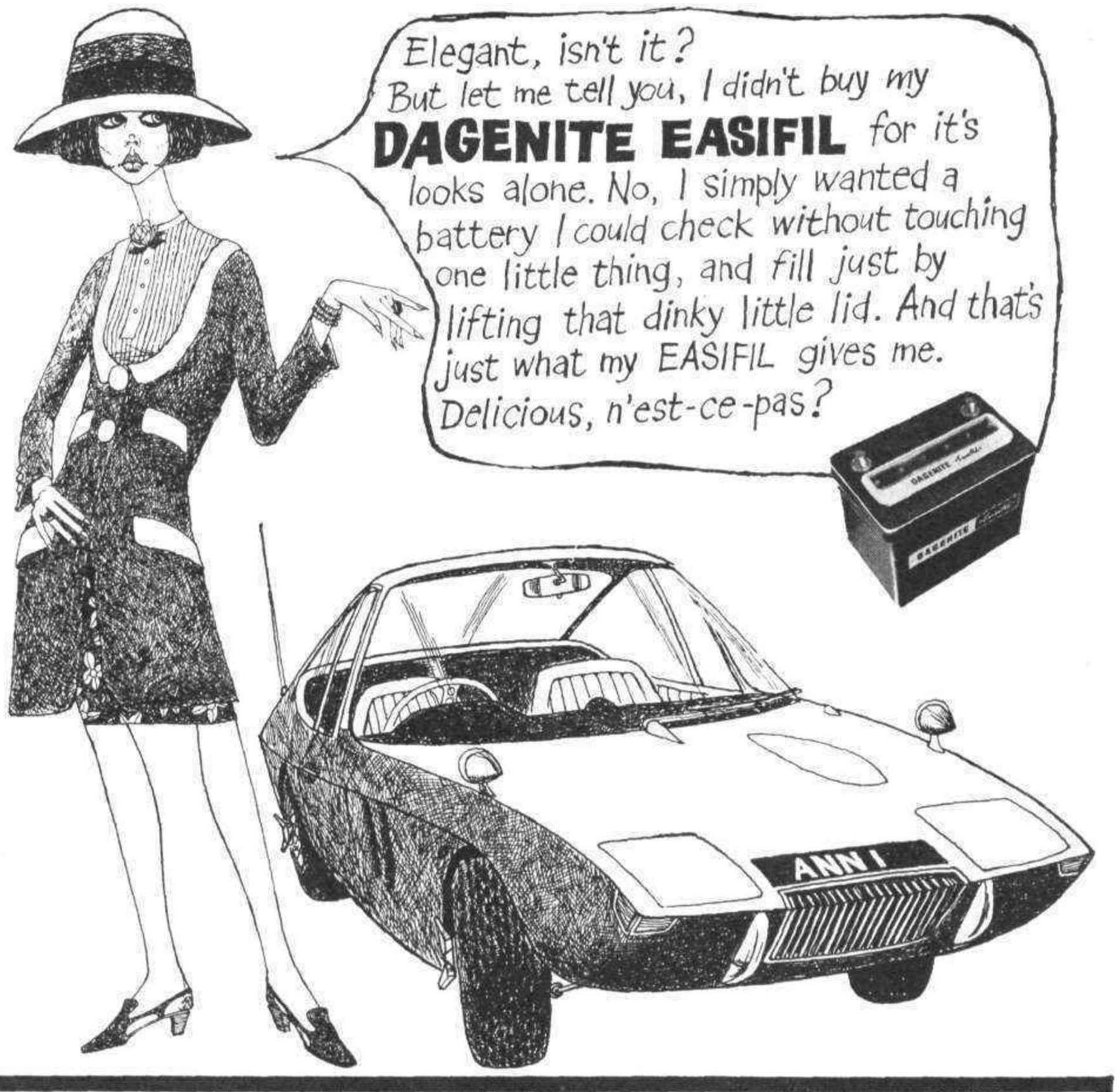
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777 SERIES BLUE SPOT & AMBER SPOT LAMPS



BLUE SPOT AMBER SPOT

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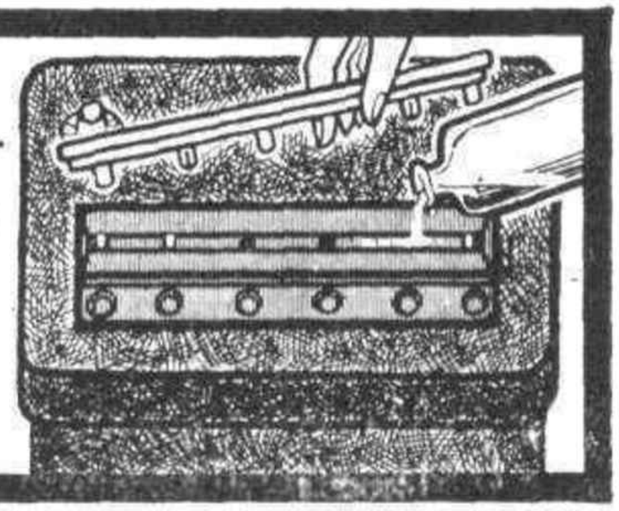
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One glance and you know if your Easifil needs topping up. No need to touch a thing. If any of those funny little floats has dropped, you need water. C'est tout!



Easy to top up-

Lift the lid, pour water into the trough, put the lid on again. Too easy to be true, you think—but it *is* true, honestly! And it will need topping up less frequently too.



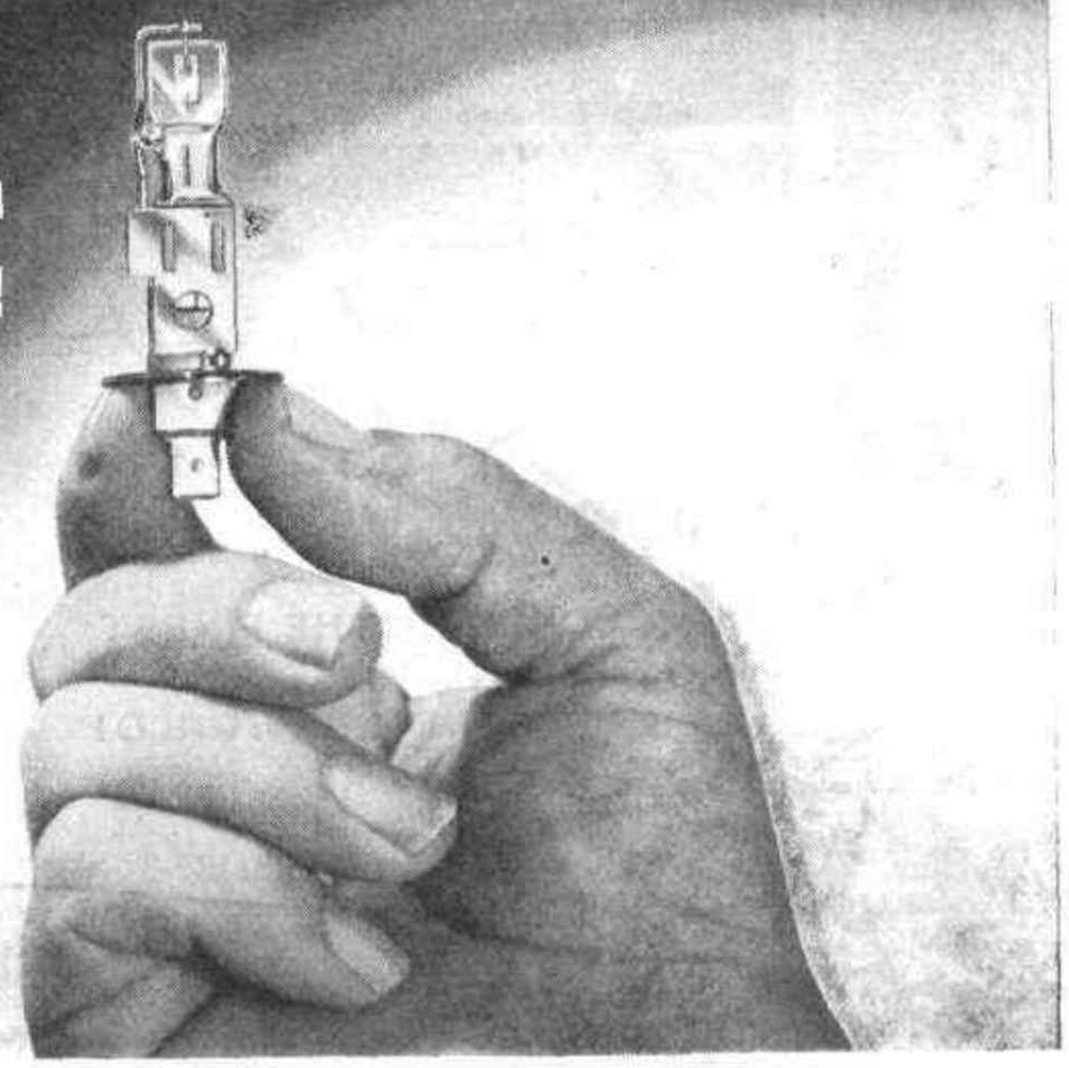
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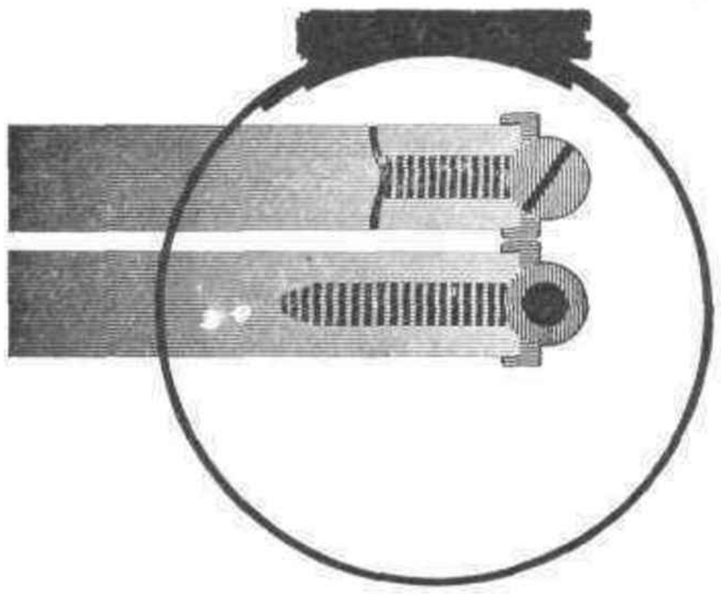
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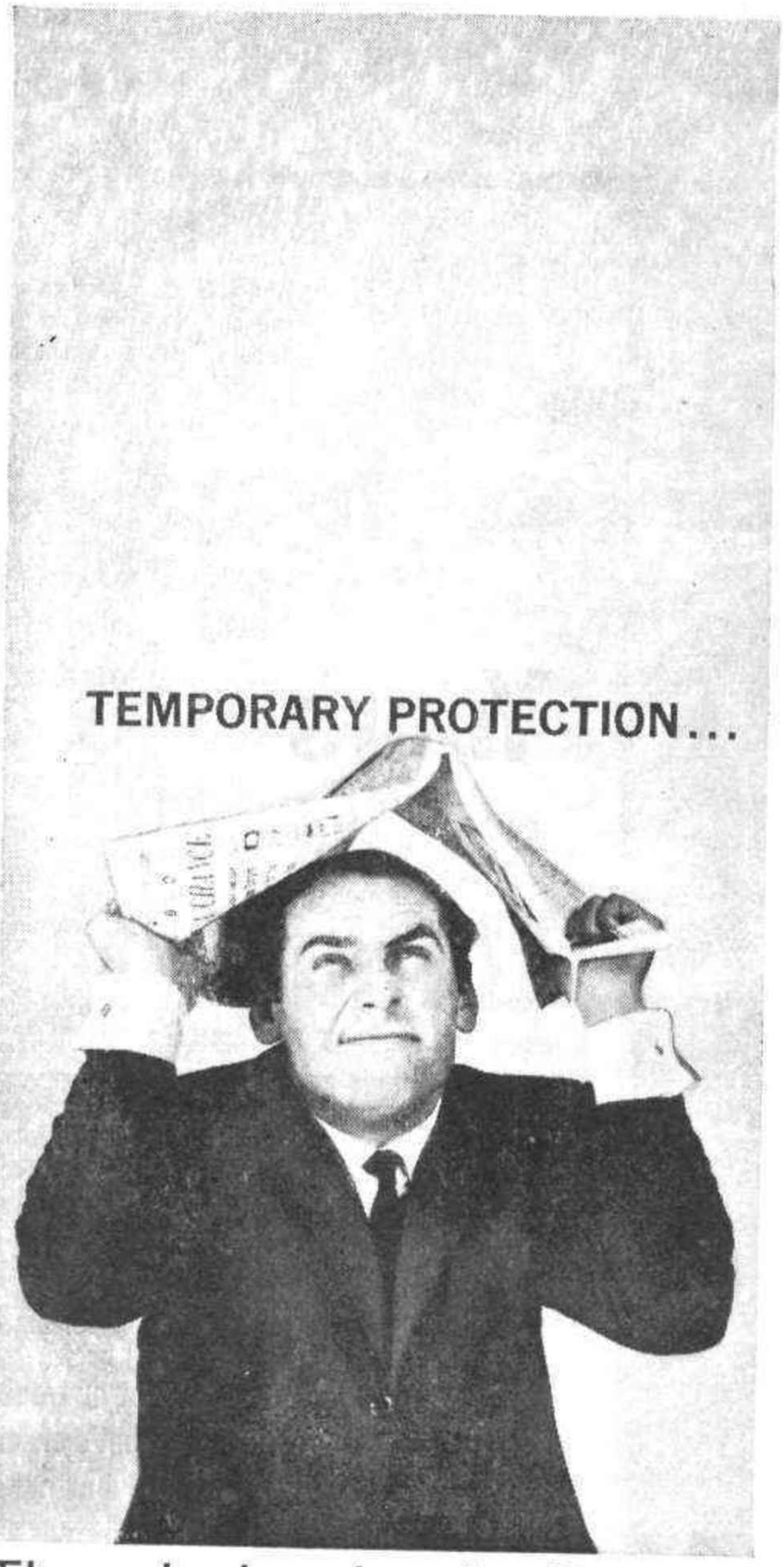
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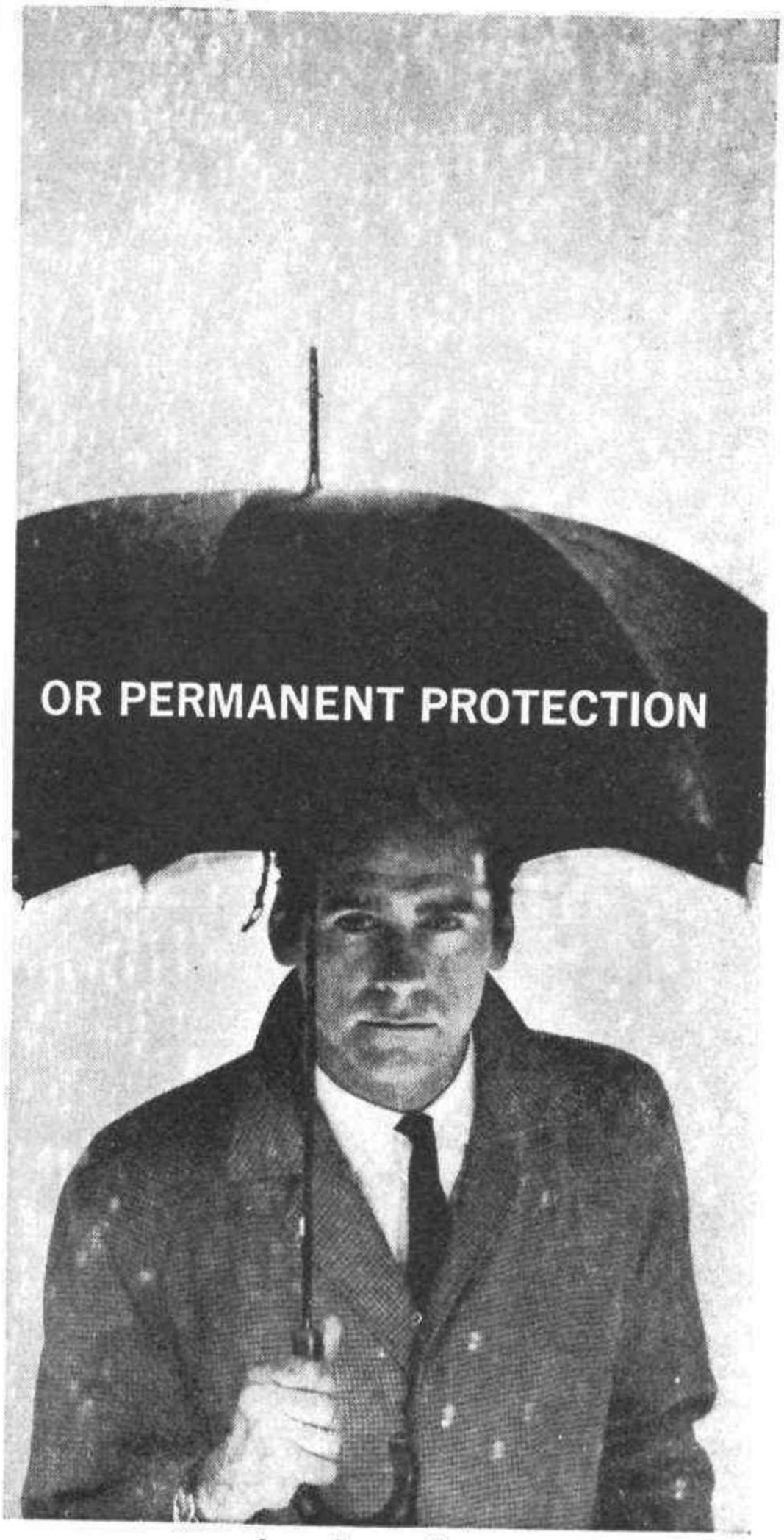
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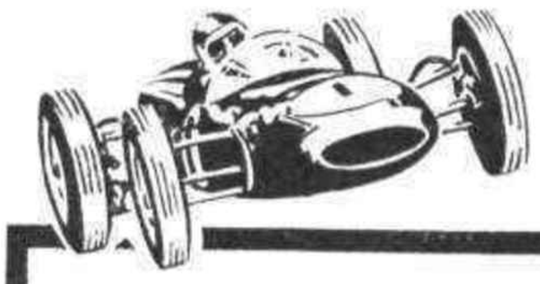
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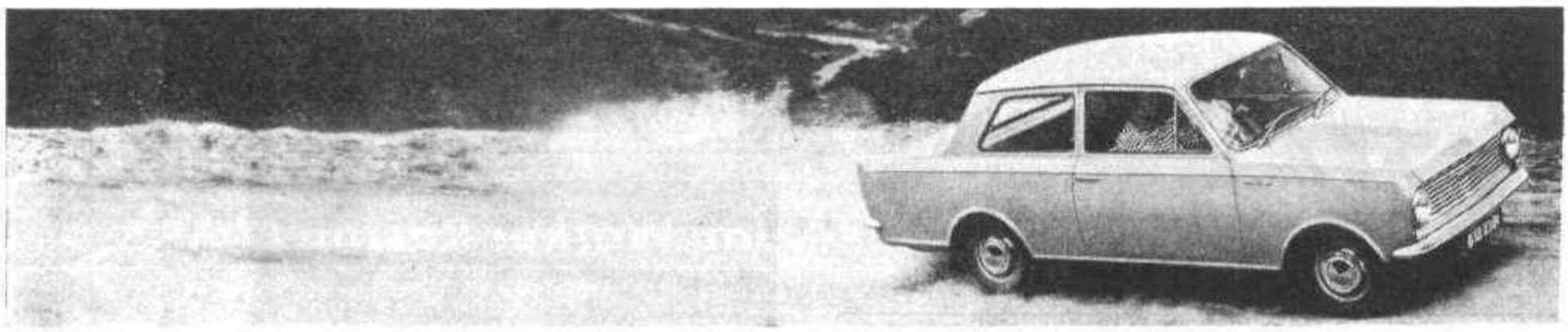
NEW VIVA 90. BY VAUXHALL

The new Viva 90, latest addition to the Viva range, opens up a totally new dimension in 1-litre motoring. Engineered for extra performance, you get all the power you need at every speed.
The Viva 90 engine complements the already magnificent handling qualities of the Viva. The result—a perfectly balanced car. First rate performance with sensational acceleration matched by power brakes with discs at front. From a standing start the Viva 90 reaches 60 m.p.h. in just 18.8 seconds. And it's a great top-gear performer too—with plenty of power for overtaking between 40 and 60 m.p.h. And a jubilant maximum around 85 m.p.h.

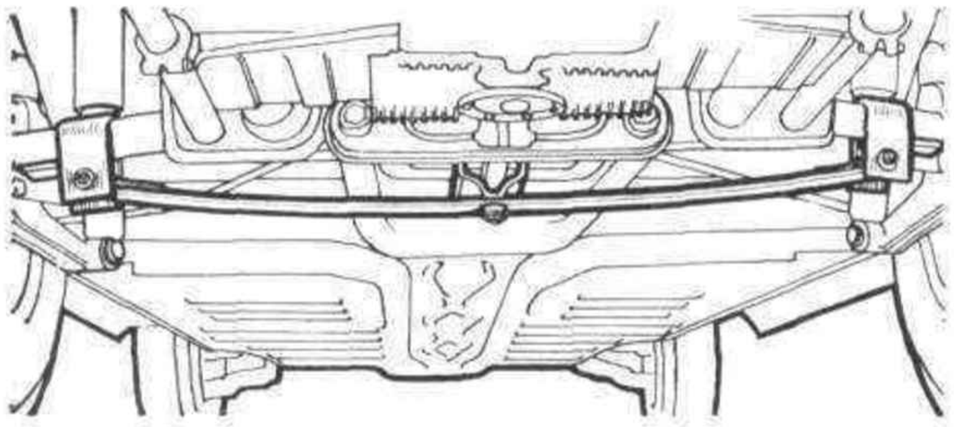
The new Viva 90 comes in two versions. Either the Viva 90 SL—the Super Luxury model (with dashing sideflash and many luxury features—shown above) or Viva 90 de Luxe (below). Either way four adults can ride in luxury. Economy is close to that of the regular Viva.
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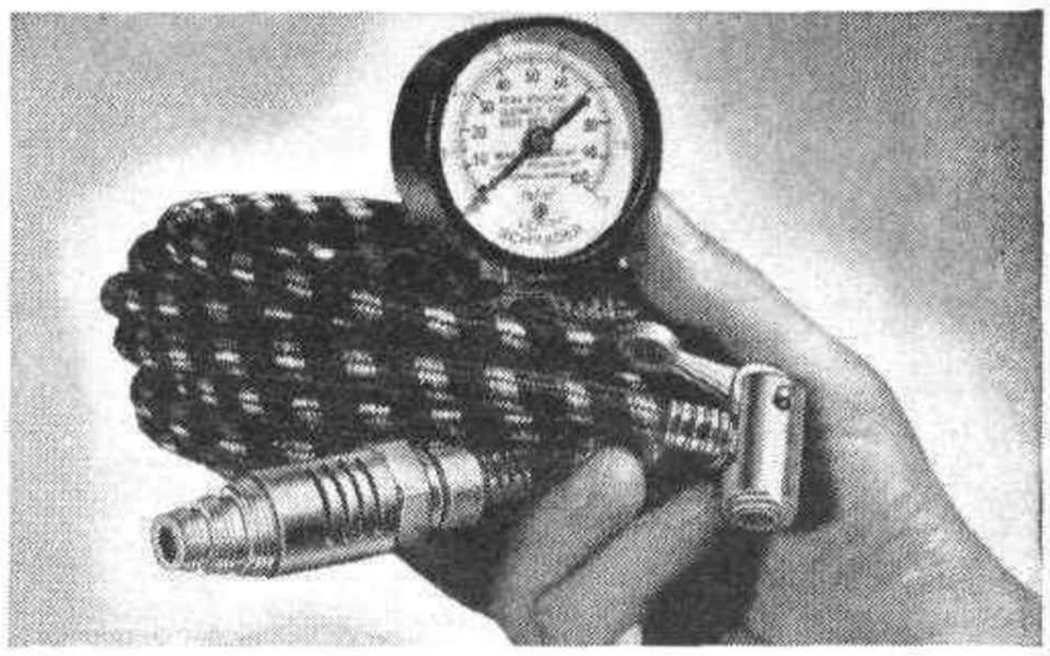
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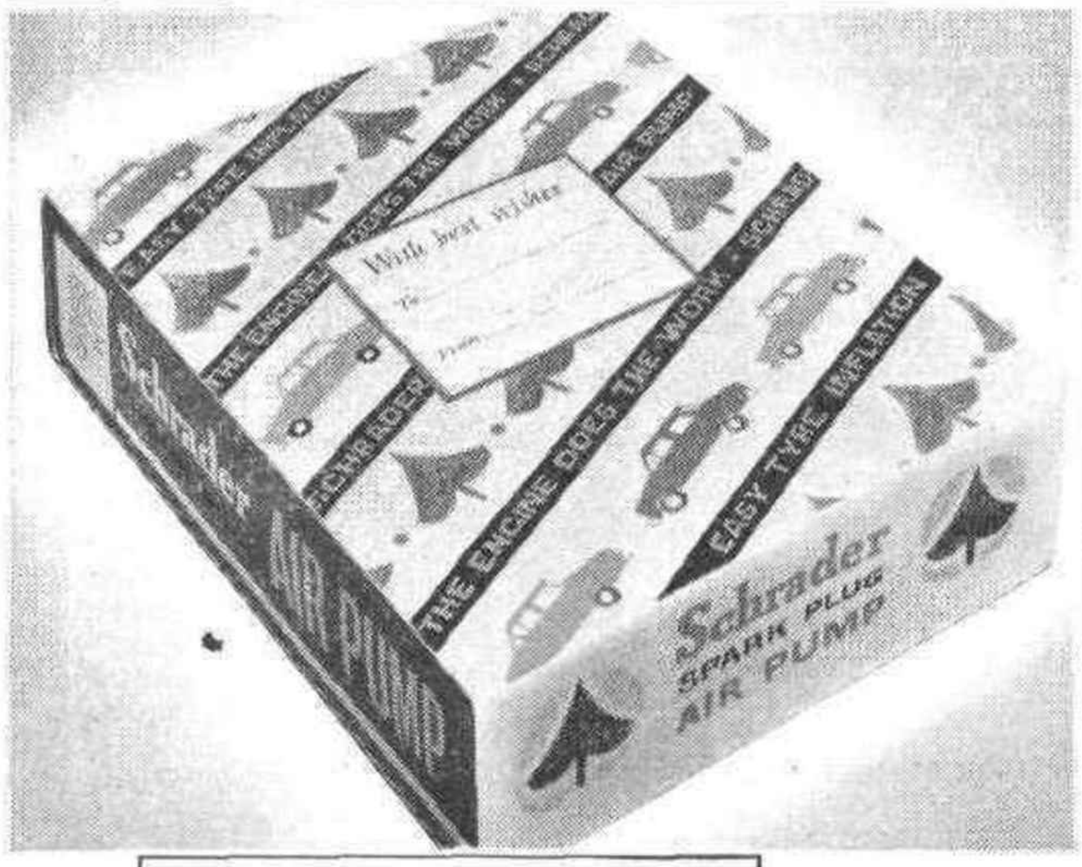
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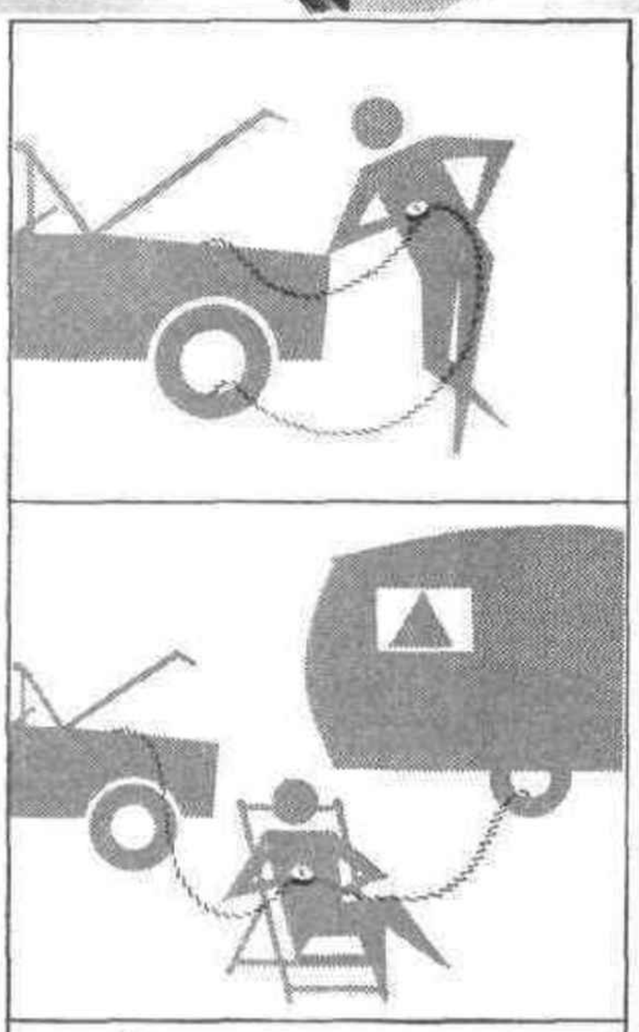
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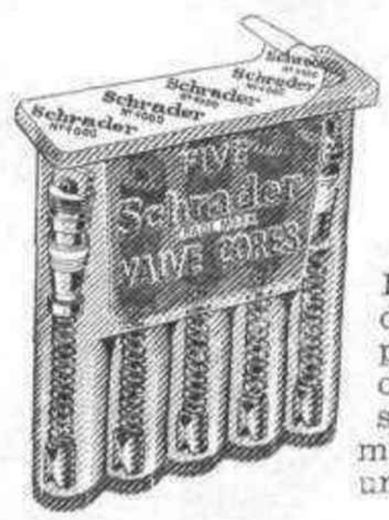
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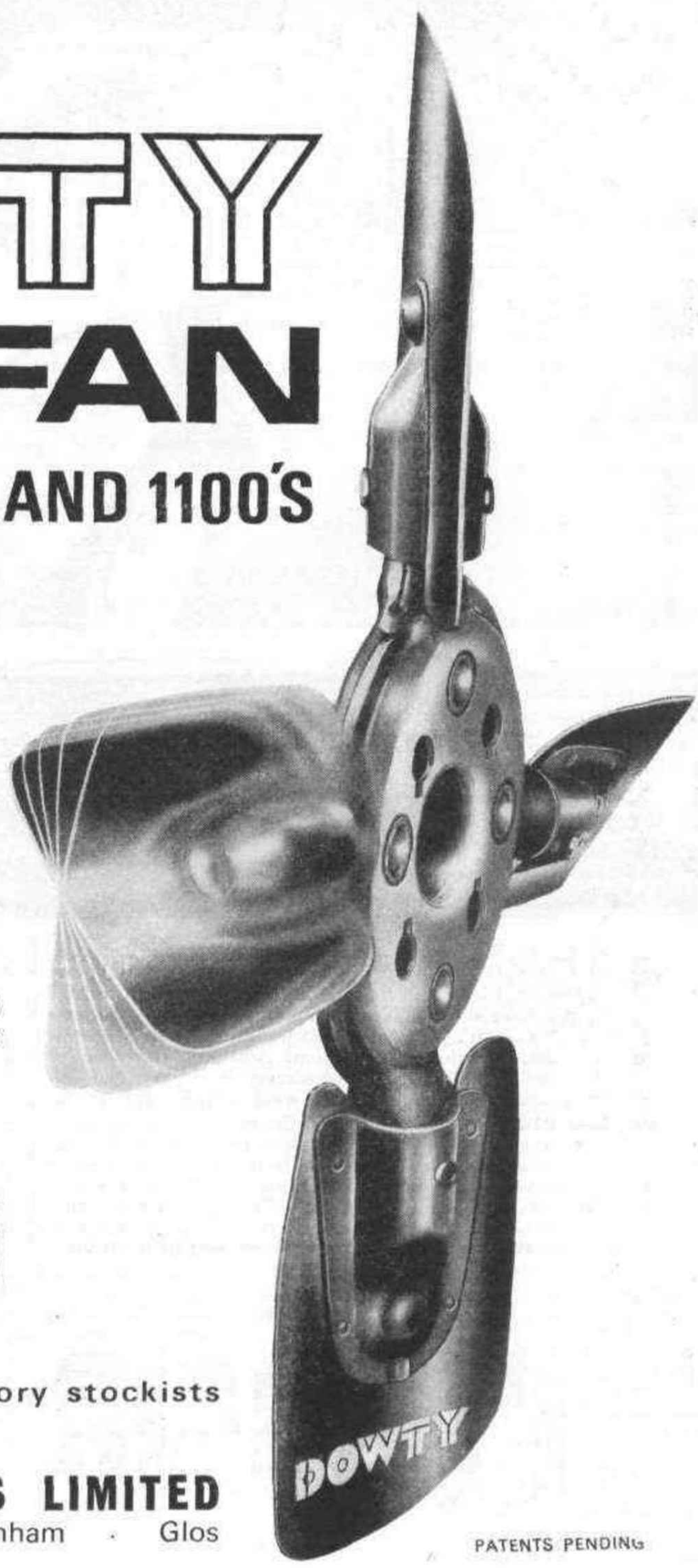
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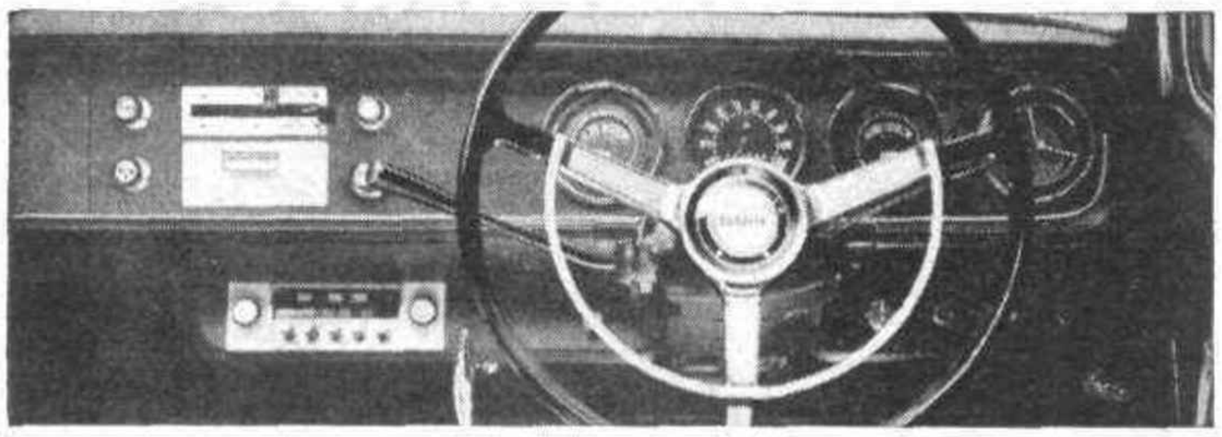
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We've got a V in our bonnet!





smooth, silent V power in the NEW CORSAIR V4!

The Ribbon? Pure high spirits. But with good reason; because under the new Corsair's beautiful bonnet there nestles a brand new Ford engine—a V4, the first of its kind in a British car. Powerful, silent and smooth as silk, it gives commanding effortless acceleration and boosts Corsair's top speed to 88 mph with up to 100 mph on the even more luxurious GT version. And you can specify automatic transmission if you wish, whichever model you choose. Drive a new Corsair V4 soon, and you'll want a V in your bonnet.

Fresh ideas about ventilation. Ordinary car heating and ventilation systems have no proper means of extracting stale air. Corsair's wonderful new Aeroflow system changes all the air in the car every 40 seconds. Twin extractor vents at the rear take away the used air; movable ducts at either end of the facia control the direction of incoming fresh air. To complete your comfort, there are simple controls to adjust both temperature and rate of airflow.

Design for high living. Everywhere in the new Corsair V4 you'll find evidence of the most careful attention to detail and finish. There's a new facia with redesigned instruments and controls; new, elegant trim on the bench seats (bucket seats are optional). White sidewall tyres are optional and there's a wide range of FoMoCo accessories to choose from, such as the radio and wheel trims shown on the model illustrated.

Impressive facts for the hard-headed. Corsair's new engine, with its cross-flow head, short stroke, bowl-in-piston combustion chambers and stud-mounted rockers, extracts a remarkable amount of power from 1662 cc. It also provides the sort of low-speed flexibility which makes traffic driving a pleasure.

You'll find the new Corsair V4 a pleasure to drive in other ways, too—for instance, a new, more positive gearshift linkage, new feather-light diaphragm clutch and reflex accelerator pedal make for silky gearchanges and less fatigue all round. The front disc brakes are now larger, the rear drums self-adjusting. Maximum speed is nearly 90 mph (up to 100 mph for the GT) and acceleration from 0 to 60 mph takes only 16.5 seconds (14.0 seconds for the GT).

Delivered price (inc. tax): Corsair V4 De Luxe £785, GT £909

NEW **CORSAIR** 4 Ford

VOL. XLI No. 12 **The Current and Future G.P. Formulae — see Pages 1058 & 1066** DECEMBER 1965

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

1965

To commence this, the last issue of 1965, it is appropriate to look back on a year of satisfactory motoring fulfilment. Politicians may prate of universal speed-limits and provide far from adequate roads but specialised motoring continues to thrive. An exciting last-season of the 1½-litre G.P. Formula ended in the Honda victory in Mexico, GT, Club and, indeed, every form of racing has been well supported and attended, and a successful Dragfest took place. The historic car movement, from veteran to those 2½-litre racing cars encouraged by the V.S.C.C., is as virile as ever, in spite of the *Daily Sketch* introducing Everyman to the fascination of driving his very own vintage motor and Sotheby's making sure that such cars are beyond the reach of the majority of enthusiasts.

Just recently new speeds have been set in the categories loosely termed the "Land Speed Record," in spite of a weekly contemporary proclaiming, when Donald Campbell was taking his time at remote Lake Eyre, that in the age of satellites, space rockets and 2,000-m.p.h. aircraft such absolute speed records are a waste of time and money. We do not agree, and look to Campbell to regain for Britain the fastest-ever motor-car honours, in a British car on British tyres. The new records are discussed in the adjacent column.

Technically, there is as much refreshing variety as ever. The Wankel engine can be bought in an N.S.U. production model, and Mazda Cosmo have it in two-rotor prototype form. Mercedes-Benz have proved the value of fuel-injection on a 6-cylinder engine, their 600 competes with a new Rolls-Royce in the luxury class, with the less-expensive Daimler Majestic well in the hunt, sports cars continue to be built, there were important new advocates of f.w.d. in 1965, yet best-selling rear-engined cars are made by Hillman in Britain, Volkswagen in Germany, Renault in France and Fiat in Italy. The British shopper can choose from cars costing £410 (Fiat 500D) to £11,519 (Ferrari 275LM or 500 Superfast), and can have them with two, three, four, six, eight or twelve cylinders, and in an infinity of mechanical variation. D.K.W. have almost dropped the two-stroke but this is still available from Saab and Wartburg, you can have belt-drive and automatic transmission on the DAF, automation on the Mini upwards, and 1965 saw the advent of the four-wheel-drive Dunlop Maxaret-braked Jensen FF.

Whatever may be the case in our cities and on our main roads, stagnation is not evident in the Industry and we face 1966 with confidence and enthusiasm.

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Front Cover Picture : HONDA WINS.—Richie Ginther in a V12 Honda won their first ever Grande Epreuve in Mexico last month. They led from the first corner to the end without any very serious challenge.

"LAND SPEED RECORD"

Over the past month there has been more high-speed activity on the Bonneville Salt Flats in Utah, than would seem possible, and certainly more than some people predicted, for Bonneville was "written off" by experts some years ago as not being suitable for speeds of over 400 m.p.h. In spite of these knowledgeable experts the American drivers have been going faster and faster each year, and recently there was a needle match between the two jet-propelled cars of Art Arfons and Craig Breedlove, both using American aircraft jet engines in 4-wheeled vehicles, Arfons running with exposed wheels on Firestone tyres and Breedlove with an all-enveloping bodywork on Goodyear tyres. These vehicles run in the class for record-breaking cars *not* propelled by their wheels, over the flying-start kilometre and flying-start mile distances.

The record was held by Arfons with speeds of 544 m.p.h. and 536 m.p.h. for kilometre and mile, respectively, the mile being the all-important record distance. These speeds were set up in 1964, and this recent record onslaught saw Breedlove raise the record to 555 m.p.h., while his wife also drove the car and set a Woman's all-time fastest run at 308 m.p.h. Then Arfons went out and raised the record to 576 m.p.h., which spurred Breedlove on to have another go, and he settled things at the time of going to Press with a shattering 600.601 m.p.h. for the two-way average, his speeds being 593 m.p.h. and 608 m.p.h. for the two runs. His car, "Spirit of America—Sonic I," is sponsored by the Goodyear Tyre Company.

Rather overshadowed by these speeds, but very meritorious nonetheless, was the new record set up in the class for vehicles

Continued on page 1061

WE WISH ALL OUR READERS A HAPPY CHRISTMAS AND NEW YEAR

Motoring Sport Events For December

★ **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*
Dec. 4/5th..	R.A.F. Henlow M.C.	R.A.F. Henlow	Henlow	North Star Rally (*R.*)	10.00 p.m.
Dec. 4/5th..	Farnborough & Dist. M.C.	Four Oaks	Alton, Hants	Winter Mixture Rally (*R.*)	10.01 p.m.
Dec. 4/5th..	Poachers M.C.	Cattle Market	Grantham	Empire Rally (*R.*)	10.00 p.m.
Dec. 4/5th..	Stockport M.C.	Regency Garage	Brinnington	Regent Rally (*R.*)	10.30 p.m.
Dec. 4/5th..	Thames E.A.C.	Stapleford Aerodrome	Abridge Essex	Rally (*R.*)	11.01 p.m.
Dec. 5th ..	N. Cornwall M.C.	Holsworthy	Holsworthy	Sporting Trial (*C.*)	12 noon
Dec. 5th ..	London M.C.	Stratton Arms Hotel	Cirencester	Gloucester Trial (*R.*)	11.00 a.m.
Dec. 5th ..	Sporting VW Club	Canada Heights	Swanley	Trial (*C.*)	10.30 a.m.
Dec. 10/11th	Larne M.C.	Regent Garage	Antrim	Starlight Rally (*R.*)	11.00 p.m.
Dec. 10/12th	**S. Wales A.C.**	**Cardiff**	**Cardiff**	**Welsh Rally** (*INT.*)	—
Dec. 11th ..	750 M.C.	Isenhurst Manor	Cross-in-Hand	R.A.C. Trials Championship	11.00 a.m.*
Dec. 11th ..	V.S.C.C.	Silverstone	Towcester	Driving Tests (*C.*)	11.30 a.m.
Dec. 12th ..	B.T. & R.D.A.	Isenhurst Manor	Cross-in-Hand	Junior Trials Championship	10.00 a.m.*
Dec. 12th ..	Maidstone & Mid-Kent M.C.	Brands Hatch	Farningham	Production Trial (*C.*)	10.00 a.m.*
Dec. 12th ..	Chiltern C.C.	Studley Green	Stokenchurch	Production Trial (*R.*)	10.30 a.m.
Dec. 27th ..	B.R.S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	1.00 p.m.
Dec. 27th ..	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	12.30 p.m.
Dec. 27th ..	M.G. C.C. (S.W.)	Nunney	Frome	Kimber Trophy Trial (*C.*)	12.00 p.m.
Dec. 27th ..	Consett & Dist. M.C.	East Butsfield	Consett, Durham	Hill-Climb (*C.*)	10.00 a.m.

* Approximate time of start.

TOKYO AND TURIN

Many people regard the Motor Shows of the Autumn season as so many images of Earls Court. Perhaps this is partially true, but it would be quite wrong to assume that each is devoid of its own peculiar atmosphere, its own styling trends and its own nationalistic influence. Two recent Shows were those of Tokyo and Turin, and to compare their beneath-the-surface implications would be as to differentiate between Spumante and Saki.

At Tokyo, one of the surprises was the announcement by Honda of an open version of the S.600, powered by a 791-c.c. engine claimed to produce 70 b.h.p. at 8,000 r.p.m. and a top speed of 100 m.p.h. A 4-seater version was also on display, with the Formula One car in which Richie Ginther won the Mexican Grand Prix taking the place of honour, surrounded by examples of the range of Honda racing engines.

The Toyota GT 2-litre prototype, not planned for production until 1967, had, of course, already been seen at Earls Court, where it caused several eyebrows to be raised. It is claimed to be capable of 155 m.p.h. The 2-seater Mazda Cosmos featured a Wankel rotary engine in the front, but this again is not due off the production lines until 1967. Suzuki have followed Honda's example by extending their production of motorcycles to include cars, and were showing their first saloon, the Fronte 800, a car of very conventional design with a choice of either 800 or 360-c.c. engines.

In contrast, the Turin Motor Show remained as the traditional show place of the body stylists. Exhibitors included such staunch providers of elegance as Pininfarina, Ghia, OSI and Superleggera, with Lamborghini showing a chassis fitted with a 4-litre V12 engine mounted transversely at the rear. This has been discussed in more detail by the Continental Correspondent on another page. OSI showed a Mustang-engined prototype with fibreglass body and disc brakes, whilst Pininfarina had their latest version of the Ferrari Dino and a luxury Fiat 2300S. Fiat themselves had very little to offer, but so many of the body designers and builders were using Fiat bases that the name was to be seen everywhere, the 850 still being a firm favourite for styling variations. Among the relatively few new production cars was the Lancia Fulvia Sport, a 100-m.p.h. version of the V4 Fulvia, with Zagato body.

The many " one-off " models at Turin certainly did not detract from the Show's appeal to the enthusiast, for many of them stemmed from the drawing boards of some of the world's best stylists. Similarly, the Tokyo exhibition provided a glimpse at oriental trends hitherto undisplayed, both salons lending weight to the argument that to combine the national exhibitions into one World Show would be a retrograde step.—G. P.

A GUN FOR SOLDERING

The Weller Soldering Kit, 8100D-PK, includes a 120-watt soldering gun, solder, cleaning brush, soldering aid tool, spanner and two spare soldering bits. The kit comes in a handy size carrying case, but the moulding that holds everything neatly in place has to be discarded as soon as a plug is fitted to the mains lead.

Within seconds of pulling the trigger switch the tip is hot, and, providing it is not kept on for long periods, it quickly cools down again. None of those painful burns from accidentally touching a hot iron!

Two unconventional tips may be used with the gun, for cutting and smoothing thermoplastic materials. Floor tiles may be cut, toys mended and plastic bags sealed. A pre-focused spotlight, built into the gun, illuminates the working area around the tip, but unfortunately not the actual point that is being soldered.

This gun is too large and heavy for fine electronic work, but, with this exception, it covers the full range of soldering tasks that are likely to be met at home. With its comparatively high power and " instant " heat it is an ideal tool for the home handyman.

The kit costs £3 12s. 6d. U.K. Sales and Service : Weller Electric Corporation, Horsham, Sussex.

A Service Withdrawn

Sir,

In the past the Vintage Sports Car Club has often undertaken to do the handicapping for races for Vintage and p.v.t. cars held at other clubs' meetings to which V.S.C.C. members have been invited. This handicapping was always based on the known performance of the cars and, though not infallible, has frequently resulted in reasonably close finishes.

Recently it has been found that some clubs, after asking the V.S.C.C. to do the handicaps, have then altered them, despite announcing that the handicapping was the work of the V.S.C.C. In addition, clubs have been known to accept late entries unknown to the handicappers, and cars which do not conform with the V.S.C.C. regulations. Whilst they have a right to do this, it does make life difficult, if not impossible, for V.S.C.C. handicappers.

In view of this unsatisfactory state of affairs, my Committee has regretfully decided that the V.S.C.C. cannot in future undertake to handicap races for vintage and p.v.t. cars at meetings held by other clubs.

Kingsclere. T. W. CARSON, *Secretary*,
The Vintage Sports Car Club.

V.S.C.C. EASTERN ROAD RALLY (Nov. 7th)

Eastern Trophy : B. C. Cocks (1927 4½-litre Bentley).

Class 1. Vintage Touring Cars :
First Class Award : J. K. Milner (1926 A.C.).
Second Class Awards : K. M. Hill (1930 A.J.S.), Dr. J. M. Newbury (1929 Rolls-Royce), and D. Walker (1920 Calcott).
Third Class Awards : P. J. Livesey (1930 Sunbeam), and A. M. Erskine (1927 Erskine).

Class 2. Vintage Sports Cars :
First Class Awards : G. M. Hare (1930 Lea-Francis), and H. Milling (1926 Vauxhall).
Second Class Awards : Dr. N. R. H. Boyd (1924 Delage), and A. C. M. Millar (1927 Vauxhall).
Third Class Awards : J. W. Rowley (1927 Vauxhall), and Mrs. P. Arnold-Forster (1925 Frazer Nash).

Class 3 and 4 (merged). P.V.T. Sports and Touring Cars :
First Class Awards : B. Sismey (1934 Alvis), and J. R. Hamilton (1937 Riley).
Second Class Awards : S. E. Charity (1937 Riley), and P. A. Boulton (1932 Alvis).
Third Class Award : F. Giles (1931 Frazer Nash).

Team Placings : 1st : Midlands; **2nd :** South-West; **3rd :** North; **4th :** South.

COBRAS ARE CHAMPIONS ON CASTROL!

Subject to official confirmation



Here's the 'Big C' of 1965! Cobras, Champions on Castrol. Shelby American Cobras clinched the G.T.3 Manufacturers World Championship with 1st. and 2nd. places in the Coupe D'Enna in Sicily. The performance oil. The reliable oil. That's Castrol!

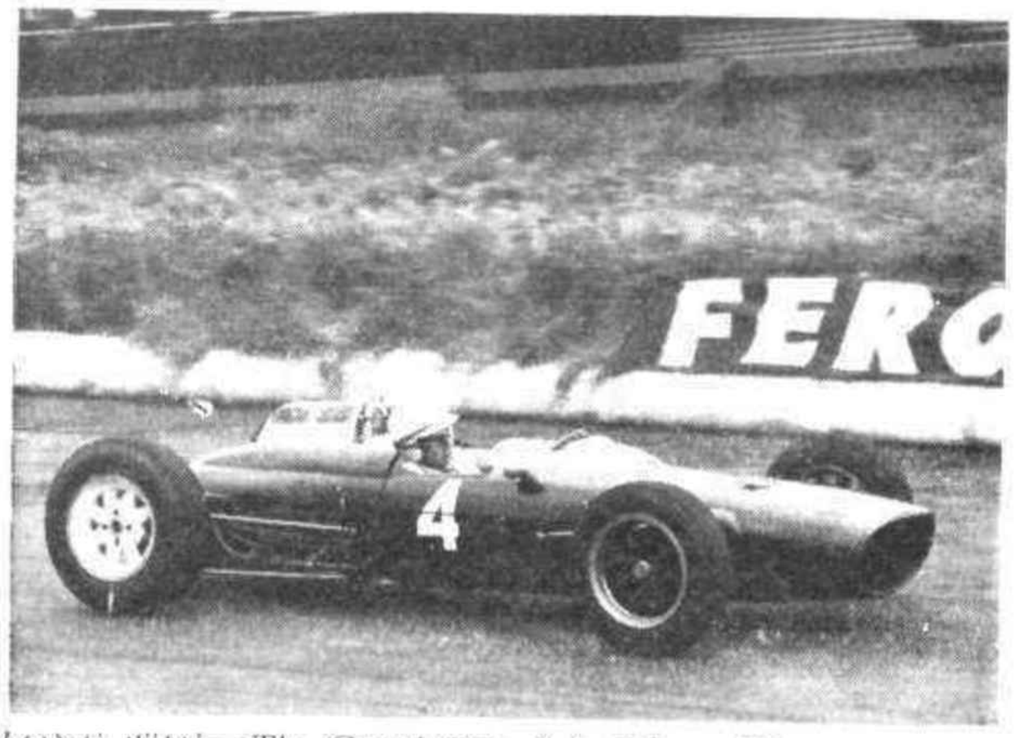
CASTROL

BRITAIN'S MOST SUCCESSFUL MOTOR OIL

Looking Back on Formula One

WHEN the Mexican Grand Prix finished on October 24th with Richie Ginther in first place, driving a Honda V12, it saw the end of a five-year period in motor racing that should pass into the annals of history as an important era. It was the end of the 1½-litre Formula for Grand Prix racing, set up in 1958 and which took effect on January 1st, 1961. It started on rather a dull note, with a lot of people saying it was doomed to failure because an engine limit of 1½ litres was too small, and some drivers even predicted that it would be dangerous because the cars would be underpowered and there would be no reserve of power to get them out of difficult situations. One well-known driver of the time even went so far as to say he would not take part in the 1½-litre Formula races. Needless to say he did when the time came. A number of people who had tried hard to get the Formula stopped and were therefore not prepared when it came into being in 1961, started a counter movement for an Inter-continental Formula, having grandiose ideas of British and American racing interests overriding the power of the F.I.A. That idea was a complete flop, and the few races held for these 3-litre cars were a waste of time and attracted only a miscellaneous collection of out-of-date cars. Meanwhile, when Formula One got under way, with its maximum engine capacity of 1,500 c.c. (1½ litres) and minimum weight of 450 kilogrammes (990 lbs.) the only team that was ready was Ferrari, for all the British teams and the lone German team of Porsche had only modified 1960 Formula Two cars available to race, with the result that Ferrari had an easy win at Siracusa when a new driver, Giancarlo Baghetti, beat the cream of the existing Grand Prix drivers, all having engines with far less horsepower. By the time of the first Grande Epreuve, at Monte Carlo, Ferrari had a new engine ready to race, it being the 120-degree V6-cylinder and in the F.1 chassis it was undoubtedly the fastest car, but the prowess of Stirling Moss was something that could not be reckoned with, and driving what was in effect a 1960 Formula Two Lotus-Climax 4-cylinder, Moss beat the Ferrari team on driving alone. Although various estimates gave this new Ferrari engine a power output of 190 b.h.p., it did in fact give 178 b.h.p. at 9,500 r.p.m. on its first outing, which was nearly 30 b.h.p. more than the 4-cylinder Coventry-Climax or 4-cylinder Porsche engines were giving at the time.

Such was the state of things in the early days of the Formula, in 1961, that even B.R.M. were reduced to fitting Coventry-Climax engines to their cars, the chassis being developed from their 1960 2½-litre Grand Prix cars, with the result that it was too heavy. Lotus and Cooper were using what were virtually 1960



LONE WIN.—The Grand Prix Lola-Climax V8 was not outstandingly successful, although it had great potential in 1962 when financed by the Bowmaker hire-purchase firm and driven by John Surtees. It is seen winning at Mallory Park.

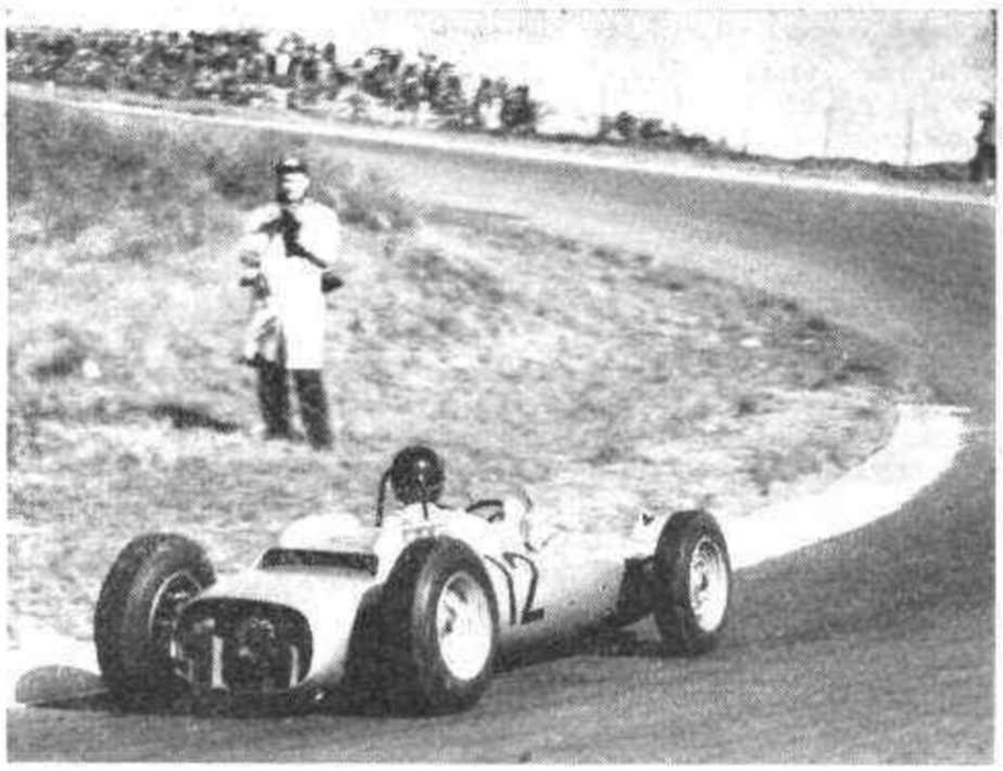


DEBUT.—The 120-degree V6-cylinder Ferrari first appeared at Monaco in 1961, when Ginther finished in second position. Until the advent of the British V8-cylinder engines the Ferrari was almost unbeatable. In 1961 Ferrari had not learnt about alloy wheels, light weight and aero-dynamic noses

Formula Two cars, and during that first season an enormous number of people attempted to get into Grand Prix racing. All manner of sports-car engines were being installed in Cooper chassis frames, while small manufacturers such as Emeryson and de Tomaso were building cars that complied with the new Formula, but which could only hope to compete while there was a lull before real Grand Prix cars were built, with new multi-cylinder engines, and new chassis techniques. In that first year more than 70 different drivers tried their hand at Grand Prix racing, and nearly 20 different makes appeared on the starting grids at various times. Just as most of the drivers did not make the grade once the racing scene sorted itself out, so did most of these variegated makes fall by the wayside, many of them having been cobbled-up in small workshops from obsolete components in order to get into Grand Prix racing while there was a lull. Few people seemed to appreciate that you do not build Grand Prix cars from obsolete or existing components, you design the cars, engines and gearboxes from scratch. B.R.M. and Coventry-Climax were both hard at work on new power units, both being V8-cylinder units, with double overhead camshafts to each bank of cylinders, and the Coventry firm got theirs finished; first it appeared in a works Cooper driven by Jack Brabham, at the German Grand Prix in August. The Bourne firm did not have theirs running until September, when it appeared for practice at the Italian Grand Prix. All this time Ferrari had been having things all his own way, with a 1-2-3-4 at the Belgium Grand Prix, a 1-2 in Holland and 1-2-3 in Great Britain. However, in the German Grand Prix on the Nurburgring the driving of Stirling Moss once again triumphed and he brought his obsolete Lotus-Climax 4-cylinder, entered by Rob Walker, home in first place, ahead of the Ferrari team. In Holland, the third member of the Ferrari team was given a bad time all through the race by a new name in Grand Prix racing; this was Jim Clark, driving a very sleek Lotus-Climax 4-cylinder, and whereas in this first year Coventry-Climax were giving first support to Jack Brabham and Cooper, as a result of their Championship wins in 1959 and 1960, by the end of the Formula it was Jim Clark and Lotus who were receiving all the attention of Coventry-Climax.

While the Ferrari works team was intact it was almost unbeatable, due entirely to superior power units, all three team cars having the 120-degree engines, but if anything went wrong, or they did not enter, then the issue was wide open. At the French Grand Prix the whole Ferrari team ran into trouble and the last phase of the race lay between Baghetti, in a privately entered earlier Ferrari, and the 4-cylinder opposition, and it was a memorable dice which the Italian won by mere inches. At Solitude there was a similar battle between Lotus and Porsche, which Innes Ireland just won for the Cheshunt team, it being one of the hardest fought races ever seen. This racing to the bitter end became a feature of the new 1½-litre Formula racing, and whereas in the past the last stages of a Grand Prix usually saw one car out on its own cruising round to finish, we now saw groups of cars battling away right to the end, with the result that race average speeds improved over previous years, and fastest laps were proving to be very close to those of the extinct 2½-litre Formula cars.

Before the season finished most of the doubters had been won over, and with the appearance of 180 b.h.p. V8-cylinder engines



DISSATISFIED.—At times Gurney likened the handling and performance of the flat-8-cylinder Porsche to a VW. It had a brief and chequered career in Grand Prix racing, resulting in a win in the French G.P. and the Solituderennen.

from Coventry-Climax and B.R.M. and the knowledge that Porsche were well advanced with a flat 8-cylinder engine the future looked very good. The season was marred by a crash at Monza when Wolfgang von Trips, the young German nobleman, lost his life, and though Phil Hill and Ferrari won the Championships for 1961, they won them sadly. During the season there were a number of interesting happenings, among them the appearance of the Ferguson P99 racing car with 4-wheel-drive, and in spite of a convincing demonstration during the British Grand Prix, and an even more convincing victory in the Oulton Park Gold Cup race, it did not lead design trends along the lines it could have done. The P99 was using a 1½-litre Coventry-Climax 4-cylinder engine like all its rivals, but was far in advance of them as regards road-holding, braking and acceleration. At the end of the season the Harry Ferguson research team offered the 4-wheel-drive project to any of the British teams that might like to take it up, as they themselves had no intention of indulging in a full racing programme and had only competed in order to demonstrate their 4-wheel-drive principles. Unfortunately no one took up the offer, and everyone carried on with the rear-engine, rear-drive layout that had been well and truly established by Cooper during 1959 and 1960.

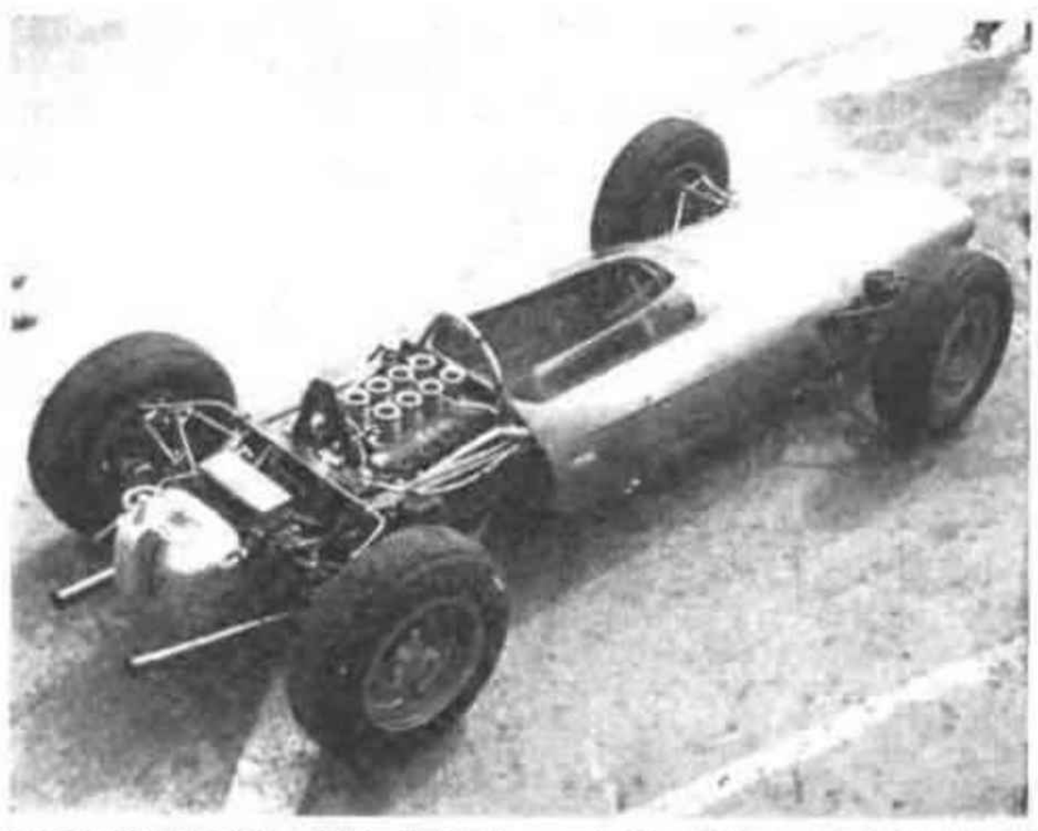
By the beginning of the second season of the new Formula everyone was completely absorbed in it and had accepted that it was not so bad as predicted, all thoughts of counter movements now being forgotten. B.R.M., who had never intended to do anything else but take part in the 1½-litre Formula, were very well advanced with their V8 engine and began to reap the rewards of hard work. Lotus were getting into their stride, and Jim Clark was proving to be a rapidly rising star, while Jack Brabham left Cooper and started to build his own car, and John Surtees, another rising star, had formed a team with Eric Broadley to build Lola Grand Prix cars, using Coventry-Climax V8 engines. The Coventry firm were now hard pressed to supply engines to Lotus, Cooper, Lola and Brabham, and loyalties were torn as to who should get first choice, so that there was quite a bit of dissatisfaction among the customers. For the first Grande Epreuve, at Zandvoort, Colin Chapman produced his master stroke, the Lotus 25, with its stressed *monocoque* construction, a design which was soon to be copied by a lot of constructors. The 8-cylinder Porsche also made its first appearance at this race, but was rather overshadowed by the Lotus 25, for the German car was fairly orthodox in its construction and was big and bulky compared with the pencil-slim Lotus, in which the driver was practically lying horizontal, and even Clark took some time to get used to the prone driving position. The whole aim was low frontal area, and this was achieved so that new standards of performance began to appear, while road-holding and handling techniques were improved over the previous year, and these were coupled with advances in tyre design by Dunlop who had a monopoly in Grand Prix racing. The new Lola project looked promising, but failed to achieve great success, having only one win in a minor race at Mallory Park. It was not for want of a driver, for John Surtees was ranking among the top four of the year. The season had started on a sad note for Stirling Moss crashed a Lotus-Climax V8 and his injuries put him out of racing for ever, so we were looking for new champion drivers.

The supremacy of Ferrari during the previous season was not repeated in 1962, for his rivals had caught up and the Maranello firm had nothing new with which to combat the attack. Also the team management had undergone a major change, and the chief engineer and team-manager had left, to join a rival concern backed by some wealthy Italians who thought they could beat Ferrari at Grand Prix racing. This new project was called A.T.S. but it was the end of the year before any signs were seen of the car, and then only at a Press reception. A new Italian car did appear briefly at the Italian Grand Prix at Monza, this being the 8-cylinder de Tomaso, a flat-8 engine not unlike the Porsche but liquid cooled, and mounted in a tubular space-frame. Like so many projects it looked promising but came to nothing. Another 30 or so drivers tried their hand at Grand Prix racing, and six new makes appeared during the season, but the pace was beginning to get very fast and furious and only the good drivers made the grade and the best engineered cars kept up. The Lola-Climax and the Brabham-Climax seemed to have come to stay, while Joseph Siffert and Peter Arundell joined Grand Prix racing from Formula Junior racing with every justification. By the end of the season fuel-injection made its appearance on the Coventry-Climax engine, and Graham Hill and B.R.M. won the Championships, after a close battle with Jim Clark and Lotus.

Apart from the works teams of Lotus, Cooper, Brabham and Lola, many other people wanted to use Coventry-Climax engines, for there were various private teams using these chassis, and Climax were inundated, if not overwhelmed, and before the end of 1962 they said they would have to give up their racing interests. However, the motor industry, in particular Lucas, persuaded them to continue, but in the meantime B.R.M. had set up a sales service for their V8 engines, so a great many people visited Bourne. Coventry-Climax were able to change their minds about withdrawing and return with only the works teams to support. However, John Surtees abandoned Broadley and the Lola and joined the Ferrari team in 1963, and Coventry-Climax development began to show a distinct bias towards Lotus and Jim Clark, which was obviously a race-winning combination. The works Porsche team now gave up in despair, having won only two races, the French Grand Prix in 1962, and a small race at Solitude, but their place was taken by the newly formed A.T.S. team, which proved to be a complete and utter failure and the ruin of Phil Hill's Grand Prix career. The British Racing Partnership, owned by Alfred Moss and Ken Gregory, now forged out on their own, having previously run teams for the Yeoman Credit and United Dominions Trust hire purchase companies, and they now produced their own B.R.P. car, a *monocoque* Lotus-like chassis, powered by a B.R.M. V8 engine. Another team that joined in with its own chassis powered by B.R.M. was the Sirocco-Powell team, an American financed affair that was doomed to fail and disappear. Without question 1963 was a Jim Clark and Lotus year, the Lotus 25 with all the latest developments of Coventry-Climax to propel it was virtually unbeatable, and Clark won seven out of the ten



ABORTIVE.—The A.T.S. was a misguided and costly attempt by certain of Enzo Ferrari's enemies to beat him in Grand Prix racing. It failed miserably, was finally abandoned and was a wasted season for Phil Hill, here seen in the Belgian G.P.



EXPERIMENT.—The B.R.M. probably did more development and experimentation during 1961-1965 than any other team. The 4-wd car with Grand Prix V8 engine made but one brief public appearance, but produced a lot of useful information during test days.

major Grand Prix races of the year. B.R.M. were still well in the picture, while Ferrari and Brabham could not be ignored, but Cooper was now no longer in the running, but still competing nevertheless. Once again some 30 new names appeared on the starting lists of Formula One races, which were taking place in all sorts of places, so that many of them were local lads having but one go. However, the names of Amon, Anderson and Hulme were to remain.

Before the season finished Ferrari produced new cars showing very obvious British influences, dictated by Surtees using his knowledge gained with Lola, and the red cars took on a sleeker and lighter aspect. Dunlop still had a tyre monopoly and in 1964 introduced a 13-inch diameter Grand Prix tyre, that was to transform the Grand Prix car, making them even lower and endowed with previously undreamt-of road-holding. The pace both at racing and at development was by now at a very high pitch and Ferrari, B.R.M., Lotus and Coventry-Climax were giving no quarter. Brabham and Cooper were tailing along as best they could, though the Brabham team had the advantage of Dan Gurney as their number one driver, and he often made up for engine or chassis deficiencies, as Moss had done in 1961, but whereas the prowess of Moss had been victorious, Gurney was only able to keep up with the pace set by the leaders, who were invariably Hill, Clark or Surtees. B.R.M. had gone over to a full *monocoque* chassis, after a wasted effort with a part stressed-skin and part space-frame chassis, a layout oddly enough used by the Japanese, for 1964 saw the appearance of the Honda car in Grand Prix racing. This was a landmark that had no immediate consequences, and to date has not, but the future might hold more in store.

After no development work, and retention of the V6 engine for too long, the Ferrari team suddenly got involved in a welter of development with new V8 and flat-12-cylinder engines, as well as revised chassis frames, and by reason of the failing of Coventry-Climax engines in Clark's Lotus the Ferrari and Surtees were able to annex the Championships. It had been known that Honda were entering Grand Prix racing with a V12-cylinder engine for some time, and they approached Lotus and Brabham with a view to using this power unit in their cars, but the two British teams were loath to abandon British products and appealed to Coventry-Climax for something new to combat this menace from the East. The result was a crash programme of design and building and the Coventry firm produced a flat-16-cylinder engine that was nearing completion as the 1964 season ended.

B.R.M. were still well in the picture, with Graham Hill leading the team, and development work continued at Bourne with an eye to the future. From 1962 chassis components they built a 4-wheel-drive car, with the assistance of Ferguson Research, and ran it purely as a mobile test-bed from which to gain knowledge. At the end of the season the bankrupt A.T.S. concern had a brief new lease of life when one of the cars appeared under the sponsorship of Derrington-Francis, but it was no more successful than the original car. Sixteen new drivers tried their hand at Grand Prix racing, in assorted cars, but only Gardner, Attwood, Rindt and Hawkins made the grade. With B.R.M. supplying engines to customers, and numerous early Coventry-Climax engines being on the market, the combination of engines and chassis frames became quite complex and Lotus-B.R.M. was one that did not at first ring true.

By the time the last year of the Formula started, which was 1965, the Grand Prix scene had become well settled, with the major part of any entry list made up of works teams, and only very strong private teams or private owners being able to compete in the more important races. This was a situation that appears normal in Grand Prix racing, and Grandes Epreuves are the domain of factory teams. The battles between Lotus, B.R.M., Ferrari, Brabham, Cooper and Honda proved to be intense, and the introduction of Goodyear Grand Prix tyres on Brabham and Honda cars, enlivened the scene greatly. Since the beginning of the multi-cylinder era in 1961 power outputs had gone up to 210-215 b.h.p. and engine speeds had risen continually, more than 11,000 r.p.m. being quite normal. The Coventry-Climax 16-cylinder engine failed to leave the test-bed, but they did produce a new version of the V8-cylinder engine, having four valves per cylinder, and this proved alternatively successful and fragile, but successful enough to allow Clark and Lotus to win the Championships once more. The V12 Honda engine also used a 4-valves-per-cylinder layout, and turning over at 12,000 r.p.m. a power output of 230 b.h.p. was claimed, while the flat-12-cylinder Ferrari gave 220 b.h.p. and the five seasons of Formula One under a 1½-litre rule saw good progress once it got under way. The competition between the factory teams at the end of the Formula was as strong as Grand Prix racing has ever seen, while driving standards were equally high. Of the seven newcomers in 1965 the names of Stewart and Bondurant have come to stay.

With the end of the Formula we also see the end of participation by Coventry-Climax, as racing engine designers and constructors, and though Lotus won the manufacturers Championship twice, it was thanks to the support of the Coventry engine firm. Equally, they lost the Championship in 1962 and 1964 at the last moment due to failures of those engines. These two failures allowed wins for B.R.M. and Ferrari, both of whom were strong challengers throughout the five years of the Formula.

The Champion drivers of those five years were: 1961 Phil Hill, 1962 Graham Hill, 1963 Jim Clark, 1964 John Surtees, and 1965 Jim Clark. Altogether more than 150 drivers took part in various races run under the 1½-litre Formula, of which a mere handful made the grade as top Grand Prix drivers. Before the Formula began many people said that the little 1½-litre cars would be so easy to drive that any Tom, Dick or Harry would be a Grand Prix driver. Tom, Dick and Harry tried to become Grand Prix drivers, yet it would be hard to make a list of 12 first-class Grand Prix drivers, the list would run short at six. Driving a Grand Prix car is one thing, but racing it and winning with it is very different, as this Formula has shown. In just the same way many people demonstrated during the five years that it was not difficult to build a Grand Prix car, but many of them found out that it was indeed difficult to build a successful Grand Prix car.

Far from being the disaster and failure that was predicted by many people, the 1½-litre Formula provided interesting, competitive and exciting racing, as well as a lot of technical development, which is the main object of Grand Prix racing.—D. S. J.

VINTAGE DISCOVERIES

Crowded out of the "Veteran—Edwardian—Vintage" section, recent news of old cars thought to be looking for new owners includes a Delaunay-Belleville limousine of the Edwardian era, a sad Type 37 Bugatti the chassis of which has been sawn in two, another vintage Bugatti with several parts missing, a Type SLF Lorraine-Dietrich tourer, a rusty but operational Model-T Ford with special body, a Type AG Renault taxi, a Renault tourer, a De Dion Bouton tourer and a couple or more unknown vintage cars, one with wooden chassis. An Isotta-Fraschini front axle, at present on a disused trailer, is reported from N. Wales. Still they turn up, the latest being a Rolls-Royce saloon and a 1926 Humber Fourteen tourer in sorry state in a shed behind piles of rubbish "somewhere in Surrey," where they have stood since before the war, but not for sale. Then there is a J.A.P.-engined Raleigh 3-wheeler van for sale in Northamptonshire, an early Leyland platform lorry and other old cars in a yard in Scotland, and a 9.8-h.p. 1934 B.S.A. saloon derelict since 1959. A reader needs a Mk. I 18/80 M.G. engine. Letters can be forwarded.

MYNYDD EPPYNT REVIVED

NEARLY twenty years have passed since the narrow, tortuous ribbon of road over Mynydd Eppynt, a bleak, open moor in Breconshire, was last used as a daytime speed venue. Motorcyclists, particularly admirers of men of Les Graham's ability, will remember it well as a perfectly natural, though perhaps a little rough, undulating circuit visited by many events of International status, including the Six Days' Trial which regularly used the mountain. Good speed venues are rare, and when they exist they should be preserved. It was a sad day for many enthusiasts when Eppynt heard its last competition engine. The reason for its passing is rather vague. The land is owned by the Military who use the surrounding hills as an artillery range, so I doubt whether there is any truth in the tale that local hill farmers complained of the noise. Perhaps congestion of Breconshire's narrow roads by spectators' cars and motorcycles led to its use being discontinued, but even this cannot be confirmed.

When rallying grew in popularity in the post-war years, the area around Eppynt was much in demand for nocturnal routes; such is its wealth of narrow tracks and complicated junctions. But it soon became evident that the maximum permissible average speed of 30 m.p.h. fixed by the R.A.C. was not high enough to provide a winner without resorting to tactics such as after-rally tests. The "range roads" themselves were the obvious choice, since they were not public and could be closed without difficulty, in order to provide off-the-highway stages where high average speeds could be set. Once again, the Army obliged and have since given their encouragement to countless numbers of rallies which have crossed their property, among them the International Rally of Great Britain, which used Eppynt last month as a special stage, the International Welsh Rally, the Gulf London Rally and many others.

When Eppynt became so popular a provider of rally special stages, it seemed rather odd that no-one saw fit to organise a daytime event there, since the Military seemed quite prepared to allow its use at any time provided the big guns were not firing. It took a small motor club in South Wales, that of Port Talbot, to realise the potential of Eppynt in fields other than rallying, although their first event there was planned, organised and regulated as a rally in order to remain within the bounds permitted by R.A.C. regulations. Called the Tour d'Eppynt—a Welsh title would have been more appropriate—this event took the form of a series of special stages, six in all, with competing cars leaving each start control at one-minute intervals, and being timed to the nearest tenth of a second. The variety of cars, all carrying "navigators" to comply with rally regulations, was something I have yet to see matched in any single type of event. Stark racing saloons were rubbing shoulders with the more illuminated and undershielded rally cars, but the undulating road, surfaced with rough chippings, took its toll of the undersides of some, one Lotus t.c.-powered Anglia losing an anti-tramp bracket, its fuel line and its exhaust pipe on the first stage. Notwithstanding this, the winning car, decided from the usual rally points system, proved to be a Lotus Elan S.2 in racing trim, the progress of which had been marked throughout by showers of sparks from beneath.

This coming-to-life of Mynydd Eppynt is to be applauded, particularly as it resulted from the efforts of such a comparatively small club. Needless to say, the first daytime event on the mountain since 1947 was a huge success. Though in theory a rally, its form was a smooth combination of race and rally, a compromise which appealed to exponents of both sports. Speed venues all too often fall into disuse and this revival of an old one is something which we would dearly like to see copied in other places we could mention.—G. P.

TRIUMPH 2000 OWNERS—A WARNING

We have received the following letter from an engineer who owns a Triumph 2000, which we deem it important to publish :—

Sir,

As a keen reader of your excellent and independent paper, I note that the car which does a lot of hard work for me in an efficient and self-effacing way, the Triumph 2000, has received very slight coverage in your pages. For the car I have nothing but praise. Twenty-four thousand trouble-free miles at over 30 m.p.g. is no mean achievement, the only replacements in that time being a manifold gasket, a fan belt, and changing the original C41 tyres for SP41 at 15,000 miles.

I now come to a snag, however, which is difficult to credit in the light of present-day engineering knowledge and is certainly an object-lesson in how not to handle customer relations. I am informed by my local agent that my apparently sound steering system is liable to fail at any time due to inadequate splining on the end of the steering column. Apparently the top and bottom columns and the intervening universal joint must be replaced at my own not inconsiderable expense! Now this is a design fault of the first magnitude, admitted by the manufacturers, which, I discover, has given some drivers some very nasty moments and could be very dangerous indeed. What annoys me is that no public announcement has been made to ensure that owners know of the fault (as with Rover's much more minor fault) and that, since I acquired my car secondhand at a small mileage, I am required to pay for the rectification. After three weeks I am still waiting for the necessary spares!

I would have thought that a firm with any interest in the standing of its products would have the courage to publicise this sort of mistake in the hope of saving a few of the lives that they have placed in jeopardy, and would have borne the expense of the rectification, which is so clearly their responsibility, whether the car had changed hands since new or not. As it is, I am thinking of changing my smaller car in due course. The Triumph 1300 would have been attractive but in the light of the above history I am not keen on another Triumph.

Many thanks for a lot of reading pleasure over the years.

Church Crookham. A. R. CAWTHORNE.

[We understand from the Standard-Triumph Technical Department that dealers were advised that all Triumph 2000s up to Commission No. 5577 should be recalled for modification free of charge. How this one could have escaped is a mystery—are there any others? It does seem quite remarkable that serious defects which can cause cars to run off the road without warning (seized gearboxes on Ford Cortinas some time ago, the Rover 2000's defective steering bolt, and now this steering defect in the Triumph 2000) get as far as the production lines of reputable manufacturers. I have wondered for some time who would be blamed if a manslaughter charge resulted.—ED.]

UNRELIABLE RADAR

A speeding charge against a motorist was dismissed as a flop in Dundee Sheriff Court recently after the radar apparatus used by the police to secure a conviction was demonstrated in Court and seen to behave in a completely undependable manner. Sheriff Inglis called it "a pretty unreliable machine." It is time to consider whether public money should continue to be wasted on such apparatus, which from this demonstration, clearly cannot be relied on to check fairly the speed of passing vehicles, and any driver convicted in this way should endeavour to have the equipment brought to Court and operated before the Bench.

CASTROL FILMS

A classic among the four new Castrol films recently released is "Mountain Legend," a 43-minute coverage of the 1965 Targa Florio, which takes its audience spellbound into the Sicilian mountains. We think the film will be a must for club audiences, though we cannot say the same for "Fast and Safe" which deals with the B.S.M. High Performance Course. For school-leavers, perhaps. . . .!

MATTERS OF MOMENT—continued from page 1055

driven by their wheels. This was a speed of 409 m.p.h. achieved by the car called "Golden Rod" and built by Bob and Bill Summers from California. Using four 7-litre Chrysler V8 engines, mounted in line and driving all four wheels, the driver, Bob Summers, sits right at the back in Dragster fashion. The previous fastest in the wheel-driven class was Donald Campbell's 403 m.p.h., which he set up on the wastes of Lake Eyre in Australia. This new record by Summers is all the more outstanding because it is the first time the record has been broken by a car using automobile engines since the Sunbeam in 1926.

The only disappointment in all this record breaking is the fact that all the activity was American inspired, built and driven. At one time the British were assumed to be the holders of Land Speed Records and the leaders in this sphere, but those days seem to have passed. However, thank goodness there are tyre firms and people still keen enough in experimentation to continue to delve into the unknown, and set up new records. An Australian journalist summed up this Land Speed Record business very succinctly when he said : "If there is no risk to the driver anyone could get a record simply by paying a million or so for a new car, and if that's all it is, you might as well spend your million on sound test equipment and set up your record in the laboratory. You'd learn a lot more that way." Needless to say, he believed in record breaking, just as we do.

RALLY REVIEW

TOUR DE CORSE

WE are constantly being told that the days of road racing are over. All that, they tell us, passed away with the Mille Miglia and it is very unlikely to return, at least in the civilised parts of Europe. However, already this year we have seen the Circuit of Mugello held as a road race over public roads on the Italian mainland while on the island of Sicily, the Targa Florio sails majestically on, supported and indeed encouraged by the local populace. It is not so long ago that Sardinia had its own road race and, having cleverly come from Sicily to Sardinia, the purpose of this article is to steam quietly on to Corsica.

On this island of Napoleon's birth, the Automobile Club do not exactly hold a race but when you consider that well over 90% of the roads used on the Tour de Corse are closed to the normal circulation of traffic, you begin to see that this is a rally which is not far removed from our ideas of a road race. The only difference is that there are no laps, for the whole route is one great lap of the island, though at the Porto-Evisa hill-climb that was used on the Tour de France several years ago, the cars competing in the rally made a circuit and looped round to do it again. This was in memory of Francois Siciliano whose tireless energy had built the Tour de Corse and had done much to raise this rally in the estimation of French rally drivers: so much so in fact that its coefficient for the French championship is only one less than that for the Coupe des Alpes.

This rally was the tenth in the series and in the past nine events Régie Renault have built up a fantastic record of successes, and last year, with the advent of the Gordini, they swept the board, for when only eight cars finished from a field of 79, no less than five of those cars were Renaults. The outright winner then was Jean Vinatier as the local hero, Pierrot Orsini, had missed a passage control and was rendered *hors course*. This year, however, there was to be no such disillusionment for the cheering crowds in Ajaccio, for the first car in was Orsini in a 1,300-c.c. prototype Gordini and when the times were added up, he was also first in the rally. No fewer than 22 Gordinis had started the rally—of which 17 were in the Touring category while all the others were prototype—and amongst the 18 finishers there were seven Gordinis.

Much more significant, as far as a grey-haired, over-excited gentleman by the name of Amedee Gordini was concerned, was the fact that the first five cars in the general classification were powered by Gordini-tuned Renault engines. At the finish, he could be seen looking up the exhaust pipes as the tired drivers revved up while their co-drivers clocked in at the last control, exclaiming as he did so that none of the engines was smoking in the slightest degree. In fact, the only Gordini retirement due to engine failure was a car driven by two ladies and that just got over-revved.

At the start of the rally Orsini had not been the hot favourite, for this was the Swedish driver, Berndt Jansson, who is now driving for Renault. He was the only driver who claimed to have driven all the sections within the time allowed during practice and on the rally he certainly proved that this was no empty boast for, when he crashed, he was the only driver to be without penalty. The reason for his crash is obscure but it is believed that a brake pipe unscrewed towards the end of a very tight section. Also well fancied before the rally were Vic Elford driving an Anglia and Jean Rolland in his Alfa Romeo GTZ. Both these drivers have performed well in the Alps and it was felt that they would go well in Corsica, but both retired near Cozzano after only 200 kilometres, the Alfa with no steering and the Anglia with bad oil pressure.

The two Frenchmen who were fighting for the Championship of France were both considered to have a chance and while Henri Greder was reckoned to be at a disadvantage in the Ford Mustang, Rene Trautmann was felt to have a better one with the Lancia Flavia Zagato with which he won the Coupe des Alpes this year. As things turned out, Greder won the Championship by default when Trautmann crashed early on, but this did not help Greder later in the rally when his front wishbone collapsed and he too retired. At the same time, there was another struggle going on for what is called the " Challenge Shell Berre " for which Fernand Masoero, Lucien Bianchi and Willy Mairesse (all driving Alfa Romeo GTAs on this event) as well as Mauro Bianchi and Jean-Pierre Hanrioud (both in Renault Alpines) were all contenders.



Pierrot Orsini and Jean-Baptiste Canonicci driving their Renault Gordini on the Tour de Corse.

In some ways, this was being taken much more seriously than the rally as there was much more money at stake. I am not quite sure of the final outcome of the Challenge Shell Berre since there is one event yet to be run, but by virtue of Hanrioud crashing and Willy Mairesse getting beaten by his brother Lucien, Mauro Bianchi took points for second overall and must now be well in the lead.

The Citroën concern, which has recently acquired the old-established firm of Panhard, had decided for publicity purposes to enter three Panhard 24CTs with two of their works drivers plus Serge Lelong, who had won the French economy run for them. They did not show up terribly well as this was their first rally and mechanical failures eliminated Lelong and Verrier, but the ever-cheerful Jean-Claude Ogier managed to get his to the finish line in 11th place. The firm of Daf had made an entry for four cars in the different categories but they were sadly lacking in what one might call steam and not one was classified as a finisher, though poor Claude Laurent very nearly made it and was only two minutes outside his time at the last control before the finish. Another small car firm is N.S.U., whose French distributor had made five entries and had the distinction of getting two of them to the finish with one in first place in the whole GT category as it was the only car to finish in that category. The other N.S.U. 1000 won its class and finished 15th overall.

Lastly a word for the most successful of the Ford *equipes* that came to the island: the Taunus team from Germany. They had entered some examples of both the Taunus 20M and the 12M and it was a tribute to their organisation, preparation and determination that they managed to get one of each to the finish. Some of the 20Ms were those that had been so successful on the German-organised Tour of Europe and certainly their performance in a rally which far from suited them could indicate that we will see much more of these cars in international rallies in the coming year.

Corsica is always a place of hard luck as the smallest thing can retire a car and as just one example of this, study the case of the two Swedish boys, Hans Lund and Bjorn Wahlgren, who came with their Saab all the way from Sweden without a skid plate as they understood the rally was not to be rough. It was on this rally then that they had the exhaust break away at the front and if only they had had a skid plate on the car, it would not have fallen away and they would have been able to finish.

C'est la Corse.—J. D. F. D.

THE LEONARDO DA VINCI LECTURE

It is gratifying to know that attendance at the tenth annual Leonardo da Vinci Lecture of the Institution of Mechanical Engineers, the title of which was " Motor Racing—a Challenge to the Engineer," delivered by Harry Mundy of Jaguar Cars Ltd. and Peter Spear of Rubery Owen & Co. Ltd., was a record, for London, more than 700 people coming to the morning and afternoon sessions. The lecture is to be repeated this month in the Midlands and next month in Scotland.

Ford Corsair V4 / Cortina GT— A Comparison

Mine are in-line,
Yours in a vee,
A Corsair for you?
A Cortina for me!



ONE of the important announcements of the Motor Show period was Ford of Dagenham's adoption of new 60° V4 engines for the Corsair range. We duly arranged to road-test a Corsair GT with the 2-litre version of the new engine but on the day before we were due to take it over it suffered a mechanical derangement and was in any case, we gather, sadly down on performance.

Anxious that MOTOR SPORT should try a car with the new vee engine, a 1,668-c.c. 76-b.h.p. Corsair was substituted. We decided not to submit this to the full road-test procedure, because the higher performance GT version will come to us in due course when its teething troubles are overcome. However, this eye-catching white Firestone-shod Corsair 1.7 served us without fault for 1,000 miles. It is a comfortable car, equipped to appeal to the masses and, like all Fords, represents the best possible value in reliable transportation. But I liked it a lot less than the Ford Cortina GT I have been using regularly. The new engine was much noisier when accelerating than I had expected, nor was it as smooth-running as I had hoped, although it revved freely, an indicated 60 m.p.h. coming up easily in 3rd gear. The gear ratios are quite close, for it is possible to see 50 m.p.h. on the speedometer in 2nd gear but at anything over 30 the engine sounds very feverish. The car feels as if it could do with more power, nor did it provide the economy of running for which the Cortina GT is notable, general motoring about consuming premium petrol at the rate of a gallon every 23½ miles, whereas the Cortina GT, driven moderately hard, returns 28-31 m.p.g. Certainly this new V4 engine used no oil in 1,000 miles and it started faultlessly. The dip-stick, at the front n/s of the new engine, is not particularly accessible.

The Corsair has better-looking seats than the Cortina (those of the latter's are softer), but I prefer the instrumentation of the latter anddislike the coloured arcs or half-circles which serve as turn-indicator, generator and oil warning lights on the Corsair. The gear-change is good, with well-placed central lever, but notchy for getting into 1st gear when stationary. The steering, although normally lighter than that of the Cortina, is spongy and stiffens up when on lock combatting the considerable understeer. The half-horn-ring is sometimes "lost" at crucial moments, for the wheel requires over four turns, lock-to-lock. Of this, about half-a-turn is sponge and the castor action is rather sudden. There is strong understeer, embarrassing at times with such low-geared steering, and the feel of the car has deteriorated, perhaps due to the additional three-quarters of a cwt. over the front wheels.

The brakes work well, but the facia hand-brake is awkwardly placed for pulling out with the left hand, and the switches, being on a panel under and recessed from the main facia, are slightly difficult to find. The suspension is not outstanding, only the greater weight of the Corsair (engine weight is up by 70 lb.) damping out some of the up and down ride of the Cortina, and the car lurches on sharp corners. The bad-road, back-seat ride, is abominable.

I missed that lidded oddments-stowage well between the seats which is so useful on the Cortina GT; the heater control quadrant in the centre of the facia looks uninspiring and the levers functioned stiffly. But it is satisfactory that the opening quarter-lights of the Cortina have been replaced in the Corsair by fixed glasses, which is as it should be with Ford's excellent Aeroflow ventilation system, which works admirably with all windows closed. Its controls are more conveniently located, on the facia, than those of a Cortina.

The clutch is heavy and the throttle connections such that a smooth start was difficult to achieve, while I was not enamoured of a fuel gauge which read empty when some three gallons remained in the tank, so that the overall range of 228 miles was reduced to nearer 158 miles for those who feel anxiety when the gauge reads zero. The fuel filler is beneath the spring-loaded rear number-plate, so that refueling from a can requires three hands and pump attendants have to make a separate trip, after replacing the hose, to secure the filler cap.

The neat dials of the Cortina GT include an ammeter and oil-pressure gauge, which are lacking in the 1.7-litre Corsair and I prefer the knob-tuned Ford radio of the former to the press-button radio with which the Corsair was equipped. A minor point is that the longer, tubular rails of the Corsair's external door handles are less easy to handle than the shorter ones of the Cortina.

The Corsair is, of course, the smarter car, but personally I

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The new Ford V4 engine has plenty of space to itself in the Corsair. The battery is notably accessible but the dip-stick deeply buried.

Stainless Steel

EARLIER this year I had cause to comment on a stainless steel exhaust pipe extrusion, for covering up the unsightly rusty ends that protrude from the rear of a lot of cars, and I suggested that stainless steel silencers were badly needed. It was not long before I heard from a firm in Scotland who are agents for a stainless steel silencing system patented in New Zealand, while one or two readers also sent me news of this firm, Stainless Steel Silencers, Ltd., of Ayr, who are specialists in stainless steel pipework.

Anyone who works on cars or motorcycles must appreciate the benefits of stainless steel, and it can be used for all manner of things other than exhaust systems. It is gradually coming into use in production cars more and more, starting on simple things like wiper arms windscreen surrounds and window trim, and Vauxhall, B.M.C., Rootes and Ford all use it for small items, while Rover use it pretty extensively on the 2000 model.

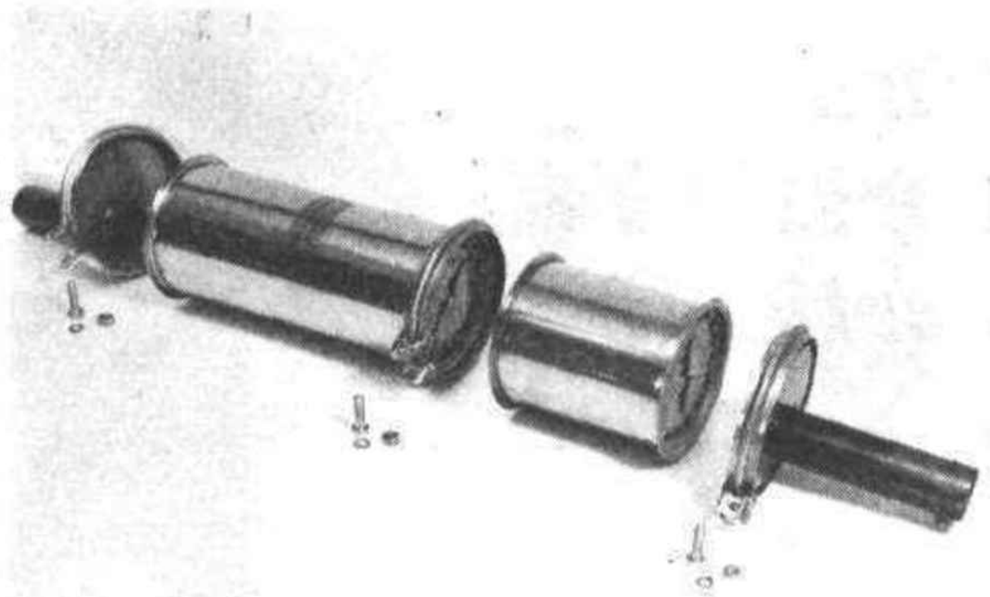
It is interesting that the Vincent Motorcycle Owners' Club have long been organising the making of exhaust pipes and handlebars in stainless steel for their big-twin machines, which have been out of production for many years, and their next move is to get stainless steel silencers made at an economical price. The question of price is the big drawback at the moment, but with wider use in all manner of industries, especially dairy farming household goods and breweries among other things, it is becoming a more economic proposition, and its use in the automobile world is increasing rapidly. Recently one motorcycle manufacturer changed over to the use of stainless steel for mudguards, which are formed on a press, and other things will obviously follow, such as wheel rims, headlamp nacelles and so on, which together with the wider use of aluminium for levers, chaincases, wheel hubs, back plates, etc., should eventually result in a motorcycle more suited to our rusty atmosphere.

The use of stainless steel in the car world has unlimited possibilities and there are signs that engineers and designers are fitting it into their new designs where economically possible. Rolls-Royce use stainless steel silencers and until other manufacturers follow suit the Multifit Stainless Steel Silencer might interest owners who intend to keep their car for more than the life of the original exhaust system. Those people who buy a car, keep it warm and dry, and use for less than 10,000 miles a year are hardly likely to be interested, but anyone who does 30,000 miles or more a year, and uses their car all day and every day, might well be interested in paying more money for a silencer that will last an unlimited time, instead of buying a replacement standard item that they already know will last only a limited time.

It was this question of replacing rusty silencers with standard replacements, already showing signs of rust if not stored properly in the agents' stores, that prompted a New Zealander to design the Multifit, with the idea of it being adaptable to all makes of car. While doing this he incorporated a new system of adjustable baffles, so that the silencer could be "tuned" for any condition the customer wanted; that is, silence, economy, power output, noise and so on.

The silencer is a basic unit, these units being capable of being joined together, depending on the engine to be silenced. A small car might make do with one "unit," while a big one could have three "units" joined together. These units are made in lengths of 5 in., 9 in. and 12 in., so a combination should be available for any condition. The inlet and outlet pipes lead into mild steel pipe-ends, purely for practical reasons, as the average garage mechanic probably cannot weld stainless steel, and it might be desirable to weld the silencer to a tail-pipe, rather than having a clip joint. The inlet and outlet pipes are mounted eccentrically in the end plates to facilitate mating up with a variety of exhaust systems. Special assemblies are available for unusual exhaust systems, such as the Volkswagen, but naturally cost rather a lot; the average simple silencer system could be replaced for about three times the cost of a standard mild steel silencer, the short life of which would already be known. In the Multifit system the perforated baffles can easily be opened or closed by hand, to vary the back-pressure and noise suppression, and as the "units," or barrels, are merely expansion chambers, the whole silencer is very much lighter in weight than the average affair full of baffles, tubes or absorption material.

Stainless Steel Silencers, Ltd., of Park Street, Ayr, Scotland, are the sole licensees for this interesting product, which appears to be well thought out and well made, but time alone will tell how it stands up to mechanical wear and tear. Being made of chromium-nickel stainless steel there will be no corrosion problems, either from internal condensation or outside water, salt, mud and other ingredients that make up British road surfaces during the winter months.—D. S. J.



MULTIFIT.—This view of the Multifit silencer system made in stainless steel shows a 9-in. and 5-in. barrel layout before assembly. The grooved locking rings joining the barrels are designed to ensure tight leakproof connections.

KYLAMI 9 HOURS, JOHANNESBURG (Nov. 6th)

A number of private European entrants went out to S. Africa for the 9-hour race on the Kylami circuit, and the event proved to be a good battle between David Piper, in his Ferrari 365 P2 that he had new for the Guards Trophy last August, and Peter Sutcliffe in his first race with his newly acquired Ford GT40. Piper was ably partnered by Attwood and Sutcliffe by Ireland, and both cars had troubles, the Ferrari damaging water pipes when Piper left the road, and the Ford suffering from failing oil-pressure and a collapsing wire-wheel. Just when the Ford looked like winning Sutcliffe slowed right down, due to the collapsing wheel, and Attwood surged past to win in the last laps.

Results :

1st : D. Piper/R. Attwood (Ferrari 365 P2).
2nd : P. Sutcliffe/I. Ireland (Ford GT40).
3rd : J. Epstein/P. Hawkins (Ferrari 275LM).
4th : M. de Udy/P. de Klerk (Porsche 904 GTS).

THE G.M.W.

The Guild of Motoring Writers held its 21st Anniversary Banquet at the Dorchester, with Sir Patrick Hennessy, Sir William Lyons and the Minister of Transport amongst the important guests. The A.G.M. and Annual Dinner takes place at the R.A.C. on December 17th. This year, too, the G.M.W. issued its first Year Book, with the generous co-operation of H. R. Hill and J. Oldaker of the Motor Agents' Association. The Guild developed from the Circle of Motoring Writers which was formed in 1944 and after a year membership stood at 16—it is now well over 250. The oldest member is St. J. Cousins Nixon, who is an active writer at the age of 80. The President is the Duke of Richmond & Gordon.

FORD CORSAIR/CORTINA COMPARISON—

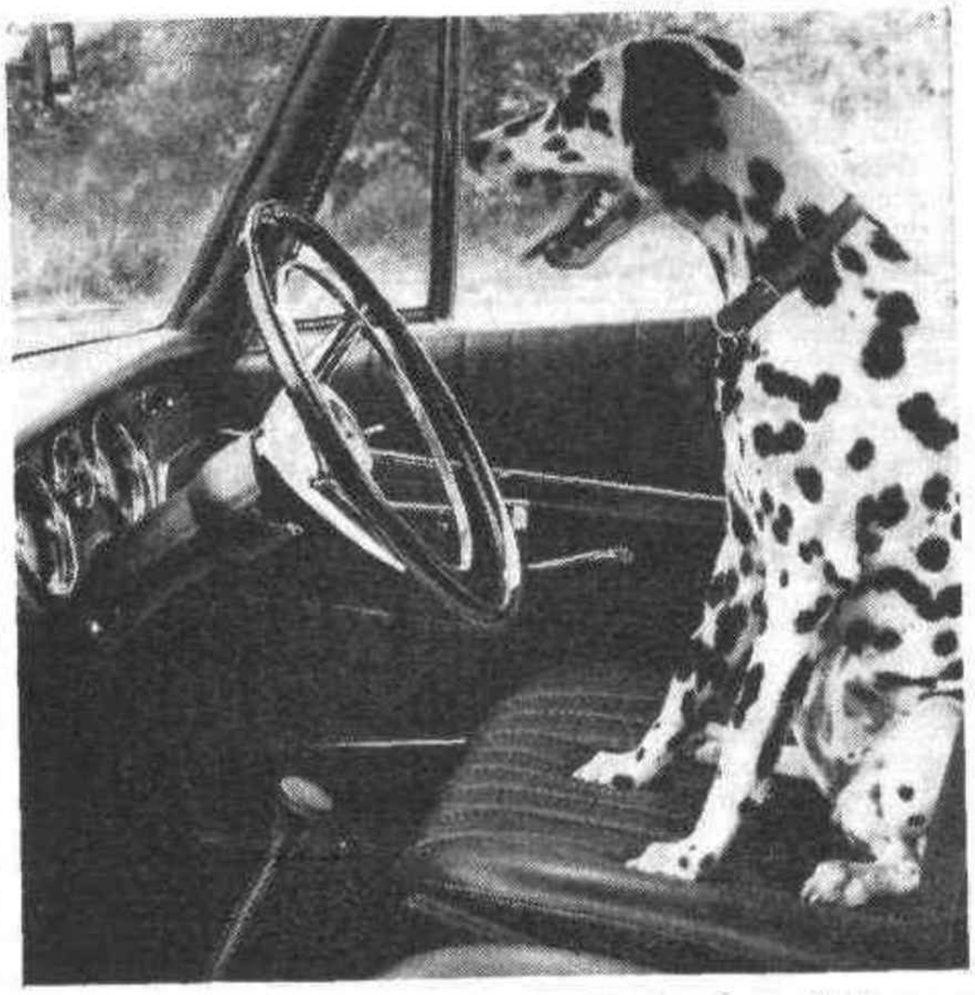
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would prefer to have a Cortina GT (£783), one of which has recently served me for 4,000 miles without an iota of trouble, and save £2. But the 2-litre Corsair GT may well be a very different proposition, and I think the new vee configuration of Ford's latest engines will work out well, with time for development, because at the smaller throttle-openings this 1.7-litre version was impressively smooth and the torque was such that very useful top-gear pick-up was there for Mr. Disinterested who so seldom changes down. Finally, the Cortina GT I have been using just goes on and on without failing, in the traditional Ford manner. Primarily, Dagenham sells dependable transport.—W. B.

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On The New Grand Prix Formula

NEXT month the new F.I.A. Formula One for Grand Prix racing comes into being, it having been announced just two years ago, in December 1963, that this would happen. It is pretty safe to say that no new cars will be ready on this date, though numerous projects will be well under way by then. Although the South African Grand Prix on January 1st is being run to the new Formula One rules, it is not a race of great importance, so no one is very worried about not being ready by then, and any European entries that take part will be using " interim " cars. In May 1966 the first races in Europe for the new Formula One are scheduled to take place, and those designers who are well advanced with their plans must obviously have the month of May as their target date.

The Formula that finishes this year, which has seen the development of the unsupercharged 1½-litre engine, was announced in 1958, to take effect from 1961, and, with the exception of Ferrari, most of the constructors wasted a lot of time trying to get the rules altered to suit themselves. Between December 1963 and this month the same thing has been going on as regards the new Formula, and a number of people have been wasting their time and efforts, for right back through the history of motor racing the F.I.A. have made rules and invariably stuck to them, so I cannot see why Grand Prix car constructors waste so much time on talking once a new Formula has been announced. This time it was B.R.M. who did not join the protestations, but got on with the job, and if they reap a harvest during 1966, just as Ferrari did in 1961, then they deserve it. It seems that the F.I.A. can never please everyone, for in 1958 there were cries of " too small," when a limit of 1½-litres was put on engine size, and in 1963 when it was announced that unsupercharged engines could be 3-litres, there were cries from two sides saying " too big " and " not big enough." The B.R.M. designers said little, and got on with the business of investigating designs for a 3-litre engine.

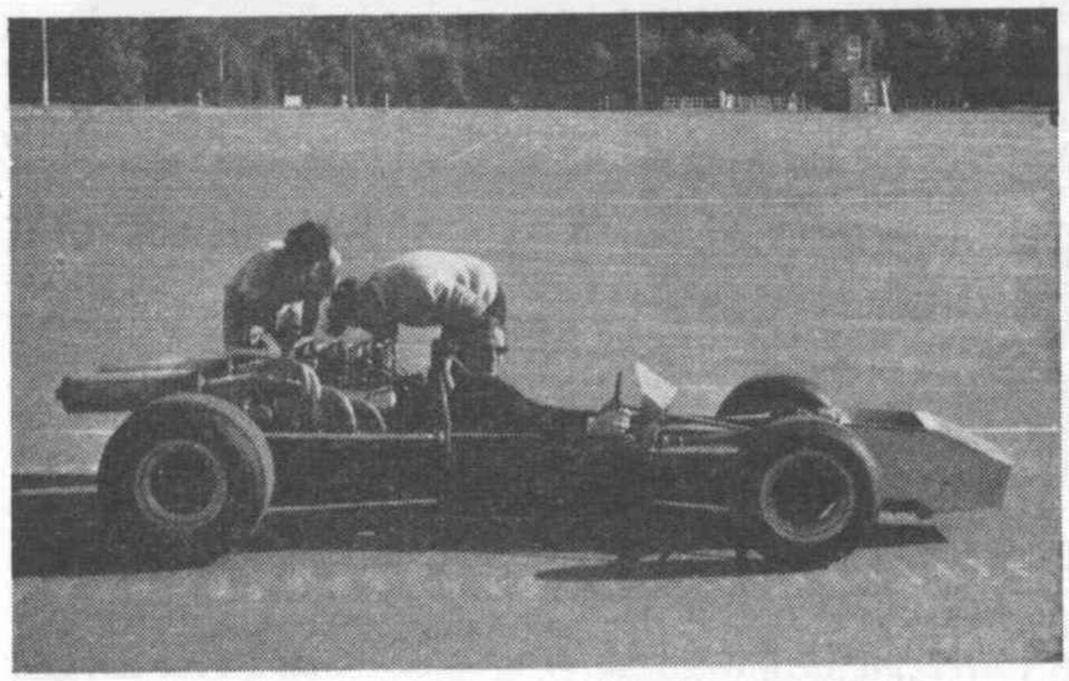
The new Formula puts a limit of 3-litres on unsupercharged engines and 1½-litres on supercharged engines, and the whole object of this new Formula was to produce a crop of " new thinking," before the present Formula got stale. It was not meant for people to go on racing obsolete designs, yet knowledgeable writers immediately suggested supercharging the present 1½-litre engines, and others visualised cars using two of the existing unsupercharged 1½-litres. It is worth looking back over the past few years at the development under the 1½-litre Formula, and try to imagine a 1961 Cooper or Lotus with 4-cylinder Coventry-Climax engine on a starting grid at any of the 1965 Grand Prix races. It would have been pathetic to say the least, and yet in 1958 it was what a lot of people envisaged as a 1961-65 Grand Prix car. Once the designers and constructors got on with the job the technical progress in Formula One went ahead steadily during the years 1962-65. So assuming that they are now getting on with the job as regards the new Formula, then it is interesting to imagine the progress between 1965 and 1968. There is no reason to suppose that the rate of development is going to slow up during the next few years; in fact it might well speed up if the research and development resources enlarge, as well they might, so that a supercharged 1½-litre or unsupercharged 3-litre engine in 1968 should provide interesting racing. The first year of the passing Formula was not over stimulating both as regards racing itself and technical interest, but no one will deny that the past two years have been first class. It seems pretty certain that 1966 is not going to be an exciting year of Grand Prix racing, but it could be an interesting year, so we must be patient and view the coming season purely as an overture to better things.

Unfortunately, British race organisers have been either selfish, or short-sighted, or even panic-stricken, and with the exception of the B.R.D.C. they have dropped all interest in Formula One racing. The R.A.C. are running the British Grand Prix to the new Formula, for the simple reason that if they did not there would not be a British Grand Prix, but this is the only definite Formula One race on the British Calendar. The B.R.D.C. have a tentative race scheduled for their May meeting at Silverstone, but they have already made sounds of having a Formula Two race instead. This apparent lack of interest by organisers seems very short-sighted to me, for if they don't hold races, then how are our Grand Prix teams going to get their new designs tried and tested before the Grandes Epreuves are held in other countries? I cannot help feeling that in 1967 or 1968 when the new Grand Prix cars are really going, and providing interesting racing, then some of these organisers are going to be falling over each other to try and organise Formula One races. It would serve them right if the car constructors boycotted their meetings, or the R.A.C. refused to issue them permits. All this smacks of " band-wagon jumping " and " money-grabbing " coming before the interest of the Sport. There have been feeble excuses about no cars being ready, and not wanting to organise a race for a handful of unfinished designs, but think what would have happened if in the past all the organisers had taken this attitude. There have been slow periods before now, with as few as five cars on the starting grid, but organisers swallowed hard and hoped for a better future. We have recently been enjoying that better future, with over-subscribed starting grids and 100,000 crowds, so I feel that the Grand Prix teams deserve better encouragement than one Formula One race in Britain in 1966, with the possibility of one more.

The immediate future is also in the hands of the paying spectators, and they must realise that new cars and new engines cannot be made overnight, nor can new teams get themselves on their feet in a few meetings, so that patience is called for during 1966. If the racing is not as exciting or interesting as in 1965, then we must be tolerant and bear with the " actors " until 1967 or even 1968. I have no doubt that news writers will trot out short-sighted and unimaginative headlines after the first Formula One race, with such things as " New Formula a Flop," or " Why didn't we keep the old Formula?" and what sickens me is that a lot of this sort of thing will come from within our own ranks, in papers and magazines that are supposed to have the interest of the Sport at heart. You don't need to be clairvoyant, or even an engineer, to know that the 1966 Monaco Grand Prix is not going to be as exciting as the 1965 race, but let us be thankful that there is a 1966 Monaco Grand Prix. If motor racing was to fold up overnight the journalists on the daily newspapers would not worry, for after a day or two of splash headlines, they would turn to something else to fill their pages, but papers and magazines that are specialising in motor racing would be in a sorry state and a lot of us that have motor racing at heart would be out of work. Yet, in spite of this, there are those amongst us who will decry something for the sake of a headline, without a thought for the future. During 1966 everyone, organisers, teams, press and spectators, have got to be tolerant and patient, and work for the future, not the present. It could be that I am being pessimistic, and that the coming season of Grand Prix racing will be full and exciting, but, knowing how long it takes to (*a*) get a project under way, (*b*) get the project completed, and (*c*) get the project actually working, I think I am being prepared.

As to what we can expect to see on the starting grids next season the picture is full of potential and time alone will tell what is to be successful. The first thing to realise is that very few people give up Grand Prix racing voluntarily once they are in it; they will struggle and fight to stay in the game as long as possible. Just because " so and so " has not got a car or an engine, is no reason to suppose that he is going to abandon Grand Prix racing. Always remember that Grand Prix racing is a full-time job for all concerned, and that if anyone leaves the game they are going to have to look for other employment, and that is not always easy to find.

At the moment it would seem that B.R.M. are the most advanced and in the surest position for the future, for they are building new engines and cars that should set the pace technically, if not in actual racing, although with Graham Hill and Jackie Stewart as team drivers it is difficult to see them anywhere but up at the front. B.R.M. have quite rightly always adhered to the Ferrari principle that the engine is the heart of any racing car, and they have designed a 16-cylinder engine with the cylinders disposed in H-form, but with the H lying on its side. In other words, the layout is like two flat-8-cylinders lying one on top of the other, each group of eight cylinders having its own crankshaft and they are geared together. This layout results in a very short engine, but also a very flat and wide one, and just how this power unit is fitted into the chassis depends on the chassis designer. By the time these words are in print the first of these new power units should be undergoing bench testing, so that it is safe to assume that B.R.M. will be on the starting grids in May 1966. As their racing department is well organised and fully working, there is no reason to suppose that they will be delayed, providing the basic design work was done correctly.



ON TEST.—The prototype McLaren single-seater being tested in chassis form fitted with a 4½-litre Oldsmobile sports engine. The long nose is due to smooth ducting from the radiator.

In a similar situation is the Ferrari team, for like B.R.M. the Italian firm has a self-contained racing department, but unlike B.R.M. they are not engaged solely on Grand Prix racing. It has long been a thorn in the side of Ferrari works drivers that the Maranello concern puts more effort into long-distance racing than Grand Prix racing during the first six months of any year, so that it is August before a Grand Prix Ferrari really becomes competitive. The reasons for this are that the F.I.A. Calendar arranges all the long-distance events in the first half of the year, and that from a business point of view winning at Sebring, Nurburgring or Le Mans is all-important to the Ferrari directors. If Enzo Ferrari had his own way he would probably only run a Grand Prix team, and drop sports cars, prototypes, GT cars and such like, but he has fellow directors who have an eye on production, sales and profits. The 1966 Calendar has the same layout as in the past, so we are fairly safe in assuming that the Ferrari racing department are even now hard at work on long-distance Prototypes, rather than Grand Prix cars. However, Enzo has said that he will be entering two cars for the Monaco Grand Prix on May 22nd, but as yet he has not said what they will be. A reasonable guess for an " interim " car, until there is time for new thinking, would be a single-seater version of his 1965 Prototype. The Le Mans cars were closely allied to Grand Prix cars as regards chassis design, and the 3.3-litre V12-cylinder engine with four overhead camshafts, was a pure racing engine, so that a 3-litre version would be simple to build. Just as the V6-cylinder Ferrari formed the team's mainstay in 1961, the idea having been born in 1958, it is reasonable to suppose that a four-cam V12-cylinder will form the beginnings of the new Formula car. In 1958, or even in 1961, nobody could envisage the flat-12-cylinder engine that reached finality in 1965, so what sort of a power unit the Ferrari engineers will design for 1968 is anyone's guess at the moment. One thing is certain, and that is that Ferrari will not be stuck for want of an engine. The Ferrari team suffered a severe blow when John Surtees crashed in his Lola sports car in Canada and put himself out of racing for some months, and it seems doubtful if he will be fit for the beginning of the 1966 season, in which case Lorenzo Bandini will have to lead the Ferrari team, with someone like Ludovico Scarfiotti as number two. Everyone hopes that Surtees will be fit by next May, but even so he is not going to return to top form immediately, especially against other drivers who have been racing all the winter, so that this will be a bit of a handicap to the Ferrari team at the opening of the season.

Like the B.R.M. and Ferrari teams, the Honda team are also self-contained, and have the advantage of being almost unapproachable, so that they can get on with the job undisturbed. That they are getting on with the job is obvious, for they did not enter Grand Prix racing on a short-term policy of two years, and just as they were choosy about where they raced in 1965 we can assume the same will hold good in 1966, so it is unlikely that they will appear at Monaco, but they could well be making the Belgian Grand Prix at Spa their aim. With Ginther's 1965 performances culminating in victory in Mexico his position as team leader should be assured, but whether Bucknum stays as number two remains to be seen; it could well be that they will run only one car to begin with, until it has proved itself. There are all sorts of rumours flying around as regards the number of cylinders the 3-litre Honda will have, though no one has started a rumour that they are thinking of a supercharged 1½-litre, but what is certain is that there will be many cylinders. The development work in their racing motorcycle engine department must obviously give a lead to the lines of thought, and their latest 125-c.c. racing engine has five cylinders (yes, five cylinders for a 125-c.c. engine). Anything is possible it would seem.

Now we come to the " special builders " or teams that are not self-contained with their own design departments, foundries, machine shops and so on, and who have to depend on outside firms for the supply of major components. The most successful among these is undoubtedly Team Lotus, who have designed and assembled a Championship winning car with the aid of Coventry-Climax supplying engines, and ZF of Germany supplying gearboxes. When Coventry-Climax announced that they were ending their support of Grand Prix racing, in order to concentrate on more important things for themselves, there was a crisis in Team Lotus, for the best Lotus in the world is useless without an engine. As a stop-gap measure Colin Chapman has said he will buy engines from B.R.M., as their new 16-cylinder is to be made available to others than themselves, but this move is not satisfactory to Team Lotus as B.R.M. are one of their chief rivals. After much negotiation it has now been settled that Ford of Great Britain are to support Team Lotus, and what this amounts to is the supply of money, knowledge and facilities. The firm of Cosworth Engineering have long been associated with Lotus, doing engine development work on 4-cylinder projects, and the Formula Two Cosworth 1,000-c.c. engine has been highly successful. Chapman has felt for a long time that the man to design a Grand Prix engine for him was Keith Duckworth, the " worth " of Cosworth, while as a development man Mike Costin, the " Cos " of Cosworth, is not only an ex-Lotus employee, but an old friend. The Cosworth firm is not very large, and could not undertake to design and build a Grand Prix engine on their own, while the cost could not be borne by Lotus, even though they were prepared to put up a certain amount of money. The Ford Motor Company have agreed to finance research and development on racing engines to the tune of £100,000, and they have commissioned Cosworth to do this work, putting all the Ford facilities of engineering as well as Ford research departments at their disposal. The first move will be to continue Formula Two development and design during 1966, and if the association works smoothly, to progress to a Formula One engine for 1967. Cosworth have been doing development work on 4-cylinder Ford engines for many years, and the racing single overhead camshaft SCA Formula Two unit was designed around a Ford engine. Lotus and Team Lotus connections with Ford have many ramifications, and ultimately this new Ford-Cosworth tie-up will design and build Formula One engines for Team Lotus. At first the development programme on Formula Two engines will continue and these engines will be available to other constructors, but by 1967 the Formula One workings of this combine will be solely for Team Lotus. While an arrangement like this could well work out it can never be as satisfactory as a self-contained racing department such as B.R.M., Ferrari or Honda, though it can be as successful. What form the new Cosworth engine will take is not yet known, and whether it ever gets built will depend on the development work on Formula Two that is done during 1966, so that the future of Team Lotus is rather undecided, apart from a doubtful coming season with " stop-gap " cars, and good prospects for 1967, all of which is less encouraging than a team that is at this moment assembling their first 3-litre engine, or supercharged 1½-litre engine. This Lotus-Cosworth-Ford tie-up is strictly Great Britain, and not to be confused with the Lotus-Ford Indianapolis projects which stem from Dearborn (U.S.A.). At one time we could refer to the British branch of Ford as Ford (Dagenham), but they are spreading to other parts of the country so fast that this no longer rings true, so perhaps the nearest would be Ford (Essex). The Lotus team will be led as usual by Jim Clark, the 1963 and 1965 World Champion driver, and he will have Mike Spence as his number two, although Peter Arundell may well rejoin the team if winter tests of driving show him to have regained his full form after his long recuperation from his accident at Reims in 1964.

The Cooper team have had a thin time during the past season or two, and have suffered from no direct control of engine development, using Coventry-Climax engines and having to get their engines from that firm as ordinary customers. Now Cooper have entered into a new arrangement that might well lead to success once more for the Surbiton firm. By various roundabout ways a close connection has been formed between Cooper and Maserati, the basic idea being that Cooper build the chassis and run the team, and Maserati supply the engines and do the engine development work, for it is one thing to have an engine and a very different

thing to develop it. This tie-up has come about through Jonathan Sieff, who owns Chipstead Motors, who are Maserati Concessionaires in Great Britain. This firm recently bought up the Cooper team, purely on the financial side, John Cooper and the Surbiton works still carrying on as before, but the Maserati connections opened the door to the Modena firm, who need no encouragement where racing is concerned. Since the Maserati firm stopped racing, for financial reasons, they have kept abreast of all racing development and have even carried on engine development work, building and testing a 1½-litre V12-cylinder engine for the past Formula, in the hope that one day they could go racing again. Realising that they must sell cars if the firm is to continue, they had to put aside racing activity and concentrate on production, but whenever there was a spare moment, or a customer was prepared to finance a racing project, they have been working on racing cars. Various sports cars, Le Mans cars and so on have appeared since the works team closed down, and there has never been any lack of enthusiasm in the Modena works. The tie-up with Cooper has great possibilities for Maserati know a lot about engines and can build and develop them, having all the necessary facilities, while Cooper are well versed in the operating and running of a modern Grand Prix team. As a starting point Maserati have dusted off a 3-litre V12-cylinder engine that they designed in 1957 and had just got working when they were forced to give up Grand Prix racing. It has been raced in the past in a sports car but never received the development programme envisaged. Basically it is a very compact and advanced 3-litre unit that might well prove successful for the first season or two, and if the association of Cooper and Maserati works well and is sound financially, we can be assured that Guilio Alfieri and his designers will soon start thinking about newer and better 3-litre engines, or supercharged 1½-litre engines. The present Maserati power unit is a 60-degree vee unit, with two overhead camshafts to each bank of six cylinders, with the inlet ports down the centre of each head, between the camshafts. It has a bore and stroke of 70.4×64 mm and uses downdraught double-choke Weber carburetters, on which it has given 340 b.h.p. at 10,000 r.p.m., but already work is in progress on fuel-injection and improved ignition systems. Cooper are at work on a new chassis on monocoque principles having Tony Robinson, who was responsible for the B.R.P monocoque cars, working with them. Partnerships are always a little shaky but one thing is certain about the Cooper-Maserati team and that is that they should be ready for the opening of the season for Maserati are already well advanced on engine building. Apart from the works cars it seems likely that at least one of the Anglo-Italian " bastards " will appear under the Rob Walker team colours, and could well be an interesting project for other private teams, although at the moment the Parnell team are planning on a B.R.M./Lotus assemblage as their mainstay. The Cooper team are losing their number one driver, for Bruce McLaren is setting up his own Grand Prix team, as mentioned later, so for the moment the German driver Jochen Rindt will be leading the team, while Joseph Siffert, the Swiss driver, will be working for Rob Walker.

At the time of writing the Brabham team have made no definite statements about their future, except that they intend that there shall be a future, for Jack Brabham has too many financial interests in motor racing to give it all up. Like the Cooper team, Brabham is losing his number one driver, for Dan Gurney is also setting up his own racing team, so Dennis Hulme will take his place, but in what sort of cars is not yet certain. Of interest is the new V8 engine built by Repco in Australia, and designed by Phil Irving, who was responsible for the 1,000-c.c. Vincent motorcycle among other things, and as Jack Brabham has close connections with Repco this could well be where his future lies. Repco is a big Australian engineering concern that can design and make almost anything, given a lead, and Irving is a very competent designer with a lot of racing knowledge. This new V8-cylinder unit is a 2½-litre of comparatively simple layout, designed expressly for the Tasman Formula and to fit in with existing cars and transmissions. For this reason it has a single overhead camshaft to each bank of cylinders, in order that the overall dimensions of the power unit are kept small and will fit into the Brabham, Cooper or Lotus chassis already in Australia and New Zealand. Some of these units are due to be raced in the forthcoming season of Tasman races, in January and February, and it would not be surprising if a 3-litre version, with twin-cam heads, is not already under way. The Brabham team's plans are as yet undecided officially, though, knowing the shrewd Australian, I feel certain that he knows what he is up to and when the time is ripe he will tell us.

Fortunately for Grand Prix racing there is never a lack of people who would like to get involved in it, though money is the usual drawback, but over the years as one team gives up a new one comes in, and next year we are lucky in having two new teams appearing. These are both formulated by active drivers, Bruce McLaren and Dan Gurney, and are the results of logical progress on both their parts as they progressed with the business of being professional racing drivers. Bruce McLaren's entry into Grand Prix racing as a manufacturer comes as no surprise, for he has been gathering a strong team of technicians and mechanics around him whilst running the McLaren sports cars. Their approach to sports-car racing was such that it was obvious a long while ago that they had bigger things in mind, and next year we shall see the appearance of McLaren Grand Prix cars. The Bruce McLaren Motor Racing Team will be running two cars, driven by Bruce himself and Chris Amon, and the team are being backed by the B.P. petrol and oil company and the Firestone Tyre Company, the products of these firms naturally being used by the works cars. Already they are testing with a prototype single-seater car, which is the basis of their new Grand Prix car, and undoubtedly they learnt much from the building and racing of the McLaren sports cars. The single-seaters will be of monocoque construction, rear engined, and using proprietary gearboxes, and by next month Bruce McLaren hopes to be sufficiently advanced with his test programme to tell us more details about the engine he is using. At present he is doing chassis testing with a 4½-litre Oldsmobile V8 sports-car unit installed, which gives the performance he hopes to get from a racing 3-litre engine, and he and his young second driver are learning a lot about single-seaters with high power/weight ratios already. One thing is certain about the McLaren team and that is that they are all young and progressive and have their feet on the ground, which is one of the first requisites of success. Anyone who has watched the works McLaren-Oldsmobile sports car being operated at a meeting could not fail to have been impressed with the purposeful approach to motor racing of the whole team, which is a mixture of men from New Zealand, Australia, Great Britain and America.

The other new team is " All American Racers Inc." projected by Dan Gurney, who showed signs of this move when he entered sports cars in American races under this title, and also an Indianapolis entry. Dan Gurney is one of those Americans who could not possibly be mistaken for any other nationality, and would not want to be. Above all else he wants to race, and naturally would like to race American cars; he was not happy with Ferrari, mainly because of the language and temperament differences, was quite happy with B.R.M., and again with Porsche, while his association with Jack Brabham has only been marred by engine disappointments that were out of the hands of the Brabham team. Gurney must be one of the easiest racing drivers for a designer or constructor to get along with, for all he is interested in is going fast, he doesn't really care what shape the seat is or where the pedals are, as long as the thing will go. If a car is competitive Dan Gurney will compete with the best there is, but if the car won't go he will tell you in no uncertain manner, and it is not often that you can accuse him of not trying when driving. There are people who think that this urge to " go " is something of an obsession, and the reason why Gurney so often has mechanical troubles and breakages, but that is a matter of opinion. What is certain is that he is a big strong man, and a big strong driver, and he will use all the power you can give him. He formed All American Racers Incorporated a short while ago, and was clearly setting himself up with a racing organisation of mechanics and staff with a view to building his own cars. He has formed this company with Carroll Shelby, who is probably as shrewd and crafty as Enzo Ferrari when it comes to racing know-how, and they have employed Len Terry to design the chassis for them on the strength of Terry's work with Lotus on the Indianapolis cars. As regards the engine, they are associating with Harry Weslake down in Sussex, who has produced for them the design of a V12-cylinder engine. The whole project is far from stabilised at the moment, but their hopes are to have at least one car for Gurney to race at Monaco in May 1966. The ultimate aim is to run two cars, with another American driver in the second one. The construction of the cars is based in California, but once under way the team will no doubt set up a headquarters in Europe, for both Gurney and Shelby have enough knowledge of European racing to know all the problems. This team is one of the biggest unknown problems for the future, for while Weslake has done a lot of consultant work on detail design, and on basic research, this is his first essay in a complete racing power unit to a given Formula, and Terry is tackling his first major project on his own. With Gurney and Shelby in control there won't be any time wasted,

Continued on page 1075

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CONTINENTAL NOTES

LAST month mention was made of Porsche setting up International records in Class E (1,500-2,000 c.c.) over the standing-start ¼-mile, this distance now being officially recognised by the F.I.A. Being the first to do this their times also counted as World Records for this distance. Hardly had the dust settled at Hockenheim, than Carlo Abarth was out at Monza with a Formula Two car fitted with a 2-litre sports/GT engine, and he improved on the Porsche times, thereby taking the Class E records and at the same time annexing the World Record. Attacking International records tends to be a complicated and costly affair, with F.I.A. timekeepers, measurers, stewards and so on, and runs have to be made in two directions within an hour of each other, and then the engine has to be stripped for measurement, so that it is not a project that can be easily tackled by a private-owner. It must surely be a matter of time and convenience before an American Drag Racer has an official go, and then the World Record for the standing-start ¼-mile will be in its rightful place, with a time around 7.75 sec. The Abarth 2-litre times were :

Class E — s.s. ¼-mile .. 11.550 sec.
s.s. 500 metres .. 13.370 sec.

At the same time Abarth set up new records for the International Class G (750-1,100 c.c.) with a similar car fitted with a 1,000-c.c. twin-camshaft Abarth engine. The times were :

Class G — s.s. ¼-mile .. 13.62 sec.
s.s. 500 metres .. 15.38 sec.

Abarth drivers also broke s.s. kilometre records in Classes E and G as follows :

Class E — s.s. kilometre .. 22.21 sec.—C. Abarth
Class G — s.s. kilometre .. 25.02 sec.—K. Steinmetz

and, using the Pininfarina Abarth streamliner with a 750-c.c. engine, M. Poltronieri established ¼-mile and 500-metre records as follows :

Class F — s.s. ¼-mile .. 15.25 sec.
s.s. 500 metres .. 17.15 sec.

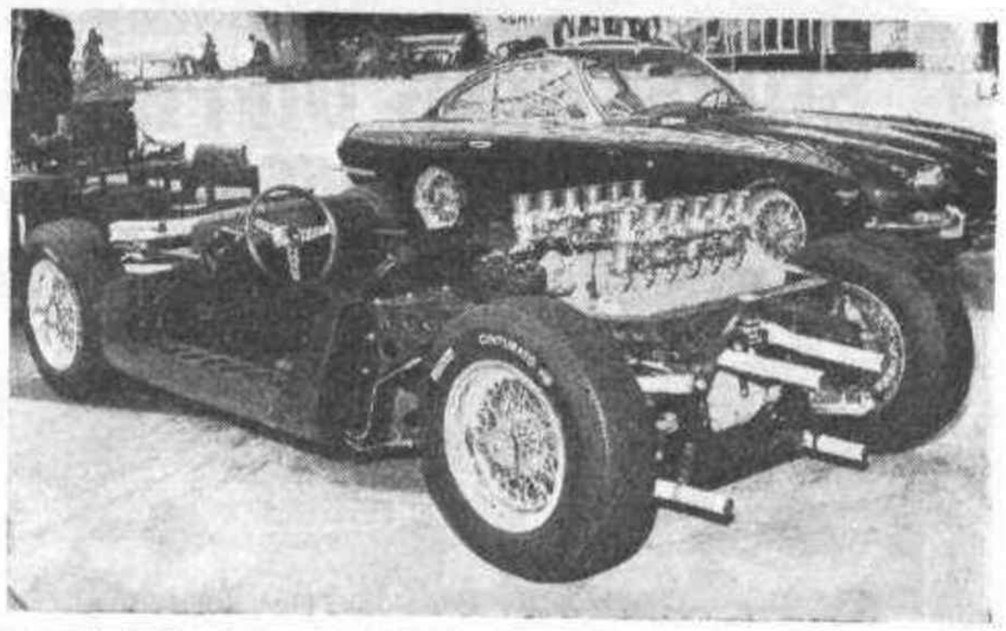
Before leaving the subject of acceleration records it is interesting to note that the World Record for the standing-start kilometre is still held by Mickey Thompson, with his supercharged Pontiac-engined streamlined Dragster, "Assault 1" with a time of 16.83 sec. It makes our top motorcycle times and the Brighton record look a bit sick, and he did this in 1960.

This interest by small factories in the ¼-mile records is good, and may well spark off some more serious attempts in the future.

* * *

One thing that I like about the Italian nation is its irresistible urge for competitions, and as long as I have been conscious of the Italian sporting world, as regards the internal combustion engine, they have been prepared to compete or race with anything on wheels. You can meet apparently staid Italians who show no interest in motor racing, but as soon as someone starts up a Ferrari, they are in the crowd of admirers who gather round to listen. This passion for racing was one of the fascinations of the Mille Miglia races, especially during practice, which had to be done on the open roads, amongst the everyday traffic. Anywhere round the course you could see Italians almost three feet off the ground with excitement as a racing 2-seater sports car (with two people in it, I might add!) took a corner in a full-lock slide with spinning wheels and snarling open exhausts. If you had occasion to stop at all then the car would disappear under a wildly enthusiastic mob.

A typical Italian is Ferruccio Lamborghini, the tractor manufacturer, whose car-building firm is now well under way and progressing in leaps and bounds. Lamborghini will tell you that he is not interested in motor racing and that he just likes good, fast cars, but you cannot go to Monza or Monte Carlo at Grand Prix time without meeting him. Consequently it comes as no surprise to hear that the Lamborghini firm have built a sports/GT racing Prototype, and by all accounts it is more than interesting. The design of the engine follows the principles of the production 350 GT, in being a V12-cylinder with four overhead camshafts and inlet ports down the centre of each cylinder head, but this prototype unit is arranged transversely in the back of the car, and is in unit with the gearbox and final drive. It has a bore and stroke of 82 × 62 mm., giving a capacity of 3,927 c.c., and aims to produce 420 b.h.p. at 8,000 r.p.m. Known as the 400 TP (4-litre, Transversale, Posteriore), this new Prototype looks most intriguing



COMPACT.—The 400 T.P. Lamborghini chassis on show at Turin. The V12-cylinder engine, transversely mounted at the rear, is topped by four triple-choke downdraught Weber carburetters. The chassis frame is fabricated from sheet steel.

and should enliven the scene next season.

This type of transverse layout is not new, but this must be the biggest yet attempted, and it started in 1956, as far as I can recall, with the Type 251 Bugatti, that ill-fated 2½-litre straight-eight-cylinder car that Trintignant drove at Reims. Maserati followed the trend with their 1½-litre V12 unit that never got further than the test-bed in Modena, and Honda continued the process into the Grand Prix world. Now Lamborghini has started the idea for sports-prototype racing, so it will be interesting to see how it works out. One big advantage that this layout has is that all rotating parts are going in the same direction, the crankshaft being across the chassis frame and straight gears can take the drive to the clutch, gearbox, and final drive gears, obviating any bevel drives or right-angle turns in the line of the power from crankshaft to road wheels.

* * *

While U.S.A.C. track racing has little connection with Grand Prix racing, or European-type racing, apart from *our* World Champion winning *their* major track event, the Indianapolis 500-Mile Race, the U.S.A.C. scene has this year experienced a similar situation to the Grand Prix scene. Throughout the Grand Prix season the newcomer Jackie Stewart has made more than a name for himself, in Formula One races with a works B.R.M.; he has upset a lot of standards and produced near-panic among many seasoned drivers. Over in America young Mario Andretti, an Italian immigrant living in Pennsylvania, has won the United States Auto Club Racing Championship, ahead of such great names as McElreath, Foyt, Branson, McCluskey, Unser, Parnelli-Jones and Ruby. At his first attempt at Indianapolis Andretti finished third, in the Dean Van Line Special, a Brabham-based rear-engined Ford V8-powered car, and from the beginning of practice he was setting a good pace, with a qualifying speed of 158.898 m.p.h., only Foyt, Clark and Gurney being ahead of him. After Indianapolis, Andretti competed in all the major U.S.A.C. races and scored one first, five seconds, two thirds, two fourths, and one sixth place, which together with his Indianapolis third place gave him an unbeatable championship win on points.

Andretti has been racing in America for a number of years, in midgets, stock-cars and suchlike, but 1965 was his first season of big-time American racing. His father moved from Trieste to America in 1955, when Mario was 15, and at the time it was European Grand Prix racing that fascinated him, principally because the cars were single-seaters, and when he first saw American track racing with really big and powerful single-seaters, his interest was caught immediately, and 1965 has been his great year.

* * *

The 1961-65 Formula One for Grand Prix racing certainly ended on a high note, with Richie Ginther winning the Mexican Grand Prix in a Honda (reported elsewhere in this issue), and while we have got used to the idea of American drivers winning Grand Prix races, for Phil Hill was the 1961 World Champion, the idea of a Japanese-designed and built Grand Prix car winning is something that is outstanding. It was no hollow victory, by all accounts, with Ginther being left in the lead because other drivers had retired, for he led from the first corner and would seem to have had command of the race no matter who challenged him.

Continued on page 1075

Books for Christmas

"Riley—The Production and Competition History of the Pre-1939 Riley Motor Cars," by Dr. A. T. Birmingham. 248 pp. 10 in. × 6¾ in. (*G. T. Foulis & Co. Ltd.*, 1-5, *Portpool Lane, London, E.C.1.* 45s.)

In recent months some outstanding one-make histories have become available which should provide intensely interesting reading for historically-minded readers as well as representing, as such books are primarily intended to do, invaluable reference works—Frazer Nash, Bull-Nose Morris, and now Riley.

Whereas the first two titles are published in a series of uniform size and style by Macdonald, the Riley history is published by G. T. Foulis. It is a somewhat smaller book than the other two and it is unfortunate that the many excellent illustrations, many of them of Riley racing and competition activities, are reproduced by what looks like a photo-litho process, which has removed any crispness the original prints possessed. That grumble disposed of, however, nothing but praise is to be bestowed on this comprehensive book. Dr. Birmingham is the Honorary Historian to the active and far-reaching, if self-effacing, Riley Register and he has written this long-overdue book with the help of research conducted over the last ten years and the assistance of various Riley experts such as David Walters, onetime Editor of the *Riley Register Bulletin* and Arnold Farrar, Hon. Sec. of the Riley Motor Club.

The book covers Riley history from the formation of the Company and the advent of its first motor vehicle, a Royal Riley Quadricycle of 1899 to the sad day for true Riley advocates when Nuffield took over. The chapters divide the account neatly, by dealing with the early bicycles, motorcycles and tricars, the vee-twin cars and the short-lived 17/30 h.p. Riley of 1913, the well-loved 10.8 h.p. side-valve Rileys of the Post-Armistice period, the later 11/40 and famous o.h.v. Riley Nine prototype, the 12-h.p. s.v. and early 9 h.p. models, the "Plus," "Plus Ultra" Nines and the 6-cylinder 14/6, while the closing chapters deal with the development of the 9 h.p. and 6-cylinder cars, the many Riley competition successes, the advent of the 12/4 and, finally, of the V8, the Big Four and the first Nuffield models.

Dr. Birmingham gives plenty of detailed description of the important Riley models and he includes most if not all of the make's racing successes, including Brooklands' activities from the side-valve cars raced by Gillow and Ashby, to Freddie Dixon's "Red Mongrel" and other famous Brooklands and T.T. Rileys onwards. Naturally, the competition successes, so numerous were they, have had to be somewhat compressed, while there is the impression that, detailed and comprehensive as this book is, a lot of the material has emanated from bound volumes of *The Autocar* and other motor journals, personal interviews with old Riley personalities, etc., having been ignored. There are no specification and other appendices, as in the Macdonald books, nor are Riley Register members and their cars listed—there is, perhaps, some excuse for this, because such lists soon become out of date.

This book, nevertheless, is splendidly comprehensive, puts the diverse and complicated Riley models in clear perspective, even to minor body and mechanical changes down the years, and it is very adequately illustrated with 250 rather flat illustrations. Line drawings of Riley badges, etc., are a worthwhile inclusion.

It is particularly interesting to be reminded that Riley pioneered the mechanically-closed inlet valve and that another of Percy Riley's innovations was valve overlap. The Riley detachable wire wheel, the Wilson pre-selector and Salerni transmission systems used on later Riley models, the marine versions of Riley engines, all are dealt with in this excellent history.

We can imagine that those Riley enthusiasts who receive this book for Christmas will be lost to non-motoring activities for most of the holiday, while those who may be prompted by Dr. Birmingham's story to become owners of pre-Nuffield Coventry Rileys and join the Riley Register can take heart from the knowledge that this worthy organisation, like the Singer O.C., seems to have effectively resisted the absurdly high prices asked for old cars in other club magazines.—W. B.

"Memories of Men and Motor Cars," by S. C. H. Davis. 274 pp. 10⅝ in. × 8¼ in. (*Seeley, Service & Co. Ltd.*, 196, *Shaftesbury Avenue, London, W.C.2.* 42s.)

"Sammy" Davis requires no introduction as a motoring writer—he was for years Sports Editor of *The Autocar*, one of the Bentley boys of Le Mans fame, a real racing driver who replied to one's youthful letters addressed to the Iliffe weekly, a reader-service lacking today.

Davis has written many books, and one feels he was at a bit of a loss to know how to do something different for this publisher. What he has done is to unfold the mechanical development of the motor car, in picture, diagram and text, from what he terms the "neolithic" age to the present day, enlivening what could have been a dull and repetitive work with anecdotes drawn from his own long competition and journalistic career.

In a way the book is disjointed, inasmuch as lengthy descriptions are applied to individual pieces of mechanism, such as the Panhard and Daimler engine-speed governor of 1896, the Benz surface carburetter and the Léon-Bollée control lever, while later cars get much less attention. There are long chapters about the tests, trials and rallies of 1906-1938, racing in the early days, the tanks and specialised vehicles of the Second World War, and motoring in foreign parts, these merely whetting the appetite for a full-length biography from Davis' pen, mentioning by make all the cars he has driven on road-test and in competition.

As I have said, a rather disjointed book, with plenty of illustrations, many of which, like some of the anecdotes, have been used before. It is therefore a rather expensive book but S. C. H. D.'s admirers may decide that it's worth it.—W. B.

"German High-Performance Cars—1894-1965," by Jerrold Sloniger and Hans-Heinrich von Fersen. 264 pp. 9¾ in. × 6¾ in. (*B. T. Batsford Ltd.*, 4, *Fitzhardinge Street, London, W.1.* 50s.)

The German Motor Industry, from Volkswagen to Mercedes-Benz, has never been in a stronger position than it is today. It may be that German cars of the vintage era seem rather dull but overall some very significant and interesting designs have emerged from German factories. Apart from the great motor racing achievements of Mercedes-Benz and Auto-Union in the mid-thirties and of Daimler-Benz after the war, some not-to-be-disregarded high-performance sporting cars were evolved for the Prince Henry and Kaiserpreis Trials prior to the Kaiser War and, of course, Mercedes dominated the last French Grand Prix to be run, at Lyons, on the eve of the outbreak of hostilities. In the late-thirties D.K.W. and Adler pioneered production front-wheel-drive cars and the greatly-respected 328 B.M.W. appeared, sold in this country as the Frazer Nash-B.M.W. by the Aldington brothers.

This typically Batsford history, with copious support of good pictures and many line drawings, the latter including many chassis and engine diagrams, sets out to unravel the cars of the German Motor Industry over more than 70 years. Written by a well-known motoring writer and a German motor historian, it provides a well-written history of an incredible number of the faster cars from Aero to Zündapp.

The market for such a book will probably be distinctly limited but it fills a gap for the serious students of automobile history and the collection of unique (at all events in this country) photographs goes a considerable way towards justifying the high price.—W. B.

"The Ford Book of Competition Motoring," edited by Jim Clark and Alan Brinton. 107 pp. 9¼ in. × 6½ in. (*Stanley Paul & Co.*, 178-202, *Great Portland Street, London, W.1.* 15s.)

This book, nicely presented and adequately illustrated with pictures which are by no manner of means a Ford monopoly, provides, in addition to colour-plates of Clark in Lotus F.2, Indianapolis Lotus-Ford and Ford Lotus-Cortina saloon, up-to-date essays on various aspects of modern competition motoring—Walkerley on history (the exception, and superficial), Clark on his racing career, Sprinzel on rallying, Alan Mann on team management, Moss on the racing driver's technique, Sir John Whitmore on saloon-car racing, Brinton on the great drivers of past and present, McLaren on Le Mans, Blunsden on race organisation, Jenkinson on drag strips and speed bowls, Geoff Newman on trials, Ken Chambers on endurance runs, and Pomeroy on the future G.P. formula.

This one would make a very acceptable Christmas present and could hardly have been produced at the price had not Ford decided to back it, further proof of their interest in competition motoring.—W. B.

"International Rallying," by Stuart Turner. 142 pp. 9¼ in. × 7⅝ in. (*G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1. 25s.*)

A book about rallying by Stuart Turner is bound to be enjoyable, because from his experience as a driver, navigator, reporter and as Competition Manager to B.M.C. since 1961, he knows all the answers and his dry sense of humour makes his writing well worth reading whether or not you intend to become a rally competitor.

Turner's first book concerned itself with rallies in this country. He has now given us a compact but highly informative book about the tougher task of International rallying. Driving, navigating ("the hot seat"), preparation of the rally car, managing a team, an analysis of the important rallies, such as the Monte Carlo Rally, etc.—it is all there, good experienced advice delightfully presented, with examples of regulations, pace-notes, etc. The illustrations are well suited to the book, and very definitely are not a B.M.C. monopoly, and that showing six varieties of studded tyres is particularly interesting.

The chapter on "How to Become a Works Rally Driver" will be of great value to those at whom it is directed. It commences with the three types of letter a Competition Manager is likely to receive from would-be professionals and then goes on to explain the procedure that may, if the would-be professional is sufficiently determined, lead to him (or her) taking part in the Tulip as his (or her) first International. To encourage him (or her) Turner tells us how Timo Makinen, Donald and Erle Morley, Paddy Hopkirk, Roger Clark and Vic Elford broke into the Sport. Highly recommended!—W. B.

"*Motor* **Road-Tests, 1965 Series,"** 297 pp. 11½ in. × 8⅛ in., soft covers. (*Temple Press Books, George Newnes Ltd., Tower House, Southampton Street, London, W.C.2. 21s.*)

Now here is a moderately priced publication so full of reading matter and tabulated data that it will take more than Christmas Day to digest it. These extremely useful reference books, consisting of reprints of *Motor's* comprehensive road-test reports, are well known, and are irresistible to enthusiasts, besides being required reading for anyone contemplating purchase of a car. This volume, which contains some advertising, covers 50 cars, from the utility devices to quick stuff like the Aston Martin DB5, Ford Mustang and Jaguar E-type, as well as sporting and sports machinery such as the Fiat 2300S, Lotus Elan, Mercedes-Benz 230SL, Marcos 1800, M.G.-M.G.-B, Mini-Cooper 1275S and Sunbeam Alpine IV and Tiger. Interesting tests are those relating to the N.S.U. Wankel Spider, Wartburg, Gilbern GT, Chevrolet Impala, etc.

Fastest car of the 50 is the Jaguar E-type, the 4,235 c.c. version, which did exactly 150 m.p.h., followed by the Aston Martin DB5 with 148.2 m.p.h. from 3,995 c.c. Economy-wise, best performance was the 37.9 m.p.g. returned by the Austin Mini Countryman, with second best showing the 37.0 m.p.g. of the Renault 4L Estate car—if these seem poor figures, remember that *Motor* does prolonged performance testing during an overall test *and* corrects odometer optimism. As to acceleration, the Jaguar E-type was quickest over a s.s. ¼-mile, in 14.9 sec., while the Ford Mustang took 15.2 sec.

The amount of invaluable data contained in this publication and the sheer weight of reading matter make it a fine investment at a guinea.—W. B.

"*Autocar* **Road Tests—Autumn 1965,"** 152 pp. 11⅜ in. × 8⅜ in. soft covers. (*London Iliffe Books Ltd., Dorset House, Stamford Street, London, S.E.1. 9s. 6d.*)

Those who want the sort of information contained in the publication reviewed above, but who wish to pay less, will find that this *Autocar* road-test volume fills their requirements admirably. Twenty-five road-test reports are included, again with some advertising matter, and almost all of them are concerned with interesting high-performance cars, from Saab Sport to Jaguar E-type in 4.2-litre form.

Naturally, the Jaguar E-type is both the fastest and most accelerative of the cars tested during the autumn period, being timed at 153 m.p.h. and 15.1 sec. over a s.s. ¼-mile. Most economical of the cars tested was the Mercedes-Benz 190D, which gave 32.2 m.p.g. overall of heavy oil; best of the electric-ignition cars in this respect was the Fiat 1500, with 26.8 m.p.g. Interesting cars included in this book are the Alvis 3-litre Series III, B.M.W. 1800TI, Chevrolet Chevelle Malibu, Ford Executive Zodiac, Jensen C-V8, Lancia Flaminia coupé 3B, Lancia Flavia Zagato Sport and Sunbeam Tiger 260.—W. B.

"The Focke-Wulf 190—A Famous German Fighter," by Heinz J. Nowarra. 212 pp. 11¼ in. × 9¾ in. (*Harleyford Publications Ltd., Letchworth, Hertfordshire. 60s.*)

This is another of those very detailed, lavishly illustrated, Harleyford Aviation Histories, painstakingly compiled as usual and commencing with a history of Focke-Wulf from 1909 onwards before launching into the story of the famous 190 fighter aircraft.

The book is illustrated with tone paintings by W. F. Hepworth, M.S.I.A., drawings based on the original draughtsmanship of R. Haufschild and U. Warzecha, and colour paintings by H. Löbner. The fighting record of the Focke-Wulf 190 is covered and some of the photographs of crashed aircraft, including the one which came down in Berlin with the burned-out ruins of the German "Houses of Parliament" in the background, are unique, the engines used in the 190 are fully written-up and the amount of fascinating detail included is quite remarkable, except to those who know the previous eleven volumes in the eagerly-awaited Harleyford series. (These are listed in an illustrated catalogue available free by sending your name and address on a postcard to the publisher's address above, mentioning MOTOR SPORT.)

The three-view drawings and splendid colour pictures of all the 190 variants will be of lasting joy to model makers and aviation historians. Harleyford have done it again!—W. B.

"Radio Control Manual," compiled by Henry J. Nicholls, B.SC. and F.S.M.A.E., and Tony Dowdeswell. 158 pp. 8¾ in. × 5⅝ in. (*Model Aeronautical Press Ltd., 13-35, Bridge Street, Hemel Hempstead, Herts. 16s.*)

We make no apology for including this non-motoring title, because many of our readers are keen model makers and few could resist, surely, scale model radio-controlled aeroplanes of any period—pioneer, First World War, vintage, Second World War or modern—which look right, take off, do aerobatics and land, by remote radio control. For example, as depicted on the book's colour dust-jacket, you (or, at least, Robert Carlisle of Nebraska, U.S.A.) can build a scale D.H.2 of 5 ft. span, weighing 7½ lb., which actually fires rockets from its wings, or fly (or David Walker can) a scale Avro Shackleton M.R.3 powered by four, yes *four*, 0.19 cu. in. K. & B. engines.

This fascinating book reviews past progress, discusses the various radio-control systems, surveys r/c engines, airframes, control kits, the year's contests and the top modeller's aeroplanes, etc., and includes useful plans of successful scale and non-scale r/c models.—W. B.

"Simple Electric Car Racing," by Vic Smeed. 104 pp. 7½ in. × 5 in. (*Model Aeronautical Press Ltd., 13-35, Bridge Street, Hemel Hempstead, Herts. 10s. 6d.*)

Vic Smeed needs no introduction to the growing band of those who enjoy model car racing. This little book of his provides information on every conceivable aspect of this popular pastime, with illustrations to guide novice and expert alike through the pitfalls that trip those building and racing miniature cars. It is really excellent value and should be read by every serious participant on the slot tracks. The chapter on track construction is especially useful.—W. B.

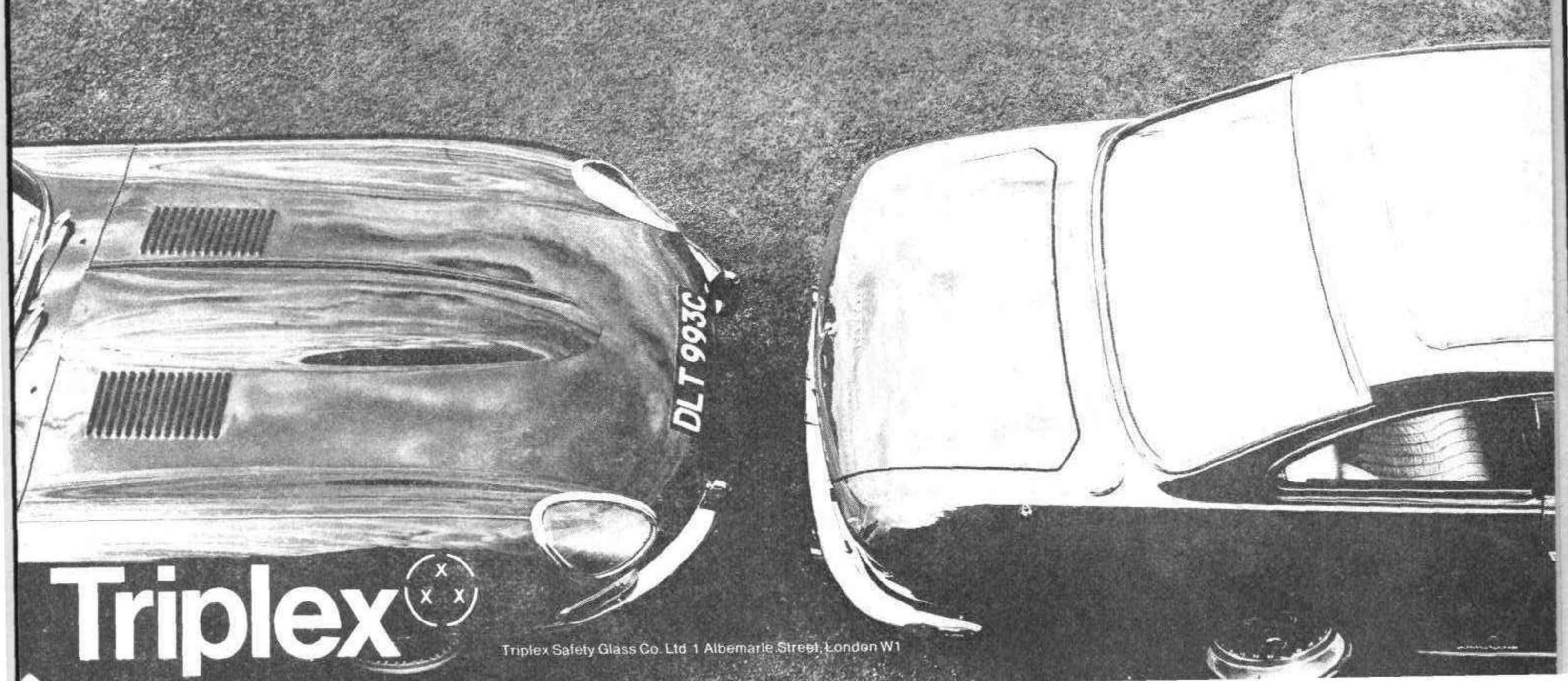
"Veteran and Vintage Aircraft of the World," by Leslie Hunt. 79 pp. 7¼ in. × 4⅛ in., soft covers. (*L. Hunt, 90, Woodside, Leigh-on-Sea, Essex. 5s.—All funds to go to Trueloves School for physically handicapped boys at Ingatestone, Essex.*)

This remarkable little book, written to benefit a deserving charity, sets out to list all known vintage and veteran aircraft. The author is liberal in his interpretation of age, and includes aeroplanes of the last war, as well as earlier machines. While some quite well-known vintage light aeroplanes may have escaped, what is listed is quite fantastic and I had no idea so many Spitfires are now intact. Checking on a Spitfire 5 and a Vampire TII which I see when I drive from Hampshire to Radnorshire, both are there, which was a good start.

The collections at Old Warden, the Science Museum, the Imperial War Museum, "Skyfame," the ONERA Research Establishment in Paris, the Chicago Museum of Science and Industry, etc., etc., are included and it seems almost impossible to catch the author out. For instance, when I saw my eldest daughter off to Miami in the "Queen Mary" I paid a respectful visit to the Supermarine S6B racing seaplane—and, sure enough, there it is listed on page 20. And did you realise that a Lancaster 7 is to go on display at Silverstone? (p. 19).

A most useful little book, this, for those who like historic aeroplanes. It is well illustrated and firmly recommended.—W. B.

Vision goes electric: Rear Windows now - windscreens to follow - misting no problem - snow and ice - no problem either
Right: Ferrari - standard equipment - Left: 'E' Type Coupe - optional as on all Jaguars and most other British makes - family cars included - Winter's on us - Write for details giving model:



"1966 Almanack of Sport," Edited by Charles Harvey. 624 pp. 7¾ in. × 6½ in. (*Sampson Low, Marston & Co. Ltd., Potter Row, Gt. Missenden, Bucks.* 35*s.*)

This bulky book covers every conceivable sport, in three sections. The first section is a day-by-day calendar of next year's sporting events, including motorcycling and motor racing, although only eight of the latter are given and they include the Veteran Car Run! The second section contains pocket biographies of 400 sportsmen, and includes all the World Champion G.P. drivers. There is also a quiz about the Land Speed Record. The third section of this remarkable directory is devoted to an encyclopedia covering 80 different sports, with past results origins and history, venues and club addresses. From angling to motor racing the reader can browse, entertained by quizes, anecdotes, cartoons and pictures. The motor racing text entries were compiled by William Boddy but it is a pity the publishers have put in a picture of Alberto Ascari captioned as Louis Chiron. This unique bedside book involved 60 specialist contributors, who wrote between them a million words. It lists 7,800 fixtures for 1966 and 500 direction guides to major sports grounds. To introduce it Sampson Low gave a luncheon at the Waldorf Hotel last month, motor racing being represented by the Editor of MOTOR SPORT and his wife, who took as their guest Mrs. Kay Petre, who drove Bugatti, Austin, E.R.A., Riley and other racing cars at Brooklands and elsewhere before the war and lapped the Weybridge Track at 134¾ m.p.h. in the formidable 10½-litre V12 Delage.

"The Book of Bond," by William Tanner. 111 pp. 13½ in. × 11½ in. (*Jonathan Cape Ltd., 30, Bedford Square, London, W.C.1.* 12*s.* 6*d.*)

If you are a James Bond fan, this book for aspiring 007s will be essential Christmas reading, although it is perhaps significant that whereas all the works we have read in which Sherlock Holmes, who achieved as much for his country as Bond, single-handed, without the weight of the Secret Service behind him and using comparatively primitive weapons, have been in fairly serious vein, whereas this light-hearted Cape publication "takes the mickey" out of the now immortal 007.

This little book, with a reversible dust-jacket proclaiming it to be "The Bible—Revised To Be Read as Literature," a subtle piece of 007-ship, is included here because it contains a chapter on Bond's cars—how to modify a 1954 Bentley Continental or an Aston Martin DB3 so as to motor in the Bond image (the ejector seats of the latter are ignored, however). The 1930 blower-4½ Bentley convertible coupé is mentioned, of course, but we doubt if Auto-Union will thank Bond for remarking that Mercedes-Benz "*completely dominated* the Grand Prix scene from 1934-1939." (And he cannot spell Brauchitsch's name correctly !) Bond-girls are advised that a white Lancia Flaminia Zagato-Spyder convertible with Dunlop rally-studded tyres is their best bet, all 007-ists are warned against the misdemeanor of owning a Morris Minor, and if you only aspire to M-ship you will need an old black Rolls-Royce, Phantom or Silver Wraith. Amusing !—W. B.

"The Age of Motoring," by Pierre Dumont, Ronald Barker and Douglas B. Tubbs. 208 pp. 7⅛ in. × 5⅜ in. (*Edita S.A., 28, Boulevard de Grancy, Lausanne, Switzerland.* £7 7*s.*)

This very elaborate publication, handled here by Foulis, contains 189 colour and 120 black and white illustrations, lots of quotes from sources both rare and well known, mainly relating to the French motoring scene, and technical data on a great many cars of 1900-1939. It is a luxury illustrated anthology, but cannot be classed as essential reading. Excellent for those who can afford to buy every motoring book published, I would advise the less affluent to spend the equivalent on several of the serious motoring histories or one-make books.—W. B.

"A Toy for the Lion," by T. R. Nicholson. 139 pp. 8¾ in. × 5¾ in. (*William Kimber, 46, Wilton Place, London, S.W.1.* 25*s.*)

Tim Nicholson is at his best describing pioneering runs by pioneer automobilists in early motor cars across truly adventurous terrain. His previous books on this theme, "Adventurer's Road," "The Trail Blazers" and "Five Roads to Danger" are well known. This latest work concerns the efforts of Bede Bentley to drive from England 3,000 miles to Ethiopia, in a 1907 18-h.p. 4-cylinder Siddeley (designed by A. A. Remington) at about the time a German, Herr Arnold Holtz, was attempting the same journey in a 35-h.p. Nacke.

The preparations for this remarkable journey and the subsequent trials which the intrepid crew had to endure constitute entertaining reading, and studying history at Oxford has obviously fitted the author for the task he has set himself, the background of the countries and personalities involved, and particularly of Menelik II, Emperor of Ethiopia, being very well sketched in. There are sufficient photographic illustrations to carry the text and the colourful dust-jacket makes this a very acceptable Christmas book.—W. B.

"Bristol in the 1890s."—We have commented previously on the motoring material in the Reece Winstone books about the early days of Bristol City. This latest title is mainly concerned, transportwise, with horse-trams, but one picture depicts three very early cars, one of which is a 4-h.p. tiller-steered Daimler brake, driven by A. E. Johnson, on the occasion of a trip organised by the Bristol Motor Co. in 1898, and there are also pictures of the same gentleman at the upright steering control of an 1899 3½-h.p. Progress voiturette and with an 1896 1¼-h.p. Beeston motor tricycle, said to be the first in Bristol. Mr. Johnson was, apparently, the first person to drive a car from Bristol to London, in 1898. The book is obtainable from 23, Hyland Grove, Bristol 9, for 15s. 6d. post free.

* * *

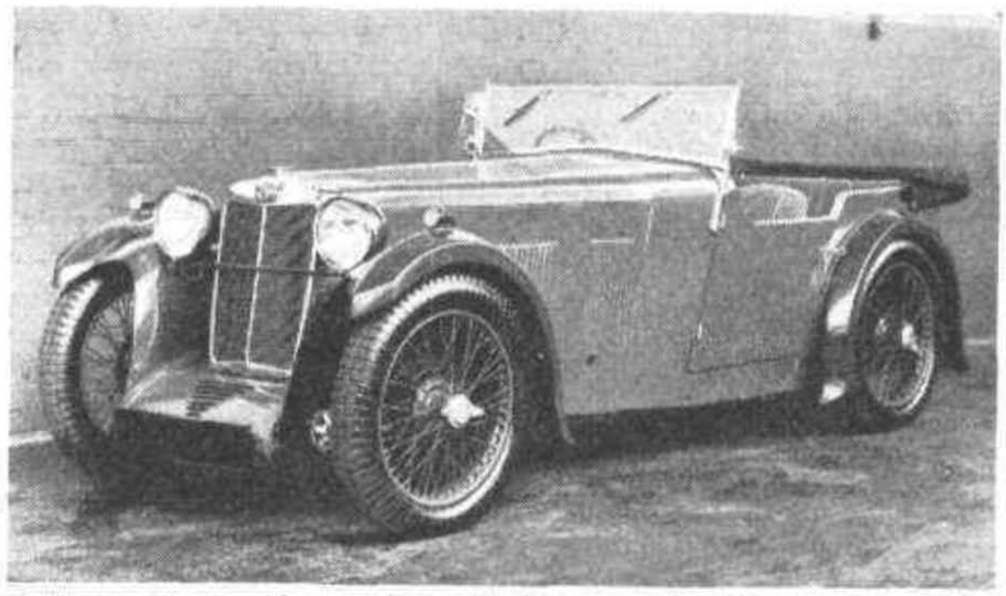
Those motorists who want to be thoroughly conversant with every aspect of the British Isles, will find absolutely everything they desire, and much they probably never expected to find, in the "*Reader's Digest* Complete Atlas of the British Isles." This fine publication, with data on every conceivable subject, fine relief maps, and masses of colour illustrations, has inspired a Foreword by Admiral of the Fleet, the Earl Mountbatten of Burma, K.G. It is available from the Reader's Digest Association of London, and represents a really fine, Christmas gift, at £3 18s. 6d. post free.

CARS IN BOOKS

I SUPPOSE "Motor Tramp" by John Heygate (Cape, 1935) really comes under the heading of a "Belated Book Review" rather than "Cars in Books" because it is a motoring book in its own right. I remember seeing it reviewed when it was first published and I was a callow young motoring writer, but a copy escaped me until a reader of MOTOR SPORT very kindly filled this gap in my bulging library.

I am extremely glad he did so, because "Motor Tramp" is an altogether charming book, although difficult to write about, for it is a travel book by someone who obviously loved his car, and motoring even more so, yet who isn't quite a motoring enthusiast as most of us understand this term—a knowledgeable motorist, yet not, perhaps, with quite our kind of approach to motor cars.

Heygate's account starts when he drives out of the Abingdon-on-Thames factory in a new M.G. Magna 4-seater (Reg. No. CG 1425, in case it is still alive). The running-in process was carefully accomplished, obeying the instruction on the windscreen not to exceed 40 m.p.h. for 1,000 miles. During that time the M.G. was housed in a London garage "between an arrogant American limousine and a Daimler hearse." The running-in process took the owner on various odd errands, with great enjoyment—"Sometimes I drove with a flat windscreen through England in summer and the sharp perfumes rushed at my nostrils. Half-an-hour after the drive the concentrated smells of Staines'



An M.G. F-type Magna of the kind featured in "Motor Tramp" by John Heygate—see above

(Photo by courtesy of Morris Motors

linoleum factories and Hartford Bridge heather and tar and sweet flowers and castrol all came to life in turn as I sat in a house afterwards." [Well, you can still smell the Staines linoleum, but the war put paid to most of the Hartford Bridge heather. But I still use the oil the author refers to with a lower-case "c." We may avoid sinus by having fixed windscreens but we miss much pleasure.—ED.].

After the M.G. was run-in there were tours in France and Germany, sleeping in the car, mild adventures in Berlin in the just-before-the-war years, holidays in Austria and Italy with, as travelling companion, a chance friend met *en route*, all of which are the subject of subsequent chapters, written by one who, if he cannot be counted the Antoine de Saint Exupéry of motoring, writes one of the best travel books I have ever read.

Because all this strenuous touring and holidaying was undertaken in the years immediately preceding the Second World War it makes a particularly interesting study today for students of history, recounting as it does the dislike of the Italians by the Austrians, the rumblings of Fascism, the *Red Eagle*, the anti-Dollfus paper, the glimpses of Nazi armies training and on the move. . . .

There is a great deal of excellent motoring and sporting material in "Motor Tramp," such as the first experience of double-declutching, hurling the low-hung M.G. up the Dolomites in winter, splendid descriptions of ski-ing, while the car, its radiator muff unfurled, lived in a barn off the Albergo di Passo (on another occasion it spent its time in the hall of a *gasthaus* in a then-empty village above Zillertal). It returned to Abingdon for repairs, the body being insecure on the chassis, the steering odd and oil consumption excessive, after 20,000 miles of Continental touring, Heygate being shown the racing department while he waited.

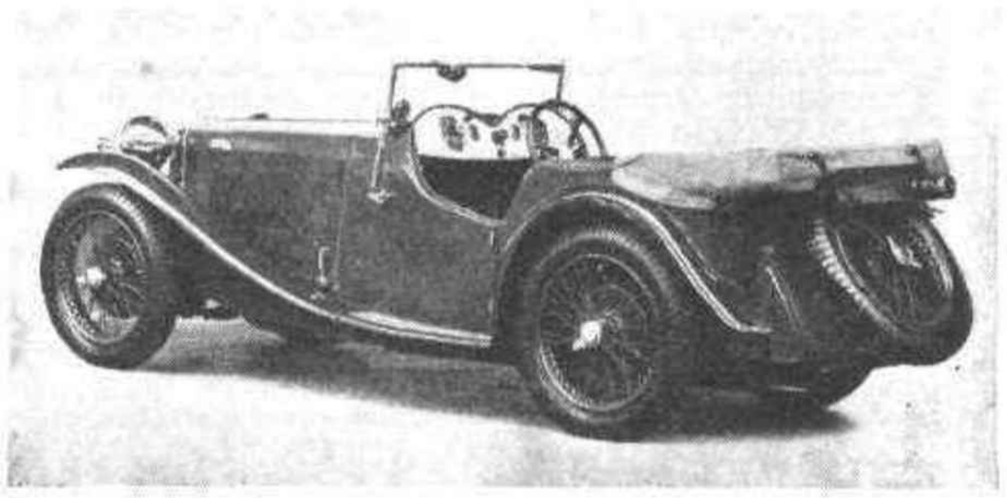
Driving home, the old London Road and toll-house, put out of commission when the Oxford By-pass was built, was discovered by accident—little more than a grass-grown lane. Can you still motor along it, I wonder, as Heygate and his M.G. did, after mounting the footpath and diving into the blackberry bushes?

There are fascinating accounts of drives in pre-war England, a hint of embryo parking problems in St. James's Square, discourses on passengers, including a hitch-hiking Cadet from Sandhurst when the Military Academy was then the R.M.C. After 6,000 miles in England, the M.G. went on another visit to the Continent, across the battlefields of the 1914/18 war, into swastika-flying Germany, and on through Salzburg and Linz to Prague.

This remarkable book, which even includes some unexpectedly sexy interludes, ends with an encounter, high up in the snows of the Stelvio, with a speed hill-climb—"One after another, at irregular intervals, they roared under our feet and came over the summit, swung into narrowing spaces in the park ground and braked. The drivers climbed out and strolled over to the timing box. Whether they hurtled over the summit in long red Alfa Romeos, or rushed with the quiet swishing of the Lancia motors or the harsh staccato Maseratis or sat up at the wheel of the noisy little Balillas, whatever their car or horse-power the drivers displayed the same calm self-control, the same self-conscious dignity."

The author himself tells of his exciting ascent of the Stelvio—"It had none of the thrill of racing, which I have never known; but there was pride in a perfect corner and gear change and up-swinging into the straight again. . . ." He found it necessary to hang onto 2nd gear between the hairpins, 3rd being too high and the gears widely spaced—"I kept my eyes on the hairpin numbers, which were now in single figures, and on the needle of the oil calometer, which was turning towards danger"—but the M.G. effectively vanquished the 8,970 feet and 48 hairpins of Europe's highest motor road. Its corners were different from those "of the wonderful Grossglockner Pass, lately opened, which would be taken in a long skid on loose asphalt without easing the pedal."

The M.G. found the Avus open to the public on payment of 1s. and covered the 5½-mile straight from Berlin to the west in five minutes, covered 500 miles of frozen European roads in two days, got into trouble for skidding and knocking down a signpost in Austria, excited motoring enthusiasts in accident-prone Berlin —"Six cylinder, two carburettors, twelve horses, 1,270 c.c., 110 to 120 k.p.h., four gears *and* reverse" Heygate would explain—and met a more recent M.G. on the Stelvio. It is a splendid tale, splendidly recounted, illustrated by intimate snapshots obviously taken by the author himself and printed a bit blurred on the text pages. It is also a little sad, remembering the people in those countries so soon to be occupied by Hitler's storm-troopers and their incredulity at seeing an English sports car and English cigarettes in tins. . . .—W. B.



John Heygate, author of the pre-war book "Motor Tramp," was obviously a keen M.G. owner. Did he, we wonder, replace the F-type Magna which features in his book with a 1,087-c.c. L-type Magna like the one illustrated above? One of the illustrations in the book suggests that he may have done so.

THE NEW G.P. FORMULA—continued from page 1068

and there certainly won't be any time wasted on Board Meetings. At the moment news comes from England that the car will be called a Gurney-Weslake, and from America that it will be called the Eagle.

Summing up, it would seem that B.R.M. are in the strongest position for the immediate future, with Ferrari a good second. Honda are as always an unknown quantity, but we can be assured that they are not motor racing for amusement. Lotus look like having a thin time of it in the first year of the new Formula, while Cooper might well be very competitive, but the Brabham team can hardly hope to provide very serious opposition. The two new teams, of McLaren and Gurney, will provide plenty of interest, and of the two McLaren is not only further advanced but would seem to have the best potential. Grand Prix racing has never been the happy hunting ground for the private-owner, and it was never meant to be, he only coming into the picture when the factory and professional teams fall by the wayside, and the new Formula racing would hardly seem to provide much opportunity for the private-owner, apart from the professional ones like Rob Walker and Tim Parnell. With the probability of sixteen factory entries for the major events the future looks promising, but we must not be surprised or disappointed if a lot of them take more than the first season to find their feet. If 1966 proves to be a doldrum in Grand Prix racing we must be patient, we have survived doldrums before and we can do it again.—D. S. J.

CONTINENTAL NOTES—continued from page 1070

Had there been the usual three-two-three starting grid line-up, Ginther would have been on the front row, having made third fastest practice lap behind Clark and Gurney—those two have just been mentioned as being on the front row of Indianapolis!

It was not the first time the Honda had taken the lead at the start of a race, but in the past it has never been able to keep up the pressure, due to engine maladies, but it would seem that they got over the problems in Mexico. This resounding victory should give them great encouragement for the new Formula One starting next month, and it should also keep alive the myth and mystic beloved by newshounds that the Honda Empire, with its myriad of technicians and workers is better than a group of bright lads at Bourne or Cheshunt. Honda have done remarkable things and to win a major Grand Prix event in their second season of racing must be some sort of record, especially when you recall how many years B.R.M., Lotus and Cooper floundered about before getting into winning form, and how many years of competition they had before they were regarded seriously in Grand Prix racing. In only their second season Honda started to make their presence felt, and now at the end of that season they have achieved victory. This should make our British Grand Prix constructors try all the harder, and what must Enzo Ferrari be thinking about it all.

D. S. J.

AMERICAN "FIRSTS"

IT takes a very astute historian to decide which cars came out first with innovations which subsequently became popular. We congratulate *Motor Trend* for publishing a list of "firsts" so far as the American automobile industry is concerned. With due and respectful acknowledgement we summarise their findings below, in the hope that some of our more erudite readers will be able to append the European equivalents. *Motor Trend's* list reads :—

Air conditioning : Packard—optional on 1938 models.
Alligator bonnet : Disregarding early cars, Lincoln in 1935 for the following year's Zephyr.
All-steel body : On a steam car, Eastman, in 1901. Otherwise, Budd body on a 1911 Hupmobile, afterwards mass-produced in 1914 by Dodge.
All-metal body : Marmon, in 1902, using alloy castings.
Automatic roof-light : On custom bodies in the 'twenties. General Motors first for catalogue cars, in 1937.
Automatic transmission : Centrifugal clutch, Sturtevant, 1904; Hydraulic epicyclic, Stilson, 1907; Electro-magnetic, Columbia, 1912; full automatic, Reo, 1934; modern Hydra-Matic, Oldsmobile, late 1938.
Reversing lamp : Wills Ste. Clair, in 1921.
Ball-joints in i.f.s.: Lincoln, in 1952.
Coil ignition : Duryea, in 1893. Re-introduced by G.M. in 1910.
Air brakes : Sturtevant, in 1904.
Disc brakes : Chrysler Imperial, in 1949 (clutch type). Caliper-type—probably Crosley, in late 1940s.
Hydraulic F.W.B. : Developed by Lockheed in 1917, pioneered on a production car by Duesenberg, in 1920.
Mechanical F.W.B. : Aland, in 1916.
Internal-expanding brake : Duryea, in 1898. Marmon, in 1902.
Servo brakes : Sturtevant, in 1904 (pneumatic). Northern, in 1907. Pierce-Arrow, in 1928 (vacuum-servo).
Self-adjusting brakes : Studebaker, in 1946.
Thermostatic carburetter control : Cadillac, in 1922.
Downdraught carburation : Chrysler, in 1929.
Automatic choke : Oldsmobile, in 1932.
Four-choke carburetter : Buick, in 1941.
Air cleaner : Rickenbaker, in 1922.
Chromium-plating : Oldsmobile, in 1925.
Concealed spare tyre : Pathfinder, in 1916—taken up by Hudson and Cadillac in 1933.
Detachable head : Duryea, in 1893. On mass-produced cars, Ford, in 1907
Defroster vents : Chrysler, in 1936.
Detachable rim : Christie, in 1904.
Differential : Duryea, in 1893.
Limited-slip differential : Studebaker, in 1956.
Hypoid back axle : Packard, in 1926.
Direction indicators : Buick, in 1938.
Eight-cylinder engine : In-line, Winton, 1903; V8, Coyote, 1906.
Monobloc engine : King, in 1896.
Fibreglass body : Kaiser and Chevrolet, in 1953.
Fluid coupling : Chrysler, in 1938.
Foot dipper : G.M. cars, in 1926 (cribbed from Rolls-Royce?).
Forced-feed lubrication : Marmon, in 1903.
Four-cylinder engine : Eric & Sturges and King, in 1896.
Free-wheel : Pierce-Arrow, in 1917; popularised by Studebaker in 1931
Front-wheel-drive : Pennington, in 1900.
Fuel ignition : Adams-Farwell, in 1910.
Fuel gauge on facia : Studebaker, in 1914.
Gas turbine : Plymouth, in 1954.
Horn-ring : Buick, in 1937.
Hydraulic tappets : Cadillac, late in 1929, for their V12 and V16 engines
Key-operated starter : Chrysler, in 1949.
Dipping lamps : G.M., in 1915.
Overdrive : Austin (American), in 1913, with 2-speed axle. Modern system pioneered by Chrysler/De Soto in 1934.
Overhead camshaft : Wilkinson, 1898.
Power steering : Cadillac, in 1954.
Rubber engine mounting : Nash, in 1922.
Safety glass : Stutz, in 1925 (wired glass for the Safety model). Laminated glass : Rickenbaker, in 1926. The Model-A Ford had a safety-glass screen in 1927 and by 1928 it was universal. It was first used for all windows by Chevrolet in 1940.
Electric starter : Cadillac, in 1912.
Starter button on facia : Hudson, in 1926.
Six-cylinder engine : Ford, in 1906.
Sixteen-cylinder engine : Cadillac, late in 1929 (452 cu. in., developing 165 b.h.p.).
Sleeve-valves : Silent Knight, in 1906.
Manual spark advance : Packard, in 1901.
Automatic spark advance : Vacuum : Studebaker, in 1930. Combined vacuum and centrifugal : Chrysler, in 1931
Speedometer : Oldsmobile, in 1901 (a Jones).
Station wagon : Star (American), in 1923. All-steel version : Chevrolet in 1934.
Adjustable steering wheel : Centaur, in 1904 (tilting). For height : Cadillac, in 1915, Lincoln in 1920.
Pendant foot pedals : Lincoln-Mercury, in 1952.
All-independent suspension : Christie, in 1904.
Syncromesh : Cadillac, in 1928.
Tinted glass : Buick, in 1950.
Tubeless tyres : These were first patented by Goodyear in 1903. Made available by Goodrich in 1948, first offered by Packard in 1954.
Twelve-cylinder engine : On production car, Packard, in 1915—it had aluminium pistons.
Integral engine and gearbox : Northern, in 1902. Maxwell, in 1904.
Vented c.b. points : Lincoln, in 1952.
Vibration damper : Packard, in 1920 (Lanchester patent).
Windscreen washers : Studebaker, in 1937 (optionally).
X-braced chassis : Auburn, in 1928.

In compiling this interesting list, a photostat of which was kindly sent to us by a reader, *Motor Trend* was assisted by many experts, and the Industry itself. It will be nice if our S.M.M.T., V.C.C., V.S.C.C. or the British Motor Industry replies with a list to challenge these American "firsts." We have adapted their list to British spellings, condensed it and confined it to private cars, and to production models wherever possible.—W. B.

SIX OF THE BEST FROM THE U.S.A.

The six outstanding cars for 1966 are the Oldsmobile Toronado, Plymouth Satellite, Chevrolet Caprice, Mercury Comet GT, Buick Riviera and Pontiac Tempest Sprint, says *Car Life*. The Toronado, to which the magazine has given its 1966 Award for Engineering Excellence, tops the list. The magazine says the Toronado's front-wheel-drive system, unique among American automobiles, provides good stability and traction, good handling and driving characteristics, and improved utilisation of passenger and luggage space. The Toronado's 385-horsepower engine drives the front wheels through an automatic transmission coupled to a specially constructed differential and half-axles.

The Plymouth Satellite was cited for its 425-horsepower hemispherical combustion chamber engine fitted into a conservative body to provide both high performance and businesslike transportation.

The Chevrolet Caprice also provides luxury in styling and top performance through use of a 390 b.h.p. V-8 engine which "loafs" at turnpike speeds.

Mercury's Comet GT is designed for the automotive enthusiast because it combines a 265-b.h.p. engine, sturdier than normal suspension and Ford Motor Company's new body, designed for added strength.

The Buick Riviera was chosen as "the handsomest car for 1966." This newly-styled body encloses a 340-b.h.p. engine and a suspension system engineered for high-speed stability.

Pontiac's Tempest Sprint was placed in the outstanding group by the magazine for its use of the new Pontiac in-line 6-cylinder overhead cam engine. With a 4-barrel carburetter, the engine develops 207 b.h.p.

CORRECTIONS

In writing a stop-press review of the Earls Court Show I inadvertently ascribed Goodyear tyres to the Indianapolis Lotus-Ford which was on show. The Indianapolis race was won on Firestone tyres, although Goodyear have contributed to important race victories in other fields. Incidentally, although the Indianapolis-winning Lotus-Ford used Autolite sparking plugs, every Grand Prix race of 1965 was won with Champion plugs.

In my impressions of the Mercedes-Benz 600 I said in the early part of the article that the windows of this fine car were opened and closed electrically, although later this was given as an hydraulic operation. Daimler-Benz find hydraulic window-lifts lighter and quieter than electric servos, and their system enables control to be maintained over the speed at which the window glasses are raised and lowered. The tool-kit of the Mercedes-Benz 600 contains a neat set of equipment for servicing the hydraulic system and making new joints if existing ones have to be disturbed or develop a leak, thus enabling the car's hydraulics to be properly maintained even if the car is out of reach of a service station.—W. B.

B.R.D.C. CLUBMEN'S CHAMPIONSHIP

Last month, in our report of the B.R.D.C. 4th Clubmen's Championship at Silverstone, we said that Mrs. Gabrielle Konig was sportingly lent a Ferrari 250GTO in order to strive for points in the Embassy Trophy for women drivers. This was perfectly true, but the car was actually Peter Clarke's, not that of Vitafoam Developments Racing Team as we stated. The error resulted from Harry Ratcliffe's non-appearance on the grid in the Vitafoam car which had been damaged by its previous owner before delivery to the team.—G. P.

THE THINGS THEY SAY . . .

"The British Motor Corporation's Vanden Plas Princess 'R' has been strongly criticised by many people for power steering (bought outside B.M.C.) which is not made to the Rolls-Royce standards of its engine."—*The Economist*, Oct. 23rd.

* * *

"The style and tone of this delve is a bit like that of a glossy girlie magazine."—Peter Sellers, touching on Stirling Moss' biography "All But My Life" in the *Sunday Times Magazine*.

THINK ABOUT BRAKING or friction (or even fan belts) for instance you've got a 10 ton  with a full load & it's a , then it had better have linings that don't fade or take a  champion  (almost anyone will do, Ferodo is the choice of champions year after year) and that reminds us, Jim Clark has got to stop faster to go faster - or take yourself, you and your , there's an emergency, you've got to be able to stop, or you're towing a  - well you could go on for ever except that this sentence like every thing else has got to come to a full stop ■

...and thats when you need **FERODO !**

FERODO at the Scottish show **stand 195**

FERODO: BRITAIN'S LARGEST MANUFACTURER–THE WORLD'S LARGEST EXPORTER OF BRAKE LININGS

fit **FERODO** *Anti-Fade Linings for Drum or Disc Brakes*
Ferodo Limited, Chapel-en-le-Frith, England. *A Turner & Newall company.*

15/8



If Shell Super Oil can protect an engine in terrain like this — think how safe your car will be.

What can a town like Alice teach a motorist like you about new Shell Super Oil?

Alice Springs is a pretty severe place to do your motoring.
All summer, the temperature is 95°F or over.
So the oil in the sump has no joy ride: it has to work hard for its living. This testimonial for Shell Super Oil should be read by all "pommies" concerned for their car's well-being.

THIS SUMMER, according to the men whose job it is to know, Britain is going to swelter in the sun. Right in the middle of this heatwave, thousands of motorists will be taking their cars on holiday. Both facts (high temperatures and long journeys) will put a strain on your motor oil, and consequently on your engine. What can you do to help? Take a tip from the Aussies and use Shell Super Oil.

The sucking eggs department

Some of this you'll already know about, but it's important to our story to remind you. Basically, the function of a motor oil is to prevent moving metal surfaces from coming into direct contact with one another. Ordinary oils may do this quite satisfactorily. But most of them need time and engine heat to warm up to the viscosity, or thickness, at which they circulate freely. Warm them up too much and they get too thin to work properly. And nightmare of nightmares you get raw metal rubbing on raw metal.

The first 10W/40 in the U.K.

Shell Super Oil overcomes this problem by being a true SAE 10W/40 oil. At one end of the scale it is fluent enough for instant starting in the coldest weather. At the other—it's thick and protective enough to do duty in a town like Alice.



If it snowed in Alice Springs, Shell Super Oil would still be the best possible oil the Aussie motorist could use: it spans all climates. (Read the text.)

Have you ever heard of polymers?

The secret of this all-weather versatility lies in the *polymeric additive* that Shell put into the oil. (Don't worry about what the chemists call it, just remember what it does.)

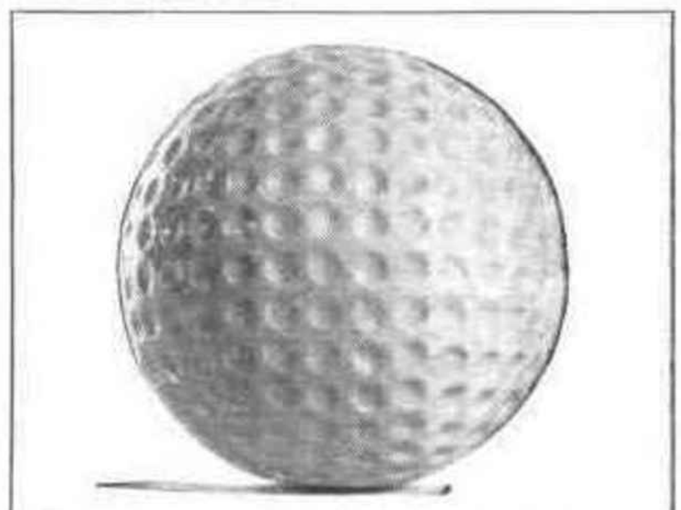
To give you a possible picture of these polymers, imagine a great number of microscopic golf-balls each with tentacles. When it's cold the tentacles wrap themselves round the balls, and the oil remains thin. When it's hot, the tentacles unwind and spread out like branches of a tree, until millions of them grasp each other. In effect, the polymers act as partial thickeners in the heat as the oil itself thins. Net result: a fluent oil at freezing point, a burly oil at boiling point, and all points between.

Holiday advice

This 10W/40 viscosity span is why Shell Super Oil can be sold in some 70 countries. (If you're driving on the Continent this summer, this is a useful thing to know, because (1) you needn't worry about mixing oils from one country to another, and (2) your engine will be fully protected, whether you're Alpine climbing or swishing through the rain that very rarely leaves the plain.)

Further confirmation from across the Atlantic

In America, the Sequence 4 bench tests confirmed what Australian motorists have learnt through experience. (Shell Super Oil's prowess in high temperatures.) In one test, an engine with Shell Super Oil in the sump was run for 40 hours at a sump temperature of 265°F (130°C). Even after this high temperature stint, the engine parts concerned were 98% clean!



What has a golf-ball got to do with all-weather protection for your car? Look for the heading 'Have you ever heard of polymers?'—and read on.

Why wait?

If your car is due for a service and an oil change, you have no problem. Just ask your garage to put you on Shell Super Oil from now on. And if before that time you need a top up, you can still ask for Shell Super Oil. *It will mix with anything you have in the sump already, other than special "racing" oil: it cannot do your engine anything but good.*



Give your car a Shell transfusion

THE FRASER IMPS

Some comments on the cars and those who prepare and race them



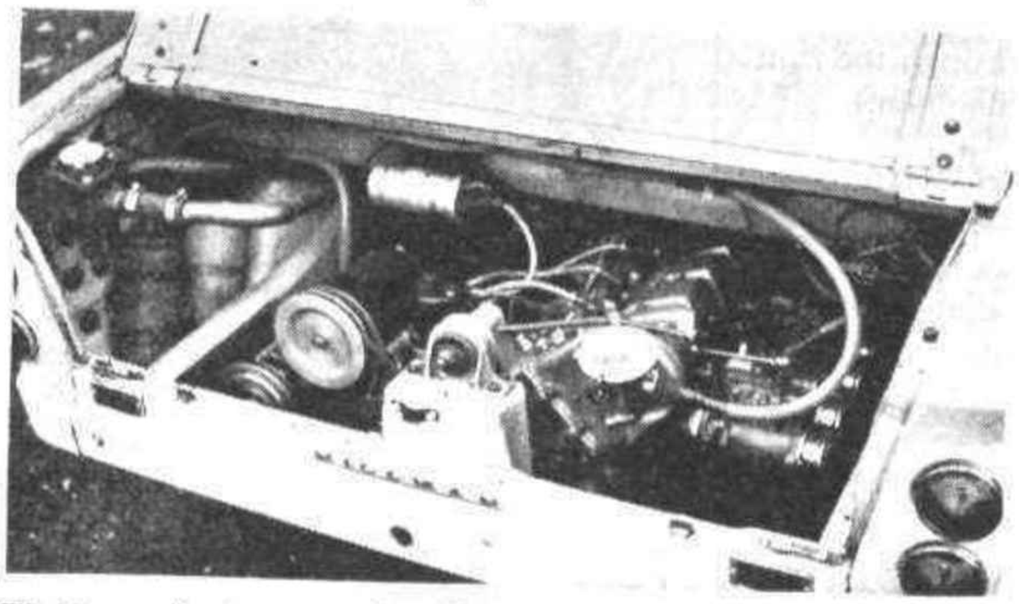
THE FRASER IMP uses standard body panels, considerably lightened, though not shown in this photograph, by many strategically placed holes.

WHEN the editor asked me to make the necessary negotiations to track-test a Fraser Imp, I wondered why he should have chosen this car, but I soon remembered that he had been to Silverstone for the B.R.S.C.C. meeting on 9th October and had seen two of them take first and third places in the race for saloons up to 1 litre, against formidable Mini opposition, one of them sharing a new lap record of 1 min. 13.8 sec. This meeting was not the only occasion that Fraser-prepared Imps have been successful, for the team has taken nine firsts, six seconds and six thirds in circuit racing during the 1965 season, the last seven firsts being consecutive. This record, coupled with seven sprint awards, has resulted in Alan Fraser's name becoming a household word in club circuitry.

Alan Fraser, who operates from his garage at Hildenborough in Kent, first entered the sporting arena in 1952 by jumping in at the deep end and doing the Alpine Rally in a Sunbeam Talbot 90. He has since fluctuated between racing and rallying, forming the Alan Fraser Racing Team with Rapiers in 1962. That year was reasonably successful but 1963, with the coming of the Cortinas, was not quite as good, so he started developing Imps in late 1964 with a view to " having a go at the Minis." The first Fraser Imp appeared on the circuits in June, 1965, and, as the record shows, the car has certainly made its mark.

When I arrived at Mountains Garage, Hildenborough, I was met by Mr. Fraser himself who, in abated tones, told me that his second car had been virtually written off the previous week when being tried on a circuit by a well known Mini driver. Needless to say I felt rather relieved that I had made my own arrangements before this had happened, otherwise Mr. Fraser may not have been at all disposed to put the life of his only remaining car in the hands of a motoring journalist. Opportunities to track-test racing machinery are all too rare at the best of times and it would have been a great pity if this one had to be cancelled.

The drive down to the test track was undertaken in the familiar Humber-drawn Fraser entourage with Ray Calcutt, their number one driver, and Norman Winn, the chief mechanic. The journey was lengthened by some " wrong-slotting " as a result of relying upon the " thick pencil " scale of a road map produced by a well-known petrol company, your scribe being more used to the niceties of Her Majesty's Ordnance Survey.



The Fraser Imp power unit which gives the car a standing ¼-mile time of 16.5 sec. compared with the 23.0 sec. of the standard model. Webers and oversized dynamo pulley can be clearly seen.

The first few laps of the test track rather amazed the officials, who had never before heard so much noise coming from so small a car, but the diplomatic offering of a shotgun ride to a military gentleman resulted in our being allowed to continue unhindered. Certainly it did no harm, for he returned from his couple of laps with Ray Calcutt, extremely impressed and certainly far more exhilarated than he would have been after any 18-hole round.

On the circuit, the little car handled extremely well. The steering was light, responsive and positive, with little or no trace of the understeer normally associated with rear-engined cars. The only amendments to the steering layout is a smaller diameter wheel and a lowering of the column angle. A slight friction noise heard on turning the wheel suggested that things had been tightened up a little.

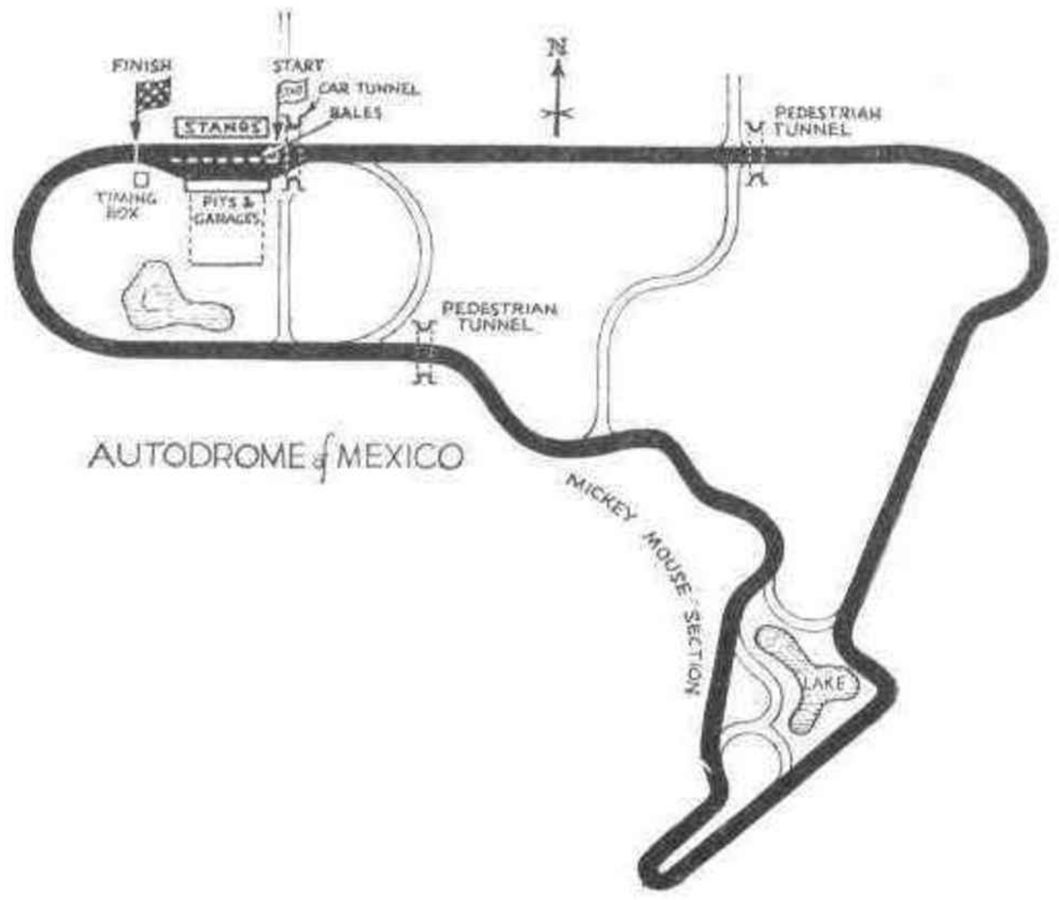
Most of the development on the car has been on the camshaft and cylinder head. Both have been designed and made by the Fraser Organisation, the head from a special unit supplied from Rootes with an extra thickness of metal to allow for machining. The ports have been enlarged and polished, and double valve springs fitted. The 998-c.c. unit gives over 90 b.h.p. at 7,500 r.p.m. The fact that 80 b.h.p. is produced at 6,000 r.p.m. indicates a useful torque curve, but I could not get anyone at Hildenborough to enlarge upon these figures. Certainly the car was reasonably flexible at low speeds in high gears, though this is not an attribute that one looks for in a racing car—I tried merely from road test curiosity. The engine, unlike that on some racing Imps, remains the right way up.

Fraser's principle in developing the Imp for racing has been to maintain as much original equipment as possible and altering basic designs only when absolutely necessary. As a result, many quite standard items are to be found on the car. The crankshaft, for example, has merely been balanced, and the 6¼-in. diameter clutch has simply been taken from a Singer Chamois, although the clutch size on the latest standard Imp has been increased to this figure from 5½ in. Two twin-choke Weber carburetters are fitted, and a 4-branch exhaust system designed by Brian Lovell, Fraser's development engineer. The silencer is straight-through. The original water pump is fitted, but the radiator has been moved to the underbonnet space. Likewise the oil cooler and a Bendix electrical fuel pump in place of the original mechanical unit. All this not only gives far more working space around the engine, but helps with the weight distribution. The hot water pipes run over the floor for a short way inside the car, and a boot polish stain on one of them suggested that a certain pair of Army boots may well have lost their shine. Suspension on the Fraser Imp has been modified so that the car sits 1½ in. lower than a standard model. Contrary to beliefs in some quarters that the Imp suspension is not suitable for racing, Alan Fraser has kept as much as possible to the standard system (Front : independent by swing axle and coil springs. Rear : independent by trailing arms and coil springs). He claims only to have perfected an arrangement which was fundamentally suitable in the first instance. An anti-roll bar of his own design is fitted to the front. The gearbox is standard, but the ratios of third and top have been changed. The nature of the changes, as yet, remain a Fraser secret. The final drive ratio is unaltered. The distributor drive shaft has been strengthened, after one broke at Goodwood, and re-weighted and balanced. The standard dynamo has been fitted with an enlarged pulley to reduce dynamo r.p.m. Dunlop 13-in. wheels are fitted, with R7 tyres, 5.50 × 13 at the rear and 5.00 × 13 at the front. Standard 8-in. drum brakes are fitted, with

Continued on page 1084

IV Mexican Grand Prix

Honda Win



MEXICO CITY, *October 24th.*

THIS year's Mexican Grand Prix contrasted drastically from last year in so far as in the last race for 1964 the Championship was not decided, while for 1965 the Championship had been clinched back in August at the German Grand Prix. Of the three drivers whose fortunes were in the balance until the last lap drama 12 months ago, the Champion was unable to return this year as he was still suffering from his Mosport accident.

The 5-kilometre circuit, situated in a multi-purpose sports park, calls for considerable driving skill due to the variety of corners and the changing cambers. It also highlights the mechanical skill of the pit staff, as the over-7,000-ft. altitude of the vast plain on which Mexico City is built produces mixture and heating problems found at no other Grand Prix circuit.

The entrants were basically as at Watkins Glen, with the substitution of Bondurant by Scarfiotti as the third Ferrari driver. Lotus had three cars for Clark, Spence and Solana (the local Mexican champion). Clark's car was fitted with a 32-valve Climax V8 rebuilt from the engine which broke at Watkins Glen, and flown out to Mexico. Spence had a 90° crank engine with the high exhaust, while Solana was to drive a 33 with a flat crank engine. Ferraris were again using all flat-12 engines; two freshly tuned ones had been flown in from Modena, arriving on the Thursday afternoon, for Bandini's car. Scarfiotti was the other team entry from Ferrari, while Rodriguez was officially entered by North American Racing Team, and had a blue and white stripe painted down the centre of his car. While the Ferrari mechanics were unpacking and fitting Bandini's engine, Firestone technicians were removing the Dunlop tyres from the wheels of Rodriguez' car and fitting their own tyres. For dry weather they fitted 7.00/12.50–13 rear and 6.00/10.50–13 front, Super Sport Indy tyres; these are almost like the slicks used in drag racing, with tiny deep slits let in. The wet tyres are the same size and called Super Sport G.P. These have a much more pronounced tread pattern to disperse the water. The front tyres have about 1½ in. wider tread and look even squatter than the 13-in. Dunlops when they came out. Next year Firestone, Goodyear and Dunlop will be on the starting line of all Championship Grands Prix.

B.R.M. had their usual three cars for Hill and Stewart, which, except for the weak mixture cams, were unaltered. Brabham had two cars for himself and Gurney. The latter was not using a 32-valve Climax due to the unreliability of this engine in the Brabham all through the year, and the mechanics were hoping not to have to make an engine change on the night before the race. The two Coopers for McLaren and Rindt were unaltered and the New Zealander was driving his last race for Coopers as next year he will run his own cars.

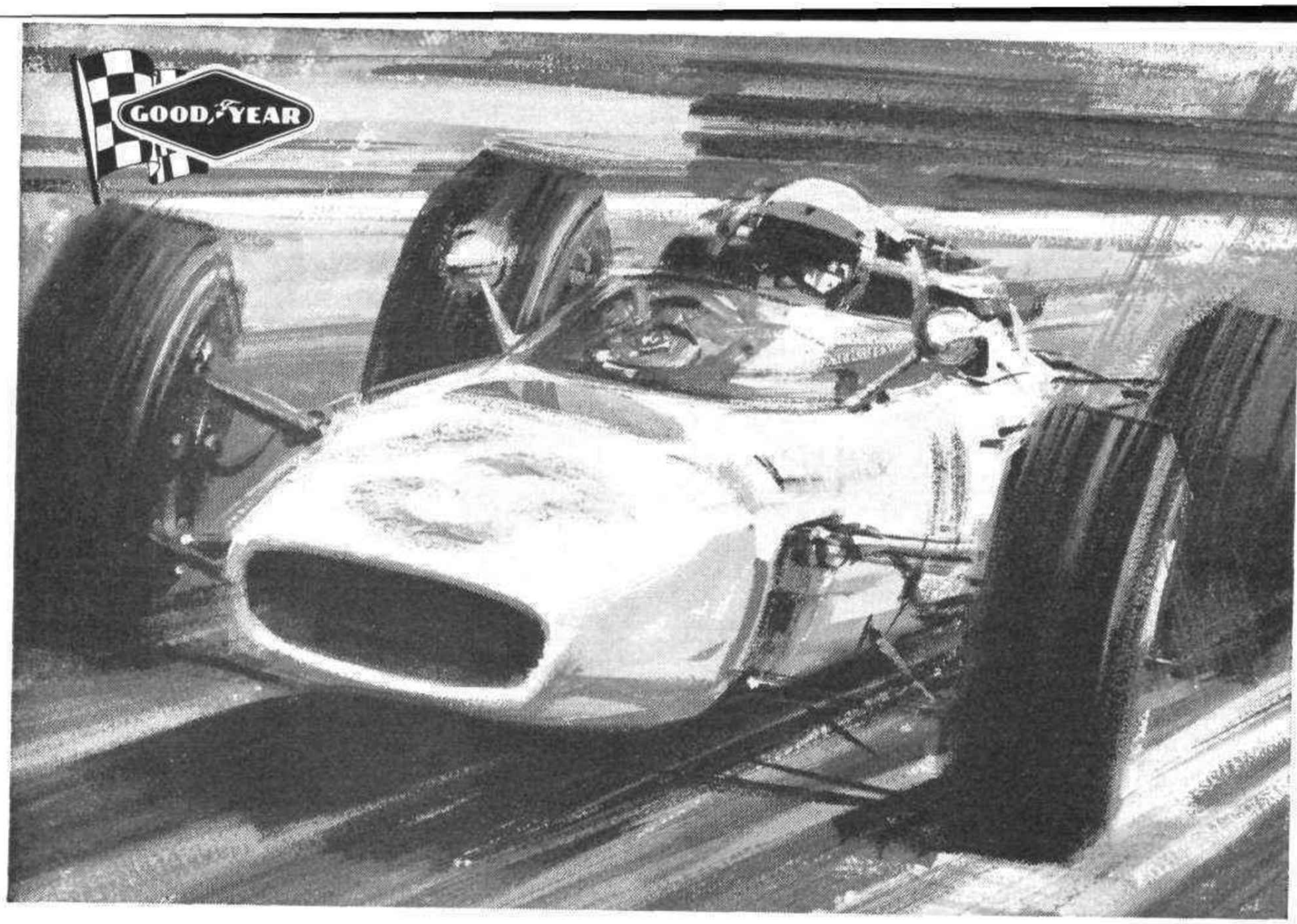
The Honda team were taking this last race of the present Formula much more seriously than some of the other teams. Bucknum and Ginther were out for special early morning practice sessions from 6 to 9 o'clock each morning, on the three days before official practice started. As this was their first appearance at the Mexican circuit they had many mixture problems to work out, plus the fact that their complicated fuel injection was giving trouble. However, on the Thursday morning, with a damp track, Ginther was timed unofficially at 1 min. 58 sec., which was faster than the record, although not so fast as last year's fastest practice time of 1 min. 57.24 sec. The two cars being used were a normal car as run at Monza and Watkins Glen for Ginther, while Bucknum was in the longer car with built-in torque absorbers in the hubs. Walker had his two cars for Bonnier and Siffert. This was the last race in which Walker ran two cars, as next year he will be running a Cooper-Maserati for Siffert. Unlike some of the other cars in this race, which will now be so much scrap metal, the two dark blue Brabhams are becoming film stars, having been bought by Warner Bros. for Steve McQueen to drive in a multi-million pound epic which is planned. The Parnell team had both their cars in identical trim to Watkins Glen for Ireland and Attwood.

All cars and drivers were out at the circuit for Friday's 4-hour practice session, starting at 1300 hrs., and sharp on time Bandini led off on a dry track in bright sunshine with a cool breeze. Hill's B.R.M. was sounding very rough and after only a few laps he was in having the mixture altered. Stewart was feeling slightly under the weather and his car was feeling flat. Clark was running his 32-valve engine quietly for some laps to bed it in properly. While the two Lotus team drivers were not hurrying in the first hour, Solana was out to show his countrymen that his dismal display at Watkins Glen was because he was homesick, and after an hour's practice he was the fastest Lotus and fourth overall. The first car to get under 2 min. was Gurney's, followed by Ginther and Hill, whose mixture problem was quickly rectified.

Rodriguez was unable to say whether he thought that the Firestone tyres were better or not, and before he had time to really evaluate them he lost a rear wheel and crashed, without injury although the car was quite badly damaged. Bandini's Ferrari had its exhaust megaphones changed to shorter ones and on the subsequent laps he slid up the slight banking on the turn before the pits and hit the safety rail hard, breaking the flange on the front wheel, but not causing any other damage. Coopers were in after only a short run to change ratios, while Attwood had his B.R.M. engine break before he had completed three laps. A dog which makes its appearance here every year trotted across the track in front of Bandini who was doing a few laps in Scarfiotti's car.

Honda's were clocking some very good times and, as has now become practice, their drivers swapped cars for a few laps, and again they both proved faster in the opposite cars. The consistency of their times in the 1 min. 57 or 58 sec. bracket and the fact that all other drivers were referring to being blown off down the straights indicated that the team were more than somewhat prepared for this race. Clark was beginning to go very fast and was under 1 min. 57 sec. when his engine blew up in a cloud of smoke at the end of the straight. Contrary to expectation, neither he nor Chapman were the least bit sorry that the 32-valve engine was blown up as now they could fit an "old nail" (a 90° V8 used last at Clermont Ferrand when the 32-valve failed there) which would not cause the anxiety that the more modern engine does. Just after Clark's car blew up Brabham went past the pits spluttering, and stopped down the straight to be pushed back to the pits with empty fuel tanks.

B.R.M. were not too happy for Hill's car was down on power and Stewart had blown his engine up in a big way. Clark went out in Spence's car and recorded a faster time than in his own car with the latest engine. His time was only two-hundredths of a second slower than Gurney's fastest lap. Rindt stopped with a broken petrol pipe, having set a time of half a second faster than McLaren. Practice finished on time, with a lot of work to be



GOODYEAR WINS!

Mexican Grand Prix

1st Richie Ginther
HONDA

This is the tyre that won for Richie Ginther driving a Honda

It's built with Goodyear's exclusive 3-T cord pound-for-pound stronger than steel – and tough Tufsyn rubber, to withstand the tyre's scorching pace and punishment of the world's fastest racing circuits.



2nd Dan Gurney
BRABHAM/CLIMAX



This is the tyre for your car.
It's the G-8 by Goodyear – built with the same exclusive 3-T cord construction and tough Tufsyn rubber. The same development and research which goes into Goodyear's top performance tyres goes into the G-8 for your family car.

Subject to official confirmation

GOODYEAR

done in the pits.

Saturday was again bright and sunny, and the two snow-covered peaks of Ixtlacihuatl and Popocatepetl were clearly visible in the distance. Rodriguez' car was still in pieces and the damage was proving more difficult than at first anticipated. Clark, Stewart and Attwood all had new engines, the Team Lotus No. 1 car reverting back to look as it did more than a year ago with the high centre exhausts.

Right on time again, with no filming or such distractions, Clark set off to bed-in his engine, followed by Stewart, Spence and Hill. Spence was very soon into the swing and was down to 1 min. 58 sec. very quickly. However, with an increase in air temperature over the previous day it was doubtful if many cars would go faster unless it became cooler just before the end of practice at 5 p.m. Again the Hondas were sounding very good and were consistently lapping at 1 min. 58 sec. Hill was complaining even more that there was no power in his car, while both Brabhams were lapping at under 2 min.

A small drama was developing at the other end of the pits. The two Parnell drivers and the two Cooper drivers had failed to turn up at the beginning of practice. Tim Parnell and John Cooper got more and more worried as time went on, and when they were an hour late it was decided they must be inside a Mexican jail. Parnell was requiring Attwood's car to be run as soon as possible as it had a new engine and might need tuning, so after waiting over an hour he got Bondurant, who was without his Ferrari drive, to take the car out for a few laps. At 2.30 p.m. the four drivers appeared, having started late and then got lost on the way; hot words flew and Parnell sacked Ireland on the spot, although it wasn't his fault, and gave his car to Bondurant to race, while the other three drivers were left in no uncertainty as to the requirements of a driver.

Honda once again swapped cars, and once again they were quicker out of their own cars. Rodriguez was unable to take out his own car and used Scarfiotti's for a number of laps. Once Coopers got going they started having more troubles. The gear ratios were again changed, and a lot of work was being done to try and stop water pumping itself out of the overflow due to pressurisation of the cooling system. Just when they were getting sorted out McLaren was missing; he had the left front ball joint break and as the upright turned under braking, the caliper bridge-pipe was pulled off and the car, with hardly any brakes, steered itself into a guard rail, slightly buckling the wishbones.

As practice neared its conclusion there was the expected burst of activity. Clark, in particular, seemed set on wresting pole position away from Gurney, and with only minutes to go he succeeded with a time of 1 min. 56.17 sec., a speed of 155.331 k.p.h., once again proving that he is the rightful World Champion. Stewart was also trying for a quick lap, even though he was running a temperature of 103° and feeling groggy. As the B.R.M. came round the slightly banked last turn something suddenly gave on the left front suspension. Closer examination discovered that the bracket on the monocoque which holds the lower link had partly pulled away, and as this would be a major repair job it was decided to use the spare car with the engine from the damaged car.

Race day was fine and sunny and after two saloon car races in the morning, the serious business of the day began. Rodriguez' car was not ready so he took over Scarfiotti's car, which meant only 17 starters and a re-shuffle on the grid. Hondas had switched numbers on their cars, putting Ginther on the second row of the grid. Stewart's car was in fact the training car, with his practice engine fitted.

Before the start the drivers were supposed to parade, in single file behind a pace car, in the Renault R.8 1100s which each had been supplied with. Instead of waiting for the procession to start, most of them rushed off for a Renault G.P. round the circuit. In tight bunches, taking short cuts, driving in the opposite direction and doing hand-brake turns, the procession turned into a gymkhana. One driver only behaved in the gentlemanly manner the organisers were expecting, and this was Jim Clark, who tried to comply with the laid-down plan.

STARTING GRID ↑

8 D. Gurney (*Brabham-Climax V8*) 1 min. 56.24 sec.		5 J. Clark (*Lotus-Climax V8*) 1 min. 56.17 sec
7 J. Brabham (*Brabham-Climax V8*) 1 min. 56.78 sec.		11 R. Ginther (*Honda V12*) 1 min. 58.42 sec.
	6 M. Spence (*Lotus-Climax V8*) 1 min. 57.22 sec.	
4 J. Stewart (*B.R.M. V8*) 1 min. 57.53 sec.		3 G. Hill (*B.R.M. V8*) 1 min. 57.06 sec.
	12 R. Bucknum (*Honda V12*) 1 min. 57.88 sec.	
15 J. Bonnier (*Brabham-Climax V8*) 1 min. 58.22 sec.		2 L. Bandini (*Ferrari Flat-12*) 1 min. 57.31 sec.
	9 B. McLaren (*Cooper-Climax V8*) 1 min. 59.15 sec.	
21 R. Attwood (*Lotus-B.R.M. V8*) 2 min. 00.61 sec.		18 M. Solana (*Lotus-Climax V8*) 1 min. 57.55 sec.
	16 J. Siffert (*Brabham-B.R.M. V8*) 1 min. 57.94 sec.	
		14 P. Rodriguez (*Ferrari Flat-12*) 1 min. 59.06 sec.
	10 J. Rindt (*Cooper-Climax V8*) 1 min. 59.30 sec.	
		22 R. Bondurant (*Lotus-B.R.M. V8*) 2 min. 00.80 sec.

After a warming-up lap the race started on time. From the drop of the flag it was Ginther all the way. With the extra power he had he swept past Clark and Gurney and was in the lead by the first corner. Halfway round the lap and he was already 50 yards in the lead from Stewart, who had made a very good start. At the end of lap one, Ginther led from Stewart, Spence, Gurney, Hill and Rodriguez. Then a short gap and McLaren came with Siffert, Clark (who made a bad start and whose engine was not pulling properly), Rindt, Bonnier, Bucknum and Solana. Bringing up the rear were the two Parnell cars of Attwood and Bondurant.

As the field swept off into the second lap Brabham came into the pits with a rocker box gasket leaking. It took six minutes to fix this, but he made another pit stop on his third lap, as his oil pressure was surging due to the amount he lost on lap 1. Meanwhile Ginther was still pulling away and at the end of lap 2 his lead was 100 yards from Spence, who had passed Stewart and was pulling away from the next four, Stewart, Gurney, Bandini and Hill. McLaren dropped two places on lap 2, when he was passed by Siffert and Clark. The other Cooper was passed by three cars on the second lap, these being Bonnier, Bucknum and Solana. Attwood and Bondurant were keeping close formation at the rear.

In the next few laps Ginther pulled away from Spence, and the Lotus away from the next group. Hill passed Bandini on the fourth lap, and Stewart, Gurney and Hill then pulled away fighting hard for third place. On the seventh lap Hill passed Gurney and on the next lap they both passed Stewart, whose clutch was beginning to slip.

Bandini, once he lost the two B.R.M.s and the Brabham, dropped back and was challenged straight away by Rodriguez, Siffert and Clark. Siffert passed the Mexican on lap 5, only to be passed by both Rodriguez and Clark on the next lap. McLaren and Bonnier were dicing for 11th place and on lap 6 the Cooper

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
2	L. Bandini	Ferrari Flat-12	1. 57.71	1. 57.31
3	G. Hill	B.R.M. V8	1. 57.06	1. 58.01
4	J. Stewart	B.R.M. V8	1. 58.70	1. 57.53
5	J. Clark	Lotus-Climax V8*	1. 56.86	**1. 56.17**
6	M. Spence	Lotus-Climax V8	1. 57.22	1. 57.55
7	J. Brabham	Brabham-Climax V8	1. 56.78	1. 57.76
8	D. Gurney	Brabham-Climax V8	**1. 56.24**	1. 56.98
9	B. McLaren	Cooper-Climax V8	2. 00.60	1. 59.15
10	J. Rindt	Cooper-Climax V8	2. 00.05	1. 59.30
11	R. Ginther	Honda V12	1. 58.09	1. 58.42
12	R. Bucknum	Honda V12	1. 56.77	1. 58.29
14	P. Rodriguez	Ferrari Flat-12	1. 59.06	—
15	J. Bonnier	Brabham-Climax V8	1. 58.22	1. 59.24
16	J. Siffert	Brabham-B.R.M. V8	1. 57.94	1. 57.98
18	M. Solana	Lotus-Climax V8	1. 57.72	1. 57.55
21	R. Attwood	Lotus-B.R.M. V8	2. 25.07	2. 00.61
22	I. Ireland	Lotus-B.R.M. V8	2. 02.36	—
24	L. Scarfiotti	Ferrari Flat-12	2. 01.84	1. 58.93
T	J. Stewart	B.R.M. V8	2. 01.89	—
T	G. Hill	B.R.M. V8	—	1. 58.65
6	J. Clark	Lotus-Climax V8	1. 56.26	—
11†	R. Bucknum	Honda V12	1. 57.88	1. 57.93
12†	R. Ginther	Honda V12	1. 56.48	1. 56.52
22	B. Bondurant	Lotus-B.R.M. V8	—	2. 00.80
24‡	P. Rodriguez	Ferrari Flat-12	—	1. 59.06

* 32-valve engine for Friday practice only.
† Numbers switched for race day, their times counted for grid.
‡ No. 14 on race day.

dropped back and was passed on the next lap by Bucknum, who closed right up on Bonnier's tail. McLaren now found himself just ahead of Rindt and they held the team formation for some laps. On the eighth lap Clark's engine stiffened up and there was a "funny ticking noise" coming from it, so he stopped near the hairpin and retired.

Ginther was still holding a lead of 4.2 sec. over Spence who, in turn, was 5 sec. ahead of Hill and Gurney. By the 11th lap Stewart had dropped away from his team mate and the Brabham driver; the latter made two efforts to pass Hill in the hairpin and on the third attempt he was through, so on lap 12 Gurney was third and setting out in a very determined way after Spence. Hill held fourth with Stewart fifth, about 3 sec. behind, and 7 sec. behind the B.R.M.s the two Ferraris were having a "ding-dong" battle for sixth place. Bandini held Rodriguez off for some laps but on the 14th lap the Mexican got past, to the delight of the patriotic crowd. Over the course of the next 12 laps they changed positions several times, keeping very close together. Siffert was lying eighth and keeping the two Ferraris in sight. Behind him was his team mate, Bonnier, also holding his position.

Bucknum and Solana were mixing it and the more powerful Honda got past the Lotus on lap 9, but Solana was getting into his stride and five laps later the Lotus re-passed the Honda and the Mexican went after Bonnier, eventually passing him on lap 18. As Clark retired, Bondurant passed Attwood for three laps before being re-taken and pushed back into the last but one position. The last place was still held by Brabham, who was several laps down.

The Cooper pair switched places on the 14th lap. They continued in convoy for some time until McLaren's gear selectors broke and he retired on lap 25 just as he was passed by Attwood. Stewart's slipping clutch was becoming noticeable and Rodriguez caught and passed the B.R.M. on the 28th lap, only to be re-passed two laps later when the clutch gripped again. On lap 29 Bondurant retired from last but one place when a bolt on the lower right-hand rear upright broke and the car slewed off the track.

The halfway mark was approaching and still Ginther was well in the lead, with Gurney making no impression on him. Then drama hit the Ferrari team. Bandini got sideways on and ripped the nose of his car off against the rubber tyres which marked the corners. He went to the pits on lap 33, where "by chance" there was a spare nose-shell with his number on it, sitting waiting for just this moment. While he was in the pits in came Rodriguez with a badly running engine. The Mexican's trouble was that the rectifier was faulty and the battery had gone flat. Quickly a new battery was fitted and Rodriguez was out again behind Bandini in last but one position.

Siffert caught the sickening B.R.M. and on lap 34 he passed Stewart into fourth place. Stewart's clutch had by now nearly had it. On lap 35 Bucknum and Solana passed him, and on this lap he pulled into the pits and after a brief examination he retired. Pressure at the front now became tremendous for Gurney was pulling out everything he knew and Ginther was equalling his times, so the gap of about 7 sec. at the halfway stage had only crept down to 4 sec. in 20 laps. Rindt's Cooper suddenly cut as he went past the pits and he parked the car just beyond. The ignition had cut when the electrics failed. A short while later, on lap 43, Bonnier slowed, letting Attwood and Bandini pass, and on the next lap he retired when the bracket of the lower front suspension link broke away from the chassis. Solana was still catching Siffert and on lap 49, following a time of 1 min. 57.60 sec., he passed into fifth place. Things now looked all set for the finish. However, the 1965 Mexican G.P. still had a sting in its tail. On lap 55 Moises Solana's race came to an end when the transistor box on his Lotus packed up suddenly, and he retired from a certain fifth place. Next lap Hill felt the engine beat slow slightly, and then the engine went bang, wrecking it internally.

The speeds of the leading two cars were creeping up every lap, as Gurney closed on Ginther and the Honda driver did all he could to keep the gap open. With both drivers lapping faster than in practice the lap record fell several times, finally settling on Gurney with a time of 1 min. 55.84 sec., a speed of 155.440 k.p.h. The final laps ticked away and the Honda crossed the finish line 2.89 sec. ahead of Gurney's Brabham. In third place came Spence, 1 min. 00.15 sec. behind Ginther, and on the same lap just behind him came Siffert in a time of 2 hr. 10 min 26.52 sec. One lap down came Bucknum and Attwood, in fifth and sixth places, while the last two cars running were the two Ferraris. Rodriguez passed Bandini on the last lap when the Italian car slowed right down through lack of coolant in the engine.

The Mexican Grand Prix raised several interesting points. It was the last event in this Formula; it was won by Honda getting their first Championship win; it was won by Ginther getting his first Championship win; Goodyear tyres were first and second (the Dunlop monopoly was broken at last); the latest Climax engine wasn't any good—it was almost as if the Coventry firm had retired already.—M. J. T.

Results:

MEXICAN GRAND PRIX—Formula One—65 laps—326.6 kilometres
Sunny and dry

1st:	R. Ginther (Honda V12)	2 hr. 08 min. 32.10 sec.	151.700 k.p.h.
2nd:	D. Gurney (Brabham-Climax V8)	2 hr. 08 min. 34.99 sec.	
3rd:	M. Spence (Lotus-Climax V8)	2 hr. 09 min. 32.25 sec.	
4th:	J. Siffert (Brabham-B.R.M. V8)	2 hr. 10 min. 26.52 sec.	
5th:	R. Bucknum (Honda V12)		64 laps
6th:	R. Attwood (Lotus-B.R.M. V8)		64 laps
7th:	P. Rodriguez (Ferrari Flat-12)		62 laps
8th:	L. Bandini (Ferrari Flat-12)		62 laps

Fastest lap: D. Gurney (Brabham-Climax V8) on lap 57 in 1 min. 55.84 sec.—155.44 k.p.h.

Retired: J. Clark (Lotus-Climax V8), lap 8, engine; B. McLaren (Cooper-Climax V8), lap 25, gear selectors; R. Bondurant (Lotus-B.R.M. V8), lap 29, break in suspension; J. Stewart (B.R.M. V8), lap 35, clutch; J. Brabham (Brabham-Climax V8), lap 38, oil; J. Rindt (Cooper-Climax V8), lap 39, ignition; J. Bonnier (Brabham-Climax V8), lap 43, break in suspension; M. Solana (Lotus-Climax V8), lap 55, ignition; G. Hill (B.R.M. V8), lap 56, engine.

17 starters — 8 finishers.

THE FRASER IMP—continued from page 1080

Ferodo competition linings. A substantial roll-over bar, with oblique strengtheners, is mounted inside.

Of course, the car has been considerably lightened by the removal of carpets and all trim. Lightweight seats are fitted in front and the rear seats do no more than conform exactly to the regulations. Perspex windows are fitted to the sides and rear and the bumpers have been removed, although one was fitted to the test car to afford an attachment for our fifth-wheel timing device. Perhaps it should be mentioned here that the figures quoted were obtained whilst the car was bearing the additional weight of the rather bulky timing gear and the average proportions of yours truly in the passenger seat.

To describe the accelerative ability of a Fraser Imp would be rather superfluous since adequate figures appear with these words, but perhaps I should explain why maximum speed in top gear is not shown. Frankly, the straights were not long enough to accommodate the speeds which were attainable. We got the car to 105 m.p.h. but before maximum r.p.m. was reached (7,500 during the test, although 8,200 is used if pressed in a race) we had to shut down for the bends. Ray Calcutt told me that he'd got 118, calculated from r.p.m. and gearing, up the straight at Snetterton.

In the new year, Alan Fraser Racing will be offering Imps to full racing specification, in either Group 5 or club racing form. Costing has not yet been completed, so price details are not yet known, though racing cars, when they are bought or sold, are very much the subject of negotiation. It is doubtful whether kits of tuning parts will be marketed, since Mr. Fraser prides himself in the way in which the cars are put together in his Competitions Department. Besides, a car badly prepared by a purchaser would, whether deservedly or not, reflect on the Fraser reputation.

The Fraser set-up is one which has rapidly expanded during the past year. I would not be at all surprised to see an even more rapid expansion next season with, who knows, perhaps a tie-up with Rootes in much the same way as Alan Mann is associated with Ford. Whatever happens, the stag's head, badge of Fraser's team and emblem of his clan, is going to be a sign to be reckoned with in 1966.

PERFORMANCE DATA

Acceleration	
0-40 m.p.h.	4.5 sec.
0-60 m.p.h.	8.3 sec.
0-80 m.p.h.	14.7 sec.
Standing ¼-mile	16.5 sec.
Speed in gears	
First	25 m.p.h.
Second	60 m.p.h.
Third	83 m.p.h.
Fourth	See text

G. P.



BP and the Mexican Grand Prix Brilliant first time win by Ritchie Ginther and Honda... using BP Lubricants

From the second row of the grid, Ritchie Ginther shot into the lead in the first few moments of the Mexican Grand Prix. A lead he held throughout the race . . . to bring a fitting climax to 1½ years' collaboration between Honda and BP. Throughout the heat and strain of this event, on a notoriously difficult circuit, the Honda performed beautifully. (A particularly hot day without benefit of a cooling wind.)

Indeed the Honda went so well that Ritchie Ginther was using only 11,000 out of the 12,000 rpm permitted for the V-12 engine.

Which, in its way, is as fine a tribute as you could find for driver, car, and the lubricants that kept everything going so sweetly.

GINTHER-HONDA FACTS & FIGURES

65 laps
3.1 mile circuit
201.5 miles
2 hr. 8 min. 32.10 secs.
94.26 mph.

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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



TO BRIGHTON AGAIN.—The Editor driving Lord Montagu's 1904 Brushmobile in last month's R.A.C. Veteran Car Run.

THE R.A.C. LONDON-BRIGHTON VETERAN CAR RUN

The Editor's "Hat-Trick" with the 1904 Montagu Motor Museum Brushmobile

THE London-Brighton Veteran Car Run to commemorate the Emancipation Run of 1896 originated in 1927 as a bit of lighthearted motoring sponsored by *The Graphic*, subsequently encouraged on a more serious footing by *The Autocar* and the V.C.C., and in recent years has been taken over, and popularised as a public spectacle, by the R.A.C.

Some people, like the Continental Correspondent, think anyone taking part in it is insane; others, including, presumably, Jim Clark, Jack Brabham, Graham Hill, Bruce McLaren and Chris Amon, find it worthwhile, or have it made worth their while, to take part in it. Ancient-car fanatics regard it as quite the best event in the motoring calendar. Whichever way you look at it, this is a typically English event which does no harm and even causes people to cross the Atlantic to take part in it. For my part, I have watched, ridden through or driven in most of these Veteran Car Runs and as a lover of old motor cars I would hate to miss the experience.

I have to thank Lord Montagu of Beaulieu for allowing me to realise the youthful ambition of actually driving a veteran car on this auspicious occasion. Six times he has entered me as driver of a Montagu Motor Museum entry; on four of these I have arrived triumphantly at Brighton.

This year's Run attracted 274 entries, De Dion Boutons as usual predominating. Of these, Tyler's 1899 Decauville, de Cortance-Thoreau's 1899 De Dion Bouton from France, Major France's 1901 Clement-Panhard, the Sears' 1901 Panhard-Levassor, E. Sears' 1903 Clement-Talbot, Timmis' 1903 Gladiator, Morgan's 1904 De Dion Bouton, Jack Sears' 1904 racing Mercedes and Strathdee's 1904 Minerva and 1904 Speedwell were amongst the non-starters. The absence of Sears' entries was understandable, following his sad bereavement, but perhaps some of the others were regarded, after a recent auction sale, as too valuable to venture out on the Brighton road! Entries not seen previously included a 1900 Bardon and a 1902 Isotta-Fraschini.

Lord Montagu, determined that his famous Motor Museum shall not become a hibernating place, entered Lt.-Cmdr. G. F. Bennett's 1903 6½-h.p. Cadillac tonneau which he drove himself, a 1903 16-h.p. Fiat in conjunction with Fiat (England) Ltd. for Sir Norman Joseph to drive, a 1903 7-h.p. Panhard-Levassor for Lady Montagu, and the 1904 6-h.p. Brushmobile which I had got safely through the Run on a couple of previous occasions. It was nice to see entries from the Shuttleworth Trust, the College of Automobile and Aeronautical Engineering, City & Guilds College, Autobooks Ltd., Rootes Ltd., Transport Equipment (Thornycroft) Ltd. and Vauxhall Motors Ltd. But the cream of the Brighton Run is provided by private owners who continue to regard their veteran cars as possessions to enjoy in events of this kind and who have not interned them in vaults and storerooms preparatory to their appearance in the salesrooms.

I was invited to collect the Brushmobile from Beaulieu, where it had been handsomely repainted and re-upholstered, on the Thursday and was relieved to discover that it fitted the VW transporter used for its transportation as to the manner born. The efficient paperwork of the Museum covered every contingency and on the Saturday we duly unloaded the car at the Cumberland Garage at Marble Arch. Using a usefully-roomy Ford Corsair V4 as tender car, I arrived for breakfast at the Cumberland at a very grim hour, and feeling very grim on account of 'flu, to find Lord Montagu's cars intact but that Jim Clark and Miss World, respectively co-drivers for his Lordship and Lady Montagu, had not turned up. In spite of romantic and other suggestions relating to the World Champion Driver and the Beauty Queen, the facts appear to be that Clark's father was indisposed, causing him to fly to Scotland, and that Miss World was also ill. Instead, Lord Montagu took Count Lurani, with two other passengers, in the single-cylinder Cadillac and rose-grower Harry Wheatcroft stood in for the young lady. The 1922 Montagu Motor Museum charabanc, in which I have twice travelled to Brighton on the H.C.V.C. Run, took other guests of Lord Montagu over the route, and the Museum's Land-Rover and trailer was manned by his enthusiastic engineers, to succour any of his entries that became *en panne*.

To recap. from 1959 and 1961, the Brushmobile was a product of the Brush Electrical Engineering Co. of Loughborough, based on the design of the contemporary Vauxhall. It has a civilised 2-seater body with lockable boot, and running-boards that I suspect are a recent addition, the n/s one supporting two wooden bearings for an enormous home-made starting-crank. Propulsion is by a single-cylinder water-cooled 978-c.c. gas engine in line with the chassis, driving through a 3-speed and reverse gearbox with r.h. quadrant gear-lever, and a long exposed final-drive chain. Suspension is by coil-springs all round, the axles located by radius arms and tongued slides. The car is steered by a small wheel, above which are the pull-up levers controlling throttle and spark. Ignition is by trembler coil and battery, lubrication by drip-feed through a small glass reservoir. The Brushmobile is really a very practical means of travelling from London to Brighton in under four hours, without pausing to refuel, which is just as well, because the tank orifice is so small a funnel has to be used. It is adequately cooled, its lubrication system functions without anxiety, and once the lusty one-lunger engine gets into its stride you leave behind other single-cylinder veterans of similar antiquity. But uphill, although the Brushmobile will slog splendidly on its low 1st speed, it is very slow, and then cars like Moore's De Dion Bouton will come upon it and go slowly past. Its brakes give no cause for alarm, and driving this little-known product from Loughborough is very little more exacting than handling a Trojan or some other underpowered vintage small car. Weather protection is not at all bad either, although in the rain-showers of November 7th I envied Lord Strathcarron his 1903 Georges Richard brougham and the passengers in Welham's 1904 Cadillac their limousine rear quarters. Another car had a very modern-looking hood and apron, a Renault its hood erect—there is no need to get wet on the Brighton Run.

Non-starters, apart from those already mentioned, comprised Goldsmith's 1896 Benz, Essex's 1900 De Dion Bouton tricycle, Bradshaw's 1900 Liver, the 1900 Menon which should have been driven by ex-Maserati racing driver Count Castelbarco, Crabbe's 1902 Albion steam cart, Hull's 1902 Wolseley, Peter Pointer's Wolseley in which I rode some years ago, FitzPatrick's 1903 Achilles which lives with his giant Maybach-Metallurgique, Lord Strathconna's 1903 Humber, Waring's 1903 Regal, Bet-



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SOUTH SHIELDS □ ST. HELENS □ STANLEY
STOCKTON □ SUNDERLAND □ SWANSEA
TOOTING □ WIGAN □ WARRINGTON
WOLVERHAMPTON □ WREXHAM

teridge's 1903 White steamer with swing-seat tonneau body, and Paterson's 1903 Winton. Hutton-Stott's 4-cylinder Lanchester was not ready, its radiator being still at the repairers, so his daughter did not get a drive but Hutton-Stott went through in his 1903 2-cylinder Lanchester. Dr. Ferrand coming from France had an accident near Newhaven which put his 1899 Georges-Richard out of the Run, and other non-starters were Thomas' 1896 Léon-Bollée, the Rockcliffe/Johnson 1898 Benz, Bird's 1899 Benz dogcart, Hayes' 1899 Hurtu, Wellingham's 1901 De Dion Bouton, Shaw's 1902 Beaufort, Corry's 1902 Benz, Spivey's 1902 Gladiator, Clarkson's 1902 Panhard-Levassor, Mrs. Oakden's 1902 Peugeot, Thorpe's 1903 Darracq, Watson's 1903 Gladiator, Jackman's 1903 Phoenix-Trimo, de Kilmaine's 1904 Brouhot, Bosomworth's 1904 De Dion Bouton, Gee's 1904 De Dion Bouton, Strathdee's 1904 Humberette, Scott's 1904 Minerva, Brown's 1904 Orient Buckboard, Evan-Cook's 1904 Rexette, Day's 1904 Vulcan and Reeves' 1904 Wolseley—I do hope my previous remarks do not apply to any or all of these!

Having cranked-up the Brushmobile and driven it to the Cumberland Hotel for breakfast (expensive—and no toilet paper in the lavatory!), I felt such faith in a car built nine years before I was born that I dispatched my wife and two daughters to Brighton in the Ford Corsair, telling them I would arrive about 1 p.m.

At the start I noticed passengers in period costume in Alldays' 1904 Alldays and Onions, driven by Ruffell, presumably for the benefit of a cine-camera it was carrying—a thing the V.C.C. used to frown upon. Work was being done on the 1904 Laurin & Klement from Czechoslovakia, which had LONDON-BRIGHTON in large white letters on its stern. We were held rather a long time before being given permission to go and the tube-radiator of the Brushmobile got a bit steamed up. Otherwise, accompanied by a hatless young photographer whose prize the ride was for winning a Photographic Competition in conjunction with the Montagu Motor Museum—he said he is a scooter-rider and wouldn't feel the cold—this was a quite uneventful journey.

The rain came down in earnest near Merstham and it was impossible to make notes, but I remember the duels with Moore's De Dion Bouton, the trilby-hatted Goldsmith in a 1902 Panhard-Levassor double phaeton occupying the extreme offside of the road, lots of veterans stationary at the roadside, and passing the pram-wheeled 1894 Bremer, which had started at 7 a.m., well on along the route.

This year Lord Montagu had arranged for us to stop at the R.P. Motors in Redhill in case anyone required Castrol or B.P., and, blinded by a fast drizzling rain, we were glad to do so. Some Castrol XL was added to the oil reservoir but otherwise the Brushmobile required no attention. We stopped for perhaps 15 minutes and soon after 1 p.m. were at Brighton, having left Hyde Park at 8.40 a.m., the Run, enjoyable as ever but quite uneventful, over for another year. If I was rude to the finishing area marshal when he wanted me to move forward and all the gears seemed to have left the quadrant, I ask him to accept my apologies and put it down to the after effects of 24-hour 'flu, the only thing which marred the pleasure of achieving a personal "hat-trick" with the Brushmobile.

All the Montagu Motor Museum entries got through successfully, although there was a bit of a hold-up around Pyecombe, when the Maxwell pulled up to assist Lady Montagu's Panhard-Levassor, which had developed ignition trouble, which probably meant a flat battery.

The first arrival at Brighton was Davenport's 1901 Progress—it usually is! R. D. Thomas, on Sir Clive Edwards' 1900 New Orleans arrived next, and naturally Jackson's 1903 De Dietrich, with racing body, hadn't wasted any time. Hamilton-Fish made his way noisily to Brighton blowing an exhaust whistle and bulb horn, and sounding a bell on his 1901 M.M.C. Paddy Hopkirk got there, driven by Jack Kemsley on a 1901 Renault, and as nothing more drastic than aspirin should have been needed, "Dr. Lowrey" has no cause for alarm in this instance! Sammy Davis and his young wife had improbable adventures but coaxed the 1897 Léon-Bollée to the finish.

There were some traffic jams which caused us to stop but on the whole I never remember clearer roads for the veterans or more co-operative Police. Once or twice I was baulked and presumably it was coincidence that the drivers were ladies, but this year drivers of modern cars gave way splendidly—to suggest that the Brighton road becomes so impossible for veteran cars that the Run may be abandoned, as *Motoring News* did, I regard as bunk. This 1904 single-cylinder small car got up to the wild seaside very comfortably, and so willingly that I throttled it back on the downgrades to spare engine and tyres. Soon we were at the cocktail party so thoughtfully arranged at the Brighton Motor Museum by Lord Montagu and Mr. F. C. Glover. National Benzole were dispensing their usual hospitality at the other end of the Madeira Drive. The Brushmobile lives in Mr. Glover's Brighton Motor Museum, so there was nothing more to do and I was driven home in the Ford by my daughter—which makes me feel very old.

For other aspects of the 1965 Brighton Run I hand over to a colleague who was modern-mounted and could make notes.—W. B.

* * *

Moving through the lines of cars at Hyde Park was quite a task, since spectators were out in strength, but trying to pick out those veterans which were being mechanically awkward was even more difficult because someone seemed to be doing something to every car. As 8 a.m. approached, those crews having trouble could be rather more easily picked out when their activity increased to fever pitch. The 1904 2-cylinder Lanchester of H. E. A. Warner was suffering from a blowing plug washer, but after 20 minutes of perseverance the engine started and the car left the line on time. Another difficulty at the start, and perhaps the most troublesome, was experienced by Moucka Frantisek who had brought his 2-cylinder 1904 Laurin & Klement all the way from Czechoslovakia. His partner failed to turn up, and though all manner of political rumours were being bandied about as to the reason, we prefer to leave it at that. The car broke a valve at Hyde Park and when bits fell into the engine Mr. Frantisek almost decided to give up the Run. But the League of Venturers, an independent youth organisation from Brockenhurst, dedicated to help others, came to his aid in a fully-equipped rescue Land-Rover. After much work, the engine finally started and Mr. Frantisek got under way and made it to Brighton on time, despite the fact that his sump contained various bits and pieces which should not have been there. London Motor Club member, Paul Steiner, who speaks Czech, and who happened to chance along, acted as interpreter between driver and mechanics and accompanied Mr. Frantisek as passenger to Brighton, with the rescue Land-Rover following, "just in case." Happily, its services were not required, though we commend its crew for a job well done.

Hard footwork was evident alongside the 3-cylinder 1904 Turner-Miesse steamer of C. P. Manley, as the compressed air tank was pumped-up sufficiently to push paraffin to the burner. The single-cylinder 1904 Rexette of G. Evan-Cook sheared its gear-lever at Hyde Park and its owner decided not to run. The 7½-h.p. 1904 Reo of Autobooks Ltd., driven by K. Ball, was only running in spasms due to fuel troubles. It managed to cross the line to be classed as a starter, but promptly stopped after only ten yards. The trouble was finally cured with the aid of a safety pin from a Press badge, and the car finally left at 9.25 a.m., the last to do so.

Having seen the field away from Hyde Park, we left to make our way to Brighton along the official route, but in the comparative comfort and luxury of an Austin 1800. The first car we saw by the wayside was the 1904 De Dion Bouton of Miss V. Qasnitschka, not far beyond Westminster Bridge. Their troubles were also in the fuel department but, though they were to stop on several other occasions before reaching Brighton, they arrived not only before the 4 p.m. deadline, but before us, too.

As we climbed Brixton Hill the rain came, and we saw the occupants of the 1899 phaeton-bodied Locomobile Steamer of Dr. D. E. Shafer getting extremely wet as the car began to lose steam on the hill. Once at the top, Dr. Shafer, who comes from California, refilled his tanks and got under way again.

Just near here, there were several bands of interested spectators gathered round various cars which were receiving attention. Among them was a 1900 Bardon driven by Mr. Lub of New York. The timing gear had slipped, and a long delay cost him a finisher's plaque. The Bardon, incidentally, has one cylinder, with two, horizontally-opposed, pistons.

Drilling operations were in progress at a garage forecourt in Streatham in an effort to find a lost top gear on A. G. Gilbertson's 1903 Oldsmobile, and at South Croydon Major C. O. Read had retired his single-cylinder 1901 International Charette due to a broken valve. We last saw the 1903 2-cylinder Tony Huber of J. Leppard at Croydon at 11 a.m. with a combination of fuel and ignition complaints. Between Purley and Coulsdon the 1901 Royal Enfield Quadricycle of B. Ducker suffered a flat battery, got under way again, only to expire later for the same reason. C. P. Manley's Turner-Miesse steam car was frequently running out of water and the stops for refilling resulted in a failure to finish on time. The 1904 Peugeot of Mrs. D. N. Parkinson came to a standstill when the cotter plate which compressed the

Continued on page 1110

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Warwick Banks, well known Mini-Cooper driver, combines his liking for speed with his job as a busy Commercial Pilot.





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Continental Tour—by H.E.

The Summary of a Forgotten Diary

ONE of the "perks" of editing MOTOR SPORT is the thin but steady trickle of unusual and usually absorbingly interesting literary material that generous readers send for my perusal—out-of-print motoring books, catalogues, maps, books with unexpected motoring references in them (although for the majority of the sources that have made the "Cars in Books" feature unending I am indebted to the local Library), scrap books and old photographs. My sincere thanks are hereby appended. . . .

One of the more unusual of these offerings has been a simple notebook, containing a detailed account of a Continental tour, written in ink and illustrated with not-very-clear stuck-in snapshots. Lent by a reader in Milverton, the first page, or fly-leaf, of this motoring diary is inscribed "First Continental Tour with H.E., recorded by B. L. Montgomerie." The date, 1924, heads the first entry, dated Wed., Sept. 24th, and commencing: "H. B. and I (B. L. M.) started in H.E. at 10 a.m. and went via Warminster, Heytesbury, Chilterne St. Mary (a pretty village), past Stonehenge, Amesbury and Stockbridge (beyond which we lunched), to Winchester, reaching Westgate Lodge, where we had arranged to pick up Mrs. Whyle, exactly at 1.30 as suggested. Then on with her by Petersfield, Midhurst and through Cowdray Park—so lovely and quantities of deer there—to Petworth, Swan Hotel, Trust House, getting there just before 4 o'clock."

On the opposite page there is a picture of the H.E. tourer, Reg. No. DP 3407, with a uniformed chauffeur apparently stowing its hood, the luggage in a dust-sheet strapped on behind, and a big "G.B." plate and snubbers for the rear springs clearly in view. This snapshot is captioned "Nearing Winchester" and on the long straight road on which the H.E. is parked *there isn't another vehicle in sight.*

Nothing much is known of this painstaking hand-written account of this 1924 tour in an H.E., nor is there anything very dramatic in it. But it is fascinating as recalling vividly the sort of ambitious motoring that was undertaken over the deserted roads of the vintage era. . . .

It seems that this tour was undertaken by the two ladies, in the care of H. Brown, the chauffeur. In the early stages, B. L. M. omits to fill in the day's mileages but without such figures one can appreciate the immensity of the journey—the tour, which started from Bath in September, ended at the same place on March 12th the following year!

On the second day a start was made from Petworth at 9.20 in "pouring rain, raging wind, and very dark." So main instead of by-roads were taken to Dover (Grand Hotel), via Brighton, Hastings ("where we bought biscuits") and New Romney. Including a picnic lunch, that run occupied about 7 hr. 25 min.

Next day the H.E. crossed the Channel on the *Maid of Orleans*, being loaded after a big Hispano-Suiza had been slung on board, and by 2 p.m. they were in France. With a guide on the running-board to show them the way out of Calais, they got to St. Omer (Hotel du Commerce) about 5.15 p.m. in the dark and drizzle.

I cannot continue in such detail, although the diary gives plenty; suffice it that at Peronne, where a fair with steam organs contrasted to the ruins of war all around, the Peronne Hotel upset the travellers when Madame said it was *embêtant* for them to have separate rooms (Brown, one assumes, was outside with the car), so they went on to the Hotel de France in Ham.

Saddened by the hammering the castles and churches had received in the war (temporary bridges in and out of Ham), and the utter destruction of Soissons Cathedral, the H.E. passed, beyond Roconat-St.-Martin, the wood from which "Big Bertha" shelled Paris, and ended up at Chateau Thierry (Hostellerie du Bonhomme et des Violettes—"a good deal knocked about, as it was first French and then American headquarters, with the Germans looking straight down on it from the old chateau on the hill). At a fête in the evening, Brown pleased some French soldiers by shooting out nine out of ten lighted candles, while an American tourist couldn't hit one!

So this holiday tour proceeded, the ladies declining *escargots* at the quaint old Hotel St. Laurent at Troyes although Brown told them afterwards what they had missed! The speedometer cable broke over bad road mending out of Chateau Thierry (which excuses the aforesaid absence of daily mileages) and *essence* was bought in *bidons*, using a letter of credit until cash could be drawn at a *Société Nationale* Bank.

The ladies noted a Union Jack on the war memorial at Lignol



The H.E. on the snows of the Simplon, with its lady owner.

and remembering their chauffeur's remarks about snails bought him mauve toadstools and bright red slugs at Bois de la Lune near Charmont. At Poutarleir the H.E. had to take on cheap *cammion* fuel and Mobil BB oil. Customs officers on the Swiss border nearly kept the H.E.'s carnet—the charge was 35 centimes at the French post, 3 fr. 25 c. at the Swiss one. Out of Lausanne there is mention of the first puncture.

Two days at Vevey and the H.E., with a police pass, tackled the Simplon Pass. Alas, it was blocked by snow five kilometres from the summit. Mrs. W. felt very nervous and got out before Brown reversed and turned, helped by two Swiss who held the back wheels! He "had driven round the tremendous bends as if he had taken them daily for years and never had to reverse at any of them; it was a queer sensation to see the bonnet pointing right over the precipices time after time, and I found it advisable to look up and to the left instead of watching the drop!" The two-horse diligence which took the place of the motor one after October 1st did not return that evening and as the 'phone wires were down no messages could be taken—"Little the police would have cared, had anything happened to us!"

After much delay and Customs trouble the H.E. went on a truck, with a Minerva (which had turned back on the Pass much lower down), through the Simplon tunnel. So they came to Baveno (Hotel Suisse et des Iles Borromées, splendidly run by Sig. Manteggia, where B. L. M. had stayed in 1914). After steamer and rowing trips on Lake Luino (from which Mussolini's seaplane was flying), the travellers sought the recently-opened *autostrada* to Milan but (shades of M1) discovered it closed because of surface cracks.

Brown "took quite calmly" the terrible old road and the change from keeping right to driving on the left. Milan (Hotel del Parco) was an inferno of noise.

The road from Milan to Bologna was infernally dusty (in 1924), a puncture had to be repaired, and a low-flying light aeroplane frightened a horse and threw the cyclist leading it—the H.E. avoided him easily, because it wasn't "going at the pace most Italian drivers go at—often quite 60 m.p.h." Next, over the Appenines (good but dusty road), which made the H.E. boil. It also punctured again.

In Florence the roads were so bad the car was spared as much as possible, staying in a so-called garage on the other side of the river from the *Pensione Maria Pia*, where accommodation had been found. The H.E. *was* driven out to Central Garage at Via dei Fossi, for small repairs to its hood frame and luggage grid—those roads! The repairs, including the fitting of shock-absorbers to the front axle (those roads!), involved many tram rides. But a long stay was intended, anyway, and Mrs. W. returned to England by train, leaving B. L. M. to go sightseeing, to the

cinema, opera, etc., with Brown—I am beginning to think he was really more friend than chauffeur!

The entry for Nov. 22nd says : " This is H.E.'s birthday, as I've actually had her for four years today! " So this staunch car was an early 1921 model! It had the unpainted bonnet typical of the make, incidentally. On Dec. 31st there was a Fascist disturbance, with newspapers burnt at kiosks, etc.

On Jan. 16th, a " Baule per Automobile," cost 870 lire, made to measure for the H.E., arrived. After much sightseeing by train and on foot, a break-in by thieves at the H.E.'s garage, and Brown going sick, the tour was resumed on Feb. 14th. The first day took them 62.8 miles to Viareggio, the dust so thick the H.E. " became almost unrecognisable and quite a light colour! " (Albergo la Poce—car in Miramar garage).

The H.E. took the Col de Bracco, " execrable, with stones and *mud* " *en route* for Rapello, pretty but so smelly the couple went on to Santa Margherita Ligure, staying at the Hotel Continental, with only a shed for the car.

Runs of 80-90 miles a day brought them to Laigueglia. (Is this such a pleasant place today? Then the only hotel was Gastoni's, in a tiny *piazza* with a terrace going down to the sea—and " no Americans! ".)

Out of Italy and through Menton, Monte Carlo, Monaco, Eze, Beaulieu, to Nice. In the carnival B. L. M.'s face was bruised and Brown's ear bleeding from pellets—" The police should have turned people back who were not participating! "

The return journey home, commenced on Feb. 25th, seems to have been uneventful, the only entries of motoring rather than touring interest being " passing between the Autodrome (on the right) and the Aerodrome (on the left) " on the road from Miramas to Arles, buying " a case for tubes and tools " in Arles, and a climb to Villefort, " the car taking it wonderfully in spite of horrid French petrol (Tourisme) which she does *not* like." The Hotel Balme at Villefort had no heating (on March 1st) in the rooms over the barn which served as a garage, " entered by crossing a sort of midden and mounting an outside flight of steps! " Food—excellent, of course!

Snow after Le Puy, but the H.E., descending from Chaise Dien " at 20/21 m.p.h.," did the 100 miles to Vichy in about seven hours, inclusive of a picnic lunch of pickled pork, etc. The 116 miles from Bourges to Chartres took six hours—picnic this time, sausage rolls heated on the exhaust—with worst roads on homeward run beyond Orleans. A brush and sponge for the H.E. were bought in Chartres, as there was mud ahead! Rough roads to Abbeville, a run of 137½ miles, cracked the G.B. plate, which fell off, so Brown constructed one of paper cut out and gummed on to the black luggage case. The start was delayed by " an inefficient but self-satisfied and smiling French owner-driver of a Ford " in the yard of the Hotel de la Tête de Boeuf.

So home to England. The A.A. agent at Dover had smartened up since the outbound sailing, " so this time I gave him 8s. for I would not give him a tip when we left England, as he had not pleased me." (The Calais agent got 10s.) A stop at the Royal Hotel in Winchester, and on to Bath next day. The diary concludes : " All had gone well and we have come from Florence to Bath without a single puncture."

So much for motoring in an age when a hotel with garage was regarded as rare, when you could be kept waiting up to ¾-of-an-hour before drawing your money from a Bank, when tyres were suspect, roads dusty and deserted—an age which will never return and which only those who venture abroad in vintage cars can to some extent recapture. The H.E. was away for 5½ months. One wonders what this tour cost and if Brown and B. L. M. still remember it?—W. B.

Vintage miscellany.—A sad 1930 Singer Junior saloon and a mid-30s 6-cylinder open Singer await new owners in Essex. A vintage flat-radiator Armstrong Siddeley Fourteen saloon has been languishing in a Hampshire barn for many years. A one-lady-owner Singer Le Mans 4-seater exists in Huntingdon. Reports from Guernsey speak of vintage engines and spares, a *circa* 1930 Adler, a vintage Morris-Cowley and about eight more old cars in the open, derelict and overgrown, but a possible source of spares. Our informant spent two weeks there with a 1926 9.8-h.p. Lea-Francis, for which two tyres and a pair of vintage sidelamps were easily obtained. There is also a 1924 Bean standing in a field, but apparently not for sale.

Non-vintage " attic-chair " cars for disposal include a 1934 Daimler 15 saloon, a non-runner but easily restorable, in Hampshire (£25 o.n.o.), a 1934 Morris 10/6 which has done only 36,000 miles but with u/s body, in Sussex (free if collected), and a 1934 Humber Vogue saloon, one owner, 47,000 miles, in Norfolk. A Type 40 l.h.d. B.M.W. lies in a Lewisham scrapyard. Someone seeks half-shafts for a Singer Junior.

J. V. Murcott has bought the ex-Brian Morgan 200-h.p. Benz, which is to remain in the Birmingham Science Museum until the stripped gears in the gearbox can be repaired. After which, let us hope, it will appear in Edwardian races once more! The Armstrong Siddeley O.C. now has nearly 60 members, including one in South Africa, and a Stoneleigh owner in Holland. The Club magazine is now called *Sphinx Revived*, and at least four meetings are scheduled for next summer. The H.C.V.C. expresses horror at seeing a Box No. advertisement for a 1903/4 Milnes-Daimler omnibus, for which offers over £800 were being asked, for they tried to find a good home for this vehicle (which they date as 1906) and when this wasn't forthcoming a dealer who took this and other vehicles in a member's collection valued it at £300 and the Club was assured that it was being restored by a wealthy philanthropist.

The Editor recently had a no-trouble 170-mile run to Wales in the 1934 Austin 10/4 bought for £7 as a learner-car for his children, and, on arrival, heard of a 10/4 van in good condition. A f.w.d. Cord in rather derelict condition is reported from Yorkshire. The memorial to Biaggio Nazzaro, who was killed when the back axle of his Fiat broke during the 1922 French G.P. at Strasbourg, was moved when a new road cut across the corner of the circuit where the accident happened, but an inquiry addressed to the A.C. d'Alsace has elicited the information that the stone has been re-erected further along the road. The Autumn *Bulletin* of the Fiat Register contained an article on 40 years of the Fiat 509, by G. Liston-Young. The Vintage Austin Register announces that it now has 400 members and is using the " Red Cow," Hammersmith, as its headquarters, including a large garage where members can work on their cars. The Hon. Sec., Bob Wyatt, has moved to 35, Plough Lane, Wallington, Surrey.

More and more clubs are expressing concern over the very high prices now being paid for vintage and veteran cars, and the V.C.C. itself devoted the Editorial in its October issue of *Veteran Car* to the subject, being especially disturbed at the growing number of people who buy veteran cars as an investment and never bring them to V.C.C. meetings. The Classic American Auto Club of Great Britain has also expressed agreement with MOTOR SPORT's Editorial last month on this subject. The Bullnose Morris Club's Oxford Rally was a great success, attended by 43 Bullnose Morrises, 13 Flatnoses and 21 " guests," Ken Revis of B.M.C. entertaining as guests Capt. G. E. T. Eyston and John Thornley.

The *Trojan O.C. Newsletter* announces that the late Gp.-Capt. Scroggs left his well-known Trojan to the Club. Their R.A.F. tender Trojan has covered some 500 miles since Easter, and the Headmaster of Sarah Robinson School has bought a Trojan van which had been converted into a 12-seater 'bus and this is now in regular use between Crawley and S. Coast towns on school engagements and next summer is scheduled to tour the French Alps. It is finished in the school colours of maroon and black—this 6-cylinder two-stroke is, admittedly, not a vintage vehicle—but good show, nevertheless. The November issue of *The Bulletin of the Morgan 3-Wheeler Club* contains an article on that rival vehicle, the B.S.A. 3-wheeler, which made its debut late in 1929.

* * *

The Hillman Register.—This Register caters for owners of pre-Rootes Hillman cars, *i.e.*, Edwardian Hillmans, Hillman-Coatalens, 9.8-h.p. and 10.4-h.p. models, the vintage Fourteens, straight-eights and those Wizards and 20/70s made before the take-over, up to about 1932. Membership when the first *Bulletin* was issued stood at 14, including ten Fourteens, of which three have the " Safety " chassis, a Husky, a 1931 Wizard 65 and a 1922 10.4-h.p. 2-seater. The Registrar is M. Burn, 73, Church Road, London, S.W.19.

* * *

Old Cars at Earls Court.—To commemorate the first S.M.M.T. International Motor Exhibition at the Crystal Palace in 1903, a special display of historic cars was staged at Earls Court last October. These comprised a 16-h.p. Fiat (Fiat Ltd.), a 12-h.p. Lanchester (Hutton-Stott), a Panhard-Levassor (Montagu Motor Museum), a 5-h.p. Peugeot (Peugeot Ltd.), a Riley tricar (Riley Motors Ltd.), a 7½-h.p. Wolseley (L. D. Goldsmith), a 10-h.p. Model-C Ford (A. R. Jackson—Ford Motor Co. Ltd.), a 5-h.p. Humber (Rootes Group), a 60-h.p. Mercedes (Daimler-Benz A.G.), a 10-h.p. Renault (Capt. Watters-Westbrook), a 12-h.p. Sunbeam (C. F. South) and a 5-h.p. Vauxhall (Science Museum—Vauxhall Motors Ltd.), all of 1903 vintage. In the gallery, British Jaeger Instruments Ltd. had a stand decoration of almost lifesize photographs of the instrument panels of historic

VINTAGE POSTBAG

Race Reporting

Sir,

Re. your article on "Race Reporting" on pages 856 and 858 of the October issue of MOTOR SPORT—perhaps you would be interested to know of the discrepancies I have discovered in checking the engine sizes of the various cars involved in the Grands Prix of the period concerned, i.e. 1906-14 inclusive.

In each case the figure I quote first is that given in Mr. Mathieson's new book, followed by those from Karslake's accounts (which agree with, or are copied from, G. Rose's original volume.)

		Mathieson	Karslake
1907	Christie	185×185 (19,891 c.c.)	184×184 (19,618 c.c.)
	Darracq	180×150 (15,268 c.c.)	170×140 (12,711 c.c.)
	Dufaux-Marchand	125×150 (14,726 c.c.)	125×130 (12,763 c.c.)
	Fiat	180×150 (15,268 c.c.)	180×160 (16,286 c.c.)
	Germain	112×130 (5,123 c.c.)	110×114 (4,333 c.c.)
	Mercedes ..	180×150 (11,974 c.c.)	175×150 (14,432 c.c.)
	Porthos	110×120 (9,123 c.c.)	120×120 (10,857 c.c.)
	Renault	165×150 (12,830 c.c.)	166×150 (12,970 c.c.)
1908	Opel	154.8×160 (12,045 c.c.)	155×185 (13,963 c.c.)
	Weigel	154.7×170 (12,781 c.c.)	155×150 (11,321 c.c.)
	Thomas	154×150 (11,176 c.c.)	155×150 (11,321 c.c.)
1913	Delage	110×185 (7,032 c.c.)	105×180 (6,234 c.c.)
	Opel	90×156 (3,970 c.c.)	Not given
	Itala	125×170 (8,325 c.c.)	125×160 (7,854 c.c.)

Although in some cases, as you will see, the differences in bore and/or stroke is only 1 cm., the differences resulting in the swept volume is noticeable, and of course in other cases the differences are far more pronounced.

Now, as an historian of the sport yourself, please advise me as to which authority I bow to in these particular cases, Mr. Boddy —if you can!

I should be most interested to have your comments (and corrections?) on the above mystifying matter.

Southsea. GORDON BEVIS.

* * *

Ash for Cars

Sir,

The "wet-dry-wet-dry" behaviour of this wood has been most unsatisfactory where wet has had access to it. Rotting of the lower part of the door-post in Abbott bodies is well known, and repair or replacement very difficult.

I have always understood that the ideal wood for "wet-dry-wet-dry" conditions is elm. This is the wood used for riverside landing-stage piles, sea break-waters, when it is available, and under these extreme conditions it has a long life. I wish that some of the makers of the coach-built cars I have owned had known of this wood.

Cartmel. C. C. PLOWDEN.

Sir,

Mr. W. Franks' concern regarding the hitherto practice of using ash wood for motor-car bodywork is unfounded.

The sole property of ash is its ability to withstand twisting strain. Such arguments against its use as its tendency to split easily with an axe are irrelevant. It will burn more readily than teakwood for that matter.

The principal woods utilised in the original coachbuilding shops were: oak, for strength (spokes of wheels); ash, for flexibility (felloes, or outer rim of wheels); and elm for strength and resistance to splitting (naves, or hubs of wheels).

The wooden wheel is an excellent example of the coachbuilder's skill in applying the timber most suited to the requirements, and the same followed throughout the bodywork in the horse-drawn and, later, motorised vehicle

The spoke of the wheel takes the weight of the vehicle, and must therefore be of maximum strength. The hub is the centre joint of the wheel, and whilst taking the weight also, holds the spokes together. It must never split. The felloes though, will flex with the surface of the road, due to the circumference of the wheel, and must therefore "give." According to J. Geraint Jenkins, "The English Farm Wagon," pp. 68, elm and beechwood have been used as a replacement for ash in this particular case, but with "less satisfaction." Horse-drawn vehicles were a combination of these three timbers in the past. Mahogany, an imported wood was always expensive, although it has the required qualities, beech was also used, and, in the later years for panelwork, plywood.

Today, motor vehicles with coachbuilt bodies are generally of mahogany, ash and beech. Oak is nowadays more expensive than imported timber, and Mr. Franks will be very lucky to find any wood other than beech in furniture today, although oak was the criterion for framework in the good old days, and mahogany for panelling.

To say that our forebears were pulling a fast one in stipulating ash for car bodies is surely an insult. Life was not always a mad rush to get rich quickly, and some people were once proud to do a day's work.

Edmonton. J. I. WADE.

Sir,

I was interested to read the letter from W. J. Franks on the use of ash in coachbuilt cars.

I have no knowledge of timber technology, but having carried out extensive restoration to the coachbuilt body of a 1936 Triumph Gloria, I have by trial and error gained some knowledge of the properties of timber for this type of work.

I can only assume that the fact that the timber was not seasoned, enabled Mr. Franks to easily dispose of the fallen ash tree. Having attempted to bend wheel arches from seasoned ash, I can assure you that ash is not an easily formed timber, at least in the hands of the inexperienced woodworker such as myself.

It was on the advice of a boatbuilder that I used American elm, and with great success. The strength of this timber is almost equal to ash, having the long fibrous grain that is necessary for steam bending. Its most important property is its superior resistance to wet, indeed alternate wetting and drying have no effect on it. Hence its advantage for boatbuilding, which can be exploited for coachbuilding.

I have no hesitation in recommending the use of this timber as being ideal for restoration of a coachbuilt body. The fibrous grain calls for keen-edged tools, and it holds fastenings well.

Southsea. ROBERT G. DAVIS.

* * *

The Identity of a Charabanc

Sir,

On reading your October edition I saw the photograph of "Vera." I wonder would it be possible for you to let me have a copy of this photograph? You see, it holds great interest to our family. My father went with Mr. J. Regan to buy these Talbot ambulances from the Army after the 1914-18 War and then converted the bodies to make them into some of the first charabancs that came to Huddersfield.

Huddersfield. MISS VERA MARTON.

[The picture concerned showed the back of an overloaded charabanc called "Vera," and we are delighted to be able to disclose its identity. The photograph was sent in by a reader and a copy has been forwarded to Miss Marton.—ED.]

* * *

The Carson Special

Sir,

With reference to the photograph of the 30/98 Vauxhall on page 961 of the November MOTOR SPORT, although it is probably unintentional, I feel your caption may lead some readers to think that this was a good vintage car which some callous individual has spoilt.

In fact the reverse is true. This car was built by Tim Carson in 1934 from various bits and pieces, mostly 30/98, and, known as the "Carson Special," it figured prominently in pre-war V.S.C.C. events and also at Shelsley Walsh and similar open events. [I know.—ED.]

In those days it was a very effective competition special with no concessions at all to aesthetic considerations or passenger comfort. When Jack Wilson bought it from Tim in 1951, it consisted of little more than a running chassis with two seats and a pair of "bidons" behind them serving as fuel tanks. He is responsible for making it into the, by no means unattractive, recognisable 30/98 it is today. I think that it has shown itself, this season, in the hands of David Densham, to still possess a good measure of its high performance.

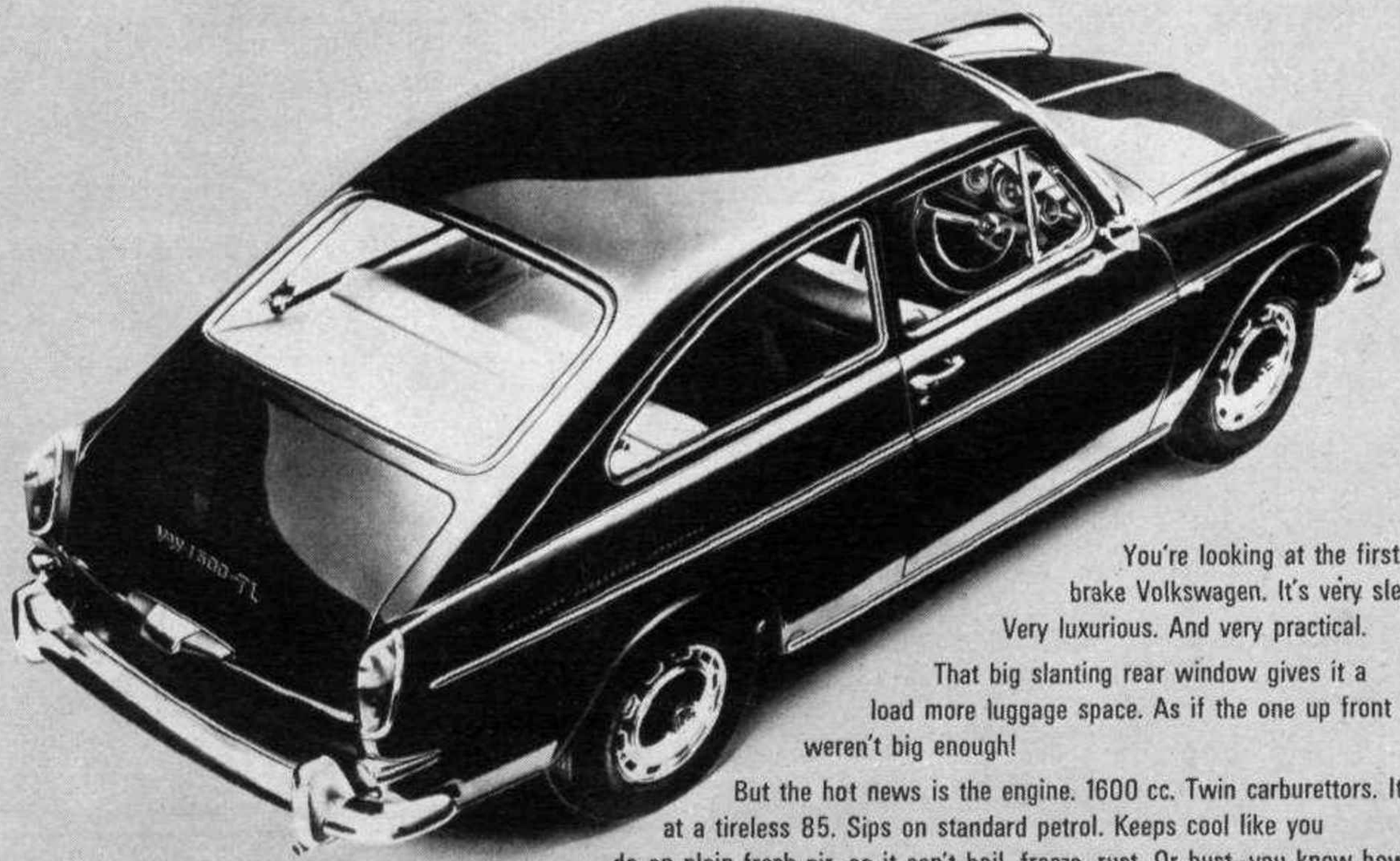
The rear half of the chassis frame is turned upside down to pass under the axle and the engine is most interesting, consisting of "E"-type crankcase, crankshaft, connecting-rods and camshaft, with "OE" block and valve gear. This combines the larger capacity (10 mm. longer stroke) of the "E"-type with the o.h.v. advantages of the "OE." Considerable difficulty was experienced in determining the correct tappet clearances to match the side-valve camshaft with the overhead valves.

The T.T. Vauxhall-like cowls were, presumably, influenced by Tim Carson's earlier associations with one of these cars.

GEOFFREY W. SAMSON,

Rugeley. *Hon. Registrar*, The 30/98 Register.

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You're looking at the first disc brake Volkswagen. It's very sleek. Very luxurious. And very practical.

That big slanting rear window gives it a load more luggage space. As if the one up front weren't big enough!

But the hot news is the engine. 1600 cc. Twin carburettors. It cruises at a tireless 85. Sips on standard petrol. Keeps cool like you do on plain fresh air; so it can't boil, freeze, rust. Or bust—you know how tough Volkswagens are.

You'll find a lot to like. Head-and-stretch room for five. Individually adjustable front seats. Matching colour carpets, doors, trim and seats. Separate front and rear heating. 6000 mile greasing. And rear side windows with glass that bends out when you open.

This Volkswagen doesn't look at all like a Beetle. But it's got all the solid Volkswagen virtues.

Open it up on a test run. At just £998*, the 1600 TL Fastback looks pretty good on paper. It's better still on the road.

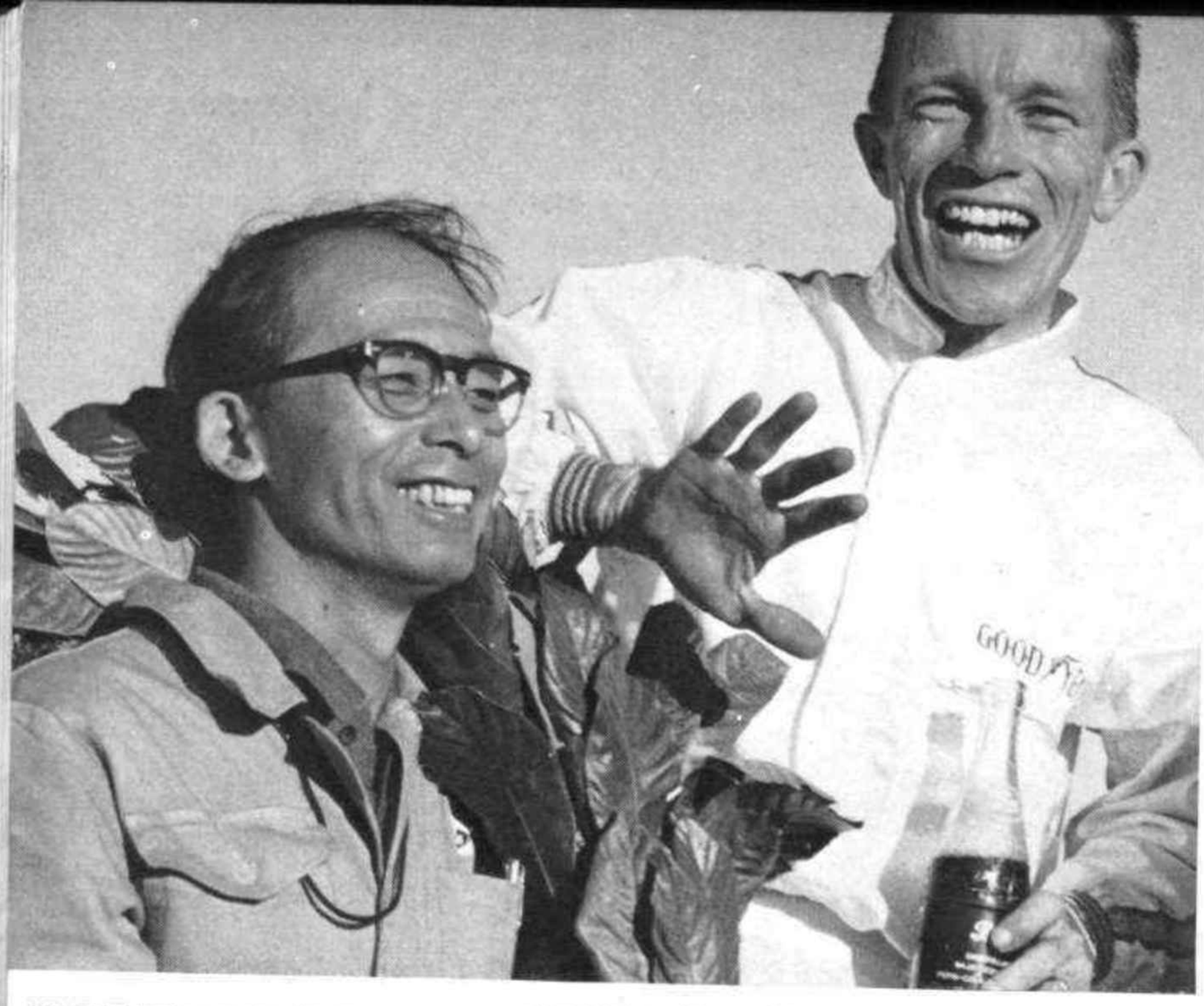
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VOLKSWAGEN

PICTORIAL REVIEW

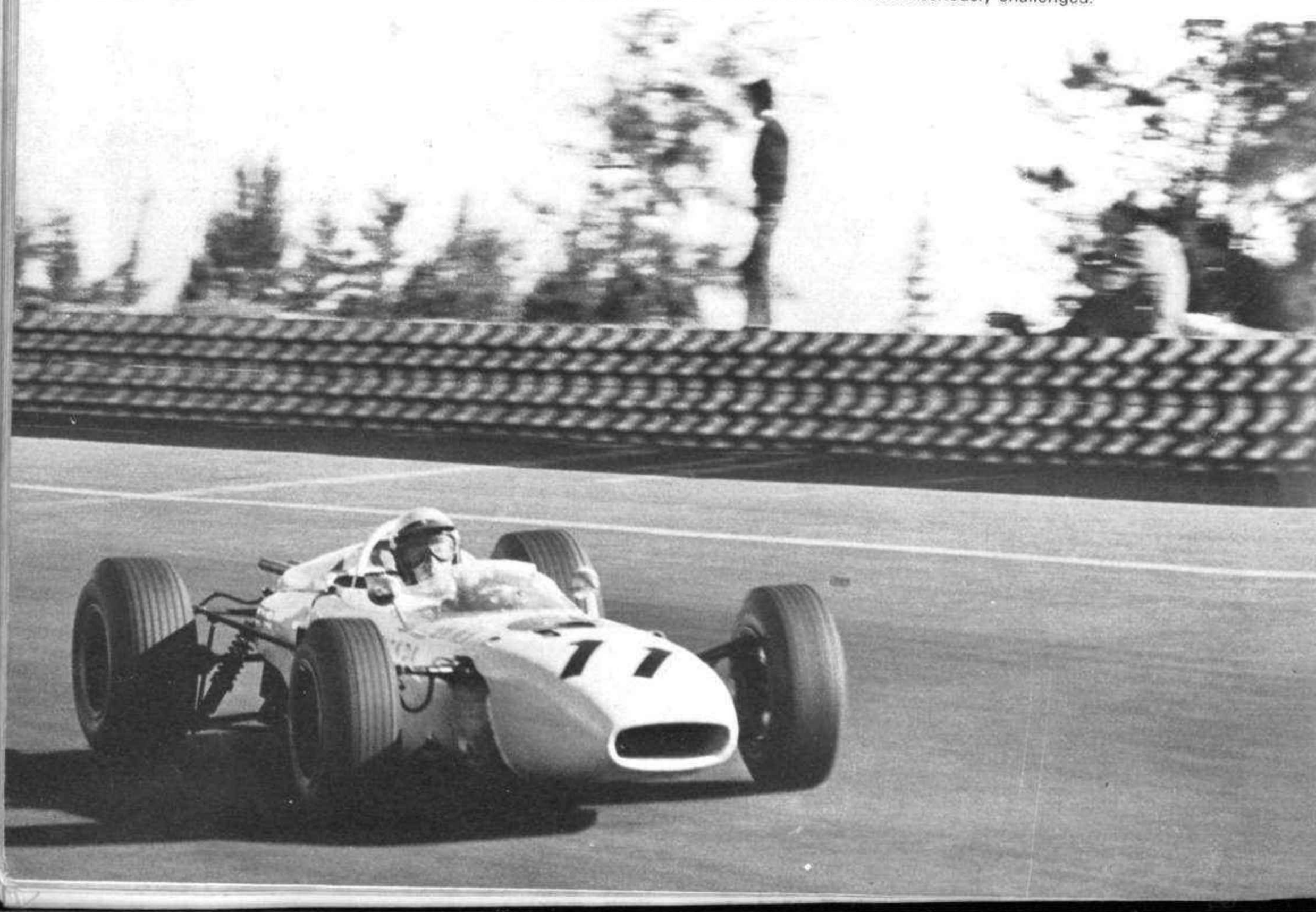


VICTORS.—After only two years Honda won their first Grand Prix at Mexico City. This was also the first win for Richie Ginther, here seen with engineer Nakamura.



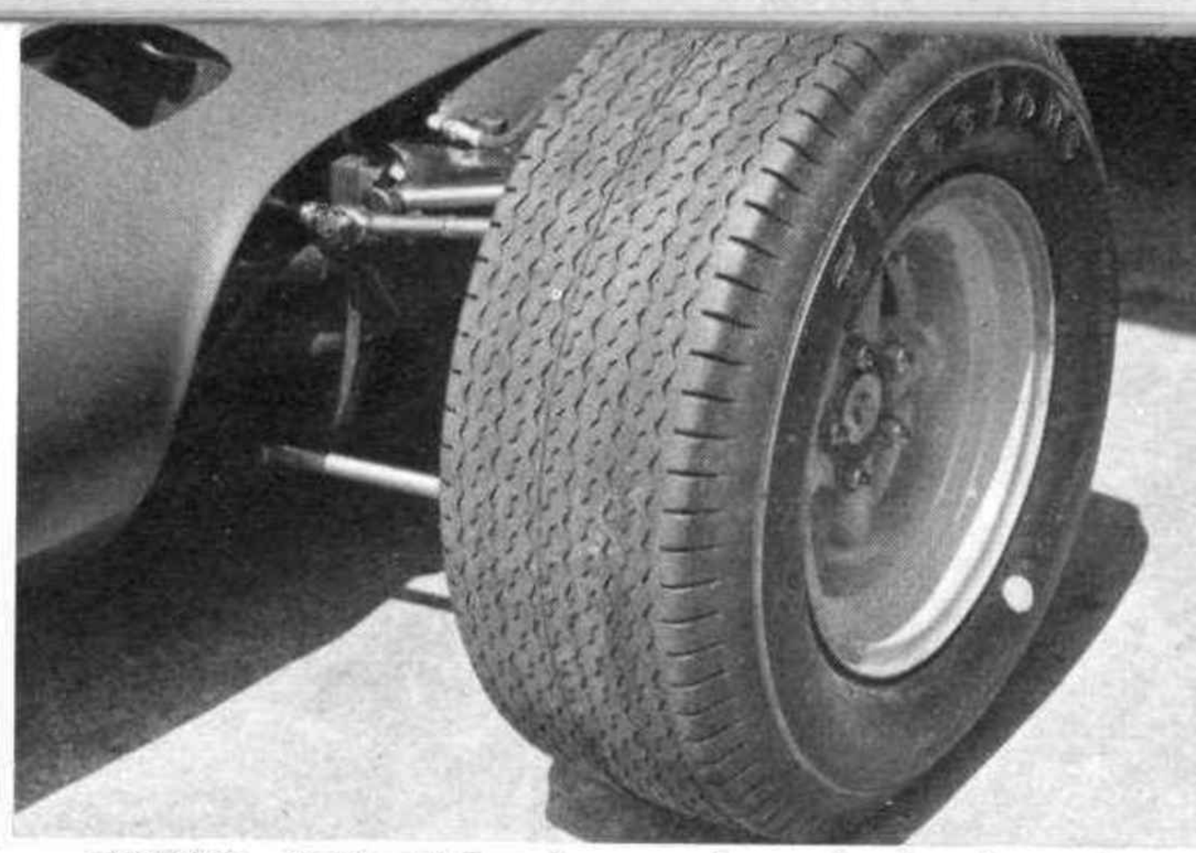
STEADY THIRD.—Mike Spence in the second Team Lotus car drove a very consistent race to finish third.

AT SPEED.—Ginther in the latest long-chassis Honda on the banked turn before the pits. The Honda led from the first corner to the end and was never seriously challenged.

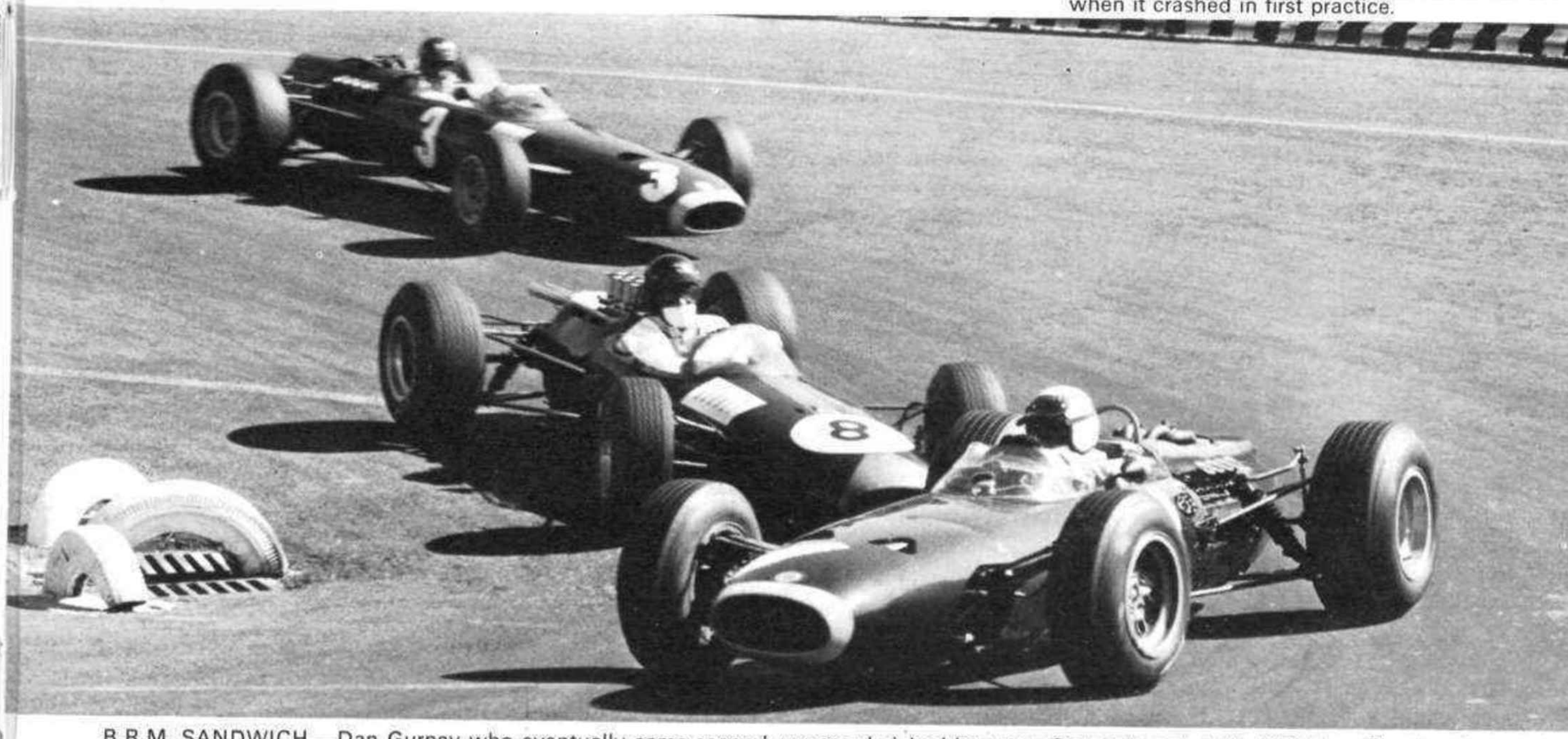




▲ OVER AND UNDER.—Moises Solana in the third Team Lotus car cornering at the hairpin with lots of understeer, while behind McLaren tries to keep up with the Mexican using lots of oversteer



TESTING.—Rodriguez' Ferrari was running under the colours of N.A.R.T. and was therefore able to use tyres other than Dunlop. Here is the wide-section Firestone Indy tyre which was on the car when it crashed in first practice. ▲



B.R.M. SANDWICH.—Dan Gurney who eventually came second was sandwiched between Stewart's and Hill's B.R.M.s. Shortly after this the clutch on Stewart's car began to slip and he dropped back. It was on this corner that Hill was rammed last year, which is no doubt why he is holding back. ▲

MEXICAN GRAND PRIX

UNDER PRESSURE.—The B.R.M.'s slipping clutch enabled the Ferraris of Rodriguez and Bandini to catch up. Here they come through the sweeping curves after the hairpin watched by a large crowd, which is controlled by heavily armed military police. ▼

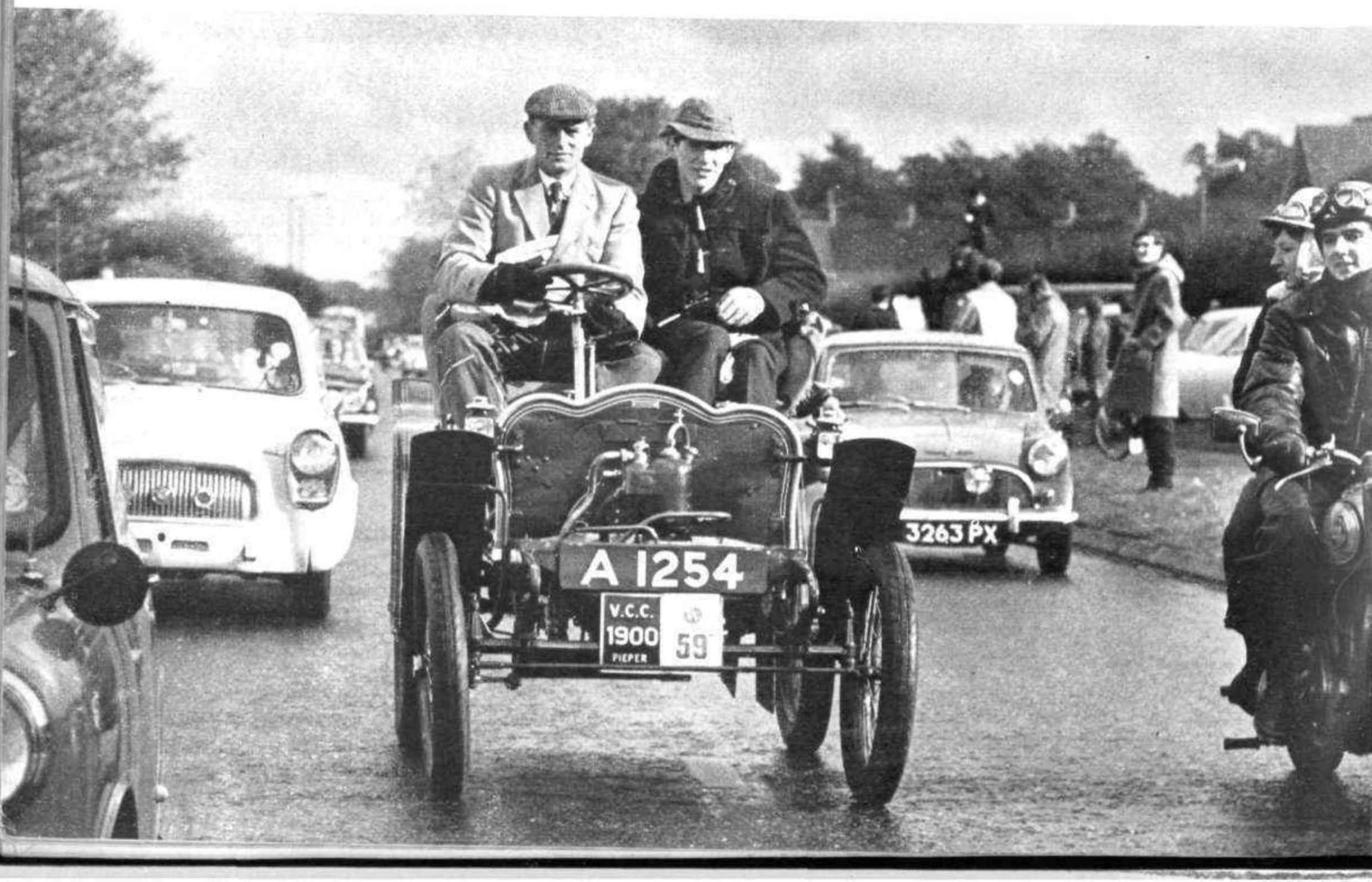




▲ HIGH-WHEELER.—Ex-racing motorist Fotheringham-Parker is given a clear passage by modern cars in the R.A.C. Veteran Car Run, in his 1896 4-h.p. Lutzmann Victoria. Note the three-letter registration!

▼ AMONGST THE MODERNS.—J. A. Wilson's bonnetless 1900 3½-h.p. Pieper, a make made famous by "The Lightning Conductor," an Edwardian romance, *en route* for Brighton last month.

VINTAGE PICTORIAL



THE 1966 CALENDAR

THE list of motoring events run under the rules of the Fédération Internationale de l'Automobile seems to get bigger every year, this list comprising International events only; the lists of National events for each country in the F.I.A. being truly gigantic. As in previous years, the F.I.A. calendar is divided into three groups, International Speed Events, International Rallies, and National Speed Events in which Foreign participation is allowed. The first group are the straightforward International races and hill-climbs, and there are 106 of them scheduled for 1966 in Europe, the Americas, South Africa, Australia and New Zealand, and they cover events from Grand Prix races to Drag Race meetings, and from unlimited capacity racing cars to saloon cars. Within this great list are events to count towards various Championships, the most important being the Formula One Championships for Drivers and Manufacturers. There is a Championship for Manufacturers in the F.I.A. Group 4, which is for Production Sports Cars, of which 50 must have been made, and this Championship is subdivided into three divisions : up to 1,300 c.c., 1,300-2,000 c.c., over 2,000 c.c. There is an International Trophy for the manufacturers of Special Cars in Group 6, which are Prototype Sports Cars, or one-off examples, and finally there is the European Mountain Championship.

As from January 1st, 1966, the new Formula One comes into force, so that Grand Prix races will be those run to this new Formula, it being for unsupercharged cars of up to 3,000 c.c. and supercharged cars of up to 1,500 c.c., all other detail rules being as for the Formula that is just finishing. The first event to this new Formula is due to be held on January 1st in South Africa, while the first event in Europe should be the Siracusa Grand Prix on May 1st, with the B.R.D.C. event at Silverstone following a fortnight later. However, British and European organisers are being rather cautious and for both these events have applied for permits for Formula One and/or Formula Two. All other major organisers seem to have got cold feet over the future of Grand Prix racing and have opted for Formula Two events or sports-car events. Apart from the British Grand Prix, which will be for Formula One, the B.R.D.C. Silverstone race is the only Formula One event on the British part of the International Calendar, which shows pretty poor support for our Formula One teams. The serious Formula One, or Grand Prix, season begins on May 22nd at Monte Carlo, and throughout the season all the major Grandes Epreuves are scheduled to take place, more or less in the order we saw this year.

The Group 4 Sports Car Championship and the Prototype Trophy will be held over the usual list of long-distance classic events, together with some new ones, or existing ones that have been given more exalted status. The established classics are the Sebring 12-hour, the Targa Florio, the A.D.A.C. 1,000 kilometres at Nurburgring, and Le Mans, and these are all being run for Sports/Prototypes and Sports Cars (50 off), and at Sebring and Nurburgring there is the addition of GT cars (500 off). New events in this group are a 24-hour race at Daytona Speedway in February, the 1,000-kilometre race at Monza, the Spa races at Francorchamps in Belgium, and other events such as Hockenheim, Bridgehampton and Reims, the last named being the annual 12-hour race, for Prototypes and Sports Cars, but held in October instead of July. The Trophy for Constructors of Prototypes will be decided at Daytona 24-hour, Sebring 12-hour, Monza 1,000 kilometres, Targa Florio, Spa, Nurburgring 1,000 kilometres and Le Mans, so that this branch of motor racing will be all over by mid-summer, having had a concentrated six months from the beginning of the season. The Championship for Sports Cars takes in all these events, but goes on through many lesser events until October, including one hill-climb in Switzerland. The event at Spa could have proved interesting, with Le Mans-type Prototypes running on the high-speed road circuit, but unfortunately it falls on the same day as the Monaco Grand Prix, so there is going to be a shortage of high-speed drivers.

The rest of the International Calendar is made up of a great variety of events, including the Tasman 2½-litre Formula races, American Stock Car events such as the fantastic high-speed thrash round the Daytona speed bowl, Formula Two races all over Europe, including the French series for their National Championship described as the Grands Prix de France (not to be confused with the French Grand Prix, which will be for Formula One), hill-climbs, two American Drag Race meetings, and one-off events such as Indianapolis and our own Tourist Trophy. In 1966 Indianapolis is due to run the week after the Monaco Grand Prix, on May 30th, and it does not clash with any serious event.

The following dates are for the most important International events :—

Grand Prix Races for World Championships—to Formula One :

May	22nd	Monaco—at Monte Carlo.
June	12th	Belgium—at Francorchamps.
July	3rd	France—at Reims (also the European Grand Prix title).
July	16th	Britain—at Brands Hatch.
July	24th	Holland—at Zandvoort.
Aug.	7th	Germany—at Nurburgring (we hope!).
Sept.	4th	Italy—at Monza.
Oct.	2nd	U.S.A.—at Watkins Glen.
Oct.	23rd	Mexico—at Mexico City.

Long-Distance Races for Category B—Group 6, Special Cars, Prototype Sports Cars :

Feb.	5/6th	Daytona 24-hour—Prototypes, Sports II, III, and GT.
Mar.	26th	Sebring 12-hour—Prototypes, Sports I, II, III and GT.
April	25th	Monza 1,000 kilometres—Prototypes, Sports II, III.
May	8th	Targa Florio—Prototypes, Sports II, III.
May	22nd	Spa-Francorchamps—Prototypes, Sports II, III.
June	5th	Nurburgring 1,000 kilometres—Prototypes, Sports I, II, III, and GT.
June	18/19th	Le Mans 24-hour—Prototypes, Sports II, III.

The above events count for the Constructors' Trophy for Prototypes. They also count for the Sports Car Championships for Divisions I, II and III, where shown, together with the following events :—

July	17th	Circuit of Mugello—Sports I.
Aug.	7th	Circuit of Enna—Sports I.
Aug.	14th	Circuit of Hockenheim—Prototypes, Sports II.
Aug.	28th	Swiss Mountain Hill-Climb—Sports I, II, III.
Sept.	4th	Nurburgring 500 kilometres—Prototypes, Sports I, GT and T.
Sept.	11th	Austrian Grand Prix—Sports I, II, III.
Sept.	17/18th	Bridgehampton Double 500—Prototypes, Sports I, II, III, and GT.
Oct.	2nd	Reims 12-hour—Prototypes, Sports I, II, III.

Sports cars must have been made in a series of at least fifty cars, and the Divisions are :

Sports I — up to 1,300 c.c.
Sports II — up to 2,000 c.c.
Sports III — over 2,000 c.c.

Division I will include such cars as the Abarth-Simca 1300, Division II will include the Porsche 916, and Division III will include the Ferrari LM and the Ford GT 40.

In the second part of the F.I.A. International Calendar is listed the International Rallies, and these number 101 events in almost every country affiliated to the F.I.A., which means practically anywhere where the motor car is used for sport. Of these the more important ones are as follows :

Jan.	14th-22nd	Monte Carlo Rally.
Feb.	7-13th	Swedish Rally.
April	25-29th	Dutch Tulip Rally.
May	26-29th	Greek Acropolis Rally.
June	10-12th	Swiss Geneva Rally.
July	13-17th	German Westphalia Rally.
Aug.	3rd-6th	Polish Rally.
Aug.	19th-21st	1000 Lakes Rally, Finland.
Sept.	5-10th	French Alpine Rally.
Nov.	19-25th	R.A.C. British Rally.

The third and final part of the calendar is for National events with foreign participation allowed, but only for drivers not on a list of graded drivers. This list includes all the Grand Prix stars, so it means that these events can only have World Champion-type drivers of their own country, any foreign driver having to be of lower than Championship status. This list has 187 events scheduled in almost every part of the world, from the Argentine to Japan, across the length and breadth of Europe. They are too numerous to list in detail, but cover Formula Two and Three,

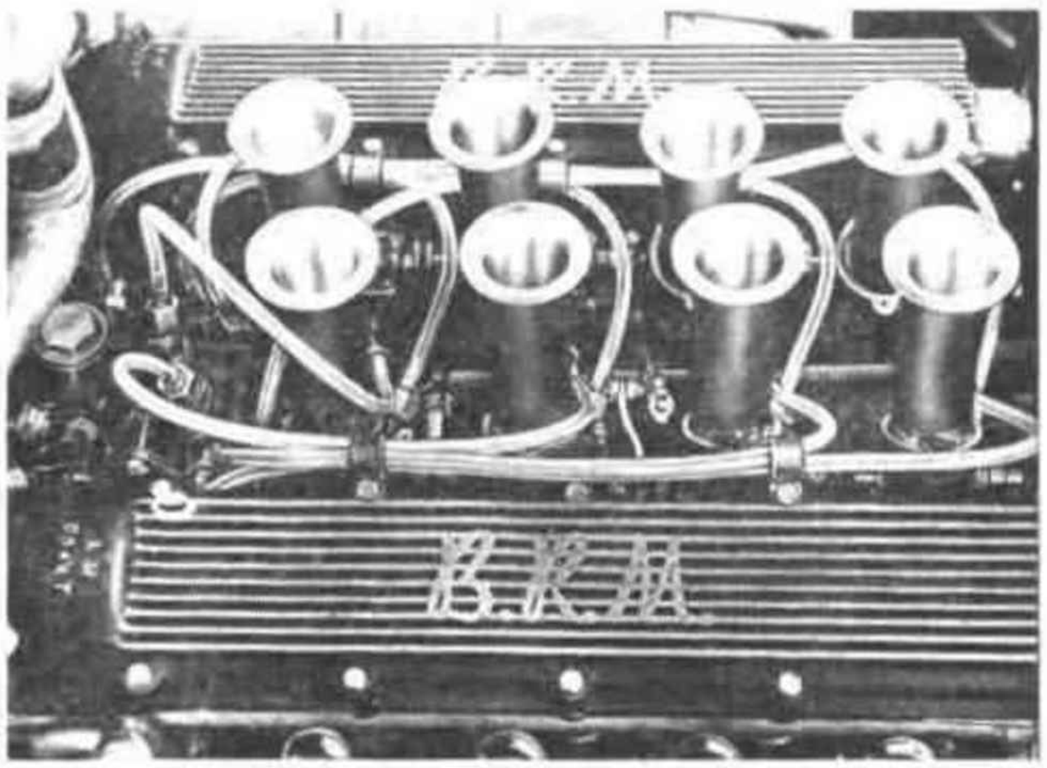
Continued on page 1100

LOOKING AT LUCAS

EVEN as a small boy, to whom a bicycle represented the ultimate in personal transport and, oh, such a magnificent status symbol, I looked upon the name Lucas in much the same way as Rolls-Royce and Mercedes-Benz (I've mentioned both, you see) are regarded today. To own a bicycle *and* one of those cunning devices which needed no batteries, but gave both a front and a rear light by simply squeezing a knurled knob against the tyre sidewall, was to ascend the very pinnacle of affluence, so it is little wonder that Lucas was a name spoken in only the most respectful tones. When the opportunity came recently to spend a day looking over just a small part of the Lucas organisation at Birmingham it was with the realisation that, had it been in those schoolboy days, my fame, as one who had actually seen the King of the Road being made, would have been assured.

Being of the same mind as the Editor, that those who write about motor cars should take every opportunity to drive them, my first inclination was to go to Birmingham via M1, despite the traffic-snarled complexities at each of its ends. But when I heard that the motorway was suffering from a serious skin disease and was undergoing extensive grafting operations at the hands of local authority medicine men, I forsook the steering wheel and put myself squarely at the mercy of British Railways. Little over two hours after leaving Paddington I was being greeted by my contact beneath the clock at Snow Hill station, and we were soon nipping through the city traffic in his M.G. Midget on our way to Great King Street.

The main works and head offices of the Lucas organisation, acquired not long after the turn of the century to satisfy a demand for more production space, are rather drab from the outside compared with the plush glass palaces enjoyed by even lesser concerns, but inside all is purpose and function. With a pause only for an extremely welcome cup of tea, I was shown a display of Lucasware which left me rather puzzled that the company name should be popularly associated with lighting alone. Motoring sportsmen, of course, know of the other associations, of things such as petrol injection, electronic ignition, alternators and disc brakes. In fact, the range of products is so wide that it was rather difficult to select those about which readers of MOTOR SPORT would not really be concerned. How many would know, for instance, that one of the Lucas subsidiaries manufactures parts for aircraft gas-turbine engines and control mechanisms for undercarriages; that another deals with marine engines and commercial oil burners, another with guided weapons and aeronautical navigation and radar systems, and yet another with railway locomotives, contractors' plant and agricultural machinery. All these represent factories dotted over the country from Burnley to Rochester and from Sudbury to Cwmbran, with no less than thirty-four overseas



On this B.R.M. V-8 engine, albeit a relatively old version, the Lucas petrol injection system is much in evidence. Electronic ignition, starter, alternator and batteries of the same make are also fitted.



A Lucas test car, whilst invaluable to the company's lighting engineers, presents a fearsome front end to oncoming drivers.

associates . . . all this from the manufacture, in 1875, of the humble "Tom Bowling" ship's lamp, one of the first products to come out of Joseph Lucas' modest little workshop in Little King Street, a building now used exclusively by the Stationery Department.

From ships' lamps, policemen's lanterns—carried then on the belt not on top of the helmet—and dark room lamps, the range was widened with the advent of the bicycle, and, just before the turn of the century, the first steps towards Lucas as we know it today were taken when two British companies, Lanchester and Daimler, began the manufacture of mysterious, noisy, almost frightening things called motor cars. Joseph Lucas himself, alas, was to see no more than the earliest beginnings of this new field of activity, for he died in 1902 whilst visiting Naples in search of new business. A maxim which he coined is still impressed upon the employees of the organisation which he founded: "Take care of the complaint, and the compliments will take care of themselves."

To get back to the present, my chat with the Lucas competitions manager, a portly Midlander with a fierce dedication to his job, was understandably on sporting topics. After various racing and rallying preludes we got on to electronic ignition and, I must confess, his words served to prove that my knowledge of the subject was indeed lacking. Modern coil ignition systems, although capable of producing an incredible number of sparks per second—225 for a 6-cylinder engine at 4,500 r.p.m.—are quite inadequate to meet the demands of engines such as the 1½-litre Formula One units of the 1965 season. Mechanical and electrical factors impose a limit of about 400 sparks per second on conventional ignition. Since 600 sparks per second is quite a modest requirement for racing engines, a new system had to be devised and, by using an electronic circuit which eliminated almost all the moving parts, a spark rate per second of 1,000 is now a practical proposition, corresponding with engine speeds of 15,000 r.p.m. Obviously, this is well in excess of present r.p.m. demands, though modern G.P. engines spend much of their racing lives around 9,000.

Another proudly told tale which I heard concerned Lucas petrol injection, which was used as long ago as 1957 on the Le Mans-winning Jaguar of Ecurie Ecosse, and has since spread to Formula One. The pressurised system meters accurate charges of petrol to each cylinder in turn, the quantity being matched to the throttle opening. This results in greater flexibility, smoother running at low revolutions, improved pick-up, reduced fuel consumption and an increase in power output.

Alternators are now as familiar as November fogs, but perhaps the reason for their use is not quite as clear. With the growth of the vehicle population we can expect the daily trips to the office to become even more frustrating, and during such stop-start journeys much of the engine's running time is at idling speed. Combine this with the use of heater blowers, windscreen wipers and, perhaps, lights, and we have an enormous drain on the battery; one that cannot be balanced by a direct current dynamo at a low rate of revolutions. Over the years, dynamos have become smaller and lighter, but have yet been able to produce higher maximum outputs. To modify them in order that they might also cope with a low speed output would result in their reversion



There just aren't enough seats in an Austin Healey Sprite to carry a crowd. Sometimes this can be an advantage.

The Austin Healey Sprite is strictly a two-seater. This means you couldn't hope to take Mum and Dad along with you on your next trip to the Continent.

But consider all the *other* possibilities for that one accommodating extra seat!

Today's Sprite puts the fun back into motoring at a price that doesn't spoil any of it. For £611.15.5 (including tax) you drive away into the sun behind 1,098 cc's of power, with super-efficient disc/drum brakes to keep it under close rein.

Across the Channel, or on any long road at home, comfort is important. So is endurance.

The new Sprite cockpit, with wind-up windows, bucket seats, and thoughtfully positioned controls, not only settles you in. It makes you want to stay. And years of Austin Healey development govern the endurance.

(Later in the year you may want to equip your Sprite with a BMC-approved hardtop. When you do, it will seal out winter as completely as any saloon car).

Remember Le Mans? The Sprite that won its class has the same all-round reliability as the one you can test-drive today at your Austin dealers.

What more invitation do you need?

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to their former, bulky and heavy design. Generators of alternating current, on the other hand, can be designed to meet both requirements and yet be smaller, and lighter, than the smallest of comparable dynamos. For battery charging, direct current is necessary, so that a rectifier must be used in conjunction with the alternator. Rectifiers developed in recent years by Lucas are compact enough to be incorporated in the alternator, but those in use not so many years ago were considerably more bulky, a fact which virtually prohibited the use of alternators as means of current generation in motor cars.

A modern Lucas alternator offers an output of about 52 watts per lb. weight compared with the 5½ watts per lb. produced by a dynamo of 1920 vintage. Because there are far less moving parts than in a D.C. generator, an alternator is capable of a useful output even when the car is stationary in a traffic jam, and is thus a boon to the city driver.

In the field of rallying, the mind of Lucas is extremely open, though they are proud that Timo Makinen won the 1965 Monte behind Lucas lighting. They can produce lamps fitted with either Mazda or Phillips iodine quartz bulbs (they do not make their own) but, though they are constantly seeking improvements, have not yet produced an iodine vapour headlamp which is capable of being dipped. They do offer a four-headlamp I.V. system, of course, but regard the type of single filament lamp which relies upon a shield drawn over the filament to produce a dipped beam as rather crude and certainly not yet efficient enough to be included in their range. Needless to say, experimentation is in full swing, and on their test cars, which carry a vast array of lamps on boards mounted in front of the grilles, I saw familiar units alongside those which are not yet in production. Among these were certain peculiar items which I could not relate to any British car currently in production. Enlarging upon this, I fear, is strictly *verboten*, but I can at least say that the shapes of some of the things to come are unusual, if not exciting.

Lunch was an interlude that I determined would consume as little time as possible since I had a lot to cram into the short time that a one-day visit gave me, but as we were joined by Archie Bryde, who used to race sports cars in the wonderful early 'fifties, the urgency gave way to particularly delightful table talk over the coffee. How I wish that I could retell some of those hairy racing tales here, but if I meet some of you at a circuit, perhaps. . . . Archie, who is now a sales executive at Lucas, at one time sold Aston Martins in Italy, so if you ever hear of someone's ability to make sand an attractive proposition to an Arab, you can cap it at once by the achievements of Archie Bryde.

Lunch over, Trevor Hoskins, Lucas' pressman, drove me to the lamp factory, where I got my first impression before even arriving at the gate. Parking space appears to be at as much of a premium in Birmingham as it is near the MOTOR SPORT offices. Lucas, whilst realising this, need to use as much of their available space as possible for production. Nevertheless, they cater for the needs of their motorised employees, for they are engaged in building a substantial car park which occupies no ground space at all. In fact, it takes the form of a huge concrete raft resting upon stilts, and is being erected over railway lines which run alongside the factory. No more, really, than an abnormally wide bridge, but ingeniously practical, I must say.

Inside the factory, I was shown an impressive array of assembly lines, presses, cable jointers and electro-plating tanks, but by far the most eye-catching was the largest collection of baby wear I have ever seen. My visit, so I gathered, coincided with a decision by one of the girls on a production line to produce something other than a Lucas lamp, and the happy event was being marked by a generous collective gift from her workmates.

Factory processes, however intricate, generally rouse in me no more than a fleeting interest, for assembly lines are usually reasonably slick wherever one goes. But I was intrigued by Lucas' method of getting the shine on reflectors. Lamps with metal reflectors can be plated electrically, but sealed-beam units, with their all glass construction, are a different proposition. The technique used on glass reflectors has now been incorporated into the manufacture of metal units and it was a batch of these that I watched being plated. A wire cradle was festooned with unplated reflectors, forming a hollow "box," with concave surfaces inwards. The cradle was then placed inside an airtight chamber in the centre of which was a battery of heating elements. On each element was a 3-in. length of pure aluminium wire. When the cradle was in position, the cluster of small heaters was in the centre of the formation of unplated reflectors. Simultaneously, the heaters were switched on and the chamber evacuated. The result was a rapid vaporisation of the aluminium which completely coated the reflecting surfaces of the lamps as soon as the air pressure in the chamber returned to normal, allowing the aluminium to re-solidify. We tend to take these reflectors for granted, but to see them being made is quite astonishing.

Finished lamps are subjected to a prolonged water spray test, a severe dust test in an atmosphere of blown cement, and all the bangs and shakes of a vibration platform. S.A.E. demands are stringent, but in each of these tests Lucas lamps are subjected to rigours beyond these requirements, which is perhaps why they have survived as the largest manufacturers of original lighting equipment for motor cars.

After suitable respects were paid, the drive to the station convinced me that I had chosen wisely to make the journey by train, but after a decidedly uncomfortable 2-hour journey to Paddington and beyond, my feelings were quite the opposite From now on, I think I will stick to doing what, after all, represents bread and butter—driving motor cars.—G. P.

1966 *CALENDAR—continued from page* 1097

all types of sports cars, saloon cars and Formule Libre cars, and cover circuit races, ice races, hill-climbs, slaloms, speed trials and drag race meetings. This list includes some small events that used to be on the International Calendar many years ago for quite large Grand Prix races, but due to economics and the changed pattern of motor racing they are now restricted to Formula Three or saloon-car categories.

All the above is from the official F.I.A. Calendar, but is subject to changes, alterations, additions and deletions from time to time, but in the main the important events are unlikely to alter from this pattern.—D. S. J.

THE BRIGHTON RUN—continued from page 1088

spring around the exhaust valve stem fell off. A makeshift replacement was made at the roadside and the car finished.

The 1896 Lutzmann of E. S. Berry spent much time in the forecourt of the Joliff Arms at Merstham, but not for refreshment. Its crew were busily trying to solve an ignition problem which had dogged them all the way.

Between Redhill and Handcross Turn the single-cylinder 1902 Gillet Forest crewed by Miss P. Allen and T. S. Savery suffered fuel starvation, the 1904 2-cylinder Wolseley of J. O. and F. L. Wiginton had a fouled plug, and the 1899 Century Tandem crewed by students of the College of Aeronautical and Automobile Engineering was affected by a sudden downpour, but after a "rest period" it restarted. A. F. Reeves' 1904 twin-cylinder Talbot was overheating and losing water, and the 1899 Victoria Combination driven by T. R. Cook stopped and refused to restart, defying all attempts at diagnosis.

Lord Montagu was struggling with his 1903 6½-h.p. Cadillac which had lost one of its two speeds, but he finished within the time allowance, as did all his cars. The Orient Express Dog Cart driven by D. Bassett went majestically through Redhill, but a suspiciously non-veteran screw cap flew off the car. This was retrieved and will be returned, if requested

On the grass verge a few miles on the Brighton side of Bolney we encountered an operation which would hardly be possibly on a relatively complex car of today. On a large cloth, Mr. F. J. Bruijn of Holland had neatly laid out the parts of the completely stripped engine of his single-cylinder 1901 De Dion Bouton. The big-end had seized but, undaunted, Mr. Bruijn released it, reduced it with emery paper donated by a passing R.A.C. patrolman, reassembled the engine and got under way again.

The engine of Mr. B. J. Williams' 1900 Progress Quadricycle gave much trouble, but he arrived at Madeira Drive within his time allowance, having pedalled furiously most of the way.

Though we didn't see it during our journey, the Bremer suffered so badly from lack of brakes that at each hill of even average gradient the passengers were obliged to disembark and run behind holding the vehicle back.—G. P.

Non-finishers : E. S. Berry (1896 Lutzmann), J. Davis (1899 Daimler), Dr. D. E. Shafer (1899 Locomobile steamer), A/Cmd. Kippenberger (1899 Star), T. R. Cook (1899 Victoria Combination), Mr. Lub (1900 Bardon), B. Bates (1900 De Dion Bouton), A. Hodson (1900 Gardner-Serpollet steamer), Major C. O. Read (1901 International Charette), B. Ducker (1901 Royal Enfield quadricycle), T. S. Savery (1902 Gillet Forest), W. M. D. Montgomery (1903 Darracq), J. W. King (1903 De Dion Bouton), W. Wild (1903 Humberette), A. G. Gilbertson (1903 Oldsmobile), Capt. P. Watters-Westbrook (1903 Renault), J. Leppard (1903 Tony Huber), D. Heyworth (1903 Wolseley), M. Taverner (1904 Arrol-Johnston), A. O. Freakes (1904 Panhard-Levassor), K. Ball (1904 Reo), L. D. Goldsmith (1904 Stanley steamer), A. F. Reeves (1904 Talbot), A. J. Mothersele (1904 Turner-Miesse steamer), and C. P Manley (1904 Turner-Miesse steamer).

LETTERS FROM READERS

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

THE GUILTY PARTY

Sir,

May I correct a technicality in your preview on the Triumph 1300. Your attack on the police should be directed at the Gwynedd Constabulary who control Caernarvonshire, Anglesey and Merioneth. The Carmarthenshire and Cardiganshire police cover only the two named counties.

Drakes Broughton. HUGH E. M. JOHNSON.

* * *

A LOTUS 7 BUILDER

Sir,

With reference to your article on building and running a Lotus Super Seven in your issue in March, 1963, I should like to comment on my recent experience of building such a car. As an engineering student I was attracted to the car and just as a student I recognised the value for money of the Lotus. However, had I not been determined to have this car and just in the market for a new sports car, the attitude of the company towards me as a customer would have deterred me quite early on and I would have accepted another popular sports car from a firm who genuinely tried to sell me one.

By now I am quite accustomed to writing at least three letters to the company before I expect a reply, or resign myself to waiting for at least two weeks. The number of letters from the company that are before me, and which start "We must apologise for our delay in replying, but . . ." are far too numerous. I finally extracted a workshop manual for the car so that I could study the car in more detail and decided to have a test drive to see if I would fit into the car and if I was pleased with it. My letter of 16th April achieved a reply on 28th April, but "unfortunately the demonstration model had just been sold," however, if I cared, I could make a deposit of £50 now, and get a trial run later. This did not suit me as I am used to seeing what I buy before I pay for it. However, a reply of 12th May informed me that the demonstration Seven, although on order now for nearly a month, was still not available and again I was recommended to wait for a further month before I got the test drive as advertised. With working for examinations my frustration was alleviated somewhat so that I quite looked forward to my test drive which was arranged for Saturday, July 3rd, at 5 p.m.

This letter told me that it would suit them better if I arrived at 4.30 p.m. and in fact I arrived soon after 4 p.m., only to be told by a surly gateman that the salesman had not been in all day and was not likely to come in. After driving 120 miles in an Anglia I did not relish the thought of turning round and driving back for nothing. At 5.15 p.m. the salesman arrived in what can only be described as a "state of extreme urgency," probably only to get off for his weekend. It was then I found that the "test drive" I had expected was in fact a "test ride." I was told this was for "insurance reasons." I was not too surprised by this for although Lotus offer insurance the company who "brokes" for them were unable to help me. However, a quick dash around Cheshunt impressed me with the handling of the car and the salesman informed me that "you can beat all the ton-up boys with this car." On asking what the oil pressure should normally read I was told that "you can get an instrument to read anything" which is one way of getting out of an awkward question, but hardly justifies an instrument's function on a car. On being asked whether all threads were B.S.F. or B.S.W. the answer was "Oh yes, a set of A.F. spanners will put it together."

After being told there was no weather equipment to show me, and on my non-production of a cheque for £50, the salesman concerned himself with the windscreen of an adjacent Elan while I wondered why I had come here at all.

Imagine my surprise when a kit was delivered on the date I had specified. I was quite amazed but also annoyed by delivery charges of £18 which I had not bargained for.

I see that in their recent advertisements Lotus have increased their claimed assembly time by over 100% from 22 hours to 48 hours; however, like your staff, it took me days to sort out the bits. The brake and clutch pedals were the most obvious items missing and I thought the throttle pedal was missing as well but later I found it. A phone call to Lotus assured me that although they were "out of stock" at the time of sending the kit they would be dispatched on the following day. An extra I had ordered that was missing was the tonneau cover and this too was to be dispatched.

Assembly of the car was started at the front end, in fact we found your article far more help than any rebuilding section in the workshop manual. We followed your order of assembly pretty closely and noted that a few of the problems have been altered since 1963 but they are not very many. We filed the lower wishbine a bit to make the disc brake units fit because we thought the end plates served some purpose.

Dropping the engine in did not prove too difficult, we took off the distribution cap, fuel pump cap, and remote lever and remembered to connect the speedo drive thanks to your article.

By now the need for a clutch pedal was rather apparent as the car was in gear and several phone calls to Lotus produced little result. We later found that though the majority of the kit was sent to my home in Stone, Staffs., those bits were sent to Loughborough. At the time of the test "ride" I was informed that neither Michelin "X" tyres or Pirelli Cinturato tyres were any good for this car and that I would be provided with Dunlop SP41s. I knew nothing about these Dunlop tyres but had had personal experience of both other makes of tyre; however, I was looking forward to the comparison. However, my kit was supplied with India Autoway tyres, about which I knew even less, and a phone call to Lotus assured me that I could exchange them for Dunlops if I brought the wheels down. We wasted a day travelling 300 miles, only to have C41s offered me, which are no different from the Autoway, as far as I can see. We made sure we got the pedals and exchanged the throttle cable which had a nipple but no clevis pin arrangement for one which later proved to be too short.

Once the pedals were on we could get the car out of gear and start the engine. It started after several tries and we were very pleased to hear the noise. We found that the front wings were not only slightly different in colour, and both quite heavily scratched, but their radii were slightly different, which is annoying. There are one or two pits in the fibreglass sections which means that not enough care had been taken to get all the air bubbles out during manufacture.

Now that the car is on the road I am delighted with it and after conversing with one or two other Lotus owners I find that I am not the only person to have had unfortunate dealings with the company. As one person explained to me they have a seller's market with little competition in it. This may be so and I am prepared to allow so much for a company that is changing rapidly. However, I feel that when I make a purchase of something which represents all I have as a student, I should receive comparable service to the interest that is shown by other car manufacturers and dealers. I don't know how many people have been put off buying a Lotus by this sort of casual attitude, I don't even know if they are interested in selling cars or if they think customers ought to be ones who do all the selling for them, but in a competitive field of exporting they ought to be more concerned.

As a final example of their attitude, when at last I opened what I expected to be my tonneau cover I found—yes—another hood!

Thank you for producing such an interesting magazine and I look forward to your comments on the latest Crewe product.

Loughborough. M. C. MERCER.

* * *

LOTUS SERVICE

Sir,

I wish to expose the Lotus after-sales service for what it is. Five months ago I bought a works assembled Lotus Elan S.2. From the word "go" it had a terrible thirst for oil (170 miles to one pint), and blew out more smoke than a tired taxi.

My local agent stripped it under guarantee after 9,000 miles with no sign of improvement. It was discovered that the inlet valve guides were at fault and a new set was ordered from Lotus: that was over two weeks ago and still no sign of the guides. Telephone calls to Lotus received promises of action but nothing more. Alternative transport has to be arranged while the car lies idle, and I am thoroughly fed up by such inefficiency.

The car is otherwise a delight to own and drive, but I could not recommend anyone to invest in such a pathetic organisation for spare parts. It is plain to me now why Lotus Cars boast in an advertisement that thousands of pounds worth of spares "never leave the shelf."

Co. Down. ROGER CORRY.
Irish Racing Partnership.

SMALL-CAR AUTOMATIC TRANSMISSION

Sir,

So, according to the current advertisements of the Automotive Products Group, " 2-pedal motoring becomes at last a practical proposition on the smaller car." Bless my soul! Wherever do they think their Lockheed brakes go to that Dafs presumably order from them?

If I were Van Doorne I should switch over to Girling! On the other hand, the new automatic Mini will stimulate interest in automatics everywhere and Dafs will benefit, for their system is surely the ultimate in this field.

With the Daf, top-gear motoring can be enjoyed all the way between 15 m.p.h. and top speed, uphill and down dale, by not pushing the accelerator more than ¾ way down, thus achieving a low consumption of petrol which could not be improved by a manual Daf (if one existed), and yet, for maximum acceleration, full engine torque is always available AT ANY ROAD SPEED, and not at four moments only as on any 4-speed automatic. The Daf system also achieves a locked differential on the straight and slippery and a limited-slip differential on corners; its efficiency is comparable to a normal manual box, powerloss-wise, and its robustness is up to the stiffest conditions, vide its class win in this years Alpine and team prize in the recent Tulip when five Dafs were the only complete team to finish. The Variomatic unit is also guaranteed unconditionally for two years, which is probably more than B.M.C. will do for their system.

Let us hope that the new automatic Mini is more reliable than its predecessor in the gearbox department. It is a step in the right direction, if only a step.

Lane End. D. V. STEYNOR.

* * *

A LABOUR OF LOVE?

Sir,

Six weeks ago the firm I work for took delivery of a new British-made limousine, at a cost of £4,000 plus; now will you believe me when I tell you that there are 17 (seventeen) nipples *to be greased on this car every* 1,000 *miles*, yes sir, every thousand; that is to say by about Thursday every week if you're doing any mileage.

In addition one can only lock the two offside doors from inside the car, the other two have to be locked by the key from outside; furthermore there is no headlamp flasher fitted.

Do you think anybody outside of this country would want to own such a car? The car is a Daimler Majestic Major limousine.

Tolworth. T. C. ROLFE.

* * *

A TIGER ON THE ROAD

Sir,

Having just returned from a business-cum-holiday journey in my Sunbeam Tiger along the route Rotterdam-Munich-Gothenburg-Oslo-Trondheim and back to Rotterdam, I was interested to read your road test of this excellent Anglo-American car. While agreeing with your findings in the main, I should like to comment on the following points :—

" Normally it is usual to roll away in 2nd gear." It shouldn't be, bottom is quite high enough and there is no point in wearing out the clutch—though you can go straight into 3rd or even top once under way.

" There is not over-pronounced understeer. ' Let's just settle for pronounced understeer, which my example retains even when the boot is full of luggage. The other day we nearly went through a hedge, forcing my wife to say " oi !" or words to that effect, and I had to explain that one cannot always remember to apply enough throttle. In this context I regret the passing of our previous car, a Fiat " Osca " 1500S, which had just that hint of initial oversteer which makes for agreeable driving on sinuous roads.

" I am told that the suspension is impossible on European back routes." Pay no heed, Sir, to your anonymous informant: within the limits of the design the suspension parameters are well chosen and we went over plenty of back routes (including roads under construction in Norway, and believe me you can't get further back than that) with no serious discomfort. As you suggest, the really excellent seats are a help here.

" The boot . . . should take all the luggage the occupants of a car of this type normally take with them." For some inscrutable reason it is always imagined that the occupants of 2-seaters require little more than a communal toothbrush by way of luggage. While this is a romantic and appealing notion, the circumstances of my recent trip called for two large suitcases, four soft bags, typewriter, a bulging briefcase, sailing clothes, maps, books, etc. To get all this in we had to remove the curious encumbrance that would serve as a rear seat back if anyone could sit there, and restore the spare wheel to the vertical position it occupies in the Alpine. The latter modification entails moving the battery about 4 in. farther back but dispenses with the false floor of the boot and enables two large cases, and much else, to be stowed there.

" The hood . . . does not drum." It may not drum nor does it let in water, but at high speeds it shrieks and roars with such volume that the car cannot be termed a true 100 m.p.h. cruiser (as it is, mechanically) unless the occupants wear earplugs—as we took to doing on motorways. With the hood down, buffeting is too great for comfort above about 80 m.p.h. and the erected hood plus the earplugs is the lesser of two evils: but this anti-social expedient points to the fact that with increasing speeds the soft-top open car has become an anachronism. For those who prefer the sky and trees and mountains to a head-lining, and find the so-called sunshine roof little better than a skylight, the answer surely is on the lines of the TR4's permanently-erected rear window and detachable roof panel.

Finally, one of the Tiger's greatest virtues is its complete freedom from any sort of " temperament." The low-specific-output engine is incapable of fouling its plugs; hotel and garage staff do not have to be warned about keeping the revs up, and it will tick over from stone cold or creep through metropolitan traffic without a whimper of protest. In other words, this car is not merely fun—it is transport.

London, S.W.7. CLAUD POWELL.

* * *

MINI *v.* IMP

Sir,

I feel I must reply to the letter " Mini *v.* Imp " appearing in the latest issue of your admirable publication.

In all fairness, the Minis suffered from the faults listed by your correspondent; in fact, he listed all the faults they suffered from. But the Imp suffered from many faults not mentioned, such as steering seizing and steering arms fracturing, gear-change linkage jamming, and in the engine department valves hitting pistons. This brings me to my pet hate on the Imp : a cylinder head held on by bolts screwing into the block without benefit of any form of thread insert. I have seen a skilled man spend a day in removing one of these heads because two of these bolts had seized in the block casting.

On both the Mini and Imp the early faults are now cured and both are now very pleasant cars, my personal choice being a Mini as I believe it has a greater safety margin in the road-holding department—but every man to his taste.

I owe no allegiance to either Rootes or B.M.C.

Radlett. SIMON CRAMB.

* * *

A CASE FOR A RADAR TRAP

Sir,

Reference your short article on the Triumph 1300 (Nov. 1965 issue) and the slightly disgruntled remarks about the radar-wielding Bobbies of " Cardigan," and their use of said contraption in a " remote and deserted town," namely Penrhyndeudraeth, Mer.

I live in that town—right on the edge of the main road to Portmeirion and Portmadoc, and within the 30-m.p.h. speed limit. Believe me, trying to get a car out of our drive with vehicles flashing past at speeds in the region of 45 m.p.h. to 55 m.p.h. is no joke. The road in question is 19 ft. wide, has no pavement, and is built up along the eastern side. Although straight, it has humps, and the speed restriction is there for a good reason. The town may be remote, but I assure you it is not deserted, and incidentally it has a very bad road accident record, mainly the result of excessive speed.

Now, much as I abhor the use of radar to trap the unwary motorist, I feel that the Gwynedd (not Cardigan) Police are justified to a large degree in attempting to keep speeds down on this particular stretch of road. At least they only issued a warning! How much fairer can you be?

I am not a 70-year-old, cranky retired farmer sworn to rid the roads of all these mechanical monstrosities which have outmoded the horse, but an enthusiastic participator in motoring sport who drives a Cooper-Mini in rallies, driving tests, etc., run by various North Wales clubs. I can also claim to have witnessed a pretty shabby bit of driving on the part of one of the gentlemen of the press at the wheel of a 1300 which almost resulted in a head-on crash just outside the town in question.

Penrhyndeudraeth. D. M. JONES.

* * *

GUN-JUMPING

Sir,

Talk about the pot calling the kettle black! In the November issue of MOTOR SPORT, on page 966, you mention that the B.B.C. *Radio Times* announced the new Triumph 1300 one week early

World champions three!

Jim Clark won six great victories in Colin Chapman's Lotus Coventry-Climax

using ESSO fuels and lubricants to lead for the World Championship

SOUTH AFRICAN GRAND PRIX • BELGIAN GRAND PRIX • FRENCH GRAND PRIX
BRITISH GRAND PRIX • DUTCH GRAND PRIX • GERMAN GRAND PRIX



PUT A TIGER IN YOUR TANK

–new Power-formula Esso Extra

on October 7th.

However, if you look at the October issue of MOTOR SPORT (brought out on October 1st), on page 853, in the Ferodo advertisement, not only is the Triumph 1300 mentioned, but also the 2000 estate car, the new Austin, and the new Rolls—each before the initial announcement.

You may not take any responsibility for the adverts in your excellent magazine, but I feel it is a little hard, in this case, to go pulling the leg of the B.B.C.

Edinburgh. R. BARNETSON.

Sir,

I was interested in your remark on page 966 of the current issue of your excellent magazine, which I read from cover to cover monthly, that the B.B.C. had jumped the gun in their announcement of the Triumph 1300.

My first intimation of this new model was a fact from the Ferodo advert. in your own October issue.

Ilkley. ROGER M. WHITTAKER.

* * *

"BELTED CAR INSURANCE"

Sir,

I was intrigued by a letter headed "Belted Car Insurance" contained in your November issue. Even after so very many years of compulsory motor insurance, it seems that the old gimmicks are still being swallowed by the motoring public in general.

As a Broker of many years' experience, I have seen and read about most of them, and the new one concerning safety belts is just another example. These so-called "Special Schemes" have invariably, over the years, been advertised by either very small companies or very small syndicates, and it is rather inconceivable to me that however naive the motoring public may be they should not realise that the old-established insurance offices take into consideration such things as a man's personal record, and that they have not already viewed and considered the matter of safety belts.

Do let me assure your readers that with all motor underwriters today, a man's record is studied most carefully, and that the premium offered to him is on the whole based on his record rather more than on the car he drives, and as far as safety belts are concerned, even if these are fitted to a car and are in fact desirable (which I personally doubt except in the case of inefficient and irresponsible drivers), there would not be the slightest guarantee that they are being worn, and so to base an insurance quotation on their being fitted is arrant nonsense.

Concerning "Knock for Knock" Agreements, these agreements should not in any way whatsoever affect an insured's No Claim Bonus one way or the other. The main purpose of this agreement is to keep down premiums by cutting out the enormous expense of litigation, and any company which is operating without such an agreement with other underwriters is usually in the position of not being able to obtain such an agreement.

Finally, if anyone is misguided enough to believe that any underwriter is going to give him exactly the same terms and conditions irrespective of his driving record when he changes from a Morris 1100 to an E-type Jaguar then both he and the underwriter who states that this can be done frankly deserve each other.

Guildford. ANTONY HYDE-EAST, A.F.I., A.A.I.B.

* * *

IMP *v.* VW OIL THIRST

Sir,

I was amused at reading Mr. Marvin's letter in your November issue putting forward the claims of the Imp as against "the better-known German make."

Three pints of oil in 2,500 miles, indeed! My VW has now covered 34,000 miles and it has never been necessary to add even a thimbleful of oil between services. In fact, it is a waste of time looking at the dipstick.

Perhaps Mr. Marvin should study the VW advert., which points out that their engines cannot boil, freeze, rust or bust, and make a mental note of that last state.

Kersey Tye. C. V. LEWIS.

* * *

BRITISH MOTORSPORT ASSOCIATION

Sir,

May I ask you to publish this letter in your journal, because I wish to make it plain that I have no connection with the above-named Association, nor are they in any way authorised to use my name or show it on their letter heading.

I was President of this Association for two or three years, but not being satisfied with the conduct of its affairs I resigned three or four years ago, and wrote to the Secretary, Mr. Wright, telling him this, and asking him to delete my name from the letter heading of the Association.

From correspondence which I have received I learn that this has not been done, and I should be grateful if you would give this letter publicity.

Bourne. RAYMOND MAYS.

* * *

UNIQUE SERVICE

Sir,

I had recently bought a second-hand car the battery of which went flat on the Saturday and I was going away on Sunday. Half hesitant, since it was after 7 p.m., I telephoned Macaulay Batteries not expecting a reply. But a charming woman's voice replied and suggested that I telephone at 8.30 a.m. on Sunday. This I did but one of Macaulay's vans was already out. However I was told not to worry as the driver of the van might telephone in. He did just this and the battery was delivered within the hour of my telephoning.

Recently, I had some trouble with the car and ran the battery flat. I got on to Macaulay's and asked them to help me. They were round in three hours, took the battery, charged it, returned it and no monetary charge was made. I do not understand how this can be done on a battery costing £6 11s. 6d.

Needless to say I have no connection with the trade only a very satisfied customer.

Edgware. D. M. LIMBREY.

* * *

IN DEFENCE OF PUSH-RODS

Sir,

Every time the topic of timing-chains crops up in MOTOR SPORT, I feel the blood surging through my old veins. First we had Mr. Twite insisting that timing-chains are only cycle-chains really, and now you tell us that timing-chains are out.

Perhaps you could explain just why internally-toothed belts mean obsolescence for push-rods and timing-chains ? I've read your article several times, and I'm still rather lost.

Surely, from the cost point of view, the position of a camshaft itself makes little difference ? You still need holes with metal round them for bearings to fit in, all it will cost you extra is for more chain if you have the cam at the top of the engine. Now, I suggest that whether a chain is 52 or 62 pitches is going to make very little difference to the overall cost of a finished engine. After all, assembly is the major cost, and whether you put a 46 pitch length on an Anglia or an 80-odd pitch length on a Rover 2000 you will take the same time to do it.

So is the cheaper cost of the belt going to offset the cost of bucket-tappets and the rest of it ? I would doubt if the cost saving is all that great, for with modern sophisticated methods, a timing-chain is still a wonderfully cheap item at the price. And I'm most suspicious about the longevity of belts. A timing-chain in a properly designed installation will last indefinitely, and will stand a lot of abuse. According to my spies, an internally-toothed belt must be enclosed, or it will be chewed up by all the tiny particles in the air; but if you enclose it, the oily atmosphere inside the engine does it no good at all. So you want a clean, well ventilated compartment, and up goes the expense.

All this adds up to wondering if the saving a belt may give is enough to compensate for the extra assembly cost and complexity of an o.h.c. lay-out ? Do you have any actual costs on the subject ?

And come to that, what are the comparable costs for a push-rod and overhead cam engine ? In these days of short-stroke engines and high labour costs, I'll bet there's not a great difference. Ask Sir William Lyons. . . .!

And what is so wonderful about o.h.c. anyway ? Triumph motorcycles go quite fast, and there used to be a team of Talbots once. . . . I will go all out for o.h.c. if it is more advantageous than push-rods, but where's your evidence ? For ordinary family cars or sports cars, I mean, not for out-and-out racing. The Imp's b.h.p. figures per litre aren't significantly better than the B.M.C. babies, and the Opel Rekord or Rover 2000 have little over the old TR2s. So apart from the abstract pleasure of saying you have o.h.c., what's the advantage ? I know the theory is lower inertia in the reciprocating parts gives lighter parts and hence lower stresses and higher rev. limits, but in practice the push-rod boys do just as well. Remember I'm talking about road cars, not track jobs.

So, for the common motorist, if the two installations are not all that different in cost or effect, which should we prefer ? Surely for ease of dismantling, and adjustment too, the push-rod wins

every time, even if adjustment is more frequent. If the costs are comparable, and the efficiency shows no real improvement, me for push-rods every time! (My old Aston-Martin had o.h.c. operating on rocker arms and gave me the worst of both worlds!)

As a final point, please, please, don't call it a "cogged" belt. It's an internally-toothed belt. "Cog" is a layman's term, with no place in a technical magazine. It strictly refers only to the old wooden or cast-iron gear wheels of no specific form. If you have under 20 teeth, it's a sprocket, if 20 or more, it's a wheel. But never, *never a cog* wheel!

Finham. C. HINDMARCH.

* * *

PORNOGRAPHY

Sir,

We note that one gimmick-ridden monthly motoring journal is now attempting to boost circulation with photographs of a nude model draped across a Shelby Cobra.

Could this start a new trend in motoring journalism? Will MOTOR SPORT reply with photographs of Jim Clark, Graham Hill, *et al*, in their fireproof underwear? This could be followed with a revealing photograph of the Boddy himself.

ROGER BARNARD.
Sheffield. MICHAEL A. GREENE.

[No! and Heaven forbid, respectively. Certainly not when publishing serious road-tests.—ED.].

* * *

THE £20 CAR

Sir,

With so much harping on the costs of modern-motoring and how much extra one has to pay over the purchase price of a car to make it tolerate conveyance comfortwise, one wonders just what value for money in motoring is today?

A year ago I purchased a 1938 Wolseley 12 for the modest sum of £20. The car was fitted with its original fog lamp, still an effective probe in present-day fog, a clock which still keeps perfect time, and a superbly plush interior which is constantly receiving praise from my many passengers. The mechanics and general condition are still very sound, having since covered a considerable distance at the rate of a thousand miles a month in all weathers without it once having been towed away for repair.

In my first year's motoring with this car, despite moderately heavy petrol and oil consumption, the cost per mile worked out at fivepence including tax, insurance, and maintenance. One would like to hear of comparable costs of the running of a new car in its first year of life over a similar rate of mileage.

London, S.W.10. M. S. WELBURN.

* * *

WHITHER AUTOMATION?

Sir,

MOTOR SPORT was recently recommended to me as the best of the many motoring journals, so I got my first copy this month.

Yes, I enjoyed it very much, except for one rather persistent "line" that jarred. Why is automatic transmission on a Mercedes 600 all right, but fit only for district nurses, morons and non-enthusiasts on a Mini? Sounds like one law for the rich and another for the poor.

Since you have nothing but praise for the Mercedes, there is, presumably, no virtue, as such, in prodding about with a gear-lever—except on Minis. Then it is an essential for the "enthusiast."

You remind me of my father, who regarded the new-fangled electric starter (I'm 57) as fit only for degenerates. No red-blooded enthusiast would want it. Swinging the handle was all part of the *mystique*: it was an intimate love-hate wrestling match with a sometimes shrewish engine.

If what the enthusiast demands is the exercise of skill for its own sake, why not go back to the days before syncromesh—give him a chance to stroke in his gears while district nurses and morons are crashing theirs? Give him an exacting battle with heavy steering and unpredictable handling. As for motorways, they are surely for morons; it's the bad roads that really sort out the men from the boys.

I can sympathise with the predicament of the motoring *elite*. Cars are becoming so easy to drive, that coping with sheer performance is about the only challenge left to the enthusiast unless he belongs to the handful who go in for racing and rallying. And speed on public highways looks like becoming more and more drastically curtailed in the dismal future.

Indeed, the Mercedes 600 sounds ideal for district nurses! With everything designed to obviate the expenditure of the slightest muscular effort, she could save all her energy for nursing. Scorching about in a primitive, noisy, automatic Mini is spartan stuff by comparison.

I ride a 1954 B.M.W. twin and drive a DAF. I feel you'd say the DAF is fit only for paralysed grandmothers. But I find it a magical little car, and enormous fun to drive. So, I imagine do the rally drivers who belt it around Europe so successfully.

Oxford. DONALD GILCHRIST.

* * *

PRAISEWORTHY POLICEMAN

Sir,

With reference to your comments with respect to various police forces, I thought you would appreciate this opportunity for recording praise for the Metropolitan Police Force.

On Sunday, November 7th, I watched part of the Brighton Run from Westminster Bridge. The traffic was being directed by an officer whose demeanour and cheerfulness in the difficult conditions of maintaining a clear passage for the veteran cars and keeping other traffic moving was a credit to the force.

During the hour I watched the Run, he did not once force a veteran to stop and yet no traffic jam resulted.

I would like to take this opportunity to express my admiration for all the members who participated in the Run for the obvious devotion that must go into the maintenance of their cars.

Feltham. B. J. OLIVER.

* * *

AN ODD BUNCH

Sir,

What a strange collection of illegitimates are shown in the central illustration on the rear cover of the September edition of MOTOR SPORT.

There appears a Hillman Imp, apparently with power unit forward, and a Reliant type front end, a Ford Cortina convertible, of all things, with a Triumph Spitfire-looking rear end, and an M.G. 1100 with what looks like a VW 1500 body.

I wonder how intentional this was on the part of the artist, and are the advertisers trying to please all their customers?

Basildon. B. A. MATTHEWS.

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BENTLEY, 1938, 4¼ Park Ward steel saloon, good cond. Offers over £100. Morris Cowley saloon, just vintage, not concours but very good. £75. Tel: SYD 4481. (4308

M.G.A. 1600, 1959, blue, superb cond, usual extras. Offers over £280. Miller, 11 St Annes Cres, Grasscroft, Nr Oldham. Tel: Saddleworth 2887. (4309

RILEY KESTREL, 1935, 1½, cyl/head c/w valves 90s. Starter 50s. 1934-5 front road springs, as new, 60s. pair. Starter 30s. Numerous spares. Private: Chertsey 2269. (4310

1932 M.G. J2, recond A.40 engine, g/box fitted 5,000 (original J2 unit included), new hood, s/screens, battery, buckets, recond transmission, steering, suspension, brakes (hydraulic) relined, body solid. £90 ono. Hynd, Osborne Rd, Doncaster. (4311

M.G.A. TWIN-CAM, 1958 (Oct), red, new engine, cr g/box, etc, perfect cond. Box 1413. (4312

TR3, recond engine 800 miles, h/top, 1957. £240. STA 9421 (work) J. Green. (4313

HARRY RATCLIFFE built Mini 997, completed March '64, o/hauled Aug '65, 948 cam, 4.1 final drive, Ratcliffe head, twin 1½ SUs, solid skirt pistons etc, very fast car, ideal for rallies, extras too numerous, include 4 spots, Helphos, bucket seat, w/rim wheel. Sacrifice at £350. Tel: Durham 3173 after 6 pm. (4314

JOWETT JAVELIN de luxe, 1953, good body, sound engine, tyres. £40. Loveday, 5 Shelley Close, Balderton, Newark, Notts. (4315

1961 M.G.A. 1600, fhc, red, resprayed, new carpets, Xs. £480 ono. Tel: Darlington 3226 evenings. (4316

HARDTOP FOR TR4, powder blue, fibreglass, flock sprayed interior with light. £20 no offers. Irons, 7a Station Rd, Harpenden, Herts. (4317

M.G.A. 1,600 cc Roadster, 1960, black with red trim, good hood and cover, fitted spots, l/rack, etc, perfect cond throughout. £365 ono. Terms and exchanges arranged. Tel: Henley-on-Thames 5557. (4318

1964 M.G.B., brg, o/drive, w/wheels, oil cooler, tonneau, u/sealed, immac cond throughout. £720. Tel: Hillside 6812. (4319

LOTUS ELITE, 1962, recond engine, g/box, axle, excell throughout. Offers, exchange? 56 Arnside Rd, Bestwood, Nottingham. (4320

AUSTIN A.40, 1960, breaking, complete interior, fair engine. Taylor, 8 Alexandra St, Nottingham 62983. (4322

STINGRAY CONVERTIBLE, 1964, 18,000 miles, 146 mph, out accelerates E-type, extras include 4-speed synchromesh g/box, positrack axle, s/belts; fantastic car. Exchange Aston or similar, or sell £2,150 (terms arranged). Hayes 7228. (4323

ASTON MARTIN, 1936, Mk II, good all round cond, new radiator core, MoT June 1966. £235 ono. Tel: Whitley Bay 21340. (4324

AUSTIN HEALEY Sprite, 1,098 cc, disc brakes, carpets, htr, tonneau. Birmingham, Calthorpe 2830. (4325

1955 MORRIS MINOR, Series II G.S. Recon engine, new battery, dynamo, htr, taxed, MoT Jan, 42 mpg, 70 mph. £85. Tel: Mountview 9662 (after 6.30). (4326

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1960 FALCON Caribbean Special, E93A Ford engine, cr g/box, 4.4:1 r/axle, Bowden ifs, W/Monroe teles, L.M.B. wheels, new Xs, Kenlowe elec fan, w/rim wheel, bucket seats. £90 ono. 61 Clare Rd, Braintree. (4328

RILEY 2½, Dominion blue, Mich Xs, recond RMF engine, first class; genuine reason for sale. First offer over £115. 2 Carisbrooke Ave, Whitefield, Manchester. Tel: Prestwich 4836. (4330

M.G. TC, 1949, bills for £250 in last 18 months, including complete engine o/haul, most mechanical parts renewed, all extras including 16in rears, rack, tonneau, htr. About £190. For full details Tel. Tierney, FRO 2530 or call 55 Stanhope Gdns, SW7. (4331

M.G. TC, 1947, immac, green, complete rebuilt engine 2,000 miles ago, all new hub bearings, king-pins, reupholstered, new hood, s/screens, twin spares, no rust. For further details Tel: East Grinstead 487. (4332

FOR SALE—continued

1959 BUCKLER Special, D.D.2 space frame, Magnette ZB engine, discs all round, A.K.S. fibreglass body, h/top and supercharger available as extras. £130 ono. Ford, Old Dairy House, Tatworth, Chard, Som. (4333

SPRITE Mk II, 1962, htr, tonneau, spots, Xs, blue, immac, healthy motor. Seen London or Blackpool. £375. Downland 3732. (4334

TR2 1955, white, 3A engine, s/screens, htr, spots, recent new diff, Xs, brakes, oil (Visco) nil, petrol 32 mpg, engineer owned 6 years, vgc. £165. Williams, Glynthorp, Broadway, Worcs. Tel: 3153. (4338

DELAGE D6/70, mechanically sound, brake/steering systems recently o/hauled at over £120, interior retrimmed, body sound, requires respray to produce connoisseur model, taxed and insured. Haggle around £200. Tel: Anderson, VIC 2328 ext 507 during office hours. (4335

HEALEY BN1 Le Mans, smart and sound. £190. Jones, The Holt, Holt Drive, Loughborough. (4336

M.G. TF 1500, white with red trimming, spot, u/seal, 4 new G.800s, etc, very good cond. £300. Tel: Ewell 3409. (4337

SPITFIRE 1, 1965, htr, radio, tonneau, Cinturatos, etc. £595. Wanted, TD or TF in superb cond. Paterson, 79 Station Rd, Glenfield, Leicester 872237. (4339

SINGER LE MANS Sports, 1933, recond engine, mech perfect, good cond, recent MoT. £150 ono. Tel: Sutton Coldfield 7776 evenings. (4340

TRIUMPH 2000, 1949, in 1965 cond, a really beautiful car, a public interest wherever it may be; it is faultless with a first class respray in blue metallichrome, a full rechrome (everything), brand new side lights (in wing), rear lights and reflectors, new brake linings, new No. plates, new exhaust system, new carpeting, 5 new tyres, good hood, Phase 3 Vanguard engine, twin carbs, sound g/box, htr, radio, new Desmo w/mirrors, tested till October 1966. £160 ono. Tel: Redcar 4472, Yorks. (4341

AUSTIN HEALEY 3000 Mk II, 1963, ice blue, o/drive, push-button radio, carrier, w/wheels, lights, etc. £695 no offers. CRO 3050 (evenings). (4342

EVOQUEZ Les Grandes Routes! Enormously loud, melodious Paris-made Cicca Tenor horn, 35 years old, 7lb, 18in, 12 volts. £15. Box 1416. (4345

JENSEN INTERCEPTOR Cabriolet, 1952, good cond, convertible. £200 ono. Satchell, Oak Hatch, Cowbeech, Hailsham, Sussex. (4346

H.K. JAGUAR, twin supercharged sprint/hill climb car, ftd Brighton 1961, now in sports-racing trim and excell cond throughout. £790 ono, inc spares and new Parker trailer. A. S. R. Charnock, Knightsbridge 7189. (4347

LAGONDA, 1950, 2,580cc, in good cond throughout with the exception gear linkage requires slight adjusting. £60. Bernard, 4 Cedar Cres, Low Fell, Gateshead. Tel: Low Fell 875729. (4348

IDEAL FOR eccentric dwarf millionaire, 1934 Morris Minor 2-str tourer, very jolly red with black hood, excell all-round cond, hydraulic brakes, engine rebuilt, electrics re-wired, clutch re-lined, new tele shockers, wheels re-wired, has flashers, fog lamps, reversing lamp, htr and radio, spare battery, it starts, stops and tries very hard in between. £100. Tel: Walton-on-Thames 26748. (4349

MERCEDES BENZ for £70 as space required, 1953 170S, floor change, excell order, s/covers from new, lhd. Tel: Camberley 22402. (4350

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SALE, EXCEPTIONAL cond Austin 13.9 hp 6 cyl, 1931, taxed, tested, any trial, offers. Also Rochdale GT bodied special, unfinished, Sprite engine, cost over £300 in parts, offers. Dalby, Kirby Wiske (201), Thirsk, Yorks. (4354

RARE AUSTIN 18 Saloon, 1936, one owner, original tools, vgc. Offers. Tel: Brighton 53879. (4355

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CADILLAC FLEETWOOD Sixty Special, black, steel blue upholstery, absolutely pristine cond, literally as new, cost £6,000, all electric accessories, powered steering, brakes, finest example of its marque. £375 (offers). Box 1426 (4357

JEENAY INFANTS' Car Seat, red, 6 months' use, £3 10s. Two Dunlop B.7 480 x 12 with tubes, 5,000 miles, £2 10s each. VW mudflaps, £1 10s. Rear wing protectors, £1. Both new. Bosch 12v sports coil, new, £1 10s. Box 1418. (4359

EXCHANGE OR Sell 1954 3 litre Lagonda for 1959 or 1960 2.4 Jag, or around £350. Tel: York 66372 after 6 pm. (4358

TALBOT 105 (Roesch) sports saloon, fair all-round cond, Wilson preselector box with automatic clutch, superb brakes, MoT certificate, many spares, owner buying even bigger Talbot! £60. Tel: Ashvale (Surrey) 2353. (4360

FOR SALE, Alvis TA 14, 1949, 73,000 miles, excep car in first class cond, front bumper needs chrome, new rings, spots, s/belts, winkers, htr, Coun r-man tyres at rear, 22 mpg; a car which has been loved and faithfully serviced every 1,000. Wanted, more mpg. Offers and no give away prices to Birch, Bredon Rectory, Tewkesbury, Glos. (4361

1938 LAGONDA, 29 hp, long wheelbase, coachbuilt saloon, sun roof, reliable, comfortable and elegant. £325. Richard Marshall, 9 Church Hill, Loughton, Essex. Tel: LOU 2809. (4362

1958 MORRIS MINOR 1000 convertible, fitted htr, w/screen washers, windtone horns, flashing indicators, good cond. £178 ono. HP. Box 1419. (4363

1964 LOTUS Super Seven Sports, 1,500 cc engine, red tonneau cover, Pirelli tyres, low mileage, used privately. £485. Tel: Buntingford (Herts) 516. (4364

M.G. VA, 1938, black/grey, recently recond engine, taxed, tested. £75 ono. Sue Cobb, 29 Rivermount, Walton-on-Thames 27736. (4365

ELUDE THE Elans in my Buckler DD2, highly tuned Ford-Consul engine gives 115 plus mph, attractive fibreglass body and full weather equipment. £230. Southward, 188 Huntingdon Rd, Cambridge. (4366

JAGUAR 3.8, 1963, golden sand, o/drive, radio. £875, terms, exchanges. Tel: Silsoe (Beds) 323. (4367

RILEY NINE spares, engines, g/boxes, steering columns, axles, wheels, tyres, body parts. Monaco chassis and many smaller items. SAE, Smithson, 17 Newton Rd, Ashton, Preston, Lancs. (4368

MINERVA. For sale, Minerva Mascot in excell cond. £5. Box 1420. (4369

M.G. TA Tickford (1940), TC mods, vgc, used daily, htr, mirrors, spot. £80 ono. Welwyn Garden City 26424. (4370

FIAT 500, 1965, 7,000 miles, 60 plus economical mph, regularly serviced; marriage causes regretful sale. £360. Bomford, Lyddendane, Hastingleigh, Ashford, Kent. Tel: Wye 401. (4371

TR3 HARD TOP. Offers. 157 Evesham Rd, Stratford-on-Avon. Tel: 5193. (4372

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LATE 1953 BENTLEY R-type automatic, black, mech excell, body average. £500. Apply, Cooper, Tel: Northwood 21394, evenings. (4376

M.G. KI, 1933, Magnette in good cond (no rust), engine o/haul 4,000 miles ago, new weather equipment. £150 ono. Tel: BAR 8220 after 8 pm. (4377

JOWETT JUPITER, good cond, £120 ono, MoT and taxed. Firth, Tel: Farnborough, Hants, 46151. (4378

AQUAPLANE INDUCTION manifold, 1965, triple SU carbs; to fit Zephyr 6. Offers. Sanderson, Cedarwood, Smiths Lane, Smitterfield, Stratford-on-Avon. (4379

M.G.A. 1960 Roadster, 1600, red, red trim, radio, htr, w/wheels, b/bar, spots, l/carrier, tonneau, etc, perfect cond throughout. £395. South Benfleet 2750. (4380

BENTLEY 4¼ litre, Dec 1938, one owner, perfectly maintained throughout, P.W. 4-door saloon, black, beige leather, original cellulose and trim in first class cond, complete original tools, handbook, numerous spares and extras; new tyres and battery; R.R. say this may be only pre-war Bentley still in original hands; any examination; sole reason for sale, owner now 81 years. Chesterfield, 26 Bilton Rd, Rugby. Tel: 4017. (4381

1955 RILEY 1½, RME, red and grey, very good cond throughout, new tyres, MoT 1966. £110 ono. 19 Lime Grove, Linslade, Leighton Buzzard, Beds. (4382

HILL-CLIMB ALLARD, 1937, rebuilt 1951 Ken Wharton, good history, needs finishing. £150 ono. Cameron, Wythall 3095 (Birmingham). (4383

SINGER LE MANS, 1936, needs rebuilding, towable, £10. Citroen 15.6, good engine, good interior, £20. Bill Kaye, 245 High St, Swanage, Dorset. (4384

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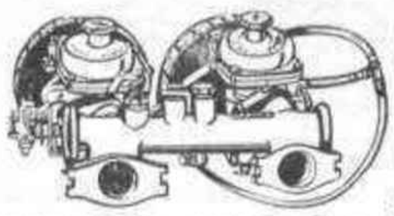
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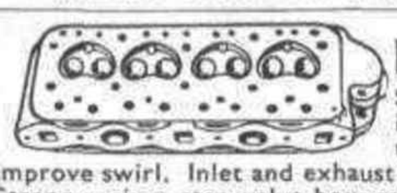
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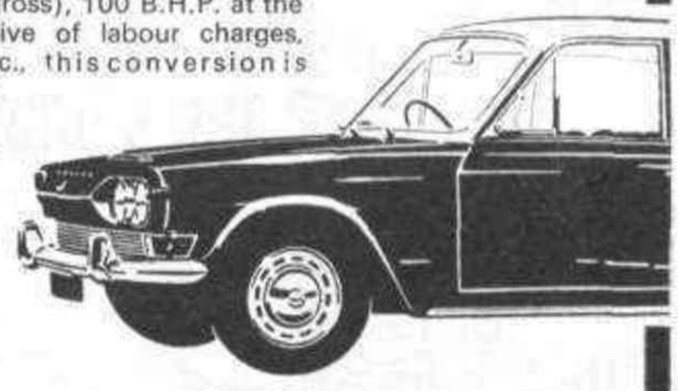
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FORD V8, Consul, Zephyr, Zodiac, all models, 1953/63	13/3
FORD Cortina, Corsair, GT, all models (not Lotus) *state which*	13/6
FORD Classic, Capri, (not GT) *state which*	9/3
FORD Zephyr 4/6 Mk III, Zodiac III	9/3
HILLMAN, all models, '36/64, *state which*	13/3
HUMBER, all models, '46/64, *state which*	13/3
JAGUAR, all models, '46/64, *state which*	13/3
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MORRIS Minor 1000, '56/64, *state which*	30/–
MORRIS Oxford MO, 1948/54	40/–
MORRIS Oxford II, III, 1954/1959, *state which*	40/–
MORRIS Oxford V, VI, 1959/64	40/–
MORRIS 1100	40/–
MORRIS Mini and Cooper	30/–
PEUGEOT 403, 403B, 404, 1955/64	32/6
PORSCHE 356B	130/–
RENAULT 750, 760, 1947/61	30/–
RENAULT Dauphine, 1956 onwards	35/–
RENAULT Gordini, Floride, Caravelle, R8 (950)	40/–
RILEY, all models, 1946/64	40/–
SIMCA Aronde, Elysee (Flash engine), 1952/62, **OK Montlhery**	37/6
SKODA, all models, 1955/65, *state which*	60/–
STANDARD 8, 10, 12, 14, 1938/48	30/–
STANDARD Vanguard II, III, *state which*	37/6
STANDARD 8, 10, 1953/61 *state which*	32/6
TRIUMPH TR2, TR3, TR4	45/–
TRIUMPH Herald 948, 1200, *state which*	45/–
VAUXHALL, all models, 1933/64	45/–
VOLKSWAGEN, all 1200 models inc. **Transporters, etc.**, state model & year	37/6
VOLKSWAGEN, all 1500 models	40/–
WOLSELEY 6/90, 1956/59	40/–
WOLSELEY 6/80, 1948/63	40/–
WOLSELEY 1500, 1957/64, *state which*	40/–
WOLSELEY 15/50-15/60	40/–

MAINTENANCE HANDBOOKS

MORRIS Mini, Mini Cooper, Cooper S	13/3
MORRIS, all models, 1934/64	13/3
OPEL Olympia, Rekord 1200, 1953/64	9/3
RENAULT 750, Dauphine, Gordini, Floride	13/3
RILEY, all models, 1936/64, *state which*	13/3
ROVER, all models, 1934/64, *state which*	13/3
SIMCA Aronde and Vedette	13/3
SINGER, Hunter, Gazelle, 1955/64	13/3
STANDARD, all models, 1948/64, *state which*	13/3
TRIUMPH, all models, '37/64, *state which*	13/3
VAUXHALL, all models, 1933/61	13/3
VOLKSWAGEN 1200, '47/64, *state which*	13/3
VOLKSWAGEN, all 1200 and 1500 Transporters	24/–
VOLKSWAGEN, all 1500 models	32/–
WOLSELEY, all models, 1936/64, *state which*	13/3

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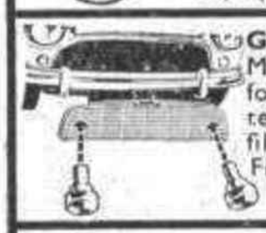
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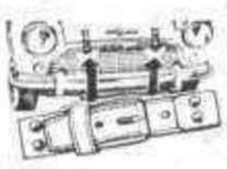
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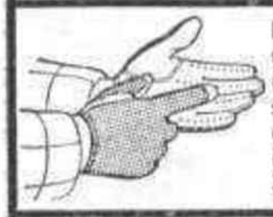
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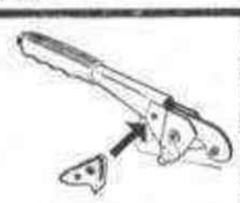
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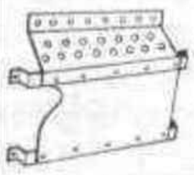
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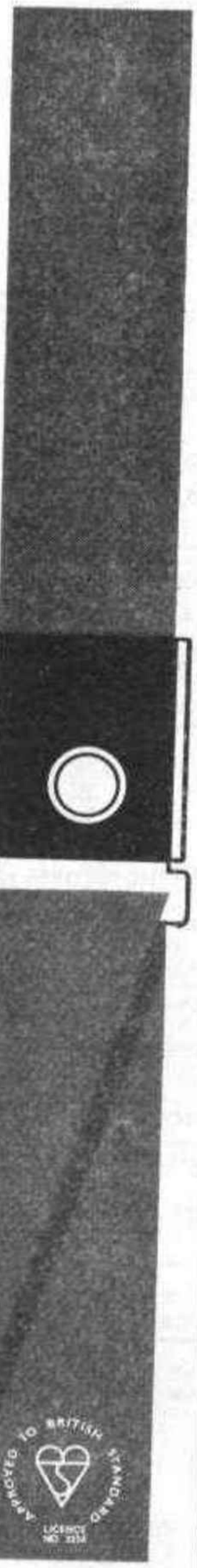
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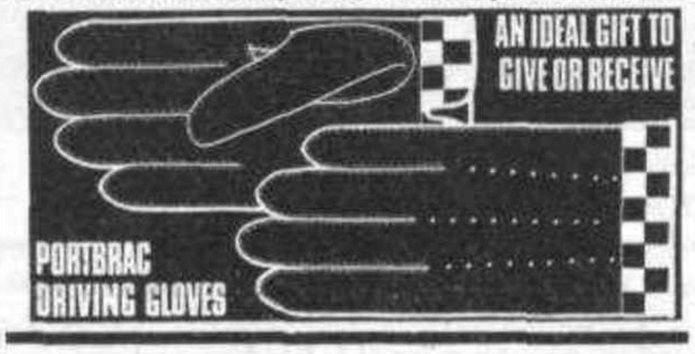
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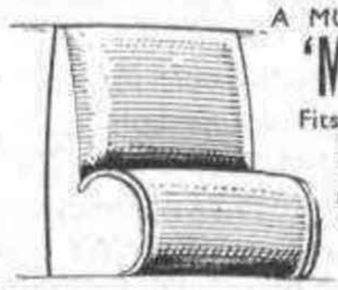
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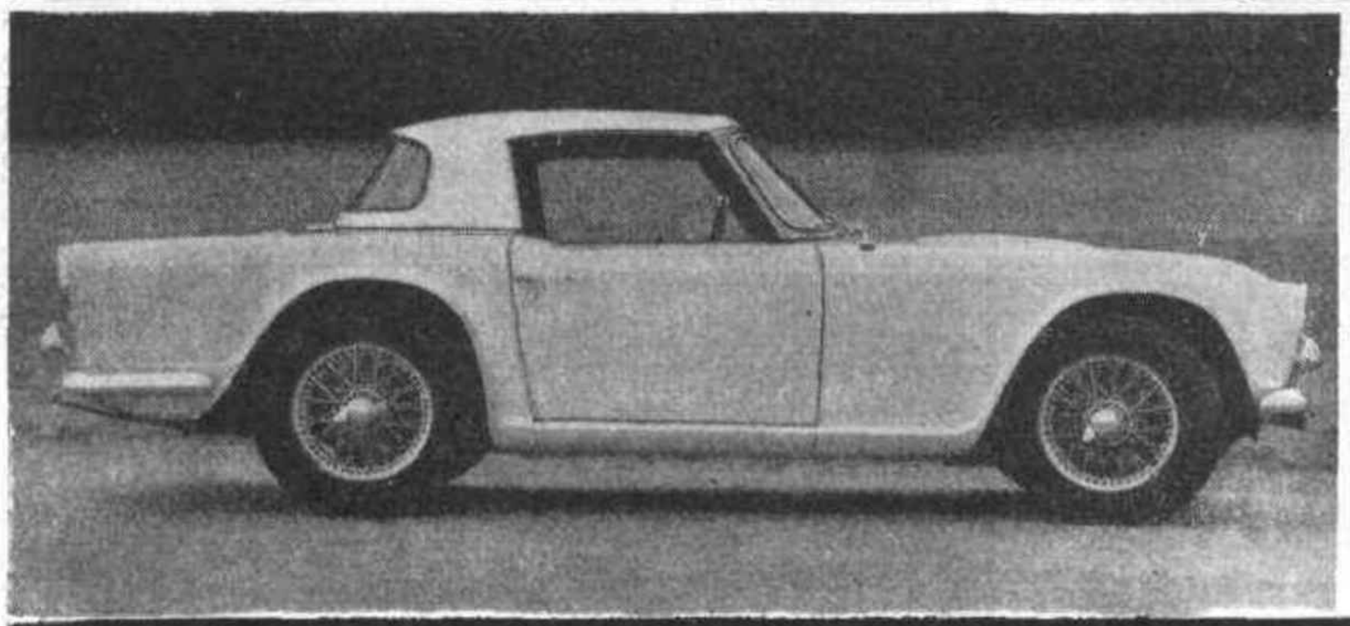


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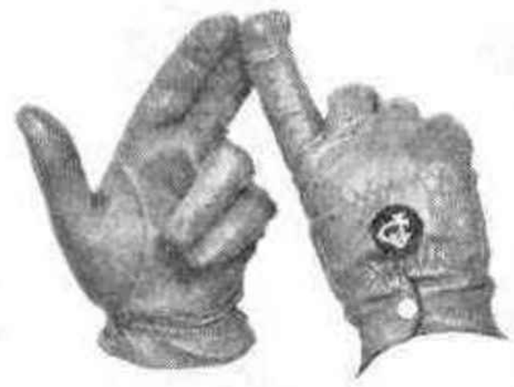


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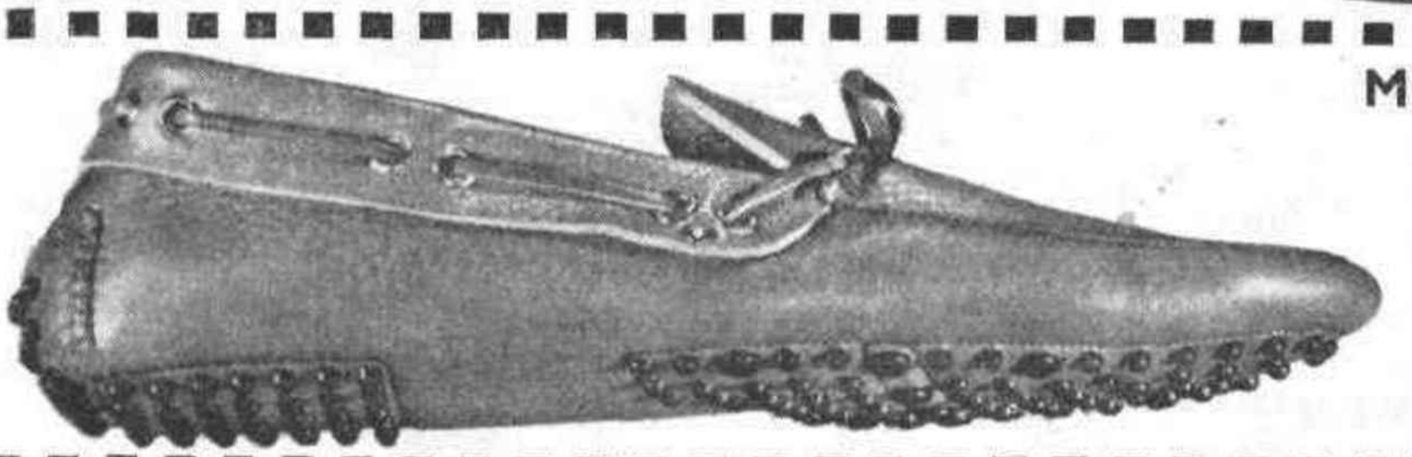
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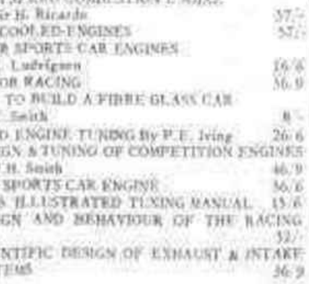
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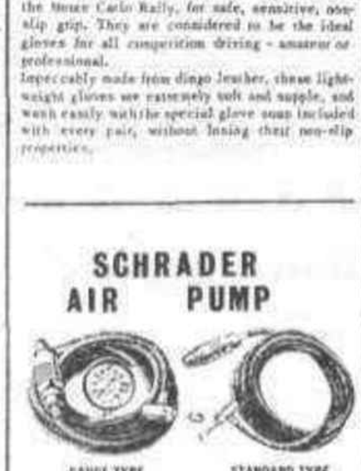
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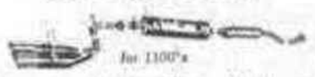
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Jaguar Mk. II	2.	7.	6.
Jaguar S Type	2.	2.	6.
Mini Austin		19.	11.
Mini Austin Cooper		19.	11.
Mini Cooper	1.	5.	0.
Mini Morris Cooper		19.	11.
Mini Morris		19.	11.
Mini Van	1.	5.	0.
M.G. 1100	1.	19.	6.
M.G.B.	1.	12.	6.
M.G. Midget Mk. II	1.	12.	6.
Morris 1100	1.	9.	11.
Spitfire Mk. I	1.	9.	11.
Spitfire Mk. II	1.	9.	11.
T.R. 4A	1.	17.	6.
T.R. 4	1.	17.	6.
Vauxhall Viva	1.	12.	6.

All + 2/6 p. & p.

S.P.Q.R Major Change



Remote Control Gearshift

This has been designed to suit the transverse mounted gearbox of the Mini. Fitted above the central floor tunnel in a rigid alloy casting, the whole assembly is insulated on rubber bushes. Combined with built-in neutral locating device it ensures positive action, free from noise and vibration. Standard Model, with black plastic trunking and wyside-covered tray, chromed gaiter ring and gear lever. £13. 13. 3.

De-luxe Model as Standard but with trunking in special quality black wyside. £16. 13. 3.

MamBA SUMP GUARD



70/-

PROTECTION FOR A7/MINI MINOR/MORRIS, AUSTIN & M.G. 1100.

A strong guard for the low slung sump on these models. Finished in black gloss with fixings and air flow holes ready drilled.

TACHOMETER COWL



Finished in crackle black, the SPQR Tachometer Cowl houses a Smith's 3½ inch electric unit, and is hooded to prevent glare. Supplied complete with all instructions, screws and holes etc. 47/9

Maserati air horns



Made by an accessory division of Maserati at Modena, they are ready to fix and can be actuated from any existing button or ring. These compressor-driven trumpet horns are in an unbreakable plastic on a cast base. The Sprint pairs are 6½ ins. long and 3½ ins. wide incl. mounting. Normal pairs, length 8½ ins., The compressor is 4½ ins. tall, 2¾ ins diameter. Price for either Sprint or Normal. £6. 2. 3. NEW three trumpet musical airhorn £9. 5. 0.

SLIM Carello Lamps



139'6

SPOT LAMP
In 12 volt, powerful beam. Diameter 5"
No. PA 64

These shallow lamps, depth 56mm. and Lens diameter 130 mm., incorporate the Iodine Quartz filaments. In conjunction with dual focus reflectors special glass prisms and bulb holder, give a vastly increased optical performance.



139'6

FOG LAMP
12 volt, Cut off beam gives wonderful fog penetration
No. PF 64



ENGINE STABILISING CONES

3'9

The SPQR engine stabiliser cones are essential for all Mini models registered before February 1965. A pair of cones which compress the rubber mountings of the engine tie rod, the SPQR stabilising Cones return engine movement, thereby reducing metal fatigue of the exhaust pipe.

ENGINE STABILISING RODS £2.12.3



Especially useful for trouble with tuned Minis, countering the effects of additional torque on the exhaust system. Gives greater engine stability, positive gear-changing and smoother running.

SPQR ADJUSTAFIT ACCELERATOR PEDAL



Essential for heel-and-toe gearchanging. Used in conjunction with the standard layout, control becomes effortlessly smooth. The pedal itself is adjustable on a slider platform for correct foot angle. £3.7.9.

REVELL PLASTIC KITS. STATIC KITS

1/32 scale

Austin Healey 3000	4. 11.
Sunbeam Alpine	4. 11.
B.S.A. (Motor Cycle)	4. 11.
Honda (Motor Cycle)	4. 11.
Triumph TR4	4. 11.
M.G.B.	4. 11.
	All plus 3/- p. & p.

1:25 scale

Mercedes Benz 190 S.L.	15. 0.
Lotus 24 Racing Body	19. 6.
B.R.M. V8 Racing Body	19. 6.
"D" Type Jaguar Racing Body	19. 6.
1962 Orange Crate (Ford)	1. 5. 0.
1941 Willys	1. 5. 0.
1956 Chevy	1. 5. 0.
1957 Chevy	1. 5. 0.
1929 Ford Model 'A' Pickup	1. 5. 0.
1953 Ford Woody	1. 5. 0.

REVELL SLOT RACING KITS

1/32 scale

Carroll Shelby's Cobra Ford	1. 15. 0.
Ferrari 250 G.T.O.	1. 15. 0.
Corvette Stingray G.T.	1. 15. 0.
XK "E" Type Jaguar G.T.	1. 15. 0.
Mercedes Benz 300 SL	1. 15. 0.
Aston Martin DB4GT	1. 15. 0.

1/24 scale

Grand Prix B.R.M.	1. 15. 0.
Grand Prix Lotus Ford	1. 15. 0.
Porsche RS-60	1. 19. 6.
Lotus 25	1. 19. 6.
65 Corvette Stingray	1. 7. 6.
Cobra Ford	1. 7. 6.
Ferrari 250 G.T.O.	1. 7. 6.
	All plus 2/- p. & p.

Also available 1/24 scale racing bodies (including wheels & Tyres) for:

Porsche RS-60	1. 5. 0.
Lotus 25	1. 5. 0.
Ferrari 250 G.T.O.	1. 7. 6.
	All plus 1/6 p. & p.

and in 1/32 scale

Mercedes Benz 300 SL Coupe	1. 15. 0.
Aston Martin DB-5	1. 15. 0.
	Both plus 1/6 p. & p.

MONOGRAM PLASTIC KITS. STATIC KITS

1/25 scale

1932 Ford Deuce Roadster	12. 6
Indianapolis Racer	12. 6
Dragster	12. 6
Little "T"	19. 11.
Green Hornet	19. 11.
1/2 Coffin	19. 11.
Yellow Jacket	19. 11.
Blue Beetle	19. 11.
Black Widow	19. 11.
Woody Wagon	19. 11.
Scarab	19. 11.
Porsche 904	19. 11.
Ferrari 275P	19. 11.
1956 Thunderbird	1. 7. 0.
1955 Chevrolet	1. 7. 0.
1940 Ford Pick-up	1. 7. 0.
1946 Ford	1. 7. 0.
1930 Model 'A' Ford	1. 7. 0.
1950 Phaeton	1. 7. 0.
1954 Ford	1. 7. 0.
1932 Ford Sports Coupe	1. 7. 0.
Cyclone 9 Aircraft Engine	1. 7. 0.
Cyclone 9 Aircraft Engine (Motorised)	1. 16. 0.
Customizing Dragster	1. 7. 0.
1939 Mercedes Benz 540K	1. 19. 11.
1934 Duesenberg J.	1. 19. 11.
1931 Rolls Royce	1. 19. 11.
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1/32 scale

Lola GT	13. 6
Ferrari 250 L.M. GTO	13. 6
Ferrari 275P	13. 6
Porsche 904	13. 6
Cooper-Ford	13. 6
	All plus 1/6 p. & p.

1/8 scale

"E" Type Jaguar	7. 15. 6
Big Deuce	9. 18. 0
Big "T"	7. 7. 0
Big Drag	7. 7. 0
Big Tub	7. 7. 0
Big Bird	7. 7. 0
	All plus 4/6 p. & p.

MONOGRAM SLOT RACING KITS

1/24 scale

Ferrari 275P	4. 7. 6.
Porsche 904 GTS	4. 7. 6.
Scarab	4. 7. 6.

1/32 scale

Ferrari 250 GT/LM	3. 19. 6.
Ferrari 275P	3. 19. 6.
Cooper Ford (King Cobra)	3. 19. 6.
Lola G.T.	3. 19. 6.
Porsche 904 GTS	3. 19. 6.
Lotus 33 GP	3. 19. 6.
Ferrari GP	3. 19. 6.
Deuce Roadster	3. 7. 6.
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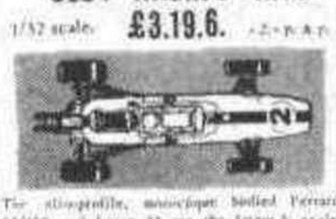
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Model A Phaeton	1.	10.	0.
Model A Town Sedan	1.	10.	0.
Model A Station Wagon	1.	10.	0.
Model A Coupe	1.	10.	0.
1930 Packhard Sports Phaeton	1.	0.	0.
1930 Packhard Dietrich	1.	0.	0.
1930 Packhard Roadster	1.	0.	0.
1932 Chevrolet Phaeton	2.	2.	0.
1932 Chevrolet Roadster	2.	2.	0.
1932 Chevrolet Coupe	2.	2.	0.
Duesenberg Model SJ	5.	12.	0.
Duesenberg Model SJ Town Car	5.	12.	0.

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Lotus 25	51/6
Ferrari	51/6

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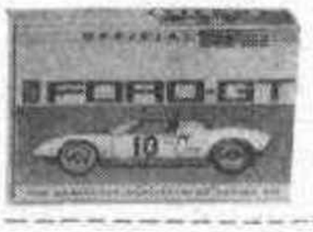
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TRIUMPH TR2, BRG, TR3A engine, o/drive, Lockheed power brakes, s/wash, htr, TR3 grille, new hood, s/screens, tonneau, carpets, Xs. £280. Lewis, Greensleeves, Brockhill Lane, Redditch, Worcs. Redditch 5319. (4426

PORSCHE, 1959, bodyshell undamaged but incomplete, £20: engine, other sound components, earlier engine and transmission parts, carbs, front brakes, ideal for VW, woodrim. 16 Woodside Close, Tolworth, Surbiton, Surrey. ELMbridge 4512. (4428

ROVER 16, present vicar owner 13 years, MoT, taxed to April, in regular use, new tyres, newish carpets, sealed beams, very good interior, polished woodwork, any known defects disclosed, very little visible rust, very little oil, freewheel, done 138,000 miles, engineer maintained. Reason, Unexpectedly got a Daimler. £65. Vicarage, Dagenham. DOM 0831. (4429

ALLARD, immac concours winning M-type, recently finished in Roman purple, new upholstery etc; domestic commitments enforce sale. Morley, Roselands, Roselands Gdns, Highfield, Southampton. (4434

BENTLEY. Sensible offers are invited for a 1940 MR series o/drive saloon, with an attractive aluminium body by Gurney Nutting; the whole car is in immac cond; would consider exchange for a good vintage or pvt such as small Rolls, Lagonda, Alvis, etc. W. Garrard, 60 Ridgeway, Northampton. (4431

DAMAGED! 1965 Mini, 5,000 miles only; damage to front panels. £188. Box 1410. (4432

1,340 cc FORD Classic engine, 20,000 miles, uses no oil, £15. Mini 4-branch manifold and complete exhaust system, Solex carb with accelerator pump, £12 10s. 1925 approx Triumph motor cycle engine, single cyl side valve, complete carb, man, etc. £5. Bailey, 12 Plymouth Grove, Cheadle Heath, Stockport. Tel: STO 2225. (4433

SUNBEAM ALPINE, 1960, h/top, w/wheels, reversing lights, engine recond 2,000 ago with new clutch. £390 ono. Reason for selling, arrival of Company car. Martin, 163 Kempshott Lane, Basingstoke. (4435

LANCIA AURELIA 2500 GT, recond engine, retrimmed, resprayed, reg 1960, Borrani wheels, belts, excell car. Special bodied BMW 328 chassis, 2-str coupe, immac paintwork, first class mechanically, discs, radio, htr, 110 mph. Sensible offers invited for either car. Tel: Aylott, Pershore 36 evenings. (4436

BENTLEY, 1937, 4½ litre Mulliner pillarless saloon, bodywork and mechanics good, resprayed, new battery, MoT. £165. Tel: Long Compton 272, Warks. (4437

XK120, 1954, fhc, blue, Xs. £70. Clare, Murraythwaite House, Dalton, Locherbie, Dumfriesshire. (4438

ROLLS-ROYCE 20/25 vintage Sedanca-de-Ville by Barker, new hood, paint maroon with black wings; the whole car in sound and original cond throughout, taxed, MoT. £675. Tel: Blakedown 570. (4439

TR2, 1955, slightly damaged, works replacement engine still guaranteed, new hood, screens, clutch, wings, bills £140. Offers. Farrimond, 89 Victoria St, Newtown, Wigan, Lancs. (4440

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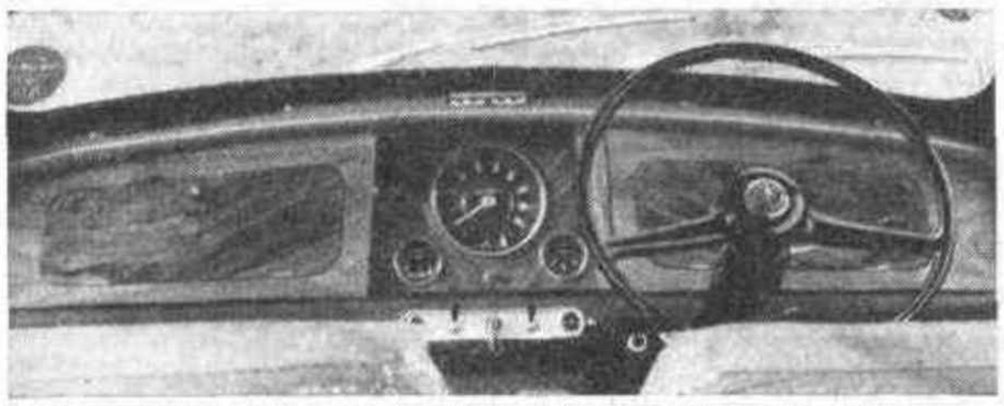
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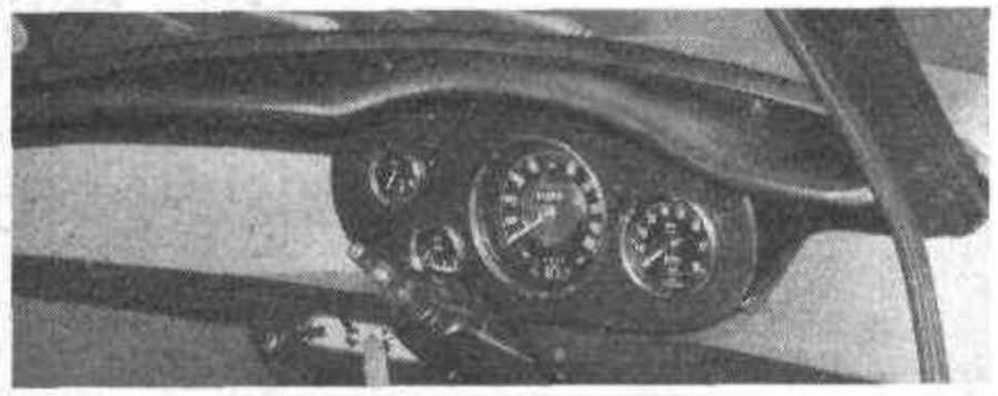
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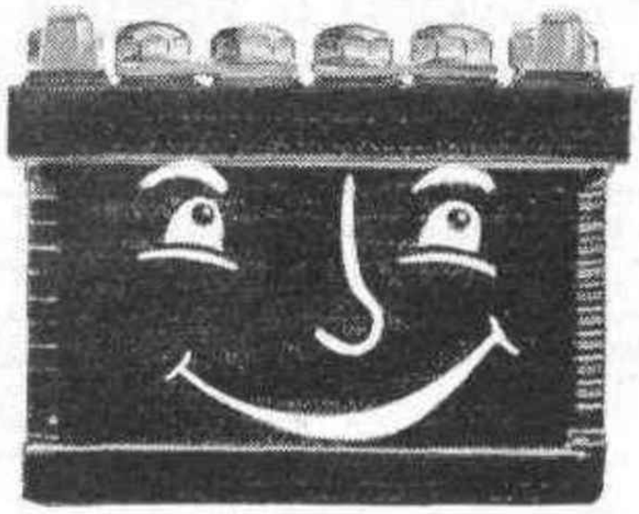
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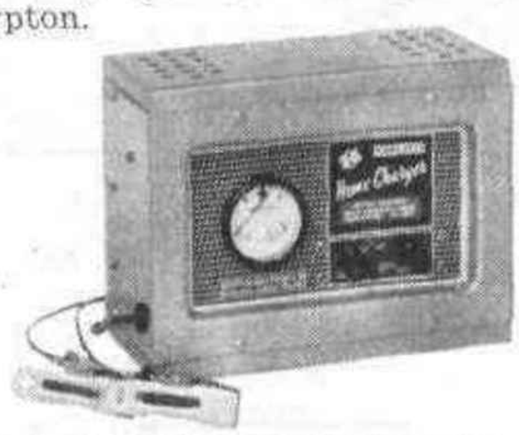
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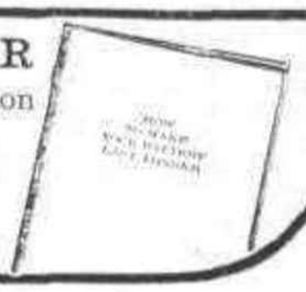


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1962 **VOLVO 18D**, o/drive, slate blue, excell cond, new Cinturatos. £675. Cowdroy, 73 Layton Rd, Parkstone, Poole, Dorset. (4446

IMMACULATE 1963 Sprite Mk II, 1,100 cc, BRG, discs, htr, tonneau; doctor entering practice wishes to sell. £420 ono, or exchange more suitable car. Tel: UPL 7989 any time or TAT 5316 after 6 pm. (4447

1939 **FRAZER-NASH-BMW 328**, ex-team car, owned by A. F. P. Fane, this car gained many successes at Brooklands, etc, 6 cyl engine, 3 carbs, oil cooler, completely original cond. Offers over £800. Box 1412. (4448

LOTUS ELAN, 1963, 1,600, red, low mileage, radio, Cinturatos, taxed. £825 ono. Tel: Chandlersford 2620. (4449

TR3A, 1958, BRG, o/drive, htr, good cond. £299. 15 Netherton Rd, Gosport. (4452

UNIQUE 1933 Alvis Firefly, open tourer with dicky, excell cond, MoT. £165 ono, Chambers, Wallington 5728. (4453

DAIMLER SPECIAL Sports by Barker, 1951, in superb cond, every extra including o/drive. £175 ono. Alderman, 22 South Rd, Boscombe. (4454

SPARKLING SPRITE Mk I, well maintained, many extras, in daily use. Gift at £220. Robin Hill, Salisbury Rd, St Margarets Bay, Kent. Tel: 3213. (4455

ROLLS ROYCE, 1936, 25/30 hp, Barker 7-seat saloon, *black, partition, 2 extra tyres, 650 x 19in, Reg No GO 24*, excep cond, owner going abroad. £400 ono. Tel: BEC 1514. (4385

FOUR 6.75 x 16 Mich X tyres, practically new, £4 10s each. Hartley, 50 Finkle St, Cottingham, Yorks. Tel: 845876. (4386

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CHANGING DOWN. A very special Sprite Mk II in red with matched h/top, Oct '63, modest clock, new tyres, w/wheels, Downton work, belts, spots and lots more. At £455 a sacrifice to love, need baby M.G. or Nippy under £100. R. M. Watt, Tel: Kingston 4302. (4388

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ALVIS TB/14, 1950, sports 2-str, twin SU carbs, good engine, body, tyres, battery, very reliable; addition to family forces sale. £55 ono. Hartley, 173 Berwick Ave, Hayes, Middx. (4390

LOTUS BEATER for sale, 125 mph LBR Cosworth 1340 engine, 2 twin-choke Webers, front discs with dual balance hydraulic system, new Pirelli Cinturatos, space frame chassis, total weight approx 8 cwt, guaranteed eye catcher for the sportsman. Only £275. Apply, 41 Alston Rd, Edmonton, N18. (4391

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FOR SALE—continued

BENTLEY, 1934, 3½ litre Park Ward Sports Saloon, body was made to special order and wind tunnel tested, the original drawings and road reports are available, chassis sound, new tyres, interior scruffy. £250 ono. Tel: Mayfield 2148. (4397

1934 **MORRIS 10-4**, immac cond. Best offer. Burrows, Station Rd, Highley, Kidderminster, Worcs. (4413

FOR SALE. Registration numbers: 104 D; KJ 27; GS 74; OM 2; EC 50; DAN 94; 19 BOB; SAM 7; 740 VAL; 7 DOT; D 900; 414 KP; 860 CD; JH 505; JR 126; 841 RW; 286 MP; 501 ML; JT 958. Please apply Registration Mark, 167 Dudden Hill Lane, London NW10. (4412

SUNBEAM ALPINE 1960 h/top for sale, good cond. Tel: WELbeck 5052. (4414

SHORROCK SUPERCHARGER, suitable Herald 1000, 1200, 12/50, also Spitfire, all fittings incl instructions, as new. £35. Peers, 2 Maytree Rd, Chandlers Ford (3194) Hants. (4415

1935 ROLLS-ROYCE Park Ward sports saloon, very good cond, taxed, MoT. £350. Tel: Brighton 64182 or write 76 Grand Parade, Brighton, Sussex. (4416

ALTA, 1937, 2 litre competition sports car, complete and original, presently running unblown but repairable Alta blower is included, original lhd but can be converted to rhd, car is presently in New York. Price £1,250, or will consider trade for good Bugatti, Rolls, Alfa, Ferrari, etc. Stanley Nowak, 53 Rockledge Rd, Bronxville, New York, USA. (4417

XK140 3.4 engine, g/box, seats, rev counter, speedo, htr, etc. Offers? SLO 2878. (4418

GOOD HOME wanted, Sunbeam Talbot 90 Mk I saloon. £80 ono. Bradford 44933. (4419

M.G. TF, 1,250 cc, *crimson, Derrington tuned*, 5,000 miles, re-upholstered, Xs, new hood, tonneau. £290. Hurley, 129 Dudley Rd, Plympton, Devon. (4420

TR3A, RED, 1960, o/drive 2nd, 3rd and top, new s/screens and carpets, g/box o/hauled, htr, washers, Xs, good bodily and mechanically. £350 ono. M.G. TA, 1937; this car has almost been painstakingly rebuilt, no time to finish, so it is being dismantled, all parts are in excell cond, no rubbish; send for list. A.H. BN1 rear axle complete, plus few odds and ends. Burrough, 44 High St, Sandy, Beds. Tel: Sandy 287. (4421

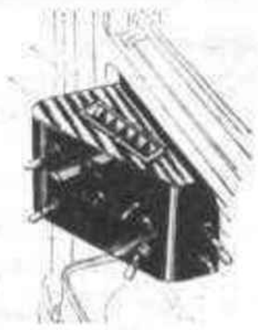
LAGO TALBOTS, one 4½ litre overhead camshafts, 2-door f/head coupe, and one show model power hood convertible, at present fitted Jaguar unit; host of spares; unique thoroughbreds. 1 Highdown Rd, Hove 37651. (4422

1960 **TRIUMPH** Herald Saloon, twin carbs, extras, perfect, MoT, lhd. £195. Rosser, Oxford 35392. Box 1407. (4423

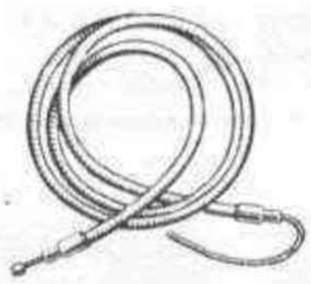
RELIABLE AS Big Ben, 1931 Talbot 75 Saloon, immac grey and black bodywork, recent major engine and chassis o/haul, 5 nearly new tyres, many spares, crash g/box fitted, but preselector available. Box 1408. (4424

H.R.G. 1500, Coup des Alpes 1951, unique, documents and photos, fully maintained, first class order, taxed Oct 1966. £450. Keevil, 30 Jessica Rd, Wandsworth. (4456

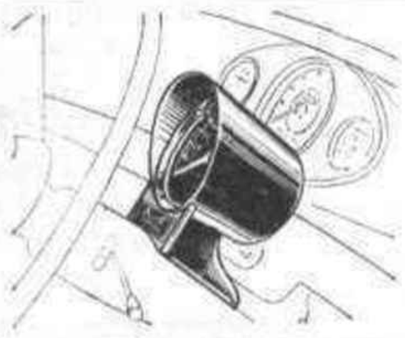
CITROEN LIGHT 15, 1954, recent engine o/haul, brakes re-lined, new exhaust, excell throughout. £130. Tel: WHitehall 2445 office hours. (4458



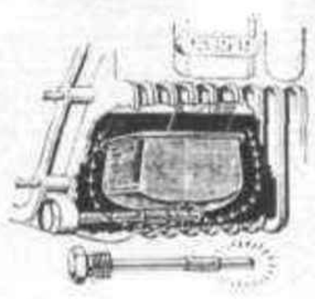
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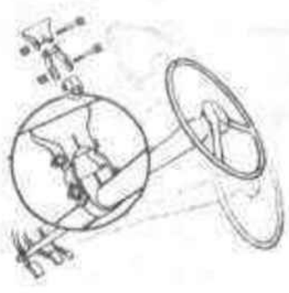
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M.G.A., 1600 fhc, late 1961, radio, htr, u/sealed, many other extras, excell cond. £385. Gange, Silver Trees, Dene Close, Chilworth, Southampton 69624. (4459

1956 **ARMSTRONG SIDDELEY**, Model 236, Sapphire, one elderly owner from new, genuine 25,000 miles, exceptional cond. £200 ono. Tel: Ewell (Surrey) 2313. (4460

EXCELLENT M.G. PB, re-lined hydraulic brakes, 16in wheels all round, near new tyres, engine o/hauled 6,000 miles ago, new clutch, generator, battery, petrol pump, body rebuilt 1963; would ask £170 but slight dent at back of o/s rear mudguard, therefore £120 ono. Box 1427. (4461

PRINZ 4, 55 mpg, 75 mph, 3 new tyres, new battery, immac. £350 ono, exchange Wankel. Raine, 68 Elmfield Rd, Doncaster. Tel: 2482. (4462

JAGUAR ENGINE, Mk VII, complete with carbs, dynamo, starter, excell cond, £20. Also g/box with o/drive, £15. Hartley, 50 Finkle St, Cottingham, Yorks. Tel: 845876. (4463

DAIMLER SPARES, cyl head, crankcase, pistons, con rods, dynamo, new rad blind. J. Langdon, Tilter Down, Pensax, Stockton, Nr Worcs. Tel: Clows Top 274. (4464

BENTLEY 1951, 4¼ litre saloon, moderate mileage, full history known, with regular Bentley servicing, mech excell and coachwork almost unmarked, £425. Wells, Ickwell Grange, Biggleswade. Tel: Northill 274. (4465

FEB. 1939 M.G. TA Tickford for sale or exchange for interesting car. Offers to 3 Llandudno Rd, Penrhyn Bay, North Wales. (4466

1965 **MORGAN 4/4** Comp, 7,000 mileage, w/wheels, white leather upholstery and half tonneau, w/r wheel, htr, w/washers, spotlamps etc; cost £850, will accept £675. Apply evenings or weekends, Heathorn, 3 Porlock Dr, Nr Airport, Luton, Beds. (4467

16ft SPEEDBOAT, was exhibited at the 1964 Boat Show, complete with Bramber trailer and fitted with 110 hp Johnson inboard/outboard engine, one owner, guaranteed only 15 hrs running from new; cost £1,500, will exchange for Ford Lotus Cortina or E-type with cash adjustment, or sell £750. Tel: Waterlooville 3179. (4468

REGISTRATION RKA 2, plus 1954 Minor fitted 1000 engine, g/box, etc. £100. J. Cassidy, 7 Derwent, Liverpool 23. (4469

1929 **AUSTIN** Twelve Four, £50: mech sound, interior rough. 63 Wandle Rd, Hackbridge, Wallington, Surrey. (4470

BENTLEY, 1934, 3½ d/head, alloy body by Mulliner, faired bonnet, wings; body and interior needs work, engine in fairly good shape, run every day, MoT tested and taxed. £150 ono. Box 1428. (4472

AUSTIN TOURER, 1935, 6 cyl, 14 hp, in working order, original cond, taxed, MoT Sept, recent hood, batteries, muff and tyres. Offers to Llenwill, Grant Rd, Crowthorne, Berks. Tel: 2446. (4474

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1928 **AUSTIN** 7 fabric saloon, very good original cond. £150. Butterworth, Rosemary Cottage, Wiltshire Ave, Crowthorne. Tel: 3349. (4473

ALFA ROMEO, 1956, 1,900 cc, Superleggera, rhd, 50,000 miles, recently resprayed and rechromed, first reg England 1961, top speed 115 mph. £500 ono. Seen The Red Lion, Stratfield Turgis, Basingstoke. (4475

RILEY, 1950, 2½ litre Continental, engine in very good cond. £40 ono, or will break. Enterprise 2508. (4476

1930 **TALBOT 75** touring car, excell order, good all-weather equipment, MoT Nov '66, £180. Also 1952 Daimler 2½ litre special sports coupe by Barker, one owner 1952-65, low mileage, in excell mech order, recond g/box recently fitted, 4 almost new tyres, MoT July '66, original duo grey cellulose, grey hood and red leather upholstery in superb condition, £245. J. Lott, Springside House, Lyminge, Kent. Tel: 87287. (4477

DOWNTON COOPER Engine, full race, 1,132 cc, with Weber carb and manifold, 100 bhp for £100. Tel: Downton 593 or write, Wiles, Pinehurst, Forest Rd, Hale, Nr Fordingbridge, Hants. (4478

1939 **ALVIS** Speed 25 Charlesworth dhc. Nearest £250. Hales, 20 Langbourne Way, Claygate, Surrey. (4479

CONNAUGHT, Rare 2½ litre 2-str sports racing car, good cond, with spare engine. £250. J. Millar. Tel: Potters Bar 52004 evening 7-10 pm. (4480

TRIUMPH TR4, 1963, blue, one owner, immac, o/drive, w/wheels, htr. W.H.Y. £725. 26 Summercourt Drive, Kingswinford, Staffs. (4481

TWO BRAND NEW India 750 x 17 heavy duty tyres and tubes, mounted on 17in Mercedes wheels, £20 the pair. Also Mercedes 320 parts and complete LG45 rear axle. Tel: Malone, CHA 7359 day, MIT 5418 evenings. (4482

YESTERDAY'S TOMORROW today. Citroen DS19, 1960, re-cellulosed blue, engine rebuilt professionally and hydraulics o/hauled, reclining seats. £350 (or see exchanges). Brammer, 264 Park Lane, Macclesfield. (4483

DERRINGTON Weber conversion for Zephyr Six, new and unused, cost £31 10s, sell for £25. Clayton, Foxdell Way, Chalfont-St-Peter, Bucks. (4484

1927 **BENTLEY** 3 litre Speed model, BRG, attractive Corsica 4-str d/head, new hood, tonneau, hood bag, resleeved approx 3,000 miles ago, good tyres, original instruments, same owner 11 yrs, now acquired 4½. £1,000. Croxson, Woodend, Welcomes Rd, Kenley, Surrey (Uplands 0770). (4485

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ROLLS-ROYCES, 1933 20/25 Hooper limousine, exceptionally good mechanically and sound body; 1927 Twenty fitted pick-up body, £200 the pair. Vintage Austin tourer accepted in p/e. Box 1430. (4488

TALBOT 65 Saloon, 1935, very good cond. Offers. 108 Welldon Cres, Harrow. (4489

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MORGAN PLUS 4, 1952, bent, parts cheap incl Vanguard engine, 9,000, with twin SU conversion, 3 tyres as new, batteries etc. Offers. Box 1429. (4487

135 MPH XK140, fhc, o/drive, radio, hi-lift cams, above average, £190. Bristol 628426. (4490

PORSCHE 356A 1600, 1957, maintained regardless of cost, recent recond engine, clutch, respray silver, dark blue leather upholstery, radio, Cinturas, lhd. £510. Tel: GRO 2243. (4491

PORSCHE, 1958, 1600 Super, fhc, radio, Xs, perfect, specialist maintained. £525. Tel: Churston (Devon) 2203. (4492

TRIUMPH GLORIA, 1935, excell cond, in family since 2 yrs old £90. Godbolt, West House, The Rectory, Hathern, Loughborough, Leicestershire. (4493

TR4, 1962, 37,000 miles, one owner, o/drive, htr, radio, tonneau, powder blue, immac maintained in showroom cond. £615. Tel: Northwood 23153. (4494

1955 XK120 SS, bucket seat, aero screen, twin exhaust. £100. A. E. Birch, 63 Lime Grove, Eastcote, Middx. EIE 6634. (4495

ALLARD lowering blocks for Cortina, £2 10s. Ballamy 'A' bracket for Anglia 105E, £5. South Riding, The Ridge, Cold Ash, Newbury. (4496

ALVIS, 1952, grey and black saloon, two owners, mechanically excell, body not quite. £130 ono. Peters, 28 Belvidere Rd, Liverpool. (4497

M.G. MIDGET, '65, htr, w/mirrors, u/sealed, cond as new, reason for sale £550. Newcastle-on-Tyne 36666 after 7 pm. (4498

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M.G. TD II, minus front wheel and wing, bent chassis. Offers. Tel: Derby 42155 (evng). (4451

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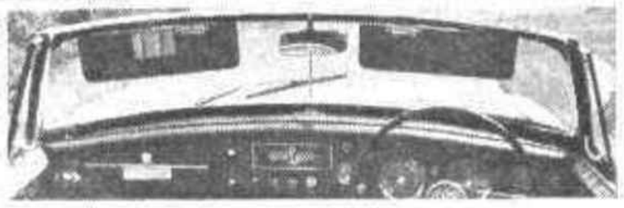
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ZEPHYR SPORTS Coupe, 120 mph Mays conversion, o/drive, htr, Firestone Sports 130 whitewalls. Bargain at £180. Full details from 2 Richmond Ter, Cambridge. Tel: 50228. (4507

ROLLS-ROYCE 20/25, 1932, sports saloon, Hooper/Continental coachwork, glazed roof panels, fold flat seats, further restoration necessary: buying Bentley so have lost interest. Price £180? Blair Lodge, Bramble Rd, Daws Heath, Thundersley, Essex. (4509

M.G., 1932/6, 2-str, interesting car, completely rebuilt mechanics and body. £85. Staines 53759. (4510

FIRST £120 buys my Riley 1½, 1954, genuine car, not tatty, interior and mechanics A1. Booth, 13 Alma Place, Bradford 3. Tel: 65004. (4511

SUNBEAM TALBOT, 1954, green, radio, htr, taxed until 28th Feb, MoT, £99. Tel: EDG 3882 evenings. (4512

BARGAIN—Urgent sale required before Christmas, nearest £260, 1939 MX Bentley saloon, pvt, in good cond. Box 1432. (4513

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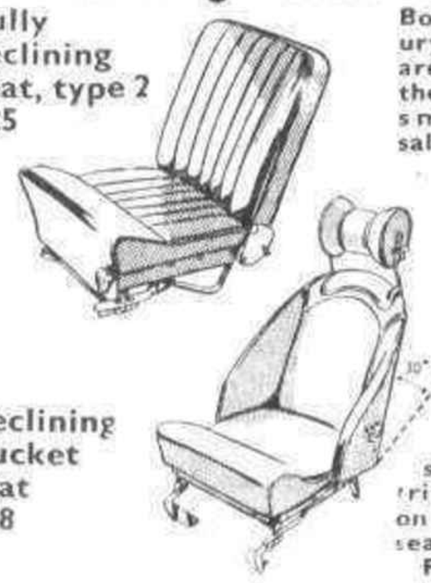
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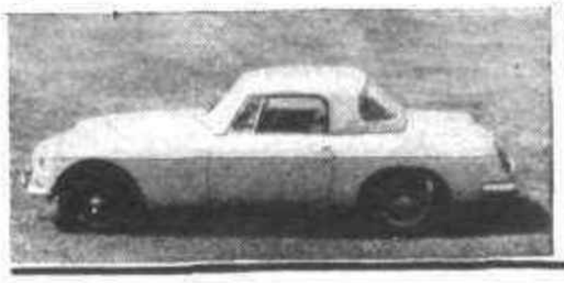
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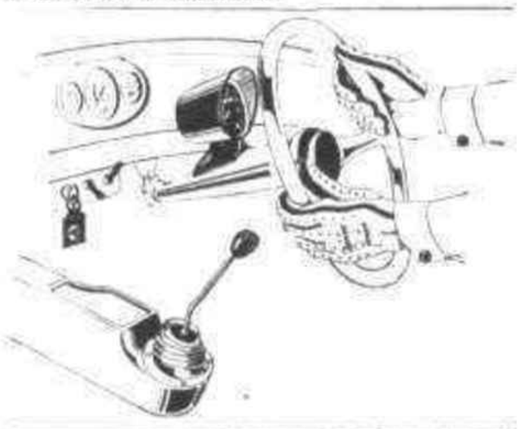
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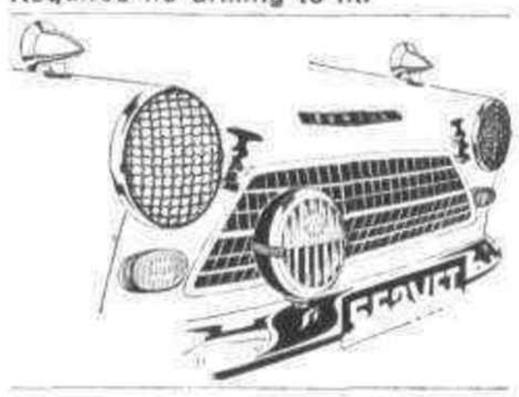
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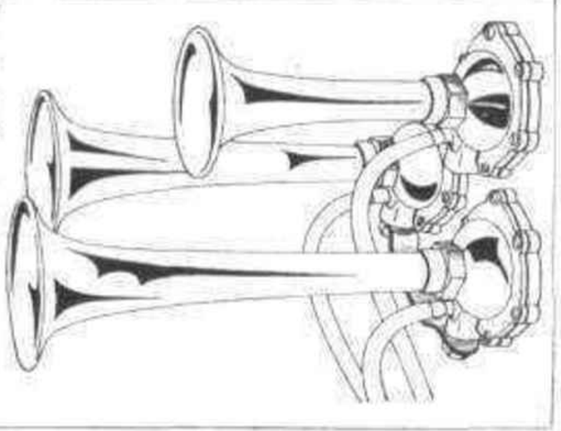
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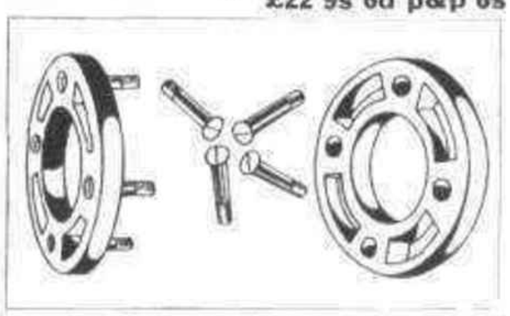
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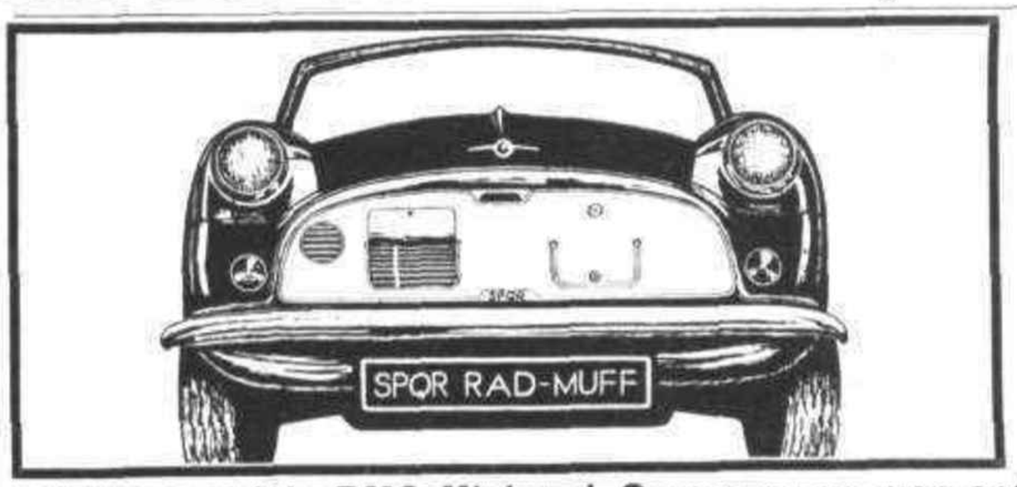
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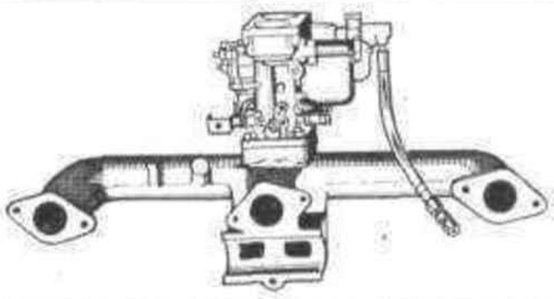


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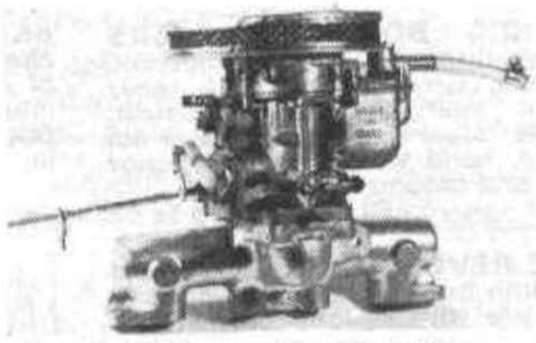
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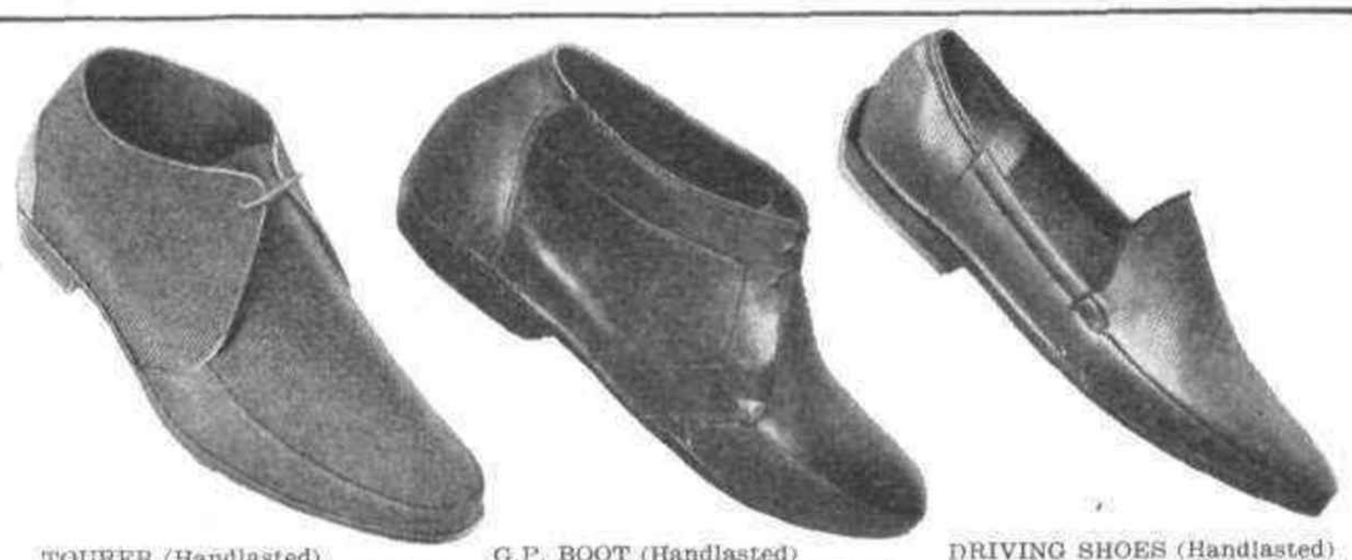
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ALLARD 1949 4-str dhc, excell cond, Allard head, twin carbs, spare engine, g/box, wings, etc, etc; requires new top. £150. McKie, 2 Dobson St, Leeds. (4709

1961 TURNER Climax. £325 ono. Deakin, Church Farm, Cotin-in-the-Elms, Burton-on-Trent. Tel: Swadlincote 7843. (4710

JAGUAR XK140 fhc in excep order throughout, body completely rust free, finished in ivory with red interior, mechanically perfect, fitted C-type engine, radio, htr, l/rack. £245 ono, exchange considered. Lloyd, Mink Farm, Wickham, Hants. Tel: Wickham 3279. (4711

1954 XK120 roadster special equipment, w/wheels, C-type engine, twin exhausts, immac metallic light blue with black interior, new hood, tonneau, carpets; a near faultless, well cared for 120. £265 ono, consider exchange. R. Lloyd, White Cottage, Titchfield Lane, Wickham, Hants. Tel: Wickham 3279. (4712

FRAZER NASH/B.M.W. 1936 319/55, a fine motor car. £125. Johnson, Stylehurst, Capel, Surrey (4713

ALVIS CRESTED EAGLE tourer 1933, immense and unique, completely rebuilt. £300 ono. Bates, 94 Hornsey La, London N6. (4714

ALVIS GREY LADY, 1954, completely recond engine, 7,000 miles, radio. £165. 43 Lansdowne Rd, Tottenham N17. Tel: TOT 7029 (evenings). (4715

JAGUAR XK150 1959 d/head, resprayed white, new engine, immac. £400. Gair, 58 Hardwick Rd, Streetly, Sutton Coldfield. Tel: Streetly 1037. (4716

JAGUAR E-TYPE roadster 1964, astonishing works prepared specimen, nearly £1,000 extras, cost new £3,000, property of managing director. Gift £1,195, part exchange considered. 3 Mudeford Quay, Christchurch. (4717

AUSTIN HEALEY 100/6 1957, immac car completely recond, rebuilt and resprayed. Price £310. Tel: day Huddersfield 25145, evenings Huddersfield 30195. (4718

PAIR BRITAX safety belts and heavy duty pvc shaped cover for Sprite Mk II, £6. POP 6241. (4719

1900 de DION 4-str Vis-a-Vis Voiturette, in every Brighton Run since 1931, mint original cond. £2,750 ono. Harper, 121 Palatine Rd, Didsbury (2050), Manchester. (4720

H.R.G. 1500, 1951, excell cond, complete engine and g/box recond, hydraulic brakes, Xs, resprayed BRG, good hood and screens, new tonneau. £275. Giles, 12 Beaufort West, Grosvenor, Bath. (4721

M.G. MAGNA 1934 Continental coupe, rare model, bodily, mech good. £75 ono. Hughes, 2 Hampton Rd, Droitwich, Worcs. Tel: 2467. (4722

1929/30 AUSTIN 16 light 6 4-str sportsman's coupe, finished in maroon and black, w/wheels, mechanically first class, aluminium body, starts on the button, brass carb and polished brass lamps, original handbook; any trial; taxed, MoT until Aug '66; view anytime and offers to, Blue Bowl Inn, Hanham, Bristol. (4723

RILEY 1½ litre 1947, good cond, MoT, owner must sell. £50 ono. Porter, 91 Potters Green Rd, Walsgrave, Coventry. (4724

FRAZER NASH Blackburn TT Rep, 1934, mech sound, good body. £350. P. Allerston, 38 St Johns Rd, Driffield, East Yorks. (4725

TWO NEW 600 x 20 tyres; to buy cost £42, accept £34 pair. Jackson, 5 Cambridge Rd, Hale, Ches. (4726

M.G.B 1963, red, w/wheels, new Cinturatos, many other extras. £685 ono. Stork forces sale. Guyer, 10> Westside, SW4. (4727

RILEY 2½ R.M.F., first reg 1956, left hand drive, excell cond, radio, washers, spot, reversing lights, etc. £100. Cyster, Mill Corner, Northiam, Sussex. Northiam 2260. (4728

Box No. Address : " Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—continued

1960 **ASTON DB3.** Impossible! But nevertheless I wish to sell my Oct 1959 DB3 drop head, peony red with black trim, twin chrome exhaust system; a very beautiful and potent car. £850 ono. Ashton-u-Lyne 1113 (Nr Manchester). (4729

ROLLS-ROYCE 1933 20/25 sports saloon by Park Ward, very attractive lines with large projecting boot, twin sparcs, only 700 miles since complete engine, clutch, front axle rebuild, coachwork requires restoring; no time. £250 ono. Serious enquiries only please. Oxford 61432. (4730

M.G. TD, superbly maintained example in black, chrome as new, hood and s/screens excell, full tonneau, aero screens, red fitted carpets, stage II engine, high lift cam, 1½in carbs, competition brakes, X tyres; extras include radio, htr, flashers, washers, electronic tach, spot light, stainless f/grid, adjustable rear shockers; little mileage since complete o/haul by engineer owner. £340. Tel: Bradford (Yorks) 37851. (4731

1938 **ROLLS-ROYCE** 25/30 sunroof saloon by Windover, swept trunk, handsome car in very fine cond and impeccable mechanically, black with green leather, radio and htr, many extra instruments including Tapleys, magnificent woodwork, fine tyres and chrome; a real collector's item at £695. Ham Mill, Newbury 1346. (4732a

1951 **BENTLEY** convertible by Park Ward, aluminium long wing model, fawn with grey interior, electric hood, radio, htr, all tools, instructions, excell tyres, full-flow; bills for £400 this year. £750. Ham Mill, Newbury 1346. (4732

ASTON MARTIN DB2/4, 2 careful owners, haze blue, s/straps, w/wheels, new tyres, 28,000 on new engine, recent complete o/haul, Crypton tuned, a beautiful car for the enthusiast. £450. Tel: Winterbourne (Bristol) 3209 anytime. (4733

1961 **PORSCHE** 356B standard 1600 coupe, off white, tan, excell order, 100 mph, 32 mpg on cheap petrol, 40,000 miles, Konis, belts, Motorola, new tyres; consider p/exchange or £815 private sale. Burrow Hill, Playden, Rye, Sussex. Iden 223 evenings. (4734

TR2 1954, red, retrimmed, new hood, htr, washers, fog lamp, Marchals, Xs, MoT. £130 for quick sale; owner emigrating. Lund, 13 Park View, Kingswood, Bristol. (4735

SELL OR breaking 1952 Lagonda, 2.5 litre Vantage engine, b/axle u/s. Also rare 1939 Rover 16 dhc, body rough, 4 new tyres, engine etc good. Offers (both towable) Trowbridge 2145 (Wilts). (4736

RELIANT SABRE, s/top, July 1963, 2 owners, 35,000 miles, white, black hood, tonneau, w/wheels, Cinturatos, excell cond. £500. Tel: Marple 2733 (Ches). (4737

APRILIAS: 2 1938 saloons, 1 owner from new, 1 in going order, 1 for spares; room urgently required; real bargains, £55 for both. Morton, Heaton Moor 5044 evenings (Ches). (4738

1948 **M.G. TC;** black, fawn hood, second car, new hood, s/screens, carpets, dashboard, battery, petrol pump, tyres, radiator, front springs and brakes, recond engine. £120 ono. Saxon House, Doncaster Rd, Thryburgh. Tel: Thryburgh 260. (4739

1952 **DAIMLER** Barker drop head, new works engine, first £165. Apply Staunton, Randolph Motors, Lissenedene Gdns, Highgate. Tel: GUL 3606. (4740

NO TAKERS at £175 for scruffy etc.1960 Peugeot 403 estate—try best cash offer over £100, consider exchange for large horse pvt. Drummond, Jana Bank, Edinburgh Rd, Linlithgow (Tel: 259), West Lothian. (4741

LAGONDA 1951 2.6 dhc, good body, m chanics, new carbs, hypoid unit, hood waterproof b.t sad, MoT Aug '66, 21 mpg, 90 mph, £80. Riley Kestrel 1937 12/4, first class mechanics, Scintilla, for spares or rebuild, £25. Pathfinder, '54, mechanics good, rebuilt box, good tyres, body fair, £50 as stands or will break. Cunningham, Riada Pantasaph, Holywell, Flints. Holywell 2047. (4742

JAGUAR 3.4 1959 Mk I, 2in carbs, high comp pistons, etc, 72 spoke wheels, Konis, s/belts, taxed, MoT. £345. HP arranged. Day, The Flat, 137 Amington Rd, Bolehall, Tamworth, Staffs. Tel: Tamworth 3519 office hours. (4743

M.G. TC 1949, mechanically faultless, MoT till Sept '66, recent decarb, valves ground, complete new set pistons, still running in, tyres good. Gift at £130 ono. Johansen, Slough 21754 after 7 pm. (4744

3000 HEALEY Mk III, only 13,000 miles since new, white, red interior, many extras incl o/drive; genuine buy, £825. Tel: Skegness 1803. (4745

1958/59 **ZB** Magnette for private sale, genuine 49,000, usual extras, new Cinturatos, brakes and only 7,000 since complete recond engine/clutch, superb cond, MoT, taxed March '66. Offers. 64 Chapmanslade, Westbury, Wilts. (4746

M.G.B 1964, Iris blue, black interior, 4,800 miles only, extras include oil cooler, power brakes, anti-roll bar, tonneau cover, rear seat, w/wheels, Road Speed tyres, £785. Tel: Ascot 324 or 2078. (4747

HARD TOP from 1961 Alpine, black, excell, £30 (cost £65). Chelmsford 71426. (4748

ALVIS GREY LADY 1955 saloon, completely o/hauled, not yet run in, resprayed metallic grey, new tyres, bills for £350, sun roof, htr, washers, fog and spot lamps, handbook, taxed April, MoT Oct, distinctive car in superb and immac cond; any trial or inspection. £425. Tel: Aylesbury 5288. (4749

RILEY LYNX 1936, twin SUs, Scintilla, new hood, seats, tyres and BRG paint. £130. New post-war 1½ g/box, £15. Good body from '33 Lynx and 5 6-stud wheels, 1933 Gamecock, sound. Tel: Hillbrook 159 or 167 Woodford Rd, Woodford, Ches. (4750

MAGNIFICENT Sunbeam Talbot Mk II Supreme, 1955, excell cond, sky grey with red leather interior, faultless chrome, extras fitted include radio, htr, rimbellishers, spotlight, w/mirrors, washers, recent g/box o/haul and new clutch, new wiper motor, 3 new tyres and recent battery, mechanically first class, MoT, taxed Jan, 100 mph. £200 ono. Rakowski, 22 Brookfield, Prestwich, Manchester. PRE 3195. (4751

1953 **RILEY 1½,** good cond, recent engine o/haul. £100 ono. Parkstone, Watchouse Rd, Galleywood, Chelmsford, Essex. (4752

DO YOU see red? You can all round if you buy my Healey 100/6, h/s-tops, recently recond engine, w/rim wheel, 1957, good cond. £310. Nicholl, Macaulay 9591 (4753

1933 **ARMSTRONG** Siddeley Long 15, good cond, MoT. £35. 40 Station Avenue S, Fence Houses, Co Durham. (4754

ROLLS-ROYCE, rare elegant 2-door 4-light 1933 20/25 sports saloon by Park Ward, in maroon and black, superb lines, excell cond. £550. E. F. Widgery, 29 Holland Park, London W11. Tel: PARk 6098. (4755

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1964 ALFA ROMEO Giulia Spyder, red, white trim, radio, Cinturatos, discs, one owner... **£985**

1963 DAIMLER SP250, maroon, beige trim; C Spec. hard- and soft-tops, tonneau. RS5s, one owner **£795**

1964 M.G.-B, blue, wire wheels, Cinturatos, radio, heater, tonneau cover **£775**

1964 M.G.-B, red, wire wheels, heater. Very low mileage **£775**

1964 M.G.-B, blue with blue interior; wire wheels, heater, SP41, seat belt **£765**

1964 M.G.-B, B.R.G., black interior, wire wheels, radio, tonneau cover, heaters, Cinturatos... **£745**

1964 SUNBEAM Alpine Mk. IV GT, Royal blue, blue interior, tonneau, heater, o/d, one owner **£745**

1962 LOTUS Elite, Special Equipment, ZF box, servo discs, white/silver, black trim ... **£745**

1963 M.G.-B, grey with heater and tonneau **£695**

1962 TR4, hard-top coupé, Wedgwood blue, white top, over-drive, heater **£625**

1964 M.G. Midget Mk. II in B.R.G., heater, etc. Recorded mileage 12,000 ... ... **£565**

1961 (Nov.) AUSTIN HEALEY 3000 Mk. II, Healey blue, with overdrive, hard- and soft-tops, and heater **£495**

LOTUS VII, fantastic car, full details on application **£475**

1963 TRIUMPH Spitfire, red, black trim; heater, tonneau, wing mirrors, rev. light, discs. **£465**

1963 SPRITE 1098, red, wood-rim wheel, heater, etc. **£445**

1962 HERALD Convertible 1200, grey, red interior, heater, tonneau **£385**

1959 TR3A, B.R.G. with red interior, o/d, heater, etc. **£345**

1960 TRIUMPH Coupé, white, red flash, black interior, heater, etc.... ... ... **£235**

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1965 (June) RELIANT Scimitar GT, golden bronze, o/d, radio, heater, w/w, Pirelli Cinturatos, recorded 3,000 miles **£1,275**

1964 AUSTIN HEALEY 3000 Mk. III Convertible, red with black trim, o/drive, w/w, radio, heater **£865**

1962. A.C. ACE Ruddspeed Zephyr, o/drive, three double-choke Webers, w/w, "X" tyres, dark metallic blue/red leather **£895**

1964 SUNBEAM Alpine GT Series IV, o/d, pale blue, blue trim, unmarked **£695**

1965 HERALD Convertible (Export) red, black trim, R.H.D., 12/50 engine, discs, heater, tonneau; one owner, nominal mileage **£625**

1963 M.G.-B, red, black trim, R.H.D., Pirelli tyres, wing mirrors **£615**

1965 M.G. Midget, Riviera blue, blue trim, heater, luggage rack, recorded 10,000 miles **£595**

1961 SUNBEAM Harrington Alpine Series II, Webasto roof, o/d, R.H.D., oil cooler, Koni's, **£575**

1965 LOTUS Super VII, red and alloy, Weber carb., Elan wheels, flashers, tonneau ... **£535**

1964 SPRITE Mk III, red, black trim, heater, tonneau, racing wing mirrors, rev. light ... **£545**

1963 AUSTIN HEALEY Prototype, white with blue stripe, M.G.-A 1,622-c.c. engine, wire wheels, wood-rim wheel, very fast **£525**

1954 M.G. TF 1250, red with wire wheels, beautifully restored specimen **£500**

1964 TRIUMPH Spitfire, radio, heater, tonneau, Wedgwood blue **£495**

1963 SPRITE Mk II '1100', red, red trim, heater, tonneau, wing mirrors, seat belts, disc brakes. **£465**

1963 SPRITE Mk. II '1100', hard-top, heater, mirrors, disc brakes; red with black interior. **£485**

1963 (Nov.) TRIUMPH Herald 12/50, cherry red/white, red interior, heater, discs, Michelin "X" rear, Weber carb. **£425**

1963 (Model) TRIUMPH Spitfire, red, black interior, heater, wood-rim wheel **£395**

1963 LOTUS Seven, 1,000-c.c. Taurus head, twin S.U.s, Turbospeed Mk. IV **£395**

1960 M.G.-A, f.h.c., red, black trim, mirrors, luggage rack, twin spots **£395**

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FOR SALE—continued

TRIUMPH TR3A, Nov '59, excell cond, very recent respray, h/s-tops, tonneau, o/drive, htr, radio, Xs, etc; must sell as owner going abroad, proof provided! £300 ono. Box 1433. (4520

SHORROCKS SUPERCHARGER and full kit for Herald, virtually new, bargain, £38. Spridget rear cushion, red, £3. 46 Congreve Way, Bardsey, Leeds. Collingham Bridge 2920. (4521

1954 VOLKSWAGEN de luxe, clean, sound, engine only fair, tested. £75. 8.K.B. Welbeck College, Worksop. (4522

TWIN SUs, 3-branch manifold, home brewed head, all fittings, ready to bolt on Mini; Alpine horns; Cooper speedo; vacuum; all mint cond. £35 ono. 164 Reading Rd, Henley, Oxon. (4523

MORGAN 3-wheeler, 1933, SS MX2, race trim, many 1sts. £100. Cameron, Glenfield, Headley Heath, Birmingham. Wythall 3095. (4524

1957 M.G.A., h/top, MoT Oct '66, radio, belts, good cond throughout. £250 ono. Everett, Newlands, Queens Drive, Windermere, Westmorland. (4525

M.G.B.-OGLE h/top, dark blue, as new, £47 ono. Evenings, Blackmore 304. (4526

M.G. YB Saloon, 1952, maroon, mechanically and bodily excell. Offers around £140. 51 The Grove, Farnborough, Hants. (4527

XK120 DHC, 1954, Connaught green, radio, htr, Xs, good cond throughout. £210 ono. 7 Searle Court Ave, St Annes Park, Bristol 4. Tel: 78283. (4528

DH XK120, 1955, fair cond, requires a few minor adjustments; must sell, no room. Bargain, £65 ono. Tattersall, 11 The Close, Rising Bridge, Accrington, Lancs. (4529

71M FIXED HEAD Coupe Allard, in first class cond throughout. £75 ono. Tel: Creaton (Northampton) 383. (4530

TR3A, 1962, maintained perfectly since new and still absolutely immac; £200 in extras fitted. I will only sell to a real enthusiast. Stanford-le-Hope (Essex) 2692 evenings. (4531

MERCEDES BENZ 220S convertible, 1957. This car cost over £4,000 when new; immac grey cellulose, spotless maroon hide interior, full 4-str, 4 new tyres; it must be the most immac car of its type offered at the ridiculous price of £800. Would consider exchange. Mr. Eales, GLAdstone 7175, after 8 pm HILside 1574. (4532

PLUS 4, 1955, 4-str, TR3 engine; engine, tonneau, hood, side screens excell, resprayed blue. Evenings Wheathill 333. (4533

CHUMMY AUSTIN tourer, 1926, over 4 years spent renovating, new hood, side screens, tyres and paintwork, mechanically and bodily immac in every detail, concours cond and spares included; genuine enquiries please; photos on application. Blackham, 1 Ashbourne Rd, Belper, Derbys. (4534

1953 BRISTOL, original finish, excep good appearance, moderate mileage, only wants seeing. £250 no offers. Ellis, Saxonbury, Lewes, Sx. (4535

SPORTS CAR enthusiasts beware; a truly great midnight blue Healey 3000 (1961), has o/drive but little else, goes excep well and its cheap at £325. HUN 1192. (4536

BULLNOSE COWLEY 2-str with dickey, 1926, potential concours winner. £475. Box 1434. (4537

1936 DAIMLER 8 cyl limousine; what offers for this fabulous car? 1950 Citroen Light 15, engine just completely rebuilt, new tyres, sound car, £70. Austin heavy 12/4 g/box, £7. Quantity 700 x 18 tyres on wire wheels, £5 each. Every spare for Daimler EL24 and Citroen Light 15. New VX 4/90 camshaft, £5. 2 Park Way, Rickmansworth, Herts. Tel: 73072. (4538

ROLLS-ROYCE, 1935, 20/25 Hooper close-coupled sports saloon, three owners (1 widow, 2 doctors), 85,000 miles and a lot of careful attention since new. £350 and a promise of further devotion to her required. Can be viewed at Beckenham. Tel: J. Harris on TEMple Bar 3841. (4539

CORSAIR GT, 4-dr, 1964, 19,000 miles, rare export model (rhd) with £60 extras inc radio, u/sealed, laminated screen, fog lamp, white. £625. BEXleyheath 8995 evenings. (4540

TRIUMPH TR3A, 1960, powder blue, o/drive, htr, Cinturatos, spots, radio, tonneau, special wheel trims, etc. £400. 9 Evenden Rd, Meopham, Kent. (4541

M.G. TC, resprayed, recent engine, g/box, hood, screens, 16in rears, carpets, upholstery, exhaust, MoT Oct 1966, etc; M.G.C.C. owner now has Mk II Midge'; eye-catching car worth more. £210, offers. Details and photos, Lower Lodge, Betteshanger, Deal, Kent. (4542

CANNON TRIALS car and trailer for sale. £150 or will separate. Godfrey Eaton, 40 Bartholomew St, Newbury. Tel: Newbury 1438. (4543

ALLARD P.1; first £15 ono tows away. Also Shorrock blower for BMC "A" type, £25. Box 1435. (4544

LAGONDA M.45 dhc, engine recond 1,000 miles ago, body fair, interior rougher, good tyres. £180. Park 4780. (4545

SUNBEAM ALPINE, 1960 carnival red, black upholstery, h/s-tops, htr, radio, s/straps, Xs, taxed, excell cond. £389. Box 1437. (4546

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'62 **Austin Healey 3000**, 4-seater	£565
'61 **Jaguar 3.4**, overdrive, one owner ...	£595
'60 **Daimler SP250**, hard-top	£485
'58 **Jaguar XK150** f/h., radio, overdrive ...	£385
'63 **Spitfire.** One owner	£435
'59 ***Mercedes-Benz 180.*** *As new*	£425
'61 **Sprite.** Two owners. Exceptional ...	£315
'60 **Sprite GT.** Recon. engine	£310
'60 **Sprite.** Standard. Two owners ...	£265
'59 **Triumph TR3A.** Two owners	£335

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1962 (Nov.) Gilbern full 4-seater GT, 1,622-c.c. 85-b.h.p. engine, radio, air horns, immaculate **£695**



1960 Jaguar 3.8 XK150S 2/4-seater d.h.c. Representing the highest development in the XK150 range, superb example **£595**

1964 M.G. Midget, 1,098 c.c., in fabulous order. B.R.G. with black int., wire wheels, wood-rimmed wheel, air horns, etc., etc. **£495**
1963 Triumph Spitfire, primrose with black int. Rack, etc., very attractive indeed **£475**
1962 Jaguar E-type roadsters, two excellent examples available having the following extras between them: detachable hard-top, radio, record player, Cinturatos, etc., from **£925**
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1961 Lotus Elite in superb order, having a low *mileage, Borrani wheels, Stage II* **£695**
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1960 Sunbeam Alpine, a very clean example with hard/soft-tops, overdrive, etc. **£410**
1959 Triumph TR3A, excellent throughout **£345**
1958 Jaguar XK150 2/4-seater f.h.c., Koni *dampers, immaculate bodywork* **£395**

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PAIR 600 x 16 R.S.5 nylon tyres, 3,000 miles. £9 (cost £19). Box 1438. (4547

LANCIA. Spares for Augusta, Aprilia and Lambda; complete engine and ko wheels for Augusta. SAE please. Kay, Marsh La, Hambleton, Blackpool. (4548

TYRES. One 500 x 20, £9. Four 32 x 45S, £3 each. All new and unused. Kay, Marsh La, Hambleton, Blackpool. (4548a

FOR SALE. New, unused red hood for Sprite Mk I or II; also M.G. Midget radiator grille. Mitchell, 32 Barton Rd, Luton, Beds. Luton 24315. (4549

SUNBEAM RAPIER Series III, June 1960, 26,750 miles, moonstone/blue, o/drive and all other extras, Lucas matching fog and spot lamps, s/covers, Mich X rear, Dunlops front, spare and sixth reserve tyre unused, full s/harness, licensed April, the whole in excell cond. £395. Skuse, 6 Burdon La, Cheam, Surrey. Vigilant 2755. (4550

1937 RILEY 1½ Kestrel special series, register owned past 6 years, recellulosed, excell chrome; dynamo, electrics, carbs etc o/hauled, complete engine o/haul 25,000 miles, good tyres; family increase forces sale. £125. Tel: Twickenham Green 6253. (4551

VOLKSWAGEN, 1961 model (regd Nov 1960), excell cond, 46,000 miles, gulf blue. Thom, 175 East Beach Rd, Selsey, Sussex. Tel: 2933. (4552

1954 BENTLEY, black and silver, manual box, good cond. Gow, 41 Rodney St, Liverpool 1. (4553

DIESEL JEEP, reg 1956, fitted new Perkins diesel 1963, 14,000 miles since, 35 mpg, 12v electrics, flashers, new X tyres. £170 ono. Gill, Holmecrest, Brookfield Ave, Chaddesden, Derby. Tel: Derby 61267 evenings. (4554

ROLLS-ROYCE, 1930, P.2, unusual 5-door, v-windscreen. £80 ono. A. E. Birch, 63 Lime Grove, Eastcote, Middx. FIE 6634. (4555

RILEY 1949 1½ litre, green, MoT July '66, good cond. £85. Tel: Hethersett (Norwich) 474. (4556

LOVELY OLD Riley 9, 1929 engine, sports body, excell cond. Nearest £100. Will consider any offers genuine enthusiasts. Tel: evenings, Bournemouth 48153. (4557

ASTON MARTIN, 2,580 cc cyl block, head, pistons, rods, clutch, etc. Tel: Drayton 795. (4558

1960 XK150, white, red interior, htr, radio, taxed, tested. £425 ono, or exchange for small car plus £300. Box 1436. (4559

1951 XK120, 25,000 miles from new, C-type head, original twin exhaust; this superb car has been stored most of its life and is immac; one of the few exceptional 120s left, and this is probably the best of them. Price £500. Mr. Capaldi, 2 Station Rd, Aldershot. Tel: Aldershot 23404. (4560

BENTLEY 4¼ litre, 1937, all alloy coachwork by Mayfair, mechanically and bodily sound, MoT July 1966. 84 Ashley Rd, Sheffield 11. (4561

1936 AUSTIN NIPPY, fully o/hauled, MoT. £130. 131 Midland Rd, Bedford. Tel: 67093. (4562

MORGAN 1951 3-wheeler, excell throughout, new hood, 12 months' MoT, bargain £55. M.G.A htr complete, £5. Five Mich X tyres, tubes, 5.60 x 15, £16 10s. 7 Tintagel Close, Luton 53815. (4563

RILEY 1½, 1953, excell cond, present owner 7 years, used daily, reliable. £150 ono. Ellis, Watery Lane, Sparsholt, Berks. Childrey 662 evenings. (4564

LOTUS XI Le Mans Series I, discs, de Dion, etc; now fitted fully modified BMC "A" unit. £290 ono. Marjoribanks, 4 Croft Rd, Mortimer, Berks. (4565

A.C. ACE, 1956, mod red. £395. Tel: Crescent 8344 after 6.30 pm, Sibthorpe. (4566

M.G.A-B, professionally rebuilt last year, new M.G.B. engine, Dunlop discs all round, knock-on wheels, radio, htr, rack, Cinturatos, tonneau, other extras; new g/box, clutch, starter, batteries, distributor, brakes, dampers, instruments, trim, carpets, hood, special exhaust, leather wheel; 12,000 miles, immac. £550 ono. Webster, Cherrywood 5350; Wimbledon 7978 at weekends. (4567

1,172 cc BUCKLER 90, usual mods, weather equipment, regd 1958, MoT. Offers. 258 Bath Rd, Kettering. (4568

1961 MASERATI 3500GT, Superleggera 2+2 fhc, 28,000 miles, Caribbean blue/tan hide, 5-speed g/box, servo-discs, Borrani wheels, Cinturatos, Motorola; in concours cond. £1,450. Tel: Mortimer (Berks) 412. (4569

ELITE (ex Adrian Chambers), stage V, Webers, ZF, works adjustable racing suspension, wide rim wheels, R6, alloy calipers, immac, reliable, lap records Silverstone, Snetterton. £595. Reading 27310. (4570

A.C. ACECA, 1959, Bristol engine and g/box completely recond, no expense spared. £675. Hann, 1 The Green, Whittington, Nr Lichfield. Whittington 326. (4571

MORRIS COOPER, 1962, new transmission, clutch and radiator under year's guarantee, Gold Seal engine 20,000 miles has low oil pressure; extras, w/rim, tach, Konis, spot, fog, belts. £259. A. C. Paine, 3 Stevens Way, Fairview Rd, Chigwell, Essex. HAInault 4774. (4572

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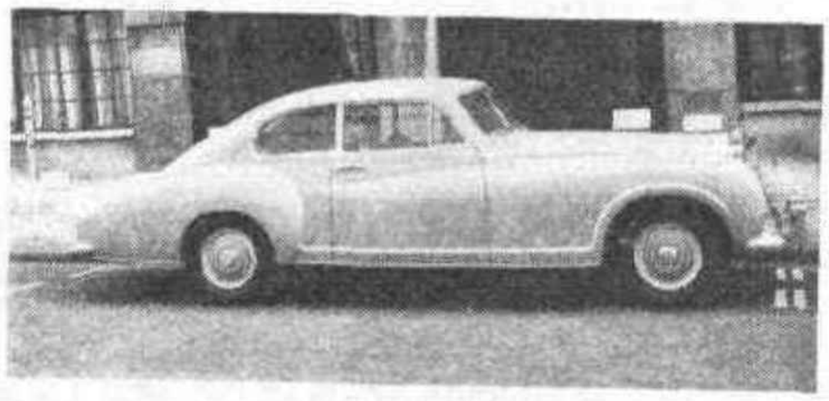


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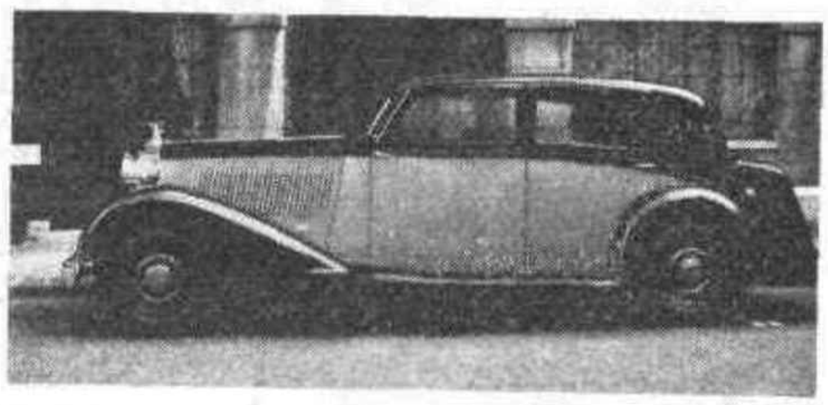
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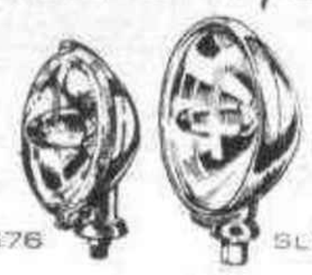
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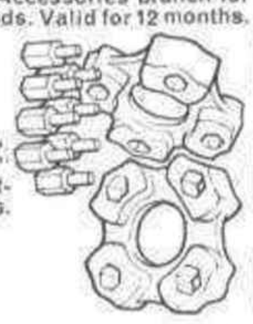
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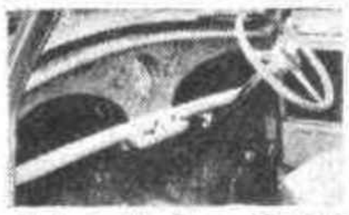
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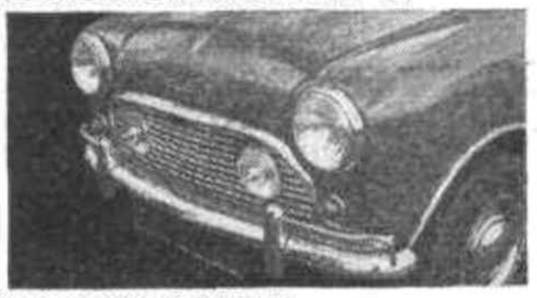


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1928 AUSTIN 12/4 chassis complete with log book; sell or break. Tyres, 1 each 650 x 21 new, 625 x 21, 895 x 135, 700 x 20 used. Offers. Roberts, 30 West Cres, Sneyd Green, Hanley, Stoke-on-Trent. (4758a

1928 MATHIS saloon, complete resoration required, work started but lack time to complete; restoration only. £65. P. J. Bloor, 28 Mornington Rd, Sneyd Green, Hanley, Stoke-on-Trent. (4758

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1936 SINGER Le Mans 2-str coupe, engine o/hauled, bodywork good, taxed, MoT Oct. £115 ono. Large, 137 Wilsthorpe Rd, Long Eaton, Notts. (4761

SUPERB Mini Cooper, must be best 1962 model offered, many extras, new Cinturatos fitted. Exchanges considered. Tel: Kidmore End (Oxon) 3385 after 6 pm. (4762

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M.G.A 1600 roadster, July '61, vgc, many extras. CHE 6750 evenings. (4775

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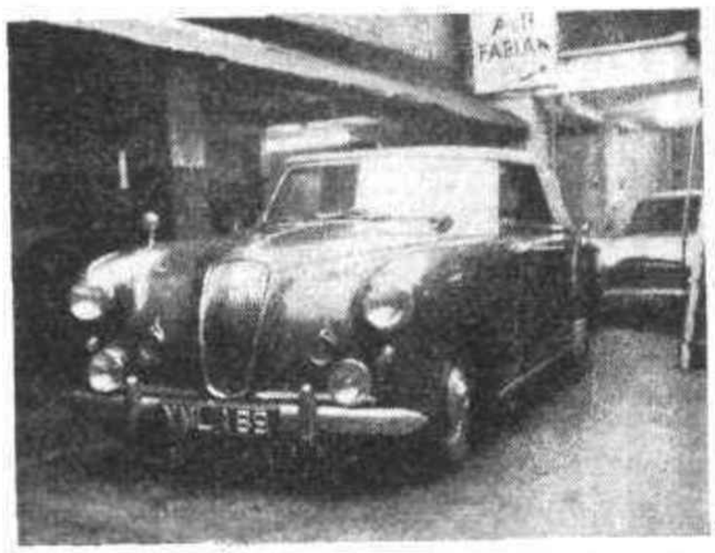
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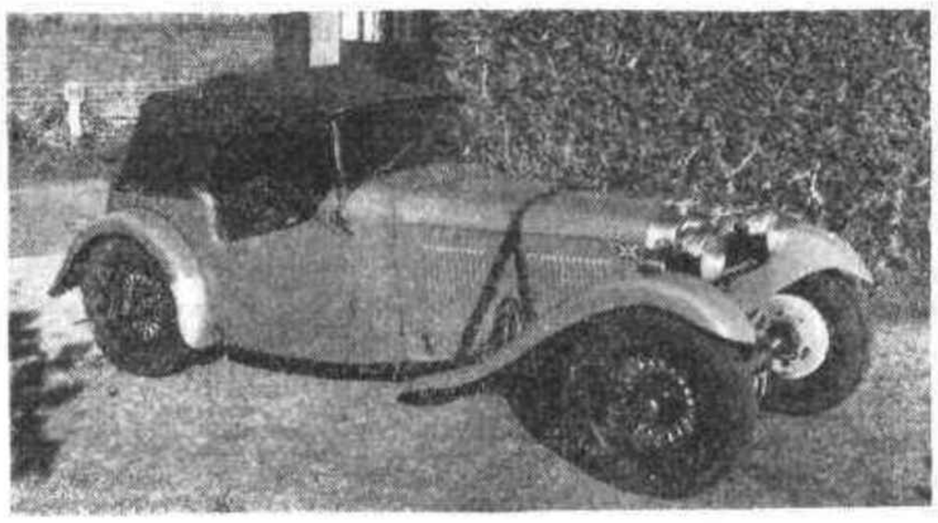
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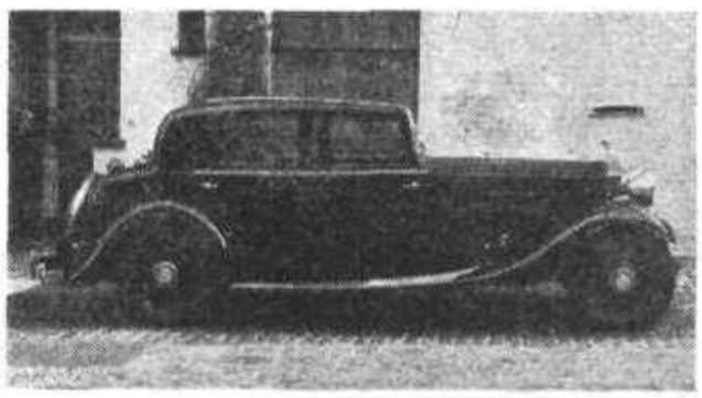
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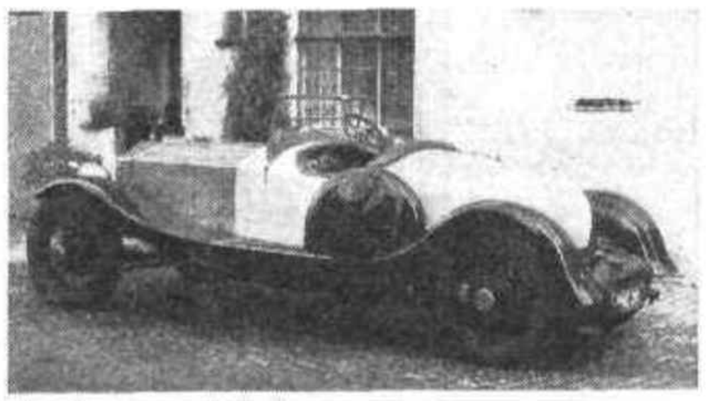
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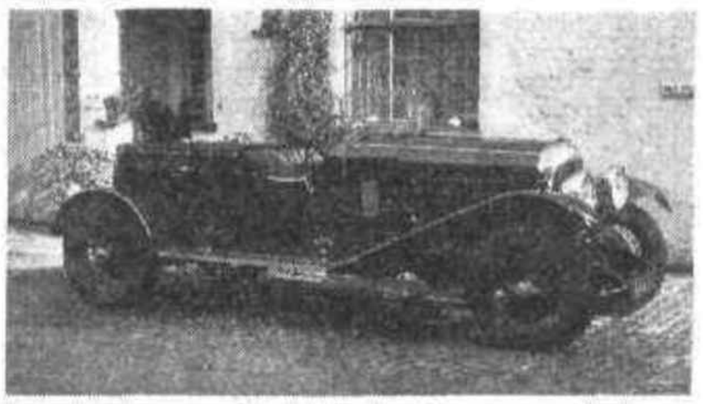
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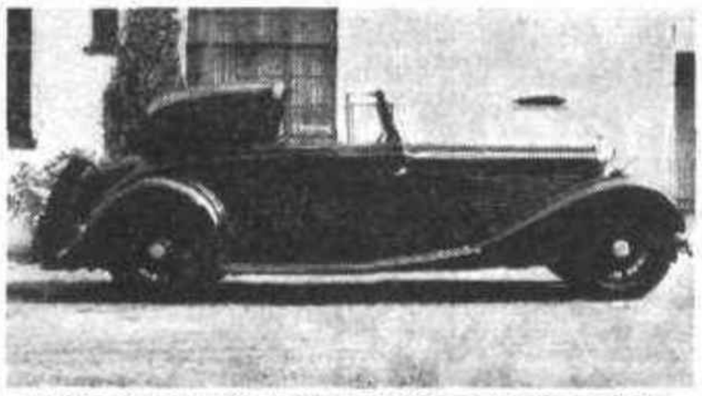
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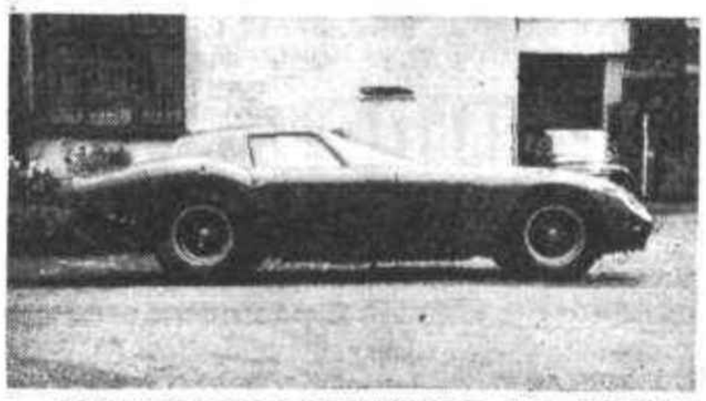
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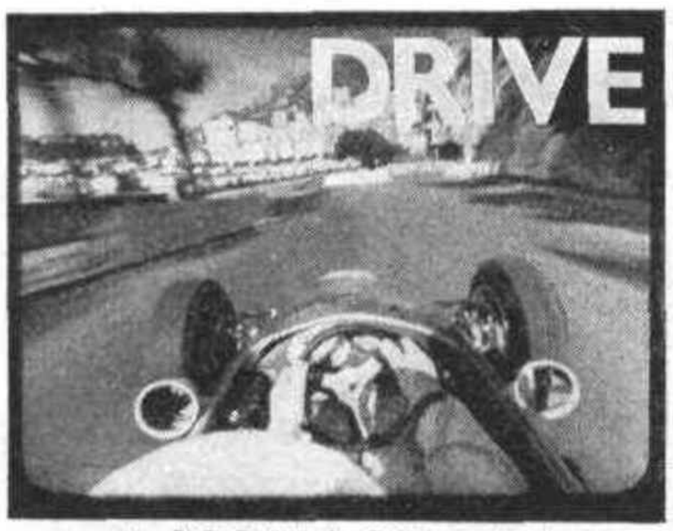
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FOR SALE—continued

1954 SUNBEAM TALBOT 90 Mk IIA d/head, mech good, recond engine, poor bodywork. Offers above £50 considered or might break if sufficient interest. Branson, 8 Queensdale Rd, London W11. (4580

SMALL GAS turbine engine, type PJN with integral reduction gear ending in splined shaft, new cond, in maker's fitted case. Best offer over £100. Denney, Esplanade, Redcar. Tel: 3507. 4581

1961 SUNBEAM ALPINE, 26,000 only, excep cond, new radio. £425. G. Nicklen, The Oaks, Dibden Purlieu, Hants. Tel: Hythe 2495. (4582a

850 cc MINI engine, complete new interior, Downton head, new, latest g/box, £110 ono. Also cross flow aluminium cyl head c/w manifold etc, for M.G.A 1,588 cc, £25 ono. Sue Nicklen, The Oaks, Dibden Purlieu, Hants. Tel: Hythe 2495. (4582

JAGUAR 3.4 SE, '58, BRG, o/drive, w/wheels, radio, w/rim, 9.1 cr, MoT Nov '66, vgo. £325 ono. STR 5785, Egham 4057. Must sell. (4583

A.40 1960, grey/black, twin carbs, Sprite brakes, spots, oil cooling, excell cond, many extras, any trial. £220 ono. Potters Bar 54749. (4584

1964 (SEPT) M.G.B, grey/red trim, 10,000 miles, o/drive, wire wheels, radio, htr, oil cooler, belts, new Cinturatos, air horns, folding hood, one owner. £760, HP available. Garston (Watford) 6038. (4585

SPITFIRE-ENGINED Herald coupe, Oct 1964, specially built at works for elderly owner at cost of £850 and just run in, every conceivable extra and refinement. £675, HP available. Jones, 7 Wayland Cres, Chilton, Didcot, Berks. Rowstock 302, Abingdon 4141, extn 4567 or 4132 (business). (4586

A.40 SPORTS, excell body, hood, chassis, engine. £80. 30 Truswell Ave, Sheffield 10. Tel: 65728. (4587

MY RECENTLY o/hauled 1954 Alvis Grey Lady is offered for sale at £395 to help realise a house deposit. It has not been used since rust elimination and respray so little work remains to be done. Tel: Upminster 5358. (4588

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FOR SALE—continued

A.7 SALOON, 1938, exceptional cond, interior carpeted and relined, £60 engine bills, and more. £95 ono. Northwood 23736 after 6 pm. (4592

AUSTIN HEALEY 100/6, 2/4-str, o/drive, Cinturatos, tonneau, 23,000 miles only. £290. Works h/top, £45. Tel: Bognor Regis 4276. (4593

CITROEN BIG 6, 1953, working order, with spares. £25 ono. Spare gearbox/diff, £8. Travis, Merrywood, Sandhurst Rd, Crowthorne, Berks. (4594

SUPERCHARGER, SHORROCKS, fits Minis, Sprites, all BMC "A" engines, £35. Loader, Heusden House, Gerrards Cross 4160. (4595

M.G. MIDGET, 1962, 35,000 miles, with h/top and tonneau cover; owner emigrating. £385 ono. 74 Scotforth Rd, Lancaster. Tel: 65691. (4596

IMMACULATE 1964 Austin Cooper, 14,000 miles, extras, one lady owner, selling owing to marriage. £420 ono. Morison, Griffe House, Wyke, Bradford. (4597

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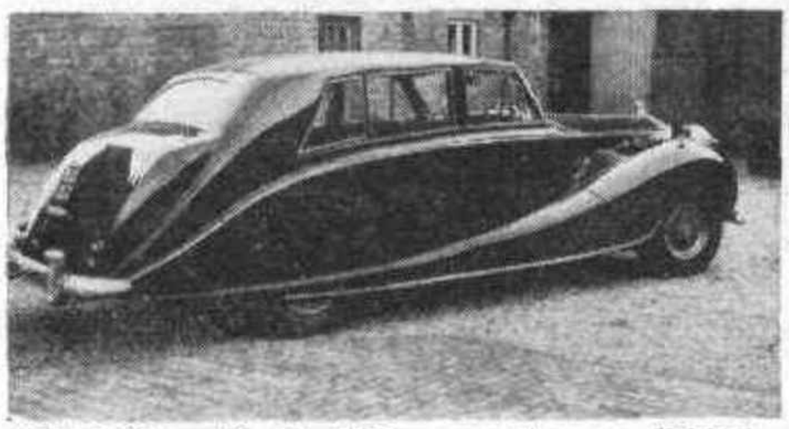
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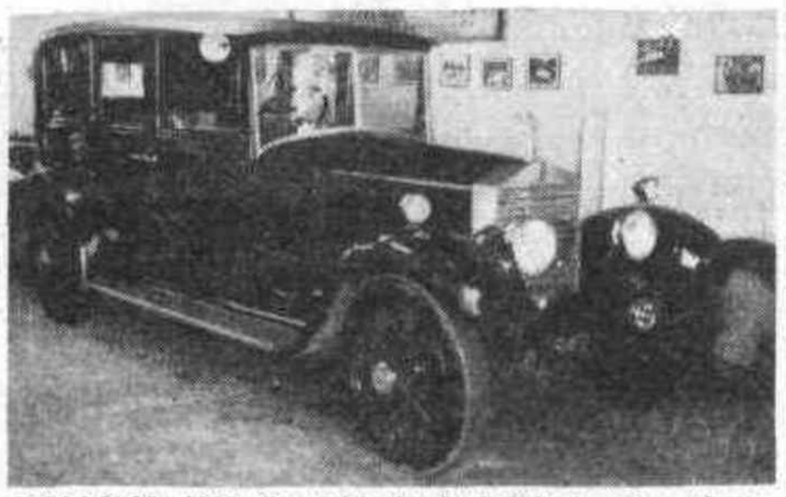
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FOR SALE—continued

ROLLS-ROYCE Phantom III, 1937, H. J. Mulliner razor edge sedanca, black, twin spares with covers, htrs, radio, very original, mascot and handbook. £875. 50 Partridge Mead, Banstead, Surrey. Tel: Burgh Heath 56452. (4870

M.G. TF 1954, birch grey, very good throughout, recent extensive engine o/haul, 30 mpg. £290 ono. Milner, 3a Vanbrugh Terr, Blackheath, SE3. (4871

100 MPH, roadholding, comfort, styling, engineering. £120. Sunbeam Talbot Mk III, 1955, floor change, many extras, available 24th Nov. Tel: West Malling 3571. Bell, 37 Maple Close, Larkfield, Maidstone. (4872

M.G. TF, 1,250 cc, 1954, new hood, tonneau, s/screens, X tyres; only 1,300 miles since recond engine; MoT, licensed until late April '66. £300 ono. Tel: Oxted 2941 after 6 pm. (4873

WEBER CARB and heated manifolds, special camshaft, fit Mini or A40. £15. Steen, MIT 1133 day, STR 0883 evening. (4874

HARD TOP, Alpine I and II, £25 ono, buyer collects, as new. Stockill, Burn Hall, Huby, York. (4875

MY TWO cars for sale, both far above average cond. 1959 Austin Healey 100/6, 2/4-str, with h/top, possibly one of the best in existence, bodywork in 1965 cond in red/black, complete engine rebuild 4,000 miles ago, £295. Triumph roadster, bodywork resprayed, immac red with newish white hood, TR engine recently recond. DID 5142 (Manchester). (4876

GRACEFUL LAGONDA 2.6 litre saloon 1950, new chrome, spots, radio, brake linings, batteries, recent engine o/haul Lagonda specialist with reground crank, new shells, aluminium coachwork. £230. Tel: Westbury (Wilts) 123. (4877

18in TYRES, cheap, all sizes, new and remoulds. Colquhoun, Croftside, Hepscott, Morpeth. (4878

1937 BENTLEY 4¼ Thrupp and Maberly aluminium sports saloon, pleasing lines, mechanically excell, body good. £120. Hornsby, 45 Bringewood Rise, Ludlow, Salop. (4879

M.G.A FHC 1960, can truthfully state in outstanding cond, htr, belts, new Cinturatos 1,000 miles ago; selling to make room for a "B". £370. White, 89 Uttoxeter Rd, Mickleover, Derby. Tel: Derby 54101. (4880

T.V.R. Mk III, 1,800 cc, Sept '63, o/drive, cr g/box, oil cooler, laminated w/screen. £700 ono. 1 Hawthorn Cres, Hawthorn, Pontypridd, Glam. (4881

ALFA ROMEO Giulietta Spider, 1960, in exceptional cond, genuine 32,000 miles, resprayed, rechromed, engine and g/box completely checked, Mich Xs and Koni dampers, reg 1963. £525. Ross, 29 Park Rd, Uxbridge (Uxbridge 35876). (4882

LANCIA AUGUSTA, 1934, recond mechanically and bodily, excell, spares. Offers, Box 1473. (4883

1931 AUSTIN 7, taxed, MoT, good original body, reliable engine, spares. £50. Tel: Trowbridge 2080 (Wilts). (4884

RARE AND desirable SS II sporting tourer; this vehicle has been fully restored to its original cond in ivory with blue interior; it is probably the finest in existence; see "Jaguar Driver" Aug 1964. £200. Tel: Bob Hall, BEX 9430. (4885

TR3A 1960, h/s-tops, tonneau, spots, Xs, radio. £340. HP. Shepherd, CHA 2890, ext 117. (4886

FOR SALE—continued

ALVIS SPEED 20 1934 Charlesworth sports saloon, stored 1957-1965, good running order. £120 ono. Also Stephen Grebel headlamps, suitable vintage car of class. Major Alvis spares. D. C. Ashworth, River Close, Newport Pagnell, Bucks. (4887

SALE OR exchange my 1963 Zephyr IV, beautiful cond, Cinturatos, many extras; company car hrs duplicated this so offers please; or exchange for sports in similar cond, 100/6, TR4, w.h.y. Cash either way. Clarke, Lutterworth 2860. (4888

TRIUMPH SPITFIRE 1963, vgc throughout, BRG, must sell. Bargain at £450 ono. Tel: SHI 5300 (Warks). (4889

XK150 JAGUAR, late 1959, fixed head coupe, SE, Sherwood green, o/drive, w/wheels, radio, carefully driven, immac, 51,000. £465. 6 Elmfield Rd, Hurworth, Darlington, Co Durham. (4891

BRISTOL 401, 1950, near perfect mechanically, works recond engine, 27,000, bodily little shabby but good. £225. Macclesfield 5335 evenings. (4892

RILEY 2½ litre 1952, black, very fair cond throughout. Bargain at £95. Also 1962 Rapier saloon, gunmetal, red trim, o/drive, radio, belts, rev light, new tyres. £495. Tel: Edenbridge 2130 (Kent). (4893

RILEY 1954 RME, black, many extras. £180. McCormack, 10 Stringhams Copse, Sondmarsh, Ripley, Surrey. (4894

BRISTOL 405, reg 1955, servo discs, o/drive, low mileage, wonderful cond, metallic gunmetal paintwork, unmarked. £595. 3 Westbury Drive, Macclesfield, Ches. (4895

ELVA COURIER fhc, 1961, 24,000 miles, M.G. engine 1,600 cc, alloy wheels. £285. Sweeney, 19 High View, Simmondley, Glossop, Derbyshire. Tel: 2009. (4896

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HARD TOP for Sunbeam Alpine. Beardsell, 24 Carrs Rd, Marsden, Huddersfield. (4890

AUSTIN HEALEY 100, 1955, w/wheels, o/drive, washers, w/rim wheel, Xs, reversing lamps. £210. 15 Sewell's Walk, Lincoln 20187. (4897

LAGONDA 1940 LG6 sports saloon, good sound cond, taxed. £200 ono. Hine, White Barn House, Alderley Edge, Cheshire. Tel: ALD 3209. (4896

RILEY KESTREL Sprite 1937 series, new valve springs, decarbonised, headlamps re-silvered, new battery, unmarked black saloon bodywork, red wheels, manual g/box, good tyres, telescopic shockers, MoT to May 1966, most reliable and elegant thoroughbred. £115 ono. Newbury 2265 evenings. (4899

SUPERB MASERATI 3500 GT Superleggera, body by Touring of Milan, beautiful maroon cellulose with matching red leather, twin ohc engine, triple Webers, giving 240 bhp and 140 mph, discs, Cinturatos all round, every conceivable extra, radio, electric aerial, belts, washers, racing mirrors, air horns, twin exhausts, etc; this is one of the prettiest cars on the road, as well as one of the fastest, and is absolutely unmarked; sole reason for sale, getting Ferrari. Insurance? I pay £42 a year full comprehensive. Private sale. Best over £1,700. Dr. English, 6 Lupus St, SW1. Victoria 6124. (4900

JAVELIN 1952, Series III engine, taxed, MoT, enthusiast owned, good order throughout. £65. Davidson, 247 Staines Rd, Hounslow, Middx. (4901

MUST SELL my excell 1957 TR3 (buying TR4), tonneau, htr, Cinturatos, w/mirrors, i/rack, full history. Haggle from £250. Dawson, 17 Firs Close, Manor Farm, Hazlemere, High Wycombe. Elgar 2126, ext 25 (business). (4902

ROLLS SPARES for 20/25 and P III for sale and wanted. Also Mulliner and Hooper limousine bodies, going cheap. SAE please. 10 Orchard Close, Long Ditton, Surrey. Emberbrook 6034. (4903

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TYRES. NEW b.e. 30 x 3, 28 x 3, 26 x 2½. 1929 Humber motorcycle. 1936 Lagonda Rapier. 1915 Trap and harness. 15 East Side, Hutton Rudby, Yarm-on-Tees, Yorks. (4907

RILEY KESTREL, 12 hp, new rings, big-ends, headlining, paintwork shabby. Horner, Brooklands, St Francis Close, Blackfield (2467), Hants. (4909

1934 TALBOT 105, unique James Young aluminium body, 2-str with dickey, engine rebuilt last winter, bills available, new hood, s/screens, in original cond retaining extras of vintage era, built-in jacks, adjustable suspension, pre-select g/box, time switched parking lights etc; must be seen to be appreciated. Offers or exchange Jaguar 3.4 or XK140. Whittington, 31 Sandford Rd, Bromley, Kent. RAVensbourne 4743. (4910

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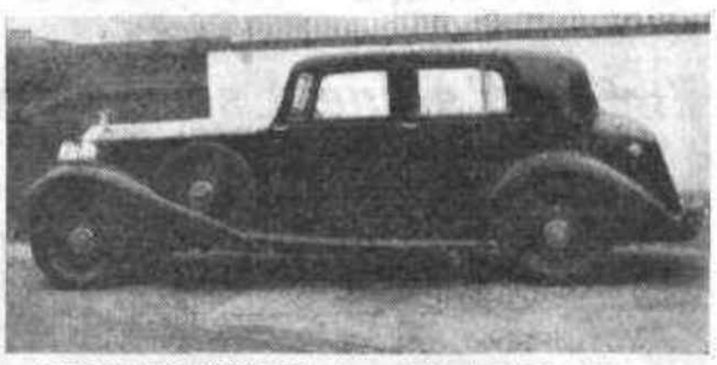
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ROLLS-ROYCE Phantom III, Hooper sports saloon with division, black with brown hide interior, picnic tables etc., 1938 C.M. Series. Indicated mileage 77,000 believed genuine, titled ownership. Entire car in really outstanding order. **£1,750**

ROLLS-ROYCE Silver Dawn, 1954 (Reg. Nov. 1953), automatic. Duo grey, red interior, new Whitewall tyres. A first-class car both bodily and mechanically. **£1,275**

ROLLS-ROYCE Silver Wraith Mulliner sedanca with electric division, 1949. Dark green and ivory. A very attractive and well-kept car. **£925**

ROLLS-ROYCE Phantom II, 1930, 2/3-seater folding-head coupé, coachwork by Sizaire-Berwick Ltd. A unique and completely original car which has covered its obviously moderate mileage virtually in the hands of one owner only. **£2,500**

BENTLEY S.1, 1956, most distinctively styled coachwork by Hoopers for Eastern potentate. Indicated mileage of 67,000 and entire car in absolutely outstanding condition. **£1,675**

BENTLEY R-type automatic, 1954. Black, beige interior. In quite exceptional condition, offered on behalf of Executors at **£795**

BENTLEY Mk. VI Standard Steel, 1948. Suede green and beige, beige interior. Two owners, genuine mileage under 100,000, excellent bodywork. Complete overhaul of engine, clutch, brakes and exhaust system just completed and therefore outstanding value at **£395**

BENTLEY Mk. VI Park Ward long-wing power-top coupé, registered 1952, but last series 4¼. Metallescent pale green, dark green leather, black hood. Complete overhaul of coachwork just completed and mechanically first-class. A quite outstanding specimen. **£1,150**

LAGONDA 3-litre Tickford 2-dr. sports saloon, Vantage engine, floor-change, dark blue, grey interior. 1954, but so far above average that it completely justifies its price of **£375**

BENTLEY 3-litre Speed Model, *circa* 1925, normal mechanical specification, 2/4-seater coachwork, midly modified body at rear end. Excellent chassis, nice paintwork, plating, etc., but rather scruffy trim, hence somewhat lower price of **£1,175**

DAIMLER 25 h.p. sleeve-valve 1928. In very fair order, but bodywork hearse conversion from limousine. **£145**

JAGUAR XK120 Roadster, 1951, coachwork only fair, but mechanically sufficiently far above average to justify the price of **£245**

M.G. Magnette N.A. Series 4-seater tourer, 1935. Complete, original, running and well worth renovating. **£85**

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1925 AUSTIN 12 Windsor saloon, in first-class order save for rather tatty interior. **£325**

1925 AUSTIN 12/4 Clifton tourer, scruffy and not running, but highly original and complete. **£250**

1924 MORRIS Cowley 4-seater tourer. Again highly original, scruffy, but complete and running. **£350**

1924 MORRIS Oxford "bull-nose", converted to tractor. (Suit vintage farmer.) **£100**

1929 DE SOTO 22 h.p. 6-cylinder 2-str. roadster, in very nice order throughout. **£325**

1924 HUMBER 11.9 saloon. Repainted and re-trimmed and in extremely good order throughout. (Well-known car.) **£500**

1909 DAIMLER 22 h.p. 4-cylinder sleeve-valve Roi-de-Belge tourer of impressive proportions, basically original. When non-original items are replaced and final renovations completed, price will be in the vicinity of **£1,500**

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FOR SALE—continued

MAGNIFICENT DELAHAYE, model 135M, sensible offers. Box 1475. (4908

BORGWARD ISABELLA 1956, reg 1961, mechanically reliable, bodywork needs attention. Must sell. £25. Beaconsfield 2482 (Bucks). (4911a

TR4 1962, 29,000, light blue, white tonneau, radio, Rallye horn, many extras, new tyres, beautiful cond. Must sell. £525. Beaconsfield 2482 (Bucks). (4911

BENTLEY 1951, beautiful aluminium coachwork by Mulliner, in Embassy black with blue hide upholstery, identical coachwork to Wraith on back cover Nov "Motor Sport". £600 ono. 20 Preston Ave, North Shields, Northumberland. (4912

BENTLEY 3½ 1936. £75 ono. Nunn, Heald Nook Cott, Barkisland, Halifax. Tel: Ripponden 3313. (4913

1958 PORSCHE 1600S, excell cond all round. Offers over £530. Consider Volkswagen p/payment. 2 Coniston Rd, Tettenhall, Staffs. (4914

MARK II Austin Healey Sprite, 1,100 cc, 1962 de luxe, excell. £400 ovno. The Bungalow, Tibberton, Droitwich. (4915

1936 OLDSMOBILE straight eight. Offers invited. Meggitt, 9 Welbeck Dr, Spalding. (4916

TRIUMPH GLORIA 1935, many spares, incl engine. Offers. Tel: Crewe 67041 after 6 pm. (4917

1937 STRAIGHT EIGHT Buick dh coupe, excell cond, engine, g/box, b/axle o/hauled, body excell, 2 new tyres, others very good. £285. A. E. Petch, 119 William St, Sittingbourne, Kent. (4918

TR3A 1960, blue with black h/top, new s/top, o/drive, balanced engine, whole in excell order. £385. Fisher, 14 Linden Terr, Whitley Bay. (4919

RILEY MONACO 1933, concours cond, plus complete car for spares. £160 ono. Birmingham ERD 4653. (4920

M.G. YB, radio, htr, hydraulic jacks, good cond; space badly needed. £40. 3 Myrtle Grove, Pennfields, Wolverhampton. (4921

LOTUS ELITE '62 S/E, ZF g/box, stage II. £695 ono. Tel: High Wycombe 1724. (4922

BENTLEY, Mulliner bodied, 1937, very tidy. Offers. J. Gravette, Acorn 1363. (4923

A.C. ACE 1955, Zephyr engine, alloy head, 3 SUs, cr box, hard/soft-tops, tonneau, htr, radio, twin spots, etc, many spares include diff, g/box; used as third car; cond delicious. Three year's salary and spare time included for £495. Raven, Gatehouse Cottage, Ashby Magna, Rugby Leire 505. (4924

£165, M.G. TD, as good as any advertised at £100 more, body absolutely immac in maroon, brand new hood, tyres, engine rebuild including crank regrind 3 weeks ago (bills shown). PRE 1577 (Manchester). (4925

BENTLEY 4¼ Park Ward saloon 1936, good mech cond, needs repaint and general attention. £135. Austin 12 Burnham saloon 1929, good running order but rough, £55. Mr. Collinson, Angarrack, Hayle, Cornwall. (4926

ASTON MARTIN DB Mark III saloon, late 1958, black, lefthand drive, sleek and sound. £850. Re-importation tax would be £77. Rodney Anprove, Auto Editor, Associated Press, 21 rue de Berri, Paris 8, France. Tel: ELYsees 86-76. (4928

1937 BENTLEY 4¼ Park Ward saloon, MoT certificate, new lamps, tyres, sound, reliable car in daily use. £150 ono. Tel: Painswick 3085. (4929

EX WORKS Jaguar XK120 roadster, alloy body, reg no JWK 651, now fitted with 3.8 litre racing engine, special crankshaft, lightened flywheel, E-type w/wheels with set of new Dunlop racing tyres, disc brakes; will out-perform an E-type; actual car that competed in Le Mans, Mille Miglia (3rd 1950) and numerous other events (full history available). £600 Southampton 74970. (4930

HALDA SPEED-PILOT, sports special, fully operational. £12. Goode 443 Church Rd, Birmingham 33. STE 2984 evenings. (4931

JENSEN 541 '56 in excell cond, this car is a full 4-str capable of 130 mph with excep economy for performance, a good 22 mpg; the fibreglass bodywork is red with grey leather interior, extras include o/drive, htr, radio, tach, elec radiator fan, spots, s/washers, compass, altimeter and twin copper exhausts. This car must be seen for £385. Kay-Lee, 64 Smugglers La, Highcliffe, Hants. (4932

1937 PACKARD Super 8, ex Royal car, good cond apart from chassis fault; 2 owners only. £50 ono. Tel: Eastham 2714, Cheshire. (4933a

1931 ESSEX Super 6 saloon challenger 2, some spares, £50 take all, space wanted. Tel: Eastham 2714, Cheshire. (4933

BRISTOL 400, vgc, taxed Feb, 12 months' MoT, used daily. £185 ono. Mr. P. J. Bloor, 28 Mornington Rd, Sneyd Green, Hanley, Stoke-on-Trent. (4598

FOR SALE—continued

1939 SUNBEAM TALBOT 3 litre saloon, 1 titled owner until last year and in excell original cond, painted blue-grey with grey leather. Price £80. Thomas, Manor Cottage, Almondsbury, Bristol. Tel: Winterbourne 3267. (4934

1962 MODEL Peugeot 403B saloon, absolutely immac, s/covers, wheel trims, new Xs, 1 owner. £395. Guildford 63767. (4935a

1965 VOLKSWAGEN de luxe saloon 1200, 1 owner, low mileage, as new. £550. Guildford 63767. (4935

RILEY 1½ RME, 1954, excell cond throughout, recent complete engine o/haul. Picton-Robinson, St Matthew's Hospital, Burntwood, Staffordshire. (4514

AUSTIN HEALEY 3000, June 1961, guaranteed mileage 24,877, specially painted pure white with black h/top, every conceivable extra incl h/top, Konis and u/seal, original spare and nearly new SPSs all round; one driver—a solicitor—since new and used as a third car; treated as a favourite toy and never driven flat out or bent in any way whatsoever; must be the best available. £515. Tel: office FOR 0591, or home Farnborough (Kent) 54661. (4515

ID 19, probably best '59 model extant, avion blue and black, reclining seats, radio. £280. Most parts of '59 DS available. Turner, Garden House, Brook Lane, Warsash, Hants. Tel: Locksheath 3715. (4516

DENIDIFICATION! Lifelong magpie offers mountain of interesting and amusing junk; 1914 Scott m'cycle, £35; Roots and centrifugal superchargers from £5; high pressure pumps antique lawnmower, bearings, etc; fellow sufferers are invited to contact Turner, Garden House, Brook Lane, Warsash, Hants. Tel: Locksheath 3715. (4517

ACE-BRISTOL, 1957; fine car guaranteed under 50,000 miles, one owner from new, full history, works maintained, navy blue, red trimmings, new tyres, extras include oil cooler, l/grid, tonneau, htr, dual fuel system, Le Mans exhaust; effortless 100 mph cruising. £485. Tel: 7.30 to 9 pm for viewing appointment, BELgravia 6403, or write 8 Eaton Mews North, London SW1. (4518

ILKLEY MOOR motor; Alvis Grey Lady dhc, 1955, cond indescribable. £300 spent at Alvis's recently. £295 ovno. I guarantee your time and money not wasted. Booth, 13 Alma Place, Bradford 3. Tel: 65004. (4519

WOLSELEY HORNET special, 1934, very sound, good engine. £15 ono. Tel: Leamington Spa 26636. (4938

NEW TRAILER suitable racing car, etc. Low load on Flexitor suspension, long ramps, painted undercoat, 15 cwt capacity. Larger tyres fitted if required. £125. Trailer Centre, 24a Deerbarn Rd, Guildford. Tel: 66127/68009, evening 64088. (4939

1938 M.G. TA in daily use, now too small for growing family. £110 ono. Tel: Huddersfield 27898. (4940

'62 MINI VAN, 1 owner, Mercedes silver, rear seat, extra instruments, spot, new exhaust, generator, clutch, taxed. £135. Cook, 15 Finland Rd, SE4. NEW 5562. (4941

1956 PORSCHE Super 1500, kept in very pleasing cond, Mich X tyres, excell mechanically; a rare and unusual car for £295. Tel for appointment to view, Richmond 8938, Richmond, Surrey. (4942

1956 JAGUAR XK140 roadster in quite exceptional cond; this must be one of the finest examples in existence; o/drive, new hood and screens; a rare chance to own this classic car for only £325. Tel for appointment. Prospect 0677, London SW14. (4943

1 EMY registration attached to 1956 XK140 dhc, fine cond all round, fitted belts, radio, leather wheel, new Xs, exhaust, springs. Mrs. Butler, Three Horseshoes, Great Bardfield, Essex. (4944

REGISTRATION BKJ 2 for sale. Offers to K. Mais, 43 Blurton Rd, Clapton, London. (4945

1936 M.G. SA 2 litre, MoT Jan 1966, MG plate, fair cond. £65 ono. Tel: Hornchurch 46426. (4946

JAGUAR E-TYPE roadster, 1961, h/top, radio, s/belts, Cinturatos. £895 ono. Privately owned and must be sold. Tel: Fenwick 294. (4947

MINI ALEXANDER performance kit, unused, £20. 42 Private Rd, Sherwood, Nottingham. (4591

SALE, 1952 Singer Roadster, a runner but needs a little work; also Ashley body shell; 750 engine, SU carbs, alloy head; g/boxes; 4 alloy wheels, new rubber. Offers. Murray, 307 Chapel La, Coppull, Chorley, Lancs. (4599

WANTED

WANTED for 1928 Brooklands Riley 2-str, 1 pair of aero screens. Grenham, 20 Jubilee Court, Dunmow, Essex. (4936

ALFA ROMEO 1,500 cc or 1,750 cc, 1926-32 wanted. Any reply appreciated. Peter McManus, Northwood Lodge, Ellastone, Nr Ashbourne, Derbyshire. (4947

WANTED—continued

BENTLEY Mk VI, prefer big bore, small boot, but small bore considered. Write fully stating cond, price. Private cash buyer. Box 1478. (4948

FERRARI ENGINES and parts, any cond, prefer Type 166 and 212; advise details and price first letter. Stanley Nowak, 53 Rockledge Rd, Bronxville, New York, USA. (4649

ROLLS-ROYCE wanted by private buyer, Phantom tourer any cond if priced accordingly; will pay commission or £20 for information leading to my purchase of suitable vehicle; will be in London early January; please send picture if possible and your telephone number; all pictures returned. Box 1446. (46bu

1933 RR 20/25 rear axle complete, must be quiet; also complete sound engine. Browne, 365 Dupont, Toronto, Canada. (4651

ROLLS 1936-9, 25/30 or Wraith, any body, any cond, preferably burnt! Hove 37651. (4652

BALLAMY rear hub conversion, E93A, new cond only. Lacey, 22 The Grove, St Margarets, Twickenham. (4653

WANTED, SUPERCHARGER for Mk I Sprite complete with fittings. Elliott, Eaudale, Scotterthorpe, Gainsborough, Lincs. (4654

WANTED, pre 1954 single-seater racing car for VSCC racing; Cooper-Bristol preferred. Box 1447. (4655

SPRITE Mk I; cash immediately for sound example, rh/lh drive. 10 Brasenose Rd, Didcot, Berks. (4656

M.G.A HARD TOP, any colour. Wibberley, Cayley Hall, Ashby Rd, Loughborough. Tel: Loughborough 4275. (4657

ROLLS-ROYCE, pre-war 2-str coupe, excell price offered for genuine car. Capt. Bursill, Sherfield English, Romsey, Hants. (4658

WEST LANCASHIRE area. Car of interest, round about 1930, preferably sports car, price up to £200. Box 1448. (4659

WANTED URGENTLY, recent sports car in good cond with exciting performance, eg, A.C. Ace, Elan etc. Box 1449. (4660

URGENT. Two immac vintage saloons needed to convey bride, groom and maids to reception. Mr. Plant, CLI 9510 (evenings). (4661

CITROEN BIG 15 or 6, must be immac. Full details, Page, 181 Church Rd, Addlestone, Surrey. (4662

AM INTERESTED in owning vintage car in concours cond, all makes considered, photo and price please to Alun Emlyn-Jones, 64 Danycoed Rd, Cyncoed, Cardiff. Tel: Cardiff 53562. (4663

RILEY, racing or sporting 12/4 or 9 hp, incomplete car or spares, cash according to cond. Sue Cobb, 29 Rivermount, Walton-on-Thames 27736. (4664

MORGAN PLUS 4 2-str sports. Stanhope House, The Green, Seaton Carew, Co Durham. (4665

SILVER GHOST chassis, hearse, w.h.y. urgently required by enthusiast, anything considered; please state cond and price. Box 1450. (4666

PRE-1919 22in Silver Ghost radiator, 895 x 135 b.e. Ghost wire wheels, R-R wheel spanner, urgently wanted. Box 1451. (4667

R-TYPE CONTINENTAL in good cond. Wish to part-exchange 1960 grey Mk IX Jaguar, 49,000 miles, power steering, discs, radio, sun roof, Kenlowe fan, 4 new tyres, company director owned from new. Howell Thomas, Shamley Wood, Shamley Green, Guildford, Surrey. Tel: Bramley (London Code OGU 647) 3338. (4668

TR3 TRIUMPH, unspoilt low mileage, clean trim, sensible price; no others need apply. Box 1452. (4669

REGISTRATION LETTERS PP or PHP with low or distinctive numeral. Please write stating price, Peter Pugsley, Capri, Torbay Rd, Torquay, Devon. (4670

WANTED, 4.7 crown wheel and pinion for Cortina. Appleton, Bodenham, Hereford. (4671

CITROEN ID, damaged or write-off, will collect. Yates, 35 Greenbrow Rd, Manchester. Tel: Wythenshawe 2228. (4673

HERALD 1200 convertible or estate wanted, 1962-64, extra low mileage. Details, price, colour, to Peter Devenish, Torrent House, The Green, Hampton Court, East Molesey, Surrey. (4674

ENTHUSIAST OFFERS good price for very clean 20 hp Rolls-Royce, tourer preferred. All letters answered. Thompson, 33 Marske Mill La, Saltburn, Yorks. Tel: 2844. (4675

REGISTRATION LETTERS MD, MWD, MTD, any numbers. 26 Summercourt Drive, Kingswinford, Staffs. (4676

ASTON MARTIN DB2/4, DB2, must be outstanding and perfect bodily and mechanically. Cash. Box 1453. (4677

RENAULT SINGLE or twin cyl 2-str before 1911, running order preferred but not essential. Up to £1,000. Allsop, 32 Blagreaves La, Derby. Tel: 22623. (4678



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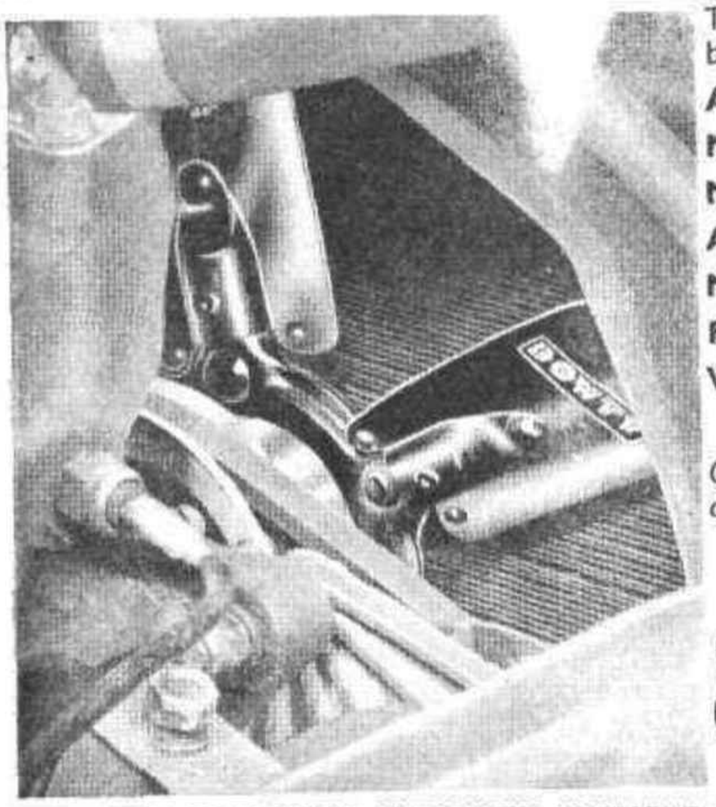
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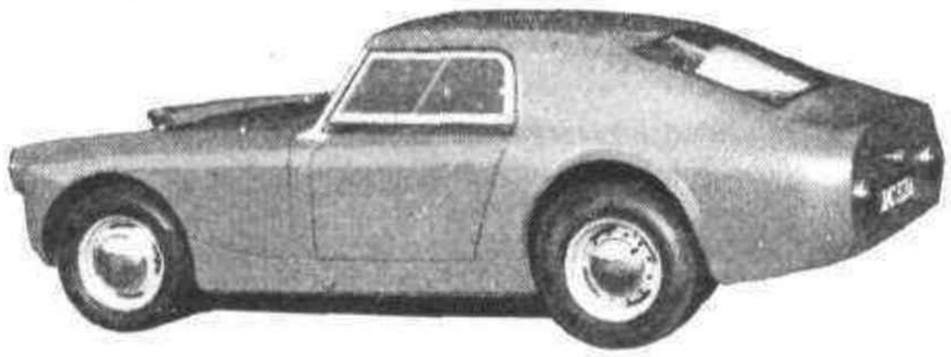
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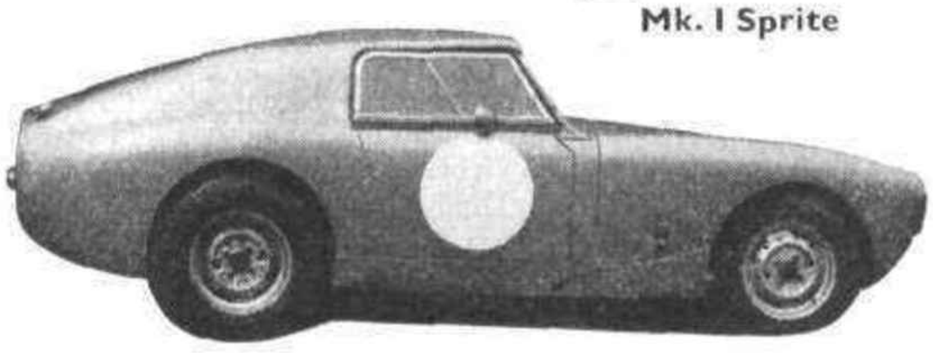
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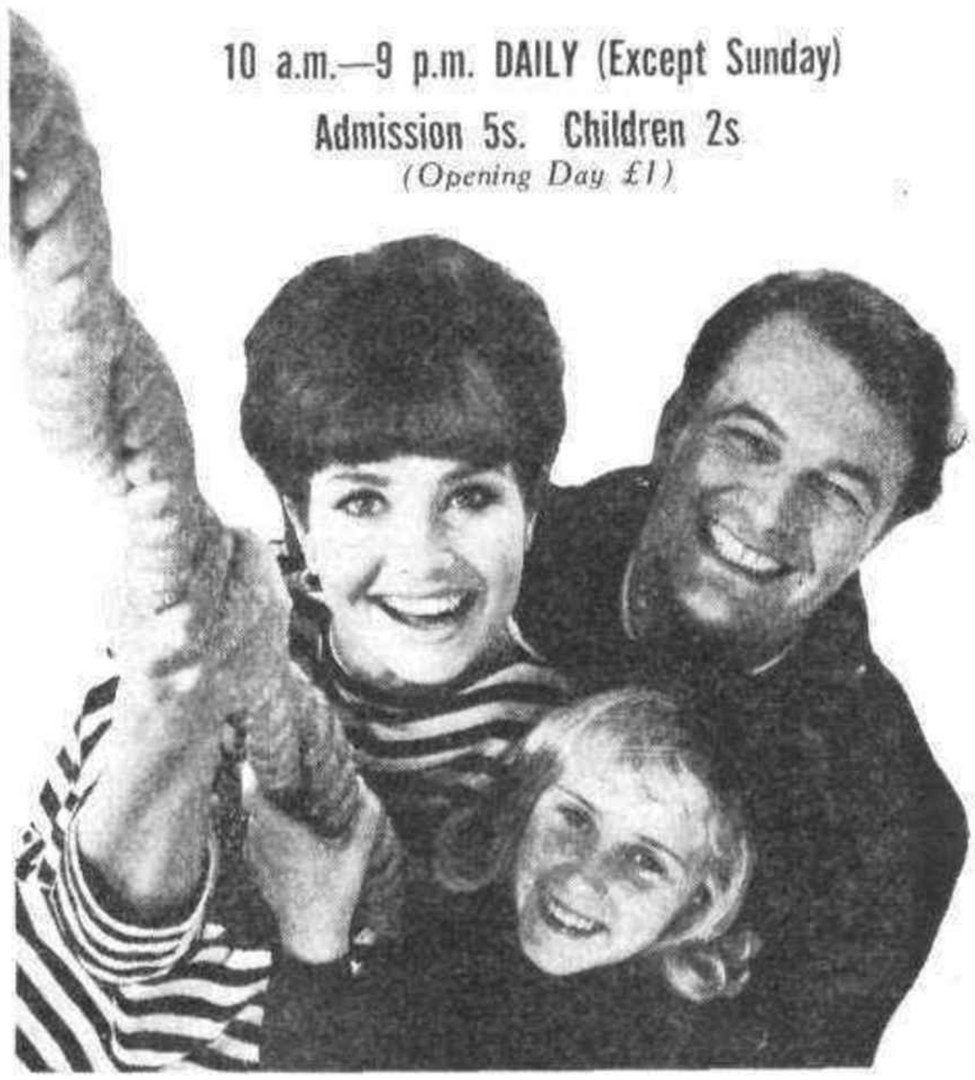
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REGISTRATION HAF 1 or distinctive number. Please write stating price to J. Farquhar, Uxbridge House, Bangor, Caerns. (4679
WANTED FOR Mk I Sprite, fibreglass bonnet. Clarke, 42 Briardale Rd, Little Sutton, Wirral, Cheshire. (4680
VITESSE SPEED equipment and tonneau cover. J. Bradbrook, 98 Gateacre Park Dr, Liverpool 25. (4681
WANTED, JENSEN 541R, approx 1957-58 model, must be perfect mechanically and bodily, o/drive and htr essential. Cash waiting for purchase end of Dec 1965. Box 1454. (4682
JUST ACQUIRED Borgward TS coupe, want workshop manual, special equipment, interesting information, spares, anything; any enthusiasts about? Miles, 33 Melton Rd, Leamington Spa 26011. (4683
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LATE MODEL Rolls-Royce 20 tourer or saloon, not necessarily immac. Stewart, 19 Beltinge Rd, Herne Bay. (4685
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1935/36 RILEY 12/4 engine preferably in running order and complete with all ancillaries. Tel: CRE 1884 (Essex) after 6 pm. (4691
LATE MODEL Scott Flying Squirrel, must be perfect mech and in appearance; photo if poss. Wells, Bowerchalke, Nr Salisbury. (4692
E-TYPE FH JAGUAR Smiths car htr, wide rim wheels. Write Davies, Hammerwood, Copthorne Rd, Crawley, Sussex. Poundhill 3097. (4694
£1,000 OFFERED finest 1963-4 Jaguar E fhc, low mileage essential, silver grey, one owner, chrome wire wheels. Box 1457. (4695
JAGUAR 2.4, body must be good, damaged engine acceptable. 19 Woodlands Rd, Little Bookham, Surrey. (4696
AUSTIN HEALEY 100/6, o/drive, w/wheels, etc; not more than £275. Tel: Tunbridge Wells 28143. (4697
1929 TALBOT 14/45 radiator wanted also 3 21in tyres. Write, J. Q. Gledhill, Westbury, Eton, Bucks. (4698
WANTED, sound g/box (5 forward gears), r/axle for 1,900 cc Alfa Romeo Sprint; state price. P. Firetto, 111 Cromwell Rd, Bristol 6. (4699
WANTED, body parts for M.G. TC incl fuel tank, must be good cond. Rough, Hardwick, Ellesmere, Salop. (4700
MORRIS COWLEY/Oxford, 1926-29, must be in immac cond with first class bodywork, paintwork, hood, engine and chassis; others considered; MoT ready to drive away. Please write stating price required and details of vehicle, or call or tel evenings: 4 Chestnut Ave, School Park, Gosfield, Halstead, Essex. Tel: Halstead 2875. (4701
WANTED, M.G. TC, TD, TF or Morgan. Tivey, Kelvedon Hall Farm, Kelvedon, Colchester. (4702
RADIATOR for 1923 R-R Silver Ghost, 20½in high block. Donald Payne, 98 Wake Green Rd, Birmingham 13. (4703
WANTED, LMB Ford Popular or suspension unit, body/suspension vg, engine/transmission immaterial. Browne, Weaver's Cottage, Silverton, Exeter, Devon. Tel: Silverton 293. (4704
GEARBOX for Citroen ID 19, 1960. Southend (OSO2) 76943 evenings. (4816
ALFA ROMEO wanted, Giulietta Sprint/Veloce, or Giulia Sprint/GT, must be immac, 1 owner, small mileage, lhd. Lightfoot, Drigg, Holmrook, Cumberland. Tel: Holmrook 208. (4817
WANTED, Rochdale Olympic II, Urmston 4239. Woodward, 50 Manor Ave, Sale, Cheshire. (4818
ROLLS-ROYCE 20/25 engine, preferably in running order with sound head and block. 28 Burr Hill La, Chobham, Woking, Surrey. (4819
ALFA ROMEO 1500 or 1750, must be sound mechanically, otherwise cond unimportant. Box 1462. 4820
ASTON MARTIN 1½ litre, any model, in sound original cond. Please write 12a Westward Rd, Wilmslow, Cheshire. (4821
WANTED, '58-'63 Alfa Romeo Spyder, in need of beautifying but must be mechanically perfect and cheap. Box 1463. (4822
YOUR PRICE offered for Austin 7 Nippy or standard 1936/9 Girling lowered front axle, king-pin eyes must be first class cond. 27 The Cres, Adel, Leeds 16. Tel: 678449. (4823
CYLINDER HEAD for 1937 4¼ Bentley Park Ward saloon, running boards and dashboard cigarette lighter. Box 1464. (4824
WAGE SLAVE requires transport, Lotus, Buckler, w.h.y. loss engine, g/box, realistic price. Box 1465. (4825
1930/31 4 litre Bentley chassis with or without engine, cond immaterial, also Speed 6 or standard 6 engine. Box 1466. (4826
BENTLEY 3½ litre saloon, preferably Freestone & Webb, in good cond. Strachan, 1 Chesterfield Gdns, NW3. HAM 8589. (4827
TR4 ROADSTER, with o/drive, private buyer. Pribyl, 109 Headstone La, N Harrow, Middx. Business, Watford 24606. (4828
1965 VOLKSWAGEN 1200. £500, no dealers. Major MacWilliam, Walton-on-Thames 22743. 4829
ROLLS-ROYCE or Bentley wanted, pre-war d/head or open coachwork preferred, but all offers considered. No dealers, or silly prices, please. Box 1468. (4843
£250 OFFERED for Mk IX Jaguar, rustless wings essential, original paint and o/drive preferred. Box 1458. (4844
HARD TOP for Sprite Mk 2. Details to Greenaway, 78 George St, Reading. (4845
REGISTRATION LETTERS required, BD with low or distinctive numeral. Box 1471. (4846
1963/4 LOTUS Elan, preferably with h/top, s/top, tonneau. Viking 5054 (4847
PRE-WAR LAGONDA spares for club members. Complete cars or anything. Scholfield, 81 Green La, Hollingworth, Cheshire. (4848

WANTED—continued

AQUAPLANE twin Zenith inlet and exhaust manifolds for E93A. 9 Silverton Rd, Oadby, Leics. (4849
AUSTIN ULSTER wanted, original or otherwise, complete or in parts, with or without engine, also any spares for blown or unblown models. Fuller, 42 Benden House, Hither Green La, SE13. (4850
LAGONDAS of any date wanted for spares, cond not important if cheap. Box 1472. (4851
TYPE 57 or 5C Bugatti or interesting Delahaye. Box 1476. (4927

EXCHANGES

TORNADO TALISMAN 1963 GT £500. Consider exchange Mini or similar. HP available. Banks, Barnhill, Stamford, Lincs. Tel: 2500. (4778
HEALEY 3000 1960, Colorado red, with matching works h/top, o/drive, w/wheels, htr, map/reversing lights, tonneau, s/belt, badge bar, w/mirrors, new battery 3 months ago, exterior and interior truly immac, Turbospeeds 30 per cent worn; the buyer of this car is welcome to attend my wedding as proof of reason for sale! Will exchange for £470. Betts, London, Popesgrove 7426 daytime. (4779
SPARES, sale or exchange, w.h.y. New parts for Austins, Standard, 1936/48. Dismantling 1937 Standard 10, Austin Big 7, Morris Series E. Fairweather, Seamer, Scarborough. Westayton 3122. (4780
1939 MX o/drive 4¼ Bentley, rebuilt over last 5 years, 100 per cent mechanically, open 4-str body shell complete, needs wings, w/screen, trimming etc. Exchange 1961 Ford Zephyr or Austin Westminster, or sell £450. Byfleet 42592. (4781
ROVER gas turbine engineer wishes to exchange 1949 Rover 75 (valued £50, bills for £60, MoT to Sept 1966) for sound MoT'd Bond minicar, type immaterial. 7 The Square, Alvechurch, Worcs. (4782
OPEN 2-SEATERS. Allard K1, excep, £70. B.S.A. Scout, fwd, £30. Exchange saloon. The Workbox, Liskeard. (4783
NEED FIVE seats and money? Citroen DS 19 (see for sale) offered plus cash for good Alpine, up to £500 value. Tel: Macclesfield 6059. (4784
PORSCHE '57, lhd, excell value. £175 cash. Also repairable Mk I Sprite. Saloon car required. Yateley 3387. (4785
ASTON MARTIN wanted, DB3 or 4, must be faultless, 1 owner preferred. Direct exchange for 1960 Facel Vega HK 500, metallic grey with stainless steel, interior red leather, p/button auto trans power steering, stereo radio, electric aerial and windows, new Cinturatos on Borrani wheels, 150 mph luxury motor in showroom order valued around £1,250. Would consider other high performance car of similar value. Tel: RIV 9963. (4786
WANTED, 20/25, 25/30 Pll, will exchange Jaguar Mk II 2.4, 15,000, 1 owner, value £620. Marlow 4087. (4787
TR2, h/s-tops, 3A front, recently o/hauled; for XK140, 150. 7 Woodland Close, Pedmore, Stourbridge. (4788
WANTED, HEALEY 3000, exchange white hard top XK150. Richards, 2 Roystone Chase, Byfleet, Surrey. (4789
MERCEDES 300SL gull-wing, 1955, in red. Would exchange for good saloon and cash adjustment. £950. Clarke, Baroda, North St, Braunton, Devon. Tel: Day 295, evenings 2400. (4790
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EXCHANGE IMMACULATE 1953 Riley 1½ litre R.M.E., maroon, for good M.G. TD, TC, Copas, The Garage House, Baughurst, Basingstoke, Hants. (4793
EXCHANGE MY Berkeley T60 and M.G. TC for h/top sports car, w.h.y. Whitworth, 37 London Rd, Maidstone. Tel: 51690. (4854
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YOUNG LADY interested in motor racing, rallying, willing to act as navigator, sought by enthusiastic sports car owner Midlands area. Box 1459. (4796
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JOWETT CAR CLUB. Details from: N. H. Spawton, 18 Partridge Croft, Bell Green, Coventry, Warks. (4835
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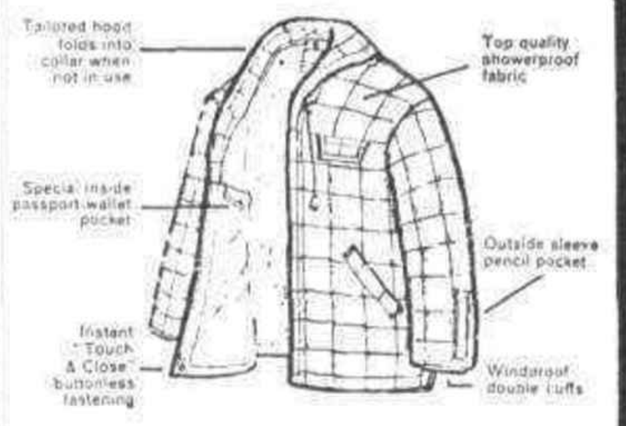
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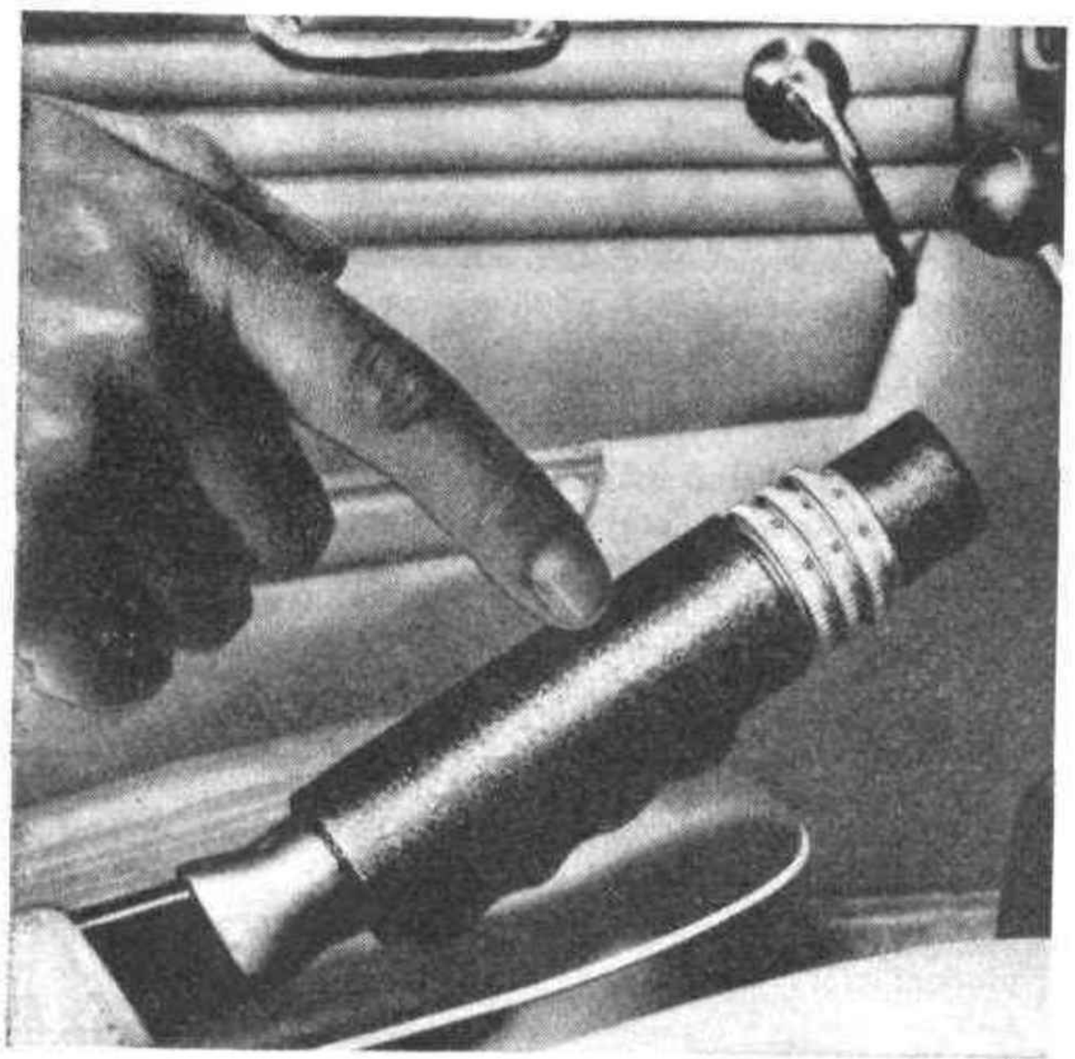
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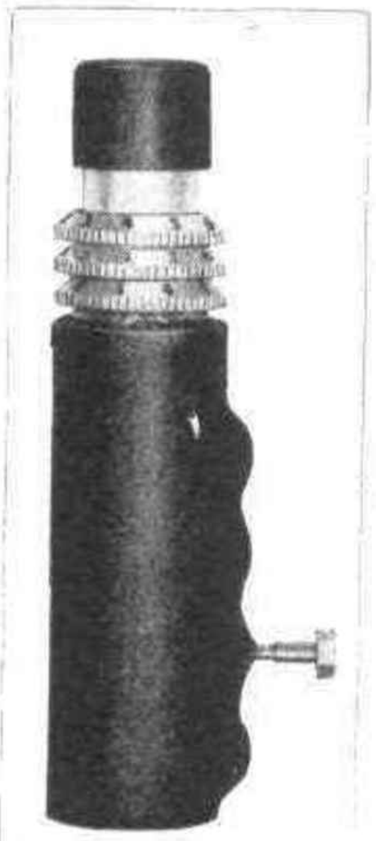
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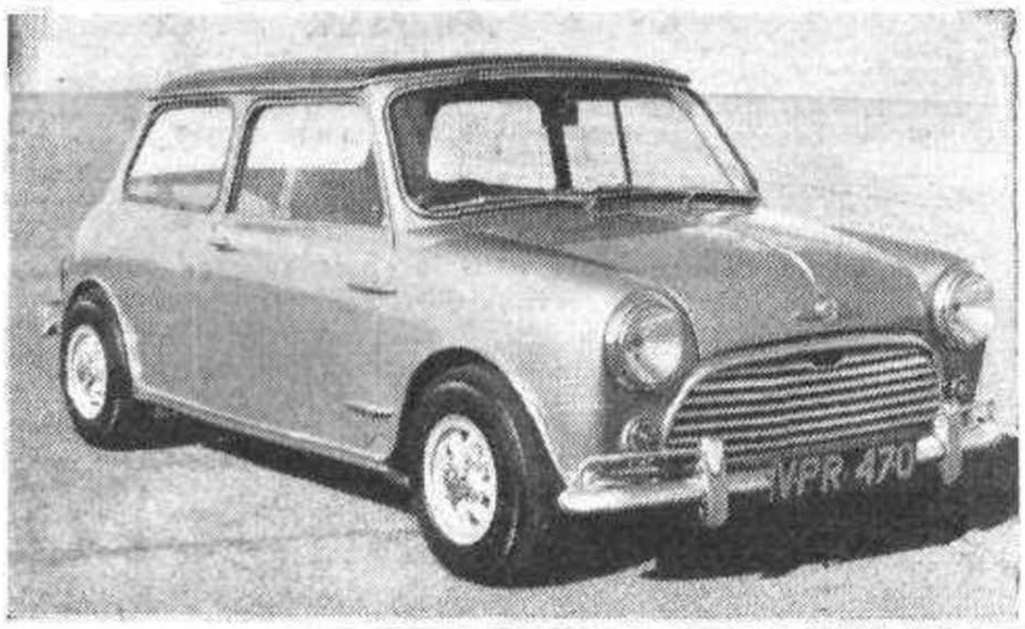
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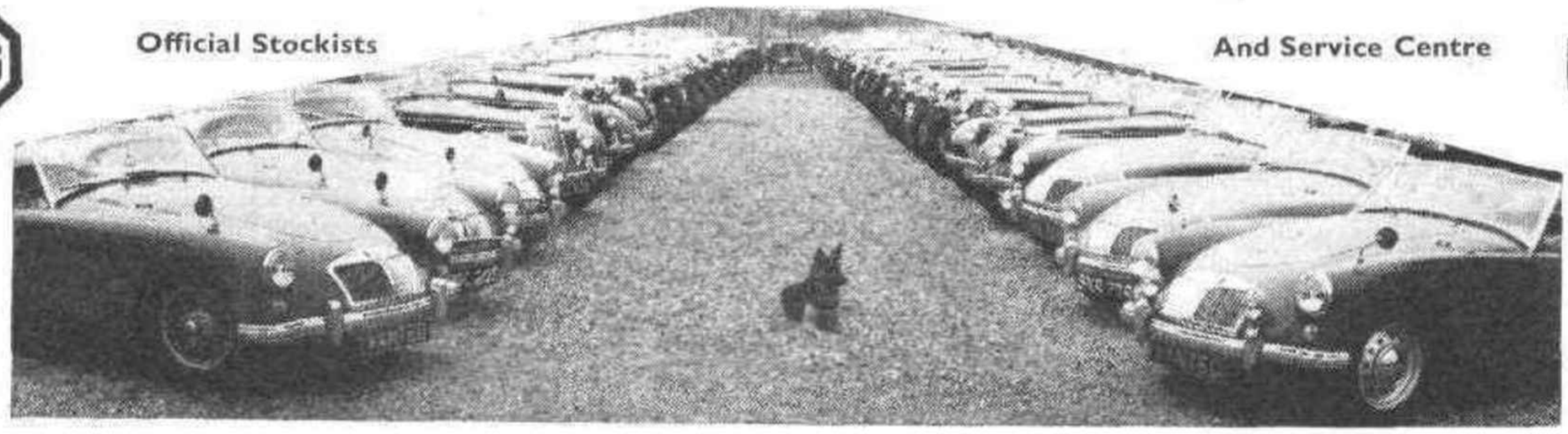
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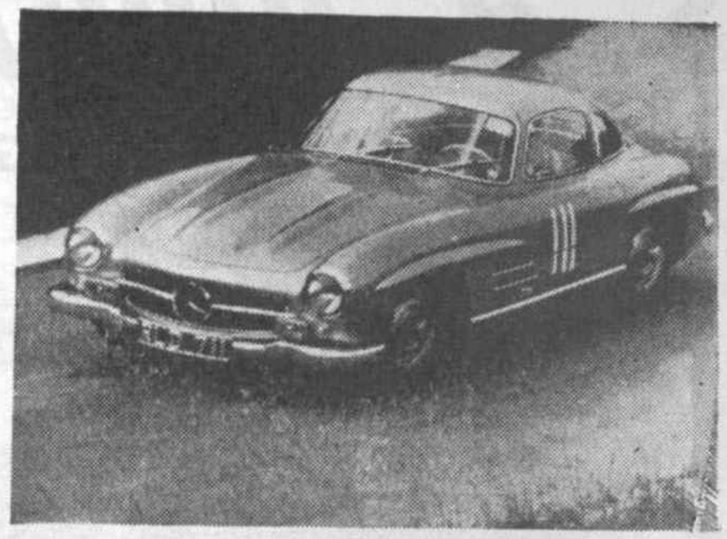
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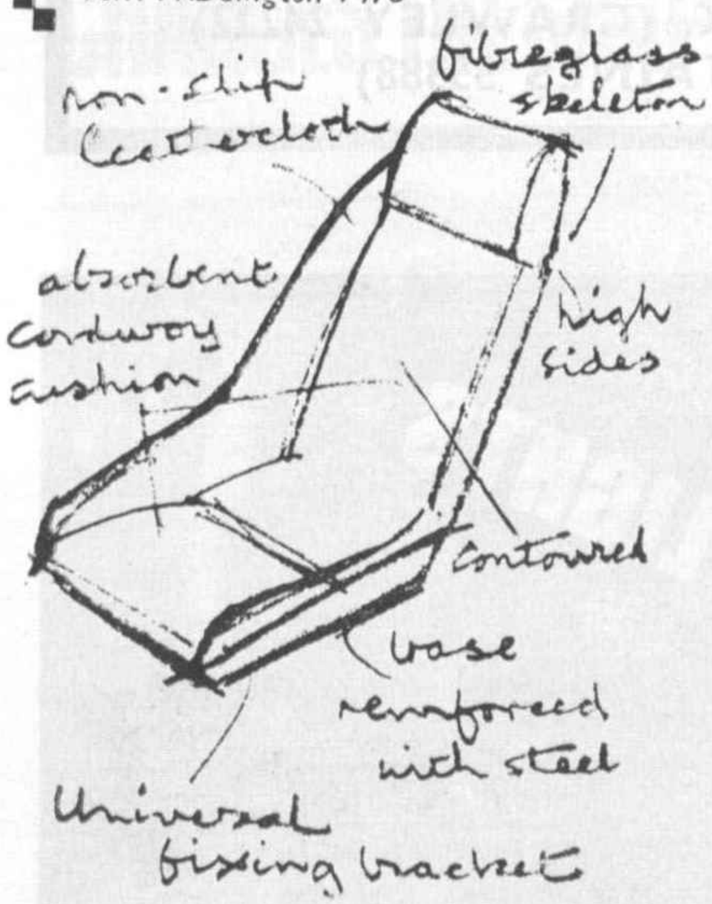
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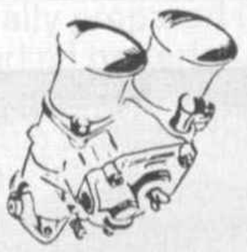
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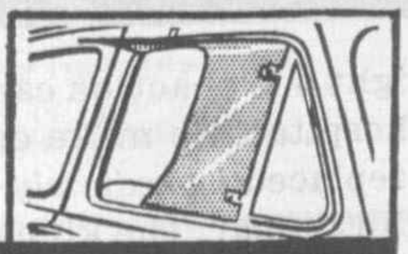
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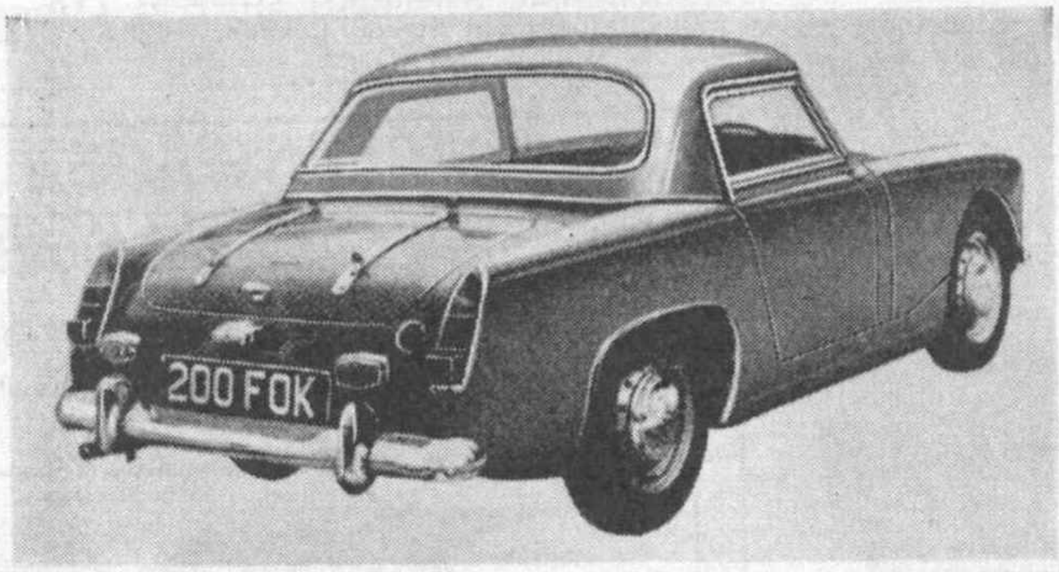
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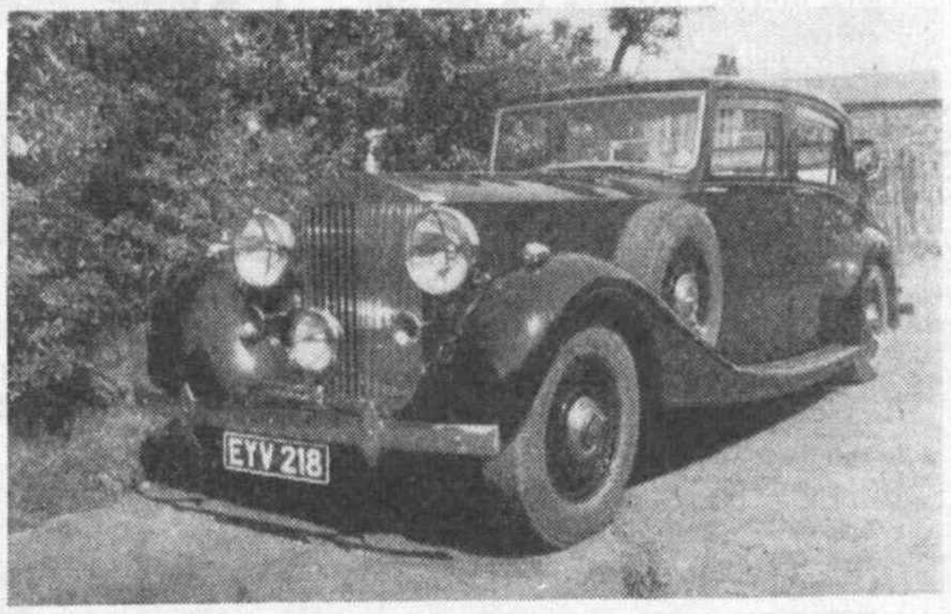
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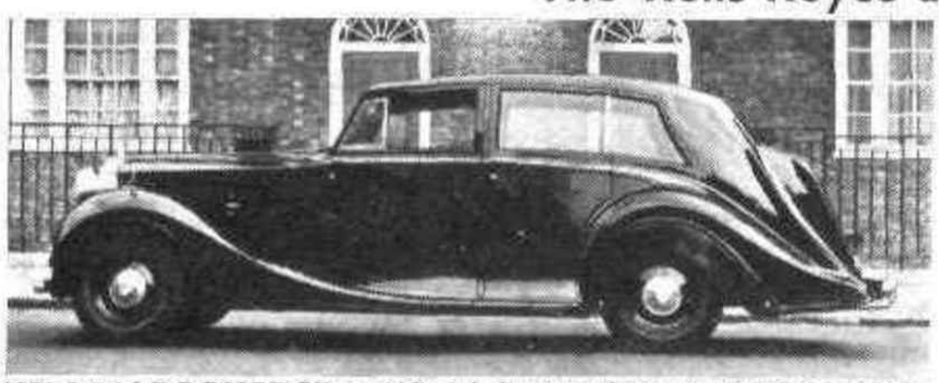
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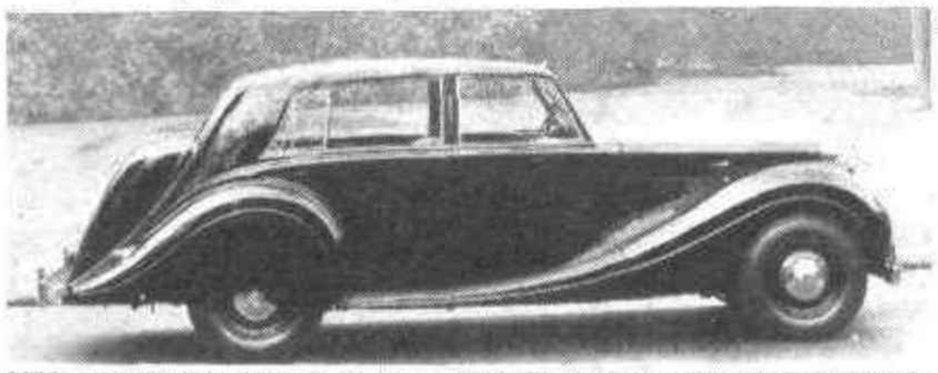
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