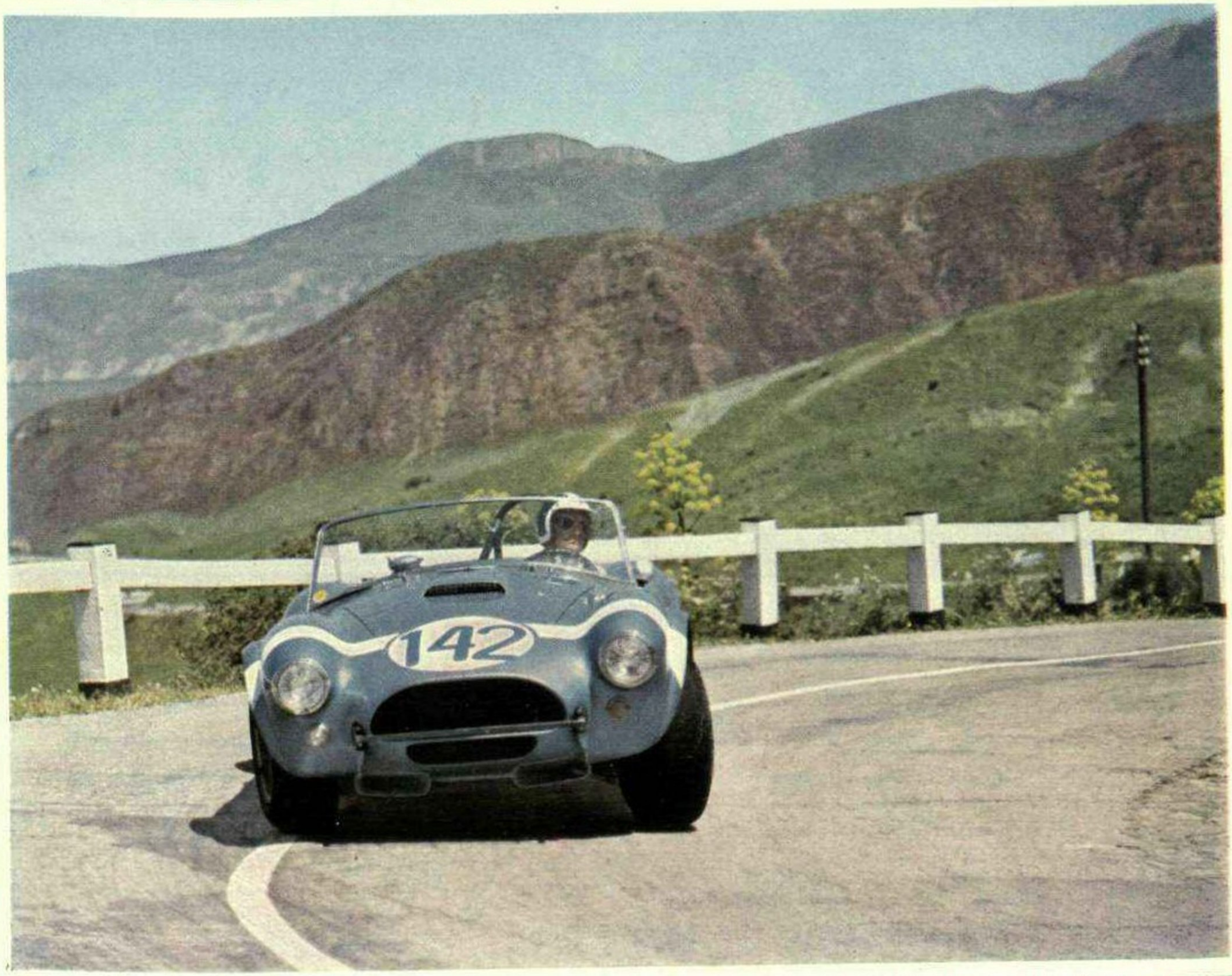
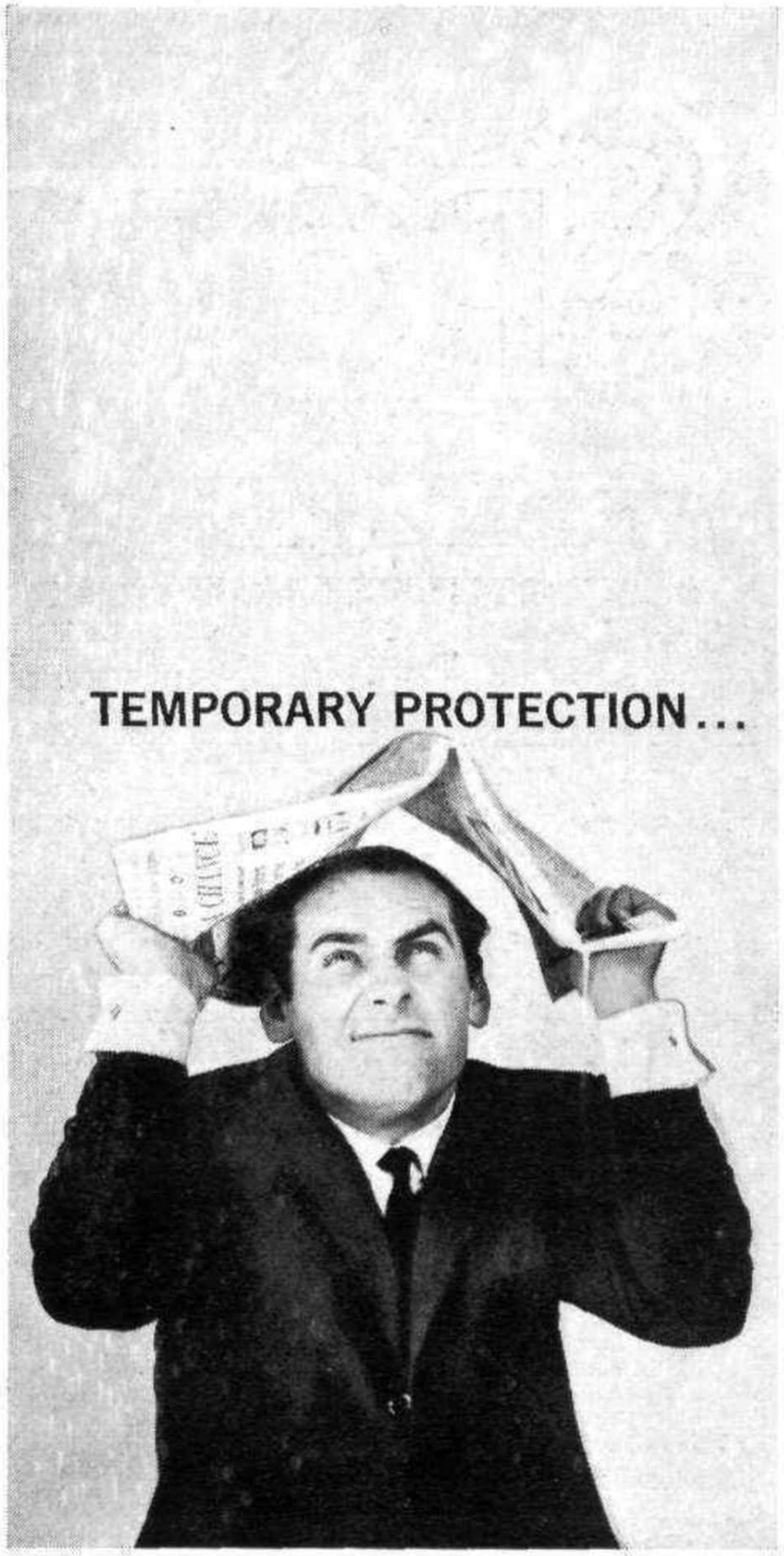
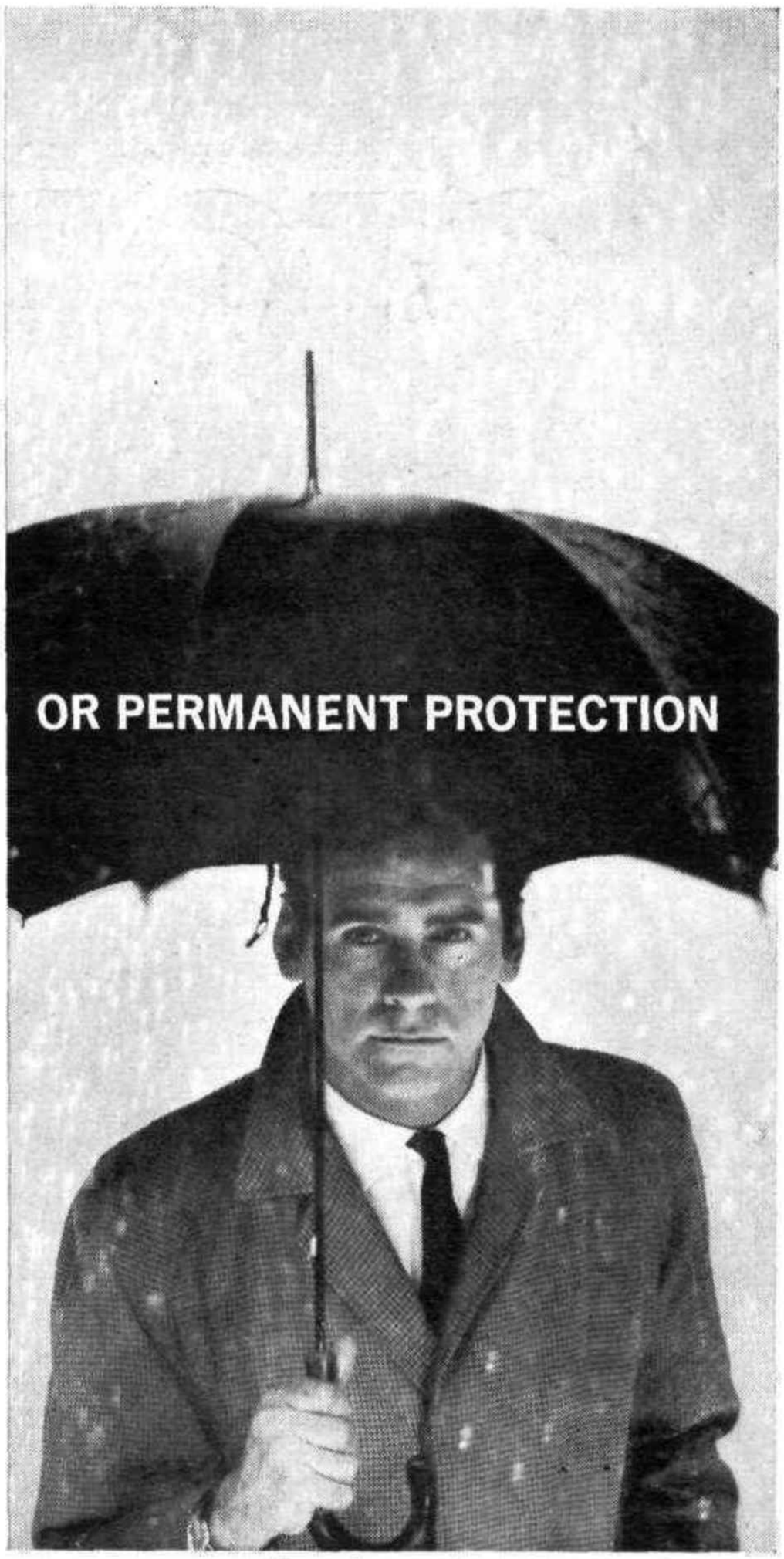
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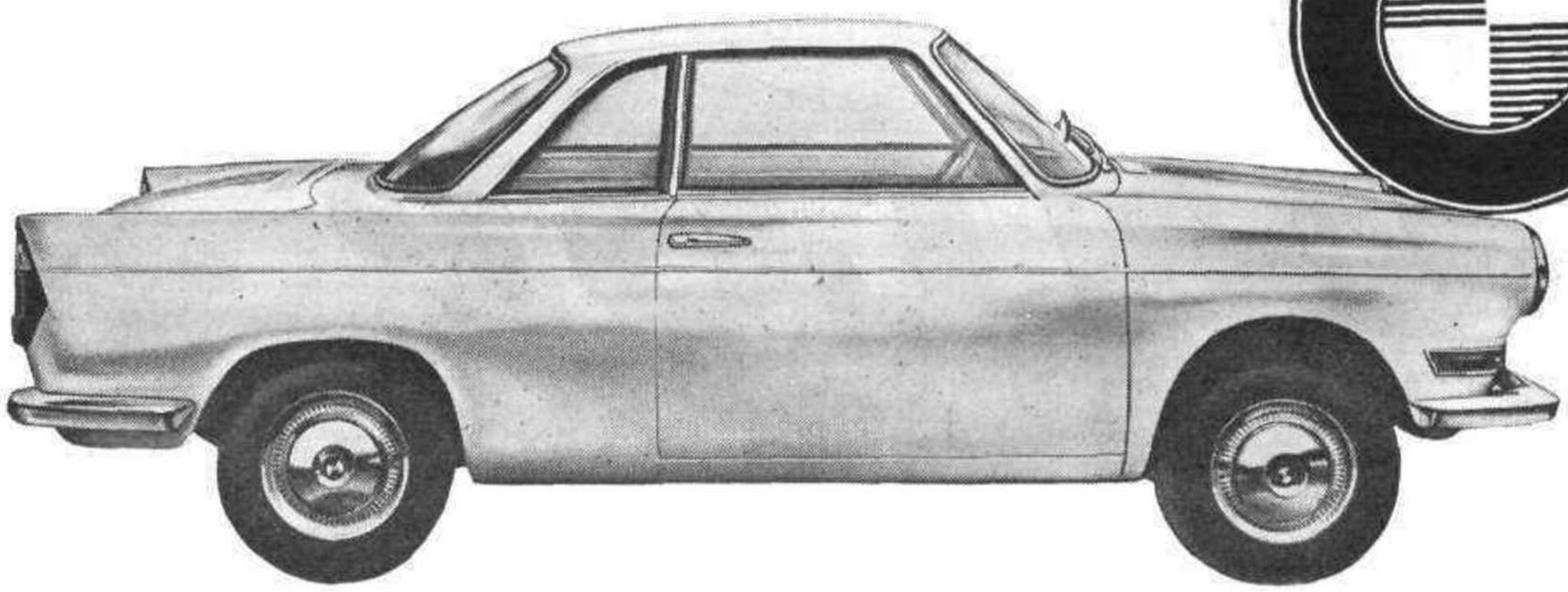
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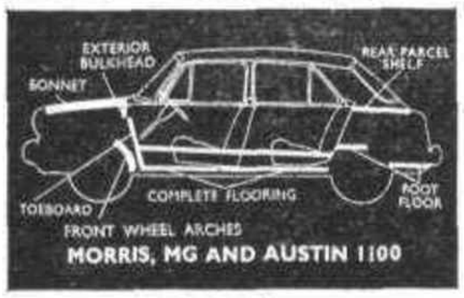
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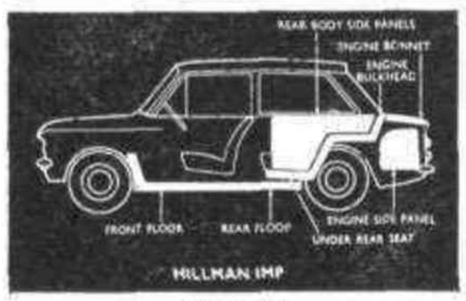
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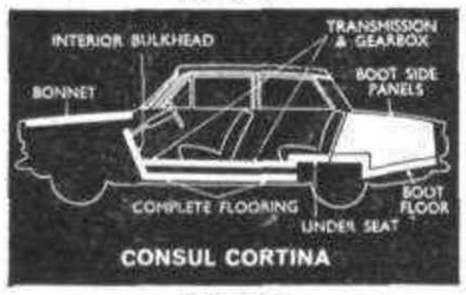
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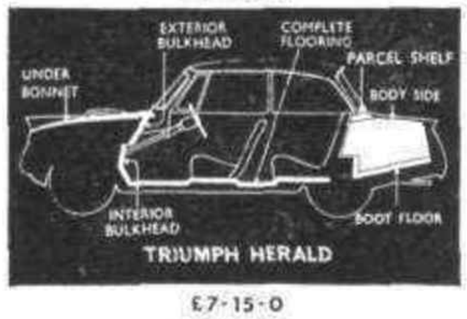
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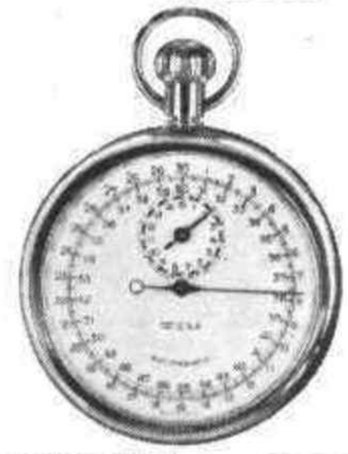
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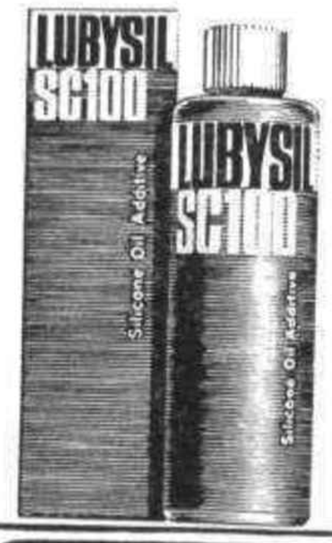
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For further information about life in the Fleet Air Arm, write to: **Captain R. E. S. Wykes-Sneyd, R.N., Officer Entry Section, (MX32/D), Naval Careers Service, State House, High Holborn, London, W.C.1.**

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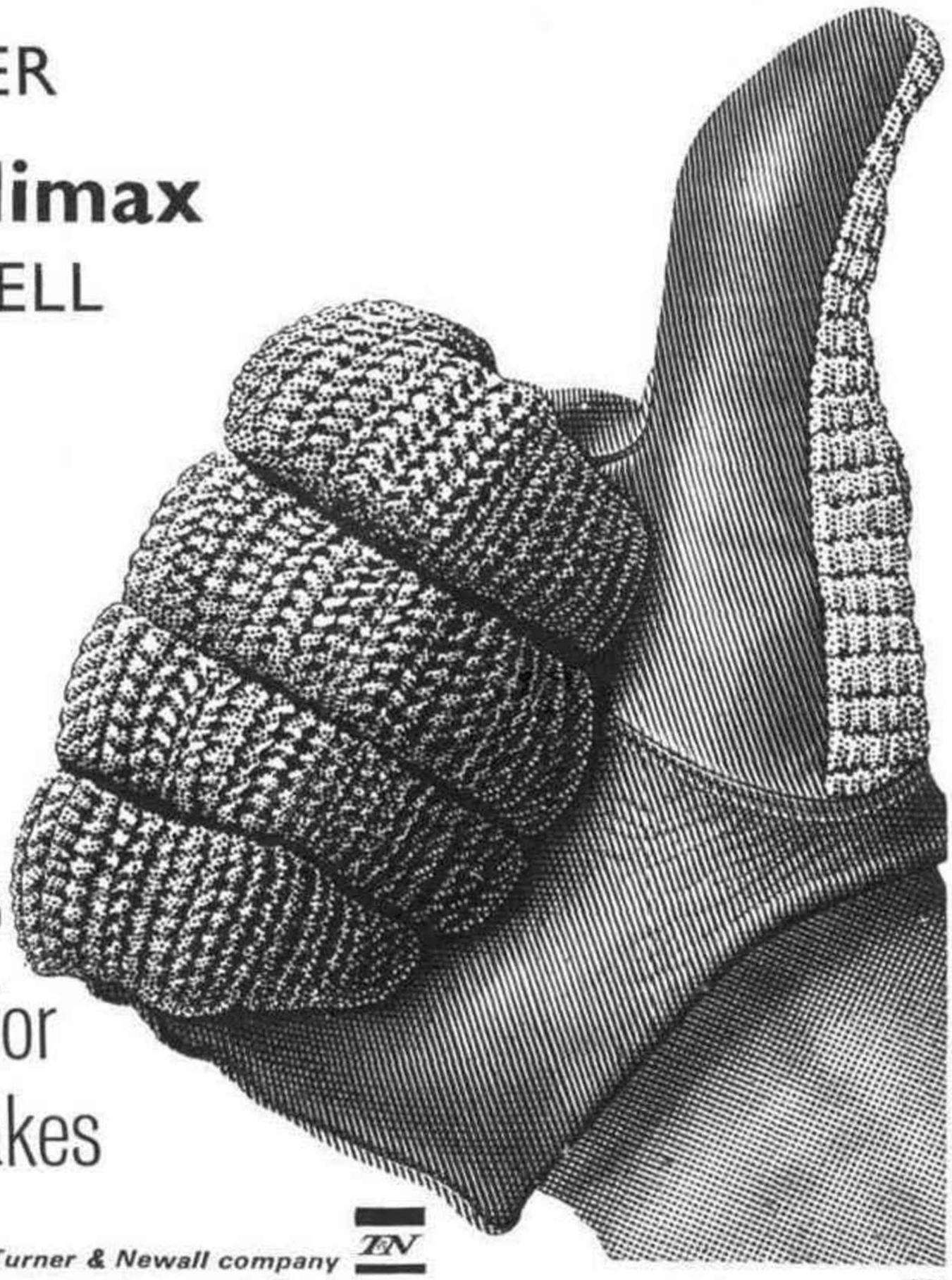
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VOL. XL No. 6 — THE GRAND PRIX SEASON COMMENCES — JUNE 1964

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

THE SPORT AND THE ROADS AT WHITSUN

The wide-flung manifestations of motoring sport were in evidence at Whitsun, when in this country alone there was racing at the Crystal Palace, where an " outsider " beat the champions in the big race, at Mallory Park, at Silverstone (twice), at Aintree, at Rufforth and at Goodwood, where vintage sports cars and historic racing cars were added to the attraction of astonishingly fast saloons and hairy sports and GT cars, not to mention the Scottish Rally started on the Bank Holiday, the once-classic M.C.C. Edinburgh Trial was combined with the Esso " Scoot to Scotland," as well as hill-climbs, autocross, driving tests, and a slalom!

It is to the credit of the many drivers engaged in these high-speed pursuits that accidents were apparently few and the TV cameras thus frustrated of gory scanning. But if " gates " fall, organisers should not be surprised, for the spectator-count has these days to be divided between a great many venues.

The public roads were more dangerous than the circuits and traffic congestion set in as anticipated, so that the bicycle was quicker than the car through many towns over the holiday—deservedly has Alex Moulton been presented with one of the covetable Council of Industrial Design Awards, for all five models of his revolutionary Moulton bicycle—which no modern family can afford to be without—out of 10,000 different items to reach the finals of this exacting contest.

THE FARCE OF SALOON-CAR RACING

Saloon-car racing is in danger of becoming a farce, which is a great pity, because it is so greatly enjoyed by the onlookers. First there were protests and the Great Scrutineering Bothers, which meant that race positions across the finishing line bore little resemblance to the official results when these eventually appeared.

Now there is the matter of selecting starters for the Brands Hatch Six-Hour Saloon-Car Race on June 6th by qualifying times. This ensures that the faster saloons will run, but rules out the chances of those entrants who rely on reliability rather than sprint-tuning to bring them into the money in a long-distance race—and surely the whole purpose of a duration race is to develop this quality? Homologation, too, needs tightening up. This leads to the question of which should take precedence, so-called " production " saloon-car racing (even if the days of model-A Ford tourers in the T.T. and coupés in the Essex M.C. Six-Hour Race have long since departed!) or such racing with no holds barred, so that we can see in action cars like Doc Merfield's 4.7-litre V8 Cortina, Cave's A40 and the hottest minibrics?

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Front Cover Picture: BRAVE SHOW.—Five Shelby Cobras entered the Targa Florio but all of them suffered suspension trouble. The cover shot shows Bob Bondurant in the car he shared with Phil Hill.

VOLKSWAGEN RECORDS

Four International Class records have been broken at Monza by a VW 1500S saloon and a VW Varient S, ranging from 12,000 to 10,000 miles at speeds of from 78.1 to 78.5 m.p.h. As we close for press we hear rumours that Ford may be already attacking the new figures. If this spells a resumption in Europe of inter-make rivalry in record-breaking, we are very much in favour. . . .

WHITSUN WEEK-END

The sun brought out cars in their swarms, but not the road-test car—costing just over £4,000 in this country—in which the Editor had hoped to rush in relaxed comfort down A 44 for a brief respite. This great machine—to name its make would be personally embarrassing to the Editor and would swell the " best-car " correspondence!—had deposited its oil in a pool beneath it before we had had a chance to drive it and was also bubbling through its gasket. So it was a case of Waterloo and an unwanted train ride before Wales, not in the hope of getting carried on to Crewe and being offered substitute transport(!), but to retrieve a vehicle which, in spite of its model-T ancestry (but winner of the Safari), we felt sure would not let us down—it didn't, completing 670 warm week-end miles at its customary 31 m.p.g. and ½-a-pint of Castrol.

When you are depressed by modern cars, contemplation of the ancients is purifying, so it was nice to discover in a Welsh town a pre-war Midland Red single-decker 'bus finishing its days in the service of Birmingham Corporation and to come upon a well-preserved 1924 Austin Seven coachbuilt coupé, a 2-speed Scott, and the remains of an old Triumph combination in a near-by garage. Attempts to buy a 1931 Austin Seven and a 1935 Sunbeam were frustrated because the former wouldn't start and the latter had been sold, but led to examination of a very fine 3-carburetter Speed 25 Alvis, the equal in coachwork and superior in perfor-

Continued overleaf

Motoring Sport Events for June

★ 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
June 5/6th ..	Plymouth M.C.	Plymouth	Plymouth	Plymouth Rally (*NB*)	10.00 p.m.
June 6th ..	**B.R.S.C.C.**	**Brands Hatch**	**Farningham**	**6-Hour Saloon Car Race** (*INT.*)	2.00 p.m.
June 6th ..	M.G.C.C.	Esso House	Abingdon	Gymkhana and *Concours*	3.30 p.m.
June 6th ..	Ulster A.C.	Bishopscourt	Downpatrick	Race Meeting (*R.*)	2.15 p.m.
June 6th ..	M.G.C.C. (S.W.)	Castle Coombe	Chippenham	Sprint (*C.*)	2.30 p.m.
June 6th ..	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
June 6th ..	Jaguar A.M.C.	Church Lawford	Rugby	Co-promoted Sprint (*C.*)	1.30 p.m.
June 6th ..	B.A.R.C. (S.E.)	Hampden Pk. Trading Estate	Eastbourne	Driving Tests (*R.*)	1.30 p.m.
June 6/7th ..	Newport C.C.	Gibbs Garage	Tredegar, Mon	Rally (*R.*)	10.30 p.m.
June 7th ..	Austin Healey Club	Blackbushe	Camberley	Sprint (*R.*)	1.30 p.m.
June 7th ..	Mini Se7en Club	Mallory Park	Hinckley	Sprint (*C.*)	1.00 p.m.
June 7th ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	11.00 a.m.
June 7th ..	Southsea M.C.	Castle Field	Southsea	*Concours d'Elegance*	3.00 p.m.
June 7th ..	Southern Jowett C.C.	Haddon Hall	Matlock	*Concours*	12 noon
June 13th ..	Jaguar D.C.	Crystal Palace	London	Race Meeting (*N.B.*)	2.00 p.m.
June 13th ..	Eight Clubs	Silverstone	Towcester	Race Meeting (*R.*)	11.30 a.m.
June 14th ..	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb (*N.O.*)*	12.30 p.m.
June 14th ..	M.G.C.C. (Midlands)	Park Farm	Hanbury	Production Car Trial (*C.*)	2.00 p.m.
June 14th ..	Wakefield & Dist. M.S.C. ..	Baitings Dam	Kirkby Lonsdale	Hill-Climb (*C.*)	2.00 p.m.
June 14th ..	Rolls-Royce M.C.	Rest-and-Be-Thankful	Glasgow	Hill-Climb (*C.*)	1.45 p.m.
June 14th ..	London M.C.	Brands Hatch	Farningham	Race Meeting (*R.*)	1.00 p.m.
June 14th ..	Shenstone & Dist. M.C.	Curborough	Lichfield	Sprint (*C.*)	1.30 p.m.
June 14th ..	**R.A.C. de Belgique**	**Spa**	**Francorchamps**	**Belgium G.P.** (*INT.*)	2.00 p.m.
June 14th ..	Lancs A.C.	Hurstwood	Burnley	Hill-Climb (*R.*)	1.00 p.m.
June 20th ..	B.A.R.C. (Surrey)	Goodwood	Chichester	Sprint (*R.*)	1.30 p.m.
June 20th ..	Midlands M.E.C.	Silverstone	Towcester	Race Meeting (*R.*)	1'00 p.m.
June 20th ..	Lothian C.C.	Bo'Ness	Edinburgh	Hill-Climb (*N.O.*)*	2.00 p.m.
June 20th/21st	**A.S. de l'Ouest**	**Sarthe**	**Le Mans**	**24-Hours of Le Mans** (*INT.*)	4.00 p.m.
June 21st ..	Halifax M.C.	Swales Moor Inn	Halifax	Autocross (*R.*)	2.00 p.m.
June 21st ..	Newcastle & Dist. M.C.	Ouston	Newcastle-upon-Tyne	Race Meeting (*N.B.*)	1.30 p.m.
June 21st ..	B.A.R.C.	Mallory Park	Hinckley	Race Meeting (*R.*)	2.00 p.m.
June 21st ..	Evesham A.C.	Long Marston	Stratford-on-Avon	Sprint (*N.B.*)	2.00 p.m.
June 21st ..	E. Yorks. C.C.	Hutton Cranswick	Driffield	Sprint (*R.*)	2.00 p.m.
June 21st ..	W. Lancs M.C.	Ince Blundell Park	Formby	Autocross (*R.*)	2.00 p.m.
June 21st ..	750 M.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
June 21st ..	Yorks. S.C.C.	Masham	N. Yorks	Production Trial (*C.*)	1.30 p.m.
June 21st ..	W. Essex C.C.	Skinners Farm	Abridge	Autocross (*R.*)	10.45 a.m.
June 21st ..	M.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	2.30 p.m.
June 27th ..	R. Scottish A.C.	Rest-and-Be-Thankful	Arrochar	Hill-Climb (*N.O.*)	10.30 a.m.
June 27th ..	B.A.R.C.	Aintree	Liverpool	Race Meeting (*R.*)	2.30 p.m.
June 27th ..	Birmingham U.M.C.	Church Lawford	Rugby	Sprint (*R.*)	2.00 p.m.
June 28th ..	750 M.C.	Debden	Saffron Walder	Race Meeting (*C.*)	2.00 p.m.
June 28th ..	Tavern M.C.	Burnett	Keynsham	Autocross (*C.*)	3.15 p.m.
June 28th ..	**A.C. de France**	**Rouen**	**Rouen**	**French G.P.** (*INT.*)	2.00 p.m.
June 28th ..	750 M.C.	R.A.F. Church Fenton	Church Fenton	Sprint (*C.*)	**2.00 p.m.**
					1.30 p.m.

* Qualifies for R.A.C. Hill-Climb Championship.

MATTERS OF MOMENT—continued from previous page

mance, we thought, to a 20/25 Royce, and a rare 1930 Riley Nine coachbuilt 2-seater. There was also the Clayton & Shuttleworth steam-roller still in use at Abemule, where we paused to take on National Benzole, and another, make unchecked, working on road-widening outside Hereford.

At a motorcycle jamboree splendid vintage examples of s.v. Norton with torpedo sidecar, single-cylinder Beardmore Precision with band front brake, and another Scott were encountered, while a garage window in Llanidloes yielded a view of a well-preserved Edwardian Studebaker.

Finally, to conclude a motoring Whitsun, we came home for the Goodwood Meeting. Accidents?—we didn't see so much as a trace of one. . . .

1964 R.A.C. HILL-CLIMB CHAMPIONSHIP

The latest Championship event to catch this month's Press schedule was the third in the series, the West Hants & Dorset C.C.'s Wiscombe Park Hill-Climb on Whit Monday, where Tony Marsh's 2-litre Marsh-Climax just beat reigning Champion Westbury in the P99 four-wheel-drive Ferguson by 0.01 of a second for the 1,000-yard, 6-bend hill. Marsh clocked 43.06 sec., whilst Westbury recorded 43.07. Westbury, however, set up a new course record in the class runs at 42.53 sec. Third place went to Peter Boshier-Jones' supercharged 1.3-litre Lotus 22-Climax. As we close for press Westbury leads the Championship with 31 points to Marsh's 30, whilst Boshier-Jones has 22, Tony Griffiths (2.5 B.R.M.) 21 points, and John Macklin (3.5-litre Cooper-Buick V8) 20 points. The latest Championship positions, including Barbon Manor on May 23rd, will be listed in our July issue.—E. W.

V.S.C.C. OULTON PARK ON JUNE 20th

Those who enjoy the individuality of vintage racing and like seeing cars *and* drivers at work should note that this year's V.S.C.C. Oulton Park Race Meeting starts at 1 p.m. on June 20th. The big excitement is the 20-lap Richard Seaman Memorial Trophy Race for Historic Racing Cars, and the Seaman Vintage Racing Car event, Frazer Nash and G.N. Race, All-Comers' Race and 5-lap handicaps will also be contested. Entries have closed. The special item is a V.M.C.C. scratch race for vintage motorcycles.

CLING RUBBER AND TYRE WEAR

The Avon Rubber Co. Ltd. have noticed several references recently to cling rubber in which writers have stated categorically that cling rubber tyres do not wear as well as the previous " standard " tyres and that " cling " increases rolling resistance and fuel consumption. If the tyres referred to are made throughout of cling rubber, these statements, say Avon, are probably true. Avon claim that their two-fold construction, which is unique, provides tyres which wear somewhat better than the previous standard, do NOT have increased rolling resistance and do NOT increase fuel consumption. Two-fold construction, the makers state, gives Avon New Safety tyres a super cling tread on a highly resilient undertread and sidewall.

HONDA FOR SPA?

The Japanese Honda works has been developing its V12 Formula One car for some considerable time and according to the R.A.C. of Belgium the team is very interested in entering the Belgian G.P. As we close for press no final decision has been made. The race takes place on Sunday June 14th.

XXII MONACO GRAND PRIX

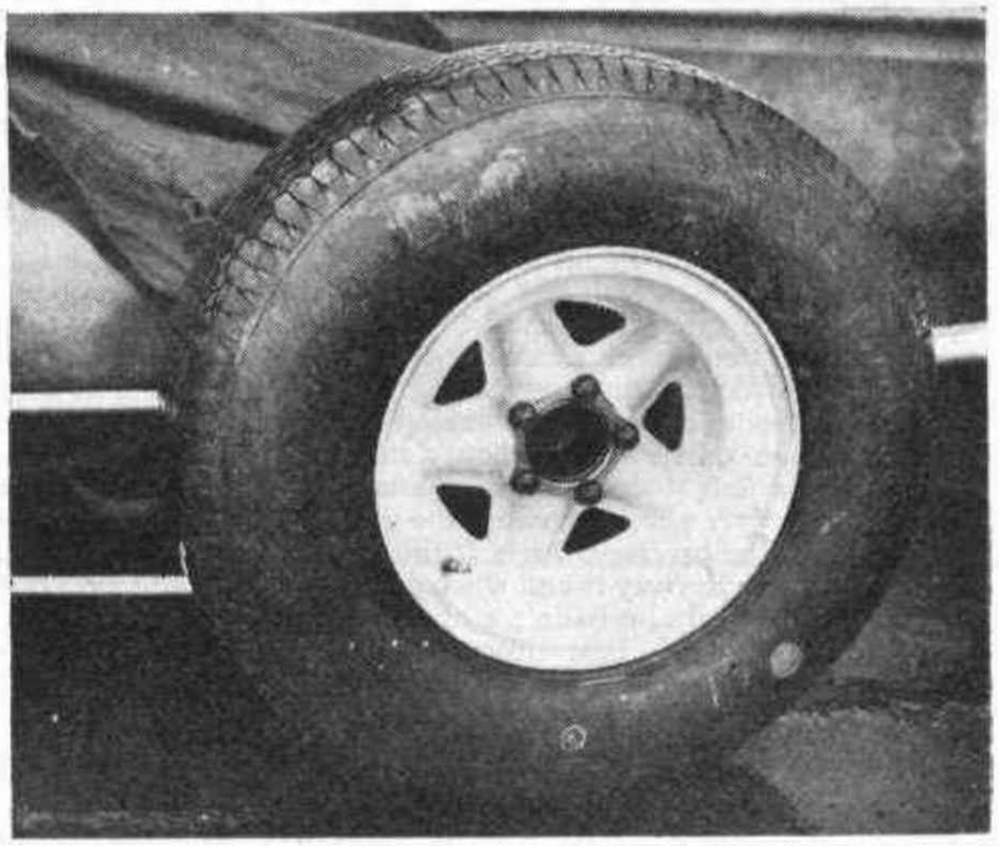
B.R.M. Sweeps the Board

MONTE CARLO, *May 10th.*

BEING the first of the Grand Prix classics for 1964 all the leading teams had hopes of fielding their latest cars all ready, tried and proven, but in fact only B.R.M. and Brabham were in this happy state of affairs. The Bourne team had their two 1964 cars, with stressed-skin chassis, simplified front suspension with inboard-mounted coil springs, compressed by rocker-arm top wishbones, rear suspension with single top transverse strut and twin radius arms and lower wishbones, with external coil spring units, all very simple and Lotus or Brabham like in layout, while the engines were the usual V8-cylinder units with Lucas fuel injection, and the drivers were Graham Hill and Richie Ginther, the latter now recovered from his Aintree practice crash. Brabham and Gurney had the two 1964 works Brabham cars, with Climax V8 engines and Hewland 5-speed gearboxes, and both were using 13 in. wheels with the latest wide-tread Dunlop tyres. Brabham's car was using a new type of solid drive shaft with " bungy ring " universal joints, while Gurney's car was using the old-fashioned Hardy Spicer splined shafts, though later they were changed for the new pattern shafts. The Cooper team had two 1964 cars for McLaren and Phil Hill, though the American driver's car was so new that it had yet to turn a wheel. These cars follow the pattern of the Type 72 Formula Three cars, with tubular space frame strengthened by welded-on sheet steel panels, with rocker-arm front suspension and single radius arm rear suspension with lower wishbones and transverse struts, coil springs being used all round. The engines remain Climax V8 units and Cooper gearboxes are used, while both cars were on the latest 13 in. diameter tyres. They had their 1963 car as a spare. The Ferrari team of Surtees and Bandini had the three cars they had taken to Siracusa, with little or no development changes as the factory is busy with Le Mans prototype cars. There is still only one V8 car and Surtees had this, Bandini having a 6-cylinder car and the other 6-cylinder being a spare; the experimental Marelli electronic ignition tried on the spare 6-cylinder car at Siracusa was replaced by normal Bosch coil ignition, as used on the other cars, with alternators to keep the batteries charged. Team Lotus were almost back to where they started the season, for Clark's crash at Aintree had destroyed the new Type 33 chassis and new ones were not ready, so the two 1963 cars, modified to Type 25B, were used. Both were now fitted with the latest ZF gearboxes and revised gear lever and linkage, and Clark's car not only had 13 in. tyres but also the rear suspension off the Type 33 and the solid steel steering arms from that design and a new and stronger design of drive shaft, while Arundell's car still had 1963 suspension but was about to be modified to take 13 in. wheels, and retained 1963 drive shafts. The main difference with the Type 33 is that the wheelbase is ¾ in. longer to accommodate the latest Climax V8 engine more easily, and this together with the 13 in. wheels has necessitated detail redesigning of the suspension geometry, but ostensibly the Type 33 when it reappears again will be like the Type 25. One could say that Arundell's car had become a 25C, with 1964 wheels, uprights and gearbox, and Clark's car was a 25D, with 1964 wheels, uprights, gearbox, drive shafts and rear suspension mods., and they both had the latest Coventry-Climax V8 engines. On the 25D the top rear radius arm is attached to the hub carrier at the same point as the transverse link, whereas on the 25C it is attached nearer to hub centre level, this being a matter of geometry and wheel movement. The B.R.P. team were in a similar sad state to Lotus, for Ireland had crashed the Mk. II B.R.P. monocoque at Silverstone and had bent the chassis beyond repair. Consequently, Ireland had the old Lotus 24 with B.R.M. V8 engine and Colotti gearbox, while Trevor Taylor had the Mk. I B.R.P. monocoque with similar engine and B.R.M. 6-speed gearbox. The rest of the entry consisted of private owners, Amon and Hailwood with the Parnell-built Lotus 25-B.R.M. V8 cars, Anderson with his new 1964 Brabham with V8 Climax engine on Weber carburetters, and 5-speed Hewland gearbox, Bonnier with Rob Walker's 1963 Cooper-Climax V8, his new Brabham-B.R.M. V8 having been burnt at Silverstone, Trintignant with his recently-acquired B.R.M. V8, it being the one Attwood drove at Goodwood, but now painted pale blue, and Revson (Lotus-B.R.M. V8), Collomb (Lotus-Climax V8) and Siffert (Lotus-B.R.M. V8), non-starters being Pilette (Scirocco-Climax V8) and the two Centro-Sud B.R.M. V8 cars that Baghetti and Maggs should have driven but a shortage of skilled mechanics prevented them being prepared in time.

Practice began on Thursday after lunch and went on for an hour and a half in glorious sunshine and Clark and Gurney were missing, being on their way back from practice at Indianapolis, though their cars were ready just in case they should arrive. Arundell did some laps in Clark's car on 13 in. wheels and recorded an identical time to that done with his own car, as yet on 15 in. wheels, but Brabham only did a few quiet laps in Gurney's car to see that everything worked all right. His fast laps he did in his own car and was soon in a split-second dice with Surtees in the Ferrari V8, battling for the fastest time of the day, which Surtees eventually got by one tenth of a second, though all the while Graham Hill was in the running and was finally only two tenths of a second behind Brabham. Not having been used since the Monte Carlo Rally the circuit was very dusty and clouds of cement dust were blown up along the harbour front as the cars went by, so that times were fast but not record-breaking. Ireland began to go fast but was delayed by brake trouble and he was feeling a bit knocked about having crashed at Silverstone the previous Saturday and the day before this practice session he had been involved in a road accident and damaged his knee. The brake fault on the Lotus corrected, he went off again but had not been gone long before he arrived at the *chicane* going much too fast, with a locked rear wheel, and struck a corner post on the left. The Lotus flew through the air and was badly wrecked and Ireland staggered away with more bruises, being very lucky to get away with it. As practice finished Clark arrived, but too late to take part and not very happy at having gone all the way to Indianapolis and not even having sat in the Lotus-Ford V8, as it was not ready for practice.

Next morning practice took place at 8 a.m. while the sun was still trying to break through some thin cloud, so conditions were ideal and Clark was at the head of the queue and was first away, with Surtees just behind and Gurney also an early starter. Ginther's B.R.M. had been brought into line with Hill's, having 13 in. wheels now. In yesterday's practice it had been quite a while before anyone had got below 1 min. 40 sec., and eventually Surtees had finished up at 1 min. 35 sec. with the V8 Ferrari, compared to his 1963 race lap record of 1 min. 34.5 sec. with the old space-frame V6 Ferrari. In practice last year Clark had got down to 1 min. 34.3 sec. and he hadn't done many laps this particular morning before he was below 1 min. 40 sec. and this got everyone else into the groove. Phil Hill was in great form and did 1 min. 36.7 sec. but Bandini beat this with 1 min. 36.3 sec., even though the 6-cylinder Ferrari was understeering badly across the Casino square. Surtees was not at all happy with the V8 Ferrari and finally gave up with gearbox bothers and went out in the spare



The cast alloy wheel used on all the 1964 Ferrari G.P. cars has five thick spokes and is mounted on five studs and retained by hexagon nuts. The very wide rim takes the latest pattern wide-tread 13 in. diameter Dunlop tyre.

V6 car. Phil Hill now did 1 min. 36 sec., being very happy to be in a car that really went instead of having to keep stopping as he had done last year, and he was really standing on the throttle out of the Casino square and down the hill to the station. Clark tried Arundell's car with the 15 in. wheels and was lapping in 1 min. 37 sec. but Brabham was under way and, with fists clenched tightly on the steering wheel and a fair amount of opposite lock, he got down to 1 min. 35.7 sec., but then Clark in Arundell's car set a new fastest time with 1 min. 35.5 sec. and then stopped and changed over to his own car, on 13 in. wheels, and did 1 min. 34.7 sec. Hailwood now got his feet slightly mixed up on the pedals (it only needs a split-second error on the Monaco circuit to get you into trouble) and he clouted a wall with the Lotus 25, bending the front but not hurting himself. There was now a great deal of high-speed traffic out on the circuit and Gurney, Bandini, Graham Hill, Brabham and Clark all went charging through the Casino square as if they really meant business; they obviously did for Gurney got down to 1 min 34.7 sec., Bandini to 1 min. 35.5 sec., Hill to 1 min. 34.8 sec., Brabham to 1 min. 34.6 sec. and Clark to 1 min. 34.1 sec., and then they all stopped for a breather with Clark holding f.t.d. Although the regulations said that only 16 of the entry could start and these would be on practice times, this charging about was to get a front row grid position, which is always much more important than just qualifying. As 9 a.m. approached the sun began to shine and everyone went for a final fling. McLaren came to an abrupt halt before the Casino bend when his right-hand steering arm broke, this being one of the new cast electron variety, and Gurney disappeared down to the station hairpin with smoke pouring out of the back of his Brabham, and did not come round again, but Brabham had a last go and equalled Clark's time of 1 min. 34.1 sec. but the wily Scot was even then clocking 1 min 34 sec. to take f.t.d. and fastest ever on the Monaco circuit.

PRACTICE TIMES

No.	Driver	Car	Thurs-day	Friday	Satur-day
1	A. Pilette	Scirocco-Climax V8	—	—	—
2	P. Revson	Lotus-B.R.M. V8	1. 44.2	1. 39.9	1. 39.9
3	B. Collomb	Lotus-Climax V8	1. 44.4	1. 41.8	1. 41.4
4	M. Trintignant	B.R.M. V8	1. 38.5	1. 38.3	1. 38.1
5	J. Brabham	Brabham-Climax V8	1. 35.1	1. 34.1	1. 36.5
6	D. Gurney	Brabham-Climax V8	—	1. 34.7	1. 34.7
7	R. Ginther	B.R.M. V8	1. 38.1	1. 36.5	1. 35.9
8	G. Hill	B.R.M. V8	1. 35.3	1. 34.8	**1. 34.5**
9	P. Hill	Cooper-Climax V8	1. 37.0	1. 35.9	1. 39.5
10	B. McLaren	Cooper-Climax V8	1. 37.7	1. 36.6	1. 37.8
11	P. Arundell	Lotus-Climax V8	1. 37.3	1. 35.5	—
12	J. Clark	Lotus-Climax V8	—	**1. 34.0**	1. 34.9
14	I. Ireland	Lotus-B.R.M. V8	1. 38.2	—	—
15	T. Taylor	B.R.P.-B.R.M. V8	1. 38.2	1. 38.1	1. 38.5
16	R. Anderson	Brabham-Climax V8	1. 40.0	1. 38.3	1. 38.0
17	C. Amon	Lotus-B.R.M. V8	1. 40.8	1. 39.8	1. 39.1
18	M. Hailwood	Lotus-B.R.M. V8	1. 39.6	1. 38.5	1. 39.2
19	J. Bonnier	Cooper-Climax V8	1. 38.6	1. 37.9	1. 37.4
20	L. Bandini	Ferrari V6	1. 36.0	1. 35.5	1. 36.5
21	J. Surtees	Ferrari V8	**1. 35.0**	1. 35.6	**1. 34.5**
22	G. Baghetti	B.R.M. V8	—	—	—
23	A. Maggs	B.R.M. V8	—	—	—
24	J. Siffert	Lotus-B.R.M. V8	1. 39.4	1. 39.8	1. 38.7
T	J. Surtees	Ferrari V6	—	1. 36.0	—

On Saturday there was another hour of practice after there had been two short F.3 races and Surtees had the V8 Ferrari repaired, McLaren was using the 1963 Cooper, Phil Hill's 1964 Cooper had steel " safety keeps " on the cast steering arms in case he suffered a breakage, Arundell was without a car as it was being converted to take 13 in. wheels and the job was taking longer than expected, and the Parnell mechanics had done a first-class job of repairing Hailwood's Lotus monocoque, riveting a steel gusset plate into the left front corner, and remaking the wishbone pivot points. With three non-starters and Ireland's car wrecked there were only 19 competitors left to contest the 16 starting positions and all the works drivers were already well up the list, so this final session was only tense for the private-owners at the back of the field and Clark showed Collomb the way round when practice started, but although he improved slightly he hadn't a hope of qualifying. It is interesting that Collomb's best time was 1 min. 41.4 sec., a whole second quicker than Fangio's lap record in 1955 with the W196 Mercedes-Benz, yet it was nowhere near fast enough to qualify to start in this year's race, such is the march of progress. Anderson, one of the few private drivers who really owns his own car, did extremely well to qualify with a time of 1 min. 38 sec., ahead of Trintignant, Taylor, Hailwood and Siffert, in fact he was the fastest of the " owner-drivers " if you exclude Brabham, whereas Amon was disappointing and failed to qualify along with Revson and Collomb. The battle for front row positions still went on but no-one approached the times of Clark and Brabham set up the day before, but Graham Hill and Surtees both ousted Gurney from the second row with equal times of 1 min. 34.5 sec.

On Sunday after Prince Rainier and Princess Grace of Monaco had opened the circuit by driving round in a 2.6-litre Alfa Romeo Spyder the 16 starters were lined up in pairs, each pair being slightly offset to that in front. At approximately 3.15 p.m. engines

STARTING GRID

↑

12 J. Clark (*Lotus 25D-Climax V8*) 1 min. 34.0 sec. — 5 J. Brabham (*Brabham 1964-Climax V8*) 1 min. 34.1 sec.

8 G. Hill (*B.R.M. V8—1964*) 1 min. 34.5 sec. — 21 J. Surtees (*Ferrari V8—1964*) 1 min. 34.5 sec.

6 D. Gurney (*Brabham 1964-Climax V8*) 1 min. 34.7 sec. — 11 P. Arundell (*Lotus 25C-Climax V8*) 1 min. 35.5 sec.

20 L. Bandini (*Ferrari V6—1964*) 1 min. 35.5 sec. — 7 R. Ginther (*B.R.M. V8—1964*) 1 min. 35.9 sec.

9 P. Hill (*Cooper 1964-Climax V8*) 1 min. 35.9 sec. — 10 B. McLaren (*Cooper 1963-Climax V8*) 1 min. 36.6 sec.

19 J. Bonnier (*Cooper 1963-Climax V8*) 1 min. 37.4 sec. — 16 R. Anderson (*Brabham 1964-Climax V8*) 1 min. 38.0 sec.

4 M. Trintignant (*B.R.M. V8—1962*) 1 min. 38.1 sec. — 15 T. Taylor (*B.R.P. Mk. I-B.R.M. V8*) 1 min. 38.1 sec.

18 M. Hailwood (*Lotus 25-B.R.M. V8*) 1 min. 38.5 sec. — 24 J. Siffert (*Lotus 24-B.R.M. V8*) 1 min. 38.7 sec.

Did not qualify : I. Ireland (*Lotus 24-B.R.M. V8*) .. 1 min. 38.2 sec.—insufficient laps.
C. Amon (*Lotus 25-B.R.M. V8*) .. 1 min. 39.1 sec.
P. Revson (*Lotus 24-B.R.M. V8*) .. 1 min. 39.9 sec.
B. Collomb (*Lotus 24-Climax V8*) 1 min. 41.4 sec.

Did not practice : A. Pilette (*Scirocco-Climax V8*).
G. Baghetti (*B.R.M. V8—1963*).
A. Maggs (*B.R.M. V8—1963*).

were started behind the actual grid and when everyone was ready they rolled gently forward onto their allotted positions, the flag was raised and as it came down the whole field got away cleanly for the 100 laps of the Monaco circuit, though Taylor's B.R.P. was dripping petrol from a leak in a tank. Even by the first corner Clark had got the lead and his opening lap was meteoric, so much so that he overdid it at the exit from the *chicane* and bounced violently off the straw bales, but caught it and carried on at unabated speed. Behind him Brabham was leading Graham Hill, Gurney, Surtees and Ginther in a nose-to-tail struggling pack and this group had already left the rest of the runners behind. Two separate races had developed even in the opening lap, there was the group trying to keep up with the flying Clark and the remainder being led by McLaren with most of the second-string works drivers behind him with the private-owners bringing up the rear. For ten laps the order of the leading group was unchanged, except that Clark was further ahead than ever, and Ginther was not quite keeping up the pace of the big-boys. Gurney was making signs of trying to get past Graham Hill and on lap 12 he did this and immediately went past Brabham as well and, looking very grim and determined, he reduced Clark's lead by a second or two, but no more. On this lap Surtees was in real trouble with his gearbox and had dropped behind Ginther, while Taylor had already retired and Siffert was in the pits with trouble in his hydraulic clutch operating mechanism, but continued later. Surtees made a brief pit stop, rejoined the race behind Bandini but was soon back again in the pits to retire with gearbox trouble. In the second group of cars Phil Hill had begun to get into his stride and he overtook Bandini, Arundell and then McLaren but had no hope of mixing with the leaders. McLaren's car was blowing out a lot of oil smoke as the rear main bearing was passing oil and by lap 18 he was out of the race and Arundell was down amongst the private-owners, as apart from never having driven his car on 13 in. wheels until the race started he was also having all sorts of niggling little discomforts such as suspect brakes and gearchange, and an uncomfortable seat. By lap 20 the pace was still very fast and the leading trio were lapping at just over 1 min. 36 sec. but the situation was constant, with Clark 6 sec. ahead of Gurney, but not gaining any more, and Graham Hill holding on close to Gurney. A slight gap had opened up before Brabham arrived, with Ginther just behind him, but the Australian's Climax engine was going off song due to something wrong in the fuel-injection system. As Clark rounded the gasworks hairpin on lap 23 his rear anti-roll bar could be seen broken away from its mountings,

Continued on page 427

THERE'S NOTHING ORDINARY ABOUT A FIAT

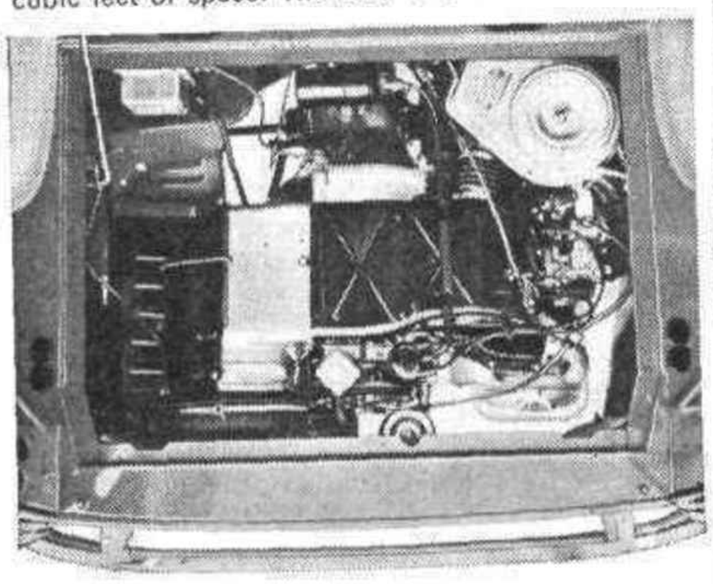
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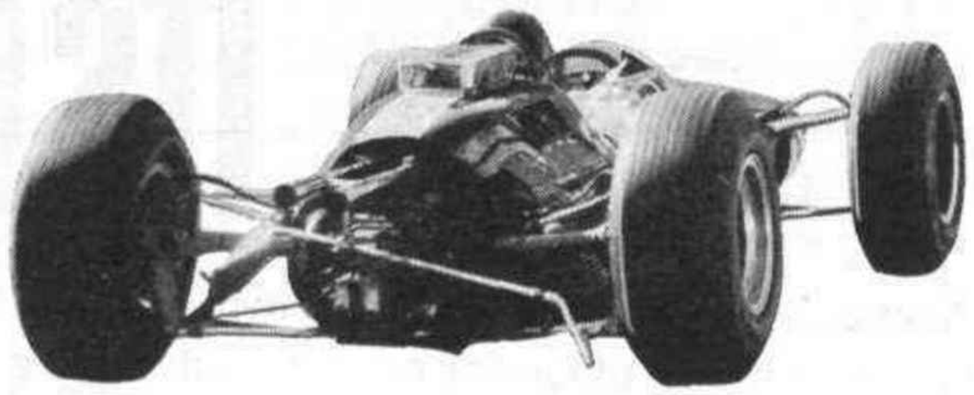
REFLECTIONS ON THE MONACO G.P.

I ADMIT freely that tears of emotion welled up in my tired old eyes as I watched Jim Clark pull out a five-second lead in the first three laps of the 1964 Grand Prix of Monaco. It seemed unbelievable that anyone could go that much faster than the rest of the field when for the past three days of practice all the fast drivers had been within tenths of a second of his best time, and yet there are still people who are reluctant to agree that he is an outstanding driver. Not content with these shattering opening laps he had increased his lead to eight seconds by the ninth lap. Then that great charger Dan Gurney got up into second place and reduced Clark's lead to five seconds, but Clark immediately opened it again to six seconds and held it there. Now one second does not sound very much but it represents quite a long distance as the cars raced down the harbour front towards the Gasworks hairpin, especially when you bear in mind that a mere four and three-quarter seconds was sufficient to cover the whole field of sixteen cars at the end of practice. This demonstration of driving prowess would be sufficient for most people, but Clark added to it when the mountings for the rear anti-roll bar, or stabilising torsion bar, broke away from the chassis, rendering it inoperative and causing the Lotus to have zero roll-resistance at the rear suspension. This happened when he had a six-second lead over Gurney, and during the ensuing laps he opened the gap to ten and a half seconds, until he had to make a pit stop to have the offending pieces removed. Although Clark could not see what was happening to the back of his car, or what had broken, it did not need much knowledge to deduce what was broken for, although the handling characteristics were altered by the lack of roll-resistance at the rear, the difference was consistent on right- and left-hand corners. Anything else in the rear suspension layout, such as a broken spring, a defective shock-absorber, a failing tyre, a faulty suspension linkage or incorrect geometry due to something getting bent, would all have shown up with different characteristics to right and to left. It did not take Clark many laps to appreciate that he had lost all resistance to roll at the rear, but he had no idea that the torsion bar and its linkage system was bouncing up and down on the gearbox, to eventually break up and fall off, except for the left-hand lower wishbone vertical link. However, those drivers he was now lapping were well aware of it as he went by, and most of them eased back instinctively in case the assembly broke off before he was out of their range.

This was the problem facing the Stewards of the meeting, who gathered at the Gasworks hairpin to take a close look at the offending mechanism, for while it was obvious that it was not affecting the handling of the car unduly, or at any rate Clark had adjusted his driving technique to suit, there was the question of the danger to other drivers. Clark could see the Technical Commission peering intently at the back of his Lotus and each lap would give them a raised thumb in an endeavour to assure them that all was well. Meanwhile, Colin Chapman in the Lotus pit was trying to resolve the same problem as the Stewards, and when he finally decided to call Clark in and remove the offending pieces the Stewards had almost decided to give Clark the black flag and force him to stop. At this very instant the anti-roll bar itself and the right-hand link broke free and skated harmlessly along the track, so that when Clark stopped at his pit all danger to other competitors was over and his mechanic had only one short tubular link to remove and he had stopped unnecessarily! What the final outcome of the race would have been if Chapman had delayed his decision for one more lap we shall never know, it is one of those " ifs " that do not enter into the results of motor racing.

That Clark could go as fast without the rear anti-roll bar as he could with it is one of those technical problems like tyre pressures and tyre wear, or shock-absorber adjustments. This mechanism known as an anti-roll bar really came into prominence with modern, soft and long-travel independent suspension, although anti-roll bars have been used since 1920, if not before. Although it is a simple mechanism its use and application is far from simple, and even today it is not fully understood by many drivers and designers. When a car takes a corner its weight is acted upon by centrifugal force through its centre of gravity and its centre of roll, the position of the latter depending on the geometrical layout of the suspension. Roll or lean is very visible when a saloon car takes a corner but not so much on a Grand Prix car, and the lower centre of gravity of the racing car reduces lean anyway. By fixing a torsion bar across the chassis and coupling the ends through links to the suspension members it can be made to resist the roll or lean, while having no effect on the up-and-down movement of the suspension over normal bumps. This torsion bar must be fixed to a very rigid part of the chassis structure, but must be mounted so that it runs freely in its bearings, and if the opposing wheels are raised or lowered in unison the torsion bar rotates and has no effect. If only one wheel is raised then the torsion bar is twisted and its natural springiness will resist this twisting movement, and when the car leans or rolls outwards under cornering forces it is the equivalent of raising the outer wheel and lowering the inner wheel, and this movement is resisted by the anti-roll bar. One can make this anti-roll torsion bar of any required diameter, the thicker it is the greater will be its resistance to twisting, and *vice versa*; the same effect can be attained by the length of the linkage system coupling it to the suspension and adjustments to the amount of roll-resistance can be made by altering these lengths. On the 1964 B.R.M. the rear anti-roll bar system has a simple but effective adjustment that can be effected in a minute or two by repositioning a clamp. Some teams arrive at a circuit with great armfuls of anti-roll bars, varying from things like knitting needles to great iron bars, while many drivers experiment with no anti-roll bars at all.

All this can be applied to the front suspension as well as the rear suspension, but the important thing is that the mountings for the anti-roll bar must be on a very rigid part of the chassis. On the Lotus 25 the front anti-roll bar was arranged so that the whole mechanism was inside the bodywork, above the driver's feet, and when it first appeared a well-known rival team rushed away and copied it. Unfortunately, they did not appreciate that the Lotus 25 stressed-skin construction was immensely stiff, whereas their own tubular space-frame had different strength characteristics and they mounted their anti-roll bar on a part of the frame that was not rigid enough, so that instead of the torsion bar resisting twisting it transferred the twist to the chassis, which resulted in virtually a neutral effect. Although the system looked like that on the Lotus it did not work so well and the car was not renowned for its handling! Sometimes the anti-roll bar is called an anti-sway bar, and both of these terms are shortened in motor racing slang to " roll bar " or " sway bar," while the term " stabiliser bar " is often used and " torsional stabilising bar " is probably as correct as any. This lack of accurate or consistent description often leads to misunderstanding, and when the F.I.A. brought out the ruling that there must be a tubular structure behind the cockpit, on which the car could rest should it overturn, and thus protect the driver's head, this was incorrectly described as a " roll-bar," which came from the American term " roll-over bar " or " roll-over cage." The F.I.A. definition was " arc of security " and it should have been translated into " safety bar " or " safety tube," but loose talking kept referring to the " roll bar " and the lay-mind became confused. Some years ago a B.R.M. driver had his rear " torsional stabilising bar " linkage break during a race and, being fairly new and insensitive, he had not noticed any difference in the handling. At the end of the race his mechanic said " Good heavens, you've been driving with a broken roll bar." The driver didn't know torsion from compression and thought he was talking about the tube behind the cockpit, and replied " Does that matter ? " and his mechanic



Clark's Lotus-Climax lost the use of its rear torsional stabilising bar during the Monaco G.P. but, while it altered the handling characteristics, it did not prevent him from increasing his lead. It can be seen lying uselessly on top of the gearbox.

told him it must have ruined the handling. The driver became very quiet and admits to going away somewhat puzzled, for he hadn't the courage to say that he didn't understand how the "roll-over bar" behind his head being broken could affect the handling of the car. He learnt all about these obscure technicalities later on, but is still not too sure that he understands them, and he is not alone.

To return to the Monaco G.P., there was a phenomenon in practice this year, as in 1963. The lap times recorded in the Thursday session of practice were fast but not outstanding; on Friday morning they were extremely fast, and on Saturday afternoon they were relatively slow again. Now Thursday's slowness is understandable as everyone has to settle in to the circuit and the cars, Friday they are all well under way, and Saturday should be the climax. Before the Saturday practice the F.3 cars, and last year the Formula Junior cars, competed in two heats for the Monaco-Junior Grand Prix, so that it was not long before someone in the pits suggested that the circuit must be covered in oil and rubber after the small car races, and the psychological effect on a lot of the drivers was that they went a lot slower in the last practice. That the suggestion could be true was encouraged by the fact that most of the drivers watched some of the F.3 racing while waiting to begin their own practice. What they seemed to overlook was that on the previous day, when they recorded their best times, the F.1 practice had taken place immediately after the F.3 cars had been out for two lots of practice. On Friday the F.3 cars practised from 5.40 a.m. to 7.15 a.m., during which time the Grand Prix drivers were waking up and wandering around with their eyes still shut. On Saturday the F.3 cars were on the circuit from 2 p.m. until 3.30 p.m., during which time the Grand Prix drivers were all wide awake and keen to have a final fling at making a good practice time. "Psychology and the Grand Prix Driver" would make a good title for a thesis. One American driver summed up the conditions on Saturday with the words: "Slippery, hell, it's always slippery on this goddam circuit."

On a circuit as short and narrow as Monte Carlo the problem of overtaking is a large one, as is the problem of lapping the slower cars, and it is in the solving of situations such as these that the top drivers in Grand Prix racing excel. Just before half-distance there was a wonderful demonstration of this art of judgement, control, confidence and ability that tends to sort out the men from the boys. Near the back of the field Bonnier had just overtaken Trintignant and the dark blue Cooper and the light blue B.R.M. were still close together; behind them Phil Hill was having to ease up slightly because his 1964 Cooper was showing signs of overheating, and this was allowing Bandini to catch him up with the V6 Ferrari. Although Hill and Bandini were behind the other two on the circuit they were in fact about to make up a whole lap on them, and meanwhile the leading trio of Gurney, Graham Hill and Clark were rapidly closing on the works Cooper and the works Ferrari, to lap them for the first time, and to lap Bonnier and Trintignant for the second time. As this situation became more tense on each lap, different drivers had to think differently. Phil Hill was looking for the opportunity to nip past Bonnier and Trintignant without wasting any time, and hoped to be able to get by without Bandini following him through, but meanwhile Bandini could see that if Phil Hill was held up by the two slower cars it was his chance to close right up on the tail of the works Cooper. Behind these four Gurney was getting prepared to pass them all, Graham Hill was concentrating on not letting Gurney out of his sights, and Clark, like Bandini, could see that the situation might develop in his favour and delay Gurney and Graham Hill slightly. Suddenly, on lap 45, the situation broke as they all rushed down the harbour front to the Gasworks hairpin; for a moment the traffic was incredibly dense and one had the fine sight of the big boys of Grand Prix racing at work, and none of the seven cars put a wheel wrong nor did the drivers err in their judgement and actions. It was all over in a flash. Bandini came out best for he was now right on Phil Hill's tail, while Clark lost ground, with the Cooper and the Ferrari between his Lotus and the Brabham and B.R.M. of Gurney and Graham Hill. By the next corner he was by and up with the leaders again, and that fleeting glimpse of Grand Prix drivers really at work was over. It is not possible to plan such a situation, nor to plan the action to take when it arises, but the good drivers can arrive there and improvise as it takes place, all of which has a lot to do with why multiple crashes were very frequent in Formula Junior and very rare in Grand Prix racing.

Later on in the race the leading trio, now with Graham Hill in the lead, came up behind Ginther's B.R.M., which was in fourth place, to lap him, and when you are in fourth position you are not going all that slowly. Clearly Ginther was not looking in his mirrors for he did not move over and let his team-mate by, and Graham Hill had to do a bit of elbowing to get through, which was a bit naughty of Ginther. However, once past, Hill was away but Gurney and Clark were stuck behind Ginther's B.R.M. for a whole lap, as they could not out-accelerate him from corners, nor pass him on the brief straights, and were only lapping faster by reason of faster cornering and later braking. Now, whether Ginther could not see in his mirrors or did not realise that Hill was being chased I do not know, but his first action did not help his team-mate, but his second one most certainly did for it allowed Hill to gain a few extra yards' lead, and every yard was still counting. Having been held up for a complete lap, Gurney was about to force his way by when his Hewland gearbox broke and he was out of the race. Ginther's first action could be called carelessness, while his second could be called team-driving, depending on how you like your motor racing—blood and guts or milk and water.

At the end of the race there was a clever bit of strategy that did not come off due to misfortune. Both Team Lotus cars were sick with no oil pressure and both Clark and Arundell had been to the pits but were told to try and finish as the leader had only a few laps to complete. Clark had been in trouble first and was now behind Arundell, while Arundell was a lap ahead of Bonnier, who was next in the running. After Hill had got the chequered flag Ginther arrived soon after, a lap behind, and then came Arundell three laps behind, with Clark half a lap behind him and Bonnier another whole lap behind. Arundell stopped before the finishing line for Clark to tour round the rest of the lap and lead him over the line, thus making them third and fourth, with Clark getting most points for the Drivers' Championship. If Bonnier arrived before either of them it only meant that he would then be on the same lap as Arundell but still the whole of that lap behind. Unfortunately, Clark's engine expired on the hill up to the Casino and he never completed the lap, so Arundell had been waiting in vain and he crossed the line to complete his ninety-seventh lap in third place, while Clark walked back to the pits.

The search for Championship points is indeed severe. The situation is not made any better by the continuance of the F.I.A. to list drivers in the results who do not receive the chequered flag at the end of a race. The regulations for Grand Prix races still say that a driver must complete at least a certain percentage of the total distance in order to be classified, there is nothing about the car having to still be in the race or even race-worthy when the winner receives the chequered flag. It is going to happen one day where the car that is second crashes on its last lap and while the driver is being taken to hospital he is being acclaimed as having finished second. In a race like Monaco, where the retirement rate is heavy, you could have the situation whereby there were only three cars left running at 80 laps, with the leader two laps ahead of the others. There being no hope of

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Crowded moments on short narrow circuits such as Monaco are when you see the Grand Prix drivers doing part of their job at which they excel. It is here when they have to make split-second decisions and use very fine judgement.

CONTINENTAL NOTES

WHILE at the Targa Florio I had occasion to be taken for a short ride in one of Carroll Shelby's Cobra cars and it was quite an experience. These cars consist of a primitive chassis comprised of two large-diameter tubes, with independent suspension at each end by means of lower wishbones and an upper transverse leaf-spring clamped at its centre point to the chassis frame. In front of the cockpit is installed a 4.7-litre push-rod o.h.v. Ford V8 engine using four Weber downdraught double-choke carburetters and developing in the region of 350 b.h.p. at 7,000 r.p.m. Drive is taken by a 4-speed gearbox through an open propeller shaft to the chassis-mounted differential unit. The chassis-body unit is fundamentally by A.C. Cars of Thames Ditton and is what used to be the A.C. Bristol, and before that the A.C. Ace with vintage 6-cylinder A.C. engine, and before that the design was John Tojeiro's home-made "special." All the chassis components have been considerably beefed up to take the power of the Ford V8 engine, and what started as an amusing hot-rod built by Shelby, has now become an homologated GT car produced in numbers and backed by Ford of America. As can be imagined, when Shelby put the first engine into a standard A.C. Bristol it proved to be pretty vicious, which probably accounted for him calling it a Cobra, and when he started a production line in conjunction with Ford Engine Division and A.C. Cars the name became A.C. Cobra; as it became more successful in competitions the name Ford was tacked on, and then Shelby added his own name, so that it became the Shelby A.C. Cobra Ford V8. Now the business of name-dropping is beginning and A.C. have been dropped in various countries, and we now get entries of Ford Cobra, Shelby-Ford or Shelby-Cobra.

The cars in Sicily were all open 2-seaters which are hairy sports cars, even though the F.I.A. accept them as GT cars, and the juddering, noise and vibration when the engine is started has to be experienced to be believed. Coming out of a corner there is no rising crescendo to peak r.p.m. before the driver changes gear, there is just a shattering explosive noise and the engine is doing 7,000 r.p.m. and the driver is wildly grabbing for the gear-lever, and the next moment he is standing on the brakes and trying to scrabble round the next corner. With his foot off the accelerator pedal there is comparative quiet, but he only has to prod it lightly and there is this shattering explosion of noise again and there you are at the next corner with little or no feeling of actual acceleration. It was a strange experience and because of the negligible cornering power the car possesses, a twisty road becomes a series of "fits and starts" with the steering wheel kicking and juddering and the whole car alive with shaking and vibration. It was all good heroic stuff in the best vintage tradition, but those Ford V8 engines don't half push out some poke. I murmured afterwards that it didn't seem to have much road-holding and the driver said it had a great big anti-roll bar on the front suspension that converted it into a flexible beam axle; I am not sure I understood what he meant!

However, next time I am out in a vintage car and the inevitable peasant comes up and says "Ah! they don't make 'em like that nowadays," I shall *not* give my stock answer of "No, I am happy to say," but instead I shall say "Oh yes they do, and they are called Cobras."

* * *

Spending some time in Modena recently I was greeted by the news that the mighty Fiat concern had introduced a new "tin box" for the populace. They already make boxes in 500-c.c., 600-c.c. and 1,300-c.c. sizes, and this new one was 850 c.c. One newspaper came out with the headline that said: "New Fiat 850 will fill a gap." Now of that I am quite sure, for at the moment it is just possible to drive fast in Northern Italy by dodging in and out of the gaps in the streams of cars that clutter up the roads, but when the 850 has filled these gaps, as they surely will, then fast motoring will cease and we shall join the happy throng of 50-60-m.p.h. queue-dwellers. Though perhaps that is not what the journalist-gentleman meant. Lovers of real motor cars can take heart for Ferrari and Maserati are still in production with GT cars and the latest 250 and 330GT Ferraris get prettier and more desirable every day. Maserati have just got under way with a new version of their 6-cylinder GT car, the engine now being enlarged to 3.8-litres and a new and spritely-looking coupé 2-seater has been introduced. The previous 3500GT Maseratis always looked a bit ponderous alongside a 250GT Ferrari, but the new one is shorter and much more Gran Turismo looking.

A few miles out of Modena there are some interesting happenings in the GT world at a brand new factory at St. Agata, built by Cavv. Lamborghini for the production of a 3½-litre V12. cylinder GT car. This project has been under way for some time and the end of this summer should see production begin. Lamborghini is a man who owns a large industrial concern that manufactures agricultural tractors, air-conditioning plants and refrigeration plants, and he decided he would like to go into the luxury, high-performance GT car business. He has known about fast cars for a long time and has two Ferraris in his family at the moment. Unlike some well-meaning enthusiastic types who try to start a business on a shoe-string, Mr. Lamborghini has sunk a large sum of money into the project and built a brand new factory, in which test houses and machine shops are already functioning, as well as the design department. The basic design of the car was done by Giotto Bizzarini, who used to be with Ferrari, and a team of young designers has taken over the development work. The heart of the Lamborghini is undoubtedly the engine and the very first one was built almost as a racing power unit, with a free hand to carburation, cam-design, compression ratios and so on. It is a 60-degree V12-cylinder of 77 × 62 mm. bore and stroke, giving 3,464 c.c., and has two overhead camshafts to each bank of cylinders, the drive being by triplex-silent chain. Inlet ports are down between the inclined valves on each head and exhaust ports are on the outside of the heads. The first engine used downdraught carburation and dry-sump lubrication, and immediately gave 360 b.h.p. at 8,500 r.p.m., and as this was far in excess of what Lamborghini wanted the original specification was detuned to give 270 b.h.p. at 6,500 r.p.m. This was a very sound start to producing a flexible and reliable engine for touring, not for racing, and the production engines, of which the first fifty are now being produced and assembled in the St. Agata factory, have horizontal double-choke Weber carburetters mounted above the exhaust camboxes and feeding through right-angle manifolds into the downdraught inlet ports. This arrangement gives a low overall height to the power unit and sufficient power, as well as utilising a mass-produced Weber carburetter, it also fits in with the air intakes and filters which are built into the front-wheel valances. Wet-sump lubrication is used on the production unit and coil ignition with an alternator, while in front of the radiator are two electric fans, one coming into operation through an automatic thermostat switch, the other being switched on by hand as and when the driver wishes. The chassis frame is a very robust platform arrangement built up from square-section tubing, mainly because it costs no more than round-section tubing and is easier to attach things to. Suspension is independent all round, by double wishbones and coil-spring-damper units at the front, and double wishbones and stabilising links at the rear, with coil-spring-damper units, not unlike the



The interesting Lamborghini prototype with bodywork by Carrozzeria Touring of Milan has a 3½-litre V12-cylinder engine, all-independent suspension, 5-speed gearbox and disc brakes, and is expected to go into production in this form during the summer.

1963 Formula One Cooper layout. A 5-speed ZF all-synchromesh gearbox is attached directly to the rear of the engine and a two-piece propeller shaft with a centre bearing effectively gets rid of all vibrations. A Salisbury differential-final drive unit is mounted rigidly to a sub-frame which itself is attached to the main frame by Silent-bloc bushes and so arranged as to take all torque reactions and spread them evenly in all directions. The 2-door coupé body was designed and built by Carrozzeria Touring of Milan and the accent has been on touring rather than on sport, with very luxurious seats, electric windows and beautifully finished interior. There is an occasional seat in the back, for the inevitable leg-less dwarf that always seems to want to go for a ride in a fast GT car, and while doing this I was rather impressed by the lack of vibrations from the two-piece prop.-shaft or the chassis-mounted differential.

The prototype car has nearly completed its programme of testing and already the decision has been made to start a series of five hundred cars to the same shape and specification as this car, even though there are bound to be minor design changes to assist production methods. The opportunity was taken to drive the Lamborghini up and down the local roads and first acquaintance was very pleasant, the 12-cylinder engine having a very wide rev.-range and going to over 7,000 r.p.m. if need be, and making that wonderful exhaust note that only a 12-cylinder engine can make. The use of a proper 5-speed gearbox, as against four speeds and an overdrive, was very satisfying and blended in with the freely revving engine, while the visibility through the very raked screen was excellent. The windscreen is very much a wrap-round shape and the side windows are curved inwards at the top, and even with both side windows open there is very little wind noise or internal disturbance at 100 m.p.h. The windscreen has the unusual feature of having a single central wiper that cleans the whole screen in one sweep, while rectangular Cibie headlights are used.

When the car is in production it will sell for a price somewhere between the Maserati GT and the Ferrari 250GT, which is not cheap and is certainly not for the peasants to use to fill gaps, for the Lamborghini will be one of those cars that is going to need the gaps for hurrying along. The general set-up at St. Agata is one of seriousness and industrial knowledge, and I feel sure that Mr. Lamborghini will be able to utilise the factory and equipment for something else if the bottom should suddenly fall out of the high-performance, luxury-car market.—D. S. J.

MONACO GRAND PRIX—continued from page 422

though he had undoubtedly lost the benefit of it some laps before but had adjusted his driving to the altered handling characteristics. It made no difference to his pace and, in fact, he speeded up, just to convince everyone that all was well and by lap 30 he had 10½ sec. lead over Gurney while Graham Hill was still keeping his B.R.M. in the Brabham's slip-stream. Brabham himself was losing power consistently now and after Ginther had passed him he retired at the pits rather than risk blowing up the engine. It seems the timing of the fuel injectors was getting out of phase, a trouble he had experienced during practice. The order now was Clark (Lotus), Gurney (Brabham), Hill (B.R.M.), Ginther (B.R.M.), Hill (Cooper), Bandini (Ferrari), Arundell (Lotus), Trintignant (B.R.M.), Bonnier (Cooper), Anderson (Brabham), Hailwood (Lotus), and Siffert (Lotus), there already being four retirements, and all behind Bandini had been lapped by the leaders.

While the organisers were considering whether to black-flag Clark and have the trailing anti-roll bar removed, Chapman was deciding to call him in anyway, but most of it broke off and slid harmlessly out of the way after he had been flagged in, so that when he stopped at the pits on lap 37 there was only one link to remove. However, this took long enough for Gurney and Hill to go by and Clark restarted with them disappearing round Ste. Devote corner. Now the situation was really interesting for Gurney was not hanging about and had 3 sec. lead on Graham Hill and Clark was a further 3½ sec. behind, but using all that the Lotus-Climax could give. Yard by yard he was closing the gap, but Hill was putting on the pressure as well and by lap 49 he was almost touching Gurney on the slow corners while Clark was nearly with them and had lapped at 1 min. 34 sec., a new record. Everyone else except Ginther had been lapped and Phil Hill's Cooper was showing signs of overheating so that he was forced to ease up a little and Bandini was catching him. At 50 laps, which was half-distance, Gurney was still holding a precarious lead from Hill who obviously had ideas about getting in front now, for Clark was right behind the B.R.M. and less than 2 sec. covered the first three cars. Ginther was a lonely fourth and a lap behind came Phil Hill, Bandini and Arundell, and two laps behind Bonnier, Anderson, Hailwood, Trintignant and Siffert. The veteran French driver had dropped back due to overheating and was suffering from scorched feet and was shortly to have to give up. At the end of lap 52 Graham Hill was clearly lining himself up to pass Gurney and thus foil Clark who was looking for an opening to pass them both and as they came down to the station on lap 53 the B.R.M. took the lead and that little effort resulted in a new lap record for Hill in 1 min. 33.9 sec. The battle now eased slightly and it looked as though the leading trio were going to sit it out and make an endurance race of the situation though Clark kept looking for an opportunity to get by Gurney, but before he could do so the Hewland gearbox on the Brabham gave out and Gurney coasted into the pits to retire on lap 62. Ginther had been lapped by his number one so now there was only Hill and Clark on the same lap and Bandini had taken fifth place from Phil Hill, but a few laps later Bandini's gearbox broke (on his 68th lap) and on lap 70 Phil Hill's rear suspension collapsed. Clark's Climax engine was showing signs of "fluffing" at peak r.p.m. just as he changed gear and it later transpired that the fuel-injection pump pressure was not as high as it should be and while this did not slow him down visibly it just took the edge off the car's performance. Meanwhile Graham Hill's B.R.M. was going superbly and the gap between him and Clark was now beginning to open up little by little, until it was 10 sec. at lap 75. The B.R.M. engine sounded as good as ever, as did Ginther's which was in third position now but a lap behind, whereas Clark's Coventry-Climax engine was "fluffing" more and more at high r.p.m. and he was having to change gear a bit sooner and it was now blowing out oil smoke. By lap 80 the issue was settled for the B.R.M. as crisp as ever was 14½ sec. ahead of the Lotus, which by comparison was rough and smoky, but Clark had not given up and was about to lap Arundell for the third time. At 90 laps the gap was still 14½ sec. but on lap 92 Hill came round on his own, and then Ginther appeared, now in second place, and Clark came coasting along with all his oil pressure gone. There was little or no oil in the system, for what had not leaked out had been burnt and he stopped at the pits to retire before the engine was wrecked. He was still in third place when he stopped and the leader had only a few more laps to do so Colin Chapman told his driver to go on and try and nurse the car round for a lap or two. Regulations forbade the adding of any more oil so Clark set off again and coasted wherever possible. He was now three laps behind the leading B.R.M. and not far behind Arundell who had taken third place and who was suffering from the same malady of no oil, so no oil pressure. As the B.R.M. team received the chequered flag for another magnificent 1st and 2nd, the second year running, Clark's engine siezed up on the climb to the Casino, so he was unable to finish his last lap and Arundell, who had had a comparatively slow and miserable race, took third place. It had been a superb race, where the strength of the machinery had been all-important and B.R.M. engines, B.R.M. gearboxes and B.R.M. chassis had come through without a blemish. Clark was not the only unfortunate one for Anderson went out on lap 91 when the bolts holding the end cover on his Hewland gearbox worked loose and let all the oil out, causing his retirement. Bonnier and Hailwood were still running at the end, after consistent drives, and Siffert brought up the rear after numerous pit stops for adjustments.—D. S. J.

Results

XXII MONACO GRAND PRIX—Formula One—100 Laps
314.5 Kilometres—Very Hot

1st : G. Hill (B.R.M. V8—1964) .. 2 hr. 41 min. 19.5 sec.—116.910 k.p.h.*
2nd: R. Ginther (B.R.M. V8—1964) .. .. .. 99 laps
3rd: P. Arundell (Lotus 25C-Climax V8) .. .. .. 97 laps
4th : J. Bonnier (Cooper 1963-Climax V8) .. .. .. 96 laps
5th : M. Hailwood (Lotus 25-B.R.M. V8) .. .. .. 96 laps
6th : J. Siffert (Lotus 24-B.R.M. V8) .. .. .. 78 laps

No other cars running at finish.

Fastest lap : G. Hill (B.R.M. V8) on lap 53, in 1 min. 33.9 sec.—120.575 k.p.h.*

* *New records.*

Retired : T. Taylor (B.R.P.-B.R.M. V8), petrol leak; J. Surtees (Ferrari V8), gearbox; B. McLaren (Cooper-Climax V8), oil leak; J. Brabham (Brabham-Climax V8), injection; M. Trintignant (B.R.M. V8), driver overheated; D. Gurney (Brabham-Climax V8), gearbox; L. Bandini (Ferrari V6), gearbox; P. Hill (Cooper-Climax V8), rear suspension; R. Anderson (Brabham-Climax V8), gearbox; J. Clark (Lotus-Climax V8) engine.

16 *starters* — 6 *finishers.*

N.B.—Official results credited Clark 4th, Anderson 7th, P. Hill 9th and Bandini 10th, even though they had all broken down and retired. By F.I.A. ruling they had completed sufficient laps to be qualified.

WHITSUN RACE MEETINGS

500 KILOMETRES AT SPA (May 17th)

THE Automobile Club of Spa ran a 500-kilometre race for homologated GT cars on the magnificent circuit at Francorchamps in weather that was perfect for spectators but a bit too hot for the drivers. Counting for the Manufacturers' Championship, the race attracted a good entry and 44 cars started, divided into classes of 1,300 c.c.-1,600 c.c., 1,600 c.c.-2,000 c.c., 2,000 c.c.-3,000 c.c. and over 3,000 c.c. Mike Parkes, driving the Maranello Concessionaire's 1964 Ferrari GTO, ran away with the race completely unchallenged, but for a time Protheroe in his competition Jaguar E-type had the rest of the Ferrari GTO contingent worried, but then his ZF 5-speed gearbox gave trouble and he was forced to stay in 4th gear, and dropped further and further back. A serious challenge could have come from Phil Hill driving the Shelby A.C. Cobra coupé for in practice he was only a fifth of a second slower than Parkes, but in the race he was delayed on the opening lap by fuel starvation and lost a great deal of time while this was cured. He eventually got going, too far behind to be a challenge, but he proceeded to set up new lap records and finally got down to 4 min. 04.5 sec., a speed of 207.607 k.p.h., whereas Parkes could do no better than 4 min. 06.8 sec. The three open 2-seater Shelby A.C. Cobras, driven by Ireland, Bondurant and Schlesser, ran in close company, lacking the speed of the Cobra coupé, and raced against each other, but were only just a match for the privately-owned Porsche 904 cars. While Ferrari was happy to leave the winning to his customers, Porsche took no chances and entered Barth with a factory 904 and he had no difficulty in winning his class and finishing fifth overall. The Aston Martin DB4GT cars of Salmon and Hetreed both succumbed to engine troubles and were never in the running.

Although Ferrari cars had a sweeping victory, and on paper appeared to have been unchallenged, nobody could have failed to appreciate the potentialities of Phil Hill in the A.C. Cobra-Ford V8 coupé, for once the blockage in the fuel system had been cured he went incredibly fast and consistently until the end.—D. S. J.

Results :

500 kms. SPA-FRANCORCHAMPS—GT Cars—36 Laps—Very Hot

1st :	M. Parkes (Ferrari GTO 1964) ..	2 hr. 32 min. 05.2 sec.—200.254 k.p.h.
2nd :	J. Guichet (Ferrari GTO 1964) ..	2 hr. 33 min. 14.1 sec.
3rd :	L. Bandini (Ferrari GTO 1964) ..	2 hr. 34 min. 20.4 sec.
4th :	D. Piper (Ferrari GTO 1963) ..	2 hr. 36 min. 18.8 sec.
5th :	E. Barth (Porsche 904 GTS)	35 laps

Fastest lap : P. Hill (A.C. Cobra-Ford V8), in 4 min. 04.5 sec.—207.607 k.p.h.

THE B.A.R.C. WHITSUN GOODWOOD MEETING

IT is traditional for historic racing cars to deport themselves before the delighted spectators at Goodwood on Whit-Monday, giving the Paddock bays the atmosphere of old Brooklands, and this year the B.A.R.C. put on a race for vintage sports cars as well. The former was the more satisfying, with drivers seen to be working very hard, in cars seemingly on the ragged edge of control. From scratch, over 10 laps, John Williamson in his 3-carburetter 3/4½-litre Bentley struggled to keep in front of Bishop's 2-litre Aston Martin, a fearfully close battle, until Bishop got by down Lavant straight on lap eight, only to spin at Madgwick and again at St. Mary's on lap nine, leaving Williamson's Bentley in possession of the race and Charnock's 4.3 Alvis and Freeman's Spa Aston Martin in second and third places. The up-to-1,500-c.c. class was won convincingly by Jones' Centric-supercharged J4 M.G., which lapped at 71.8 m.p.h. with a surprisingly deep exhaust note, Elwell-Smith's Aston Martin second and Rolt coming up spiritedly to third place in his Ulster Austin. The onlookers applauded not only the winners but every meritorious driver.

The historic racing cars had a 15-lap scratch race which the Hon. Patrick Lindsay was in process of winning easily in E.R.A. R5B when the key preventing the S.U. piston from turning fell out, allowing Wilks' 1952 Cooper-Bristol to lead on lap six, hotly pursued by Waller's E.R.A. R9B, which had started from the back of the grid. Whereas Lindsay had cornered faultlessly out of the *chicane*, Waller slid all over the road. He made fastest lap, at 84.71 m.p.h., but failed to catch Wilks by 0.2 sec. Going considerably slower, Morris was third, in Kergon's E.R.A., ahead of Salvage's Connaught, Bishop's Aston Martin and Smith's Darracq. Margulies' Connaught non-started and there were a great many retirements, while the race was also spoilt when Day spun his E.R.A. R6B at St. Mary's on the opening lap, collecting Gahagan's E.R.A., Spence's Frazer Nash-Alvis and another car. In the sports-car race Williamson's Bentley, of 5.7-litres by using 4 cylinders of an old 8-litre block, with special rods, in Burton's " de Dion " chassis, was too stiff to run but may soon be a potential E.R.A. eater.

The big race was the 21-lap Whitsun Trophy Race, a sort of very minor Le Mans, which Salvadori dominated from lap seven onwards in Tommy Atkins' brutish 5-litre Cooper-Maserati, coping manfully with a car he afterwards described as understeering, oversteering and being in trouble generally. The opening stages had shown up Olthoff in a very favourable light, for he fairly flicked the Willment A.C. Cobra through Woodcote. However, this was to no avail, Moss' 2½-litre Repco Brabham-Climax, driven by Dibley, also passing the A.C., on lap 12. Salvadori lapped at 99.31 m.p.h.—and came in to find they had mislaid the trophy! Class winners were Salvadori, Paterson (Lola-Climax), Olthoff, and Capel (Lotus). Stewart's Ecurie Ecosse Tojeiro with 4.7 Ford engine lasted but two laps before the rear suspension failed, Lumsden's works Jaguar E-type was delayed by an oil leak, Chambers (Lotus Elan) failed to give way to a faster car and was pushed into the *chicane* wall, and Lanfranchi's Elva B.M.W. held fourth place from lap six to 15 before retiring. Moss' Porsche 904 driven by Trevor Taylor was second in its class to the A.C. Cobra.

The supporting races were the Reg Parnell Trophy (presented by Lord Chesham) for F.3 cars, won easily by Mac's Brabham-Ford, a saloon-car race from which Doc Merfield's V8 Ford Cortina dropped out on lap eight while in the lead, Olthoff winning in the Willment Ford Cortina GT from Swanton's and Nicholson's Lotus Cortinas, and a saloon-car handicap won by Cox's A40. Racing was delayed four minutes in deference to the TV cameras.—W. B.

Results :

Reg Parnell Trophy Race (F.3) :	R. Mac (Brabham-Ford) ..	91.38 m.p.h.
Vintage Sports Cars Scratch Race :	J. T. Williamson (Bentley)	74.73 ,,
Saloon Car Scratch Race :	J. R. Olthoff (Ford Cortina GT) ..	86.01 ,,
Historic Racing-Car Scratch Race :	W. E. Wilks (Cooper-Bristol)	82.51 ,,
Saloon Car Handicap :	M. F. Cox (Austin A40)	78.06 ,,
Whitsun Trophy Race :		
1st :	R. Salvadori (5-litre Cooper-Maserati)	96.15 ,,
2nd :	H. P. K. Dibley (2½-litre Repco Brabham-Climax).	
3rd :	J. R. Olthoff (4.7-litre A.C. Cobra).	

CRYSTAL PALACE (May 18th)

THE main event at Crystal Palace on Whit Monday was the London Trophy for F.2 cars, split into two 20-lap heats and a 40-lap final, the first four from each heat and the next six fastest going into the final. The first heat consisted of what the organisers, the B.A.R.C., considered to be the fastest drivers, with Jim Clark, Peter Arundell and Mike Spence in Ron Harris Lotuses, Graham Hill in John Coombs' Cooper, Mike Beckwith and Tony Hegbourne in Normand Coopers, Tony Maggs, Richard Attwood and Bill Bradley in M.R.P. Lolas, Dennis Hulme in a works Brabham, Frank Gardner in Willment's new Brabham, and Brian Hart in a Lotus. All were fitted with the Cosworth SCA engine.

Peter Arundell's Lotus expired on the warming-up lap with carburation bothers, so he was transferred to heat 2, and the Harris team was reduced to one when Mike Spence's gearbox packed up on the first bend. Bradley and Hart collided at the same spot and put themselves out. Jim Clark shot through into the lead from row three of the grid but Graham Hill had taken charge by the end of lap one and kept safely in front of Clark for the whole 20 laps. Behind these two a furious battle went on for third place between Attwood, Hegbourne, Beckwith and Hulme. The latter eventually took third place by outbraking Attwood into North Tower bend, with Hegbourne taking fifth place. Poor Mike Beckwith had the misfortune to hit a dog which had been allowed to stray onto the circuit; the dog was killed and Beckwith was lucky not to lose more than a wheel, as the accident happened at the dangerous New Link bend.

Heat 2 had Rodney Bloor, Dave Prophet and Roy Pike in Lotuses, Sid Fox in a Gemini, the Austrian drivers Jochen Rindt and Kurt Ahrens in Brabham and Cooper respectively, David Hobbs in the works Merlyn, Alan Rees in the Winklemann Brabham, French driver Jacques Maglia in a new Brabham, John Ampt in an Alexis, A. J. C. Newton in an elderly Eneryson, and, of course, Arundell.

David Hobbs made a good start and led most of the way round the first lap but Rindt was in the lead by the pits. Alan Rees also passed Hobbs and closed right up to Rindt but could not get past, and the two stayed nose-to-tail for the rest of the race, with the

Continued on page 477

THE EVOLUTION OF MODERN SMALL CAR ENGINES

(Continued from the May issue)

STANDARD-TRIUMPH. The second paper at last year's I.A.E. Automotive Division Symposium was delivered by D. C. Eley, New Projects Engineer, Standard-Triumph Ltd., and dealt with the conception and design details of their 803-c.c. engine, its redesign to 948 c.c., the design of the twin-carburetter version and a further redesign to 1,147 c.c., in both single- and twin-carburetter versions.

Before engine design was started a careful study was made of the vehicle as a whole and, this decided upon, a power-required curve was drawn, based on frontal area, aerodynamic coefficient, weights, tyre sizes, etc. This determined performance characteristics with the most suitable gearing.

Mr. Eley commenced his paper by outlining his preference for a water-cooled engine, after enumerating the many known advantages of air-cooling—and adding another, viz, that such engines are undoubtedly attractive "in territory where water may not be readily obtainable"!

The point was made that there are few examples of air-cooled units with four or more cylinders in present production. Standard-Triumph went for water-cooling as giving much greater refinement from very much better sound absorption, improved fuel economy on account of a small fan absorbing considerably less power, and simple, smell-free interior heating. The greater power outputs obtainable were regarded as of no moment when dealing with normal mass-production engines.

Two-stroke engines were apparently considered but "those available at the time" did not compare with four-stroke units and noise would have been a big problem. Four cylinders instead of two were chosen for the obvious improvement in refinement, and an in-line arrangement was considered preferable to a vee-four or flat-four as it was cheaper to make and there was ample space between the front wheels to accommodate it. The flat-four was regarded as taking longer to assemble than an in-line engine, having more parts, and as the labour force on the assembly lines cannot be reduced, as in the machine shops, by transfer machinery, this increases cost. The lengthy pipe-work and hot-spot complications were also against the flat-four.

It was realised that an o.h.v. engine was essential to get sufficient power from an economical size of package but to off-set the considerably greater machine-tool and assembly costs vertical valves in bath-tub chambers were chosen, instead of inclined valves in a wedge-shaped chamber.

To obtain a genuine 60 m.p.h., 23 b.h.p. at the road wheels was required, or a test-bed figure of 26 b.h.p. With the fuel available at the time, a 7-to-1 c.r. and Standard-Triumph's knowledge of the type of combustion chamber used, an estimated power curve showed 26 b.h.p. at 4,500 r.p.m. from 800 c.c.

Bore and stroke were dictated by the desirability of using an existing set of new and expensive cylinder boring and honing machinery of the fixed-centres multi-spindle type. A bore of 58 mm., with water all round the barrels, was a practical production casting and, with a stroke of 76 mm., gave a swept volume of 803 c.c. The stroke/bore ratio of 1.3 to 1 was high by modern standards but enabled adequate size valves to be used.

It was known that the design would remain in production for an extended period and the engine was deliberately made robust, particularly the crankshaft, rods and block. Careful consideration was given to accessibility of components, minimum number of parts, simple machining and reduction in cost. All auxiliaries were put on the camshaft side, leaving the other side free for manifolds, carburetter, air cleaner and silencer.

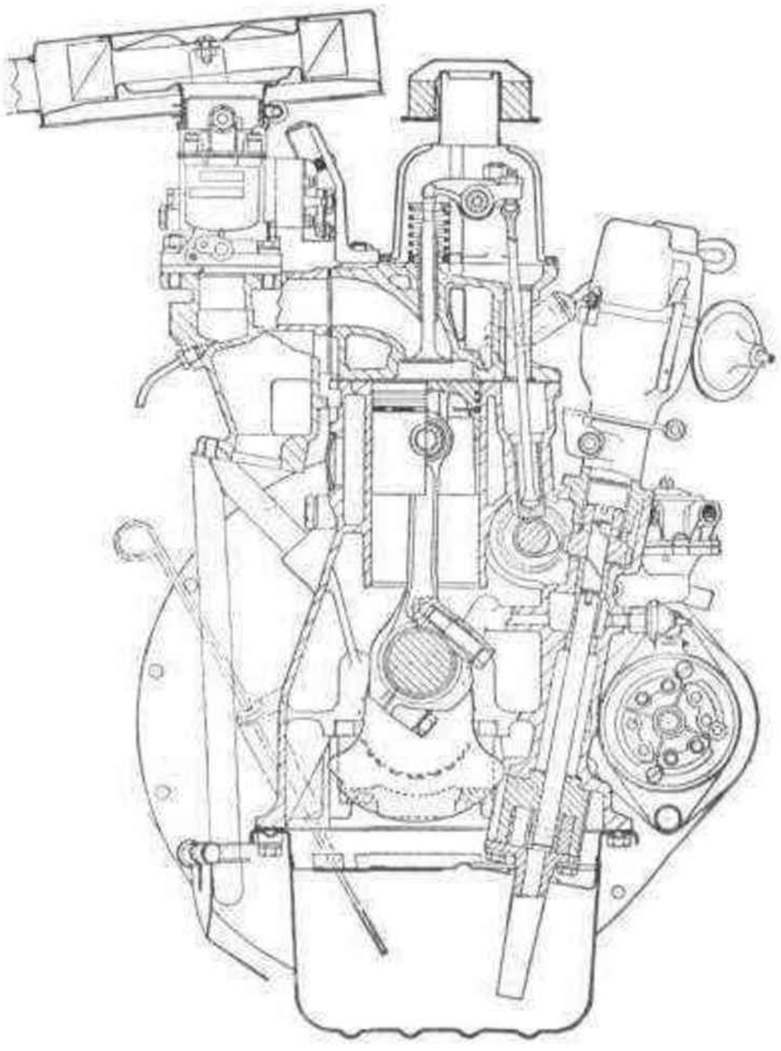
The block was of B.S. 1452/17 cast-iron, extended below the crankshaft, because with the split line on the crankshaft centre-line the only way of obtaining the required block stiffness and gearbox mounting would have been to use the more expensive and vulnerable cast sump. The extended block also allowed for bridge-pieces at front and rear over the bearing caps, thus presenting a continuous flat surface for a simple sump pressing.

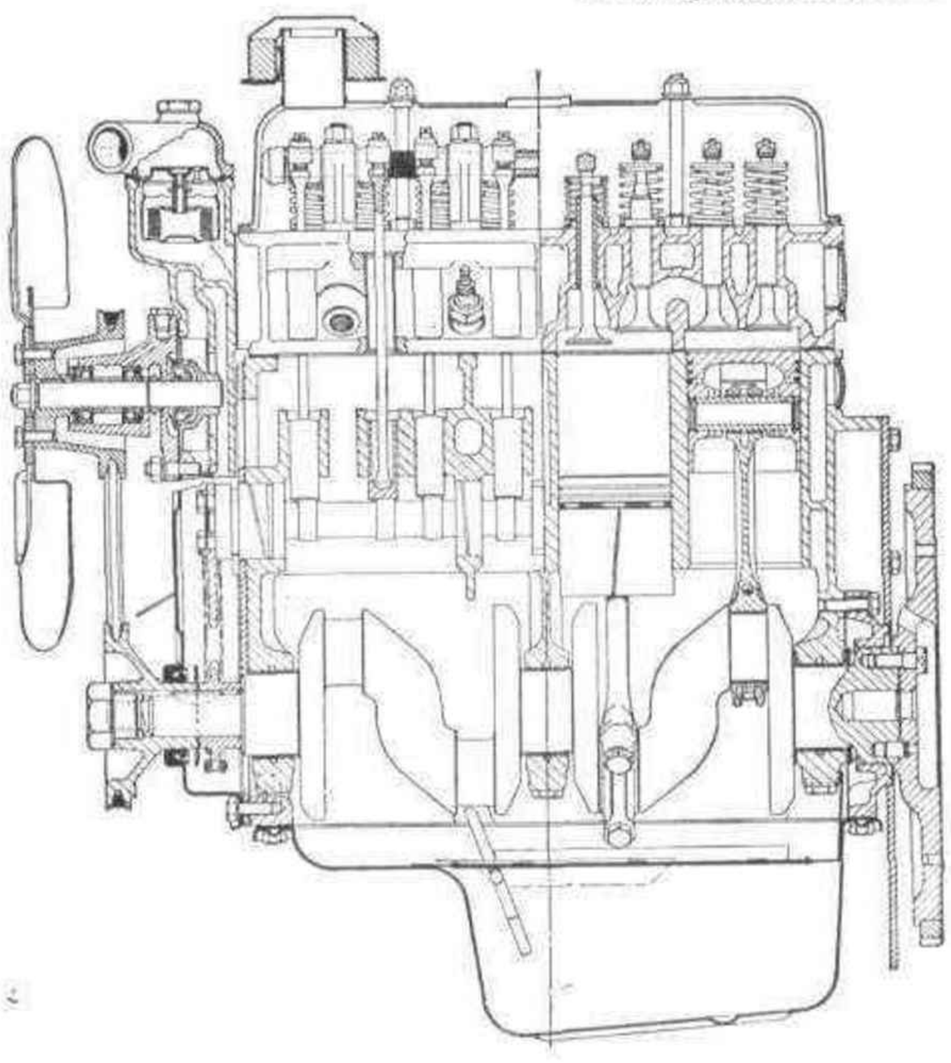
The original design allowed for integral front and rear flanges to eliminate pressed engine mountings. This improved beam strength of the block/gearbox unit, although weight and casting prices increased. Unfortunately the almost new foundry moulding boxes were not large enough to accept flanges and rather than waste many thousands of pounds, pressed mounting plates were adopted.

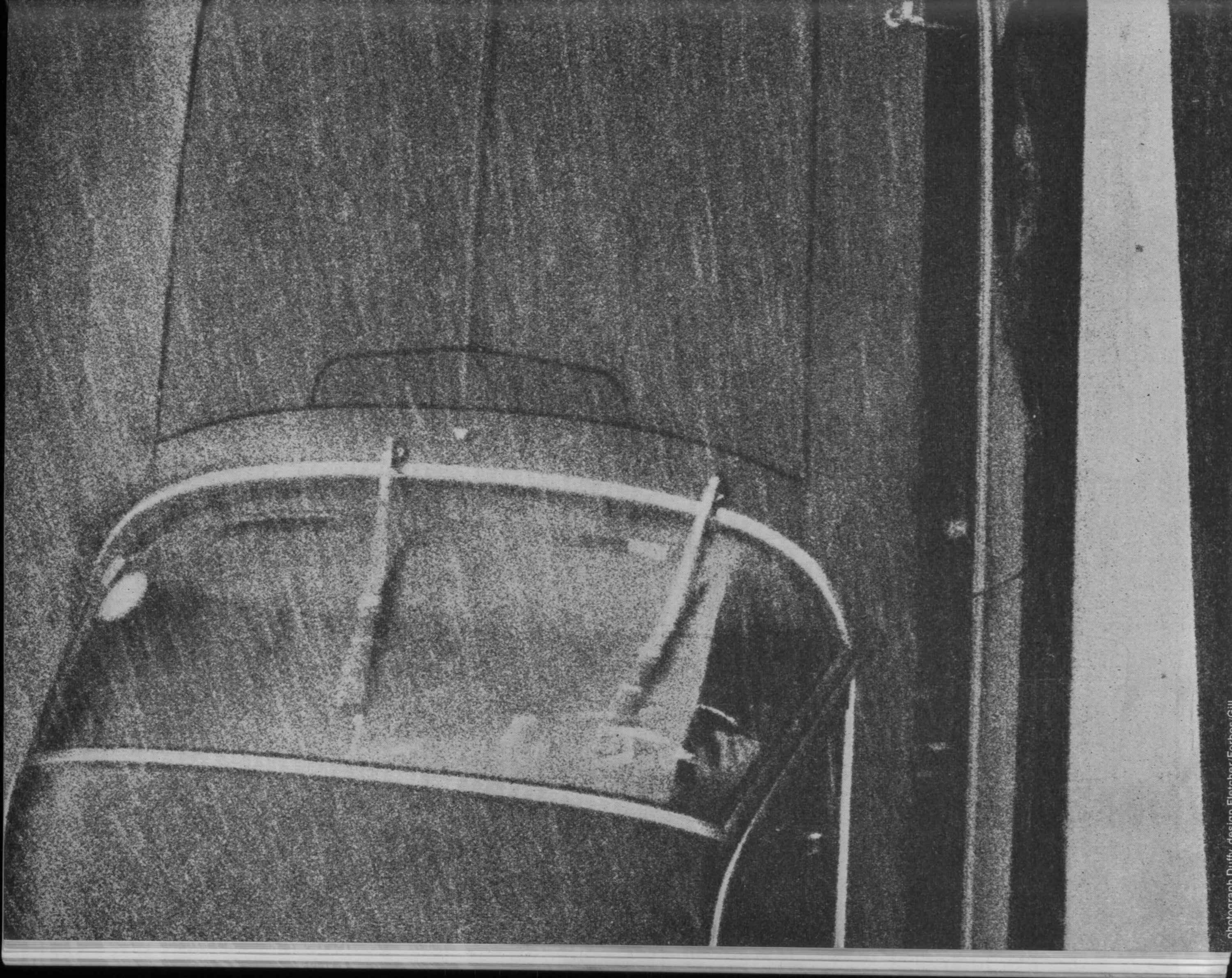
The design catered for a 3-bearing crankshaft, the bearing caps

Sectional views of the 1,147-c.c. Triumph engine as used in the Triumph Herald and in two-carburetter form in the Triumph Spitfire sports car.

[Drawings by courtesy of the I.M.E.]





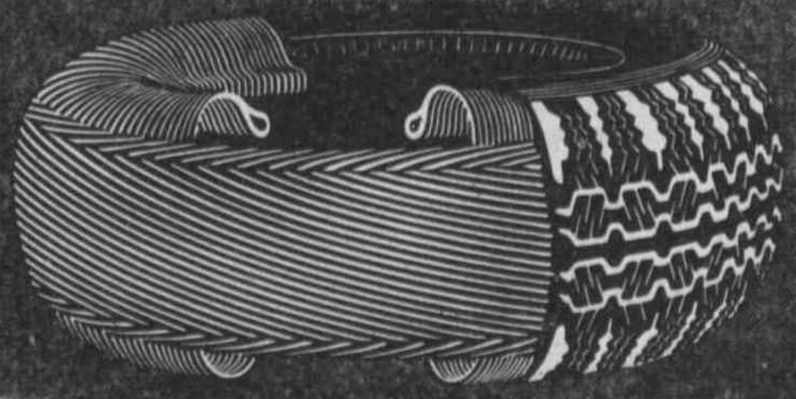


Photograph Duffy design Fletcher/Forbes/Gill

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located by a tenon in the block and $\frac{7}{16}$-in. bolts with spring washers. The bolt centres varied one side to the other to ensure correct assembly of the caps.

The crankshaft was of manganese-molybdenum En. 16T with 277-311 Brinell hardness. The camshaft was of chilled cast-iron running direct in the block, driven by a $\frac{3}{8}$ in.-pitch endless chain, of the Simplex type, tensioned by the Company's patented spring-steel blade with chromium-plated surface. Bucket tappets were used, as giving a better bearing extending nearer the nose of the cam than a mushroom tappet and because they can be fitted and removed with the camshaft in position.

Rather unusual, the skew-gears for the distributor and oil-pump were both of cast-iron, but by providing good lubrication and using a 46° helix angle on the driving gear, ensuring correct gear proportions and surface treatment, copper-plating the driven gear and giving the shaft a Bonderite and Parkerizing treatment before dipping it in a Dag compound, completely satisfactory operation was achieved.

The oil pump was positioned above the sump tray and oil level to enable various sump shapes to be used, and is of internal and external rotor type. Due to its high level, oil was not fed back to the suction side. An angled con.-rod enabled withdrawal through the bore but necessitated accurate location of cap to rod by press-fitted hollow dowels in the cap engaging reamed holes in the rod. Strength for strength, this design is heavier than a straight-split rod. The pistons had two compression rings of 4K6 and a slotted scraper ring to D/26 proportions, of DTD 485.

It was decided that siamesed inlet ports would suffice, and save cost by lower weight, simpler castings and less machining, but the expense of a water distribution tube in the head was considered technically justified, water being diverted on plug bosses, valve-seat areas and down into the block. Additional water holes between head and block gave freedom from steam pockets. Normal cast-iron is considered quite suitable, even for tuned engines, providing even sections can be maintained and good directed water flow is provided.

A combined spindle and bearing water pump having been "a most unfortunate and expensive experience on a larger engine unit," separate ball bearings with a seal on their outer ends running on a stainless-steel spindle to which was attached the impeller, was specified. Push-rods were of $\frac{7}{32}$-in. steel wire of En 8R and hardened to VPN 600 to 750. The cast-iron B.S. 1452/7 rockers had a ratio of 1.5 to 1 and pads chilled to Rockwell C.48 Min. Cast-iron pedestals were later replaced by pressure die-cast alloy ones. Inlet valves were of Silchrome (En. 52) and exhaust valves of XB (En. 59), both ends flame hardened and the seats at 45°. Eleven $\frac{3}{8}$-in. manganese-molybdenum steel (En. 16T) head studs were used; the original c. and a. gasket was replaced by a corrugated steel sheet gasket.

A Solex carburetter fed through a single cast-iron manifold unit. The engine gave its designed power, and 470 lb. in. torque at 2,500 r.p.m., on 74-octane fuel. The Standard Eight went into production in June 1953. Service complaints led to the exhaust pipe attachment being altered from 2- to 3-stud with cheaper steel in place of asbestos washer, spigot protected, to obviate leaks, and flywheel ring hardness had to be reduced from VPN (30kg.) 625-725 to VPN (10 kg.) 525-625 to bring the starter pinion life up to that of the ring.

When the Sales Dept. called for more performance a new cylinder block casting with 63 mm. bore gave a capacity of 948 c.c. Inlet valve throat diameter was increased from 0.94 to 1.06 in., exhaust valve diameter from 0.88 to 0.94 in., lift being unchanged Some 30 b.h.p. at 4,500 r.p.m. was developed, with 555 lb./in. torque, equal to 120 lb./in.^{2} b.m.e.p., lifting car speed from 60/61 to 66/67 m.p.h.

To cater for enthusiasts, a twin-carburetter kit was introduced. An aluminium inlet manifold matched two $1\frac{1}{8}$-in. S.U. carburetters but was very short to enable the rear carburetter to clear the clutch master cylinder, and no air cleaning or silencing was possible. With 8.5-to-1 c.r., high-lift wider-overlap timing (lift, 0.312 in.; timing 18-18-58-58), double valve springs with special collars and cotters, and a separate iron exhaust manifold with free-flowing tracts of fair length, 46 b.h.p. was produced at 5,700 r.p.m. When the 948-c.c. engine went into production in May 1954, the head of the 803-c.c. engine was altered to allow a 1-in.-dia. inlet valve and port, giving a small power increase throughout the range. In April 1956 the steel gasket put the c.r. up to 7.5 to 1, the older c. and a. gasket giving a c.r. of 7 to 1.

With the advent of premium petrol in August 1957 the inlet valves and ports of the 803-c.c. unit were increased to 1.06 in. and the exhaust valve to 0.9375 in., using 948-c.c. valves, the c.r. was put up to 8.25 to 1, 30½ b.h.p. being realised at 5,000 r.p.m., with 510 lb./in. maximum torque. The 948-c.c. engine was given a 28-mm. instead of a 26-mm. carburetter, 12-12-52-52 timing instead of 10-10-50-50, and the c.r. put up to 8.0 to 1, with 0.281 in. valve lift. 36 b.h.p. was developed at 5,000 r.p.m., with 610 lb./in. torque. These engines were designated the "Gold Star" power units.

When the Triumph Herald went into production it had the 948-c.c. engine, giving a top speed of 70/71 m.p.h. As the major components of the engine were made on fully automated machinery and the crankshaft machinery was highly specified, no change in stroke was possible when more performance was sought. So the bore was increased to 69.3 mm., to give 1,147 c.c. This satisfactorily met the performance requirements with a higher axle ratio, but the increased centres and bores interfered with head studs and transfer line locations on the r.h. side of block and head. The problem was solved by moving the bore centre-line $\frac{5}{32}$ in. towards the camshaft, giving a *désaxé* condition. In an attempt to use the existing crankshaft, con.-rods with $\frac{5}{32}$ in. offset to the big-end were designed. Alas, tests showed that the high-loading on one end of the big-end bearings produced breakdown of the surface and heavy wear of the crankpin, and there was evidence of lack of crankshaft stiffness.

A new design, eliminating big-end offset by moving the webs $\frac{1}{16}$ in. from the cylinders, using copper-lead bearings and stiffening the crankshaft with a "flying web" of greater section, was prepared. When redesigning the con.-rod was made so that big- and little-ends could be machined to width at the same time, and subsequent operations eased because the surfaces are at the same height from the location point of view—an immense gain from the production angle.

Mr. Eley felt that full-flow oil filtration was essential with copper-lead bearings but the extra modifications to transfer plant and the added expense caused the experimental engines to be built with by-pass filters. Tests showed that if an engine could be built with the highest degree of cleanliness, bearings and crankshaft were entirely satisfactory. But in practice full-flow filtration was proved to be essential.

For the new 1,147-c.c. engine an up-to-date piston-ring layout was adopted, with DTD 485 top ring chromium-plated, second 4K6 ring taper faced and a DTD 485 slotted scraper ring all to D/24 proportions. Valve size went up to 1.1875 in. inlet, 1.031 in. exhaust, combustion chambers were re-shaped to suit the new bore size, and a 30-mm. carburetter fitted. Output was 41 b.h.p. at 4,600 r.p.m., with 730 lb./in. torque at 2,400 r.p.m.

Final testing involved day-and-night running, alternating between motorways and cross-country routes, and even when the 1,147-c.c. engine had outlasted three 948-c.c. engines, it was still operating perfectly satisfactorily.

A twin-carburetter kit retaining the H.1 $1\frac{1}{8}$-in. S.U.s of the 948-c.c. kit but a high-lift 18-18-58-58 camshaft, gave some 56 b.h.p. at 5,700 r.p.m. on an 8.5-to-1 c.r. An example of the value of developing hotted-up versions of ordinary engines was provided when development of this and subsequent twin-carburetter engines caused oil leakage from the rear crankshaft seal at high r.p.m. Reducing clearance between crankshaft and aluminium seal gave a considerable improvement but temperature checks showed greater running than static clearance to be to blame, and a full cure came with the introduction of cast-iron housings, first for the high-speed units, then for the whole engine range.

For the Triumph Spitfire a new inlet manifold was designed to take twin HS2 $1\frac{1}{4}$-in. S.U.s, and individual pancake air cleaners enabled the length of the inlet manifold tract to be increased. A cast-iron exhaust manifold was retained, of better shape. With the high-lift camshaft and 9-to-1 c.r., 63 b.h.p. at 5,800 r.p.m. was developed, with 780 lb./in. torque at 3,500 r.p.m., giving some 93/94 m.p.h. The modest c.r. and timing were chosen after considerable test work, as they give a tractable engine with low idling speed. The exhaust valves are of 21/4NS. The header tank brackets and petrol pipe clips gave trouble until rubber-mounted.

A de luxe Herald model, the 12/50, was evolved using a free-flow exhaust manifold and the high-lift camshaft, and a 30-mm. d/d. carburetter of the strangler type. The front exhaust pipe was increased to match the manifold and an 8.5-to-1 c.r. used. The engine now gave 50 b.h.p. at 5,300 r.p.m., giving the Herald saloon a top speed of 80 m.p.h., and this direct descendant of the Standard Eight power unit delivers twice the power of the original engine, in comparative, single-carburetter form.—W. B.

(*To be continued*)



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RALLY REVIEW

THE TULIP RALLY

SO far this year, the major International rallies held in Europe have been rather frustrating for the Ford France team. Last year—1963—saw a steady increase in confidence which started with a very near-miss on the Monte Carlo Rally when Bo Ljungfeldt all but won it (he lost 31 minutes on the road replacing a burnt-out clutch), and progressed through successes in French Internationals such as the Routes du Nord and the Picardie to an outright win on the Tulip for Henri Greder and Martial Delalande.

The same pair repeated their success on the Geneva Rally in September, though during the Alpine and the Liège the sun had not shone on their efforts. Also, in the latter part of the year, Jo Schlesser showed that the A.C. Cobra was not entirely unsuitable as a rally car by finishing well up on the Tour de Corse and winning the Criterium des Cevennes.

All this promised very favourably for this season and the opener was to have been an outright win on the Monte Carlo Rally, where they felt certain that a repeat of last year's dose of Ljungfeldt, plus Falcon with more power and less weight, would prove unbeatable. Just to make sure, the American cheque-book was opened wide and name drivers signed to fill five other Falcons (Graham Hill, Peter Harper, Anne Hall, John Sprinzel, Peter Jopp and Denise McCluggage were among those signed). In addition, the number of service cars was increased manyfold and top drivers who were already tied to Ford (Peter Arundell, Chris Craft and Sir John Whitmore) allotted to drive them.

What happened is ancient history for the patchy ice and snow which, intermingled with dry tarmac on the special stages, rather messed up the big car's plans, and though Ljungfeldt made fastest time over all the special stages (he tied with Hopkirk on one of them), it was the miniature Cooper S with Paddy Hopkirk at the wheel that won the rally for B.M.C. Since then, the Falcon has not been able to impose its will upon the rally scene as it was beaten by the handicap and Trautmann in the Lancia Flavia on the Lyon-Charbonnières and retired on a couple of other French events.

If there was one rally where Henri Greder must have thought that he stood a really good chance of winning, it was surely the Tulip Rally, which he won the previous year. However, there is many a slip 'twixt cup and lip, and it was to be another Cooper S, but this time a 1,300-c.c.-engined car, that beat the Falcon.

The Tulip is generally reckoned to be a fairly easy rally, in that the total mileage in which the driver has to be trying hard is rather small. This leads to very few retirements amongst the works teams and works entries as the cars are not stressed to the extent that they would be on the Alpine or the Liège, and there is more time to service the cars if this becomes necessary. This is not to say that the Tulip is no test at all; it is just that the final results reflect more upon the power and handling of the car and the skill of the driver than upon the reliability and ruggedness of the manufacturer's products.

The most controversial point about the Tulip is its system of working out the results, which is usually on some kind of improvement basis. Last year saw the improvement being calculated solely within the separate classes, so that a quick car in an otherwise slow class would have a very good class improvement and would stand the best chance of winning outright. This was reckoned to be just the slightest bit unfair and this year saw a change; the improvement was to be calculated with respect to the class winners in the classes directly above and below the class under consideration as well as its own class winner.

In case that sounds a little confused, perhaps it should be explained that to win the rally you must first win your class. Then your total penalty points are compared with the average of the winner's points in the class above you, your own points and those of the winner in the class below you, and they are expressed as a percentage of this average. The class winner with the lowest percentage wins.

This means that to win you must be faster than the class below you by more than the gap that would be expected by having a more powerful car and almost as quick or quicker than the class above. Greder in the Falcon was unfortunate enough to have Carl-Magnus Skogh in a works Volvo in the class below him and, although on paper the Volvo should be considerably slower than the 4.7-litre Falcon, Skogh was able to go fast enough to keep within range of the Falcon's times and thus reduce its percentage improvement.

Between Skogh's class and that of Timo Makinen in the 1,300-c.c. Cooper S was the Cortina GT and Rapier class which, in the absence of works Fords from England (Henry Taylor was driving a Cortina GT with an experimental engine in Group III with the GT cars), was, to say the least of it, not very hotly contested. The only car in it at the start which might have reduced the improvements of both Makinen and Skogh was the Lotus Cortina of John Wadsworth, which crashed on the hill-climb of La Roche quite early in the proceedings. Below Makinen was the class between 850 c.c. and 1,000 c.c., which had Pierre Gelé and Nicholas Koob in works D.K.W. F12s and Peter and Ann Riley in an ex-works 997-c.c. Cooper, but they could not outpace the new "puissant" Cooper S and, quick though their times were, they could not reduce Makinen's percentage improvement. In the smallest class of all were the D.K.W. Juniors and the Saabs of Erik Carlsson and Pat Moss, who would not have appeared to stand much of a chance in the general classification. However, on most occasions Pfnier in a D.K.W. Junior was actually beating both the F12s, while Pat and Erik, despite being in heavier cars, were not far behind.

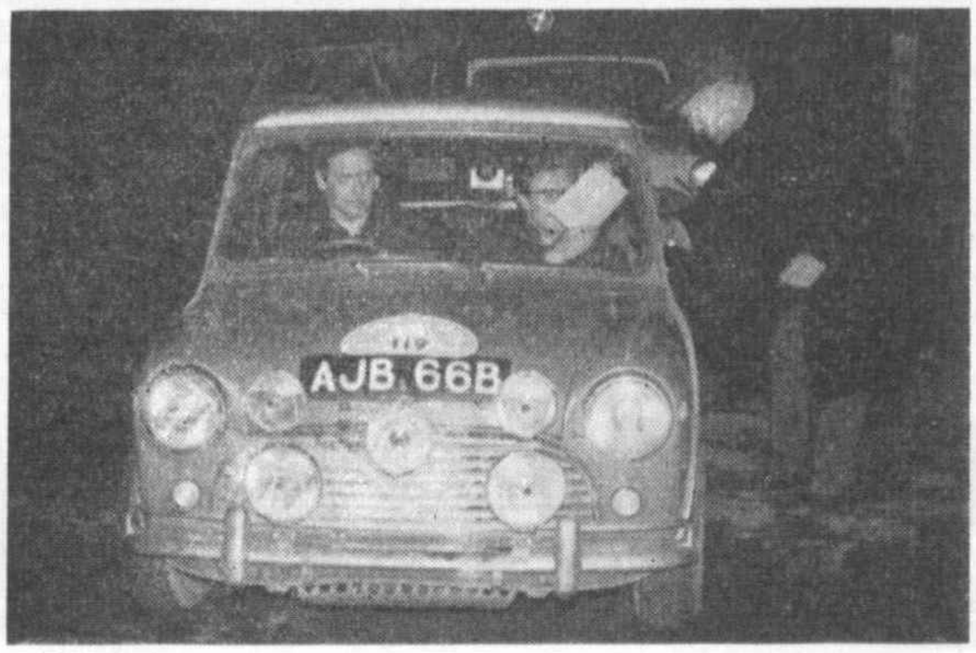
In the GT category things were fairly evenly matched right from the start, with quick cars and drivers in every class. There were the Morley brothers' Healey 3000, the Porsche 904 of Ben Pon, the Porsche Abarth Carrera 1600 of Berndt Jansson, the Group III Cortina GT of Henry Taylor, the Group III Cooper S 1300 of Julien Vernaeve, the 970-c.c. Cooper S of Geoff Mabbs, and the D.K.W. F12 of Peter Ruby. An impressive list and one that, had all the cars finished and realised their potential performance, would have ensured that no GT class winner would have had an unusually good percentage improvement and thus would not have finished well overall.

In fact, what happened was that Geoff Mabbs crashed on La Roche in the most spectacular manner during a rainstorm, and Ben Pon's Porsche 904 broke a front wishbone while nearing the Nurburgring on the last night and retired. Until then, he had been sharing with the Morleys' Healey and Greder's Falcon the distinction of putting up the fastest times over the tests, so that his retirement left a much slower class between that of the Healey and that of Henry Taylor and Berndt Jansson, which gave all three a gratuitous boost to their percentage improvement.

At the end of the rally, as soon as the class winners were announced, together with their marks lost, a quick calculation showed that Makinen, Morley and Greder were confirmed as most likely candidates for the outright win. It turned out to be Timo Makinen and Tony Ambrose in the Cooper S 1300, who had a percentage of 97.23, which compared with the Morleys' 97.41%, to give the Anglo-Finnish alliance the outright win. Thanks to Skogh, Greder found his percentage to be 98.81, which was only sufficient to place him second in the Touring Category.

Thus, as always, it was difficult to explain who won the Tulip and why without a great deal of mathematical discussion. One thing was abundantly clear from the rally, and that is that the Healey 3000 when driven by Don Morley is still just about the quickest and most sturdy GT car around, and it will be interesting to see whether it can retrieve its Alpine reputation on this year's Coupe des Alpes in June.

Continued on page 469



FLAT HAT belongs to Timo Makinen who smiles in anticipation as co-driver Tony Ambrose clocks in at a control on the last night of the Tulip.

Did W.O. Bentley Crib?

An Inditement by Alec Ulmann of America

ALEC ULMANN is a brave man! In the March-April issue of *The Bulb Horn*, official journal of the Veteran Motor Car Club of America, he dares to suggest, in an article he calls "The W. O. Bentley Enigma," that Walter Bentley did not design the 3-litre Bentley engine but copied it from a pre-war Hispano-Suiza.

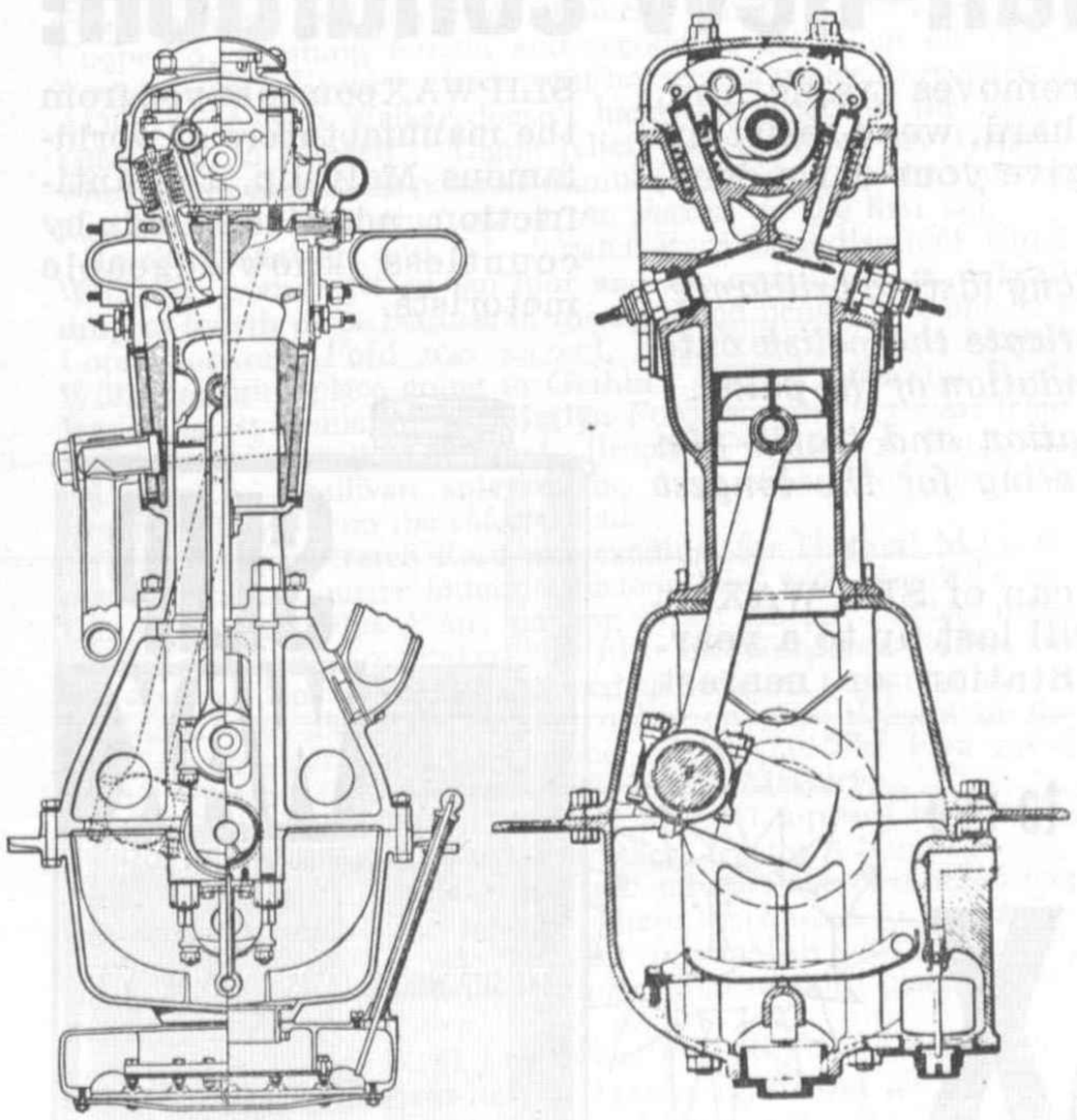
Ulmann knows full well the seriousness of his accusation, saying that on his next visit to England he may well be thrown to the vultures, for he realises that his mis-belief, publicly expressed, is equivalent to casting aspersions on the Royal Family or expressing a preference for baseball as compared to cricket.

As I appreciate Ulmann's courage, and as he says that, being a one-time Red Label owner, he hopes his self-termed meagre evidence is wide of the mark, I would like to expand the theme a little.

Ulmann opens by remarking on the "almost total absence" of British-made high-performance cars prior to the outbreak of war in 1914. Someone should remind him of the 30/98 Vauxhall, Shelsley Crossley, 30/35, 60 and 90 Napiers, London-Edinburgh Rolls-Royce and a few others. To bring in his Hispano-Suiza he quotes six wins at Brooklands at the 1914 B.A.R.C. Whitsun Meeting by Alfonso XIII models, which, he tells us, *The Motor* reported as able to do 90 m.p.h. on the Track when in proper tune. To this I will merely reply that those Brooklands Bank Holiday races were handicaps and didn't mean very much; that the fastest official lap time by an Alfonso Hispano-Suiza I can trace is 81.51 m.p.h., which could quite possibly mean 90 on the faster parts of the course. The "Alfonso" was a splendid motor car. I know, for I have owned one. But it had a T-head side-valve engine and is nothing like a 3-litre Bentley.

However, Ulmann moves on to the rare single-overhead-camshaft de luxe Hispano-Suiza of 1914, of which he suggests few cognoscenti of Hispano are aware—although all this was discussed in some detail by Kent Karslake when he wrote his Hispano-Suiza history for MOTOR SPORT in 1950. Ulmann describes this engine as having an o.h. camshaft operating valves inclined at 30°.

He then comes to a pen-picture of W. O. Bentley, as "engaged during the 1914 War in building, presumably under licence to Gnome-Le Rhone, or Clerget, rotary-radial aircraft engines for the R.F.C. and the Allies, known as BR-1 and BR-2." Ulmann says he refers to this merely to suggest that, in contrast to Hispano-Suiza, Rolls-Royce, Napier and Packard-Liberty, Mr. Bentley "was concentrating on what soon became an obsolete air-cooled rotary engine," so that, unlike Birkigt of Hispano-Suiza, who adapted war-time aviation engine practice to his 37.2-h.p. car, "W. O. had no choice but to start from scratch or borrow from others."



SECTIONAL VIEWS OF (left) the post-Armistice 3-litre Bentley and (right) the pre-1914 Type 8 Hispano-Suiza engines.

Now this is where too little knowledge has led the American somewhat astray. Bentley did not evolve his BR-1 and BR-2 rotary aero-engines under licence to Gnome, Le Rhone or Clerget. If Ulmann had read, or perhaps I should say checked on, W. O. Bentley's autobiography (Faber & Faber, 1958), he would have discovered, or remembered, that Bentley did not *build* aero-engines; he designed them and they were built by Gwynne, Humber, Daimler, Crossley, etc. He did not pay royalties to Clerget or to anyone else, but admits he copied the Clerget valve gear for ease of production in our war-time factories, when hurriedly evolving the BR-1. When the Clerget rotary had a life of only about 15 hours on active service in the R.F.C., Bentley was encouraged by the Admiralty to design his own version of rotary engine, for which the final order was for 30,000. After the Armistice, W. O. was awarded a tax-free £8,000 for the BR-1 and BR-2 designs, although they were conceived when he was a serving officer in the R.F.C. So much for Ulmann's sneers at that period of Bentley's career. Certainly vee and in-line water-cooled engines soon ousted the air-cooled rotary, but it wasn't long before air-cooled radial engines again ruled the air. . . .

Alec Ulmann also summarily disposes of Bentley's pre-war activities with the French D.F.P. car, saying "I am told they made modifications to the engine" but hiding from his American readers the account of how W. O. pioneered the aluminium piston which, unless Bentley and his biographer Richard Hough are deliberate liars, was adopted for Rolls-Royce, Sunbeam and Gwynne-Clerget aero-engines in the early days of the war.

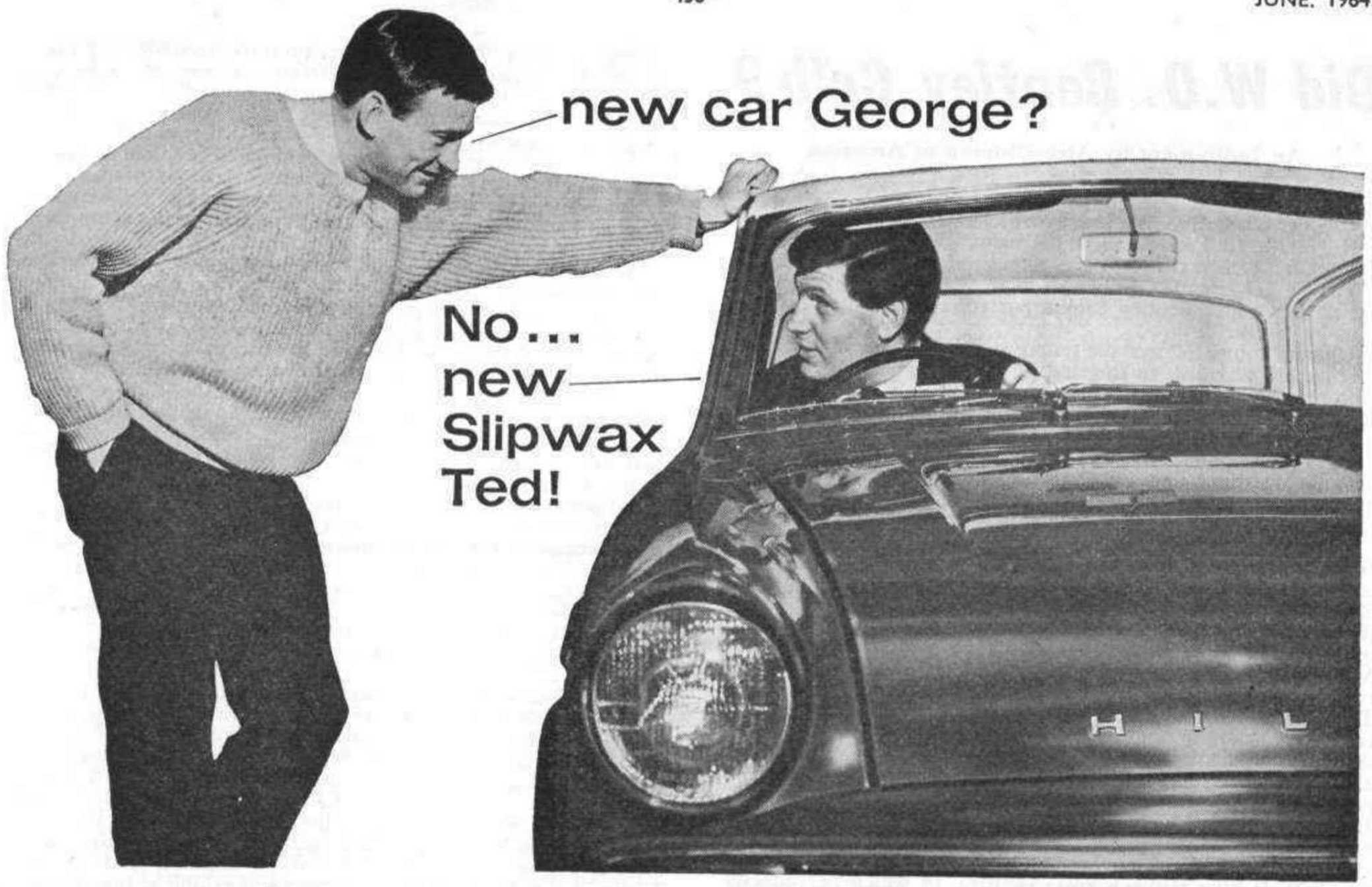
But Ulmann's trump card concerns the origin of the 3-litre Bentley engine. "Mr. Bentley and his associates and financial backers were able to design, construct and exhibit at the Olympia Motor Show in London in 1919 the now famous 3-litre 4-cylinder 80×149 mm. prototype known as Number Ex.1," says Ulmann, emphasising the very short span of one year. In fact, W. O. himself makes it shorter than that, giving the starting date for design as January 20th, 1919, and the Show that year opening on November 7th. However, that first prototype Bentley was constructed largely of proprietary parts and, as exhibited, had *a wooden crankcase and cambox and no valve gear*! However, a road-test car was available to the Press after 367 days. But it wasn't until September 15th, 1921, that the first production model was ready.

What Ulmann is asking is how so much design and construction was compressed into such a short space of time. He implies that Bentley must have had drawings of the 90×150 mm. o.h.c. Hispano-Suiza engine and copied this in all essentials, even to 30° valve angle, a single magneto on the o/s. opposite the water pump, single carburetter, main-bearing bolts and cylinder-block holding-down studs. Bentley, it is true, used four valves per cylinder, based on the war-time Mercedes aero-engines, suggests Ulmann. He even remarks that the radiator and body of Ex.1 remind him of an Alfonso Hispano-Suiza.

Ulmann concludes by saying he looks forward to explanations that will dispel his doubts and bring him back into the Bentley fold. Well, just because one car has been copied from another is no cause for undue surprise, it has happened so often, so our American friend has no need to feel he must turn his back on the Bentley image.

His argument is convincing, up to a point. It implies that, having Hispano-Suiza drawings to hand, the only original design work was on the cylinder head. The Hispano-Suiza engine had tubular con.-rods, whereas W. O. used I-section rods, but that could have been a post-Armistice supply expediency. I think there is another difference, namely that W. O. used a bevel-gear vertical shaft to drive his o.h. camshaft and no fan, whereas Birkigt used an offset shaft with skew gears driving the camshaft and a cooling fan.

With his inditement in *The Bulb Horn* Mr. Ulmann includes two sectional drawings of the engines he is comparing, which I take the liberty of reproducing, although I do not think the Bentley drawing is of Ex.1, while Mr. Karslake remarked (MOTOR SPORT, October 1950) that the Hispano-Suiza drawing's measurements do not correspond with the dimensions of the de luxe



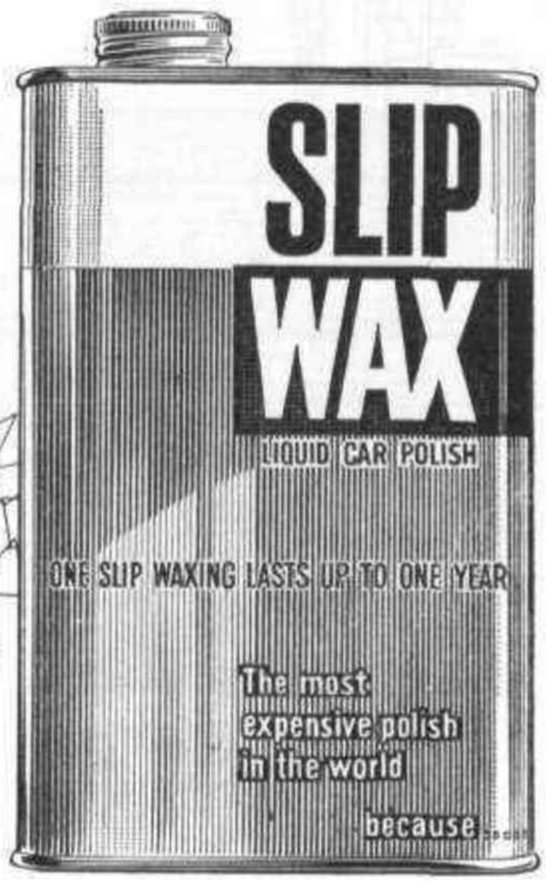
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engines referred to by Mr. Ulmann, being more likely of the Type 8 70×120 mm. engine—not that this in any way undermines the Ulmann argument. But more detailed drawings of the engine of Ex.1 and the 90×150 mm. engines would be needed before a direct comparison could be made—on the face of it, regarding those submitted by Ulmann, W. O. certainly didn't copy every aspect of the latter; look, for example, at the sump arrangements.

If I had set out to denigrate W. O. Bentley's design, I would first have wondered how Hispano-Suiza detail drawings came into his possession. His design team consisted of Harry Varley, F. T. Burgess and Clive Gallop. Gallop showed some interest in early Hispano-Suiza engines when controversy arose over Karslake's articles in this journal but, unless he was deliberately boxing very cleverly, did not appear to have intimate knowledge of them—in any case, he joined Bentley after the prototype had been built. Varley I cannot vouch for. Burgess had been responsible for the 1914 T.T. Humbers, the engines of which so closely resembled those of the G.P. Peugeots that when Wallbank found one in the late 'twenties it was sold to him as a Peugeot and only the inlet manifolding being on the opposite side prevented it being entered as such at Brooklands. This was an 82×156 mm. twin o.h.c. engine with gear train driving the camshafts, the valves at 45°. So Burgess can hardly be accused of handing W. O. his 1914 design on a plate, although Kenneth Neve, who still races one of these Humbers, has told (MOTOR SPORT, January 1942) of chassis similarities with a 3-litre Bentley.

Having found no evidence of a direct crib of the Burgess Humber I prefer to suggest that W. O. was influenced by pre-war racing-car design but prepared drawings to his own ideas and requirements. As Bentley himself, on p. 92 of his autobiography, admits, he had the twin-cam 3-litre Peugeot and the victorious 1914 G.P. Mercedes very much in mind when planning his post-Armistice sports car, that seems a fair evaluation. In 1914 the twin o.h.c. engine did not entirely dominate the Grand Prix for the Mercedes which finished 1, 2, 3, the Opels, the Nazzaros and the Nagants all had single o.h. camshaft engines. I have no space, nor the inclination, to discuss which of these W. O. Bentley may have covered with tracing paper on his drawing-board except to remark that these were 4½-litre engines, that the Opels had the vertical-camshaft-drive shaft at the *rear*, as did the Mercedes, which had separate steel cylinders with welded-up water jackets copied, if you like, by Straker-Squire after the Armistice, and a 60° valve angle. . . . That he cribbed directly from Birkigt is as improbable as saying that the 3-litre Bentley was, in fact, a scaled-down Mercedes, Opel or Nagant. Unless, that is, Ulmann has something up his sleeves.

If he hasn't, what shall we do, draw and quarter him?—W. B.

NO-SPIN GOODWOOD

Six Penalisations on April 25th

THE results of races at the 61st B.A.R.C. Members' Meeting were not always what they seemed, because the no-spinning-onto-the-grass or even just motoring with all wheels on the grass rule was enforced at least half-a-dozen times, making a farce of the racing—Coundley was penalised twice, although his handling of the Lotus 22 with 2.7-litre Climax engine was highly polished—his agricultural excursions were due to the highly-polished road, rain falling during the first two races.

Pittard, running but once in the Willment 1,650-c.c. Ford Anglia, won the 7-lap Saloon-Car Scratch Race without any trouble, masterfully overtaking obstructing cars into the *chicane*. For once a 3.8 Jaguar, Runham's, kept up with the smaller cars, finishing second, head of Digby in Cave's well-known A40. Fenning went well in Rob Walker's smart RRW 1 Austin-Cooper S, finishing fourth, and second to Digby in his class. Airey's Austin-Cooper, which went home on a trailer, is registered ADO 15, so Rob Walker doesn't have this aspect of the Mini-Hobby all to himself! Light relief was provided by Griggs, who had the maximum possible number of incidents in the shortest possible distance coming out of the *chicane* on the first lap.

In the 10-lap F.3 and F.L. Scratch Race Coundley took Chris Williams' Lotus 23B on lap four and ran away from it, only to drop to fourth place because of the aforesaid penalty. Lambert's Lotus-Cosworth-Ford was second, a discreet distance behind Williams, third place going to Gethin's snaky 1100 Lotus-Ford. Irwin's latest Holbay-tuned Merlyn-Ford won the F.3 class from Fenning's Lotus-B.M.C. and Brooke's Lotus 20-Ford, at 79.47 m.p.h. Sullivan splayed the front wheels of his 1963 Brabham-B.M.C. on the *chicane* wall.

The *Marque* Scratch Race was exciting, for Haynes' M.G.-B-powered Elva Courier fought a furious duel with Kendall's ex-Dence Morgan Plus Four, passing down Lavant on lap three after Kendall had overtaken the Elva on Woodcote Corner on the opening lap. This necessitated driving on the grass out of Woodcote and although Kendall drove on, out of sight of the Elva, he was penalised 60 sec. and unplaced. The Elva eased off, to win from the Morgans of White and Messervy.

On a dry track Williams showed the real form of his Lotus-Climax in the 10-lap Sports-Car Race, leaving Coundley comfortably behind. The latter was second past the chequered-flag but ran wide out of the *chicane* (where there used to be wattle-fencing, which drivers were allowed to demolish with impunity), so was docked 60 sec., which dropped him to third place behind Gethin—absurd!

The GT Scratch Race saw Miles in Lawlor's Motor Crafts' Classic-bodied Cosworth-hotted Turner-Ford lead all the way, to win by 22.2 sec. from Pateras' Lotus-Elan, also Cosworth-tuned, and with Willment suspension mods., which had spun, unpenalised, when avoiding Jones' errant Elan. Buchanan-Michaelson's just-homologated Simca Abarth 2000 was a disappointing third. Lord Cross never got his 4.7-litre A.C. Cobra motoring. Dilley lost a wheel from his immaculate Frazer Nash.

Three handicaps concluded the afternoon's sport, which included elephant-jokes over the p.a. Valerie Pirie (Lotus Elan), from limit, was unchallenged in the first handicap, turning on front-wheel-lifting power out of the *chicane*—a neat drive. She gained as much publicity from wearing a Moss crash-hat as for winning the race. The Simca was second, Bewd's Lotus 17 third. Pateras crashed his Elan and was seriously injured. Dunnell's Austin-Cooper S ran right away with the Saloon-Car Handicap, from Nicholson's Ford Lotus-Cortina and Cave's A40, the latter spared a re-handicap for some reason, so the Ford had to give it 10 sec. The GT Handicap, starting 15 minutes late, was a victory for Kendall, who took Wilson's tuned 4-pipe B.M.W. 700 coupé on the last lap, after this little car had been flung through the corners with surprising stability. Graham's Tornado Talisman was third. Pittard scored another four points, giving him 12 in the MOTOR SPORT Brooklands Memorial Trophy Contest, to Nicholson's eleven. while C. M. M. Williams (Lotus) ties with Pittard, but there was another round on May 30th so the position may well have changed.—W. B.

Results (inclusive of spin penalties!):

10-lap F.3 & F.L. Scratch Race: C. M. M. Williams (Lotus-Ford)	83.93	m.p.h.
5-lap Marque Scratch Race: J. H. Haynes (Elva Courier)	79.50	,,
7-lap Saloon-Car Scratch Race: B. Pittard (Ford Anglia)	83.74	,,
10-lap Sports-Car Scratch Race: C. M. M. Williams (Lotus-Ford)	95.36	,,
10-lap GT Scratch Race: J. Miles (Turner-Ford)	87.33	,,
5-lap Sports & GT Handicap: Miss V. Pirie (Lotus Elan)	82.47	,,
5-lap Saloon-Car Handicap: D. H. Dunnell (Austin-Cooper-S)	87.10	,,
5-lap GT Handicap: B. Kendall (Morgan Plus 4)	83.72	,,

Fastest lap of the day: J. O. Coundley (Lotus-Climax), 98.63 m.p.h.

HONDA FOR BRABHAM

Jack Brabham, who has been advising the Honda works on the development of their Grand Prix car, has entered a Honda S600 sports car for the Nurburgring 500-kilometre race on Sunday, September 6th. This little sports car with 630-c.c. twin overhead camshaft engine giving 60 b.h.p. will be driven in the race by New Zealander Denis Hulme. The car will be entered and prepared by the Honda factory.

LOTUS ADVISORY SERVICE

Rosemary Seers has been appointed Press Secretary to Lotus Cars and will be inaugurating an advisory service for owners of the Elan, Seven, Elite and Lotus Cortina. Regular bulletins will be issued on modifications and improvements, and owners wishing to receive this service should write to Miss Seers, Lotus Cars Ltd., Delamare Road, Cheshunt, Herts.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



OFF TO THE SEASIDE.—The 1922 25-cwt. Maxwell with 14-seater char-a-banc body in which Lord Montagu of Beaulieu took a party of his friends, including the "Television Toppers" show-girls and the Editor of MOTOR SPORT, *to Brighton on May 3rd. They are seen leaving the Museum of British Transport, the occasion being, of course, the annual H.C.V.C. Rally. The vehicle behind the Maxwell is a 1920 K-type A.E.C. omnibus entered by the Museum.*

THE H.C.V.C. BRIGHTON RUN (May 3rd)

ONE of the more picturesque events of the year is the Historic Commercial Vehicle Rally from London to Brighton. Now in its third year, the 1964 rally had an excellent entry of 97 vehicles, all built prior to the war with the exception of one Chevrolet 4×4 dating from 1944. It started, as seems appropriate, at all events for the coach and char-a-banc entries, from Clapham; in fact, from the premises of the very fine Museum of British Transport in Clapham High Street.

Having ridden as passenger on the two previous rallies I was glad to be able to go again this year, in Lord Montagu's 1922 Maxwell char-a-banc. The contingent of a dozen included the young lady Television Toppers of the Black and White Minstrel Show, and with that I was fully in sympathy!

So it was up to the usual early start from home in teeming rain, to take my place in the Maxwell, one of the few bench-seat char-a-bancs still in existence. Lord Montagu, in appropriate hat, got up behind the almost vertical steering column, the throaty side-valve engine burst into life, and we left on our sedate and, for the flimsily-clad girls, chilly ride to Brighton.

This Maxwell is a 25-cwt. model, with 14-seater body possessing a fine canvas top, secured at the front by straps, but no side-curtains. The transverse seats have upright backs but are surprisingly comfortable, and this old pleasure-giver gets along very well. It is exceptionally low-geared, so that bottom is used for *feet* only, before the slow change-up is made into middle speed on the central ball-gate change.

Lord Montagu showed consumate skill in getting back into bottom and not stalling the engine on the fierce clutch when extra-steep gradients made this necessary. When asked, however, what qualities are required to handle the Maxwell, his Lordship thought for a moment before replying "Mainly patience."

There is no foot throttle, only a hand-lever for controlling the speed of the engine, which has coil ignition and an Eagle carburetter.

Apart from adding a little water to the radiator, which wasn't really needed, stopping for some publicity photographs of the

EN ROUTE *FOR BRIGHTON.—From l. to r.: Tom Redburn's* 1914 *American-built F.W.D. lorry with its "military" crew; the oldest vehicle in the Run, L. Cole's* 1907 *White light steam truck, got there in good time, even if it robbed a Morris Cowley of its wheels; a very fine specimen of pre-*1914 *solid-tyred lorry is Best Brothers' model-CR Wolseley; another early commercial to be seen in H.C.V.C. rallies is this* 1918 *Traffic 2-tonner with curious dual rear axle, owned by George Bristow Ltd.*

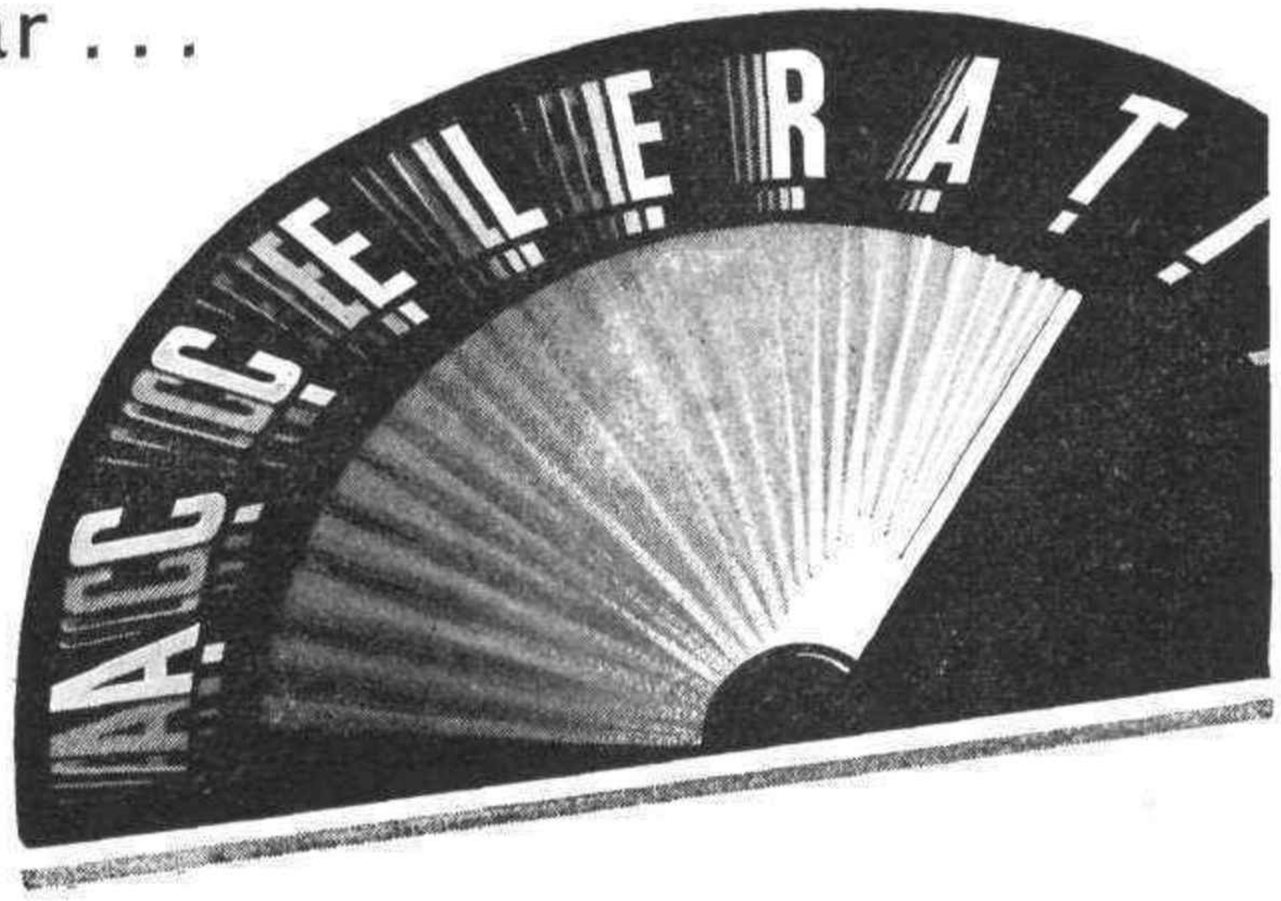








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—braking
they serve his skill best

Investigations show that the majority of 'X' users are motorists who understand their car and take a keen interest in it. They regard driving as a skill and, like skilled craftsmen, they choose the best tools.

MICHELIN TYRE CO. LTD., Factories: STOKE-ON-TRENT (Head Office) and BURNLEY 64/13/M

TV Toppers in their 1920-style frocks, taking on some National Benzole in the big scuttle fuel tank which protrudes into the driving compartment, and tightening up the nuts securing the detachable rim to the off-side rear wooden wheel (the tyres are 34×4½), Lord Montagu pressed on regardless, at a level-road speed that perhaps approached 30 m.p.h., the overall time for the run being 3 hr. 10 min.

After which we were most nobly entertained by National Benzole, who enthusiastically sponsor this excellent event, before catching a train back to London.

It was a clever idea to take those gentlemen (and gentlewomen) of the Press who wished to see the rally to Brighton in Valliant Direct Coaches' 1931 Gilford, driven by one of the regular drivers of this coach in the early days of its service. My wife availed herself of this service and reported plenty of warmth from the engine but less comfortable seats than modern coach-passengers enjoy.

Practically all the old favourites were out in force, including the always-popular 1920 A.E.C. K-type London omnibus entered by the Museum of British Transport, which also entered two 1931 A.E.C. coaches and a 1912 Dennis fire-engine. The Trojans, model-T Fords, Morris Commercials, and Albion, Dennis and Leyland fire-engines were there to add a breath of nostalgia to an uncommonly uncrowded Brighton Road with their passage.

Very pleasing was Best Brothers' 1913 Type CR Wolseley truck, while Boughton & Sons' 1928 Foden 4½-h.p. 6-tonner steam wagon was, as usual, quietly confident. The 1907 White light steam truck made a welcome appearance from Leeds, although Morris wheels and crude seats rather spoil its appearance.

Walking along the Madeira Drive afterwards I noted the 1931 Ford model-AA van representing *Old Motor*, the girder-type escape ladder above H. M. Williams' 1936 Dennis fire engine, the "Beer is Best" slogan on Andrew Steven's 1935 Albion platform lorry that was in use up to 1960, and the potato merchant's insignia on Clifford Gott's very smart 1919 model-TT Ford. R. C. Saunders brought a 1930 Type GL Dennis which is still in regular use as a Super Fish & Chip van, while T. W. Clements proudly drove a 1924 Morris Commercial 1-tonner owned by Morris Motors Ltd. themselves—the body bore the wording "Morris Commercial Cars Ltd."—which is on view in the Measham Motor Museum.

Naturally, the experts had plenty to discuss, such as whether it is bad taste to run a hearse in the rally, whether indeed a private-car chassis so bodied ranks as a commercial vehicle, and whether the finish on C. W. Banfield's very elegant 1929 Chevrolet Type LQ 14-seater Bush & Twiddy coach was hand- or spray-painted.

I looked under the bonnet of R. V. Dibley's very beautifully restored 1929 model-AA Ford to see if it had brass contact strips from distributor to plugs—it had! J. W. Cole brought a huge 1929 Leyland Badger from Leeds, complete with detachable box body, and Brownhills Motor Sales were represented by a 1932 Leyland Badger platform truck. One of the most covetable commercials present was A. E. Adams' 1918 2-ton Traffic truck, but Hallam's 1926 Austin Seven van displayed an unnatural brassiness about its radiator and lamps. Less ostentatious but probably more original was the Worthing H.C.V. Group's 1937 Austin Seven van. Very eye-catching was John Marsh & Son's white "Blackpool Van Transport Co." 1921 model-T Ford van which won its class in last year's Henry Ford Centenary Rally, from Battersea to Brighton. Extremely creditable, too, were the model-T Ford vans of A. Norman and A. W. Dunn. Standing together were five London-type Austin taxis, ranging from 1933 to 1938, reminder that the H.C.V.C. has amalgamated with the London Vintage Taxi Club and the Vintage Passenger Vehicle Society—membership now exceeding 400, embracing over 300 vehicles.

The last echoes of this thoroughly worthwhile event which I heard were the rattle of the Enfield & District V.V.S.'s 1912 Belsize fire-engine and the rustle of the driving pulley's of a Crossley trackless vehicle as it manoeuvred into its parking place.

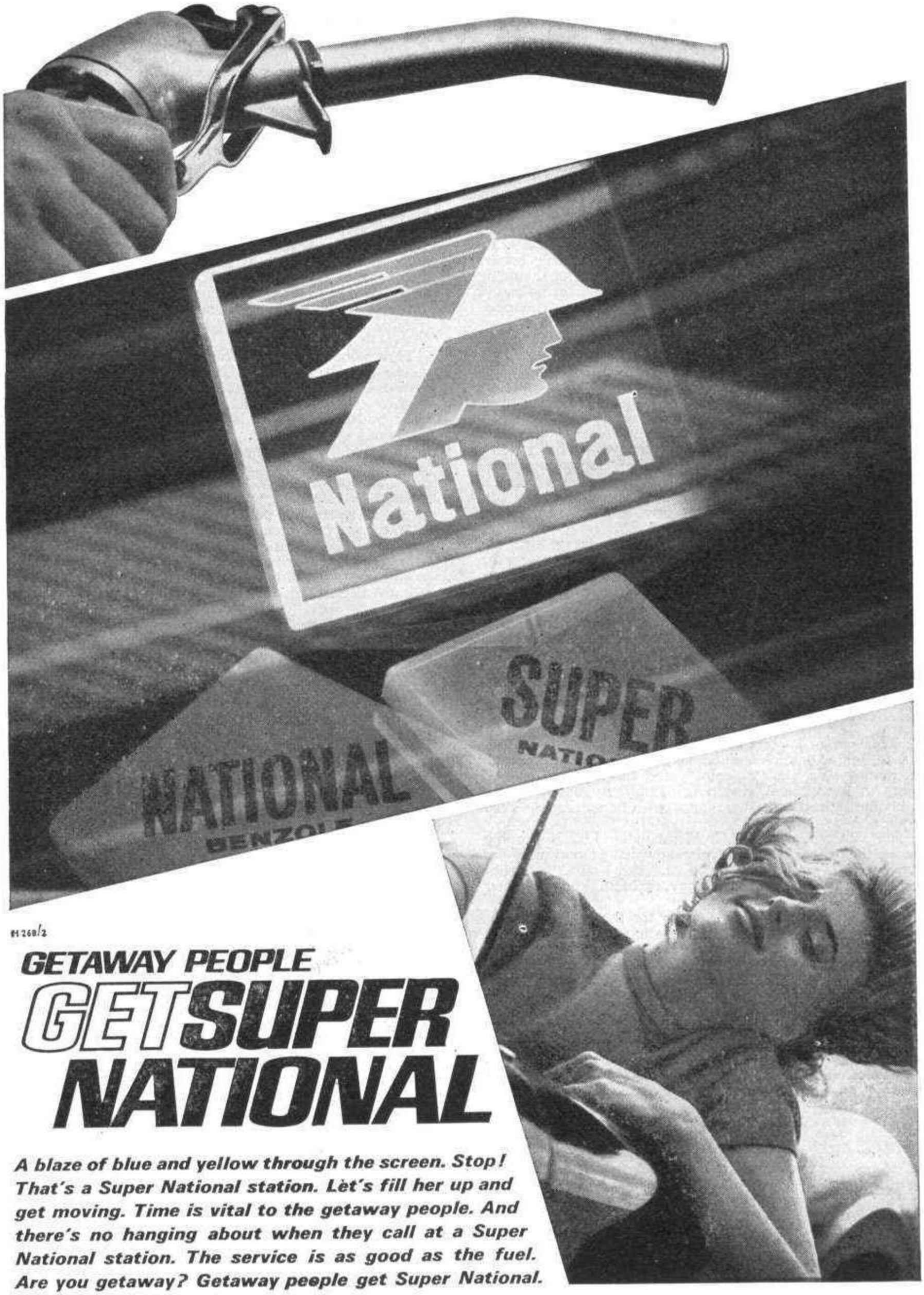
If you missed this year's Historic Commercial Vehicle Brighton Rally, try to see it next year.—W. B.



PUTTING THE CLOCK BACK.—From l. to r.: A steamer on the Brighton Road—it is T. T. Boughton's 1928 Foden 6-tonner, on which the Editor rode in 1963, Guinness advertisements on its sides appropriate to the poster in the background; one of several two-stroke Trojans seen on May 3rd was this replica of an R.A.F. tender; "What, model-Ts again?," spectators tilt their umbrellas to watch Brian Gates' 1926 truck and a 1921 van from Blackpool go by; an early six-wheeler, George Budd's 3-ton D-type 1929 Morris Commercial, preceding a 1928/30 30-cwt Dennis van.

Brockhirst Igranic has been presented by Vincents of Reading Ltd. with a beautifully restored 1907 Type V 10 h.p. single-cylinder Adams "pedal-to-push" mail phaeton, as successors of the Bedford company which built these cars. The handing-over was quite an occasion, Mr. R. J. F. Howard, Managing Director of Brookhirst Igranic driving Mr. W. R. Vincent and the Mayor of Bedford round the track outside the works, formerly used for testing Adams cars, watched by fifty old Adams employees, some of whom helped to build those cars. They came from as far afield as Highcliffe-on-Sea, Wolverhampton, Chiswick and Maidstone. It is always nice to hear of a modern manufacturer's interest in former products and we hope the Igranic Adams will be exercised sometimes in V.C.C. and other rallies.

The Montagu Motor Museum announces the cancellation of the A.C. Rally intended for June 14th and the postponement of its Italian Rally until July 26th. The latter is open to all Italian makes of cars made up to 1940, Italian designs made under licence in other countries being eligible, such as pre-1941 Simcas and N.S.U.-Fiats. There will be class prizes, a souvenir for each driver, who gains free admission to the Museum, Palace House and grounds (reduced rates for passengers) and a *Concours d'Elégance*. Entry forms from the General Manager, The Montagu Motor Museum, Beaulieu, Brockenhurst, Hampshire (Beaulieu 374). An additional fixture is the Classic C.C. of Gt. Britain Rally on Sept. 13th. George Liston Young's Balilla Fiat endurance run at Goodwood will now take place early in September.



H 260/2

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WHAT IS A VINTAGE CAR?

IT is generally accepted that an antique is some *objet d'art* around 100 years old. If it wasn't, those old chairs, a bit outdated and shaky in the seat, stuck up in the attic a dozen years ago would rank as antiques. A line has to be drawn somewhere. The V.S.C.C. drew it at the end of 1930 because its Committee, when this excellent Club was formed, thought that motor car design and quality had fallen into a degenerate state after that date. The V.M.C.C., formed after the war, used the same date limit. But it is now in the throes of debating hotly whether the limit should be extended to 1939, or even later.

This, I think, would be a pity. For one thing, an antique evokes interest and admiration because of its age—it should not only be something from an era of craftsmanship, not necessarily better, but different from equivalent objects of the present, but should be aloof in form, purpose and conception, so that it is in no way a substitute for, or merely an extension of, modern products. Extend the vintage date-limit to 1939 and someone will suggest 1949, and in the end the dividing line between old and new, vintage and modern, will be so narrow as to have little purpose.

During the war the V.S.C.C., wanting to remain a big, powerful Club as well as being one of the best there is, decided to admit certain cars made between 1931 and 1940 inclusive, giving them the clumsy designation of "post-vintage thoroughbreds". A rather odd list of qualifying makes/models was drawn up, which included some rarities which the Committee had probably never seen, let alone driven! The general idea of eliminating mass-production vehicles of this period remains in being, with the droll result that, for instance, a 1930 Morris Minor qualifies for full vintage membership whereas a 1931 Morris Minor is regarded as quite unworthy of recognition.

The introduction of this p.v.t. category also meant that the S.S.100, for example, is now regarded as a very fine motor-car for a V.S.C.C. member to own, whereas before the war the Committee tended to make jokes about such modern sports-cars, calling them "Soda Squirts" and drawing funny pictures of them.

Moreover, things like Le Mans Singers, J4 M.G.s, Alvis Fireflies and Rileys are accepted as thoroughbreds whereas, in 1937, interest in such low-geared monstrosities was discouraged by a little verse in the *V.S.C.C. Bulletin* which read:

> Changed at twenty, down to first;
> Wondered why the motor burst?
> Gave him quite a nasty turn,
> Buzz-Box owners live and learn.

I am in favour of *all* cars over a certain age being preserved, because, depending on their age and merit, they are either unusual, unique, amusing or just "different", and have all contributed something to history and evolution. But they must go back reasonably far in time—otherwise it is a case of attic chairs instead of antiques.

The fact that a new V.S.C.C. Membership List is pending excuses me the tedious task of calculating which proportion of the membership is vintage and which is p.v.t. But I rather wish they had kept to the vintage limit of pre-1931, excluding cars built later than this.

The one-make clubs cater adequately for the up-to-1940s or for cars of any age, depending on their function, and thus the better makes/models of most ages are protected from extinction. The trouble with p.v.t., apart from confusion, is where to draw the line. Moreover, it can put up prices. We all know that a car made in 1931 is worth considerably less than one that can claim to have left the factory in 1930. But the p.v.t. tag covers a great many cars, the prices of which are thereby elevated, although they have far less scarcity and interest value.

A sliding-scale date-limit is favoured by some; i.e., adding a year each twelvemonth. But had the V.S.C.C. adopted such a scheme after the war it would now be accepting 1949 cars as vintage and certain 1957 vehicles as p.v.t.—too much like those chairs in the attic! Although, of course, these are just the sort of "vintage cars" you see advertised in *Swap and Bazaar* and the less well-informed motor papers!

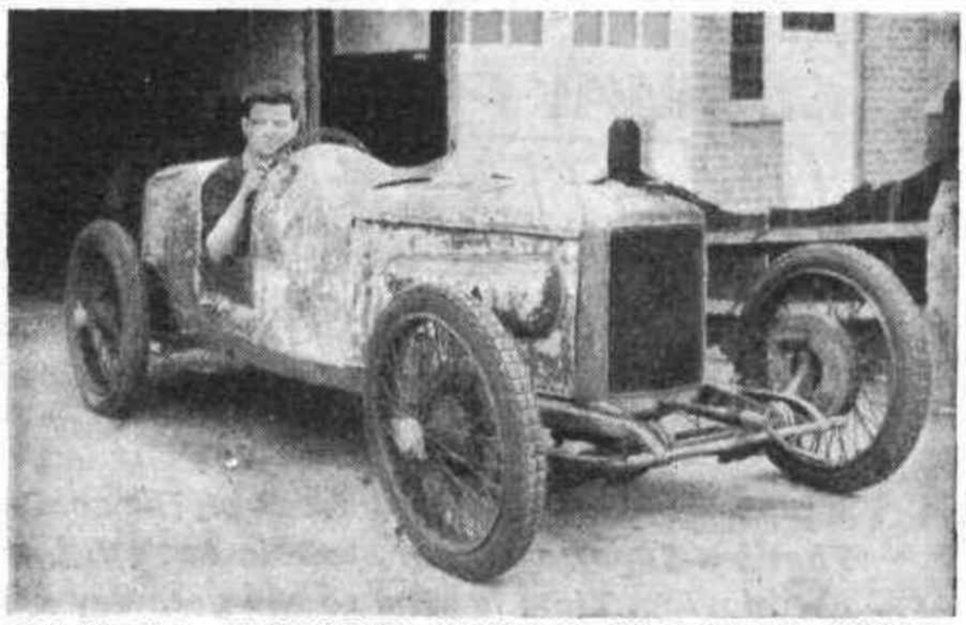
The V.C.C. has wisely never brought the veteran date-limit below 1904. The V.S.C.C. adds a year once a year for Historic Racing Cars, which has already led to confusion, for "more than 12 years old" seems to mean 1951 in 1964, but, in fact, 1952 cars are eligible, or at all events those a full twelve months old at the time of their race—I am told that the Cooper-Bristol seen at the April V.S.C.C. Meeting made its debut at Easter 1952 and so had a perfect right to be in the programme. But, personally, while sufficient E.R.A., Bugatti, Delage, Amilcar and other pre-war racing cars remain fast and race-worthy, I would have preferred the limit to have been 1940—in fact, the V.S.C.C. uses the rather odd definition of "before 31st December 1930", and "before December 31st 1943" in dating vintage and historic racing cars, although I do not think that much racing took place on the last day of 1930 or any at all on the last day of 1943. This haggle over the last day of the year used to affect non-racing vintage and p.v.t. membership. I always feel so sorry for those would-be members of a Club that has given so much pleasure to so many people (myself included) whose Austin Seven, shall we say, is ineligible because it left Longbridge on December 31st 1930, or whose 4¼-litre Bentley, to quote a mythical possibility, bought perhaps at some exorbitant cost from a modern motor trader, cannot qualify as a p.v.t. because Derby gave it its final coat of paint on the very last day of 1940—if Derby was doing things like that in that particular year. This ruling applied as recently as the beginning of last year but has, I believe, been revised.

Those one-make clubs not embracing moderns sometimes, permissibly, disregard the V.S.C.C. vintage limit. Thus the 12/50 Alvis Register goes to 1932 to bring in 12/60s, and the S.T.D. Register, although having no truck with Sunbeams and Talbots made by Rootes, comes down to the last of the Wolverhampton Sunbeams in 1935 and a year or so later to let in the last of the Roesch Talbots. The 750 M.C. Register believes that all Austin Sevens are worth saving, so goes down to 1938. In the case of the club (alas now defunct) formed to cater for vintage aeroplanes, and the H.C.V.C., somewhat later vintage designations are permissible, or even just post-war. There was one 1944 vehicle, for instance, in last month's H.C.V.C. Brighton Run, although generally I think even commercials are not encouraged to be post-1939. In fact, a proposition that all commercial vehicles up to 1949 be automatically admitted to the H.C.V.C. was defeated at their recent A.G.M. One-make clubs with no age limits have no complications to face.

My advice to the V.M.C.C. is to stick to 1930 and have no p.v.t. section. One-make clubs or lone enthusiasts will look after, and look out for, the better machines built between 1931 and 1940, or later, but there is no reason why they should have to pay outrageous prices for makes/models that are not truly vintage, which, indeed, bear a close resemblance to modern motorcycles, machines, in fact, which do not begin to qualify as antiques.

Having written this, I now read in the current *V.M.C.C. Journal* that the question of admitting post-vintage machines was, at the A.G.M., submitted to a referendum of the membership by a vote of 86 to 6. If they decide to let in the later motorcycles I wish them the best of belt-drive luck in trying to decide what does and what does not qualify as a p.v.t. . . .

Even the V.C.C. weakened in the end and let in what are termed "Edwardians" (spare me from trying to recall which are the limit years for these!). . . . Perhaps the solution to all these vexatious problems is an Old Car Club (with a section for Fairly Olds). It would certainly sweep away many complexities!—W. B.



ANOTHER HISTORIC RACING CAR DISCOVERY.—This 1923/24 200-Mile-Race Newton Ceirano has come out of hibernation since the war, as mentioned last month, and is now in process of restoration in Middlesex. It has an 1,100-c.c. twin-cam dry-sump 4-cylinder engine.

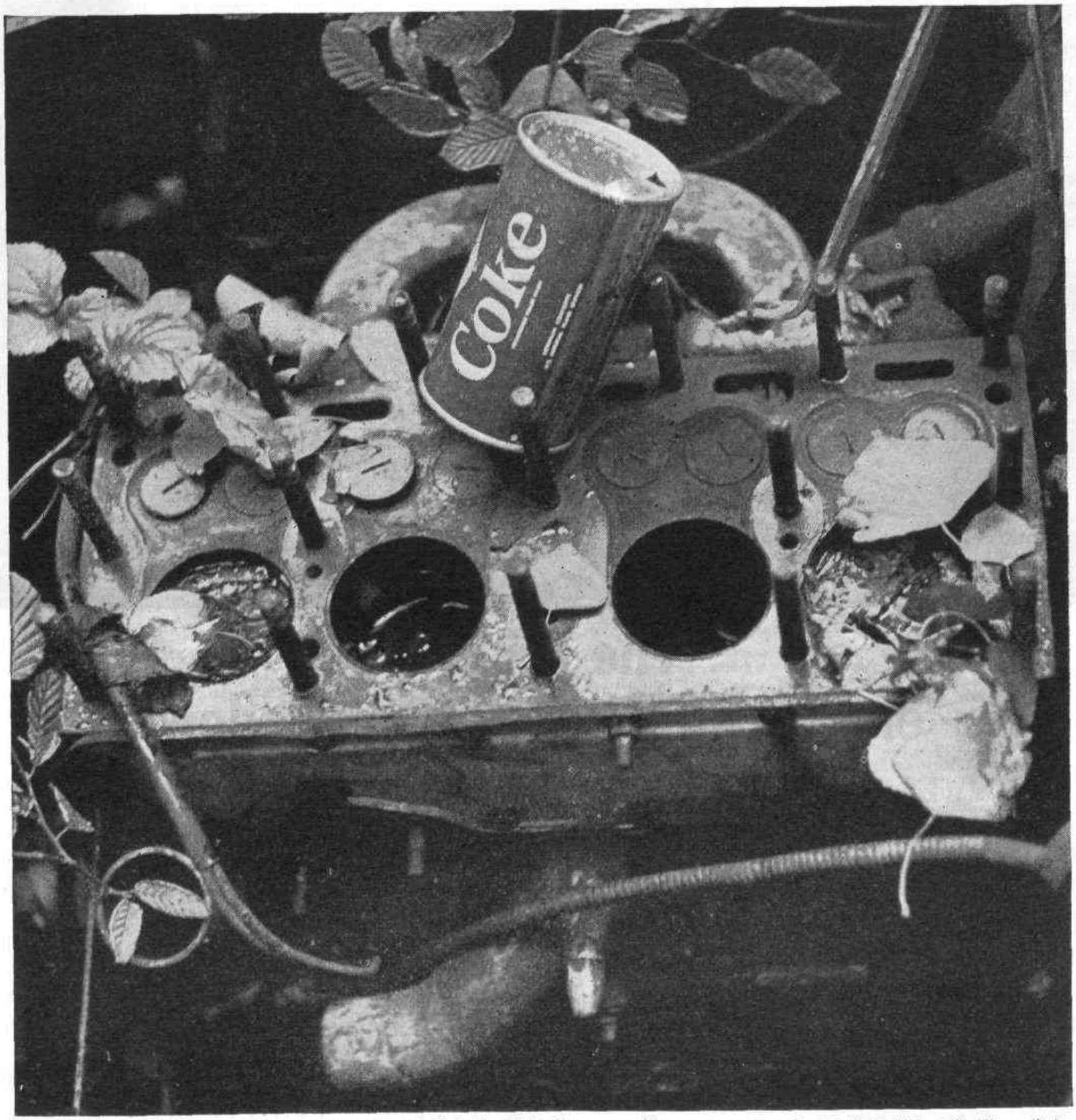
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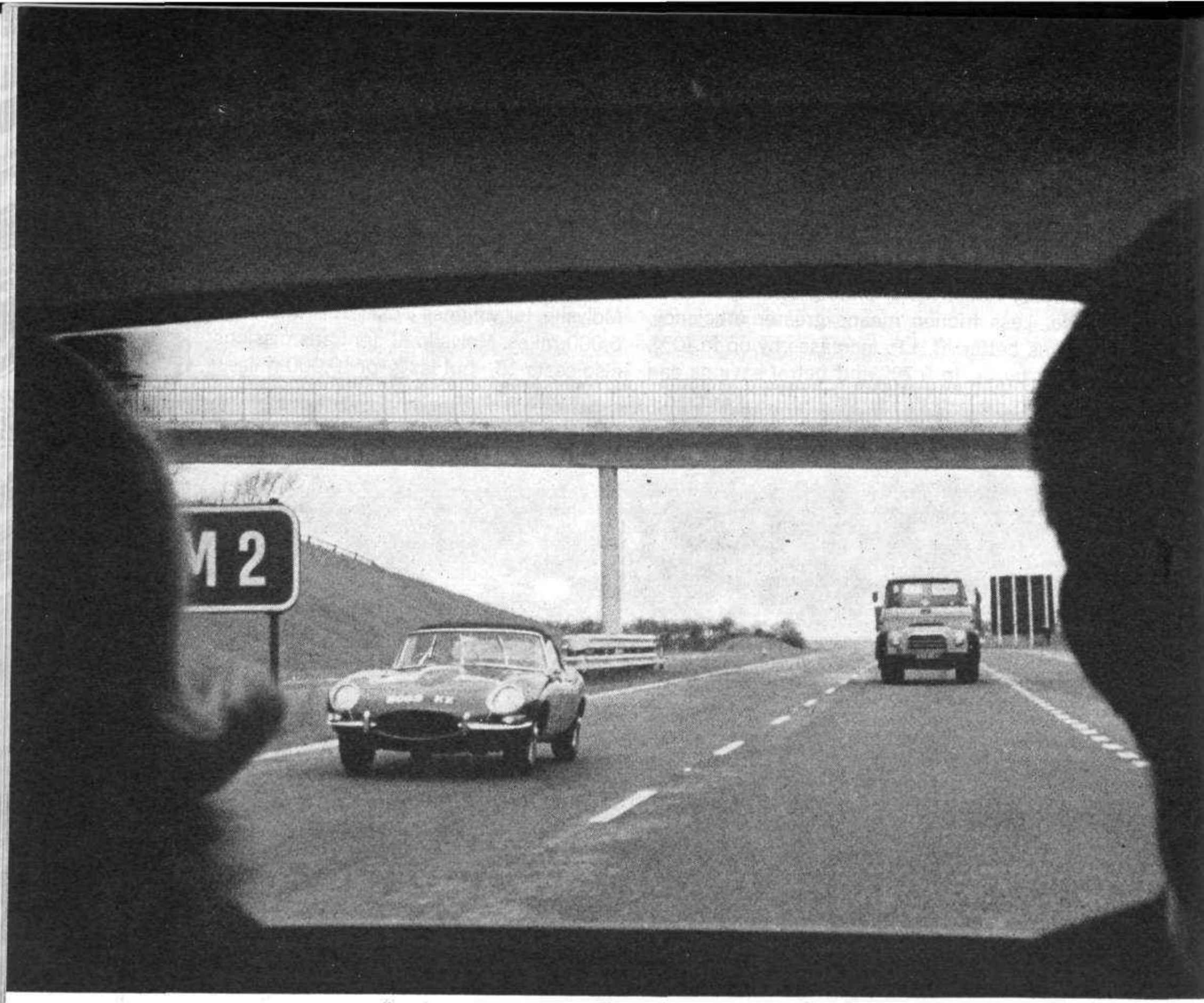
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Miscellany.—The 1½-seater streamlined Singer Nine raced at Brooklands by F. W. Carr and others came to light in Berkshire recently, and has found a new owner. The Sky Fame Museum at Staverton Airport keeps a D.H. Mosquito, a 1938 Avro Anson I and an Airspeed Oxford in flying trim and can supply them for displays, etc. The Mosquito costs around £110 for a landing and take-off visit but the others are less expensive. Details from D. F. Ogilvy at Elstree Aerodrome. The Armstrong Siddeley O.C. has been reformed, with A. Langley, of Parkside, Seascale, Cumberland, as Secretary and B. Cryer as Editor of its journal *Sphinx*. The fire station at Belsize, capital of British Honduras, contains three American La France fire engines, two in magnificent condition and in regular service. The V.M.C.C.'s 16th Banbury Run takes place on June 21st and is a splendid opportunity to see a very large number of veteran and vintage motorcycles in action. A member of the V.M.C.C. is reported to have found a pre-1920 Garner lorry. Pat Bush drove his 1920 Stanley steamer in the London M.C./A.C. de l'Ouest Route De La Mer Rally. A 1917 model-T Ford with o.h.c. sixteen-valve head and a 1924 model-T push-rod o.h.v. Ford Frontenac were amongst the 119 entries in this year's Lancashire A.C. Manchester to Blackpool Veteran and Vintage Car Run. A *circa*-1924 B.S.A. combination is still in use in Herefordshire.

* * *

Programmes.—It seems beneath the dignity of the R.A.C. Brighton Run programme to explain where some of the competing cars were found, prior to restoration, although we imagine the public enjoy such earthy details more than dull historical facts—and originally they got plenty of it. So we were glad to find this type of information contained in the excellent programme of the H.C.V.C. Brighton Run, which was also beautifully illustrated. From it we learn of a 1926 one-ton Morris Commercial which started life as a baggage van, was converted into a truck in 1937, then had the original body replaced in 1930 when the Royal College of Mines bought it as its mascot, and of a 1929 3-ton Morris Commercial six-wheeler which degenerated from War Department service to the Kent apple orchards. Also of a Raleigh 3-wheeler van last used by a baker in 1936, then by a farmer until laid up in 1961, to be restored two years later, of a 1926 model-91 Overland found derelict in Shrewsbury two years ago, and of the famous 1922 De Dion Bouton road-sweeper seen in Menton, bought by Bill Monk and driven across France to this country, etc.

VINTAGE POSTBAG

The Standard V8 Project

Sir,

Mr. R. E. Lewis wants to obtain details of the Standard V8 project after it had passed into the hands of E.R.A. In fact it never passed into the hands of E.R.A.; in 1939 a new car, the Raymond Mays Special, using a Standard V8 engine, was produced at Bourne, adjacent to Raymond Mays' home, alongside the E.R.A. racing cars, where the present Owen Organisation B.R.M.s are made. The Company was called Shelsley Motors Ltd. and the Directors were L. Prideaux-Brune, Raymond Mays, Peter Berthon and Philip Merton.



Rivers-Fletcher at Brooklands before the war with a V8 Raymond Mays Special.

As far as I can remember only five cars were built, and the power units were based on the V8 Standard engine, a good deal of the rest of the car was of Standard origin, but the engine was considerably modified, the 2.6-litre unit developing 85 b.h.p. New i.f.s. was designed by Peter Berthon. Three R.E.A.L.-bodied sports 4-seaters ran in the R.A.C. Rally, driven by Raymond Mays, S. C. H. Davis and C. M. Anthony. A fourth car carried a very attractive drophead coupé body, and this was owned and driven by L. Prideaux-Brune. All the cars performed quite well.

The fifth car, produced after the Rally, had another drophead coupé body of ordinary Standard design, and I think it was sold to Gordon Clegg of "Dorcas" fame. The open Rally cars were quite interesting and had extremely good road-holding. I drove the "Sammy Davis" car at Brooklands; it had brisk, but not outstanding, acceleration; and clocked 100 m.p.h. on the higher of the two available back-axle ratios.

Where are these cars now?

A. F. RIVERS-FLETCHER,
Group Public Relations Officer,
The Owen Organisation.

London, W.1.

* * *

O.M. Memories

Sir,

I was particularly interested to read the informative account on the O.M. in your April issue.

The first car I ever drove was an O.M., and that as recently as 1952. It was a 1925 model, I think 1½-litre 4-cylinder side-valve, Reg. No. YO 1021. I well remember the thrill of mastering the gearbox on that fabulous old monster, and then the sadness when it was sold to a travelling circus for a sum well beyond my means.

The same owner also had a 1931 O.M. This was a supercharged 6-cylinder s.v. model, Reg. No. APL 114. Whilst at the tender age of 15 I had no idea of the honour bestowed upon me. I was allowed to polish the engine of this car, and I can recall my amazement at the absence of a cooling fan, and the information that the engine was "oil cooled."

Both cars were garaged at Freshwater, I.o.W., and although I have attempted to find the whereabouts of APL 114 I have unfortunately drawn a blank.

I would much appreciate it if any reader could advise me if either of these two cars are still in existence.

R. F. STIMSON.

Lichfield.

* * *

The Rover Nine Sports

Sir,

I was interested to see the letter from Mr. Granville-Jolly in the May edition, concerning the Rover Nine sports.

I own a 1926 model with polished aluminium body—duck's-back with single dickey seat and disappearing hood. This is fitted with 4-wheel brakes (surely this was standard), four shoes in each rear drum, and a self-starter. However, I have it on good authority that the dynamo never produced more than 5 amps.—which probably accounts for the fixed starting handle. The engine is very neatly laid out, with no external drives, no fan, and cooling by water pump.

The reason for the clutch slip mentioned is probably that no locking device is fitted to the adjusting nuts, which tend to undo themselves. This is easily cured by fitting split pins, or—if one prefers to be intrepid—it is a simple matter to get underneath, plunge one's hand through the open bellhousing (more thoughtful design?) and do the nuts up every 200 miles or so.

I am told that the model had a reputation for blowing cylinder-head gaskets but have not experienced this trouble myself.

One final point. I would like to thank the Rover Company for their wonderful spares service—a rocker for this 38-year-old vehicle arriving by express post on the day following a visit to my local Rover Agent.

LESLIE BAYLISS.

Ilford.

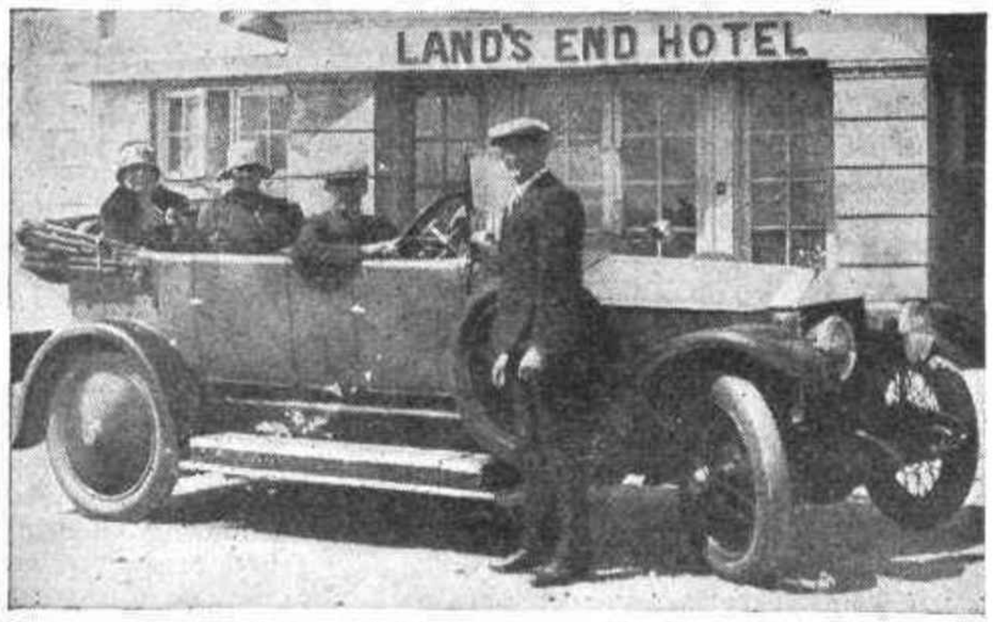
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O.M Competition Successes

Sir,

The competition history of the O.M. did interest me greatly. Therefore I would like to supply some further details about the efforts of O.M. in Continental races.

1924: The 24 hours' Monza race (so-called Night Grand Prix)—



Roamer, the car that won't lie down—another letter about them from Mr. B. Ringshall, who sent this picture of one which has roamed as far as Land's End, appears on this page.

6th general classification and 1st 1½-litre class : T. and M. Danieli; 9th general classification and 2nd 1½-litre class : Levi/Castellari.

1925 : Milan Fair Cup (Monza), Category III—2nd : T. Danieli; 3rd : Borsani; 4th : M. Danieli.

1926 : Monza Touring Grand Prix (24 hours), 2-litre class—1st : Dosio/Foresti.

Then I would like to correct the result of the San Sebastian 12-hour race. Minoia/Morandi finished third behind the famous "tank" Chenard-Walckers of Leonard/Manso de Zuniaga and Lagache/Pisart; Balastrero/Danieli finished eighth.

As regard the German Grand Prix on the old and dangerous Avus, Minoia with his mechanic Cavalari really started in this race. During the first and second lap he was second behind Rosenberger driving the 8-cylinder 2-litre Mercedes. Rain started and he retired. Incidentally, this first German Grand Prix, won by Caracciola, was marred by a holocaust of crashes. Already Caratsch laid the foundation for his fame as a "Regenfahrer."

1929 : In the record of this year, the second place in the 1,000-Mile Race of Morandi/Rosa has to be taken into account.

Bloemendaal. J. C. KORTHALS ALTES.

* * *

More About the Roamer

Sir,

With reference to the article in the September 1963 issue on the Roamer, I am enclosing a photograph which may be of some interest to you.

The photograph is a copy of one taken about 1928-29. The only information I have been able to obtain is that the owner was a Mr. E. H. Stripling, of Near Swanley, Kent. Also that the colour was grey but later changed to maroon.

Sidcup. B. RINGSHALL.

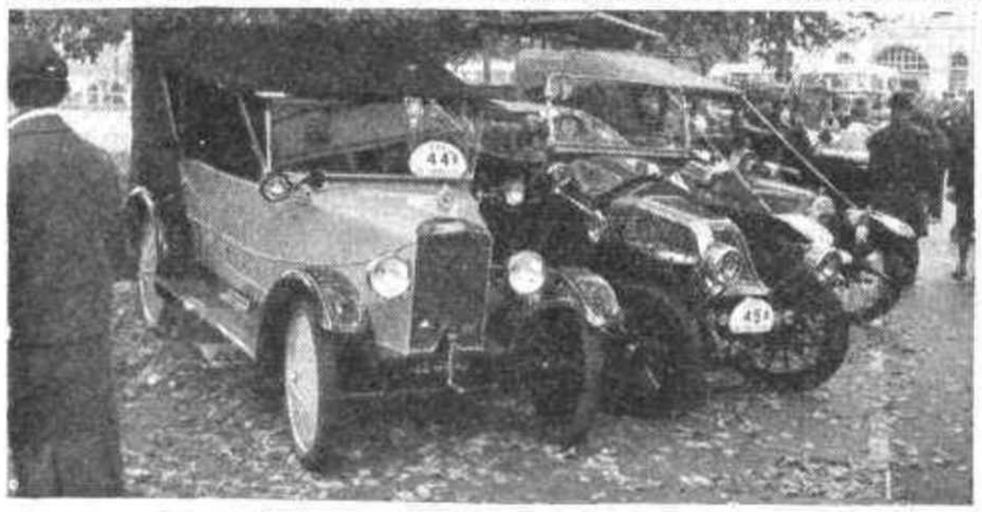
* * *

A Stoneleigh Restoration in Holland

Sir,

It was a surprise for me that in your last issue the name Stoneleigh was mentioned.

Perhaps you are interested to know that I have just finished the restoration of such a 1922 Stoneleigh utility car, "designed and produced under the supervision of Armstrong Siddeley Motors." This vintage light car has a nice technical design.



The 1922 Stoneleigh referred to by a Dutch correspondent, photographed at the start of last year's P.A.C. Traditie Rit *at Utrecht.*

The crankcase of the 90° V-twin air-cooled engine (998 c.c.) has two substantial arms which carry the engine on the frame side member and also serve as a frame cross member. The body braces the frame together at the rear. The steering-box is mounted above the centre of the crank-case and has a vertical segment shaft housed in a boss on the crank case itself, so that lubrication is effected therefrom. Tyres: 28 × 3, on disc wheels.

I wonder if any other Stoneleigh has survived, except the 1924 one that's in the City of Coventry Museum?

Overveen. TH. VAN WYK.

* * *

History of a Bugatti

Sir,

I should like to correct your statement in the report of the V.S.C.C. Silverstone meeting in the May MOTOR SPORT, that my Bugatti is the ex-Fielding model. It was in fact raced by Charles Brackenbury from 1930-1933 and won a Gold Star in 1933 at Brooklands with a best lap at 106.19 m.p.h. The engine has the crankshaft webs cut down, con-rods lightened and machined all over, a big port cylinder block, c.r. of 8.8 to 1, two plugs per cylinder with two Scintilla magnetos. (This conversion appears on several T37 Bugattis.) I wonder who carried it out?—and twin Solex carburettors. It also used to have an ugly outside exhaust system which I have removed and replaced with the standard layout.

I wonder if you have any photographs of this car at Brooklands and if you could tell me what happened to Charles Brackenbury? I understand he drove Aston Martins for a time after the war.

Derby. FRANK GILBERT.

[Apologies for a tentative guess—that's what comes of listening to commentaries! We will check on our Brooklands files; alas, that colourful personality Charles Brackenbury died a few years ago.—ED.]

* * *

The Kelvin

Sir,

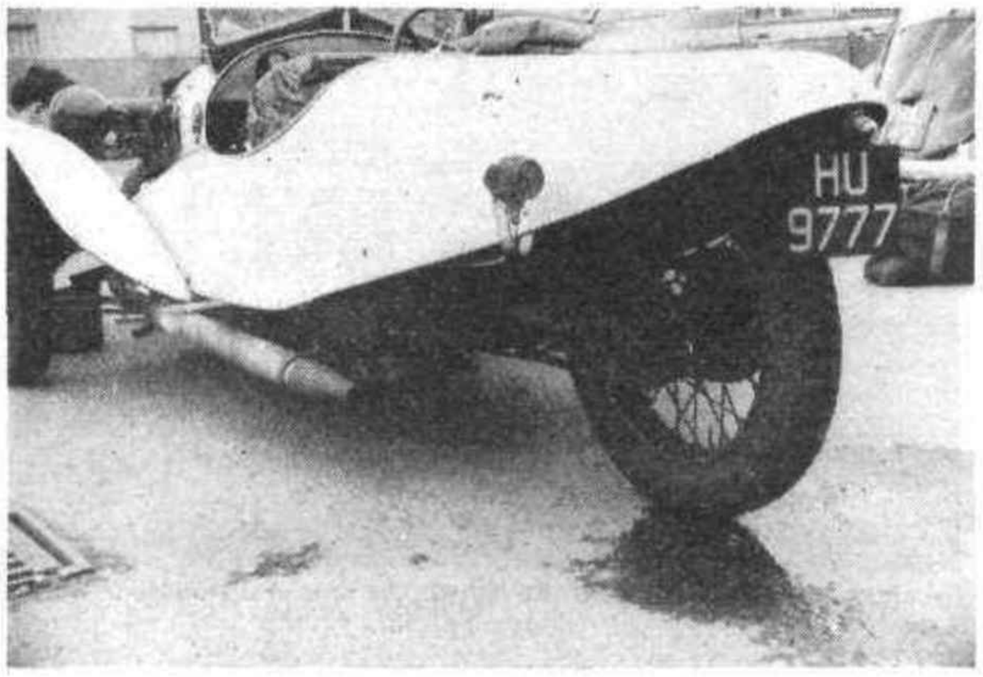
With reference to letter from Mr. David Roberts in your May issue, manufacture of the Kelvin car was given up in 1906 and any unsold at that time were disposed of soon afterwards. I do not think there can be a single example in existence to-day. The name Kelvin is so identified with the internal combustion engine in this country that I am sure anyone knowing of an old car would likely have contacted the Company long ago. The pity is that we did not think of preserving one, but posterity was a long way ahead in 1906!

I well remember the white car referred to and for which the Bergius Co. supplied the chassis only. The body, a small limousine, like a modern taxi, was supplied by a local coach-builder. It was in use in Glasgow as a private town carriage for a number of years and in no sense for advertisement. I think it was in use in London as a taxi cab during or shortly after the First World War; whether it survived that experience I cannot say.

The fishing boat engines referred to were 2-cylinder versions of the 4-cylinder car engine, starting on petrol (then 8d. a gallon) and running on paraffin.

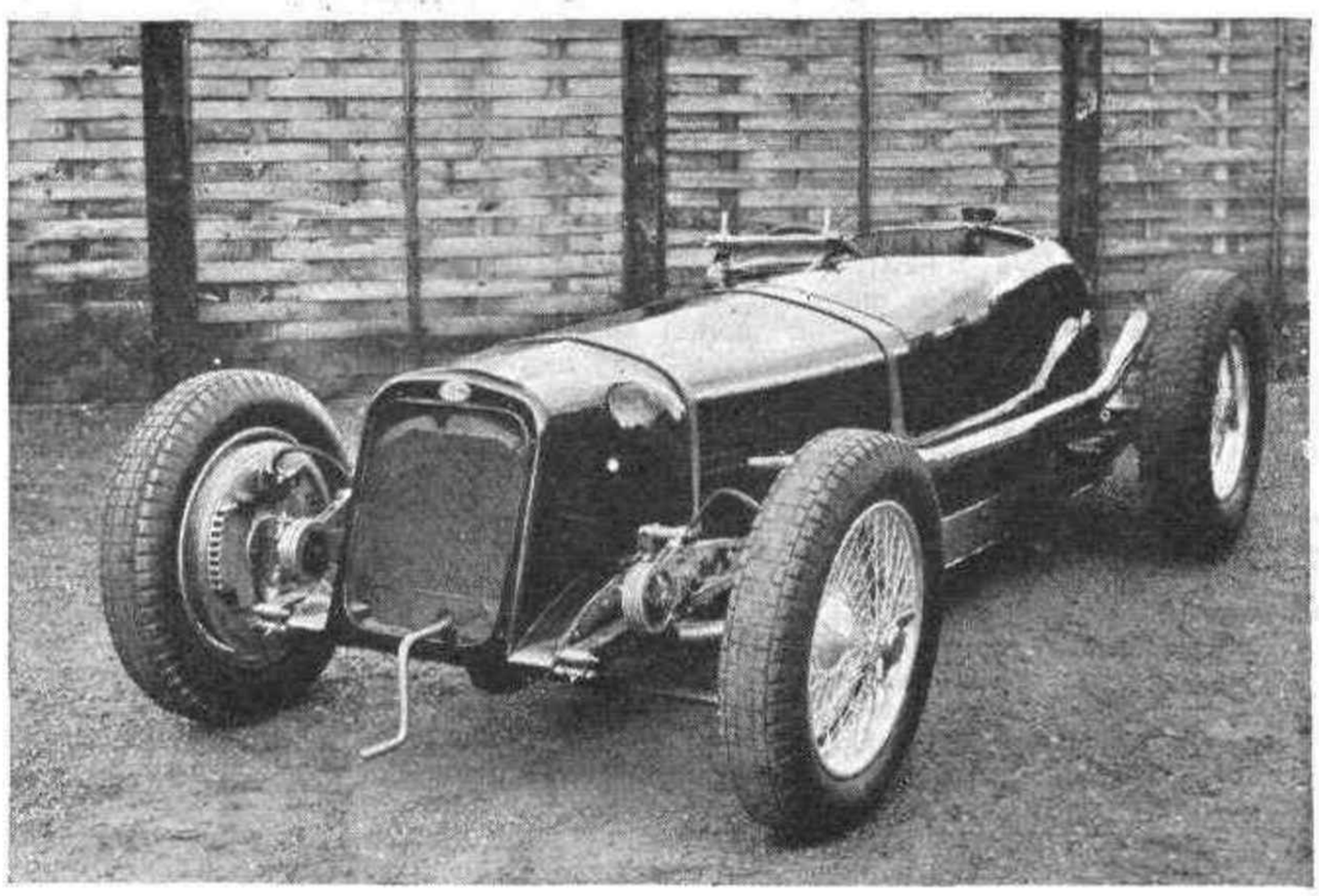
East Kilbride. DAVID WILLOCKS.

VINTAGE TAILPIECE



The 1,500-c.c. Grand Prix Delage Cars

[Alan Burnard Sorts Out the Present Whereabouts of these Historic Racing Cars.—ED.]



A recent photograph of the Delage so painstakingly rebuilt and re-bodied by that great enthusiast, Rob Walker.

THERE seems no doubt there were four cars built in 1926/27, three cars eventually coming to this country, two owned by Earl Howe, one by Malcolm Campbell, which he sold to W. B. Scott, from whom Capt. J. C. Davis acquired it. The fourth car went to Indianapolis around 1930 and has remained in America and is now in the Briggs-Cunningham collection. This is the only car which is entirely original and unmodified.

Earl Howe had the misfortune to crash one of his two cars at Monza in 1932; this car was salvaged for spare parts and was never rebuilt. He sold his remaining car to Dick Seaman.* During Seaman's ownership this car was fitted with hydraulic brakes, but retained the solid front axle (rebuilt), and ½-elliptic springs.

Prince Chula bought this car and all the spare parts, and also bought the only other 1½-litre Delage from Capt. Davis. Having cornered all the parts he commissioned M. Lory, the original designer, to produce two new chassis frames with independent front suspension; thus two new cars were born, as surely a car is identified by its chassis frame?

During the early days of the war Reg. Parnell bought four chassis frames and all the parts from Prince Chula. He told me there were no complete cars, only parts thereof, so the identification of any of the original cars becomes extremely difficult. By 1946/47 Parnell had built up three Delages from the parts. One he sold to Habershon (this had the new Chula frame and i.f.s.), another he sold to Capt. Barry Woodall (also with Chula frame and i.f.s.), the remaining car being sold to David Hampshire (which had the original 1927 frame with beam front axle). The sole remaining 1927 frame was sold with the Barry Woodall car as a spare, and passed to John Rowley when he bought the Woodall car. This frame has now been acquired by myself.

As most of us know, the Habershon car was bought by Rob Walker, who fitted the E-type E.R.A. engine, as the straight-eight Delage engine suffered cylinder-block troubles. This car was usually driven by Tony Rolt, and was bought by myself from Rob Walker in 1954. I sold it, rather reluctantly, in 1957 to Joe Goodhew. Goodhew sold it to Geoffrey Kerr, the present owner.

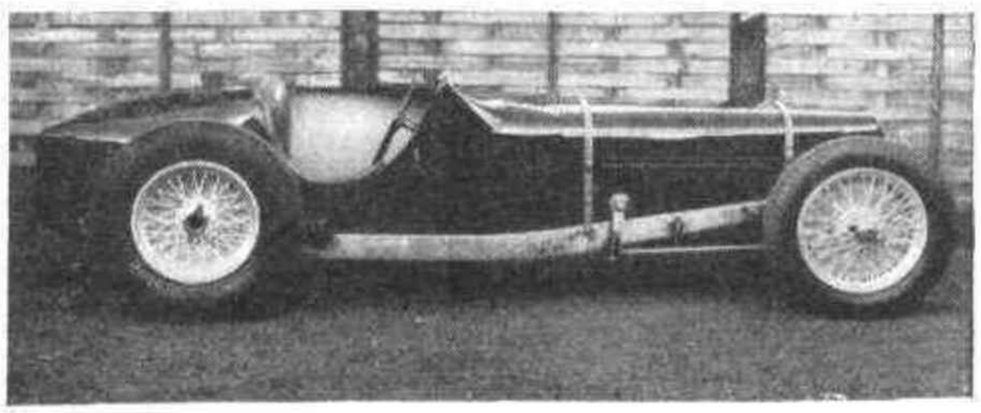
The Woodall car, which had a Chula frame and i.f.s., was sold to Rowley, went from Rowley to Roy Beebee, then to J. S. Woolley and on to M. Bradley, the present owner. This car still retains its Delage engine and has the only Delage body which looks at all original. It also retains the manual gearbox. This car was in the Montagu Motor Museum when bought by Bradley.

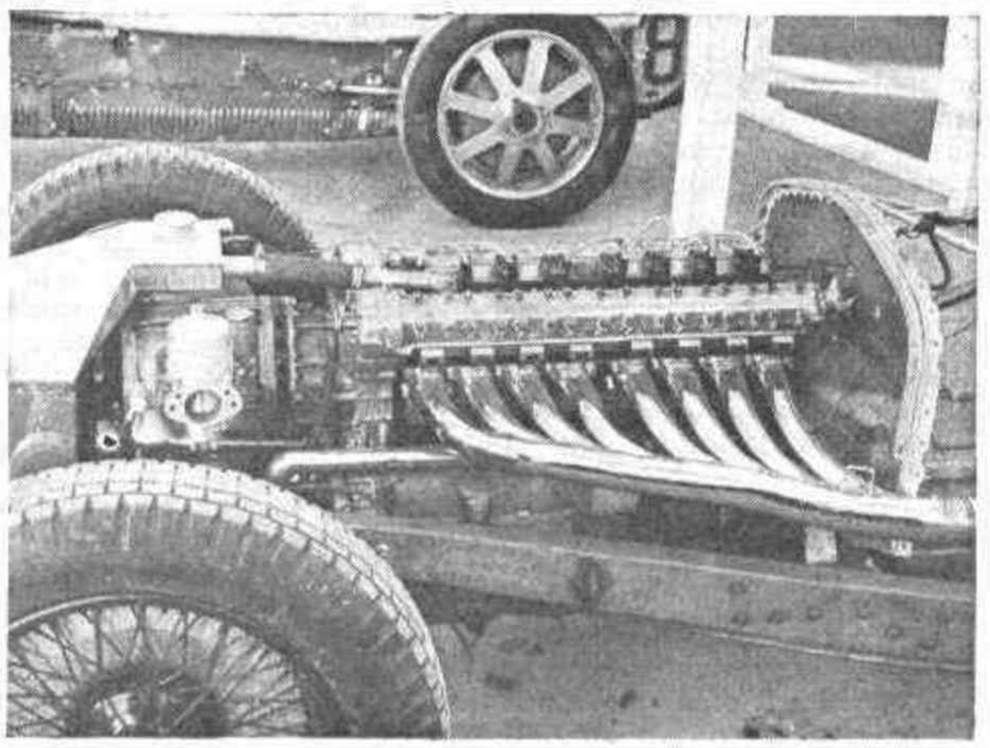
Rob Walker bought the David Hampshire car with beam front axle and it has now been painstakingly rebuilt, as the chassis frame has been identified as that of the original Seaman car.

The sole remaining chassis with beam front axle must, therefore, be that of the Campbell, Scott, Davis, Chula car, now in my possession. When I first examined this frame it was fitted with the cable brake attachments, and was obviously never fitted with hydraulics; also the front springs are fitted directly under the chassis frame, with the rear shackles supported from pillars fitted to the underside of the frame, whilst the shock-absorbers are fitted behind the front axle and facing the rear. On the only other beam-axle frame, *i.e.*, the Walker Seaman one, the springs are outside the frame with the shock-absorbers mounted forward of the axle; this arrangement is not original Delage but modifications carried out for Seaman by Ramponi. There is no doubt therefore that my frame is from the Capt.Davis car, which Chula bought when he purchased the Seaman car. The photographs of the original unmodified Delage owned by Briggs-Cunningham show that the

Continued on page 449

* The car which Earl Howe crashed at Monza was the one in which Campbell won the 1927 200 mile Race. Seaman bought Howe's other car which had won the British G.P. in 1926.—Ed.





The splendidly restored, very complex, twin-cam straight-eight engine of R. R. C. Walker's Delage, as seen at the Paris Salon two years ago.

THE B.R.D.C. SILVERSTONE INTERNATIONAL TROPHY MEETING

SILVERSTONE, *May 2nd.*

THE B.R.D.C.'s "Festival of Speed" has become an important fixture for many British spectators, who enjoy a full day's programme for modest admission charges. This year over 100,000 flocked to Silverstone, not, as on the Continent, in carefree fashion to drink in the sun at outdoor tables as the racing cars were driven through colourful streets, but in pouring rain to a bleak circuit under the watchful "eye" of radar speed traps.

The big event was the 16th International *Daily Express* Trophy Race over 52 laps, or approx. 152 miles, for F.1 cars, speculation increased because Ireland had won at Snetterton, Brabham the Aintree 200, Clark at Goodwood.

But before that there were other attractions, racing commencing at 10.15 a.m., in rain, with the 25-lap GT Race, which Mike Salmon should have won in the 3.7-litre Dawnay Racing Le Mans Aston Martin which shattered the old GT lap record by 1.4 sec. in practice. Salmon led away, but he spun at Becketts and lost 22 places. His subsequent climb back to the front of the field was impressive—by lap five he was ninth—but Graham Hill in the Maranello 3-litre Ferrari kept an eye on the mirror, speeded up when Salmon attained second place by lap 13, and won at 92.63 m.p.h. by 16.2 sec. Sears' A.C. Cobra was third, and the class winners were Ireland's S.M.A.R.T. Porsche, followed by Stoop's sister car a lap behind, Jim Clark's Elan, which went splendidly, a lap ahead of team-mate Arundell, and Hedges' M.G. Hill, Salmon and Sears shared fastest lap, at 94.76 m.p.h.

The sports cars came out next, also for a 25-lap race. The "big bangers," like the Ian Walker Lotus 30s and Jim Stewart's 3½-litre Tojeiro-Buick, should have added to the excitement, but Taylor's Lotus non-started, as did Jim Clark's officially, although it joined in late, to pop and bang its way round with only occasionally proper "vee-eight" noises from its Ford engine. There was still Tommy Atkins' 5-litre Cooper-Maserati but its unpainted bodywork suggested hasty preparation, and Salvadori was content to tail McLaren in the 2.7-litre Zerex Cooper-Climax, which won at 98.96 m.p.h., 30.2 sec. ahead of its bigger challenger. Coundley's 2.7-litre Lotus-Climax finished third. McLaren lapped at 100.74 m.p.h., and the smaller classes went respectively to Sutton's Lotus-Ford and Hine's Lotus-Climax.

Just before the spectators consumed their beer and beef-sandwich lunches, the saloons indulged in a 12-lap race. Gone are the stirring exploits of Mini drivers understeering round Chevrolets and Jaguars at Copse. Jack Sears soon had his 7-litre Willment Ford Galaxie comfortably in the lead, with Brabham discreetly thundering in his wake in the Alan Brown Galaxie. The only stirring aspect of a dull race was Jim Clark going so well in his Team-Lotus Lotus-Cortina that Sir Gawaine Baillie couldn't catch him in spite of being Galaxie mounted. The Minis trailed along behind, although Hopkirk, Fitzpatrick and Slotemaker had 1,293-c.c. Coopers, the only excitement being mud on their screens which posed a problem for the washers and necessitated blind driving. Young's Superspeed Ford Anglia mixed it with the tail-end Minis, and the ghouls got their thrill when Baldet's Lotus-Cortina harmlessly shed a front wheel at Beckett's.

Not very exciting so far, but at least the rain had stopped. The hoped-for demonstration by Ford of America's "200-m.p.h." GT coupé failed to materialise, and the idea that Moss would circulate in Spero's Maserati 250F was only a rumour, while the Allard Dragon dragster which is supposed to be endangering our Continental Correspondent's beard, was rather lost on Silverstone's expanses. The motorcycle boys, however, put on a good mock-race on A.J.S. and Norton machines.

At last, then, it was the turn of the F.1 cars. The front row of the grid was occupied by Gurney in a modified 1963 Brabham-Climax which had done 1 min. 33.4 sec. in practice (although the old lap record was said to have been broken in the race again and again, in fact, Woodcote Corner had been modified, making the course fractionally faster for 1964), Brabham in a similar car, Hill's latest B.R.M. and Clark's 1963½ Lotus 25B. In the next row were McLaren's 1964 Cooper-Climax, Arundell's Lotus 25B, and Surtees' 1964 Ferrari with 120° V6 engine. Row three held Ireland's new 6-speed B.R.P.-B.R.M., P. Hill's last year's Cooper-Climax, T. Taylor's latest monocoque B.R.P.-B.R.M. and Hailwood's Lotus-B.R.M. The field was completed by Amon's Lotus-B.R.M., Maggs' Centro-Sud B.R.M., J. Taylor's Cooper-Ford, Revson's Lotus-B.R.M., Baghetti's 1963 ex-works Centro-Sud B.R.M., Bonnier, who, after a narrow escape from incineration in Rob Walker's new Brabham-B.R.M. in practice, drove the 1964 Cooper-Climax, Anderson's Brabham-Climax, Raby's Brabham-B.R.M., Rudaz' ex-Walker 1962 Cooper-Climax, Siffert's Brabham-B.R.M. recovered from its Austrian prang, and de Beaufort's ancient F.2 Porsche.

The noise of "animals at feeding time" rose to a single crash of sound as the flag faltered downwards, and Hill's B.R.M. led away, challenged by Clark. The Lotus set a lap record of 110.92 m.p.h., yet by lap six the Brabhams of Gurney and Brabham were in the lead.

Clark's race did not last long, for a trail of smoke prefaced engine seizure on lap 10. A Brabham had been forecast by many as the winner and here were Gurney, who had forged through to the front with a lap equal to Clark's, and Brabham himself nicely in front, followed by Hill's B.R.M. and Arundell's Lotus. Surtees was dropping back, the Ferrari not getting all the fuel it craved past the fuel injectors. Bonnier was in trouble with the Cooper's lubrication system.

The pattern was established for many laps as the two Brabhams, with Hill holding on, Arundell falling back, McLaren and Phil Hill behind but not challenging, then, a sort of separate race, Ireland, Amon, Maggs and Hailwood in a disturbingly tight bunch, and Revson trying to keep up.

Gurney's Brabham lost brake fluid from a rear brake seal and lost its lead, to retire on lap 27. This left Brabham in the lead, and he pushed his former steady lappery up to 111.39 m.p.h. as Hill began to close on him.

On lap 29 the B.R.M. proved able to take the Brabham. It seemed to be Hill's race, but lap 48 saw Brabham go round at 112.58 m.p.h., to snatch the lead at Woodcote. The crowd woke up, to some truly intense racing. Both Hill and Brabham are strategists. Now they were racing as if tied together, Hill re-passing at Copse but never shaking off Brabham by more than two or three lengths. As the race entered its last few laps, Brabham came up as if to look into the B.R.M.'s cockpit to see what revs Hill was using. Hill made not a single mistake under this intense pressure and appeared to be safe, but Brabham, giving his engine everything for the run-in, took the lead out of Abbey and got a wheel ahead as they crossed the finishing line, to win such a close race that the timekeepers gave both cars the same time and speed, but didn't declare a dead-heat. The B.R.M. just wouldn't go any faster! It could not have been more exciting had it been a staged finish, and the spectators loved it. Arundell made third place.

McLaren went out, unable to steer his Cooper after the balance weights had flown off a front wheel, Ireland was worn down in leading the aforesaid foursome and crashed, Anderson retired with clutch failure, Taylor had gone out with no oil pressure, and Raby with engine trouble. The old lap record was broken time and again, the new one being Brabham's 112.58 m.p.h., while the race average, 110.35 m.p.h., was nearly as fast as that old F.1 lap-record.

The F.3 race was a bit of an anti-climax after this splendid F.1 battle; it was a victory for B.M.C.-powered cars, Jimmy Stewart's Cooper winning at 98.07 m.p.h. from Banks' Cooper and Cardwell's Brabham-Ford.—W. B.

Results :

INTERNATIONAL TROPHY—Formula One
52 Laps—Approx. 152 Miles—Dry

1st : J. Brabham (Brabham-Climax V8) 1 hr. 22 min. 45.2 sec.—110.35 m.p.h.
2nd : G. Hill (B.R.M. V8) .. .. 1 hr. 22 min. 45.2 sec.—110.35 m.p.h.
3rd : P. Arundell (Lotus-Climax V8) .. 1 hr. 24 min. 14.2 sec.—108.41 m.p.h.
4th, P. Hill (Cooper-Climax) 51 laps; **5th,** C. Amon (Lotus-B.R.M.) 51 laps; **6th,** M. Hailwood (Lotus-B.R.M.) 51 laps; **7th,** T. Maggs (B.R.M.) 51 laps; **8th,** .G Baghetti (B.R.M.) 49 laps; **9th,** P. Revson (Lotus-B.R.M.) 49 laps; **10th,** J. Taylor (Cooper-Ford) 49 laps; **11th,** J. Siffert (Lotus-B.R.M.) 49 laps; **12th,** I. Ireland (B.R.P.-B.R.M.)* 47 laps; **13th,** de Beaufort (Porsche) 47 laps; **14th,** Rudaz (Cooper) 47 laps; **15th,** McLaren (Cooper)* 40 laps; **16th,** Bonnier (Cooper) 39 laps.

* *Non-finisher, but included in official results.*

Fastest lap : Brabham (Brabham-Climax), 112.58 m.p.h.

22 starters — 14 finishers.

I.T. INNUENDOES

Ford had a bad day—the only Lotus 30 going badly, the much-publicised Le Mans Ford GT car defaulting in its demonstration.

* * *

Racing isn't what it was, judging by Peter Garnier's reference in the programme to the 20-litre 250F Maseratis of 1954-60!

* * *

What would you do to the young women who enquired whether the GT cars performed first because it was raining and they have closed bodywork?

* * *

The motoring-dog would like to be told how that small black poodle got into the Paddock.

CONFLICTING OPINIONS

A weekly contemporary describes the new Fiat 850 as " understeering strongly " but another weekly from the same publishing group states that it has " a distinct tendency to oversteer "!

BROOKLANDS RE-UNION—JUNE 27th

This year's Re-Union of Brooklands' car enthusiasts—which means anyone who drove, passengered, acted as mechanic or official, or who spectated at the Track, will be held on Saturday, June 27th. Judging by the success of last year's gathering and the number of people who have since expressed regret that they were not present, the attendance this time should be truly formidable.



The organisers, William Boddy, Editor of MOTOR SPORT, and Dudley Gahagan, have persuaded Vickers-Armstrongs Ltd. to let visitors take a glimpse inside the old Motor Course. This will be a privilege accorded to badge-holders only, and those who wish to attend this Track visit are asked to apply to Mr. Boddy at " Carmel," Wood Lane, Fleet, Hampshire, so that in due course badges and a time-table can be dispatched to genuine Brooklands personalities. Those definitely coming to the evening Re-Union in Weybridge are also asked to send a p.c. to the organisers, stating their connections with Brooklands, but they will receive their identification badges on arrival at " The Hand & Spear " from 6 p.m. onwards. Casual callers of the right calibre will also be welcome. Brooklands motor-racing films will be shown during the evening, either in the hotel or at Brooklands Technical College (formerly the Locke-King residence), depending on the numbers attending.

It is appropriate that this annual Brooklands Re-Union (an idea originated by Rex Judd for B.M.C.R.C. old-timers) should assemble in " The Hand & Spear," because this historic hostelry was a favourite haunt of drivers and riders after pre-war B.A.R.C., B.M.C.R.C., J.C.C., L.C.C., B.R.D.C. and other race meetings at the Track. Although modernised within, externally this hotel looks much the same as it did in those days, or, indeed, when Robert Louis Stevenson stayed there while writing " Treasure Island." In fact, a notice on its walls reading—" POST HORSES, OPEN CARRIAGES and neat flies. Horses Taken In to Bait & Stand at Livery " suggests it is just as anxious to recall the horse as the motoring age!

On June 27th let us do our best to ensure that the Brooklands days are not forgotten!

THE G.P. DELAGE CARS—continued from page 447

front springs are positioned and supported exactly as on my frame.

The new Chula frames are easily identifiable by the side elevation, as they commence the upward run from the rear spring anchor point, whereas the original frames are horizontal to the ground for about 24 in. forward from this anchor point before they start the run up; also there are no holes bored for brake cable levers. The Delage frames are channel-section, whereas the Chula frames are box section.

The identity of the Seaman frame is obvious, as it is 1927 Delage, with the brake cable lever holes blocked up when converted to hydraulics. The only other frame that it could possibly be is my Capt. Davis frame, but this still has brake-cable attachments. The Ramponi front-spring and shock-absorber modifications on Walker's car also serve as identity. My opinion is that the rear axle and springs now fitted to the Woodall car are from the Seaman car, for two good reasons. There are wood fillings in the rear spring anchor points and the Walker frame has such fillings between the front dumb-irons; also the rear axle casing is attached to the rear springs by an additional bridge piece; this is not original, but in my opinion was fitted by Ramponi for Seaman. The manual gearbox in the Woodall car is probably ex-Seaman,† as the other two cars in this country have pre-selectors; also, the body is the only one that looks at all like the pictures of Seaman's car. Rob Walker has had a new body built, to the Seaman shape, for *his* car.

To the best of my belief, this is the most accurate " pedigree " published to date, but if anyone can make corrections or give me additional information, I shall be glad to hear from them.

† Seaman used a gearbox supplied by Delage of Paris, which was a spare for the 1924 V12 G.P. cars.—ED.

No. 1	No. 2	No. 3	No. 4	The E.R.A.-Delage No. 5	No. 6
	1927 Frame	1927 Frame	1927 Frame	New Chula frame with i.f.s.	New Chula frame with i.f.s.
Howe Crashed at Monza in 1932. (Beyond repair.)	Briggs-Cunningham in U.S.A.	Campbell Scott Davis Chula Parnell Woodall Rowley Cannon Burnard	Senechal Howe Seaman Chula Parnell Hampshire Walker	Chula Parnell Habershon Walker Burnard Goodhew Kerr	Chula Parnell Woodall Rowley Beebee Woolley Bradley

Discoveries.—Readers report a Delage 2-seater at a farm in Scotland, a 1927 Essex Super Six for sale in Devon, and three Foden steam wagons, two Sentinels and a Fowler steamroller in a disused quarry in E. Somerset. There is also a sports-bodied Morris Minor 2-seater, another in crashed condition and an Austin 12/4 or 14/6 saloon in a barn in Berkshire. Letters can be forwarded but no correspondence can be entered into. More exciting—a Morgan 3-wheeler which sounds very similar to W. D. Hawkes' Brooklands' car of the early twenties is being restored in London and data is sought. It has a brass bullet-shape petrol tank in lieu of a bonnet, an 8-valve vee-twin Anzani engine in as-new condition, and was first registered in November 1922, Reg. No. NP 1730.

* * *

Bentleys at Antwerp.—Fastest time at the B.D.C. f.s. kilo runs this year was by Mrs. Coundley's Jaguar-D, at 161.28 m.p.h. —good show indeed! Fastest Bentley was Sowden's 8-litre (118.6 m.p.h. in the rain) and Burton in Dr. Taylor's Type 59 Bugatti did 133.5 m.p.h.



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In the 1964 Economy Run, H.W. Greenwood averaged 41.17 m.p.g. in his Austin A60. By studying performances like this, Mobil learn to help you get more miles per gallon in your car.

How Mobil's experience can help you to keep down the cost of good motoring

MORE M.P.G.

From experience of more than 100 Economy Runs in a score of countries during the past 25 years, Mobil have gained unique knowledge of how m.p.g. can be improved. Your Mobil dealer can help you with these three 'musts' for high m.p.g.

1. First-class petrol and oil
2. A perfectly tuned engine
3. Economy driving techniques

He sells Mobil Special and IMPROVED Mobiloil Special—the petrol and oil the Economy Run drivers use. He knows how to keep your car in real Economy Run tune. And he can give you Mobil's leaflet, 'Driving for Economy', which tells you the driving secrets of Economy Run winners the world over. If you make the most of his help, there is no doubt at all that you can get an important increase in m.p.g.

BETTER ENGINE PROTECTION

Since the earliest days of motoring Mobil have pioneered the development of chassis greases, gear oils, and engine oils, which give the utmost possible protection to the working parts of a car —IMPROVED Mobiloil Special, for example.

Fewer repair bills

IMPROVED Mobiloil Special gives truly remarkable engine-protection —and your engine gets important additional protection from Mobil petrol: both Mobil Special and Mobil Super Special contain a most effective combination of additives to protect the condition and performance of your car. Regular use of Mobil petrol and regular servicing with Mobil lubricants are your car's best protection against costly repairs and loss of efficiency.

Longer car life

Besides saving you repair bills, the same fine Mobil products and expert Mobil servicing also lengthen engine-life, preserve the value of your car, and give you tens of thousands of miles of good, economical motoring.

For motoring economy—it's Mobil

MORE M.P.G. . . . BETTER ENGINE PROTECTION

Variety

The Editor Samples a Ford Consul Corsair Automatic, an M.G. Magnette Automatic, the R8 Renault in 1,100-c.c. Form and the Hillman Minx 1600 Series Five

NOT a wildly exciting selection, perhaps, but I feel no particular pangs of remorse for writing briefly about these four sound vehicles, especially remembering that some years ago a contemporary announced proudly that it had signed-up racing driver Roy Salvadori to write its road-test reports; I awaited eagerly his first appraisal and it was all about—a Hillman Minx.

The Ford Corsair was provided while the Cortina GT which gives me so much satisfaction, and reliable daily motoring, was being serviced. It was at once more sophisticated, with more comfortable seats and a pleasant air of up-to-the-minuteness lacking in the Cortina, yet I preferred several aspects of the latter, disliking the ugly horn-ring which blanks the lights and turn-controls, as does the steering-wheel spoke, the spring-loaded rear number-plate which covers the fuel filler and the tinny lid of the too-small cubby-hole of the Corsair. However, the automatic transmission works smoothly, although the drive takes up with a bang in "D" or "R." The engine becomes noisy when accelerating hard under kick-down and whereas the servo brakes of the Corsair GT are superior in action to those of a Cortina GT, the normal Corsair has unconvincing brakes, which would benefit from suction assistance. On the whole, though, the Ford Corsair is obviously a car the bulk of buyers are finding extremely attractive and it is generally a very acceptable family car.

* * *

The M.G. Magnette likewise was not strictly a road-test consignment, being offered as transport by B.M.C. while they were rejuvenating the Editorial Morris 1100 after it had run more than 17,000 miles with no more traces of old age than a noisy tappet, some underbody porosity and well-worn brake pads. A direction indicator spring had failed, a door-lock likewise.

Although the Farina B.M.C. range is now considerably outdated and on paper these are not inspiring cars, they contrive to endear themselves to me as solid, no-nonsense, luxury family saloons. The M.G. Magnette had the thick-rimmed, too-high-set steering wheel of its kind, seats which I thought very decently comfortable, plenty of space in an upright clubroom sort of fashion, a big boot and a tow-bar.

Performance wasn't exciting and kicking-down to get adequate acceleration from the automatic transmission produced an astonishing increase in engine noise and an ache in my right leg. The ride and road-holding was unremarkable, yet this M.G. somehow endeared itself to most of those who rode in it. In all, it covered more than 1,800 miles in a very short space of time without any temperamental troubles. As, previous to my rather hasty acquisition of it, another journal had rushed to Pau and back in it, this underlines the ruggedness of these useful B.M.C. products. Even the brakes scarcely hinted at the hard use to which they had been put. Long after this family of uninspired but faithful B.M.C. saloons has been superseded by ADO17 or whatever, they will continue to sell well on the used-car market, serve a great many people very adequately and will continue to be spoken of with affection if not with enthusiasm.

* * *

I was anxious to try the 1,100-c.c. version of the R8 Renault, having been obliged to forego its Corsican pre-view. It is a very willing little rear-engined car indeed, quiet-running, with a vague yet quick gear-change, and disc brakes all round which were disappointing on the test car, tending to lag and locking the Michelin "X"-shod wheels all too readily on slippery roads. The R8 is noted for comfortable seats, although I did not like the very spongy cushions and squabs with which they are endowed, nor did I find the inclining-squab adjustment easy.

Good screen-wipers, parked by depressing their throw-over switch, but a tinny drop-lid to the cubby-hole, an accessible engine



A MINX FOR THE EDITOR, on one of his non-sporting occasions. This is the inexpensive series five Hillman saloon.

but difficult-to-reach rear-door locks and the need to lock by key both front doors, a vanity mirror in the passenger's vizor but very limited headroom, a reverse gear so quick to engage that R8 owners might well win driving tests, but a tendency to wander, and rather "tight-rope" road-holding, very prompt cold-starts but not overmuch room inside—these comments sum up my R8 likes and dislikes. Externally this isn't a beautiful car and the concave table-like bonnet is a bit depressing. But for its feeling of dependability, high-class finish without and within, full equipment included in the standard specification, and useful performance, with an indicated 70 m.p.h. in 3rd gear, at 41 m.p.g. of non-premium petrol, this little Renault has a definite place in the motoring scheme of things. Oil thirst, checked after 470 miles on the flimsy dip-stick, had been one-third of a pint.

* * *

It seems years since I have driven one of the larger Rootes' products, so a series-five Hillman Minx saloon was interesting. I have in the past criticised Rootes' 1½-litre cars for harsh engine and gear-change, a "dead" ride and spongy steering. This compact 1.6-litre Hillman had improved steering and the ride seemed more lively than formerly, even to transmitting some shudder over bad roads. The gear-change, by a stolid floor lever, remains notchy but positive; the engine picks-up harshly and would benefit from better low-speed torque; particularly as top and 3rd gears are as high as 3.89 and 5.4 to 1, respectively.

One has to remember, however, that this Minx sells for £634 18s. 9d. in de luxe form, or £648 3s. 9d. with whitewall Dunlops, which compares favourably with the rather expensive Hillman Super Minx. It has comfortable seats, a reasonable size boot obstructed by a vertical spare wheel, is nicely equipped and finished, and will run up to an indicated 65 m.p.h. in 3rd gear or cruise at a similar speed in top, with a maximum of 76-79 m.p.h.

Greasing has been eliminated and the neat facia contains a combined amps., oil-pressure and heat gauge to match the speedometer, a petrol gauge, and a Smiths' clock that gained outrageously. The calibration is thorough, a Rootes' speciality. There is a good parcels' shelf, a lockable cubby-hole, sill-interior locks for the front doors, and a full-horn-ring. This is an old-fashioned but quiet and acceptable family car, comparable to the Farina B.M.C. saloons. Generally, I think B.M.C. do things rather better, but then a Morris Oxford costs £731 against £635 for this Minx.

The engine stalled occasionally and tended to run-on, with a clonk suggesting a broken exhaust-pipe bracket or engine mounting. The only other defect was failure of the o/s. direction indicator, the stalk having to be held down to make a signal. There is a well-placed r.h. brake lever but the crude iron adjuster for the driver's seat is somewhat lethal to trouser-turn-ups and nylons.

Fuel consumption was a reasonable 30.3 m.p.g. of premium petrol and when I looked at the dip-stick, and the engine, for the first time after the Hillman had been used for just over 900 miles, it indicated the need for a pint of oil. Fuel range was 252 miles.

This series-five Minx has disc front brakes giving powerful if slightly erratic retardation and cornering is acceptable if not outstanding. There are rather flimsy, rubber-protected bumpers. The improvements effected make me keen to try the latest Sunbeam Rapier, to see if this has been similarly improved.

None of these cars, however, gave me the same satisfaction as the Ford Consul Cortina GT, mainly because good acceleration is so necessary in the prevailing traffic congestion.—W. B.

MONACO GRAND PRIX

16 Started 9 Finished

1	B.R.M.	G. HILL
2	B.R.M.	R. GINTHER
3	LOTUS-CLIMAX	P. ARUNDELL
4	LOTUS-CLIMAX	J. CLARK
5	COOPER-CLIMAX	J. BONNIER
6	LOTUS-B.R.M.	M. HAILWOOD
7	BRABHAM-CLIMAX	R. ANDERSON
8	LOTUS-B.R.M.	J. SIFFERT
9	COOPER-CLIMAX	P. HILL

(subject to official confirmation)

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Smee's

48th Targa Florio

A GT VICTORY

SICILY, *April 26th.*

THIS year the Targa Florio was notable for two outstanding things, firstly a powerful onslaught by Caroll Shelby and his team of A.C. Cobra-Ford V8 cars and, secondly, the complete absence of the works Ferrari team. After the races at Daytona and Sebring the Shelby Cobras were leading their category of GT cars in the manufacturers' championship, and this encouraged the Texan to bring over a four-car team to do battle with the Circuit of the Madonie, with its 72 kilometres of rough mountain roads. At the same time Enzo Ferrari eyed the indications at Daytona and the results of Sebring, and decided that the outcome of the Le Mans 24-hour race in June was going to be more important to his sales of GT cars than a win in Sicily. In addition, his Grand Prix car-building programme was getting behind, and with Monaco and Zandvoort in the offing, followed by the 1,000-kilometre race at Nurburgring for his Prototype GT cars, his workshops were going to be busy enough without the added work of repairing the cars that would inevitably be damaged during the Sicilian race. With the participation of the Cobras being an unknown quantity in the Targa Florio it looked as though this year would be a walk-over for the factory Porsche team, who were entered in strength, not only for an overall win with one of their 8-cylinder Prototypes, but also a GT category win with the recently homologated 904 Carrera GTS.

Having got over the spell of bad weather that surrounded the Siracusa G.P., the island became its normal self with blue skies and hot sunshine, and the week before the race was typical Targa Florio week, with practice both official and unofficial taking place. On Friday the roads were closed for some hours but few cars got in any serious practice laps as far as the timekeepers were concerned, for most teams only had time for each driver to do a "standing-start-and-stopping-lap," which did not show up well on the timing clocks. As the race is run on a time basis with starting order decided by numbers in order of classes, practice lap times do not count for anything other than team strategy.

At 4 a.m. on Sunday the roads were closed to normal traffic and anyone wanting to drive from Palermo to Messina, or *vice versa*, had to make a detour inland of many miles of mountain roads, or join the queue of cars that were waiting for the roads to open again in the late afternoon. By 6 a.m. all the competitors were assembled in confusion in the pit area and were having their tanks filled by the various petrol companies, and by 7 a.m. some semblance of order began to appear as the cars were marshalled behind the starting line. At 8 a.m. the first car was flagged away, being an Alfa Romeo Giulietta in the 1,150-1,300-c.c. GT class, it being followed 30 sec. later by the second man, and so on through the class. Giuliettas were not alone in this category for there were two René-Bonnets, two Alpine coupés and three Abarth-Simcas. In the 1,300-1,600-c.c. class were two of the new Alfa Romeo Giulia TZ models, with the tubular space-frame, independent back end with inboard disc brakes and chopped-tail Zagato bodywork. Both were entered by the Scuderia Sant Ambroeus from Milan, which was a thin veil over the fact that factory Alfa Romeo mechanics and technical people were looking after the cars. In the 1,600-2,000-c.c. GT class the Porsche firm justified the homologation of the new fibre-glass-bodied 904 coupé for there were four privately-entered cars and two factory-entered cars, as well as the old-type Carrera with special body that competed last year. The red 904 of the Scuderia Filippinetti, driven by Swiss drivers Rayers and Muller, led the class away at 11½ minutes past 8 a.m., and this class was followed by a trio of Lancia Flaminias. At 19 minutes past 8 a.m. the blue and yellow Ferrari GTO of the Swedes Norinder and Troberg took off, followed by two private 1964 Ferrari GTO models and four other private Ferraris. The two 1964 cars were obviously the Maranello hopes for a GT win and the owners were being assisted by factory personnel. At 23 minutes past 8 a.m. the grandstands shook as Phil Hill thundered away in the first of the A.C. Cobras, followed thirty seconds later by Gurney in a similar car. Then went Master Gregory in the third of Shelby's team and a a local Alfa Romeo driver who had been loaned a Cobra as part of Ford's political strategy, and finally Hitchcock in his own private Cobra, all five of them being open 2-seaters that we used to call sports cars but are now considered to be Gran Turismo cars.

Until now there had only been one non-starter, though one or two of the cars had been hurriedly patched up after practice, and in the next class the only other non-starter was posted. This was the Brabham BT8 with 2-litre Coventry-Climax engine that should have been driven by Wilks and Epstein, but unfortunately during the official practice period something at the rear broke while Epstein was travelling at speed along the straight near the end of the lap and the car spun off the road, throwing the driver out with minor injuries and demolishing itself on a series of granite road-side markers; so badly that it was difficult to decide whether a rear wheel, spring or suspension part failed first. The car was entered in a special Targa Florio class for sports cars up to 2-litres in which is put anyone who wants to enter a car that does not fit in with the normal F.I.A. Grand Touring and Prototype classes. This year the entry would have done justice to a V.S.C.C. Historic Racing Car event, for it contained a 200S Maserati, a Tipo 60 Maserati, an early 1,500-c.c. Osca, the inevitable 8V Fiat and an hill-climb rear-engined model Ferrari 196SP. Also in the class was the B.M.C.-Mini of Jones and Ratcliffe.

Finally came the two Prototype classes, the first for 1,000-2,000-c.c. cars, and this contained two factory-supported special Lancia Flavias, the flat-four engines having double-choke down-draught Weber carburetters, a Le Mans coupé Alpine-Renault with Gordini 2-o.h.c. engine, driven by the Bianchi brothers, Paddy Hopkirk with a works Healey Sprite open 2-seater, and two factory 8-cylinder Porsches. Barth/Maglioli had a production 904 fitted with the 2-litre flat 8-cylinder engine, the only alterations from the normal 904 being different gear ratios in the 5-speed gearbox and the use of rubber "doughnut" universals inboard on the drive-shafts instead of the Renault flexible Hooke joints. The other works Porsche was last year's open 2-seater Prototype 8-cylinder, driven by Bonnier, with Graham Hill as co-driver. The second Prototype class was 2,000-3,000 c.c. and contained two A.T.S. rear-engined coupés, with V8-cylinder 2½-litre engines, these being driven by Zeccoli/Gardi and Baghetti/Frescobaldi; this was the competition debut of these cars from Bologna.

It was now 8.33 a.m. and 64 cars had started out on the first lap of the 72-kilometre circuit that had to be covered ten times, and it was not long before the first of the small cars returned and roared by to complete the opening lap. Naturally, overall positions could not be determined until the time-keepers had clocked everyone for the standing lap, but it was pretty obvious that Rosinski in the little French Alpine, with push-rod o.h.v. hemispherical head Renault engine by Gordini, was giving the Giulietta drivers a bad time, leading them all by well over a minute.

As was to be expected, Bonnier was leading overall, in the open 8-cylinder Porsche, followed by the second 8-cylinder works Porsche, and then came Gurney leading the Cobra attack, followed by Phil Hill, with the Ferrari GTO of Guichet between them. An Italian driver, Viannini, was leading all the 904 Porsches, while Gregory in the third works Cobra was way back. Bonnier's lead did not last long for half-way round the second lap a drive-shaft coupling broke and he was stranded out in the mountains at the Bivio Polizzi refuelling depot. This left Barth and Maglioli in the 8-cylinder 904 coupé in full command, for neither of the 1964 Ferrari GTO coupés nor the open Cobras could get anywhere near it. However, Gurney was doing his best with the Cobra but his task was pretty hopeless, and Guichet was driving his borrowed GTO very well, so although Porsche looked all set for the outright win, Ferrari hopes in the GT category were being upheld by the private owners. At the end of the third lap both Gurney and Hill made a pit stop, for fuel and tyres and to hand over to their co-drivers, but the scene was comic rather than efficient, and they lost a great deal of time. Before the stop the two Cobras had been third and fourth, but two of the 904 Porsches that were running through to four or five laps now overtook them. The 904 that was leading on lap one had been going a bit too fast and had crashed and damaged the front end, so that Bulgari was now leading from Pucci, the latter in one of the works production cars, while one of the Lancia Flavia coupés got between the two Cobras thanks to running non-stop for four laps. Of the other Cobras,





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Gregory's had split a radiator connection and after a new radiator had been fitted Innes Ireland went off in the car, and the two Sicilian drivers Arena and Coco in the fourth car were finding it a bit of a handful after their Giulietta. Hitchcock crashed his Cobra on lap three, smashing all the front in but kept going and handed over to Tchkotoua, who pressed on with the battered car.

Two American drivers new to Europe took over the Cobras of Hill and Gurney, Bob Bondurant taking over from the former and Gerry Grant from the latter. Of the two, Bondurant was much the quicker driver and during his spell of driving he gained back all the ground that Phil Hill had lost. Meanwhile, ahead of them everything was going wrong, for on lap five Maglioli had a spring unit break and this spun him into a wall, damaging the left front corner of the car, but he was able to limp round to the pits, but dropped from first place to sixth place, which meant that Bulgari was now in the lead with his 904 Porsche, having got up to second place on the previous lap thanks to a non-stop drive and consistent lapping. Guichet had handed over the GTO Ferrari to Facetti, but the latter was a lot slower than the Frenchman, so they were behind Bulgari's 904 Porsche. As the young Roman came along the final straight at the end of lap five, now in the lead of the race, he found the Porsche would not steer properly, and when he stopped at the pits to hand over to Grana, his co-driver, they found that the rear of the chassis frame had broken in two and the near-side rear wheel was leaning drunkenly inwards, so their moment of glory was short-lived and Facetti in the 1964 Ferrari GTO was now in the lead, but he was not to know it for he did not complete lap six, the rear axle giving out on him. This let another 904 Porsche back into the lead, this time the works one that Pucci had been driving and had handed over to Colin Davis after four laps. Davis was going very well and at the end of lap six had over 5 min. lead on Gurney, who was back in his Cobra and still driving hard, but he could not make up for the time lost at the pits. Phil Hill had also taken over again but his car was feeling more peculiar than usual, for a rear suspension wishbone had pulled away from the chassis, and though he limped round for one more lap he finally had to retire. The Gregory/Ireland car crashed when Gregory was driving due to a suspected steering failure, and the Sicilians had been driving their Cobra with a broken oil pipe, so that they finally came to a stop when it seized up. Colin Davis made his seventh lap in 41 min. 10.8 sec., which was the fastest of the day, in spite of what the timekeepers thought about Bonnier's first lap in 41 min. 16.2 sec., and this put him well and truly in the lead, so that it was a simple matter for Baron Pucci to complete the last two laps. Gurney's Cobra was showing signs of breaking up like Hill's had done, so that he was forced to ease up, and the 1963 works Porsche Carrera, driven by two young Germans, Klaas and Neerpasch, now came into second place.

With so much trouble among the fast cars some new faces were appearing on the leader board, and as Gurney lost ground the Alfa Romeo TZ of Bussinello and Todaro moved up into third place. This hot little 1,600-c.c. Giulia had been running like a train, and its team-mate, driven by Thiele and " Kim," was not far behind. On the ninth lap the Cobra team's radio station reported that Gurney was finished, his rear suspension having broken, so the pits staff began packing up, but Gurney had not given in and he appeared some time later. Finding his pit deserted, he set off on the last lap with his rear wheels pointing in different directions! In the Porsche pits there was an air of satisfaction, for though the works prototypes had broken down they had a production GT car in the lead, with an older model in second place and another 904 model in fourth place, while the 8-cylinder car of Barth/Maglioli had been repaired and was running again, but too far behind to hope to get anywhere. Their satisfaction was suddenly jolted when Neerpasch arrived with a buckled left rear wheel and very few brakes, having made heavy contact with a rock. The wheel was removed and it was found that the brake caliper had been broken from its mounting and a fractured pipe was letting all the brake fluid run out. A new pipe was fitted, some more fluid poured in, another wheel put on, and he set off to do the last lap with three brakes and one just flopping about on the disc. This stop allowed Bussinello in the Alfa Romeo TZ to take second place, followed by the Linge/Balzarini works 904 Porsche and the other Alfa TZ. Pucci was still going well in the leading 904, but the Linge car was far from happy, for it had had a steering bush seize up on the opening lap and though it had been freed with liberal applications of oil it did not feel right, and during the penultimate lap the rear suspension mountings were beginning to break up, which made the handling feel very odd. As Bussinello came down the mountain side towards Campotelice, now securely in second place, he had a tyre burst, and though it did no damage the time taken to fit the spare wheel was enough to let the Linge/Balzarini Porsche go by.

A deliriously happy Baron Pucci finished the 10th lap, the winner of the 48th Targa Florio, his own local race as he lives in Palermo, and a very contented Colin Davis greeted him, having done four of the ten laps and got the car into the lead. In second place were the fortunate pair Linge/Balzarini with another 904 Porsche, and the beautiful little Alfa Romeos came third and fourth. In fifth place was the not very brilliantly driven Ferrari GTO type 1964 of Ferlaino/Tamarazzo, and thanks to them Ferrari gained more points for the Category III Gran Turismo Championship. Altogether twenty-seven of the sixty-four starters finished the race, of which only ten completed the full distance, many of the others being outside the time limit. Of the little cars the Alpine GT of Rosinski led all the Giuliettas for three laps and then the right rear wheel pulled off its fixing bolts and the disc brake caliper was damaged beyond repair. The Prototype Alpine of the brothers Bianchi completed nine laps but was delayed by a broken fan-belt and later by a rear radius arm bolt breaking. The Austin Healey Sprite was driven in a very spirited manner by Paddy Hopkirk and it skittered and hopped all over the place until the rear axle broke on the fourth lap; and the Mini of Rupert Jones and Harry Ratcliffe had a front wheel fall off, so that the car skated along on its suspension and damaged itself. The very fast Abarth-Simca 2-litres of Spychiger and Hans Herrmann both broke their gearboxes, and, surprisingly, the old Tipo 60 Maserati of Boffa/Govoni was still running at the end, its only real trouble being a split exhaust manifold.

Another Targa Florio was over, as rugged and destructive as any in the past, and the sun had blazed down all day for a change; a production competition GT car had won and undoubtedly vindicated Porsche's policy of development through racing. The Cobra challenge had been strong while it lasted, but the Targa Florio circuit is a little different from specially built tracks or aerodrome circuits, but they had lasted longer than many anticipated. The performance of the Alfa Romeo Giulia TZ models was outstanding and many Alfa Romeo enthusiasts must be hoping for a 2-litre version to appear, for it would be a serious challenge to the Porsches. The race had been full of interest in spite of the absence of the Scuderia Ferrari cars and the Maranello firm had been lucky to gain some championship points with privately owned cars. Of the A.T.S. cars one can only say that it was an achievement to get two cars to the starting line, but neither lasted very long, both suffering from engine trouble. Inevitably some drivers prepare for the Targa Florio and do not get a drive, and this year Graham Hill was one of them, having practised assiduously during the early hours of the morning, only to have the car retire on the second lap, before he had even sat in it. But that is only one of the many trials and tribulations of the Targa Florio and the fact that the whole event is unpredictable is what makes it so fascinating.—D. S. J.

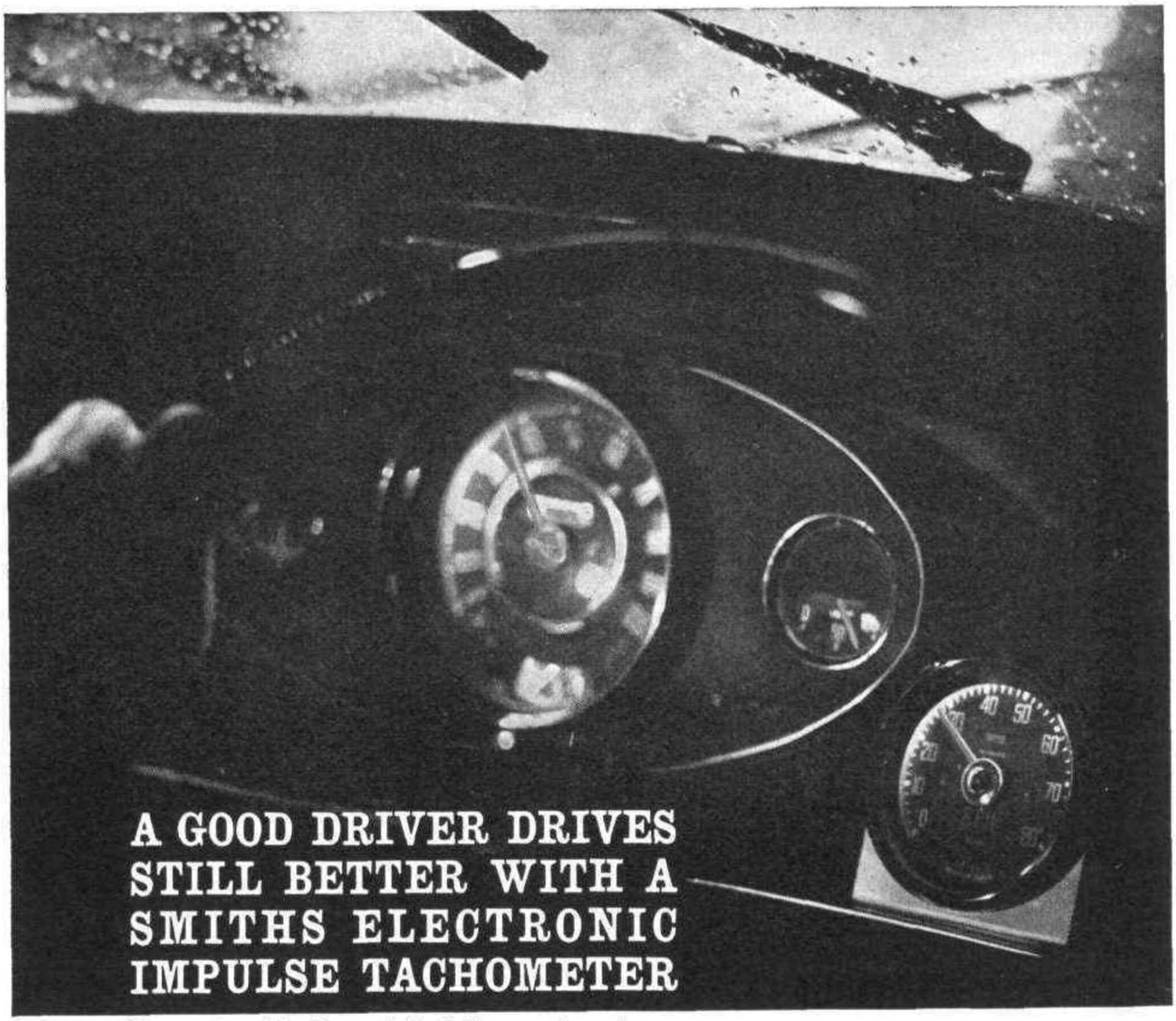
Results :

48th TARGA FLORIO—10 Laps—720 Kilometres—Warm and Dry

1st :	A. Pucci/C. Davis (Porsche 904 GTS) ..	7 hr. 10 min. 53.6 sec.—100.256 k.p.h.
2nd :	H. Linge/G. Balzarini (Porsche 904 GTS) ..	7 hr. 23 min. 15.6 sec.
3rd :	R. Bussinello/N. Todaro (Alfa Romeo Giulia TZ) ..	7 hr. 27 min. 07.0 sec.
4th :	" Kim "/A. Thiele (Alfa Romeo Giulia TZ)	7 hr. 27 min. 38.4 sec.
5th :	C. Ferlaino/L. Taramazzo (Ferrari GTO 1964) ..	7 hr. 28 min. 25.0 sec.
6th :	E. Barth/U. Maglioli (Porsche 904P-8-cyl.)	7 hr. 29 min. 16.8 sec.
7th :	G. Klass/H. Neerpasch (Porsche Carrera GT) ..	7 hr. 30 min. 45.4 sec.
8th :	D. Gurney/G. Grant (A.C. Cobra-Ford V8)	7 hr. 38 min. 05.0 sec.
9th :	U. Norinder/P. Troberg (Ferrari GTO) ..	7 hr. 40 min. 44.0 sec.
10th :	C. Bourillot/Bourbon-Parma (Ferrari GTO)	7 hr. 46 min. 45.0 sec.
11th :	M. Boffa/O. Govoni (Maserati Tipo 60) ..	9 laps
12th :	E. Nicolosi/P. Zanardelli (Ferrari GTO) ..	9 laps
13th :	J. Rey/P. Hanrioudi (Porsche 904 GTS) ..	9 laps
14th :	B. Taormina/P. Tacci (Ferrari 250 GT) ..	9 laps
15th :	P. Laureati/S. Ridolfi (Abarth-Simca 1300)	9 laps
16th :	A. Nicodemi/F. Lessona (Alfa Romeo Giulia Zagato) ..	9 laps
17th :	G. Rigano/A. Merendino (Alfa Romeo GSZ)	9 laps
18th :	G. Gargone/A. Petruzzi (Alfa Romeo GSZ)	9 laps
19th :	G. Capra/L. Galli (Alfa Romeo GSZ) ..	9 laps
20th :	G. Picciotto/" Bismark " (Alfa Romeo GSZ)	9 laps
21st :	" Ribot "/G. Parla (Alfa Romeo GSZ) ..	9 laps
22nd :	L. Bianchi/M. Bianchi (Alpine-Renault P) ..	9 laps
23rd :	V. Sabbia/G. Spampinato (Alfa Romeo GSZ) ..	9 laps
24th :	F. Santoro/M. Raimondo (Lancia Flaminia Zagato) ..	9 laps
25th :	V. Randazzo/G. Crisafi (Alfa Romeo GSS)	8 laps—outside time limit
26th :	T. Hitchcock/Z. Tchkotoua (A.C. Cobra-Ford V8) ..	7 laps—outside time limit
27th :	M. Nardari/O. Zarattini (Osca 1600) ..	7 laps—outside time limit

Fastest lap : C. Davis (Porsche 904 GTS) on lap 7, in 41 min. 10.8 sec.

64 *starters* — 27 *finishers.*



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I for INDIVIDUALITY

ROAD IMPRESSIONS OF THE PANHARD 24CT



IFOR individuality is kinder to Citroën, of whom Panhard-Levassor are a subsidiary, than writing P for peculiar, although that is how many owners of conventional cars would describe this eye-catching 848-c.c. air-cooled twin-cylinder coupé. Not that this condemns it. Indeed, the main appeal of this latest Panhard model is individuality, allied to an appearance which turns many heads. Passers-by may be under the impression this is a new pocket-size Ferrari or Maserati or some other exotic make. Alas, the driver has no such illusions as he endeavours to overtake the faster family saloons, for even though the horizontally-opposed engine is in Tigre tune, and thus develops 60 (gross) b.h.p. at 6,000 r.p.m., in a car weighing nearly 16½ cwt. at the kerb this does not manufacture Maserati-class acceleration.

However, do not stop reading, in the mistaken impression that this unusual little Panhard is sluggish. Its o.h.v. engine with those torsion-bar valve springs, although endowed with but one Zenith carburetter and having a these-days modest c.r. of 8.0 to 1, contrives to take this 2+2 coupé over a s.s. ¼-mile in 22½ sec., gets it up to 60 m.p.h. from initial clutch engagement in about the same amount of elapsed time, and will wind up to the equivalent of over 70 m.p.h. in 3rd gear and to 90 m.p.h. in the 4.52-to-1 top cog, sounding rather like a small cabin aeroplane coming in to land.

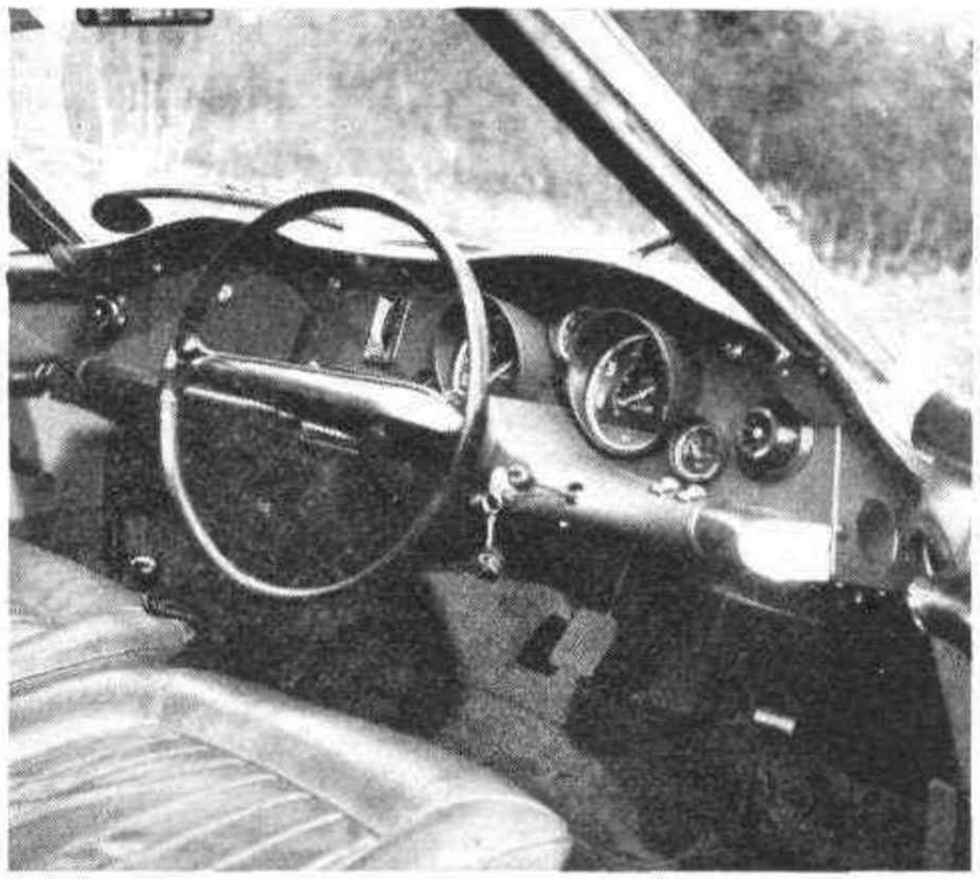
The fact is that this is another car which, emanating from France, is not unsurprisingly at its best on unrestricted open roads. In such conditions the Panhard 24CT, which will be in the news this month when a special supercharged CD version competes at Le Mans, will cruise effortlessly at anything up to almost its maximum speed. It is when traffic or road conditions call for frequent gear-changing that the thing becomes a bore—the otherwise very smooth engine changing into a lumpy, audible, clattering flat-twin, from which better acceleration is desirable, and the gear-change itself having the drawbacks of a floppy, curved central floor-lever calling for considerable, precise movements across the gate and with synchromesh that is too easily beaten, so that all but very slow changes cause a crunch, yet the gears are notchy to engage. Reverse is easy to find, through 2nd, after the lever has been depressed. The action of the clutch pedal, rather than the clutch itself, was sticky.

What it lacks in urge the Panhard makes up for by very safe cornering and road-holding, abetted by its Michelin "X" tyres and big cast-alloy drum brakes which anchor it effectively if an emergency intrudes, even if they are rather heavy and insensitive.

The Panhard corners oddly, yet effectively, pulled round by its front-wheel drive, the accurate rack-and-pinion steering being notably high-geared (2 7/16 turns, lock-to-lock), transmitting some return motion and being heavy for parking, otherwise light but a bit vague. The small wheel, leather-padded on its single spoke, is oval—and my stomach isn't all that over-developed! Once the driver becomes better acquainted with the 24CT, making full use of its rather jerky but adhesive cornering, with a tendency to lean at the rear end, good average speeds over winding roads, are the rule rather than the exception. If the throttle has to be eased understeer changes to a lurchy oversteer, hence the sometimes queer cornering line. The ride tends to be lifty, which can offset directional stability slightly.

The Panhard coupé's biggest selling point, however, is its sheer individuality and good looks. It is also comfortable and fully-equipped for an 850-c.c. automobile.

The body lines are as satisfactory as those of the previous CD coupé were ugly. Although the mechanical specification is that of the Panhard PL17 saloon—upper and lower transverse leaf-spring



The driver of the Panhard 24CT sports coupé is confronted by hooded dials, an ingenious heat selector (see text), and sits in a spongy but accommodating seat.

front suspension and triple transverse torsion-bars for the dead V-beam back axle, all-synchromesh 4-speed gearbox, Lockheed servo-assisted brakes and 145×380 Michelin "X" tyres—the wheelbase is nearly a foot shorter, at 7 ft. 6 in.

The body has a low roof-line and recessed dual headlamps. The separate front seats are fairly comfortable but rather spongy to sit upon and not only have adjustable squabs and a quick-release action to enable the whole seat to slide forward for access to the back bench, after which it automatically resumes its former setting, but three height-settings for front and rear of the cushions, the latter refinement rather negatived because of the height of the seat, which is lower, I gather, in current models. The back seat is really only for well-behaved children or luggage, the back folding down to form a better luggage platform.

The interior luxury matches the tone and appearance of this Panhard. There is copious crash-padding but no provision for safety-harness. The carpets are easily removed and are laid over sponge rubber. Upholstery, however, is in plastic, although it might be mistaken for the leather I prefer. The wide doors, which lack effective "keeps," have pockets, rather masked, however, by shallow but well placed arm-rests. There is a rather crudely-lockable deep illuminated cubby-hole in the crackle-finish facia, which has hooded Jaeger 110-m.p.h. speedometer and Jaeger tachometer and a smaller clock. The tachometer is straked to indicate that 6,000 r.p.m. shouldn't be habitually exceeded, but indicates to 8,000 r.p.m., and is also straked to remind the driver not to let the engine lag at under 1,500 r.p.m.—not, as a wag suggested, to show that you were going round the dial a second time, to 15,000 r.p.m.! The short needles are clear and steady. Instrumentation includes an ammeter, and an *essence* gauge marked 0, ½, 1, and twin stalks control, on the left, lighting by the usual Citroën twist-knob and sideways movement, also the horn, on the right non-self-cancelling direction-indicators and daylight flasher. Such identification as there is, is in French; all dials are separately hooded.

There is very full heating and ventilation, even to rear-window demisting, although there is no booster, so road speed affects the volume. Control of the latter is otherwise by a simple horizontal-quadrant knob in the middle of the facia and an ingenious rotating panel-indicator above, endowed with plan-views of the car, six in all, with portions shaded in red to show to which area heat is being diverted—which should keep most infants quiet for most of the journey. Swivelling aircraft-type ventilators each end of the facia provide truly refreshing cold-air streams.

Two groups of facia press-buttons, unlabelled, provide for, left, n/s. parking lamp and roof light (which shines on to the aforesaid rotary heat-distribution indicator), right, 2-speed wipers and the o/s. parking lamp. The wipers have a very ingenious, slightly maddening cross-over action. There are warning lights only for ignition and indicators, an ash-tray, a cigar-lighter, a bonnet-release knob and, under the steering column, choke and battery-cut-out knobs. The last-named is a good casual-thief deterrent, apart from being a safeguard against overnight battery deflation—I confess it caught me out and I imagined the battery really *was* "flat." The knob is labelled "B," the choke "S," there is no positive indication that it has broken the circuit, and I failed to heed the handbook's *coupe-circuit général*; anyway, the knobs are reversed from the handbook instructions on r.h.d. cars! The electric clock is ill-suited to such a master-switch, of course. There is rheostat control of instrument lighting, varied by a knob obviously intended to be operated by putting one's hand *through* the steering wheel.

The hand-brake is a pull-and-twist affair for the right hand, up under the scuttle, but is not too desperately inaccessible. There are soft, swivelling anti-dazzle vizors, *madame's* having a vanity mirror with its own rather unnecessary little lamp to illuminate her compact. There are two more interior lamps in the back compartment. There is a wide-view mirror of the dangerous "diminishing" type.

Certainly the flamboyant interior and that terrible steering-column nacelle which used to frighten me out of Panhard-Levassors of recent times have gone, to great advantage. The interior of the 24CT coupé is tasteful and comfortable. A modest "PL" badge adorns the steering-wheel spoke.

The Panhard's exterior shape is the equal of specialist styling, as I hope our illustrations prove—although not everyone was in agreement. The finned brake-drums protrude through the wheels as elaborate trims; the number-plates have curiously corrugated letters and numerals and are sensibly high-set. The rear side-windows, frameless on their lower edges, open as extractor vents. The bonnet is forward-hinged and self-supporting and releasing. The stepped but roomy boot has a lid which has to be unlocked by key (one key serves all locks plus the starter), after which it springs up automatically. The spare wheel is in a tray beneath, easily released and re-locked, although it sometimes fell on its own when the boot-lid was lifted, and then began to open on the road, which is dangerous and could result in loss of the spare wheel. In the end it refused to lock at all and we had to put the wheel inside the car! I understand that on later cars the catch has been improved.

The engine, with its two ducted 84.8×75 mm. cylinders, is beset by a maze of pipes and cables, nor is the USL 12-volt battery entirely accessible. However, the bent-wire dip-stick and the sparking plugs are easily removable. Ignition is by Ducellier distributor, and the Cibie dual headlamps are behind a single panel, deeply recessed in the front wing—what happens in snow?

The fuel gauge is so vague that I felt I had to refuel after about 200 miles. In fact, the range was 281 miles; the tank is said to contain 9¼ gallons and fuel consumption of premium petrol averaged 32.7 m.p.g. No oil was used in 480 miles. There is no starting handle and 20 points call for the grease-gun every 2,000 miles, which calls for a keen owner! The fuel filler is a locked flap on the n/s. rear of the body.

A very good safety provision is red lamps in the trailing edges of the doors, which light automatically. The interior door releases are in the form of slides set up under the arm-rests, and the external handles are well recessed. The doors are unexpectedly "tinny" to slam and soft plasticine appears to have been used to seal the roof guttering. A very acceptable feature is that the car is draught-free with the windows down.

The emphasis is very definitely on individuality but even extreme individualists, unless they are abnormally wealthy, may regret that in England this good-looking, unconventional f.w.d. Panhard-Levassor costs £1,329 14s. 7d., of which purchase tax accounts for nearly £230. It is handled here by the Panhard Division of Citroën Cars Ltd. of Slough, Bucks.—W. B.



The Panhard 24CT sports coupé stands out amongst more ordinary cars, such, for example, as the Ford Cortina GT and M.G. Magnette which the Editor was using when the French car was submitted for road-test.

AUTOMOBILE ACCESSORIES REVIEWED

ELWELL MOTORIST'S SHOVEL

British winters are seldom bad enough for drivers to need all the paraphernalia of the rally driver, and few people own tyre chains, studded tyres, or snow mats. However, the winter of 1962/63 made many people wish they had been wise before the event, and one item that many people may like to pop in the boot is this shovel, used by many Monte Carlo rally competitors, which is only 31 in. long and weighs 3½ lb. The forged steel blade is curved and pointed so that ice-chipping is facilitated, and foot treads are fitted so that it could also be used for digging the garden! The shovel costs £1 2s. 6d. from Edward Elwell Ltd., Wednesbury, Staffs.

MARLEYFOAM BACK- AND HEAD-REST

Most modern car seats are badly designed. The only way round this is to fit one of the excellent, but sometimes expensive, proprietary seats in place of the standard one. Alternatively, for the majority who cannot go to this expense, there is the back-rest, which itself has several defects. The major faults are lack of adjustment and poor lateral location, but these appear to be insoluble problems at present.

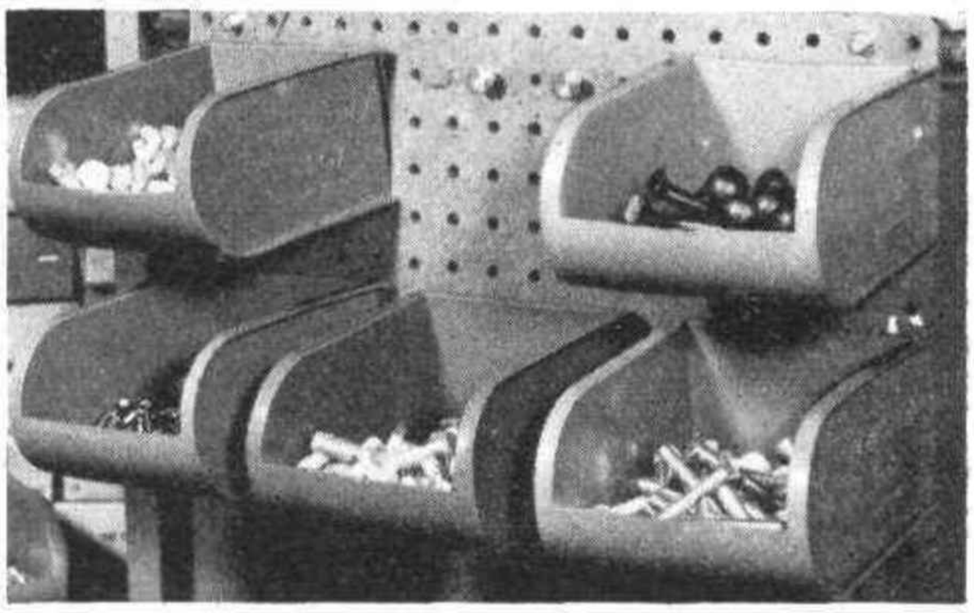
The latest idea on the back-rest/head-rest theme comes from Marleyfoam Ltd., who have tried to get over the problem of adjustment by having a foam cushion fitted on adjustable straps and attached to a large foam head-rest. The position of the back-rest can be adjusted to place it in the small of the back and the straps tightened up to hold the head-rest in position. This one is not the complete answer, for the head-rest is not sufficiently well located on top of the seat back to withstand any great impact from the rear. The Marleyfoam head-rest and back-rest costs £4 18s. 6d., and is available from Marleyfoam Ltd., Lenham, Kent.

ELTRON CAR KETTLE

Summer picnics are often spoiled by lukewarm tea or coffee dispensed from flasks. The Eltron car kettle obviates this problem for it allows hot drinks to be made by using the car battery for power. The kettle is shaped like a teapot but has a hole in the lid for an immersion heater to be dropped in. The heater is connected quite simply to the voltage regulator and it will boil the 1¼-pint kettle in 15 minutes. Eltron recommend that the heater be switched on while still driving to conserve the battery, but of course the kettle should be rigidly fixed in the car as any sudden braking could shoot hot water all over the car. The kettle is made in 1¼- and 1¾-pint capacities, and Eltron also make a frying pan which uses the same heater element. The combined price of the 1¼-pint kettle and Carfri is £2 19s., but they can be bought separately. Details from Eltron (London) Ltd., Strathmore Road, Croydon, Surrey.



Eltron car kettle.

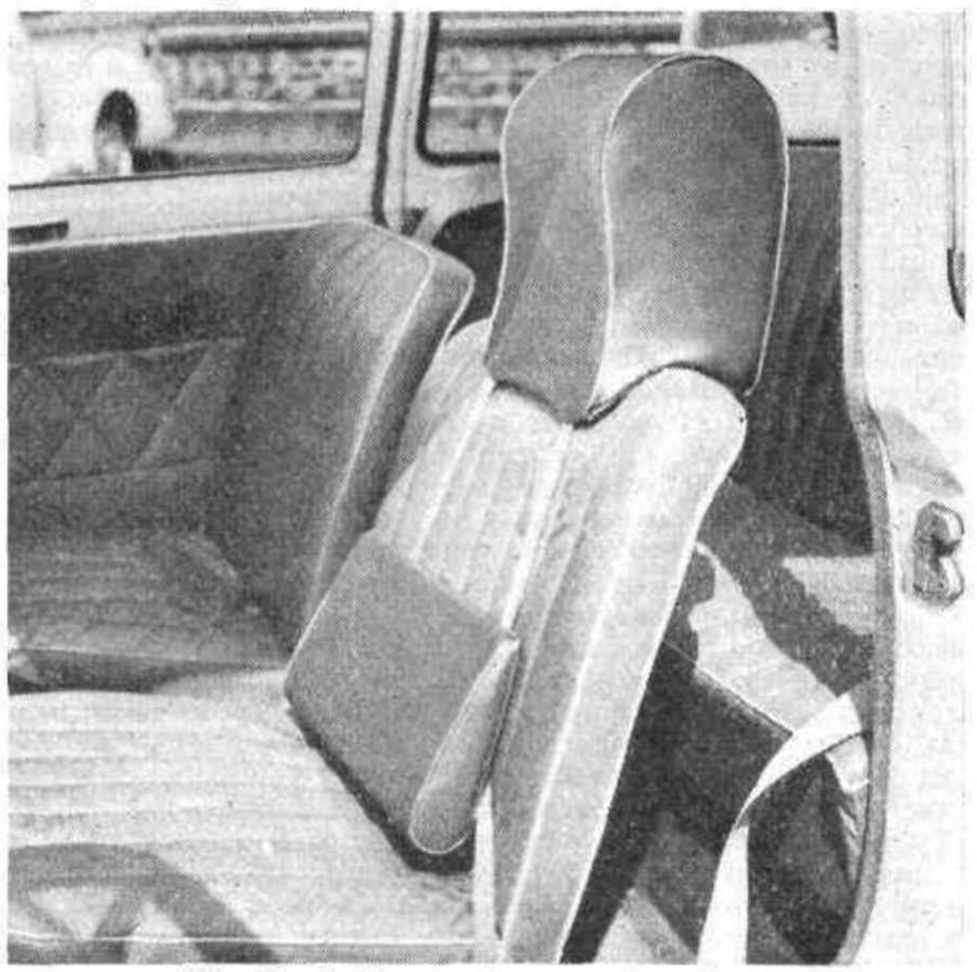


ERECTO BOXES

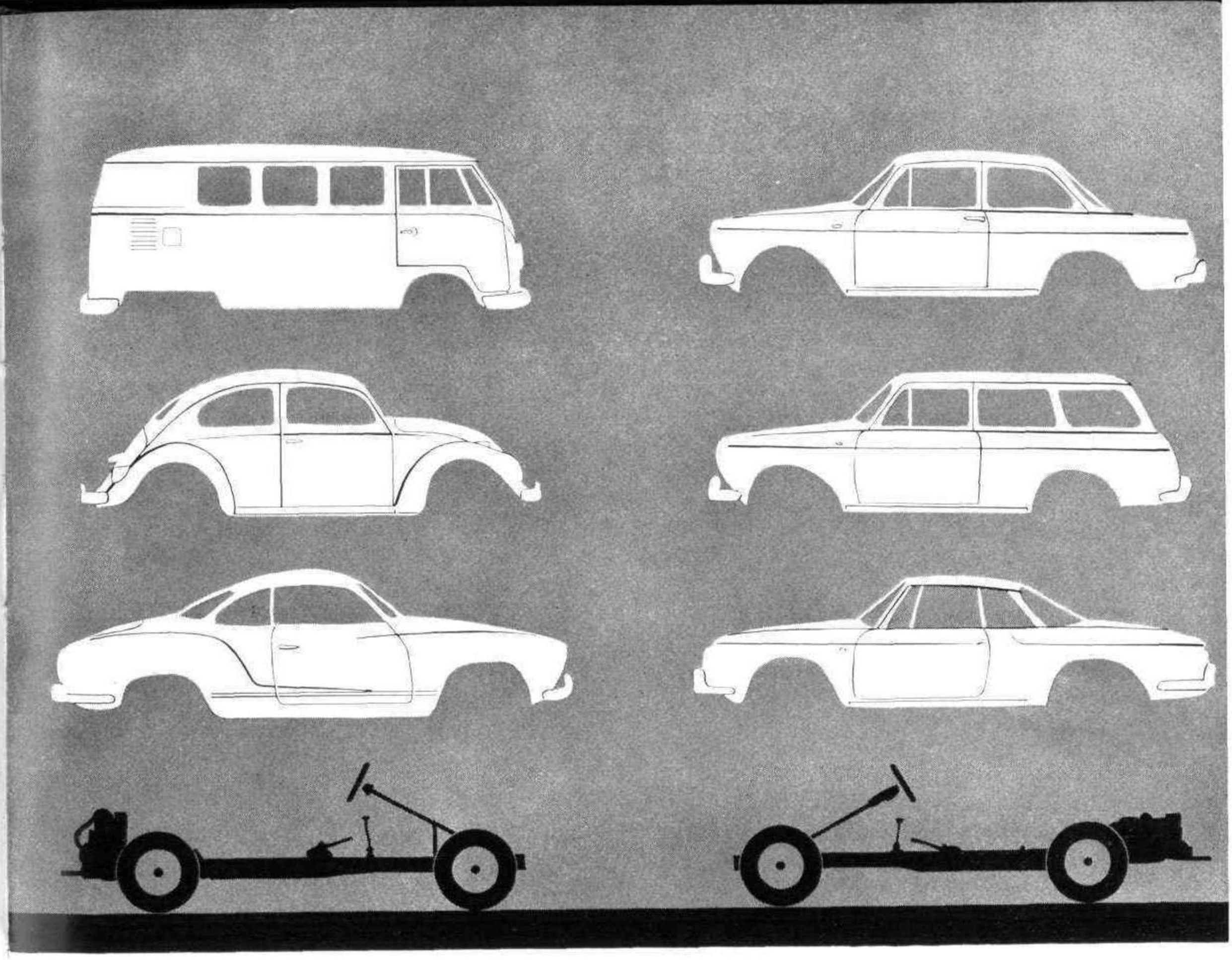
If your garage is like ours, it is cluttered up with old tobacco tins filled with rusty nuts and bolts and all the useless *bric-à-brac* that a motorist seems to collect over the years. The answer to this is to buy a set of Erecto workshop boxes, which are small plastic boxes with open tops. They have a lip at the rear to hook over any convenient rail, and two slots if screw fitting is required. The boxes are 1s. 6d. each and are available from ironmongers and handyman shops, or from Erecto Slotted Angle Company, Newport Road, Hayes, Middlesex.

CARVER RACK CLAMPS

For those who tackle more ambitious jobs at home, clamps are almost inevitably required eventually. The latest series from Carvers have deep throats and the largest model has an 18-in. capacity. The uses are many and varied, including metal fabrication, glass-fibre moulding, welding and pattern making. The jaw can be reversed to provide a jacking effect. The clamps range in price from the 6-in. capacity at £1 19s., to the 18-in. at £8 5s., and can be obtained from Carver & Co. (Engineers) Ltd., Eldon Street, Walsall, Staffs.



The Marleyfoam back-rest and head-rest.



what size car man are you?

Do you go for a racy 2-seater? Or a roomy 8-seater? Or perhaps something in between?

Then make it a Volkswagen, and drive on the most reliable chassis of all. 25 years of improvement, with over 2,700 modifications, make today's Volkswagen the most experienced and tested vehicle in the world.

And whichever you select, a "1200" or a more powerful "1500", you can be sure that the same tried principles apply.

Take engines. They are all placed in the rear, where they transmit their power directly to the driving wheels. They are all air-cooled, and so can't freeze or boil.

Take suspension. Volkswagen has always had independent suspension on all four wheels. A shock to one wheel cannot be transmitted to another.

Take reliability. The Volkswagen reputation for reliability has sold 7 million vehicles, and is currently selling over a million each year. Such a reputation has to be guarded.

Perhaps your practical self has always advised you to own a Volkswagen? Well, there are six from which to choose.

VOLKSWAGEN

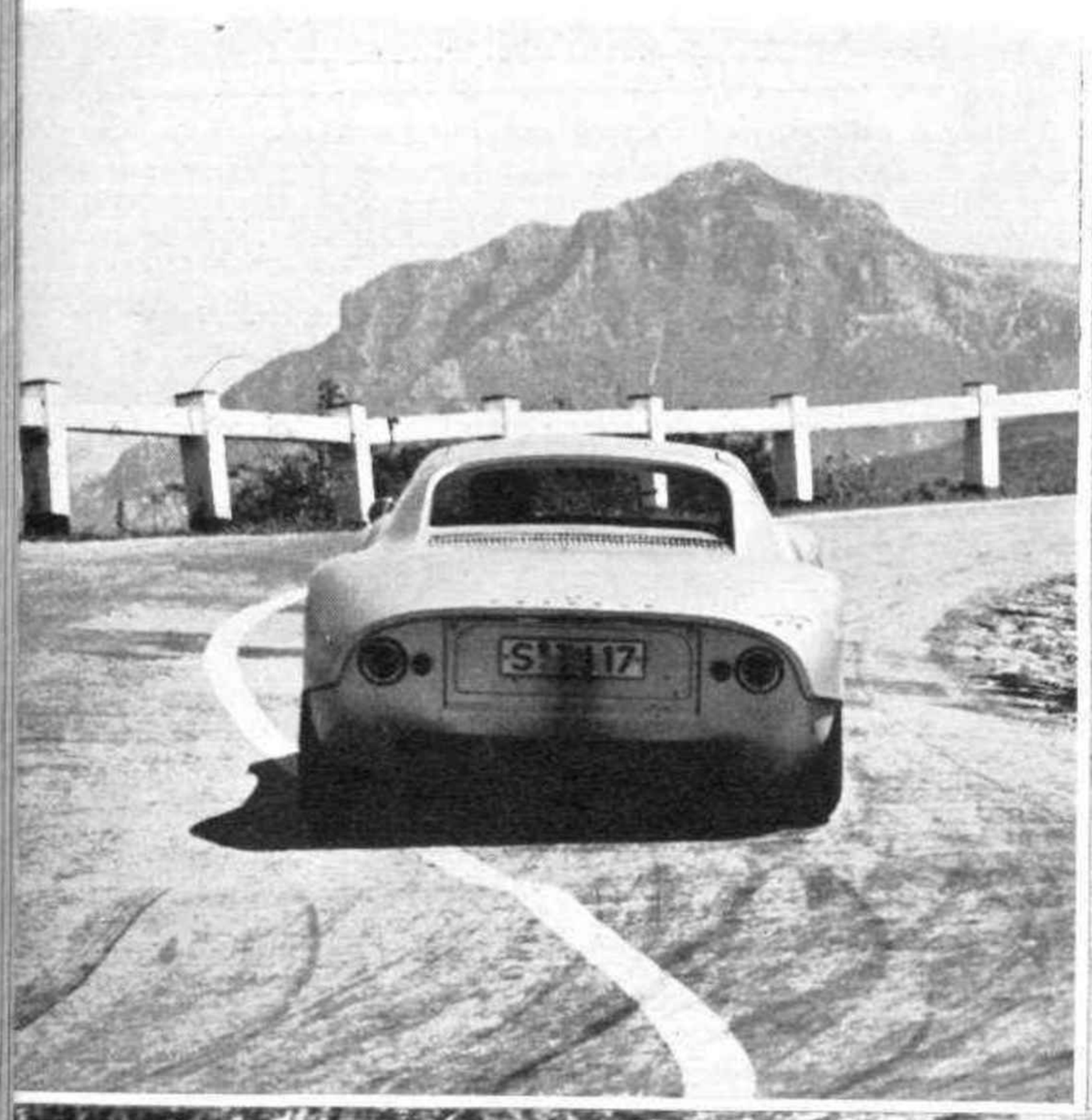
WEST END SHOWROOMS: 34 DOVER STREET LONDON W.1. TEL HYD 1881 HEAD OFFICE: ST. JOHN'S WOOD ROAD LONDON N.W.8. TEL CUN 8000

PICTORIAL REVIEW

TARGA FLORIO MONACO G.P.

B.R.D.C. SILVERSTONE WHITSUN CRYSTAL PALACE

GT WIN.—In the absence of the works Ferrari Prototypes it looked as if a GT car could win the Targa Florio and the large flock of the recently homologated Porsche 904's went extremely fast, although displaying mechanical frailties which have not been associated with Porsche before. The Colin Davis/Antonio Pucci Porsche 904 (No. 86) won the race and also set up the fastest lap.







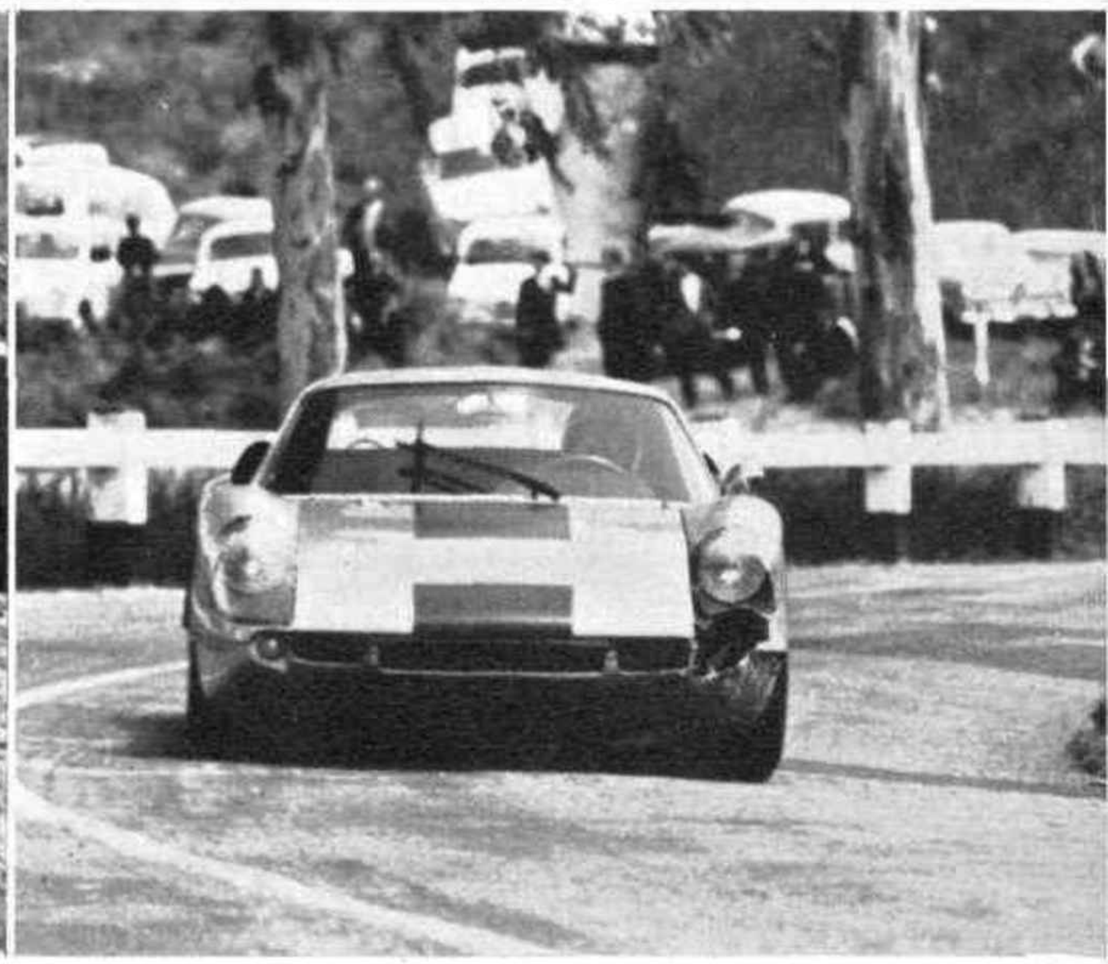
PORSCHE 904's filled first and second places in the Targa Florio, the second place car (No. 84) being driven by Linge and Balzarini.



QUICK ALFAS: The two Alfa Romeo Guilia Tubulare Zagatos, driven by Businello/Todaro and "Kim"/Thiele, went extremely quickly in the Targa Florio and the first pair got into second place at one stage, but the two cars eventually finished third and fourth.



OUT OF FIVE A.C. Cobras to start the Targa Florio only one finished within the time limit, and that was No. 146 driven by Dan Gurney and Gerry Grant which finished eighth with broken rear suspension.



EDGAR BARTH and Umberto Maglioli drove a Porsche 904 with flat-eight engine but a coil spring damper unit broke and the car had a minor crash, dropping to sixth place at the end.

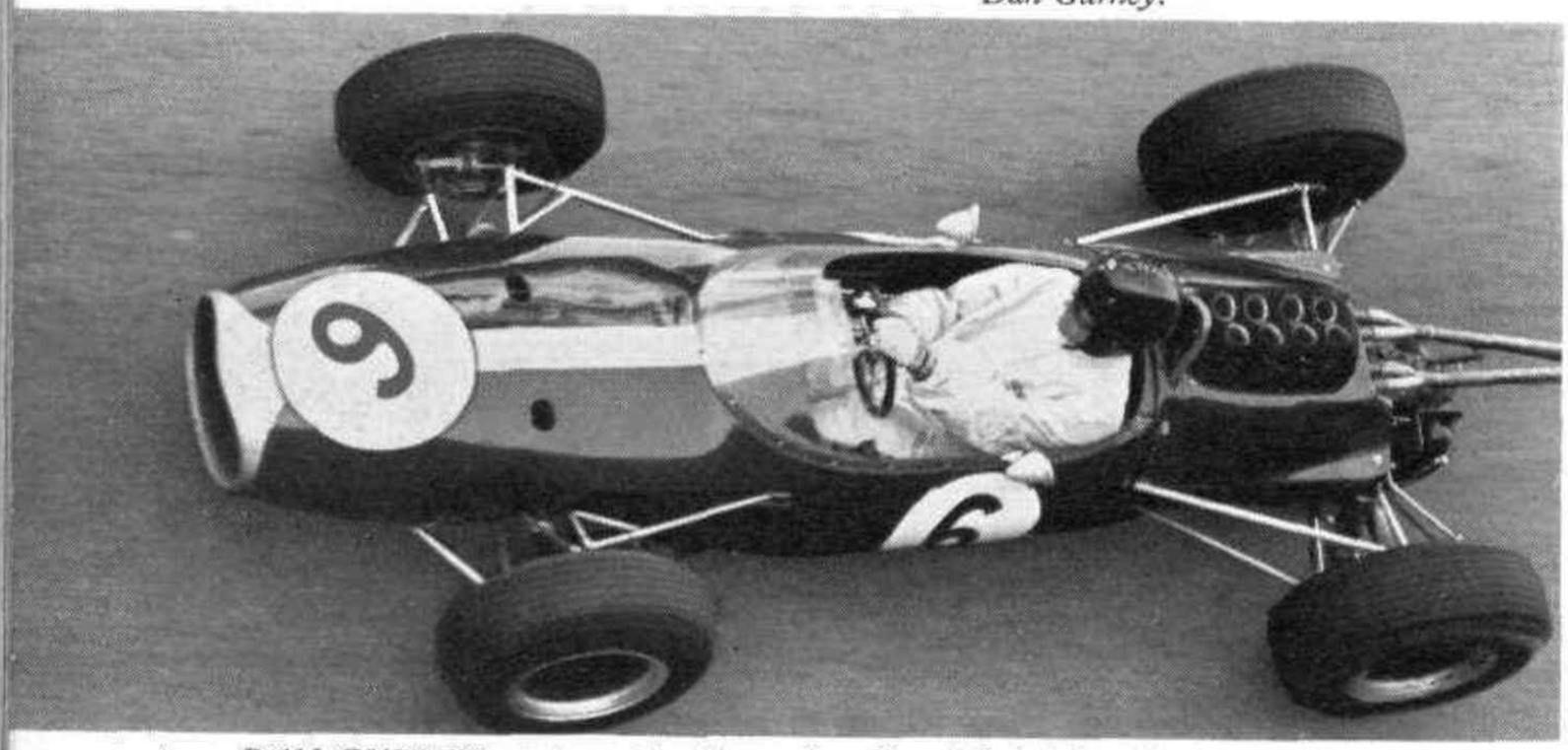
JO BONNIER lasted only a lap in the Targa Florio, driving the open Porsche Prototype. Once again his team mate Graham Hill did not get a drive in the race.

BRIEF LEADER: The 1964 Ferrari GTO driven by Guichet and Facetti, with factory assistance, got into the lead briefly, but transmission trouble stopped it on lap six.

MONACO G.P.



▲ *NEVER lower than fourth, Graham Hill made his bid for the lead of the Monaco G.P. at half-distance and put in a new record lap of 1.33.9 to take the lead from Dan Gurney.*



▲ *DAN GURNEY must surely win another Grand Prix before long but once again the Brabham broke down. Gurney led from lap 36 to 52 until passed by Graham Hill and eventually the Brabham's gearbox broke.*

TWO BRABHAMS figured in the first four in the early stages of the Monaco G.P. but both eventually retired. Jack Brabham (No. 5) with short "Monaco-nose" retired when the fuel injection system of his Climax engine went out of synchronisation. ▼



▲ *IN THE LEAD again. Jim Clark took an immense lead on the first lap at Monaco and the sight of this apparently caused our Continental Correspondent to burst into tears!* (See page 424.)

APPROPRIATELY enough Maurice Trintignant passes a BP sign in the space-frame B.R.M. which they have acquired for the French driver to race this season. ▼

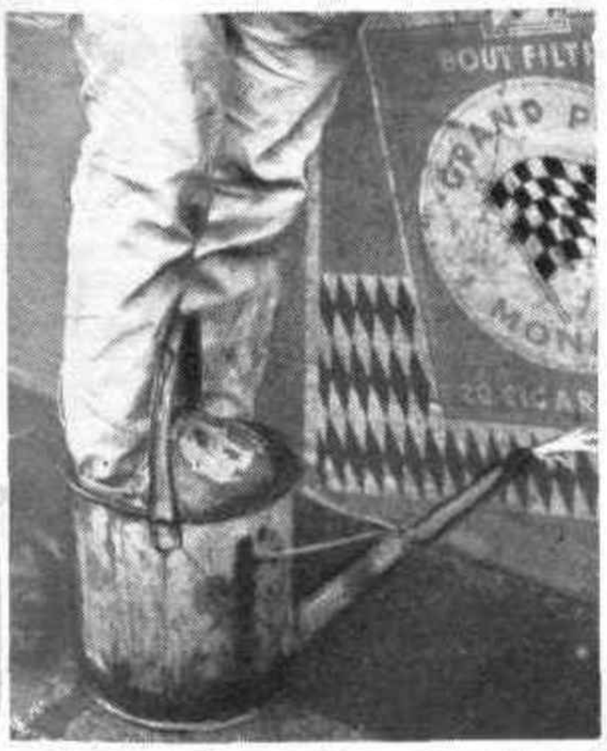








▲ *AFTER Jim Clark's pit stop a furious race for the lead ensued between Dan Gurney (No. 6), Graham Hill (No. 8) and Jim Clark. Here they are in that order with Hill almost on the point of taking the lead.*



▲ *WITH A GOOD car under him Phil Hill is once more up with the leaders in G.P. racing. He got his new works Cooper up to fifth place before the rear suspension broke.*

◀ *WHEN Phil Hill eventually retired he was suffering from badly burned feet and he thankfully plunged them into a can of water.*

PROBLEMS: The new V8 Ferrari engine suffered from ignition problems during practice but the gearbox broke both during practice and in the race. ▼



▲ *MIKE HAILWOOD has not had much success with his Lotus 25 with B.R.M. engine but he kept plugging on at Monaco and was rewarded with sixth place and a World Championship point.*

▼ *LUCAS think they have beaten all the problems in their electronic ignition system but just in case of trouble B.R.M. fit the transistor box in with a couple of Dzus fasteners.*

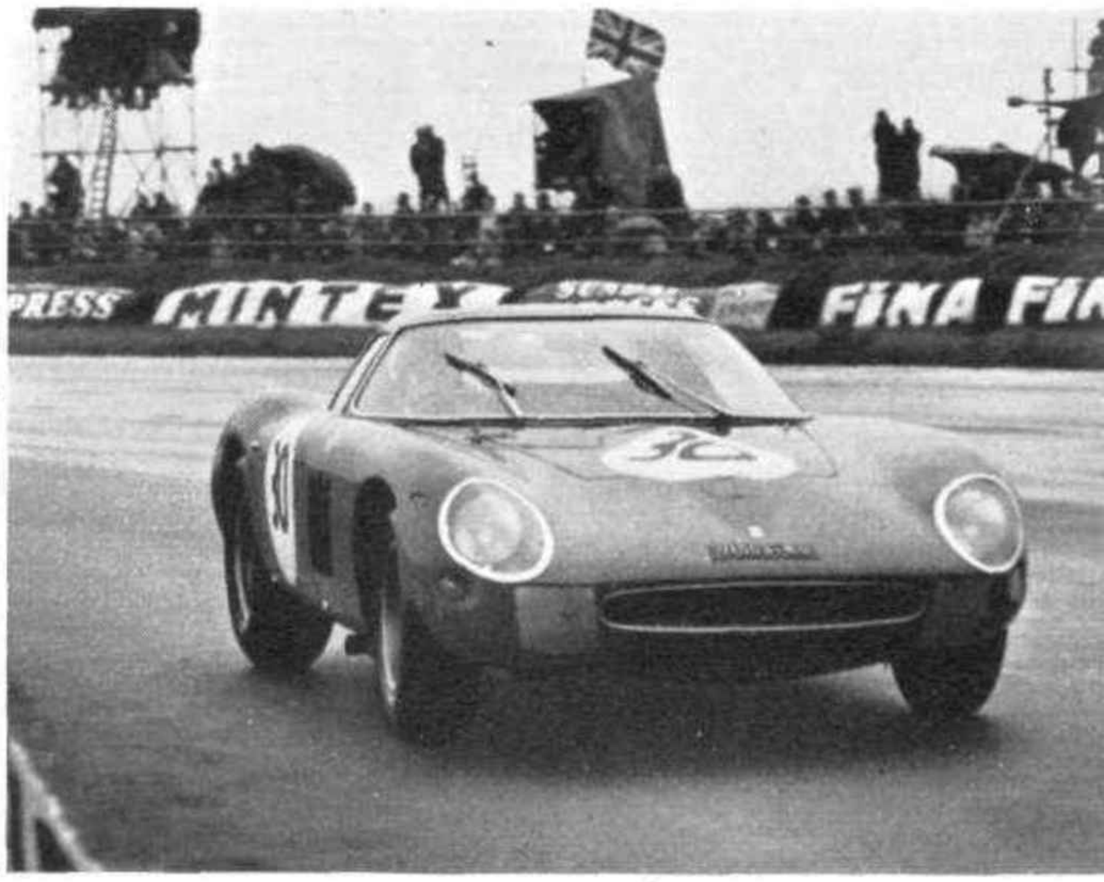
FOR THEIR 1964 cars Cooper copied Lotus and hung the Lucas fuel pumps out in front of the radiator. However, this led to over-heating and the rear of the pump was faired in to try and prevent this. ▼

INTERNATIONAL TROPHY, SILVERSTONE



ANOTHER B.R.D.C. INTERNATIONAL TROPHY RACE is on! Track-side onlookers (!) watch the cars leaving the start on their 152-mile contest. On the outside right, Clark and Hill are level, while the other front row starters, the two Brabhams of Brabham and Gurney, have lost very little ground.





A TASK FOR TRICO.—The vision of Hopkirk, conducting his 1,293-c.c. Austin-Cooper, and of Young in his Superspeed Conversions' Ford Anglia with 1,198-c.c. engine, is seriously impaired by muddy windscreens during the Silverstone Production Touring Car Race.

JAGUARS GIVE BEST TO SMALL FORDS.—A trio of Ford Lotus-Cortinas, with Derisley's in the lead, make mincemeat of the 3.8 Jaguars at Silverstone.

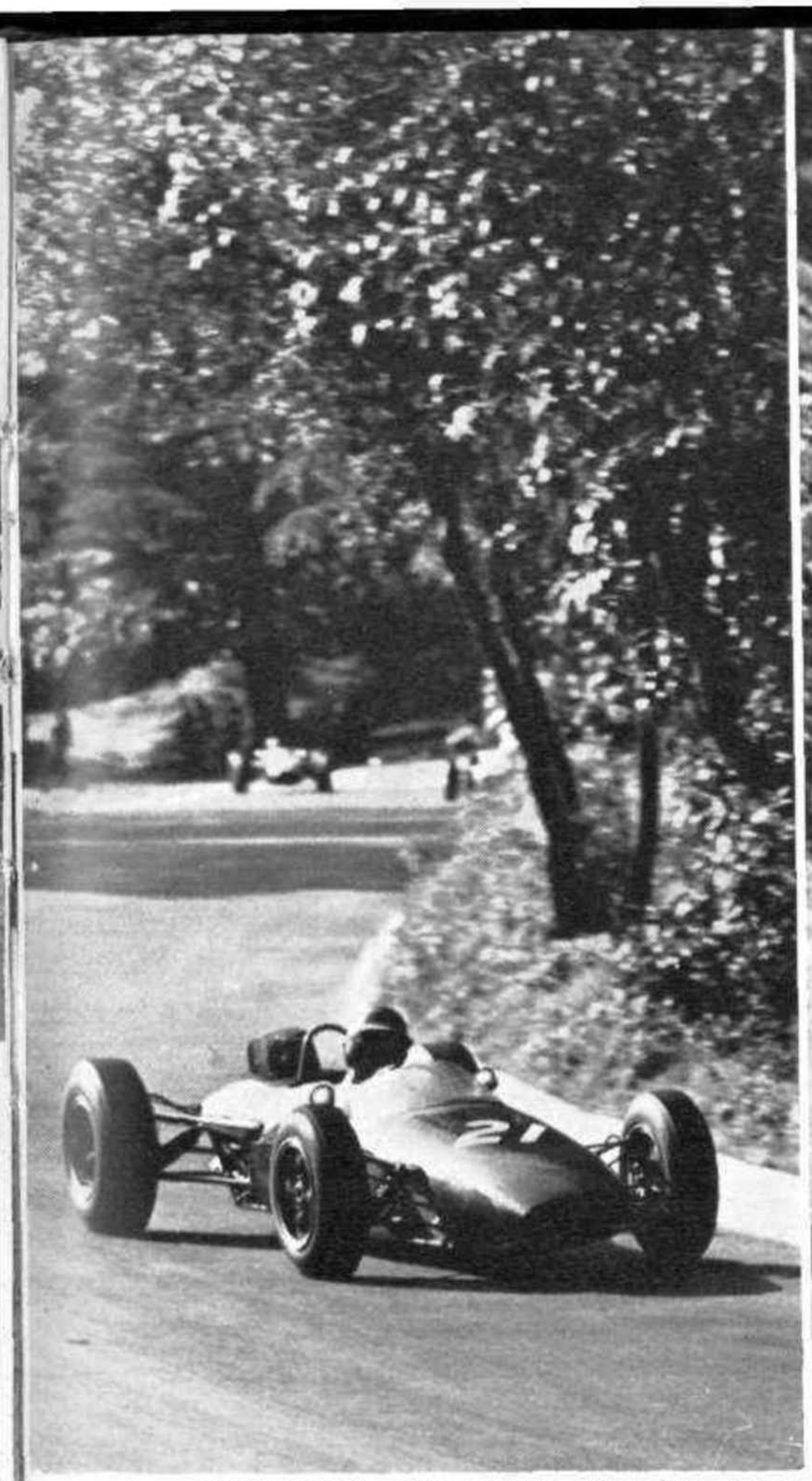
FERRARI FIRST.—Graham Hill in the winning Ferrari, which chalked up another (minor) victory for Maranello at Silverstone—and saddened Salmon's supporters.

ANOTHER SURE VICTORY was that of Bruce McLaren in this Zerex Cooper-Climax in the Sports-Car Race at Silverstone's "Festival of Speed" on May 2nd.





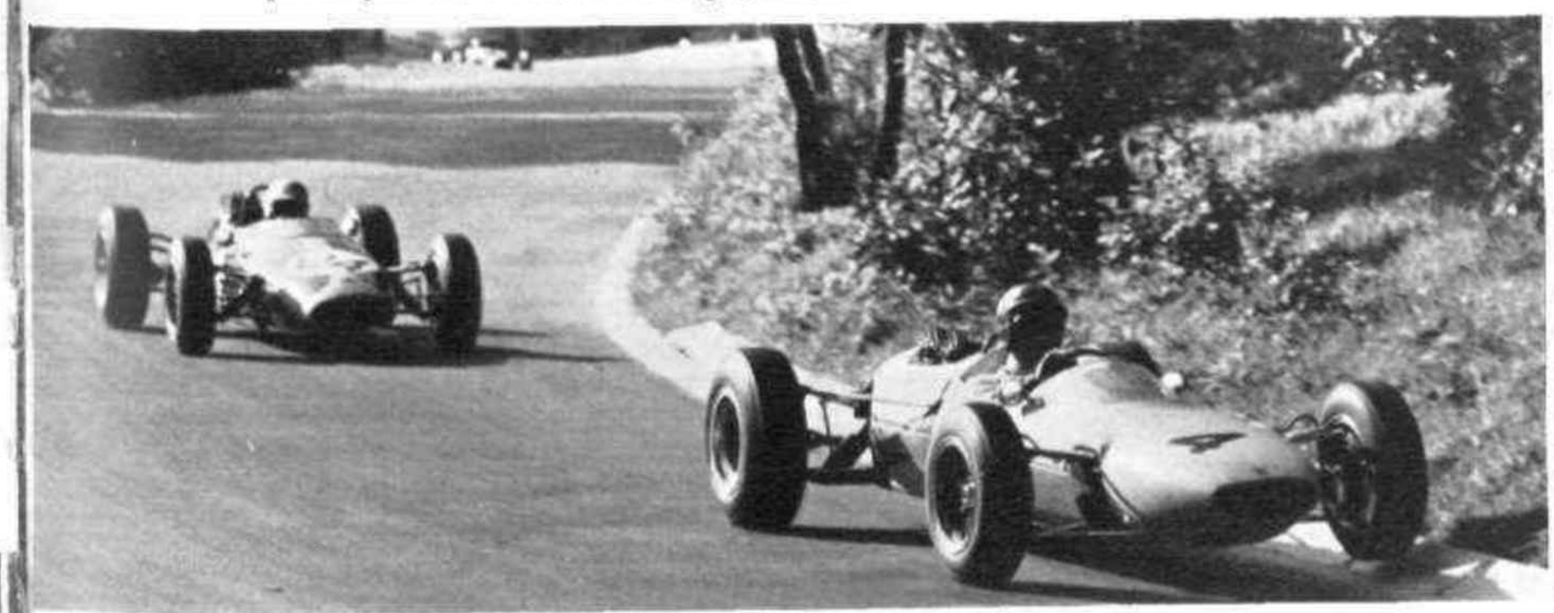
CRYSTAL PALACE



▲ *SURPRISE.—The young Austrian driver Jochen Rindt, driving a new Brabham, gave the British drivers a shock at Crystal Palace on Whit Monday by winning both his heat and the final of the F.2 London Trophy race.*



▲ *BIGGEST DICE of the final of the London Trophy was between Graham Hill's Cooper and Alan Rees' Brabham. Hill's rear anti-roll bar came adrift early in the race, creating enormous understeer. In the picture above it can be seen hanging loose just behind the right rear wheel. In the picture left it is still attached to the lower wishbone.*



▼ *MINI DICE.—As usual the Minis diced happily at Crystal Palace. Here John Handley's Broadspeed car leads Fitzpatrick's works car and Mike Young's Ford Anglia.*



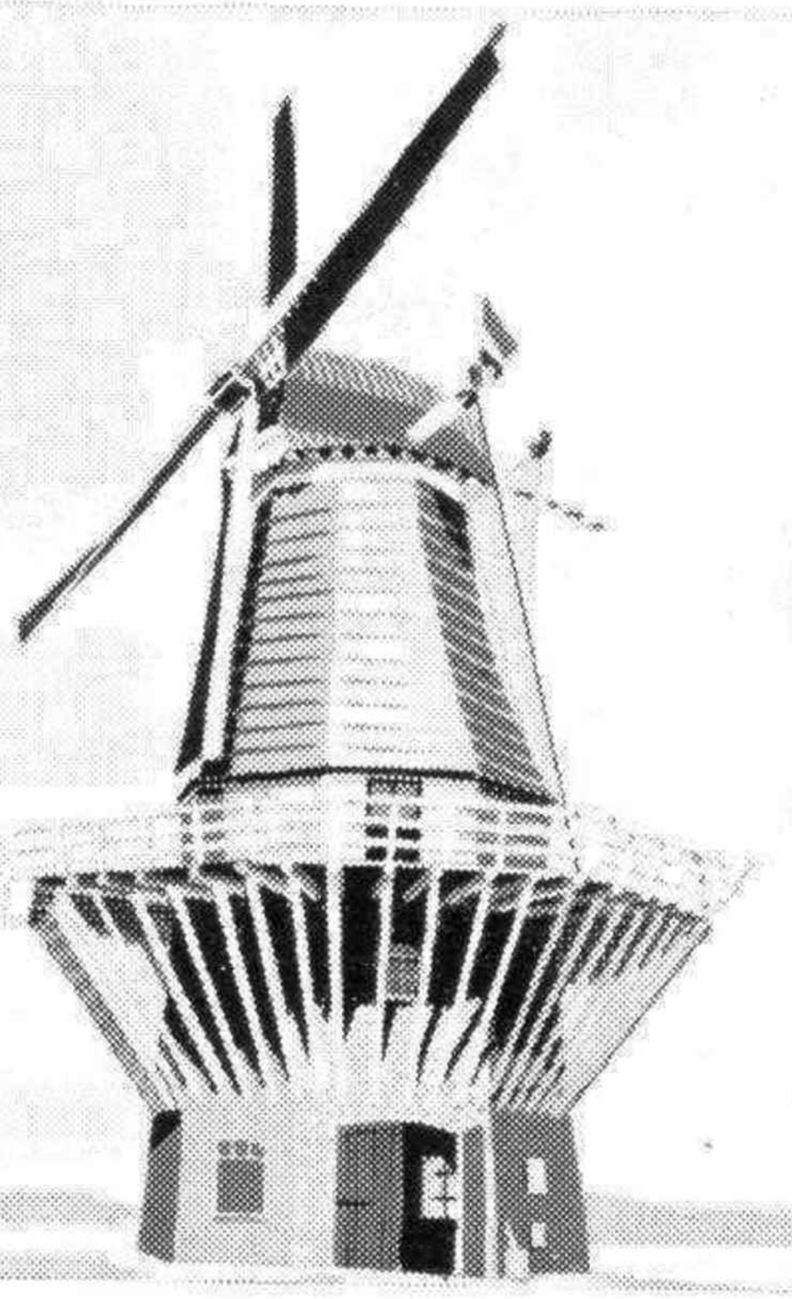
◀ *CONSOLATION for Clark. In a very busy weekend, Jim Clark lapped Indianapolis at 159.4 m.p.h., won the Mallory Park F.2 race, came last in the London Trophy, but won the saloon-car race in his works Lotus Cortina.*

▶ *WELL HELD.—Jack Sears was walking away with the over-1,301-c.c. saloon-car race when his left rear tyre burst at North Tower corner. He held the ensuing slide brilliantly and stopped safely.*





TULIP RALLY 1964



CASTROL WINS

1ST BEST PERFORMANCE OVERALL AND WINNER OF TOURING CAR CATEGORY

BMC MINI-COOPER 'S'

Timo Makinen/Tony Ambrose

1ST CATEGORY 2 GRAND TOURING CLASS

AUSTIN HEALEY '3000'

Donald and Erle Morley

MANUFACTURERS' TEAM PRIZE
BMC MINI-COOPER

(Subject to Official Confirmation)

Always ask for CASTROL-by name

Castrol

RELIANT AT TAMWORTH



Reliant's spacious new engine and gear-cutting factory at Shenstone.

IF you drive northwards up A 5 and instead of turning right at the traffic-lights into industrial Tamworth you go straight on, in a few hundred yards you will see factory buildings on each side of the road, bearing the blue "Reliant" nameplate. This is the home of the most successful 3-wheeler produced in this country, and of the Ford-engined Reliant Sabre Six.

In some quarters the low-tax, easy-to-maintain 3-wheeler is now regarded as a vehicle without a future, but the Reliant Engineering Co. gives the lie to this, for they are currently turning out about 10,000 vehicles a year, and the week before we paid them a visit 250 Reliant 3/25 Regal 3-wheelers had left their assembly lines. Of these, approx. 33% were delivery vans.

This simple vehicle makes no concessions to bubble-car practice. Indeed, the Reliant has a substantial box-section chassis frame, Girling brakes, a water-cooled 4-cylinder o.h.v. four-stroke engine, and a roomy glass-fibre body. The single front wheel is sprung ingeniously on a coil-spring and mounted so that it is easily detachable. Rear suspension is by simple ½-elliptic springs, with telescopic dampers.

The original pre-war Reliants were powered with Austin Seven engines and when this engine ceased to be made, in 1938/39, Reliant began to make their own 747-c.c. power units, of similar design, although full pressure lubrication was introduced and these engines were not, in fact, interchangeable with the Austin engine, to the disappointment of ambitious 750 M.C. and 750 Formula exponents.

In recent times another change was made, to a most interesting 600-c.c. engine of Reliant's own conception, using a light-alloy block and head. The use of a light-alloy engine costs about £4 more per car than if a cast-iron block had been retained, but for 3-wheeler taxation a total weight not exceeding 8 cwt. is essential, and the Reliant o.h.v. power unit, with clutch and all components, but without gearbox, weighs only 138 lb. Moreover, whereas the old s.v. engine gave only 17 b.h.p., the latest o.h.v. unit develops 25/28 b.h.p. at 5,000 r.p.m. without any attempt to obtain the highest possible output. Indeed, for the sake of economy, it has a quite small Solex carburetter. These little engines have wet-liners, sealed at the upper end on the pinched gasket system, and alloy rockers running directly on the rocker shaft. The cylinder blocks are supplied by the Birmingham Aluminium Company and the cylinder head, with valve inserts, is a pressure die-casting, Reliant pioneering this form of alloy head.

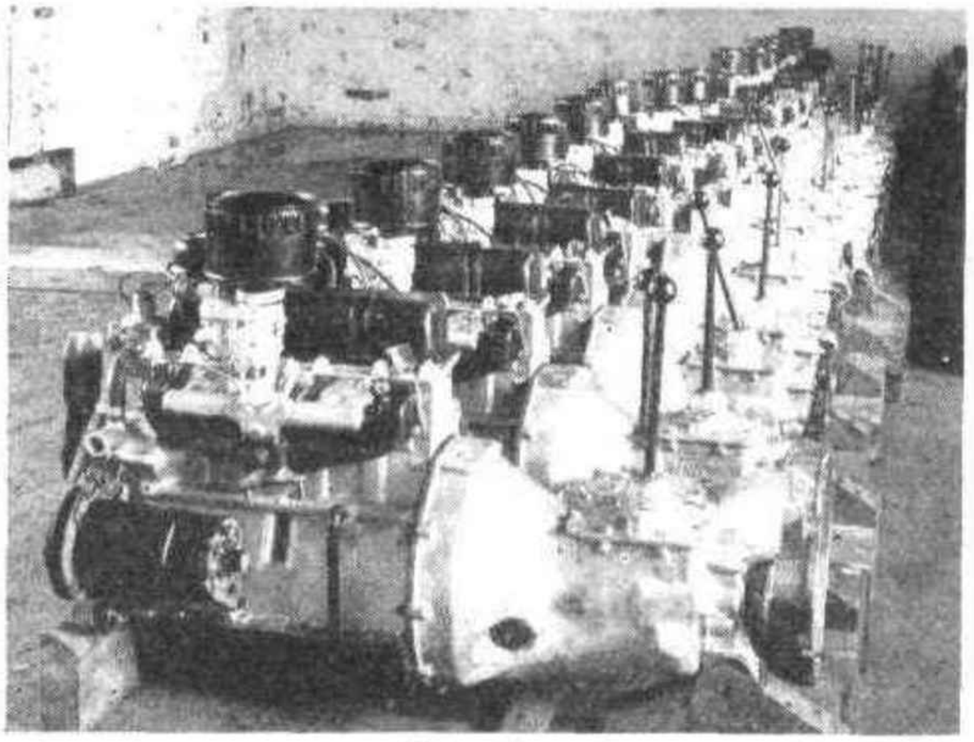
I was interested to discover that in their quest for low weight coupled with rugged construction, Reliant make not only their own engines but also their own gearboxes and complete back axles.

Recently a war-time factory was taken over at Shenstone, for the production of engines and gear-cutting, etc., the machinery for making the light-alloy power unit and the gradual introduction of semi-automatic gear cutting plant involving an outlay of £70,000. One thousand employees are now on the pay-roll and Reliant would like to expand this new factory, an ambition which is parried by the Board of Trade's directive for a move to distressed areas further North.

At Tamworth a new body shop is being erected to replace the one destroyed by fire, Reliant making their own glass-fibre body-work for both 3-wheelers and the Sabre Six. At present, complete 3-wheeler chassis have to be wheeled across the A 5 road to receive their bodies, a hazardous procedure in view of the heavy traffic using the section of this road above M 1. The Sabre Six shop is, however, self-contained and produces some three or four cars a week, and another five or so a week for export.

Of the total Reliant vehicle output, 3,000 a year go overseas as CKD units. At the Shenstone engine-building factory every Reliant power unit is run for 1½ to 2 hours on one of eight running-in benches while tappets and carburetter are adjusted, the sump full of flushing oil. Engines are then taken by road to Tamworth, where the flushing oil is drained off and the sump refilled with the normal lubricant, an occasional engine being put on a test bench and power readings taken. Finally, every Reliant 3-wheeler undergoes a seven-mile road test.

I noticed that the 4-speed gearbox has an oil dip-stick and queried whether this is necessary, in view of the long life of modern gear oils. "Never mind what goes in the car world," I was told, "Reliant owners, very often ex-motorcyclists, do most of their own servicing and like this means of keeping an eye on oil level." The Managing Director went on to say that the wet cylinder liners can be replaced for a total cost of only £12 10s.—W. B.



A line of Reliant 600-c.c. light-alloy o.h.v. power units awaiting installation in the well-known 3-wheeler chassis—Britain's best-selling tricycle. The entire unit is of Reliant's own manufacture.

THE TULIP RALLY—continued from page 434

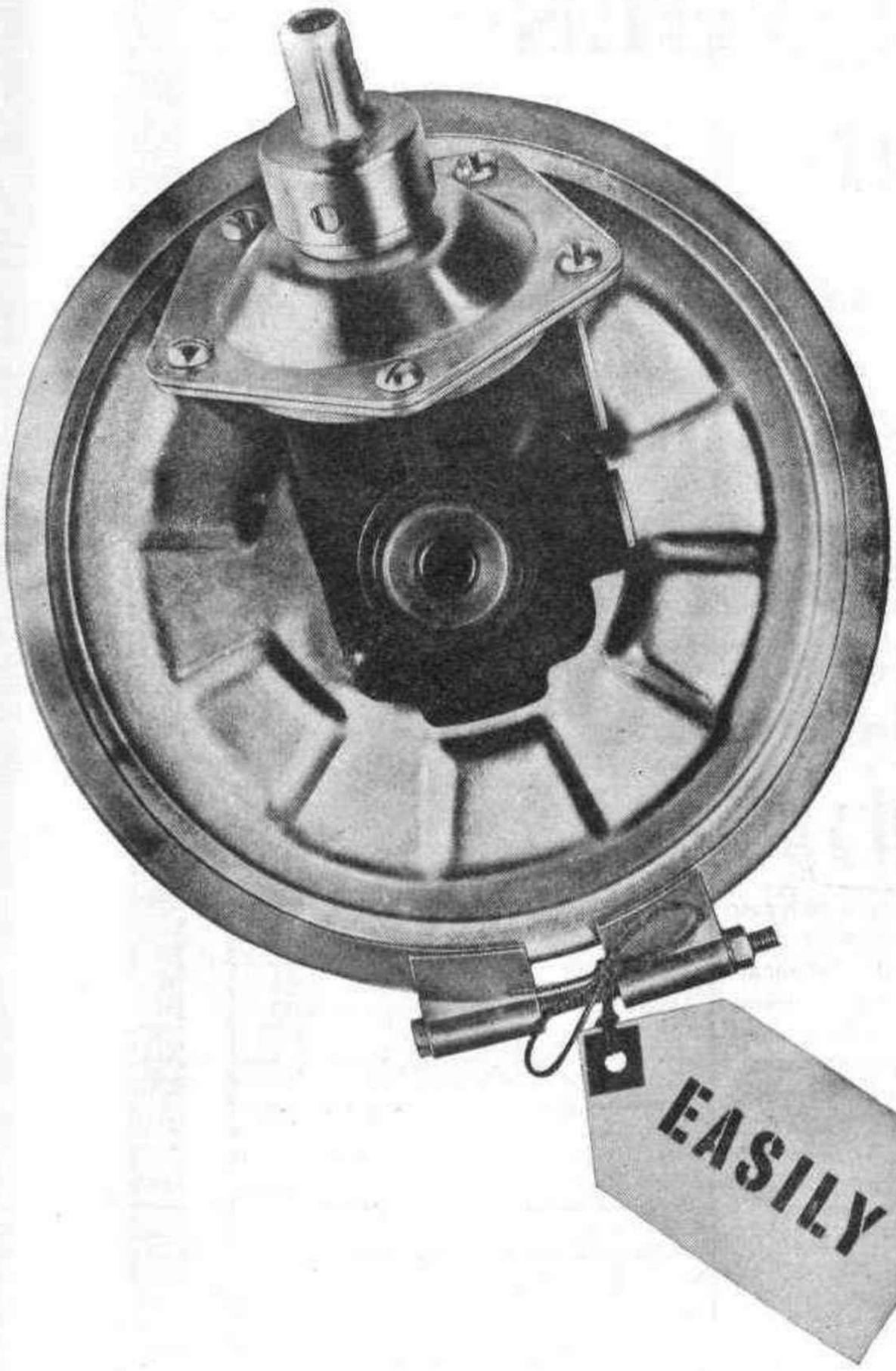
Before leaving the Tulip Rally altogether, perhaps a word should be spared for the Amateurs' awards and classification. The Tulip still persists in running a private owners' category, as it is considered to be so difficult for a private owner to win outright in view of the large number of works entries and the low rate of retirement on the Tulip. The only problem is defining a private owner and there were certainly many who ran in this category who were either driving thinly-disguised works cars, their own cars with works engines, or cars on which works money had been spent. It is not the purpose of this article to criticise those people, for they were certainly within the letter of the law as far as actually owning the car went, but it does illustrate the futility of trying to create such a barrier between the works and the private entrants, especially if the winning of the amateurs' trophy is publicity enough for the works to seek after it.

The only answer to the problem is to enforce Group I regulations as rigidly as possible to restrict the amount of money that the works can spend, or have to spend, in putting an entry into a rally. In any case, as mentioned in the review of the Safari, the works will always be able to afford to do a reconnaissance of the route that the private owner cannot, and can build their cars so much more carefully and to higher standards than those available to the public.—J. D. F. D.



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of the pedal. It gives you a vital edge of speed control



P

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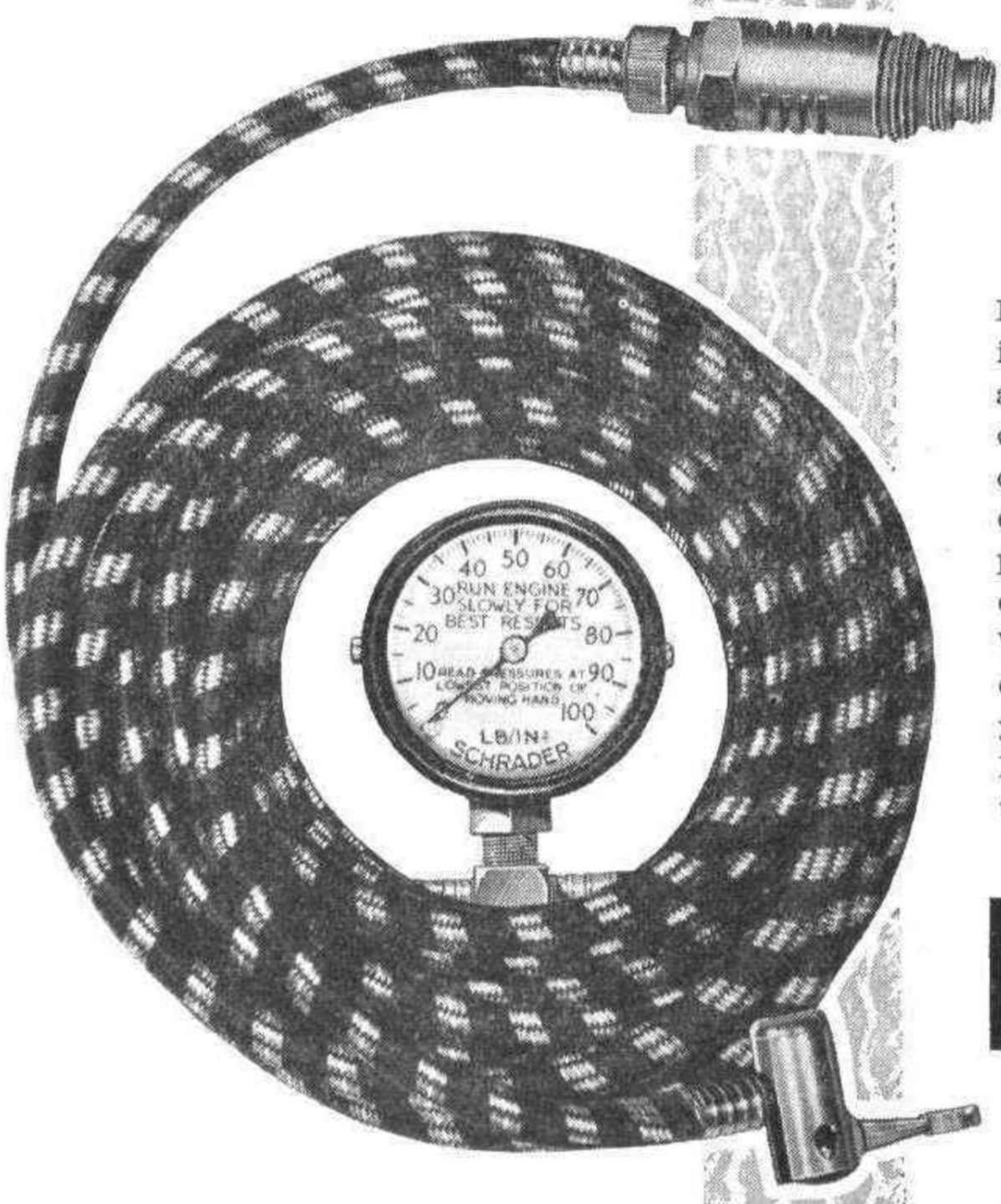
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M.S. 6/64

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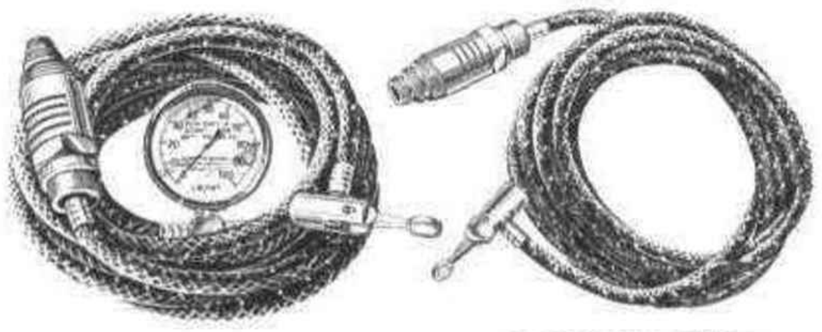


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BOOK REVIEWS

"Automobile Year No. 11." 231 pp., 12⅜ in. × 9⅜ in. (*Edita S.A., Geneva. English agent: G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1.* 52*s.* 6*d.*)

The beautifully-produced annual from Geneva, Ami Guichard's brain-child, is always an eagerly-awaited publication, being both beautiful to look at and to handle and an invaluable reference to the motoring affairs of the World for the preceding year.

In my opinion, No. 11 of this annual series puts "Automobile Year" back on its original high pedestal. This is a big volume of beautiful illustrations, many of them in full colour. Of the text, commencing with a table of speed records established in 1963, there are erudite expositions by writers of repute—Lowrey on brake development, Korp on Porsche's first fifteen years, M. May on petrol injection, Douglas Armstrong reviewing the new cars of 1963 including prototypes, dream cars and those with specialist bodywork, Nielssen on Indianapolis, Poe on stock-car racing in the States, Berchet reviewing the European Hill-Climb Championship.

In addition to the full-length Porsche history, Armstrong deals with the Mercedes-Benz 230SL. The annual review of the Sports-Car Championship, 1963 Formula One races and the G.P. season is by D. S. Jenkinson, MOTOR SPORT's Continental Correspondent, which is sufficient evidence of its accuracy.

Rallies are capably reviewed and the photographic/tabular section on the competition cars of 1963 covers the Brabham, Type 61 B.R.M., BRP 1, Cooper Type 66, Lotus 25, Ferrari V6 interim, Ferrari Monocoque, and ATS, with a cutaway drawing of the Lotus. Last year's racing season is covered very fully, with masses of good photographs, several of them action crash pictures, while detailed results and retirements tables vie with full-page colour pictures in this useful reference section.

Part of the allure behind this luxury publication lies in the beautiful advertisements for cosmopolitan top-class companies like Schuler, Longrines, Martini & Rossi, Volvo, Swiss Federal Railways, Pininfarina, the Owen Organisation, Deinhard, Renault, Vacheron et Constantin, Lancia, Karlsruhe, Chrysler International, Koch, Avon, Fiat, Triplex, Ferodo, N.S.U., Shell, Lucas, Mercedes-Benz, Bosch, Solex, Jaguar and Heuer.

This is a luxury publication indispensable in the best bookcases. It is significant to learn that only very small stocks remain of back issues of the English edition, Nos. 2, 3 and 5 being out of print.—W. B.

"16 On the Grid," by Peter Garnier. 139 pp., 10 in. × 7½ in. (*Cassell & Co. Ltd., 35, Red Lion Square, London, W.C.1.* 30*s.*)

Popular Peter Garnier, Sports Editor of *Autocar*, hit on a new theme in writing this book. It is a complete study of one motor race, the 1963 Monaco G.P., and he calls it "The Anatomy of a Grand Prix."

On the face of it, this might seem unnecessary and unsuccessful, amongst books about famous cars, well-known drivers, given periods of motoring and motor racing history and so on. In fact, this is a truly enjoyable work, as acceptable to knowledgeable enthusiasts as to those people, such as doting girl-friends, who want to discover wherein lies the fascination of motor racing.

Garnier is helped by a splendid selection of pictures, well presented on high-quality art paper, which illustrate all the divers aspects of this most exciting and picturesque race with which his well-written text deals.

We see personalities, cars, parts of cars and parts of personalities. There are illustrations of the mechanics, corners, posters, Monaco's motor-racing stamps, spectators, pit-signals, indeed, of every conceivable aspect of this fascinating race at which cameras have been aimed, even to a couple of girls in (fairly) respectable swim-suits, sun-bathing on the harbour front—no strip-teasers for this author.

The story unfolds the history of the race, its setting, the teams and their cars, the organisation, the business aspect, the technicalities of the racing cars (with six very clear cockpit views), the circuit, the Drivers' Meeting, the race itself, and its aftermath. Extra flavour is added by reproduction of Peter's actual lap chart and appendices dealing with race rules, past winners, etc.

This is a light-hearted but enthralling book, which makes the reader (or it did to this reader) want to set off at once for the next Continental Grand Prix. Garnier does not over-dramatise or write down to the public—he just sets out to capture the atmosphere of Monaco—and succeeds, admirably.

Ideally, you should read his book *en route* for the Monaco G.P. or while waiting for practice to start. But it is too good to postpone until 1965, so I suggest you procure a copy and start reading right away.

The fine jacket is based on a MOTOR SPORT colour photograph.—W. B.

CARS IN BOOKS

HAVING previously referred to a book about the defence of London from air attacks written by Col. A. Rawlinson, the driver of racing Darracqs, and far more recently to the surprise I received on discovering that his "Adventures on the Western Front" were mainly concerned with, and illustrated, the author's 1914 T.T. Hudson on arduous war service, I was naturally keen to read Col. Rawlinson's "Adventures in the Near East—1918-1922" (Cape, 1923/1934), which I have now done.

There is less motoring in this book, although it is capital adventure and, being fact and not fiction, tends to make Special Agent 007 seem something of an amateur. There is interest, too, in learning from the General Introduction by Admiral Sir Percy Scott, Bt., K.C.B., K.C.V.O., LL.D., that Toby Rawlinson gave up a soldier's life "to let his mechanical knowledge make a fortune for him in the early days of motor-car racing" and that his International Pilot's Certificate was the third issued. Rawlinson crashed at the same flying meeting in Bournemouth at which the Hon. C. S. Rolls was killed. Lt.-Col. Rawlinson certainly put his engineering knowledge and bravery at his country's disposal, as the two books reviewed previously indicate, and it is distressing to learn that at the time of writing his third book a grateful Nation was paying him a pension of £2 17s. 8½d. a week, which stopped altogether after a few months, and no compensation of any kind for his imprisonment by the Turks and loss of his machine-guns (mounted on the Hudson at one time) which cost him £500.

Model-T Ford enthusiasts should enjoy the Near East book, for these vehicles on military service frequently feature in it. War-time American lorries of unspecified make are warmly praised but the ascent by model-Ts of the 8,000-ft. Khop Pass in Eastern Anatolia in winter, even when helped by oxen, is an epic. It sounds as if it could provide high adventure, in 1964? Another ascent was that made up a less difficult Pass to Kazian, with 60 to 80 cars, Rawlinson's Ford managing to keep his Chief's 35-h.p. Vauxhall in sight. It is significant to read that "motors flowed continuously in both directions" in Constantinople in 1919. Col. Rawlinson refers to covering 1,200 miles from Kasvin to Baghdad over rough country at the end of the war "in my light car," but whether that refers to his Hudson or a model-T Ford I do not know.

Through the courtesy of a reader I have been able to read "Tales of Travel and Sport," by Major P. M. Stewart (Thornton Butterworth, 1938). The first two chapters are about an early motor tour of Europe. The author began motorcycling in 1901 and drove cars from 1903 onwards, making tours in many parts of the World in a Germain, four De Dions, and two Napiers (for some unapparent reason De Dion and Napier are in quotes, which are not used for the other makes), other journeys being made in hired De Dions and "the ubiquitous Ford," while the author drove a Studebaker for three winters in California and Florida.

Major Stewart's first car was a 1903 solid-tyred Chelmsford steamer, with fully enclosed body, of which illustrations appear. It carried two in front, four or five behind, and was "second to none" as a hill-climber, maintaining 16-18 m.p.h. uphill. Apart from a broken water gauge at Askem, near Selby, and a broken back wheel after a skid in Cambridge, the Chelmsford served well until 1906, when it ran away down Sutton Bank and was smashed to pieces (also illustrated).

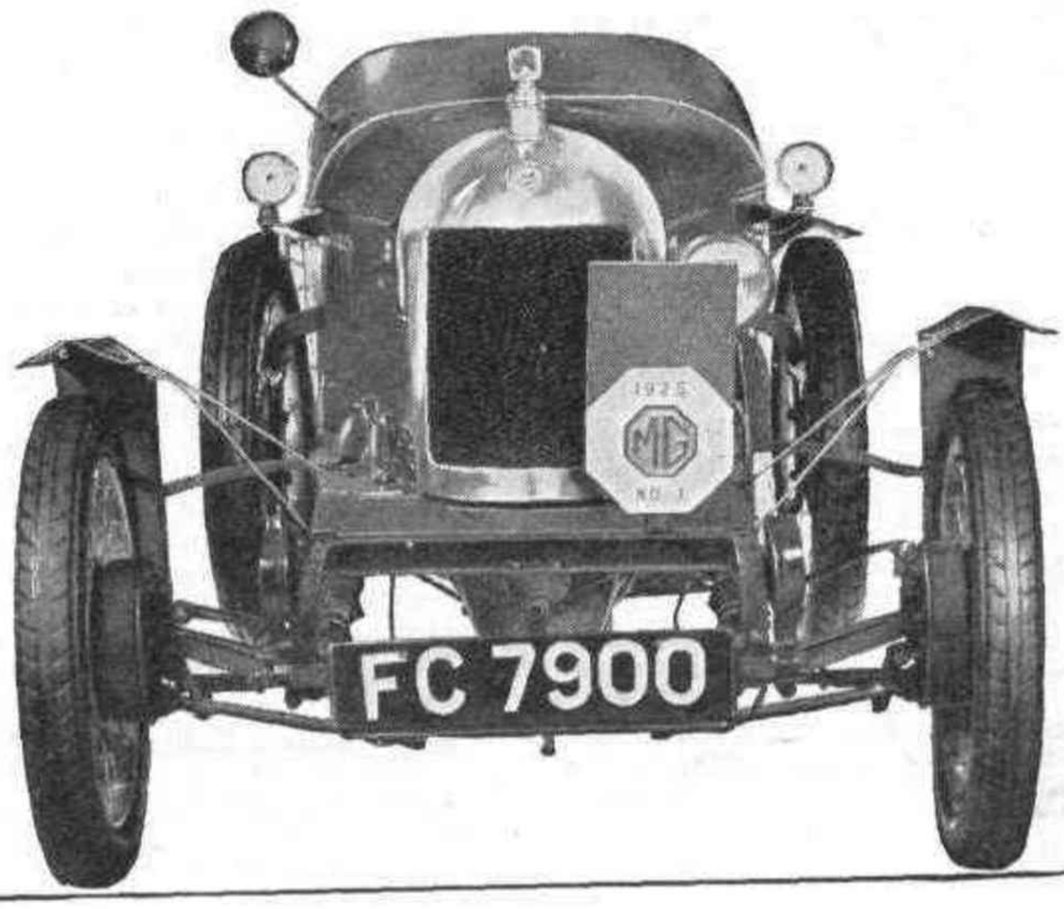
The insurance company paid the full value (£700) although the remains fetched only £70, and the owner acquired a 14-h.p. Germain, which was taken on an ambitious tour from Havre to Rouen, Chartres, Châtellerault, Angoulême, Bordeaux, Biarritz, over the Pyrenees to Toulouse, Carcassonne, to Genoa, Pisa and Civita Vecchia to Rome. From Florence the tour continued, until the crankshaft broke 12 miles from Perugia and the Germain had to be sent by ox-cart and train to the factory at Charleroi, in Belgium.

Before the breakdown the Germain had to climb two 1-in-8 hills in reverse to humour the gravity petrol feed, and at Terni it spent a night in the billiards-room of the only inn.

Spares took a long time to arrive and the chauffeur wanted from three days to a week to reassemble the engine. Then it refused

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(whitewall tyres and overdrive optional extra)

to start and little help was available from the only garage in Perugia, although " chauffeurs of the various cars which stopped for the night on their way north or south " (it was now 1907) were appealed to. Two days later it was discovered that " two valves were opening together." They got the engine going but the new bearings ran hot, and it was when it took three days to drive to Florence that the chauffeur was packed off to London and the car to its makers.

Major Stewart, after trying two Fiats, finally bought a 24-h.p. De Dion double-phaeton, " with extension hood and two wind-screens." A start was made for Bologna, the car easy to handle in spite of her size, climbing hills on 3rd speed and the engine keeping comparatively cool, although, as they were " not supplied with water," care was taken to use the brakes alternately when descending the Tuscany Plain.

Milan was reached before lunch the next day, in spite of a broken inlet valve, and there " the rims were changed into Michelin Detachable."

The De Dion, on the Germain's number-plates(!), got out of Italy successfully, climbing the Susa Mont Cenis Pass at an average of 10-12 m.p.h. Later a race ensued to get in front of the dust from a 16/20 Martini, the De Dion going up to 20 m.p.h. but breaking a water pipe in the process. The 150 miles to Chambéry were otherwise uneventful and next day the 70 miles to Lyons were accomplished by midday. Another 100 miles brought the De Dion to Vichy, and by the next evening it had covered the 168 miles to Fontainebleau, scarcely another car being encountered, although it was June 1907. Bad *pavé* made miserable the 50-mile run into Paris, where trouble at the customs made the author vow never to come to Paris *en auto* again. The tour concluded with an uneventful drive to Havre (136 miles), London (80 miles) and York.

The author then went off in July 1907 by train to retrieve his Germain. Arriving at Marchienne au Pont, he found that although the car had been there nearly three months, it wasn't ready. Two days later he left but the clutch spring was so weak he was compelled to return! However, eventually the Germain " went like a racehorse," but there was a long delay at the customs post into France (I suspect that the Major had omitted to take with him the Germain's number-plates!). Apart from punctures (" The two back tyres had been utterly ruined by the bad Italian and Belgian roads after 1,800 and 2,000 miles, respectively."), the Germain made the 450-mile run home without mishap.

The remainder of these interesting observations are concerned with motoring incidents over the years. The author never received a summons for exceeding the speed limit, although it was 12 m.p.h. for two years of his driving experience, and 20 m.p.h. for 26 years, during which he drove at from 20-25 m.p.h. and 20-50 m.p.h., respectively. The steering failed him twice, on an old 65-h.p. Napier " in our own drive " and on a Wolseley Fifteen in 1928. And a Bates Steel Mule tractor drawing a 4-furrow Ransomes plough turned over on Major Stewart in April 1919—there are pictures to prove it.—W. B.

BY ROLLS-ROYCE TO SAN SEBASTIAN

Our explanation for the absence of a MOTOR SPORT test report on the Rolls-Royce seems to have done other journalists a power of good. Tony Brooks was commissioned to report on a Silver Cloud after driving it from Le Touquet to Cap Ferrat, Erik Johnson temporarily overlooked the supremacy of Mercedes-Benz products (for which he is the British Sales Director) to write of this expensive motor car in *The Manager*, and during April *The Sunday Times Colour Magazine* devoted a two-page spread to this controversial subject.

Indeed, they entered into the spirit of the discussion, with quite a by-line, reading: " It was Rolls-Royce themselves who first made the arrogant claim that theirs was 'the best car in the world.' Today the cost of buying and running a Rolls is almost as high as for a light aircraft; at the same time, many people believe that, technically, the Mercedes-Benz 600 is more in keeping with the times [*The Sunday Times?*—ED.]. With its classic radiator and resolutely orthodox specification, is the 1964 Rolls-Royce anything more than the ultimate in motoring status symbols? Is it really the best car in the world?"

After driving a Silver Cloud over snow, slush and ice from Dunkirk to San Sebastian between a 5.30 a.m. start and dinner, with a coffee stop outside Rouen and 1½ hours for lunch at Tours, a run of 672 miles at an average speed of 48 m.p.h., apparently they decided that it is.

The Sunday Times correspondent saw these cars being made and drove a total of nearly 2,000 Rolls-Royce miles. He obtained performance figures of 0-60 m.p.h. in 11 sec., 0-100 m.p.h. in 35 sec., a top speed of 115 m.p.h., and fractionally less than 14 m.p.g. The only criticisms concerned a trace of back-axle tramp when accelerating hard out of a bend, a certain amount of roll on tight corners, minimal instability in a strong cross-wind, and jerkiness in certain downward automatic gear-changes. The final verdict was that there is no better car in the world.

We are surprised to see, however, that *The Sunday Times* states that the mechanical brake servo was " invented by Sir Henry Royce." In fact, Rolls-Royce Ltd. paid royalties to Hispano-Suiza and Renault for the use of it; it was employed on Panhard-Levassor, Chenard-Walcker, Bignan, Fiat, Sunbeam and other production cars, and for racing by Ballot, Fiat, Sunbeam and Delage, between 1920 and 1927.

Rolls-Royce Ltd. must surely be grateful to MOTOR SPORT for the excellent publicity which other more-favoured writers, who have been permitted to sample their precious vehicles, are providing, lime-lighted by our recent Editorial!—W. B.

[After all, what price a Silver Cloud? I saw a pre-war R.-R. 20 van for sale at about £80 the other day, and as I am assured by experts that no Rolls-Royce has ever worn out . . .—ED.]

R.A.C. HILL-CLIMB CHAMPIONSHIP

The 1964 R.A.C. Hill-Climb Championship series got under way on April 26 with the Severn Valley M.C.'s Loton Park Hill-Climb. Current Champion Peter Westbury appeared with the four-wheel-drive Ferguson-Climax P99, the car he will use for all the British Championship events, and set up a new record at 35.56 sec. (old record—Peter Boshier-Jones' 1.3 supercharged Lotus-Climax—36.16 sec.), as well as winning the Championship class at 35.68 sec. from former Champion Tony Marsh in his 2-litre Marsh-Climax. Third place went to Tony Griffiths' 2.5 B.R.M., with John Macklin's 3.5 Cooper-Buick V8 fourth. Boshier-Jones in his high-revving supercharged Lotus-Climax took fifth place at 37.76 sec., and Wally Cuff in the ex-David Good 2.6 Cooper-Daimler V8 was sixth. The first three drivers all scored a bonus point for getting below the old course record.

The second round of the Championship was the Bugatti O.C. Prescott Hill-Climb on May 3rd, when Westbury again won the Championship class but was some 2 sec. slower than Tony Marsh's outright course record with his earlier B.R.M.-powered Marsh Special. Marsh chased Westbury throughout the meeting and finished only 0.12 sec. slower at 50.43 sec., whilst the stylish Boshier-Jones was the only other driver to break the 51-sec. barrier at 50.63 sec. Fourth was Macklin's Cooper-Buick, fifth Ray Fielding's Lotus 21, now fitted with a 2.5 Coventry-Climax engine, and sixth Tony Griffiths' B.R.M. With two rounds completed, Westbury leads in the Championship with 21 points to Marsh's 19, whilst Tony Griffiths, John Macklin and Peter Boshier-Jones all have 14 points. The third round is the W. Hants & Dorset C.C.'s Wiscombe Park event, results of which will be found under Fixtures for June.—E. L. W.

CRAIG BREEDLOVE FILM

Goodyear Tyres have made a film of Craig Breedlove's high speed runs on the Bonneville Salt Flats last August when he achieved a speed of 407.45 m.p.h. The 16 mm. film, which is in colour, lasts 27 minutes and is available from Goodyear Public Relations, Voice & Vision Ltd., 26 Upper Brook Street, London, W.1.

Caerphilly Urban District Council are organising a rally of Veteran, Vintage and P.V.T. cars at the 13th-Century Caerphilly Castle on July 11th. The event will consist of a parade through the town and a *concours* at the Castle. Entry forms may be obtained from P. C. Skinner, Esq., at the Council Offices, Caerphilly, Glamorgan.

The Southsea M.C. stage their Twelfth *Concours d'Elegance* on June 7th at Southsea Castle Field, near the Rock Gardens, at 3 p.m. Classes range from pre-1920 to post-1960, with price gradings for the modern machines.

CRYSTAL PALACE—continued from page 428

Austrian driving splendidly in his first appearance at the Palace Peter Arundell worked up to third place but his engine went off song and he dropped to fourth behind Ahrens and ahead of Hobbs, who was suffering from alarming wheel wobble on the bends.

The final consisted of nearly everyone who had finished in the two heats, with Graham Hill, Rindt and Alan Rees sharing the front row of the grid; two drivers from the " slow " heat on the front row!

Alan Rees, who seems to like Crystal Palace, shot into the lead from Graham Hill, Rindt, Clark, Arundell and Hulme, but by lap two Graham Hill was in the lead and moving away fairly comfortably, or so it seemed. On lap four Rindt got past Rees and set about reducing the gap between himself and Hill, which he did quite rapidly. Hill's Cooper suddenly began understeering violently and he was having difficulty in holding the car on the road, due, it was later discovered, to his rear anti-roll bar having come adrift. This allowed Rindt past and Rees closed right up to Hill and spent the rest of the race trying to get past the Cooper, which was using up most of the road on the bends. Behind the leading trio, Jim Clark and Peter Arundell were dicing with Dennis Hulme but making no impression on the leaders. Ahrens was holding a steady seventh place, while Maggs, Attwood, Hobbs and Hegbourne were constantly changing places in the bid for eighth place. Jim Clark's Lotus began to misfire badly and he dropped back, eventually stopping at his pit, where a disconnected plug lead was replaced. A thoroughly annoyed Clark returned to the race and put in some rather ragged driving in a bid to get back into the race, but his engine was still sick and he stayed in last place until the end.

Young Jochen Rindt drove his Brabham beautifully and hardly put a wheel wrong throughout the race, looking most relaxed all the time. Virtually unknown in Britain until this race and Mallory Park the previous day, Rindt should not lack works drives in the future. Hill held off Rees until the finish, while Arundell just beat Hulme to the flag, although both drivers were given the same time. Tony Hegbourne worked his way up to sixth place to beat Ahrens and Attwood.

There were three supporting races, two for saloons and one for sports/racing cars. In the first saloon-car race, for over 1,301-c.c. cars, Jack Sears took the lead in the Willment Galaxie and walked away from Clark's and Arundell's works Lotus Cortinas until a rear tyre burst on the exit from North Tower corner on lap seven. He held the ensuing slide brilliantly and stopped safely off the circuit. Clark and Arundell went on to a comfortable 1,2 for Team Lotus, ahead of the similar cars of Gardner and Craft, with Sir Gawainne Baillie's Galaxie in fifth place. The solitary Jaguar was driven luridly but finished last.

In the 1,150-c.c. sports-car race John Hine took the lead on lap two in his Lotus 23 but retired on lap three, leaving Sid Fox in a safe lead in his Lotus 23 ahead of a fierce dice between Paul Hawkins (Lotus 23), Trevor Bone (Lotus 23) and J. F. Morley (Lola). They eventually finished in the order of Bone, Morley, Hawkins.

In the other up-to-1,300-c.c. saloon-car race John Fitzpatrick led initially in a works 1,275-c.c. Mini-Cooper S from Handley's Broadspeed 1,275-c.c. Mini-Cooper S. However, these positions were reversed on lap five and Handley retained his lead until the end. John Rhodes in the other works Cooper S diced with Mike Young's Anglia for most of the race and eventually took third place from the Ford driver.—M. L. T.

LONDON TROPHY RACE—40 Laps

1st :	J. Rindt (Brabham-Cosworth)	39 min. 21.4 sec.—84.76 m.p.h.
2nd :	G. Hill (Cooper-Cosworth)	39 min. 22.8 sec.
3rd :	A. B. Rees (Brabham-Cosworth) ..	39 min. 23.2 sec.
4th :	P. Arundell (Lotus-Cosworth)	39 min. 28.0 sec.
5th :	D. Hulme (Repco-Brabham-Cosworth)	39 min. 28.2 sec.
6th :	A. V. Hegbourne (Cooper-Cosworth) ..	39 min. 43.0 sec.

Fastest lap : J. Rindt, 58.0 sec. (86.26 m.p.h.).

WHIT WEEK-END AT MALLORY

Major events in the crowded week-end of sport at Mallory Park over Whitsun were the *Motor* 3-hour saloon-car race on Saturday, and the 30-lap Grovewood Trophy race for Formula Two cars on Sunday. The saloon-car race, which was a qualifying event for the 1964 European Touring Car Championship, attracted a strong contingent of top drivers from the Continent; but the first three places went to British Mini-Coopers, two of them being works cars. Warwick Banks and John Rhodes drove the winning works Cooper S, and the second works " S " of John Fitzpatrick and Belgian Julien Vernaeve was next home. The Squadra Tartaruga Cooper of Thurston and Terry was third overall. But if the Portuguese driver Mario Cabral had not crashed the Cooper S he shared with Tommy Weber at Gerrards Bend with only twelve minutes left, it might have been a different story. The car had led for the first hour and a half with Weber at the wheel, but a troublesome jack at the pit stop put them two laps astray. However, Cabral set off after the leaders, and was chipping two seconds a lap off their headway and closing the gap rapidly when he crashed. Last year's winner Bjorn Rothstein and his fellow Swede co-driver Bo Johansson were fourth overall and first in the 701-850-c.c. class with their works Saab Sport, with the second works Saab of Gosta Carlsson and Sven Johansson fifth, and second in its class. After an excellent drive, the B.M.W. 700CS of Walter Schneider and Hubert Hahne was sixth and top of the up-to-700-c.c. class.

* * *

A formidable array of drivers turned up at the circuit on Sunday to do battle, including Jim Clark, Peter Arundell, Jackie Stewart and the amazing young Austrian, Jochen Rindt. The afternoon saw some first-rate racing during which four lap records, were broken. Driving his Lotus 30, Clark comfortably won the Guards Trophy sports-car race, and in his Lotus 32 he won the main event of the day, the F.2 Grovewood Trophy Race, setting up new lap records on both occasions. For the first few laps of the sports-car race, Clark was led by the potent 4.7-litre Ford-powered Attila of Roy Pierpoint, who came home in second place. In the F.2 race, Peter Arundell was second in the other works Lotus 32 and Rindt—the fastest man in practice—fought through from the back of the field after a shocking start, and took third place in his Brabham. Racing at Mallory for the first time, young Scotsman Jackie Stewart made a brilliant *debut* by winning the Formula Three race in his works Cooper, and coming home first ahead of Arundell, driving his Lotus Elan in the GT event. In this race he set up a new lap record for Grand Touring cars from 1,151-1,600 c.c. The saloon-car race was won by John Fitzpatrick in his Mini-Cooper S, who also established a new lap record for saloon cars up to 1,300 c.c.

REFLECTIONS ON THE MONACO G.P.—contd. from p. 425

catching him the second and third men could pack up and go home, leaving the leader to circulate on his own, for they would still be officially classified as second and third. Such a situation is hardly like to arise as racing cars are so unreliable that most people would keep going at all costs in the hope that the leader might break down. Another absurd situation that could arise is that a driver could win the Drivers' Championship without ever finishing a race. If there was a different winner for each event but the same man kept retiring just before the end, and by F.I.A. rules was placed second every time, he could come out top on points. Perhaps the F in F.I.A. stands for farce!

A few years ago the F.I.M., who look after motorcycle affairs, worded the regulations for motorcycle and sidecar machines for record-breaking in such a way that it was quite permissible to weld a single tube to a solo motorcycle, attach a wheel to the end of it and call it a sidecar outfit. For short-distance records this is what everyone did and they were within the letter of the law, but it meant the end of the passenger-carrying racing sidecar for record-breaking because it was pointless to drag along 100 lb. of dead weight when a " wheel and a stick " was accepted as a sidecar. At long last the F.I.M. have seen the light and have had the courage to admit their mistake. A thick line has been drawn under all existing motorcycle and sidecar records, the rules have been re-written to ensure that sidecars can carry a passenger, and an entirely new set of records are in the process of being established. It is time that the F.I.A. faced up to reality and re-wrote the rules appertaining to classified finishers in World Championship events. They have only to add the phrase " and be driven across the finishing line under their own power " or something similar and all would be well. One reason for bringing in the rule about being classified after having completed a certain percentage of the total distance was to prevent damaged and unsafe cars from staggering round for the last few laps and constituting a danger to those still racing. Now this was a wise move, for a few years ago at Monaco the race finished with a number of wrecks limping round at 30 m.p.h., but surely the scrutineers who are invariably in the pits can have the deciding vote as to whether a car is safe to continue going round, and the Le Mans dictum of putting a maximum time limit on the last lap would stop anyone from becoming a " moving *chicane* " to the danger of others. It really is time this question was resolved once and for all.—D. S. J.

LETTERS FROM READERS

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

THE CAR THAT HAS LESS THAN NOTHING!

Sir,

Until I got down to the reference to valve gear I felt sure that the letter from "YBM 741" in your May issue was going to relate to the D.A.F. It has nearly all the simplicities he lists, plus four others—no gearbox, differential, universal joints and clutch-operating gear, the clutch consisting merely of centrifugally controlled shoes in a drum. It has the additional advantages of a horizontally-opposed engine with more even torque and better balance even than a vertical four, let alone twin, while its front position, combined with the automatic infinitely variable gear at the back, results in what must be the largest boot in any 750-c.c., or even 1,000-c.c., car, not to mention better weight distribution and so road-holding.

In addition to all this it has the unique feature of two-pedal control, with none of the complications of an automatic gearbox, with their tendency to make sudden changes at inconvenient moments unless an over-riding control is operated. The small engine still enables it to bowl happily along a motorway at just above or below 70 on the clock, depending on wind and gradient.

I write as an engineer attracted by the design who has found that its features are fully realised in practice. I also found that there is surprising scope for controlling the ratio by intelligent use of the throttle. It is unquestionably the simplest car on the road, but the question I am always asked by strangers is—are the belts reliable? I can only say "yes" with experience limited so far to 3,000 miles, but why should a properly designed belt drive be less reliable than any other? Anyhow the 100% standby provided by independent drive to each wheel means that the car could still be driven, unlike the VW, for instance, as the fan is on the crankshaft. Nearly all cars depend upon a belt and they are even used now for camshaft drives. I think they are associated with belt slipping and failures on early motorcycles, but the design and materials are different. The belts are endless and protected from the weather; also, being shorter, adjustment is less frequent, and they run at engine speed with reduction gears at the wheels. As mentioned, they take the place of universals and, in conjunction with automatic control, they provide differential action with drive to both wheels under all conditions. What more does the ordinary motorist want?

Wylde Green. J. R. HARDING.

[And before critics ask what a D.A.F. is doing in MOTOR SPORT, let me remind you that this make did well in last year's Liége-Rome-Liége Rally!—ED.]

* * *

YOU JUST CAN'T WIN . . .! —

Sir,

The correspondence in your columns on the perennial subject of motor insurance, culminating in Mr. E. McCann's eulogy of his experience with the National Employers' Mutual and General, makes me think that you, and some of your readers, may be interested to hear of an episode which must rank high in the annals of insurance chicanery.

In October 1962, as the owner of a 1959 Zephyr, I renewed my comprehensive policy with the Croydon Branch of the Zurich Insurance Company, an organisation purporting to offer advantageous terms to Ford owners. My renewal premium was £51 6s., a figure which doubtless took account of the dangerous and irresponsible tendencies that insurers ascribe to people in my profession. I am a journalist.

On February 19th, 1963, my car was severely damaged when it was struck in the off-side by a lorry carrying 12½ tons of newsprint, as a result of the lorry driver ignoring traffic signals against him in an attempt to catch up with a similar vehicle, driven by a colleague of his, which had succeeded in crossing the junction just as the signals changed. I was flung across the car and out through the near-side door, recovered full consciousness in hospital, and spent an uncomfortable fortnight with bruised lungs, cuts, etc.

I notified the Zurich Insurance Company of the accident and completed their "Form of Particulars," etc. On March 13th they wrote informing me that their engineer had inspected the car and found it damaged beyond economical repair. They offered me £405 in settlement, the wrecked vehicle to become their property. I disputed this proposition, because of the exceptional pre-accident condition of the car (I had it from new) and the fact that it had just been fitted with £40 worth of new tyres, a new £12 battery, new £35 radio, etc., none of which had been damaged. I also informed them that I had heard from the police that they intended to prosecute the lorry driver, and pointed out that, if the success of the prosecution established his responsibility for the accident, they could surely claim reimbursement from his employer's insurers. Zurich replied on March 19th, increasing their offer by £10 and saying, "We have an inter-Company agreement with the Third Party Insurers . . . this agreement does not prejudice your interests in any way . . . under our agreement, however, we are precluded from recovering from the other insurers, and they cannot claim against us . . . regardless of the circumstances of the accident."

I telephoned them next day and, on April 8th, they wrote offering me £410 plus the radio from the car. At this point I sickened of the whole affair and put the matter into the hands of the A.A.'s Legal Department, asking them to proceed with my claim against the third party insurers, the London and Edinburgh Insurance Company.

On May 27th, Zurich wrote asking me for £8 5s. additional premium for cover notes issued in respect of a car I had hired to enable me to carry out my professional duties. I ignored this and they wrote again, threateningly, on June 11th. I replied, saying that I could see little point in sending them £8 when they were indebted to me either for the total loss of my car or, in the event of that being met by the third party insurers, for a refund of the unexpired two-thirds of my policy premium. On June 20th they wrote agreeing that the additional premium could "remain in abeyance." On June 28th they wrote that further cover notes had increased the additional premium to £12 15s., and adding ". . . our premium accounts and claim accounts are dealt with separately and to deal with this matter in the way you suggest would cause complications in the system . . . we would appreciate your cheque."

On June 29th the lorry driver was convicted of driving without due care and of having failed to halt at a traffic signal, and was fined £20 and £5. His record showed previous convictions for speeding, careless driving and failing to stop when called upon to do so by a policeman.

In July I bought a 3.8 Jaguar and asked Zurich if they would insure it. I will not quote their amusing comments, beyond saying that they ended: "But we'll certainly consider you for a Triumph Herald, or even a Consul." Needless to say, I received sensible treatment for the Jag. elsewhere.

On August 13th Zurich wrote: "We have received a request from the Third Party Insurers to supply them with certain essential information, to enable them to give consideration to your claim. We should be obliged if you would favour us with your remittance for £12 15s., when the matter will receive our attention." I reported this piece of blackmail to the A.A.

On November 4th the A.A. solicitors informed me that the London and Edinburgh had offered £150 to cover my loss of earnings due to the accident, hire of replacement vehicles and personal injuries, and £410 for the loss of my car. Tired of waiting, I wrote next day accepting.

I finally received the London and Edinburgh's cheque in settlement on March 21st—13 months after the accident.

On March 31st I wrote to the Zurich informing them that my claim had been settled by the third party insurers and asking for a refund of premium in respect of the eight months' unexpired term of my policy. I added that the outstanding amount of £12 15s. could be deducted from the sum due to me.

They replied on April 16th: ". . . in view of the fact that the matter was dealt with under a total loss basis, there is no refund of premium allowable. There remains the additional premium of £12 15s. and we shall be grateful if you will forward your remittance."

I telephoned the Zurich's Croydon Branch Manager, a Mr. G. L. S. Hughes, on April 18th, making a tape recording of the entire conversation. I pointed out that the A.A. solicitors' negotiations with the London and Edinburgh had meant that the Zurich had not "dealt with" the matter at all and had not had to pay out a penny on my claim. Hughes agreed, but said there could still be no refund of premium because I had not

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returned my certificate of insurance and the company had, therefore, been on risk for the entire period. I asked him how the company could have been on risk for 12 months on a car that had been destroyed four months after renewal of the policy. He said they had been on risk in respect of my driving other cars. I then asked why, if this was so, they required £12 15s. of additional premiums in respect of the other cars I had driven. After an evasive attempt to answer this, Hughes said he would "give the matter further consideration." He telephoned two days later, repeating that no refund would be made, but adding that, "as a special favour," they would "let me off" the £12 15s. additional premium!

In the light of my experience over the past 15 months, I think it is time the Zurich Insurance Company and (God forbid that they exist!) any others like it were (*a*) forced to maintain an ethical code of conduct precluding their present policy of "Heads you lose, tails we win," or (*b*) compulsorily wound up.

London, N.14. PHILIP PAUL, M.J.I., M.I.P.R.

— OR CAN YOU?

Sir,

May I add a brief note to the never-failing controversy of insurance, at the risk of boring. Last year I took out a fully comprehensive insurance policy with the Liverpool, London and Globe Insurance Co. for my Singer Gazelle, costing in central London £36 for the year. This was more expensive, possibly, than others, but I considered it worth it for being insured with a good company. I had the misfortune to have a tyre burst on a bend, as a result of which the car was written off completely. They settled the claim in four weeks, giving me the full insured value of the car, less my £15 excess, paid for a new bus stop, and gave me the same comprehensive cover on a Hillman Imp, with no excesses beyond my "£15 of any claim" for a reduced premium of £30 p.a. They also refunded me £4 for the unexpired portion of the policy.

I consider this service of the highest order, and, since I am only 21—not a very good "insurance" age—feel that there is at least one reliable and fair insurance company available. (Though if they are making the loss on motor business most companies claim, they may not thank me for bringing them any extra business, should you see fit to publish my letter!)

Andover. JOHN FOSS.

* * *

STRONG FEELINGS

Sir,

The gallant Colonel wildly overstates the case in his letter "Three Mercedes and a Lancia."

I own one of these convertible Lancias and it is truly a horrible little car. True, it floats like the worst of pre-war Americans, and as for superlative quality, this is rubbish. It is the worst finished motor car I have ever owned at any price. A masterpiece of inefficiency.

Newbury. ROBERT QUINTON.

* * *

VALUE FOR MONEY

Sir,

Does your correspondent Lt.-Col. Holder sincerely believe that Jaguars offer too much for too little money? If so, then Lancia is also guilty of the aforesaid crime, for the Flavia coupé retails in its native country for 2,609,015 lire, or £1,490. I hope he was able to purchase the Flavia in Italy because otherwise in England he would seem to have paid too much for too little.

Long may Jaguar and Lancia provide their countrymen with such value-for-money cars.

Rome. T. G. MERRETT (Dr.).

* * *

OFF THE HANDLE . . .

Sir,

The letter from your correspondent in the April issue referring to a manual giving details of engine overheating due to a defective water-cooling system in a Volkswagen, prompts me to bring to your notice the following information contained on page 44 of the Austin Healey Sprite (Mark I) Driver's Handbook—I quote: "To adjust the contact-breaker points, turn the engine with the starting handle until the contacts are fully open."

Needless to say I am still trying to find where the handle is hidden and the hole through which to insert same!

Ruislip. R. J. CHELL.

SAFETY BELTS

Sir,

Reading the letters about safety belts, I am amused (in a decent kind of way) to see that the nature of the beast does not change.

Long, long, long ago, when I was a keen cyclist, the authorities brought out the preposterous demand that we carry illuminated red rear lights as well as reflectors (yes, it was that long ago). We were furious, and wrote impassioned letters about justice and democracy and what not, while *Cycling* wrote scornful leaders every week. Then they tried to confine us to cycle tracks. I thought there would be red revolution. There were protest meetings all over the country and we ostentatiously cycled on the roads, leaving the tracks bare and empty, and glaring at any policeman we happened to meet. I forget now what we had against the tracks—both they and the red rear lights seem good ideas today.

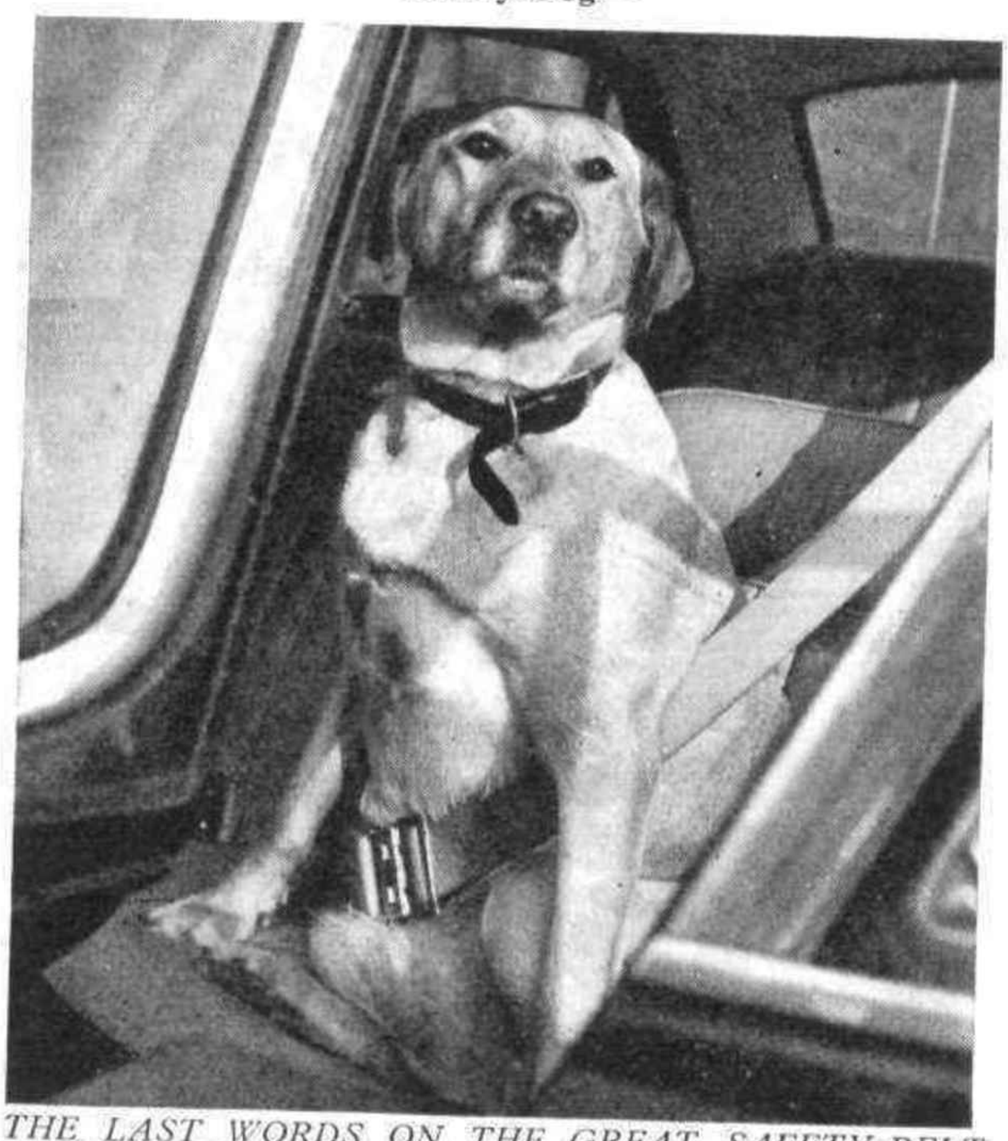
Having graduated to motorcycles, I was in the crash-helmet fracas a few years ago. Most non-motorcyclists thought they should be made compulsory, forgetting that the motorcyclist usually kills only himself if he crashes. I never got on with them—couldn't stand the odd mental effect of having my ears covered up; but I'm bound to say that now I think they are worth while.

So with safety belts. No doubt we shall all come to them in the end, but meanwhile it is his own safety the driver is playing with and no-one else's, so surely he can be left to make his own choice. Personally I think they are far too expensive, especially the inertia-reel type, which seem the most desirable. If the authorities feel so strongly about safety belts it would be worth while to subsidise their cost, so that they could be fitted for, say, a pound each.

Edinburgh. JOHN MACPHERSON.

[Fair comment—but one aspect troubles me. In an aeroplane safety belts are worn during the comparatively dangerous moments of take-off and landing, but for the majority of the flight passengers are considered sufficiently safe to undo them and enjoy the food, the view, or looking at the Stewardesses. Those who always belt-up before driving cars are anticipating an accident throughout the drive, which suggests, surely, that the pleasure aspect of motoring has, for them, become nil?—ED.]

Comment on the Editor's belting-up views, by the Motoring Boddy-Dog—



THE LAST WORDS ON THE GREAT SAFETY-BELT CONTROVERSY.—"I don't care what Master says. . . ."

[So far as I'm concerned, it could be a case of mad-dogs and Englishmen; this correspondence is now definitely closed!—ED.]

MOTOR SPORT'S CHEVROLET STING RAY TEST

Sir,

After noting your appellation "exciting" regarding your Chevrolet Sting Ray road-test, I was both disappointed and angered that the article rapidly degenerated into a bare-faced attack on this car. "M. L. T." seemed more motivated by emotion (and envy?) rather than fact. As a former owner of both Jaguars and Corvettes, and at present the owner of a Sting Ray, I think I am well qualified to comment.

Although an E-type and a "full-house" Sting Ray coupé both cost over £2,000 in the U.S.A., any further comparison is ill-advised. The facts of the matter are that Sting Ray performance is not "near" that of the E-type, but definitely *beyond*. So much so, in fact, that the E-type was this year dropped out of S.C.C.A. Racing Class "A," which includes the s.w.b. Ferrari 250GT and the Ford Cobra, to Class B. But still included in the fast company is the "old tyme" Corvette, back to 1961 models, which have the rigid (Hotchkiss type) rear end. The S.C.C.A. performance classes are based mainly on the achievements of a given model car during the previous year. No one who is serious about winning in Class A would enter an E-type, and the biggest reason is that they just don't stand up.

As a point of interest, there are about a dozen Sting Rays in this country at present, and half of these are in the hands of "residents." Undoubtedly the car you tested has suffered as a result of the, admittedly, quite inadequate service organisation in Great Britain. I find it almost impossible to keep my car in a decent state of tune, and I therefore got the 340-h.p. engine, having decided that the situation with the fuel-injection power plant would be utterly hopeless. It is also likely that your test car has received more than its share of abuse and hard knocks, as it *is* a thing of great curiosity in this part of the world. But one thing is sure, the punishment meted out to it during road-testing at the likewise eager but inexperienced hands of *The Motor* was the *coup de grace*. If one is to single out the Achilles-heel of the Sting Ray, it is the rear end. It is not hard, with some 350 lb.-ft. of torque available (about 770 in 1st gear), to cause expensive noises. My own car has had its share of hard cornering and neck-snapping starts, but without any ill effect. Your obvious relish in knocking the car is in striking contrast to the American automotive Press, who generally bend over backwards to say something nice about certain of the British exports. And for some of the cars that have reached the New World, that's a lot of bending indeed. [Oh?—ED.]

Concerning the steering, the wheel *is* adjustable for length, contrary to your report [Only by attacking the steering column under the bonnet with spanners.—M. L. T.], and with the 2.9 turns lock-to-lock setting, the overall ratio is a rather quick 17 to 1. The car is not intended to be driven arms-out, Fangio-style, and a knowledgeable driver need not feel he is at any disadvantage.

I will be the first to admit that the car deserves better brakes. I have not *yet* fitted my metallic linings and found that after the first lap at Snetterton I was passed by everything but invalid cars (and that's only because there weren't any). Accelerate, I could, but I was forced to hold my speed down to avoid testing the escape roads and retaining walls.

You have my full agreement about the dummy louvres, etc., on the *outside*, although there are few places where the word "Chevrolet" or "Corvette" appears (*cf.* M.G. TC and others). But you, as a writer from a country which has spawned such hideous beasts as the Standard saloons, the Daimler SP250, and I could go on and on . . . you are on mighty thin ice. It so happens that the "crossed flags" are the Corvette ensign; perhaps a bit more logical than the "alley cat" seen on a well-known Coventry product.

Your comments on the clock and radio, etc., hardly rate comment, except that they reinforce my feeling that you were determined to find flaws, no matter how minor, for reasons best left in your subconscious. Perhaps in your zealousness, you forgot about the excellent and accurate history of the car, elsewhere in the issue. The point is that the Sting Ray is descended from the family saloon, not the other way round. Almost every element of the car is identical to the saloons or, more important, can be turned out with the same (or nearly) tools and dies. That is why there are not yet disc brakes and the engine bears a strong similarity, as well as marked differences, to those in Impalas and Bel Airs. But that is why the car can be built and sold in the States, where auto workers rarely earn less than £2,500 p.a. And the detuned forms, with (blush) power steering and automatic transmission, sold to suburbanites and social climbers, help to defray the cost of the hairy machinery. Don't knock 'em. After all, the money has to come from somewhere and there are less honourable ways to get it.

If you still have doubts about Sting Ray *v.* E-type, let yourself be convinced. I will challenge any "showroom-stock" E-type that has not undergone any special treatment (as mine has not), with identical tyres on each car, to a race, test, what-have-you, on any "neutral ground."

The only thing is that you may have trouble locating an "honest" E-type. At a recent "club" event at Snetterton, about the only cars, besides my own, that *didn't* have Dunlop Racing covers were *some* of the non-participants. I wasn't surprised to see Lotus 23s arrive in a van; nor after I saw Elans come in on trailers (for 5-lap races, too)! Thinks: "Just a friendly little get-together for some good, clean fun." After I saw the remains of one of the competitors' cars—rolled it a few times in practice—I don't mind telling you that I didn't always stick to my line through the corners. What these race meetings *are*, I don't know, but it is obvious what they are not.

So, if there exists a "legal" E-type in this country, the gauntlet is down.

Cambridge. A. R. GLUECK.

[A fairly comprehensive article in the same issue on Corvette evolution made quite clear the humble origins of the car.—ED.]

* * *

DIPPED HEADLAMPS

Sir,

In reply to your Editorial on this subject :—

Points

(*a*) The facts relevant to accident investigation are established by the Police, and returned to the Ministry of Transport on a report form Stats 19. For the purpose of the experiment, in addition to the standard information given, the Officer dealing with the accident adds the lighting information for the vehicle(s) concerned. Where this cannot be established, as for example, in the case of a hit-and-run driver, or of conflicting statements, a "not known" entry is made.

(*b*) Headlamps aimed too high do dazzle, and the Birmingham Dipped Headlight Committee have repeatedly emphasised the importance of good aiming. This situation equally occurs on the open road, and in poorly lit streets, where headlamps should be used. Light from any source, including street lamps and shop-window lighting, falling on to rain droplets, forms a pattern of pinpoints of light. In this situation, it is only too easy to miss seeing sidelights.

Judgement of width and speed is enhanced by the use of headlights. Too many cars can be seen with one sidelight only, and the driver may not realise he has a bulb out. This can hardly happen if he is using dipped headlights, and he is then indicating that his vehicle is moving, not parked. It is essential to be seen, as well as to see.

(*c*) It is accepted by the Ministry of Transport, the Road Research Laboratory and all other bodies, that dipped headlights should be used in all situations where there is not good street lighting. This includes all non-urban roads, and about 90% of urban ones. Properly aimed dipped headlights cause no dazzle in the mirror except in isolated geometrical situations. This small amount of inconvenience is acceptable, and "blinding" effects are grossly exaggerated. Any driver making a right turn on country roads or poorly-lit streets is aware of the presence of a vehicle following him on dipped headlights, without using his mirror. This effect is exactly the same on well-lit streets.

(*d*) The situation at present (leaving things to the driver's discretion) is that dipped headlights *should* be used a very great deal of the time, but many drivers ignore the advice given in S.50 of the Highway Code, and these drivers constitute the dangerous element. The danger referred to undoubtedly exists, and that is why the Birmingham Dipped Headlight Committee are pleading for uniformity, *i.e.*, dipped headlights at *all* times. This plea merely asks that S.50 of the Code be given fortification by the Minister, and that the remaining 10% of urban roads be included, as is the practice in the more enlightened countries of the World.

(*d*) (2) Street direction signs are not normally sited where the beam of dipped headlights would illuminate them.

(*e*) Far more people forget to put dipped headlights on when they should, than forget to turn them off when parked. This criticism is, as observation has shown, very far fetched.

MOTOR SPORT's proposal to leave matters to the discretion of the motorist just does not work, and uniformity is desirable. If all motorists were to obey S.50 of the Highway Code, they would be on dipped headlights nearly all the time, and this is patently not so. It must not be forgotten that all Class A lighting is not necessarily good, and a village street with one gas lamp is well lit when compared with an unlit country road. Is the motorist to be a judge of street lighting in addition to all his other duties?

W. K. G. WARD,

Sutton Coldfield. *Publicity Officer*, Joseph Lucas Ltd.

[Although we do not agree, our fairminded desire to give both sides of an argument makes it necessary to devote space to this reply.—ED.]

* * *

IMP OPINIONS

Sir,

Congratulations on a very fair assessment of the Hillman Imp.

I feel that your Editor must have been unlucky, as I have no criticism of the brakes on mine, though admittedly the car has only just logged its first thousand miles and hasn't yet been driven really fast. However, last year I covered 1,000-odd miles on an

early Imp, and encountered no bother. Fuel consumption on this one was 38 m.p.g., driven really hard—mine is averaging 48-52 m.p.g., but again at running-in speeds.

The gear-change takes a lot of beating, and the noise level, though still a bit aeronautical when cruising at 45 m.p.h., is commendably low. The handling is streets ahead of any other rear-engined car I have driven, and inspires confidence, though there *is* some understeer.

My criticisms of the Imp are :

(i) Not enough headroom for six-footers. With four large adults on board on a bumpy road, bruised pates are the order of the day.

(ii) Reverse is awkward of engagement, though on my car it is a lot better than on the one I drove a year ago, and brute force is no longer necessary.

(iii) The ingenious accelerator linkage is prone to jerk, both when accelerating through the gears on light throttle openings, and also when negotiating indifferent surfaces at speeds around 25-30 m.p.h.

(iv) A high level of resonance, though frankly not as pronounced as the Morris 1100, which is really noisy on heat-corrugated tarmac such as one gets in Australia. (I speak from experience, having done a long weekend's motoring—including reporting the V.C.C. of N.S.W.'s Katoomba Rally on one.)

(v) The antennae operating the indicators and lights are a good idea, but the right-hand one does obstruct the windscreen-wiper switch.

But I like mine. It is a first-rate attempt to build a small car that is different.

Beaulieu. MICHAEL SEDGWICK.

Sir,

"W. B." comments : "I can't think why Rootes didn't persuade me to try the Hillman Imp sooner." I can answer that one—Rootes have been waiting for the private owners to sort out all the irritating faults that occur with a new model, instead of doing it themselves.

My January 1964 de luxe edition was returned to the dealers once a week for nine weeks after delivery—and it's still not right. The items dealt with include replacement of windscreen and rear-window surrounds (because the rain came in), alignment of trafficators and steering wheel (twice, and they no longer self-cancel), many oil leaks and other minor items.

As for the rattles—"W. B." must have been lucky to have only "a few mild rattles"—I've given up trying to cure mine!

Bedford. S. R. GRAY.

* * *

THE CHIVALRY OF THE ROAD ISN'T DEAD

Sir,

I should like to thank, through the medium of your columns, the driver and navigator from Sheffield and Brighouse, respectively, who were driving a Mini-Cooper numbered, I believe, 850 JWA between Gainsborough and Bawtry on Saturday night, May 2nd.

I had misread the A.A. Book regarding all-night garages, and had run out of petrol outside the A.A. Box at Gringley-on-the-Hill. I did not have my A.A. key with me and was not able, therefore, to open the door. The motorists in question stopped to see if they could help, and they gave me a lift to Bawtry, where we discovered that there was no garage open, and so they then took me on to Blyth. As if this were not good deed enough for one evening, they then took me back to my own vehicle and, as I did not know the road, accompanied me as far as Bawtry. As my windscreen wipers were not working, and it was raining, it is difficult for me to express how grateful I am for all they did.

Hounslow. J. WALSH.

* * *

SHAKESPEARE AND THE MOTOR CAR

Sir,

As this year is the fourth centenary of Shakespeare, I thought you might be interested to hear that Old Will is one of the Sport's staunchest fans, as quotations from some of his plays will show.

The track would seem to be his favourite :

"What is the course and drift of your Compact?" [*Comedy of Errors*, Act 2.]

"How he did lap me!" [*Richard III*, Act 2.]

"And how unwillingly I left the ring." [*Merchant of Venice*, Act 1.]

". . . the poor mechanic." [*Henry V*, Act 1.]

"Our enemies have bent us to the pit. . . ." [*Julius Caesar*, Act 5.]

However, he liked a saloon at times :

"Good gentlemen, go your gait and let the poor Volk pass. . . ." [*King Lear*, Act 4.]

"A good and virtuous nature may recoil in an Imperial." [*Macbeth*, Act 4.]

Not to mention . . . :

"But indeed, Sire, we make holiday, to see Caesar and to rejoice in his triumph!" [*Julius Caesar*, Act 1.]

. . . which will probably go down on record as the World's first car-hire firm.

Finally, he suggested that a Jaguar might say of the Galaxie :

"I would I had thy inches." [*Anthony and Cleopatra*, Act 3.]

Yorkley, Glos. "POH 416."



COINCIDENCE?—Last month we referred to the remarkable similarity in Registration Nos. of an M.G. bought new in 1958 and a Rover 2000 supplied recently to the same owner—and here is photographic proof!

TO KEEP THE RECORD STRAIGHT

The last two pictures in last month's article on the Rileys raced by Comdr. H. G. Dobbs were transposed by the printers and are thus incorrectly captioned, while the "Riley Race" mentioned in the text was obviously the L.C.C. Relay Race. The car driven at the V.S.C.C. Silverstone Meeting by Smart was the Norris Special with Alvis engine, not a Morris Special as printed. The Triumph Herald 12/50 driven in the Mobil Economy Run by Kyd retired with failure of the bearings in a rear hub carrier, not those in the engine. On page 349 it was stated that B.M.C. put electrical equipment on the manifold side of their A-series power units; this should have read "on the non-manifold side" as the drawings emphasised. Our apologies!

TAILPIECE

Photo by Laurence Pomeroy, M.S.A.E.



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FOR SALE

ASTON MARTIN DB2/4 Maintenance Manual and illustrated parts list, cost £5 10s., sale £2 10s. Six nearly new K.L.G. P.TEN L80s, £2 5s. Box No. 0037. [2376

LANCHESTER AND DAIMLER. Quantity makers' spares and oddments for sale. S.A.E. list. The Ridge, Baslow, Derbyshire. [2206

V12 ROLLS-ROYCE sumptuously appointed regal Hooper (1939 " DL "). Ideal large family car, avoiding depreciation. Maintenance history, handbook, tools. £1,500. Private owner might consider something better suited narrow lanes, with cash. Box No. 0038. [2955

1958 STUDEBAKER Golden Hawk GT hard-top. Super-charged V8 engine. Automatic transmission. Power steering. New whitewalls. £575, or exchange anything interesting. Potter, Ham Mill, Newbury. Tel.: 1346. [2956

1962 (Nov.) MORRIS COOPER. Baulk-ring synchromesh. SP tyres, Konis, twin tanks and pumps, swinging spot/fog lamp, reversing lights, roll-up belts, tachometer, ammeter, Radford polished dashboard, Italian triple windhorns; year's tax. Never bent, raced, rallied. New 1275S imminent. £495. Potter, Ham Mill, Newbury. Tel.: 1346. [2957

JAGUAR XK150, 1959, d.h.c. S.E. Ivory. Low mileage, two owners. New hood, good tyres. Excellent mechanically and bodily. A.A./R.A.C. inspection welcomed. £495. Tel.: Sale 7725 or Pollards 3254. [2958

RILEY 2½-LITRE saloon, 1951 (Nov.), R.M.B. engine; black; heater; v.g.c. £140 o.n.o. Moore, 45, Nether Close, Finchley, N.3. Tel.: MUS 3424 (in daytime). [2959

ROLLS 20, 1928, very attractive saloon by Connaught, with division. First-class respray last year. Hide upholstery immaculate. V.G. tyres and mechanics. Mascot and main tools. £300. Rowe, Tel.: Lavenham (Suffolk) 447. [2960

GILBERN, 1962, 21,000 miles only. M.G.-A 1600, radio, heater, spots. In immaculate condition, manufacturer built. Haggle £520. Will be South. Thomson, 25, Broomfield Avenue, Newton Mearns, Renfrewshire. [2961

DISPERSAL SALE. 1927 Riley Nine Monaco Mk. I chassis, believed only five left in existence; completely rebuilt only 500 miles ago; £175. 750 Austin Special, reg. 1961, fibreglass body; all the mods.; £65. 1930 Sunbeam Model 90 500-c.c. motorcycle, completely rebuilt in racing trim 350, and flat tank frame plus numerous spares; the lot, £45. Charnleys Farm, Alston Longridge, Preston, Lancs. [2963

MORGAN PLUS FOUR, 1956. TR engine. Blue/black. Low mileage. Body/mechanics excellent. Many extras, including heater, twin spots, " X " tyres. £295. P. S. Temple, 6, Green Lane, Hunsworth, Cleckheaton, Yorks. Tel.: Cleck. 4136. [2964

COMPLETE JUDSON SUPERCHARGER kit for 40-h.p. Volkswagen, £35. Modified distributor, VJU 4BR8, suitable for same, £3 10s. Tickner, 2, Vincam Close, Whitton, Middlesex. Tel.: Popesgrove 6834 (evenings). [2965

M.G. TC, 1947, good condition. Reconditioned engine, new tyres, radio heater. Montgomery, 21, Salisbury Avenue, Harpenden. [2966

M.G. TF HEAD complete. Valves, springs, rockers, shaft assembled. Unused. £20 o.n.o. Brennan, 110, St. Mary's Road, Oxford. Tel.: 48216. [2967

1934 B.S.A. 3-WHEELER 4-cyl. Immaculate condition. £100 o.n.o. Apply : Stackhouse, Wellington House, Leyland, Lancs. [2968

1961 SERIES II ALPINE, 22,400 miles. Hard/soft-tops, overdrive, heater, radio, washers, badge bar, underseated. New S5s. Immaculate order. £575. Evans, 49, Belle Vale Road, Liverpool, 25. [2969

VW DE LUXE. Registered 1958. Off-side body damage. Chassis, etc., undamaged. Mechanically perfect. Offers. Evans, 49, Belle Vale Road, Liverpool, 25. [2970

2-LITRE LAGONDA : Breaking L.C. saloon. All parts available. Briggs, Field House, Longwood, Huddersfield. [2971

1932 RILEY GAMECOCK, *concours* condition. Mechanically perfect, 10,000 miles since complete professional engine rebuild. Nearly new tonneau cover and hood. M.O.T. Meticulously maintained by Riley Register member. Photos on request. Bills available for inspection. £195 o.n.o. Stork forces purchase of saloon. Archer, 9, Stella Court, Coxford Road, Southampton. Tel.: Titchfield 2021, ext. 314 (office hours only). [2973

1936 TRIUMPH Monte Carlo tourer. Resprayed, re-upholstered. Bargain, £50 o.n.o. 23, Shirley Road, Droitwich, Worcs. Tel.: Droitwich 2795. [2974

SHORROCKS SUPERCHARGER, 948 Herald fittings. Good condition. £35. 17, Duncan House, Fellows Road, N.W.3. [2975

1933 M.G. 10/4 Magna. Body excellent; mechanics very good. Fitted 6-cyl. 1947 Vauxhall engine and gearbox; hard-top, new tyres and battery, hydraulic brakes, flashers, reversing and brake lights, sealed beams, two heaters, comprehensive dashboard, fitted carpets, seat covers, wing mirrors, screen-washers, reserve petrol tank, two pumps; 30+ m.p.g. Taxed, insured, M.O.T. Two-tone blue eye-catcher. £75 o.n.o. 48, Trafalgar Road, Southport, Lancs. [2976

LAGONDA RAPIER, Eagle body. Good. £185, or exchange vintage saloon. Mostyn, 113, Wigginton Road, Tamworth. [2977

BULLNOSE—1925 MORRIS Cowley. This very original car is completely restored and in exemplary condition. The final insult, £225. Denman, 28, Belmont Road, Wallington, Surrey. Tel.: WAL 5860. [2979

1934 WOLSELEY 18-h.p. saloon. Rare model in nice condition. Bargain, £45. Ball, 42, Mount Drive, Park Street, St. Albans. Tel.: Park Street 2218. [2980

M.G. TF 1250, 1954. Excellent condition. Recon. engine. Owner going abroad. £300. Tel.: WES 7552. [2981

FOR SALE—*continued*

MARENDAZ SPECIAL. Passed by V.S.C.C. as Historic Racing Car, built for 1935 Ulster T.T., raced Brooklands 1936, and driven in 1936 French G.P. by Earl Howe and T. H. Wisdom, in original and excellent condition. £550. Down Cottage, Forest Row, Sussex. [2982

ROCHDALE OLYMPIC, 1962. 16,000 miles only. M.G.-A 1622. " X "s, heater, fan, etc. Definitely not r./r. or thrashed Silver. A very fast beautiful GT. £475 o.n.o. Bell, 163a, Sutherland Avenue, London, W.9. Tel.: CUN 1818. [2983

RILEY DROPHEAD COUPE. 2½-litre, green, fast car, engine reconditioned. £180. Pyke, Manor Farm, Sewell, Dunstable, Beds. Tel.: Dunstable 62792. [2984

1957 F.2 COOPER. Ideal hill-climb car; minus engine (gearbox available). Dauphine Gordini engine and gearbox. Sell or exchange Lotus 7 or similar. W.H.Y.? D. Hendry, 42, Queen's Road, Aberdeen. [2985

AUSTIN HEALEY 3000 Mk. II (1962) May. Ice blue. 24,000 miles. Hard-top, soft-top, overdrive, wire wheels. New Cinturas. Radio, heater, etc. 2/4-seater. £625. Porter, Chasewood, Ross-on-Wye, Herefordshire. [2986

1954 ASTON MARTIN convertible, Vantage 3-litre. Immaculate condition. View by appointment. £550. 52, Jervis Crescent, Sutton Coldfield, Warwickshire. Tel.: Streetly 3048. [2987

TR2, 1955. Heater, wire wheels, tonneau cover, new carpets. Good example. £215. Frost, 51, Lugtrout Lane, Solihull, Warwicks. [2991

1953 2½-LITRE R.M.F. Riley. Spotlight, foglight, winkers, s.s. roof. New tyres and battery, in first-class order. Best over £250. Wanted : Morris 1000 Traveller. 25, Brandon Road, Binley, Coventry. [2992

VINTAGE 1930 MORRIS Minor 2-seat tourer, fabric body, new hood and trim; o.h.v. V.G.C. Offers ! Mr. Allchorne, 23, Grosvenor Road, Westcliff-on-Sea, Essex. [2993

MINI-COOPER, 1962, blue/white, 18,000 miles. Radio, new tyres, heater. Original condition. £415. Tel.: Uxbridge 36853. [2994

AUSTIN HEALEY with a difference : originally 100/6 but has been fitted with Healey 3000 engine and gearbox, etc., power-operated disc brakes all round; wire wheels; nearly new RS5s; heater, overdrive; beautiful Motorola; special seats. Two owners; finished in Healey blue and ivory. Over £400 spent on conversion; bills available. Snip at £420. Exchanges considered. H.P. available. Monty, 1, Norman Court, Hampton, Middlesex. Tel.: Molesey 1942. [2995

D.K.W., 1954. Sonderclass type body, twin-cylinder engine. L.H.D. £75. Details and photo from J. L. Allen, Chedington, Beaminster, Dorset. [2996

BENTLEY 3½-LITRE, very attractive French body, excellent condition. £245. Bailey, Milford House, Chobham, Surrey. [2997

COVENTRY-CLIMAX engined Hillman Imp de Luxe. 85 m.p.h. 40 m.p.g. 4,950 miles. £455. Tel.: DERwent 5656. [2998

M.G. 1100, July 1963. Leather upholstery, seat belts. Immaculate throughout. £655 o.n.o. H.P. arranged. Holn, The Grange, Tilton, Leicester. Tel.: Tilton 220. [2999

BENTLEY, 1929, 4½-LITRE open 4-seater, excellent mechanical order throughout, maintained by McKenzie. Resprayed B.R.G. £595. 'Phone after June 3rd, Bournemouth 23890. [3000

M.G. TC, excellent in bronze green. Complete engine, steering overhaul. Rebore, new crankshaft, etc. Interior and facia redesigned, re-upholstered. Rewired, new springs. Radio, twin trumpets, w/w., etc. Stylish and distinctive. £175. 2, Bradfield Road, Great Barr, Birmingham, 22A. (Derby week-ends.) [3001

AUSTIN HEALEY BN1, 1955. Immaculate new cellulose. All usual equipment. Taxed April 1965. £250. Morris, 8, Brookfield Road, Cubbington, Warwickshire. Tel.: Leamington Spa 22360. [3003

A POTENTATE of your S.V. Minor. 9 : 1 Alta head; banana manifold, twin 1¼-in. SDD S.U. Spare engine *sans* head, sump, timing cover; steering wheel. 16, Wattleton Road, Beaconsfield, Bucks. [3004

" FORD ENTHUSIASTS "—1935 Ford V8 cabriolet. Reliable, excellent condition. Photo available. £100. Swinerd 22, St. Aubyns, Hove. [3005

OUTSTANDING TA M.G., one of the best available, finished B.R.G. Excellent body, hood, mechanics. Fastidiously maintained by enthusiast, better than most TCs. Genuine reason for sale. Spares; taxed, M.O.T., etc. £95. Tel.: Wolverhampton 37855. [3006

TR2, 1955. Overdrive, hard-top, twin spots, heater. Must sell—emigrating. £195 o.n.o. Tel.: Normandy 2287. [3007

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FOR SALE—*continued*

ROLLS-ROYCE, 1934, 20/25-h.p. owner/driver sports saloon. Rolls history available for this elegant old car. Engine overhauled within last 5,000 miles. Body in good condition, fitted heater, etc. £400 o.n.o. Stephen Crossleys, Bix, Henley-on-Thames. Tel.: Henley 1366. [3003

LAGONDA LG6 saloon, 19.7.40, completely overhauled. £325. Darlington, 366, Durham Road, Gateshead-on-Tyne. [3009

ROLLS-ROYCE 20/25, 1935, saloon, fawn leather upholstery, outstanding condition, recent top overhaul, mascot. £300. Tel.: Oxshott 2237. [3012

SS100 2½-LITRE. Black, probably one of the most immaculate original models left in this country. £600 o.n.o. Box No. 0041. [3011

M.G. TC. Good condition. M.O.T. until May 1965. £120 o.n.o. Graham, 83, Barnet Road, Potters Bar, Middx. Tel.: Potters Bar 53962. [3017

MINOR S11 AXLE, complete except brakes. £5. Cabin blower, £8. Two A7 4-boxes, synchro, £3 each. Corliss, Marlepit Hill, Sutton, Bonington, Loughborough. [3018

TR3, 1959. Excellent condition. Good " X "s, hood, new battery, tonneau. £350 o.n.o. Farrell, 20, Newborough Avenue, Liverpool 18. [3019

1950 REGD. HUMBER Pullman. Excellent condition throughout. £30. Harding, 33, Cunningham Road, Cheshunt, Herts. [3020

RAILTON S8. First class order throughout. Best offer secures. Tel.: Wickford 2654. [3021

1947 M.G. TC. Black, excellent, 16 in. rears. £150. M.O.T. Taxed. Wood, Shoreham (Sussex). Tel.: 2231 (day). [3022

M.G. VA 4-SEATER tourer, 1939. Present owner 18 years, exceptional condition. Seen Surrey. £150. No offers. Box No. 0042. [3023

ALVIS CRESTED EAGLE, 1937. 4-door saloon, black. Sunshine roof, one previous owner. Mechanically good throughout. New battery, three good tyres. Body fair. Licensed August 1964. M.O.T. £70 o.n.o. Chapman, " Doverhaye," St. Anne's Road, Babbacombe, Torquay. [3024

BENTLEY, 1924, 3-LITRE. Red Label 4-seater tourer recent complete specialist overhaul (bills shown). Seen Surrey. Best offer over £600. Box No. 0043. [3025

HOTCHKISS 3½-LITRE, 1935, open 2-seater coupé. Mechanically good, bodywork sound but needs finishing. £100 o.n.o. R. Stroud, The Anchor, Froyle, Alton, Hants. Tel.: Bentley 3261. [3026

XK140 F.H.C., faultless condition, one owner seven years. Radio, air horns, belts, washers, heater, sump shield, twin exhausts, Marchal, engine lights. £350 o.n.o. Tel.: Northwood 25435. [3027

1934 WOLSELEY HORNET Special, all-aluminium drophead coupé by Charlesworth, recent new pistons, crankshaft reground, gearbox and back axle overhauled, new king-pins. Only two owners. £120. Phillips, Four Winds, Georgeham, N. Devon. Tel.: Croyde 262. [3028

1933 ROLLS-ROYCE 20/25 Hooper 4/5-seater sports saloon, 32,800 miles. Just decarbonised and clutch relined. Black with green leather, exceptional condition. Apply Hartford Motors Ltd., 53, Westway, Botley, Oxford. Tel.: 59281. [3029

FN/BMW 315, rebuilt 1953. Two-seater aluminium sports body, most mechanical parts and engine renewed or reconditioned over past five years. Photo on request. Price: £150 o.n.o. Apply 117 Rantree Fold, Basildon, Essex. [3030

RILEY 1½-LITRE R.M.E., Aug. '54. Black, 47,000 miles. Recent overhaul, new battery taxed till Dec. '64. Excellent condition. £185. William McKie, 4, Beach Terrace, Girvan, Ayrshire. [3031

ALVIS SPEED 20, 1935 tourer. Raised compression, lightened flywheel, reconditioned carbs., new battery, heater, trim. Barrett, 40, Wyrley Road, Witton. Weekends only. [3032

SUNBEAM 16 SALOON, 1932. Fair condition. New mains, some spares. Ashley, 36, Eden Road, Newton Aycliffe, Co. Durham. 3034

TR3, 1956, B.R.G. Red leather upholstery. Hard-top, recond. engine, recently repainted. M.O.T. tested. £215. Tel.: Stoke Mandeville 2326 (STD: OAY 661). [3035

OPPORTUNITY. 95-b.h.p. new Formula Three " Raby Special." Lotus/Ford/Porsche components. Built 1962. £345. H.P., exchange ? Tel.: Bramley 3542. [3036

M.G. P, 1934. Completely rebuilt. M.O.T., Taxed, insured. Drive away and spares. £95. 165, Wolverhampton Road, Walsall, Staffs. [3037

SIMILAR LE MANS Frazer Nash. 1951 Dick Jacobs-built sports/racer. Partly M.G. TD. Completely overhauled by Dick Jacobs and now mechanically perfect. Excellent and attractive bodywork. 100+ m.p.h., 30-35 m.p.g. Fabulous handling. Ideal road or track. £170. O'Rorke. Tel.: SLOane 2189. [3033

SPEED SIX BENTLEY. Watch next issue for the most original example of the ultimate in vintage touring cars. Recently-discovered Vanden Plas fabric open 4/5-seater, with separate luggage trunk. Superb low-mileage specimen. Two previous owners (heated garage 26 years), in excellent mechanical condition and unusually quiet. Quite immaculate, yet retaining all desirable rare features, including original seals, etc., etc. Naturally not cheap, but an assured investment. Preview of full details could be sent to serious non-time-wasting enquirers. No dealers. Box No. 0045. [3039

1934 WOLSELEY HORNET 12/6 saloon. Immaculate condition throughout. Two owners, and only 76,000 m. since new. An enthusiast's car. £125 o.n.o. Box No. 0046. [3040

SET OF TR3 disc wheels, four worn Michelin " X " tyres and tubes. £10 o.n.o. Waterman, 48, Chandos Road, Newbury. [3041

PORSCHE 1500 F.H.C., 1955. Red, 57,000 m. only. Radio, Reutters, Haida Speedpilot, "X "s, Konis, etc. Excellent. Exchange VW saloon/convertible. Or sell £490. 24, Burns Street, Nottingham. Tel.: 73513. [3042

MINI SUPER, 1963, red. Extras, Motorola, Mint. £430 o.n.o. Terms ? Mattin, 108, Greencroft Gardens, N.W.6. Tel.: MAI 7165. [3043

ALFA ROMEO GUILIETTA sprint coupé, 1956. Excellent order throughout. Offers around £425 invited. Tel.: Verwood (Dorset) 2282. [3045

M.G. TF, 1954. Red, resprayed. £325. Excellent condition. Tel.: ELM 3252. [3046

ASTON MARTIN, 1938 S.C. sports 2-seater. Original and in good order, six new tyres. Similar complete chassis, coupé body dismantled. Wright, Fleetway House, Holbeach. Tel.: 2056. [3047

1938 RILEY KESTREL 11.9-h.p. saloon. Radio. M.O.T. May 1965. Also spare engine and gearbox (damaged). Preferably to enthusiast. £115. 23, Hawthorn Drive, West Wickham, Kent. [3049

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

FOR SALE—*continued*

AUSTIN HEALEY 100/4, Dec. 1954. New hood, battery, tyres, brakes. Good paint. Engine fair. £200 o.n.o. Edwards, 54, Montrose Avenue, Luton, Beds. Tel.: Luton 27885. [3050

ALVIS 12/50, 1931. Two-seater, good condition engine. Surplus, R.N.E.C., Manadon, Plymouth. £80. [3051

1955 TR2. O/drive, hard-top, wire wheels, " X " tyres. Recent respray, re-chrome, mech. perfect. £230. 19, Clough Road, Shaw, Oldham, Lancs. [3052

M.G. TF 1500. Red. Engine overhauled, bills shown. Chrome as new, twin spots, rev. lamp, sliding screens, luggage rack, full tonneau, woodrim wheel, heater, new tyres. £365 o.n.o. Harrison, 13, Goulden Road, West Didsbury, Manchester, 20. Tel.: DIDS 1209. [3054

XK 120 '54, F.H.C. High axle, twin exhaust, twin fogs, heater, " X "s, wheel trims. Excellent condition. £245. 21, Cherrycroft, Welwyn Garden City, Herts. Tel.: 20434. [3055

1927 AUSTIN 12/4 4-seat tourer. £100. Thomas, Beech Hill, Hambledon, Nr. Godalming, Surrey. [3056

WOLSELEY HORNET SPECIAL, 1932. Excellent condition, new parts recently fitted to engine. Tyres very good. £100 o.n.o. Houlden, Top Street, Wing, Nr. Oakham, Rutland. Tel.: Manton 276. [3057

SUNBEAM TALBOT 90 Mk. II, 1951. Two owners. Sound order, complete tool kit, workshop manual. £95. Greenaway, 16, Conholt Road, Andover, Hants. [3058

1935 RILEY IMP. In first class condition throughout. £415 o.n.o. Box No. 0049. [3059

APRILIA, 1947, SERIES II. Taxed, new " X "s. £160 o.n.o. Bridge House, Annan, Dumfriesshire. [3060

1957 PEUGEOT 403 saloon, 57,500 miles. Recent new Michelin " X "s, radiator blind, mirrors. £225. Tel.: Winchester 4102. [3061

1936 ALVIS SPEED 25 Charlesworth aluminium saloon. Exceptional condition. £250. Regret must sell to buy modern tinware. 22, Gillsway, Kingsthorpe, Northampton. [3062

FORD TEN SPECIAL. Monkspath 2/4-seat fibreglass body, Buckler i.f.s., 4.7 c.w.p., Bowden/Morris M10 gearbox conversion, boxed chassis, heater, new battery, full instrumentation. After four years' use, the engine and transmission of this car have been carefully reconditioned by a finicky owner. Price £100. Tesson, " McAdam," Stapehill, Wimborne, Dorset. [3063

1925 TALBOT Z10 saloon, complete and original. Good tyres, new battery, starts on button. Best offer or p/e vintage in need of restoration. R. Padget, Welney, Wisbech. [3064

TR3A, 1960. Opalescent grey, hard/soft-top, tonneau cover, overdrive, " X "s, luggage rack, safety belts, mirrors, fog, reversing lights. £475. 20, Tredington Road, Glenfield, Leicester. Tel.: LEI 871642. [3065

Mk. V JAGUAR, 1948. Good condition, tyres. M.O.T. £35. Cliffe, 82, Burghley Road, Peterborough. [3066

85 IN THIRD! 20 m.p.g. 1955 Jaguar 7 " M." Overdrive, radio. Grey, red leather. Taxed. £110. 33, Kenver Avenue, London, N.12. Tel.: HILside 5623. [3067

ARMSTRONG SIDDELEY 2.3-LITRE, 1952. This immaculate Whitley saloon has had only two previous owners and was originally chauffeur driven. It has been beautifully maintained and is exceptional value at £105, Tax and M.O.T. inclusive. Tel.: B. W. Evans at Birmingham Priory 2191 9 a.m. to 5 p.m. [3068

1911 ROLLS-ROYCE silver mascot. Good condition. Offers. Clark, 18, Leycester Road, Kenilworth, Warks. [3069

JAVELIN. If you want a good car and have £75 spare, contact Lyne, 21, Ivyfield, Corsham, Wilts. [3070

750 SPECIAL, aluminium body, engine mods., good specimen. Offers. Allen, 10, Lynworth Place, Cheltenham. [3071

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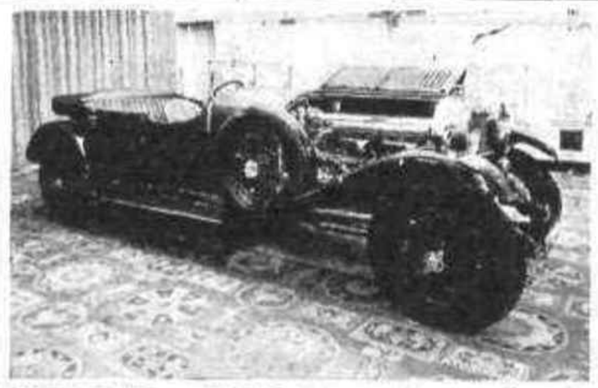
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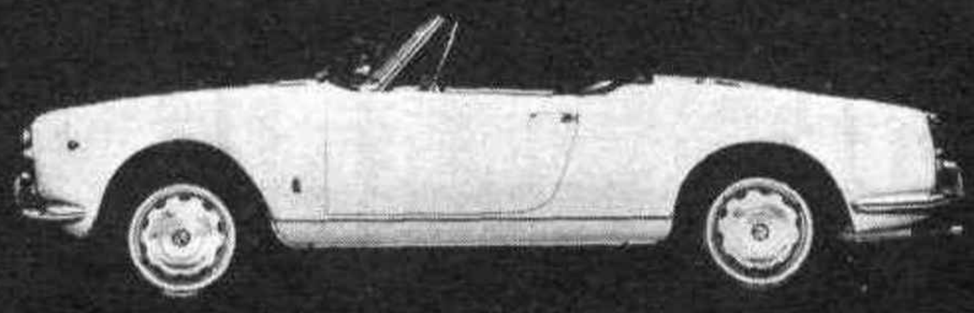
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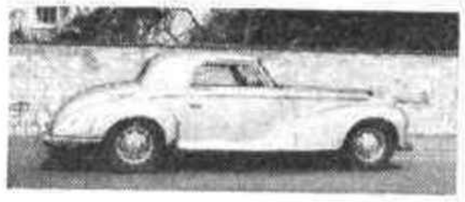
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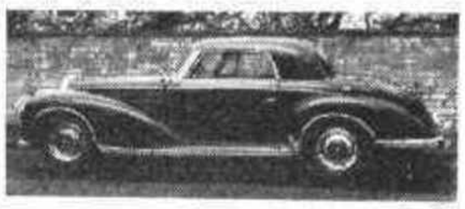
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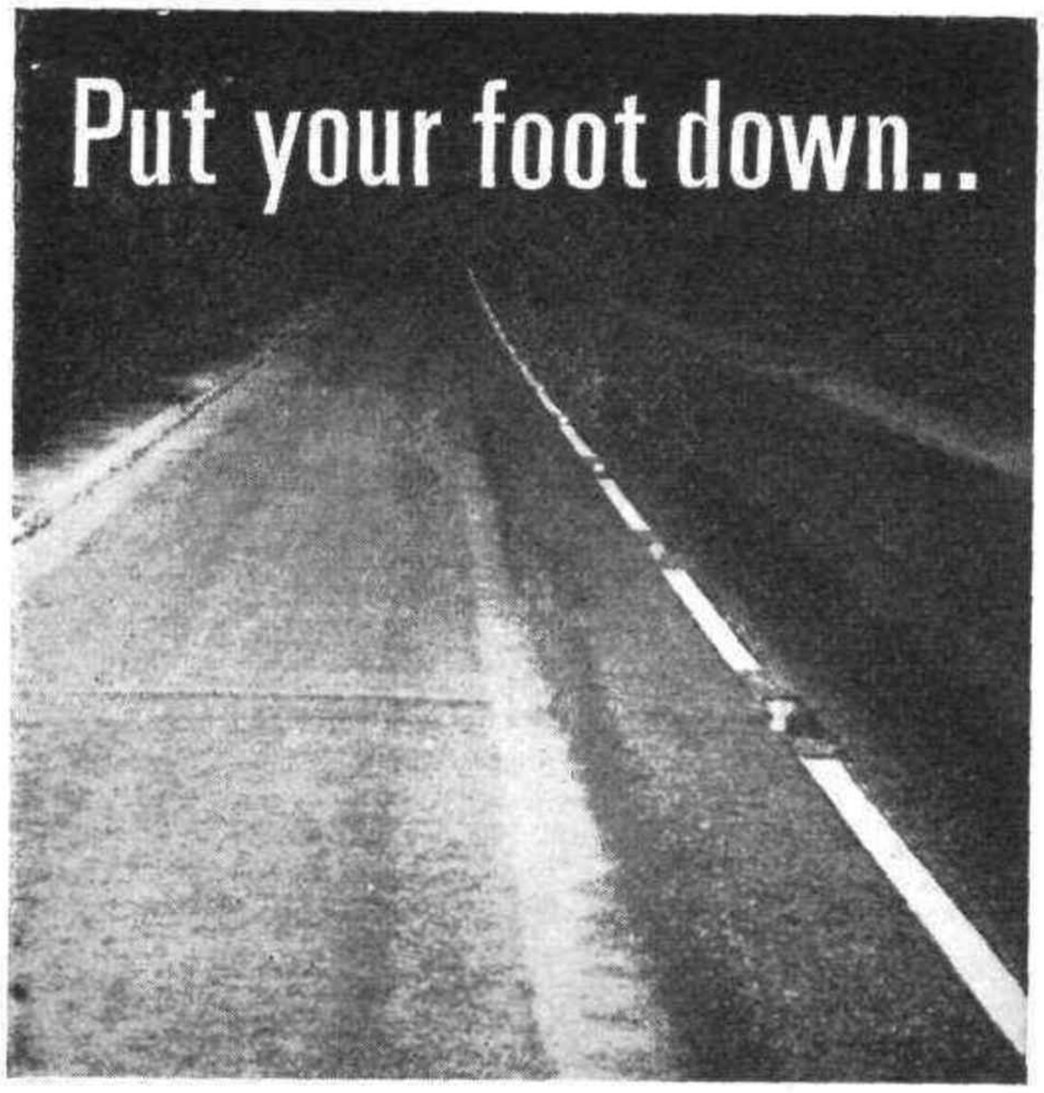
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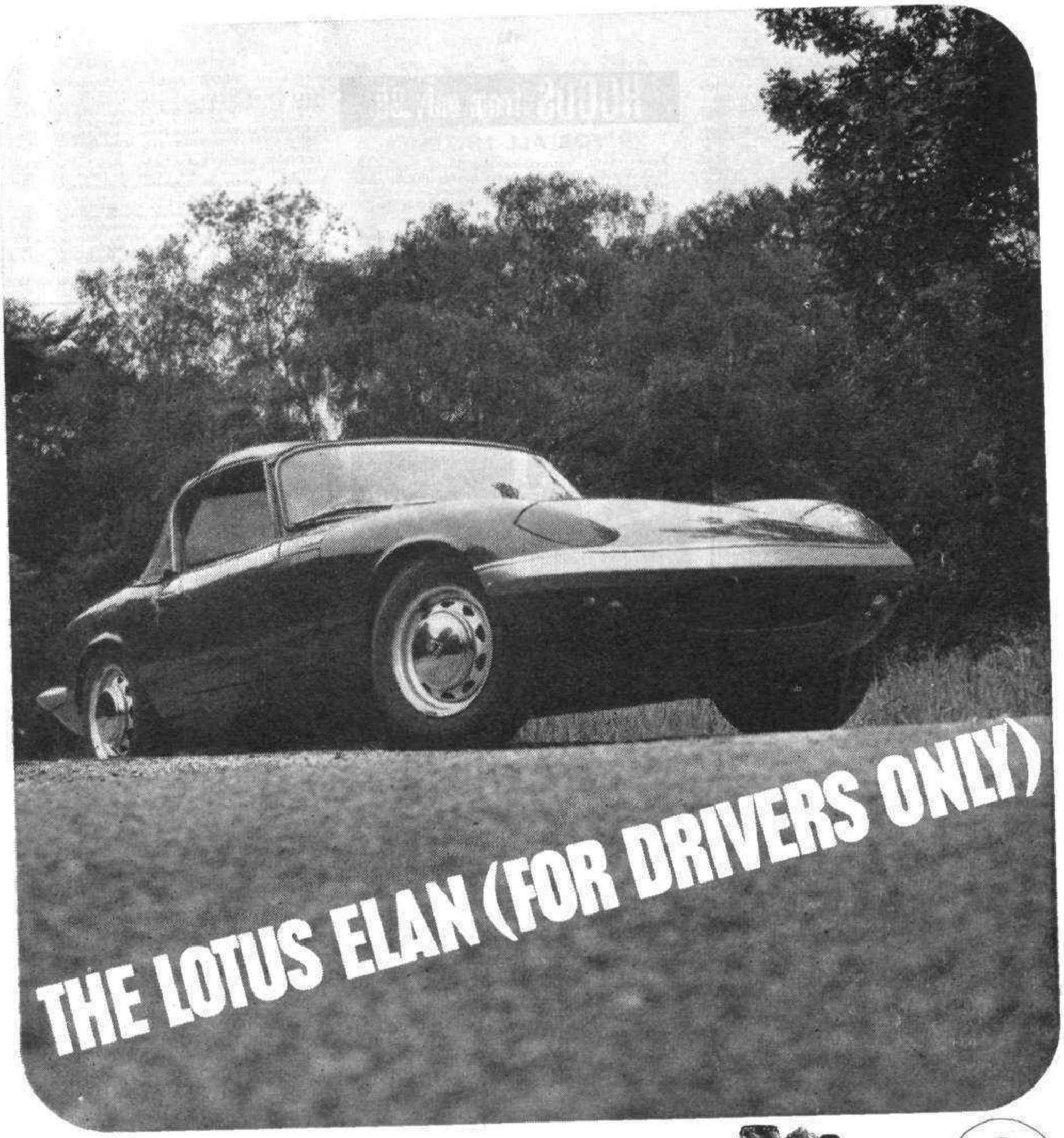


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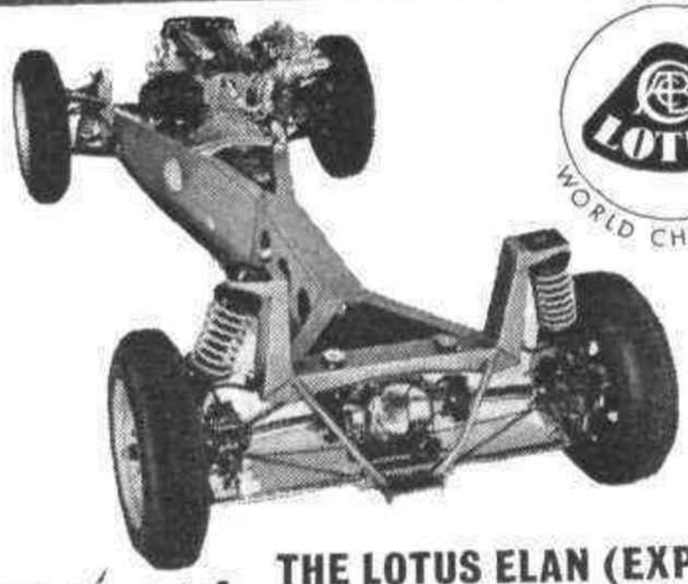


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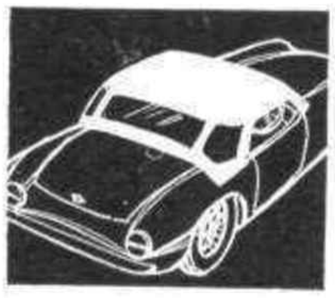
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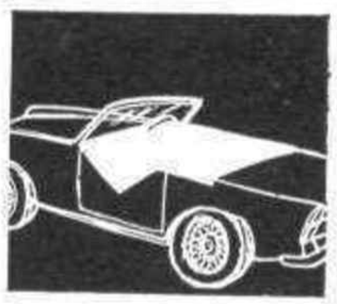
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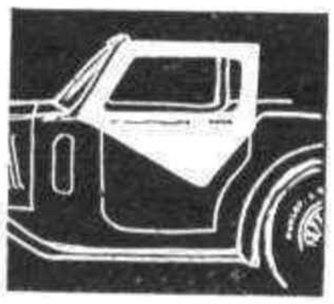
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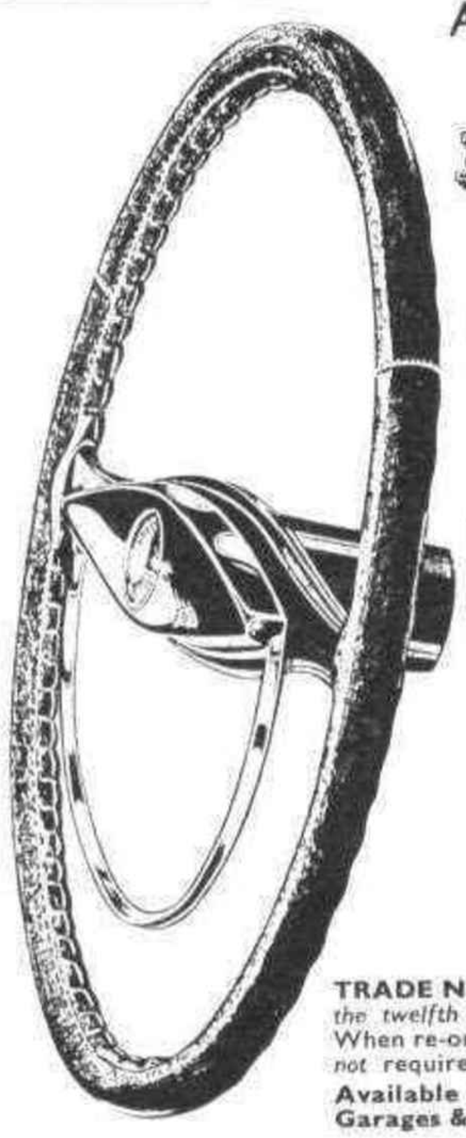
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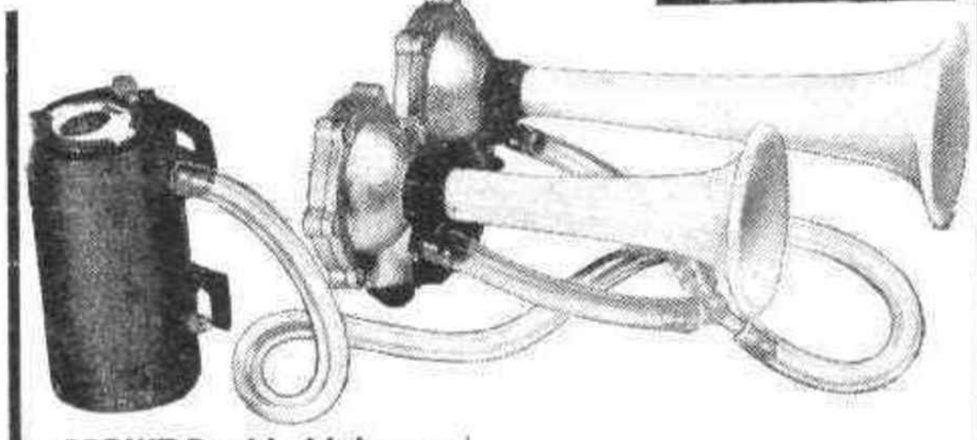
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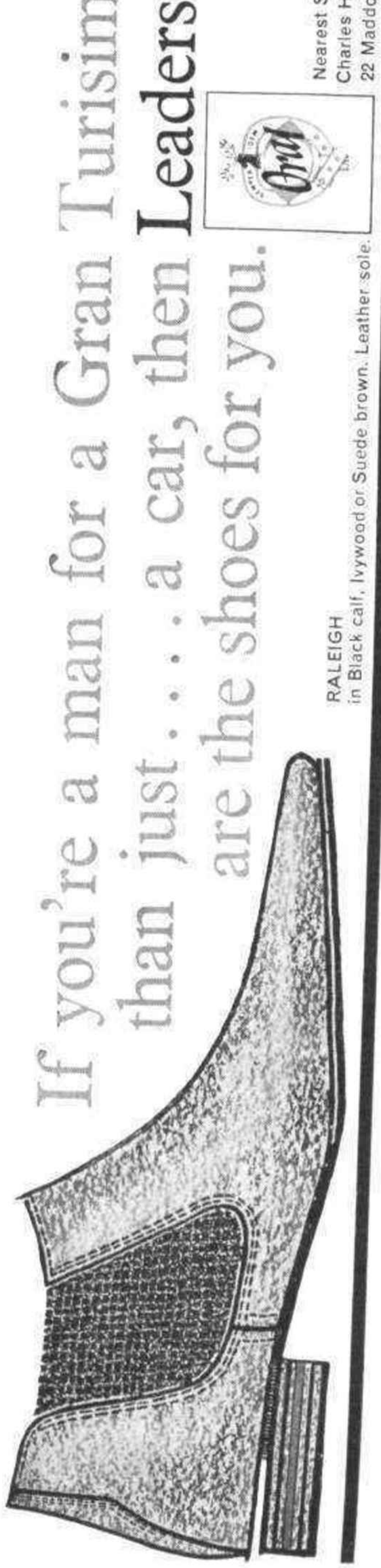




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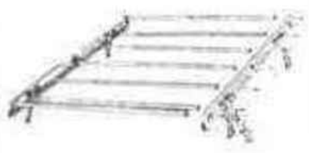
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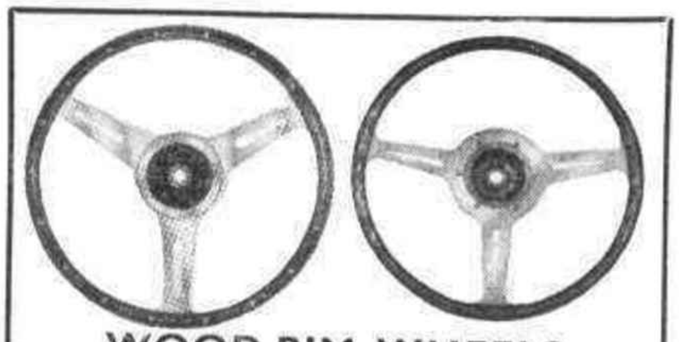
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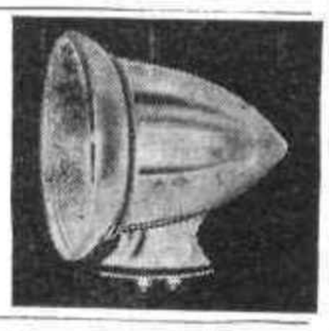
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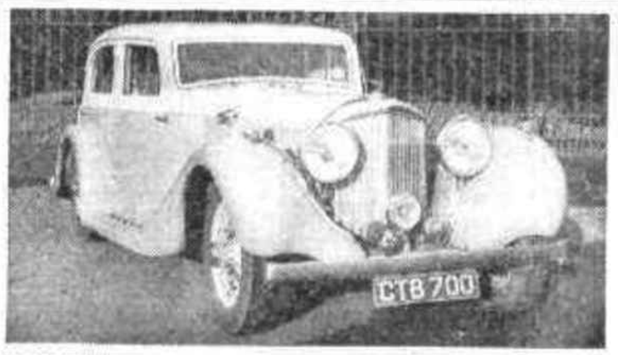
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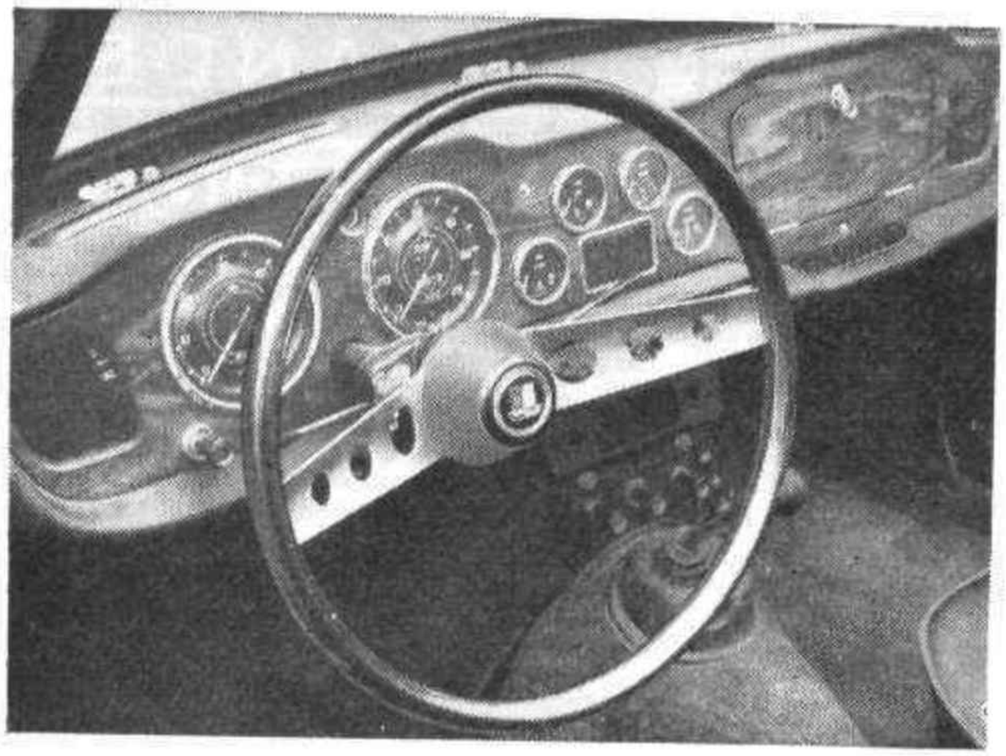
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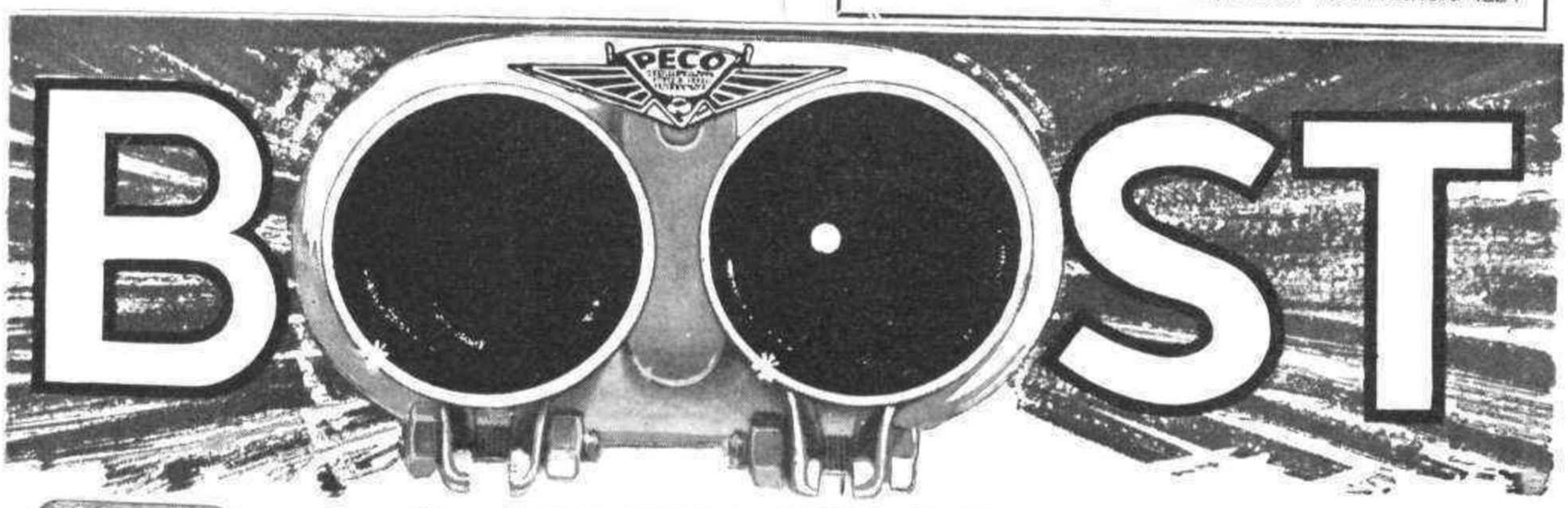
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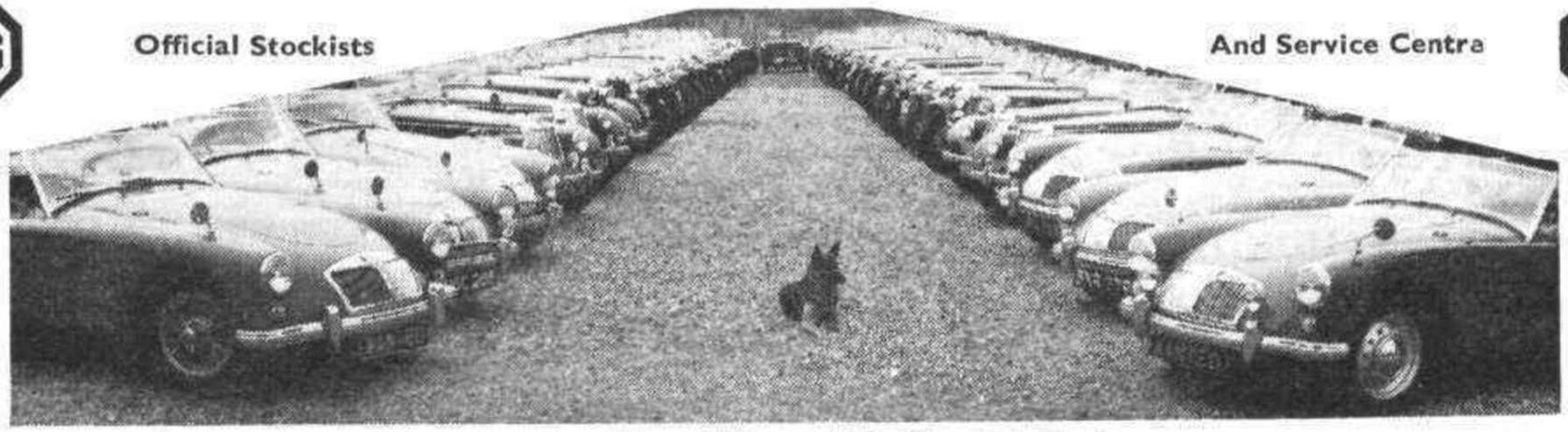
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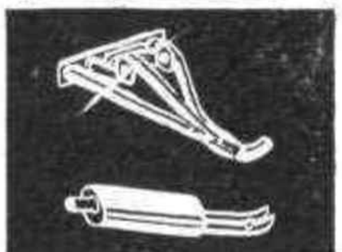
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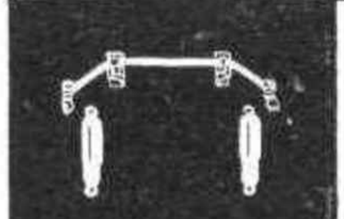
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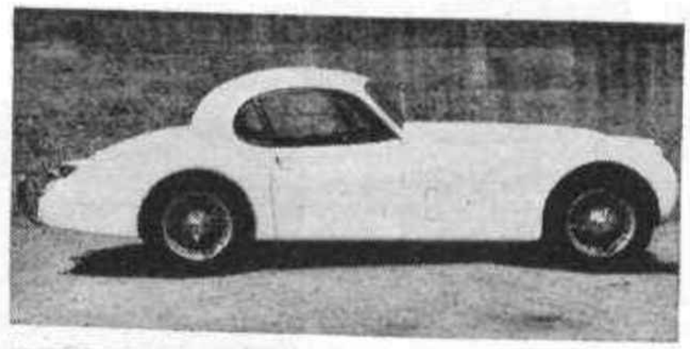
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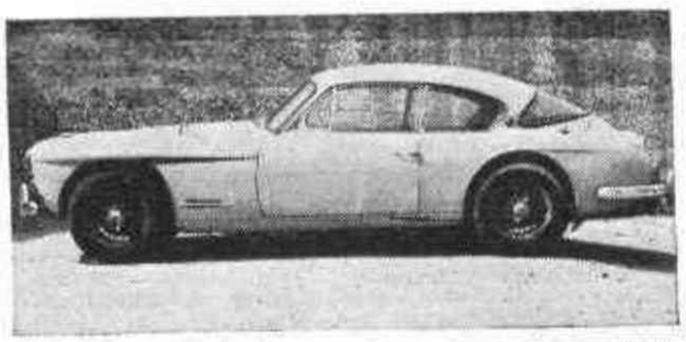
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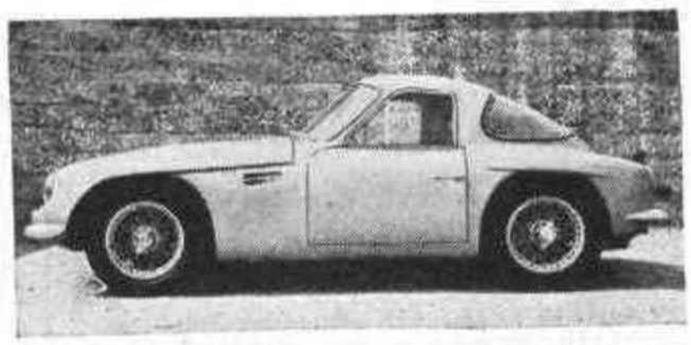
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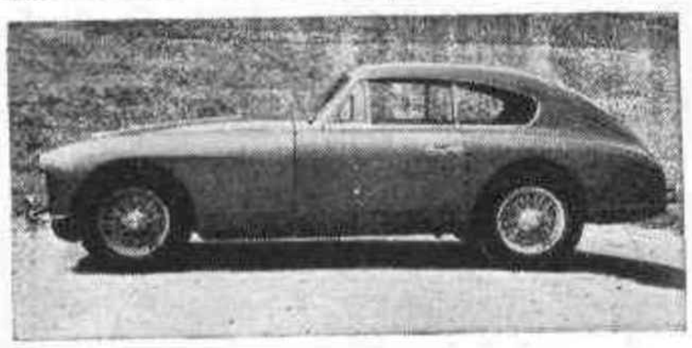
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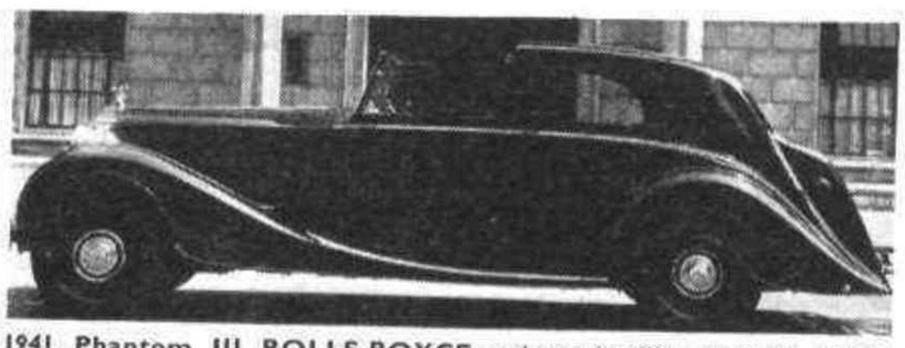
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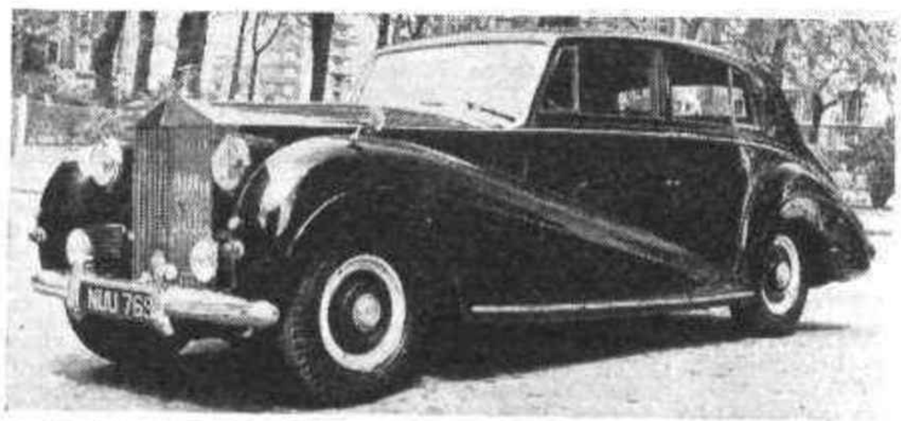
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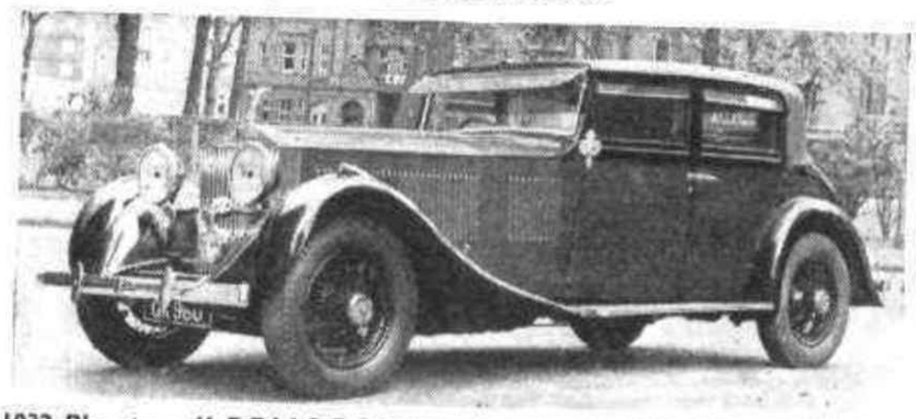
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1941 Phantom III ROLLS-ROYCE sedanca-de-ville, recorded 50,000 miles. OVERDRIVE Series, believed finest example of this famous *marque*, maintained regardless, MINT. Details on request.



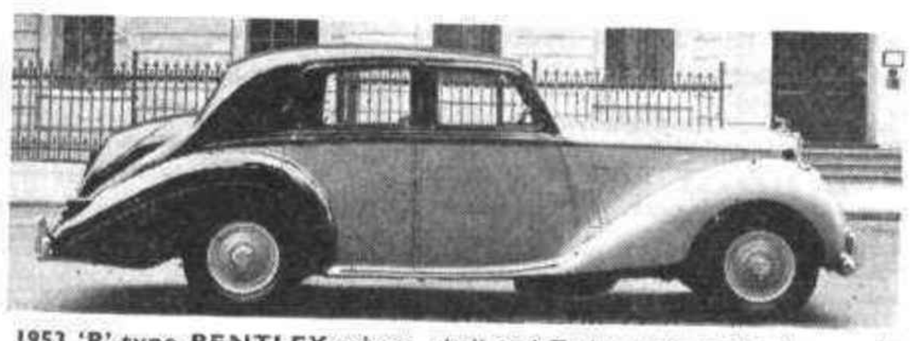
1953 SILVER WRAITH sports saloon by James Young, documented history, claret/champagne hide, superb order. Luxury motoring for **£1,295**



1932 Phantom II ROLLS-ROYCE sports saloon by Thrupp & Maberly, recorded 39,000 miles, collector's piece. Napier/green and black, *petit point* interior trim, restored regardless, MINT condition. Details and photo to serious enquirers. **£2,000 or near offers.**

1957 S.I. BENTLEY saloon, 67,000 miles recorded; velvet green over Tudor. Detailed history. **£1,695.**

1942 BENTLEY Mk. V (Five) d.h. coupé by Souchak of Paris, fine chassis, restored as NEW.



1953 'R'-type BENTLEY saloon, shell and Tudor grey, red trim; small mileage. Fine example of this popular model. Choice of 2 from **£750.**

1952 BENTLEY 4½-litre saloon, shell grey, blue trim; documented history, NEW condition. Not cheap but well worth **£750.**

1936 ROLLS-ROYCE 25/30 2-door f.h. coupé by T. & M., rare coachwork, exceptional order; black over silver. **£795.**

1932 ROLLS-ROYCE P. II 4/5-seater open touring car, fine chassis, **£1,475.**

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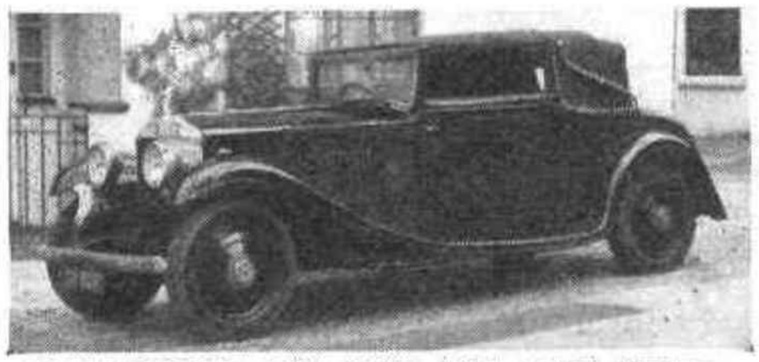
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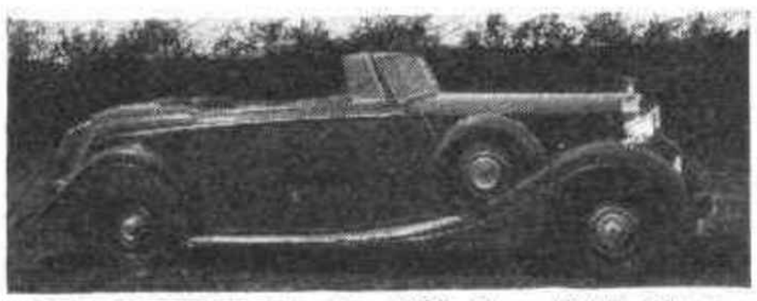
ROLLS-ROYCE, 1932, 20/25 (GFT series) Carlton 4-seater drophead coupé, excellent chassis, at present being recellulosed and rechromed **£745**



ROLLS-ROYCE, 1948, Silver Wraith Hooper touring saloon, sunshine roof, electrically-operated division; recently fitted full-flow engine. Black/green with beige leather interior **£795**



BENTLEY, 1937, 4¼-litre Park Ward 4-seater drophead coupé. Extensive work carried out recently. Very good throughout **£395**



ROLLS-ROYCE Wraith, 1939 (Reg. 1945) 4-door cabriolet by H. J. Mulliner. Disappearing hood. Exceptional order **£1,275**

MASERATI, 1961, 3500 Superleggera GT 4-seater coupé. Right-hand drive. Disc brakes. 140 m.p.h. Unmarked condition **£2,450**
AUSTIN HEALEY 3000, 1960, 2/4-seater, hard-top, overdrive, luggage rack. Blue/white. Excellent **£450**
PORSCHE 1500, 1953/4, f.h.c., exceptional mechanically, extensively overhauled by Concessionaires. Late-type suspension, clutch and gearbox. L.H.D. ... **£395**
AUSTIN A95, 1958 (Sept.) **Countryman,** exceptionally clean and good mechanically **£320**
ALVIS TA14-h.p., 1948, saloon, good running order. M.O.T. **£50**
MORRIS Minor convertible, 1954 ... ... **£75 to clear**

FRAZER NASH/A.C., successful Historic sports/racing car. Ready to race. Many spares **£495**
LEA-FRANCIS/CONNAUGHT sports/racing 2-seater, body similar to Le Mans Replica Nash. 1½-litre dry sump engine, wire wheels. Very attractive ... **£795**
SINGER Le Mans 2-seater, 1934. Must be best model available **£295**
ROLLS-ROYCE, 1934, 20/25 Cooper saloon Very sound throughout ... **£175**

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1957 Aurelia Series 6 coupé, excellent example **£750**
Choice of one **Series 3** and one **Series 4** coupé ... ... From **£395**

36 QUEENS GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 KNIghtsbridge 7332

FOR SALE—*continued*

MORRIS COWLEY, 1925, 2-seater. Original engine and condition. M.O.T. tested. £160. Leacock, 38, Canonbury Square, London, N.1. Tel.: Canonbury 4381. [3126

PARK WARD BENTLEY : Desperate divorcé must sell 1939 4¼-litre overdrive saloon. High quality, low price. Childs, 110, Oxford Gardens, W.10. Tel.: LAD 3876. [3128

1960 MODEL ROVER 3-litre, radio, safety belts. £615. Will haggle or exchange for convertible, *e.g.*, Austin Healey 3000, SP250, Aston, etc. Tel.: Northwood 24357 (after 7 p.m.). [3129

RILEY, 1938, VICTOR 1½, overdrive. Taxed, M.O.T. March. New battery. Sound, fast. Body rough. Suitable restoration. Must sell. Nearest £50. Box No. 0060. [3130

GILBERN GT 1600, excellent condition, low mileage, discs, wires. See last January's *Motor Sport* road-test. Gift at £625. Newton, Tel.: RINgway 3695 (Cheshire). [3131

M.G. TC, 1949. Black. Reground crank; excellent condition. £160 o.n.o. Garnett, Radmore, Dorrington, Shrewsbury. Tel.: Dorrington 235. [3132

B.M.W. 501 V8 saloon, radio, etc., 1955. £145 o.n.o. Tel.: Ashtead (Surrey) 2197. [3133

"FAB" ALPINE. Blue. Series 2. 25,000 miles. Rootes Stage 2 tuned, balanced. Comp. clutch, overdrive, wire wheels. New rings and ends. £650. Bell, 28, Cholmeley Road, Reading. [3134

JAGUAR XK140, 1956, f.h.c. New C-type conversion. Overdrive, four gears, racing clutch, twin exhausts, lightened flywheel. 140 m.p.h. Radio, heater. Immaculate. £285. Tel.: Gulliver 0486. [3136

FOR SALE : 1927 Alvis TG sports saloon, in excellent order. Box No. 0061. [3137

T.V.R. GRANTURA, 1961; M.G.-A engine; navy blue, black upholstery. Wire wheels, electric fan, many extras. £425. Tel.: Prospect 2541. [3138

RILEY 1½, 1953. Grey/red. Good condition. Fully maintained. £150 o.n.o. Tel.: LOWer Hook (Surrey) 1855. [3139

£225. 1936 BENTLEY 4½-litre Park Ward d.h.c. Exceptional. 50, Bankfield Lane, Southport. Tel.: 88507. [3140

RILEY 2½ saloon—sun bronze, 1949. Factory reconditioned engine—new brakes, front suspension, front wheel bearings and four new Michelin "X" tyres. Body good. £125 o.n.o. Polkinhorne, 44, Sewell Avenue, Wokingham, Berks. Tel.: Wokingham 2438. [3141

M.G. VA 1½-LITRE d.h. coupé, 1937. Sound running order, four good tyres, body and hood fair. £45 o.n.o. Stapleton, 2, Moatcroft Road, Eastbourne. [3142

MERCEDES 220, L.H.D., 1952. Radio, heater, washer, seat covers. Exterior somewhat rough but a sweet goer. £60 o.n.o. Box No. 0062. [3143

1936 D.H.C. BENTLEY, excellent mechanically. £120. Joy, St. Thomas's Hospital, S.E.1. Tel.: Waterloo 4625. [3145

CITROEN LT. 15, 1948, genuine low-mileage, good-condition motor car, tested, taxed, and complete with many tools. £90. Tel.: Battersea 6692. [3146

T.V.R. GRANTURA, 1961. Red with black interior. M.G.-A 1600 unit, close-ratio gearbox. £475 o.n.o. Tel.: Coventry 75726. [3147

FOR SALE—*continued*

ALVIS TA21 foursome drophead, 1953, twin carbs., radio; good condition, including hood. £225 o.n.o. Tel.: Harlow 2281. [3148

ALVIS SPORTS CAR TB14, 1950, fast and reliable. New hood. L.H.D. £80 o.n.o. Tel.: ENF 5018. [3149

1935 LAGONDA RAPIER tourer, in very good condition, mechanically and bodily. Also a few spares. £130 or nearest offer. I. Wold, 55, Elmsleigh Gardens, Bassett, Southampton. [3150

SUNBEAM ALPINE II works hard-top, black, good, 35 gns. Tel.: Lilleshall (Shropshire) 349. [3151

TRIUMPH ROADSTER 1800. A delightful vehicle I'm sorry to part with. Tonneau, heater and other bits. £75. Donnelly, 13, Cape Road, Warwick. [3153

FORD SPECIAL. Ashley fibreglass. Twin carb. As new. Needs work, unused. £150 o.n.o. Tel.: BUC 9044. [3155

"SPECIALS." H.R.G. Aero, 1,800-c.c. engine, hydraulics. M.O.T. £95. New hood. Low. Tel.: BAY 0769. [3156

XK150 DROPHEAD, 1959, white. Two owners only. Full history. Radio, seat belts, washers; fog, spot lights. Really exceptional condition. £525 o.n.o. Consider exchange 100/6 and cash. Partridge, Cottage, Edenbridge, Kent. [3157

SHORROCKS SUPERCHARGER, plus fittings. Manifold fit M.G. TD, etc. £30 o.n.o. Holder, 10, Timbers Square, Cardiff. Tel.: 35282. [3158

FAB. 1954 JENSEN, 5/6-seater. Fast, reliable. M.O.T. 1965. Alloy body. Royal blue. 20 m.p.g. Overdrive. Above average condition. £160. Or exchange for 2-seater sports. Tel.: Manchester Ringway 4301. [3159

BERKELEY 1957 FOUR-WHEELER, 328 c.c. Suspension, engine reconditioned. £130. "Lafrowda," Tregolls Road, Truro, Cornwall. [3160

RED TR2, 1955. Wire wheels, overdrive; all extras. Engine overhaul. Very good condition. Must be sold, £245 o.n.o. Woodward, 24, Braemar Road, Sutton Coldfield, Warwickshire. Tel.: SUT 6163. [3162

FOR SALE : Recently discovered Vintage Alvis, WM 7154. Cross Ellis 4-door drophead (engine scrapped). Ideal restoration. £75. Complete rolling Alfa Romeo chassis (i.fr.s.), 2,500-c.c. twin-cam, year unknown; basis—sports/racer. £85. Box No. 0065. [3163

TR3A, TURQUOISE, 40,000 miles, 1958. Numerous extras, including wire wheels, rear seat, extendable steering, screen washers, wing mirrors, leather upholstery, tonneau, Michelin "X"s. Cheap price of £350 for quick sale. Flat 7, 40, Putney Hill, S.W.15. Tel.: Gibbon 1882. [3164

RILEY GAMECOCK 1932. Body good, engine needs overhaul. Unused crown-wheel/pinion; five excellent tyres. Spares. Towable. £15, or would break for parts. Rybicki, 6, Doughty Street, W.C.1. [3165

D.K.W. JUNIOR, 1961, ex-Works car. Overhauled and detuned for road use. 90-m.p.h. performance. Owner emigrated. £325 o.n.o. 3, North Close, Mickleover, Derby. Tel.: Derby 52185 (evenings). [3166

LAGONDA, 1938, V12 saloon. Beautiful condition throughout. £350, or exchange for good sports or convertible. W.H.Y.? Sleigh, Lyneal, Ellesmere, Salop. [3167

TD M.G. Good condition. Several extras. Owner going abroad. £200. 148, Kirby Road, Portsmouth. [3168

FOR SALE—*continued*

RARE "BABY" RAILTON drophead coupé. 10-h.p. Standard engine—sound, recently reconditioned. Coachbuilt body. History known. Present owner 13 years. Respray, new king-pins; minor body repairs needed. Offers : Hargaden, The Bungalow, Kings Lane, Stratford-on-Avon. Tel.: Stratford-on-Avon 4367 (after 6 p.m.). [3169

XK140 F.H.C., Special Equipment. Superb condition. Usual reason for sale. Flint, "Lyalls," Dunchideock, Devon. Tel.: Kennford 420. [3173

LEA-FRANCIS 1½-LITRE sports, 1948. Extensively reconditioned by present owner. Late-type gearbox. £125. 38, Second Avenue, Stanford-le-Hope, Essex. [3171

1958 SUNBEAM RAPIER. Enthusiasts only. Black/primrose. Complete instrumentation. Motorola radio, heater, fog/pass/spot lights. Carlotti steering wheel. Must be seen to appreciate. £375. Box No. 0081. [3172

TR3A, JULY 1959, B.R.G. White soft- and hard-tops, heater, new "X"s, wireless, etc. Excellent condition, only two owners and always used as second dar. H.P. if desired. £400. 31, Foundry Mill Street, Leeds, 14. Tel.: 645870. [3173

DELAGE D.8 120S, 1937, 4-seater sports saloon, in very reasonable condition, with spare car complete for spares. £210 o.n.o. J. Walther, 14, Beverley Gardens, London, S.W.13. Tel.: PRO 6466. [3174

TR3A, IMMACULATE, many extras (late 1958). £350. Apply 229, Cowick Road, Tooting, London, S.W.17. [3175

LANCIA AUGUSTA, 1936, P.V.T. pillarless saloon; 2,000 miles since complete engine rebuild, Weber carb., knock-ons, Bedford cord upholstery, two new tyres. Original Italian handbook. £125. Herb Farm Bungalow, Seal, Sevenoaks, Kent. Tel.: SEV 61806. [3176

1960 SEBRING SPRITE, Ashley bonnet, hard-top, wire wheels, just resprayed. At 9d. per word cannot afford list multitudinous modifications, spares. Full details, Stow, 6, Elvaston Place, S.W.7. Tel.: KNI 9873. [3177

ALVIS SPEED 20, 1934, tourer, good condition. £120. Crick, 20, de Vere Road, Colchester. [3178

A/HEALEY 100/4, 1954, o/d., w/wheels, radio, heater, "X"s. Resprayed blue. Perfect engine, fantastic performance. £280 o.n.o. Hard, 33, The Ridgeway, Watford, Herts. Tel.: MUS 7344 (days). [3179

MERCEDES-BENZ 220A cabriolet. Rare 1953 model. Excellent condition. New "X"s, hood, spots, etc. Owner emigrating, therefore only £195. Tel.: Liverpool LAR 5692. [3183

M.G. J2. Ford 10 reconditioned—still running-in. Hydraulics. Rewired, 12 volt; flashers, electric fan, Klaxon. Good hood. Wood-rim. M.O.T. Excellent throughout. 102, Chiltern Drive, Surbiton, Surrey. Tel.: Elmbridge 8631. [3184

BENTLEY, James Young R-type Sports-Special, 1953. Aluminium body with 1963 appearance. Compression raised, engine overhauled, Continental gearbox. £800. Dr. Hume Kendall, Stanstead House, Caterham, Surrey. Tel.: Caterham 46365. [3185

A.C. 2-LITRE saloon, 1949. £75 o.n.o. In daily use. Good appearance, mechanically sound. Beeston, Stratford Tony House, Edenbridge. Tel.: Cowden 2246. [3186

LANCIA APRILIA, 1937, saloon. £45, or exchange Atlantic saloon. Brown, 2, St. Mark's Crescent, Whitehills, Northampton. [3187

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1952 ASTON MARTIN DB2. A really excellent example of this very successful line. Finished in midnight blue with grey interior. Nearly new tyres. **£395.**

1960 DAIMLER Dart SP250 2/4-seater. 26,000 miles. Fully modified. New RS.5s. A surprising 25-m.p.g. with 120-m.p.h. performance. Superb condition, **£595.**

1953 JAGUAR XK120 drop-head coupé. Overdrive, wire wheels, twin exhausts, sealed beam headlights, etc. A really genuine well-maintained specimen, **£235.**

1955 JAGUAR XK140 fixed-head coupé. Maroon with red interior. Chrome luggage carrier, etc. High axle ratio. Generally well above average. **£225.**

1957 M.G.-A fixed-head coupé. Wire wheels, radio, heater, good tyres. Engine just reconditioned by us. Exceptional condition. **£365.**

1964 (May) M.G.-B. Delivery mileage only. Red with black interior. Overdrive, wire wheels, radio, anti-roll bar. Licensed four months. An opportunity to obtain a new car in short supply at a considerable saving on list price.

IMMEDIATE HIRE PURCHASE AND INSURANCE EXCHANGES WELCOMED.



1948 BENTLEY Standard Steel saloon. Black with red interior. Nearly new Michelin 'X's. New full-flow engine recently fitted. Exceptional condition throughout, **£345.**

1949 BENTLEY drop-head coupé by Park Ward. Full-flow engine just overhauled by us. Power hood, radio, heater, etc. A fine example offered at a very competitive price, **£695.**

1949 BRISTOL 400. Black with fawn interior. Radio, good tyres. **Offers invited.**

1953 BUCKLER Mark V sports 2-seater. 1,172-c.c. Ford engine with twin S.U.s. Close-ratio gears. Full weather equipment. Goes like a bomb. **£125.**

M.G. TA 2-seater. Red. Very sound condition, **£75.**

1927 VAUXHALL 14/40. A very fine vintage tourer with a sporting performance. Fully restored to first-class condition. **£445.**

ANY MAKE OF NEW CAR SUPPLIED.
SPORTS AND VINTAGE CARS URGENTLY REQUIRED.

FOR SALE—*continued*

ARMSTRONG SIDDELEY, 1950, Hurricane. Very good condition. Recent new hood, battery, etc. £75 o.n.o. Plummer, 64, Springhill Park, Penn, Wolverhampton. Tel.: Wombourn 3062. [3189

M.G. J2. M.O.T. year. V.G.C. 95 guineas o.n.o. Richardson, 34, Courthill Road, Parkstone, Dorset. [3190

1937 ROLLS 25/30 Thrupp limousine, probably the finest remaining example, immaculate throughout; under 70,000; two previous owners. Mascot, handbook, etc. £295. 12, Lewis Drive, Chelmsford. [3191

GRACE, SPACE, PACE, only £395. White XK150, low mileage. New " X "s, disc brakes, radio, Carlotti wheel, safety belts. Superb order. Rosedene, Chesterfield Road, Brimington, Chesterfield, Derbyshire. [3192

BERKELEY B95, in excellent condition. Improvements include latest Enfield crankshaft, S.U. carburetter, strengthened clutch hydraulically operated, strengthened final drive, swivel pins, etc., fitted greaseless bearings; recellulosed. £290. Miles, Plowsters, Ashford Carbonel, Ludlow. Tel.: Richards Castle 665. Seen Shropshire or Surrey. [3193

2.4 HEALEY ABBOT 4-seater, 1951. 100 m.p.h. 55,000 miles. Exceptional condition. Insurance and tax paid. One owner eight years, obliged sell, growing family. Photos available. £200 o.n.o. W. N. Hugh-Jones, 74, Carlisle Mansions, S.W.1. Tel.: Tate Gallery 4141. [3194

MORGAN PLUS FOUR 4-seater, 1959, TR engine, wire wheels, other extras. Good condition. Offers. Box No. 0066. [3195

1929 MORRIS MINOR saloon, o.h.c., original. M.O.T. £35. " Nine Elms," Chalk Street, Rettendon, Essex. [3198

AUSTIN HEALEY 100/4. Five new tyres—" X "s and RS5s. Must sell, offers (£180). 53, West Street, Reigate, Surrey. Tel.: 43722. [3199

M.G.-A 1600, 1961. Immaculate, red. Extras. Sell/exchange, saloon/estate. Davies, 17, Prendergast Street, Llanelly, Carms., South Wales. [3200

ELEGANT, CIVILISED " SPECIAL "—New Ford T engine, Nickri Alpine body, removable hard-top, Belford chassis, 4.7 axle, " X "s, c.r. gearbox, L.M.B. i.f.s., aeroscreens and tonneau cover for summer; many extras; 45 m.p.g. Built 1962. £140 o.n.o. Tel.: Stock (Essex) 387 (early evenings, weekends). [3201

BRISTOL 401—first-class mechanical condition—for sale, vendor has purchased " 405." Thoroughly sound, high-speed travel for four adults and luggage for £375. Box No. 0068. [3202

MORGAN +4, 1952, 2-seater. M.O.T. March. TR2 engine, good condition. £150. Tel.: WOR (London) 9119, or 7, Fitzosborn Close, Chepstow, Mon. [3204

THE FIRST BRISTOL 403, 1953 Earls Court Show model, Reg. No. RHU 403; first class condition. £250 mechanical overhaul 1961, 17,500 miles ago, recent respray Bristol red. All extras including radio, history. £485. Oxley, 22, Ridgeway Crescent, Newport, Mon. Tel.: 62561. [3205

M.G. TF 1500, good condition. Gold Seal engine. £325. 15a, Avenue Road, Herne Bay. Tel.: 201. [3206

1953 ALVIS 3-LITRE 2-seater tourer. Immaculate throughout, extras. Any trial or inspection. £295. Balls, " Kinnersley," Rendham Road, Saxmundham, Suffolk. Tel.: 2184. [3207

FORD 109E ENGINE, complete. Good condition. £35 o.n.o. Sale due to purchase of 1,500 c.c. engine. Box No. 0070. [3208

IMMACULATE SINGER LE MANS, 1934. Ford engine. £75 o.n.o. Tel.: Walton-on-Thames 24408. [3227

FOR SALE—*continued*

1926 ROLLS-ROYCE, 21.6-h.p. drop-head coupé by Mulliner. Sound, well shod. Taxed and Tested. Daily use. £165 o.n.o. Tel.: PER 1193. [3209

1928 AUSTIN 12/4 Clifton tourer. Recently overhauled, completely original. £100. Tel.: Gravesend 66412. [3210

HEALEY 2.4, '48 special-bodied 4-seater tourer. Full history. Two owners. £105 o.n.o. Box No. 0071. [3211

M.G. VA, 1½-LITRE D.H.C., must be sold. Owner inherited later model. Good example, very reliable. £45 o.n.o. 39, Selborne Road, Bishops Cleeve, Glos. [3212

FALCON MARK II SPECIAL. Ford 1,172-c.c. partially assembled. Other parts available (Bristol). Details Box No. 0072. [3213

ASTON MARTIN Mk. II, retrimmed. New tyres, battery, wipers, excellent condition, Taxed. £675. 281, Soundwell Road, Kingswood, Bristol. [3214

LAGONDA 16/80 SPECIAL SIX, Vanden Plas 2-seater plus dickey. £210. Nurse, Imperial College, Silwood Park, Ascot. [3215

TR2, 1956, RED, with wire wheels and hard-top. Very smart, new interior. Resprayed. Happy haggling starts at £250. Flat 7, 40, Putney Hill, S.W.15. Tel.: Gibbon 1882. [3216

750 SPECIAL, fibreglass body, Marchals, excellent order throughout. £30. Tel.: Deepcut (Aldershot) 317. [3217

JAGUAR XK140 F.H.C., 1956. Fitted with " C " Type competition engine, heater, radio, washers, r/demister, safety belts, twin spots, wheel trims, fire extinguisher, new carpets, R.S.5. tyres, u/sealed. Taxed, M.O.T. Molyslipped. Finished in cream and red leather interior. Car is in immaculate, repeat immaculate, condition throughout and is probably the finest example in the country. Offers please. 102, Newbury Road, Bromley, Kent. Tel.: RAV 6295. [3218

REV. COUNTER, ELECTRONIC, 4-cyl., £5. High comp. head for Minx, Gazelle, £12. Silencer Straight through with twin pipes, £3, o.n.o. Tel.: Deepcut 147. [3219

H.R.G. 1500, 1949. Good condition generally. £300 o.n.o. Photo, details from Warren, 89, Meadend, Biggleswade. [3220

M.G. TC, 1947. Good condition. M.O.T. £125 o.n.o. Smith, 19, Lawford Road, Rugby. [3221

M.G. KELLEEN, VERY FAST. Extensive overhaul completed. Details, Tel.: Heswell 1073. [3222

ROLLS-ROYCE, 1936, 25/30 owner/driver saloon by Mayfair, finished in Royal blue and black, with blue interior. New clutch just fitted. £375 o.n.o. 33, Newton Wood Road, Ashtead, Surrey. Tel.: Ashtead 3324. [3223

1963 FORD FALCON GT 1172 Special. All safe and swift making goodies built in, regardless of cost. Garaged since September, only 1,000 miles. £350 o.n.o. Girl friend frightened by our performance, insists I buy engagement ring with proceeds and start armchair racing. Consider exchange for large hairy beast like Healey 100 (car not girl friend) with armchairs. Taylor, 27, Talbot Road, W.2. [3224

1953 ASTON MARTIN DB2. 2.6 Vantage, fog, spot, w/wheels, new battery, tyres. Very fast and smart. Ex-Peter Collins car sensibly priced at £375. 46, Station Avenue, Walton-on-Thames, Surrey. Tel.: WT2 0154. [3225

SOFT-TOP, TR2, FAWN, £9. Tonneau cover, fawn, £5. Both as new. Luggage grid. Freeman, 58, Greenways, Ovingdean, Brighton. [3226

ROLLS-ROYCE, 1926, 20-h.p. Charlesworth-bodied doctor's coupé. Tools, handbook, mascot. £425. Box No. 0073. [3229

FOR SALE—*continued*

1938 LEA FRANCIS, 14-h.p. D.H.C., 4-seater. Telecontrols, new hood, 1939 Monte car, one owner till '62. £70 o.n.o. Gibson, " Arden," Leverstock Green, Herts. Tel.: Boxmoor 212. [3228

1952 VOLKSWAGEN, £120. 65 m.p.h. cruising, 36 m.p.g. Reliable. Sunroof, hydraulic brakes, battery, three tyres, silencer renewed. Original engine. Fair condition. Hugo Tippet, St. Pirans, Maidenhead, Berks. Tel.: 27316. [3230

BENTLEY 4½, 1937, fair condition. £75 o.n.o. 43a, Warwick Road, Wellesbourne, Warks. Tel.: 274. [3231

MORGAN PLUS FOUR, 1960. Wire wheels, heater, Cinturas. Recent respray, engine, steering overhauled. 1¾ S.U.'s full flow head, etc. In excellent condition. £460. Box No. 0075. [3233

SUNBEAM TALBOT 90, 1951. Well maintained, new tyres. £80 o.n.o. Addison, Parbold, Lancs. [3234

RILEY 1½, 1954 RME, green, excellent condition. Radio, heater, Michelin " X "s, engine 16,500 miles since Gold Seal replacement. £245. Langford, " Moyheelan," Hooton Road, Willaston, Wirral, Cheshire. Tel.: Willaston 3294. [3235

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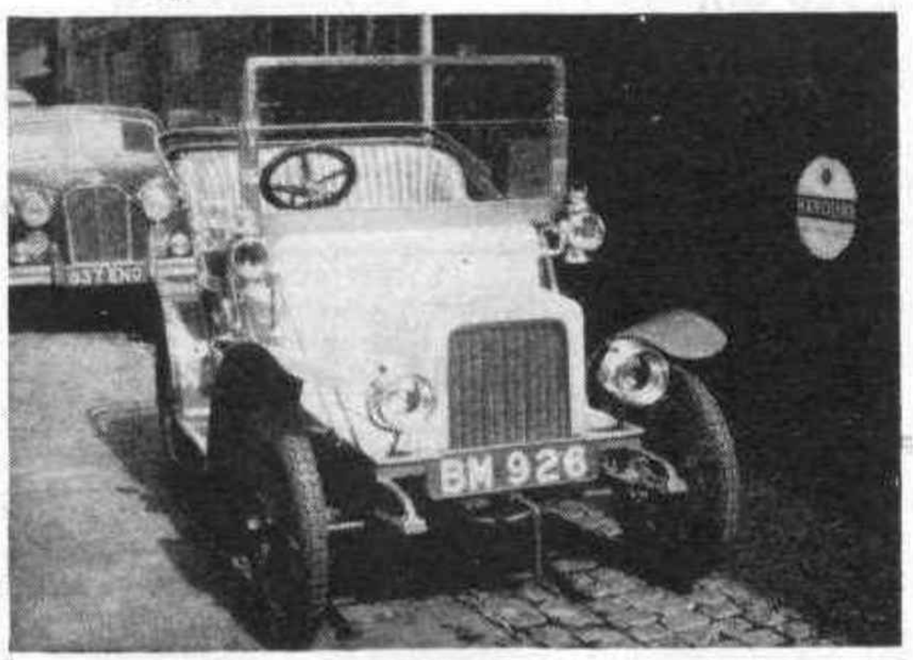
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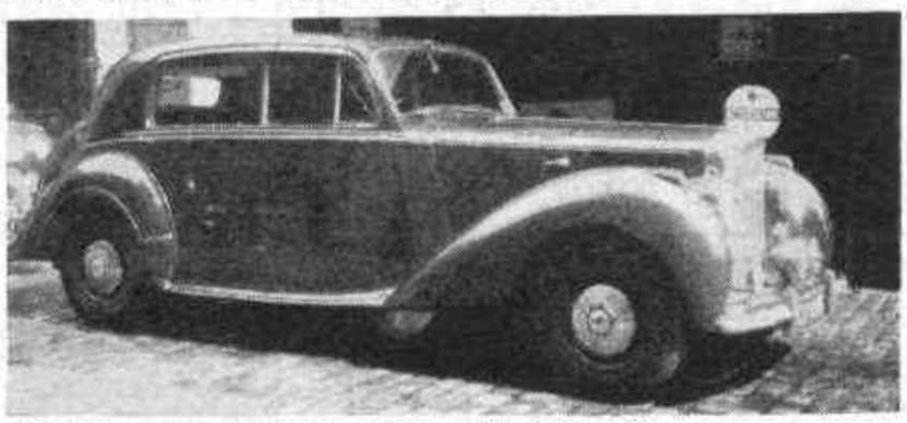
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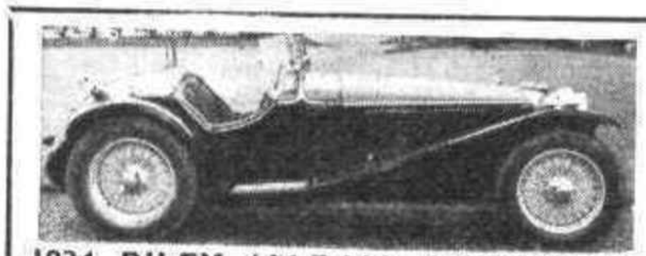
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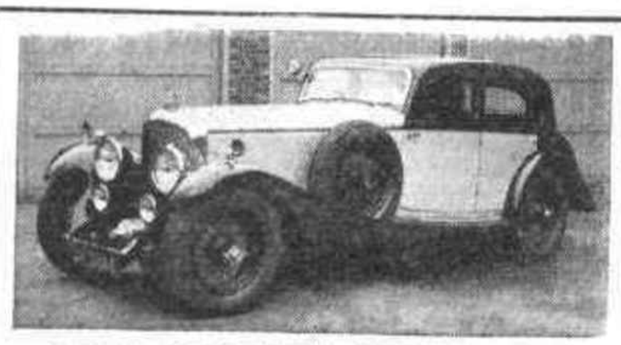
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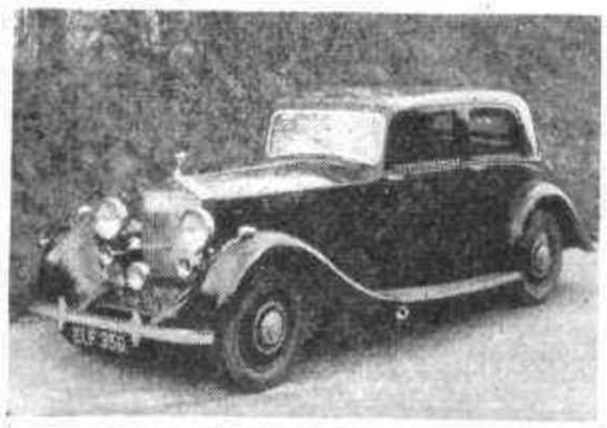


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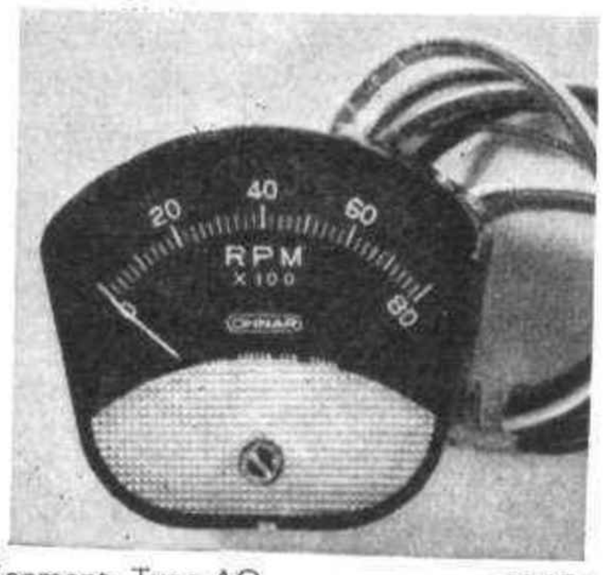


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LANCHESTER 10, 1947 Motor Show model, drophead coupé. Gearbox trouble, otherwise fair condition. Coachbuilt aluminium body. Genuine 45,000 miles. M.O.T. certificate March 1964. View Maidenhead, Berkshire. £30 o.n.o. Box No. 0031. [2911

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RILEY 2½, 1951. Racing green. M.O.T. Taxed. £100 o.n.o. Sandymount, Ogmore by-Sea, Bridgend, Glamorgan. Tel.: Sotherndown 387. [2920

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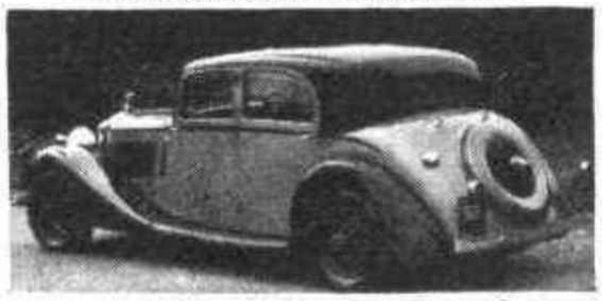
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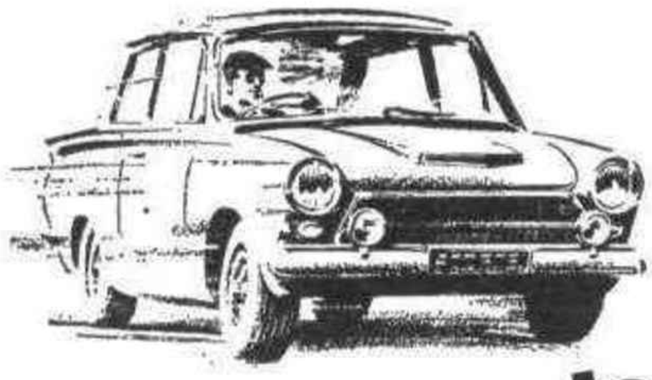
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FOR SALE—*continued*

M.G.-A Mk. II, 1962. White, red leather; heater, radio, luggage rack, tonneau, Michelin "X." £615 o.n.o. Flat 25, 4, Ashburn Place, S.W.7. Tel.: FREmantle 1683. [3250

1925 DELAGE D.I.S./D.I.S.S., alloy body sports-tourer, 2 seats, hood, tonneau. 25 m.p.g. Daily use. Haggle at £160. Hughes, Forest Court, Englefield Green. Tel.: Egham 3445. [3251

LAGONDA TOURER, completely rebuilt. £180 o.n.o. Selwyn, 22, Archfield Road, Bristol, 6. [3252

RILEY 2½, 1952. Interior, exterior, mechanics thoroughly good. Joint owners parting company. First £100. Davidson, 31, Leamington Terrace, Edinburgh. [3253

ROLLS-ROYCE P. III Mulliner saloon with Gardner diesel engine; 35 m.p.g. £350. Another with Park Ward body and excellent V12 engine; maker's oil pressure. £325. Sanderson, 1, Hoyle Street, Facit, Rochdale. Tel.: Whitworth 3295. [3254

SAAB 96, 1962, white, excellent condition, one owner, 29,000 miles. Private sale. £490. Gilley, 38, Elvaston Place, London, S.W.7. Tel.: Knightsbridge 7438. [3255

MINI ALEXANDER de luxe, fully equipped with every extra from seat belts to wood wheel. Silent Travel insulation. Blue and white, excellent condition, taxed and insured. £365. Terms. Tel.: SEV 5965. [3256

ULTRA-HOT SPITFIRE. Fully modified racing engine and suspension. Performance excels Stage II Spitfire. Max. 112 m.p.h. Not a year old. Perfect condition. Car enthusiast's dream. Otho-Briggs, Cotton, Stowmarket, Suffolk. Tel.: Bacton 275. [3258

SLIGHTLY PRANGED HEALEY 100 BN1, 1955—mechanically sound. Complete overhaul 6,000 miles ago. Wing slightly bent but drivable. £150. Tel.: Ascot 2555 or Wentworth 2462 (after 6.30 p.m.). [3259

M.G. TD2, exc. cond. Respray. Good tyres. Gold Seal engine. 15,000 miles. Brakes relined. £250. Tel.: Ascot 2555 or Wentworth 2462 (after 6.30 p.m.). [3260

1963 CITROEN ID, 8,000 miles only. British racing green with cinnamon upholstery. Immaculate throughout. £995—private sale. 29, Kingsend, Ruislip. Tel.: Ruislip 9755. [3262

M.G. TF 1,500 c.c., 1955. Gold engine 16,000 miles. Resprayed red. Re-carpeted, new radiator, new battery, new exhaust system, new hood. Exceptional condition. £350 o.n.o. "Hopfields," Homestead Road, Medstead, Alton, Hants. [3263

EXCELLENT ROCHDALE GT. High-comp. 1172, i.f.s., tubular chassis, 4.7 axle on coil-springs, 15-in. "X"s. Walnut dash with full instruments, wood-rim, remote change, special buckets, heater, washers, 2-speed wipers, 12-volt Le Mans lights. Registered Nov. 1960. £200 o.n.o. Benson, "Thorparch," Free Street, Bishops Waltham, Hants. [3264

1935 LANCHESTER Lt.6 12 h.p. Wilson box. Engine, b/work fair only. Tyres, 12v. battery good. Cheap. 61, Clifton Road, Prestwich, Manchester. Tel.: Prestwich 5205. [3265

ELVA COURIER Mk. IV, 2,000 miles, absolutely as new. Accept half price. Buckeridge, Beechwood, Bartley, Southampton. Tel.: Cadnam 3313. [3266

REDUCING STABLE. Sunbeam Mk. III, Nov. 1956, 2-tone, thistle grey and midnight blue, original paint; it's a picture; excellent mechanically; grey leather; spots; year's M.O.T.; all extras full kit; photo sent, s.a.e.; £210. Sunbeam coupé, metallic green, 56,000, full history; pet of director in motor trade. £300 spent; tubeless tyres, gaiters, Alpine conversion; good throughout; £110. Tel.: HEA 3981 (after 6 p.m.). 3, Holmside Gardens, Kingsway, Manchester, 19. [3267

FOR SALE—*continued*

1935 MORGAN 3-WHEELER 4-cylinder. Good condition. Good goer. Many spares. Taxed. Hydraulics. 12v. Hood, tonneau good. Excellent tyres. £55. Cocks, "Cornerways," Ogmore-by-Sea, Glamorgan. [3268

RILEY KESTREL SS, 1936. £150, which does not cover cost of reconditioning. Numerous spares include complete engine, gearbox, etc. Full particulars: Smith, 39, Athol Road, Manchester, 16. Tel.: CHO 6156. [3269

AUSTIN HEALEY 3000 Mk. II, June 1963. Ice blue and ivory. 13,000 miles. Overdrive, wire wheels, heater, etc. £860 o.n.o. This car has never been raced, rallied or pranged. Fernley, Lyncroft House, Stafford Road, Lichfield. Tel.: 2865 (after 6 p.m.). [3270

JOWETT JUPITER, 1953. Good mechanically and reasonable body in green. £130 o.n.o. Garner, Harris Close, Kempston, Bedford. [3271

19/38 TR3A. Wire wheels, wireless, rear seat, spots. £285, or W.H.Y.? 28, Atlantic Way, Greenhill Estate, Sheffield, 8. [3273

VAUXHALL, 1937, DX. One-owner, very well cared for car in exceptional condition. Tel.: COP 6149. [3275

DAIMLER BARKER sports, 1950. M.O.T. Two-tone grey. Recently overhauled. Used daily. £170. Tel.: TER 1677. [3276

1936 MORGAN 4/4 Climax. Recent respray B.R.G. Also spares. £70. 94, Marholm Road, Peterborough. [3277

1949 ALVIS drophead TA14. Mechanically sound but paintwork poor—hence £80. 36, St. Chad's Road, Sutton Coldfield. Tel.: 6773. [3278

1172 SPECIAL, aluminium body, twin S.U.s, c.r. gears. Fast. £100 o.n.o. Mellon, Mount Pleasant, Old Warden, Biggleswade. Tel.: Northill 230. [3279

105E GEARBOX, £10. Twin S.U. and manifold, £15. 12v. tachometer, £5. J. Abbott, Stable Cottage, Teeton Road, Guilsborough, Northants. [3280

1936 15/6 RILEY Kestrel, engine recently overhauled, still running-in. Bodywork immaculate. A Riley enthusiast's car. £120 o.n.o. Tel.: BEC 2815. [3281

TWIN S.U. 1¼-in. carbs./manifold. Three-branch exhaust fits Minis/1100. £14. 9, Mansfield Street, Sherwood, Nottingham. [3282

PORSCHE 356A, 1958, f.h.c., blue, red leather. Radio, SP tyres. Carefully maintained second car. £695 o.n.o. Well Springs, Ightham, Sevenoaks. [3283

ROLLS-ROYCE 20/25. Sample the best. 1933 limousine by Hooper. M.O.T. Regular use. £100 o.n.o. Please write, Pidgeon, 8, Belton Road, Sidcup, Kent. [3284

RILEY IMP, 1935. Immaculate condition. Must be sold for £365 o.n.o. S. Griffiths, 49, Colgrove Road, Loughborough. [3285

LOTUS SUPER SEVEN, 109E Cosworth engine. Full history. £450 o.n.o. Tel.: Twycross (Leics) 291. [3286

ALVIS S.A. Speed 20 V.D.P. saloon. Sound body. Recent rebore; good oil pressure. New tyres and batteries. £60 or offer. Cook, 117, Downham Road, London, N.1. [3287

2.4 S.E., Nov. 1957. Overdrive, radio, heater, "X"s. Good clean car. £320. Crossley, 23, Albert Street, Millhead, Carnforth, Lancs. [3288

XK150—Two unused wire wheels in grey primer. £6 each or £10 pair. Condon, Strathmore, Stone Road, Tittensor, Stoke-on-Trent. Tel.: S-O-T 58366. [3289

FOR SALE—*continued*

Mk. IX JAGUAR, 40 m.p.g.!! Sparkling acceleration, 50 m.p.h. in 3rd. Achieved regardless of expense. Maker's new reconditioned Perkins 6-cyl. diesel especially lightened for car, fitted by experts using Jaguar o/d gearbox and special high axle, gives effortless 70 m.p.h. touring speed with inaudible diesel. Power steering, servo discs, leather upholstery, sunroof, reversing light. Just completed for diesel expert, now changing for an amphibian. Ideal for continental touring where fuel often cheaper. £795. Box No. 0079. [3290

ALLARD, 1950, 2/4 SALOON. Engine and gearbox require attention, otherwise very good. Offers. Whitby, Maddock's Hill, Norley, N. Frodsham, Cheshire (Oulton Park four miles). [3291

ROCHDALE-FORD SPECIAL, fast, 15 in. Bellamy wheels, i.f.s., 4.7 c.w.p. Sprayed indigo blue and superbly finished throughout. £150 o.n.o. 21, Burleigh Street, Walsall, Staffs. Tel.: 28612. [3292

M.G. PA, 1935. Original. £75. Tel.: Chobham 620 after 6 p.m. [3293

1955 LANCIA AURELIA B12 saloon, green, in outstanding condition. One owner since new. Engine, transmission, suspension recently overhauled, many extras. £375. Sumner, Court Green, Hook Heath Road, Woking. Tel.: 2639. [3294

M.G. TD, 1952. Engine recently overhauled, good condition throughout, every extra. Offers. Tel.: Watford 29863. [3295

TR2, 1955. All TR3 mods., including engine, wire wheels, o/d on three gears, "X"s. Many other extras. Outstanding throughout. Must be seen. £230. Tel.: Heckmondwike 388. [3296

M.G. TC, 1946, CREAM, black trim. Rebuilt engine. Rewired. New hood. Enthusiast maintained. £180. "Hawkfield," Almondsbury, Bristol. Tel.: Almondsbury 2196. [3297

RILEY 9 LYNX. We have spent last winter restoring this car. Everything renewable, renewed and plated to do justice to this beautiful model. £180. Tel.: Westbury (Wilts.) 286, evenings 123. [3298

ALVIS 12/50 T.J. tourer. Sound condition throughout. M.O.T. tested May 1965. £130. Ryan, 7, Rookwood Drive, Stevenage, Herts. Tel.: Stevenage 2006. [3300

TR2/3 WORKS HARD-TOP, black, v.g.c., £25. Badgebar, £2. Wardell, 190, Hasland Road, Chesterfield. Tel.: 2852. [3301

VW, 1950, SALOON, excellent condition. New battery, clutch. Many mechanical parts reconditioned. Extras. £100 o.n.o. 142, Pineapple Road, Stirchley, Birmingham. [3302

1933 S.V. MORRIS MINOR saloon. Fully restorable. Prefer complete sale. Hurcomb, 93, Coventry Road, Ilford, Essex. [3303

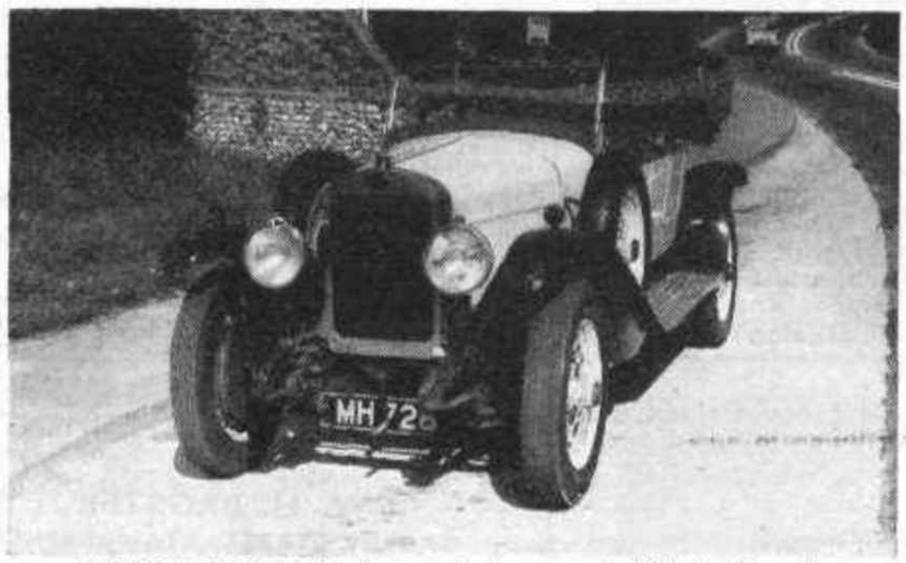
1937 AUSTIN RUBY saloon. M.O.T., Taxed. With spare engine. £25. Burgess, Monk's Corner, South Petherton, Somerset. Tel.: South Petherton 420. [3304

MORGAN 4/4, 1949. Good condition throughout. M.O.T. £110. 84, Wilmot Road, Dartford, Kent. [3305

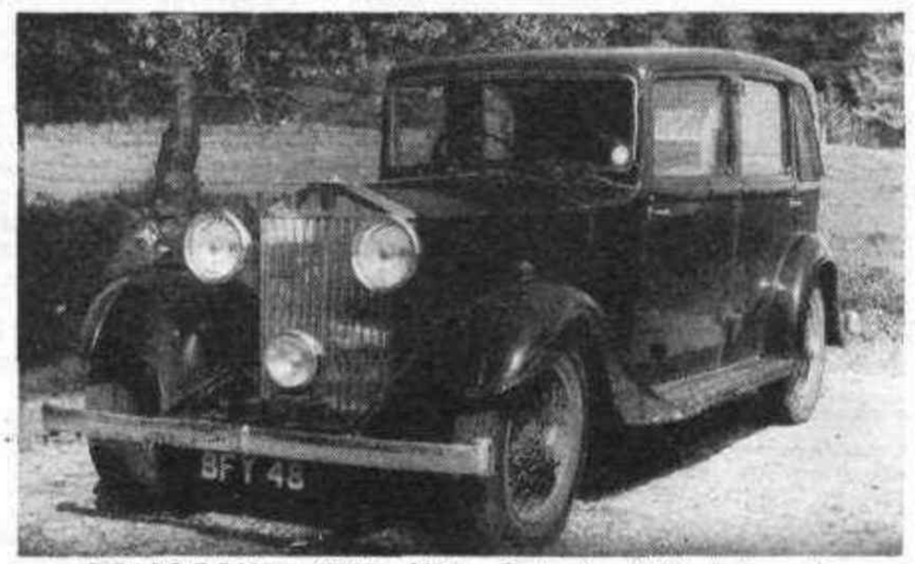
WHITE XK150 FIXED-HEAD in exceptional condition. Overdrive, heater, discs, washers, undersealed, wire wheels. Finest GT value obtainable. £465. Tel.: AMBassador 0805. [3306

LAGONDA RAPIER, Abbott 4-seat F.H. coupé. Excellent condition throughout. £150 o.n.o. Tel.: Hinckley 2447. [3307

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DELAGE D.I.S., 1924, boat-decked tourer by Kelsch. Superb order, off-white and maroon; new tyres... ... ... **£350**



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BENTLEY 3½ d.h.c. by Park Ward, excellent order; heater, radio ... **£235**
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DAIMLER, 1914 (V.C.C. dated), landaulette body in superlative order. Regal type motoring for **£875**

ALVIS SP.20 4-seat sports by Charlesworth, excellent runner ... **£165**
ALVIS SP.25 4-seat sports by Charlesworth, good order **£235**
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FOR SALE—*continued*

RILEY, 1½-LITRE, 1948, good runner. M.O.T. September. £35 o.n.o. A. Spilsbury, 12, Warren Avenue, Moseley, Birmingham. [3308

LOTUS SUPER 7, Cosworth 1340 engine, twin Webers, etc. Excellent condition all round. £465 o.n.o. Tel.: Mogador (Surrey) 2674 evenings. [3310

1930 AUSTIN SEVEN, Arrow-bodied 2-seater sports. Immaculate condition, complete overhaul just completed. M.O.T. Seen Ilford. Tel.: Pollards 1943. £80. [3311

1100 OR MINI. Set highlift rockers, £8. Kenlowe fan, automatic, £8. Howe inlet/exhaust manifold, £5. C/P 5.5 B.M.C.A. £3. Pair new Turner steering arms, £1. Flat 11, Carisbrook, 21, Colney Hatch Lane, N.10. [3312

AUG. '62, AUSTIN HEALEY Mk. II Sprite. O.E.W. H/top, s/top, tonneau, new SPs, new battery, fog, spot, reversing lamps. Two full harness s/belts, brakes relined, u/sealed. 20,000 miles, immaculate. £455 o.n.o. O'Reilly. Tel.: Avenue 2601. [3313

F.W.D. ALVIS crankshaft with four new connecting-rods. Scott "Flying Squirrel" inverted 2-stroke twin. What offers, please? Box No. 0080. [3315

AUSTIN HEALEY SPRITE, 1959. White with red hard-top. Also soft-top, radio, heater, new tyres. £300 o.n.o. Tel.: CUN 3790. [2760

H.R.G. OLDEST 1100. Successful race-proved P.V.T. Several awards. Silverstone 1 min. 32 sec. Many modifications. Very sound throughout. £225. Tel.: Welwyn Garden 22053. [2761

1961 SPRITE Mk. I. Two-tone, fibreglass bonnet. £275. Box No. 0082. [3316

CONNOISSEUR'S CAR. Swallow Doretti, 1955. Fixed hard-top, only three ever built, history available. Special features include Cintura tyres, heater, disc brakes, overdrive, screen-washers, wire wheels. Black pearl finish. Performance exceptional, everything in tip-top order. £450. Tel.: Finchley 6165 (after 6 p.m.). [3317

TR2, 1955. Overdrive, heater. Body and tyres good. M.O.T., etc. £205. Box No. 0085. [3319

B.M.W. 328 chassis on wheels, perfect, £30. Velocette 4-speed clutch gearbox, rebuilt, £10. E93A crank, rods, pistons, balanced, £5. E93A hot cam, £2. Twin 1¼-in. semi-d/d. carbs. on ram manifold, £5. 450 and 525×16 in. Pirelli Extra-flex tyres, £2 each. 1950 Morgan 4+4 2-seat coupé, white, black interior; excellent but L.H.D.; £75. Thurston, "Rudge," Church Brampton, Northampton. [3321

DAIMLER CONQUEST CENTURY roadster, 58,000 miles, in immaculate condition throughout. Many extras. Connollised leather, resprayed. New rear axle. Good home absolutely essential. £480 o.n.o. Box No. 0086. [3322

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1928 GRAHAM-PAIGE Model 629 7-seat limousine, very good. 1937 Riley 15/6 Adelphi, sound, needs painting. Vintage Rotax headlamps. *Motor Sport*, 1953 to date. Offers. Tel.: Uppingham (Rutland) 3219. [3323

1952 2½ RILEY convertible, unusual model. Engine reconditioned in May; body, hood and interior all sound. M.O.T. and taxed. A delightful motor. £190. Purcell, 93, Wembdon Road, Bridgwater, Somerset. Tel.: Combwich 441, ext. 38 (working hours). [3324

BENTLEYS. 1937 4¼ saloons. Both v.g.c. M.O.T. £225 and £150. Offers? Must sell. 316, Elmsleigh Drive, Leigh-on-Sea. Tel.: Southend 524117. [3325

RILEY 1½, 1952. Only 54,000 miles. In excellent order throughout. Sacrifice at £160. Tel.: Fleet Street 4588 (Monday/Friday). [3333

M.G. TD2, 1953. Red. Good condition. Replacement TF 1,250-c.c. engine. Spotlight, winkers, tonneau, luggage rack. £255 o.n.o. Plater, 33, Christchurch Road, Ilford, Essex. [3334

RILEY KESTREL SPARES 26K, 1936. Complete front and rear axles, fitted jacks, reconditioned dynamos, automatic clutch, engine parts. Excellent condition. 168, Stenson Road. Tel.: Derby 21569. [3336

MATCHLESS SPORTS MORGAN, air-cooled, o.h.v. *Concours* condition. Offers to Ellerker, Low Street, North Ferriby, E. Yorks. [3337

MINI MODS. Group II cylinder head, manifold, H4 carburetter Recent class wins. Also free-flow exhaust and sports camshaft. Wilkinson, 32, Welbeck Avenue, Highfield, Southampton. [3338

1955 M.G. TF 1500. Red. Wire wheels, tonneau, heater, reconditioned hood, reversing light, "X"s. Very good throughout. £360. Tel.: Welbeck 3760. [3339

OWING TO main-bearing failure can offer my 20/25-h.p. GNC 5 Rolls-Royce for spares. Box No. 0088. [3340

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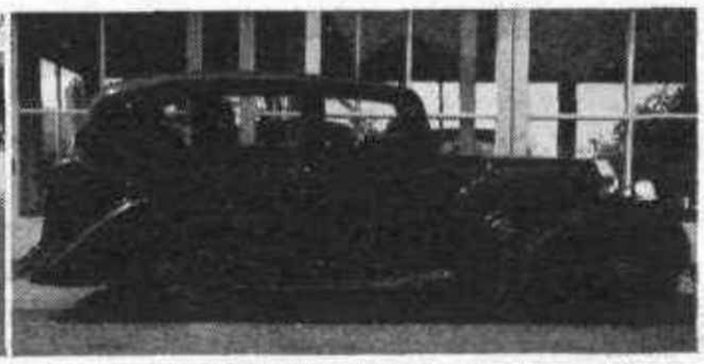
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ROLLS-ROYCE 20/25, 1933 Series. Extremely well constructed aluminium-panelled estate, coachwork-built 1954. Luxurious bucket seats in crown hide. Full-length interior head-cloth and hardwood interior panelling throughout. 6′ 6″ behind seats, twin rear doors and sliding rear windows. Detachable rear seat to make ideal motor caravan conversion. Recent re-paint in golden brown, beige panels. In excellent order throughout. **£295**



BENTLEY 'R' Type Automatic, 1954. Dark velvet green with beige hide interior. Two owners only, reasonable mileage. An extremely fine specimen, nevertheless realistically priced at **£745**



ROLLS-ROYCE 25/30 1937 James Young full 7-passenger limousine. Leather in front compartment, fawn cloth with excellent blue cloth loose covers in rear. Presumably privately owned and last owner 11 years. This is not just another worn-out ex-hire car, but a very good-looking specimen of its type **£390**

ROLLS-ROYCE Silver Wraith, 1952, 4¼-litre. Most impressive James Young sports saloon with long boot and built-in headlamps. Easily mistaken for 1955/56 Black and grey, grey interior. Indicated mileage of 70,000 probably genuine. An outstanding car in every way. **£1,095**

ROLLS-ROYCE Wraith, 1941, Park Ward semi razor-edge, projecting boot, o/d coachwork. Mechanically outstanding, with bills for over £800 spent at R.-R. in last two years, including complete engine overhaul. New tyres, modern radio and heater, bodywork very sound. Beige hide upholstery good, but paintwork indifferent, fillets, carpets, etc. not up to the mechanical condition of the car, hence in its present form we will take a realistic price in the region of **£550**

ROLLS-ROYCE P.III H. J. Mulliner razor-edge o/d sports saloon, 1937, but with modified tappets. Mechanically extremely good. Coachwork extremely sound with excellent leatherwork, but again detail work such as fillets, etc., not up to the rest of the car and due to pressure of work in our own workshops and our coachbuilders, we will also take a realistic price for the car as it is, in the region of **£600**

ROLLS-ROYCE 20/25 Mann Egerton 'D' back, small 7-passenger limousine, 1934. Very clean and sound. **£195**

BENTLEY Mk. VI Standard Steel, 1948 Choice from three sound 'value-for-money' cars. From **£195** upwards

ROLLS-ROYCE Silver Ghost, striking 2-door, 4-seater drophead. Coachwork constructed immediately post-war, with flared wings. Replica of Barker bodies of 1927/28. Chassis basically '21 with front wheel brakes added. Coachwork never completed but only requires trim and paint. Blocks off engine, but everything there and apparently in good order. We are open to sensible offers for the car exactly as it is or running.

BENTLEY 4¼, 1937, striking semi razor-edge fixed-head 4-seater coachwork (Harold Radford?). Duo grey, red hide interior. Modern radio and heater. Excellent mechanically and good coachwork. **£325**

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JAGUAR XK140, fixed-head, 1956. Overdrive, radio and a brake booster. B.R.G. An above-average specimen. **£295**

JOWETT Jupiter, 1953. A late example in very fair order and better than most, albeit realistically priced at **£125**

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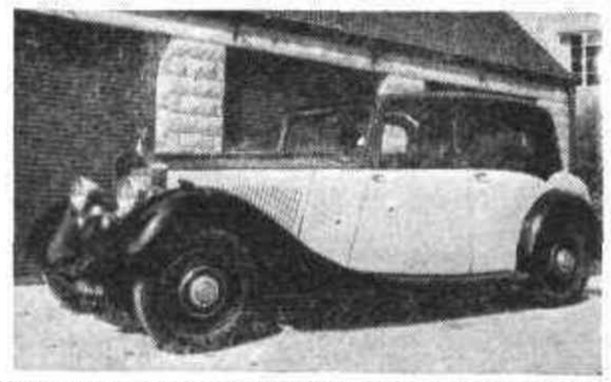
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Sundry standard DB2 or 2/4 carburetters and manifolds.
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Sundry assorted disc wheels.
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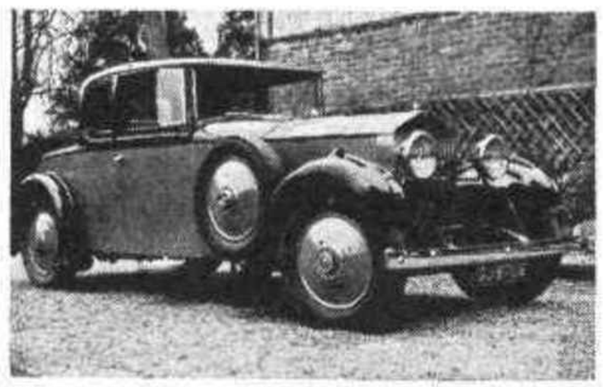
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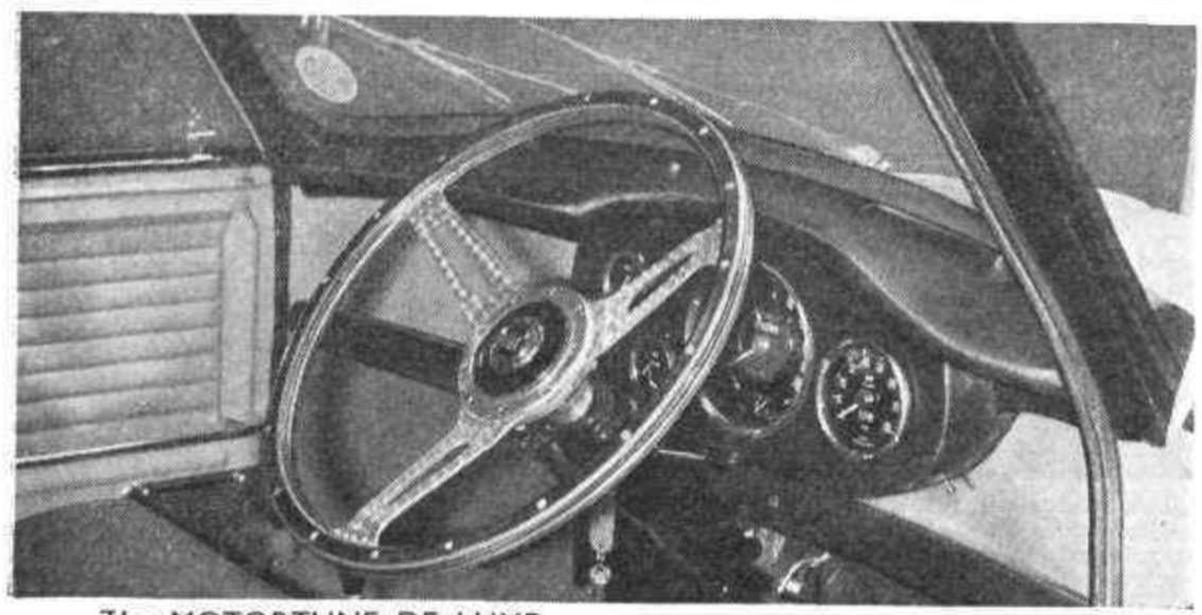


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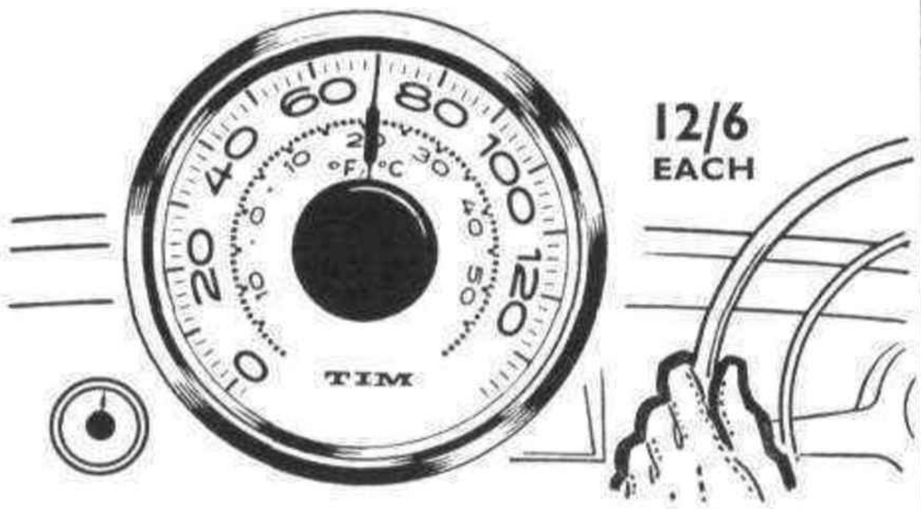
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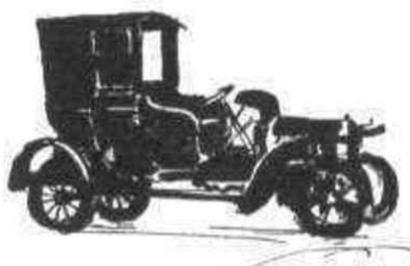
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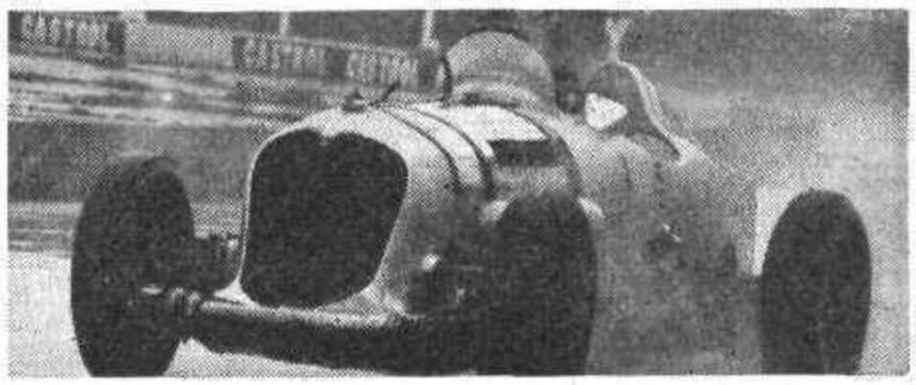
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ASHLEY GT, Aquaplane head, 4-branch exhaust. £130, or exchange large car—no L.H.D. W.H.Y.? Tel.: PAL 1178. [3327

M.G. TC. Reconditioned engine, resprayed retrimmed, new tonneau and hood, most mechanical components overhauled recently. The car has appeared in a major film due to its immaculate appearance. Just tested and taxed. £180. Tel.: Horley (Surrey) 3985. [3328

XK120 DROPHEAD, 1953. 40,000 genuine mileage, can be proved. Bills for £160 in last two years. Radio. Excellent condition. £160. Tel.: Ravensbourne 2558. [3329

M.G. TD Mk. 2. Immaculate condition throughout. £270 o.n.o. Tel.: King's Langley 2636. [3330

1926 AUSTIN 12 Stroke & Windsor, elegant Vintage saloon. Good condition, original. Handbook. Taxed, M.O.T. £175. Godbolt, 72, Rochester Road, Aylesford, Kent. Tel.: HOL 7888, ext. 723. [3331

1948 HEALEY ELLIOTT, 2½ Riley, 100+. Needs restoring. Good runner. Offers around £60. 54, Stirling Road, Walthamstow. Tel.: LAR 5460. [3332

1950 ALLARD J2 roadster. New wire wheels and tyres. Overhauled Mercury-Ardun o.h.v. engine. Huge quantity valuable spares, mainly new. £295. Potter, Ham Mill, Newbury. Tel.: 1346. [2956

WANTED

SPORTS CAR, post 1950, £200 max., aluminium, fibreglass body preferred. Box No. 0026. [2853

£100 OFFERED for TR2, 3 or 3A, pranged, clapped, and according to condition. Box No. 0084. [3320

UP TO £150 cash offered for Austin Healey with occasional seat. Condition immaterial. Box No. 0077. [3257

A.C. ACE. Preferably Ford engine in excellent condition. 1956-59. Box No. 0083. [3318

FRAZER NASH T.T. REPLICA, original, in good condition. C. Maughan, 4, Sandes Place, Leatherhead, Surrey. [3246

M.G. AND OTHER PARTS. Marshall 85 or 87 supercharger. Powerplus No. 9 supercharger. Black bakelite dashboard lights. Type 75 ENV-pre-selector gearbox. Motoring magazines, books, photographs (October 1932-December 1933). L-type rockercover. 18/80 rockercover securing nut. Water pump. L, K or N cylinder head and con rods. 19×500 racing tyres. Hobson telegauge (oval type) off Alvis. Lightweight wheels (ERA, HRG, Alfa Romeo). P. J. Bucknell, 22, Sinclair Gardens, W.14. [2296

LAGONDA WANTED FOR SPARES. Any model, condition or location if cheap. Box No. 0001. [2307

ENGINEERS REQUIRES classic vintage or veteran car for rebuilding. Uncompleted, decayed or dismantled acceptable. Box No. 0002. [2308

AUSTIN SEVEN (1934). radiator and rad. shell. MUST be watertight. Walker, 128, Selly Park Road, Birmingham. Tel.: SEL 1415. [2316

M.G. J2 WORKSHOP MANUAL. Good price paid. Tel.: Mansfield 2342 after 7 p.m. [2692

BENTLEY OR ROLLS-ROYCE. Post-war. Coachbuilt preferred. Immaculate, maintained excellently. Photo. Box No. 0005. [2698

LOTUS SUPER SEVEN 1500. Cosworth, Webers, c/r. Must be perfect condition or don't bother. Cash. Tel.: St. Helens (Lancs.) 22526, 7 p.m. [2699

PRE-WAR "DINKY" toy cars wanted. Any condition. Bentley, 117, Moor Lane, Netherton, Huddersfield. [2712

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DAMAGED TR2/3 WANTED. State amount of damage, and price, to Thompson, 24, Shepshed, Road, Hathern, Loughborough, Leics. [2731

WANTED: GEARBOX for Riley Pathfinder, 1954-5. Four-speed, must be good. Cawham, 78, Hawthorn Avenue, Colchester. [2734

ROVER, DAIMLER or other quality D.H.C. in G.C. Details and price: Morgan, Middletongreen, Leigh S-O-T, Staffs. [2737

WANTED: Hard-top side screens TR2/3. 6, Terrace Road, E.13. Tel.: GRA 3772. [2745

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WANTED: M.G. TC. Mechanically sound, reasonable price. Eight Ash Farm, Eight Ash Green, Colchester. [2763

SHORROCKS SUPERCHARGER for Sprite/Midget. Coventry, 58, Trinity Road, Hoylake, Cheshire. [2766

TO YORKSHIRE HERALD OWNERS: Cash available for the best 1962 white convertible with black hood. Details and price to Box No. 0017. [2781

ESSEX 1928-29 ROADSTER phaeton or D.H.C. wanted. Any condition, or pre-1922 Essex 4-cylinder or Hudson. P. Macey, Byne Cottage, Chart Sutton, Maidstone, Kent. [2782

FIAT 600D WANTED, crashed, or 600D engine and gearbox. J. Garratt, 11, Alban Avenue, Townsend, St. Albans, Herts. [2787

HARD-TOP, ROAD WHEEL, wiper motor, hood for Berkeley B60. Macaulay, 109, Albert Drive, Glasgow, S.1. [2795

WEBER TWIN-CHOKE and manifolds, etc. for Mk. 2 A40. Steen, 74, Hearnville Road, Balham, S.W.12. [2804

PAIR CYLINDER HEADS for 1959 34/30 h.p. Volkswagen. Lambert, 31, Fairefield Crescent, Glenfield, Leicester. [2806

105E ANGLIA. Engine and gearbox either 996.6 c.c. or 1,198 c.c. Must be in good order, state price and condition of tune. Logan, 116, Eastcote Avenue, Greenford, Middlesex. [2808

£200 CASH AVAILABLE for purchase of vintage open 2-seater sports car. Must be excellent condition. All photos, etc. returned. D. B. Rhodes, Uplands Hall, Walker Lane, Fulwood, Preston, Lancs. [2810

WANTED, for damaged M.G.-A 1500 rear axle: propshaft, springs and rear body parts. Write Vincent, Quay Road, St. Agnes, Cornwall. [2811

WANTED—*continued*

BUGATTI T.37. Not necessarily *Concours*, but should be original. Box No. 0023. [2825

WANTED: M.G. PA or Riley Nine sports, or similar. Condition immaterial. Apply: Howse, 172, Ravenhurst Road, Birmingham 17. [2828

WANTED: 1934/5 Austin 16 h.p. cylinder head (wide type). Good condition. Price, etc.: Clay, 27, New Street, Blaby, Leics. [2837

AUSTIN PRE-RUBY SEVEN saloon. Must be in first class condition. Tel.: Prescot (Lancs.) 4490. [2866

TURNER Mk. II WINDSCREEN wanted. Other spares considered. Archer, Cedar Farm, Cossall, Notts. [2868

WANTED: TR3A. Overdrive, w/wheels, 1960 or low mileage. Sowerby, 162, Coatham Road, Redcar, Yorkshire. [2873

REGISTRATION NUMBERS PAT and NG wanted. Low numbers preferred. Also 12-volt old-fashioned klaxon motor driven horn "AAA-OO-AAA" type. Details, prices, etc. to Box No. 0029. [2889

FOR MINI: remote control gear, twin S.U.s on manifold. Good condition essential. Dow, 293, Springfield Road, Chelmsford. [2890

M.G. type Y or YB, must be in good condition please. 24, Carlton Avenue West, Wembley. [2893

WANTED: M.G. TD2 workshop manual. Graham, 31, Bradleys Lane, Coseley, Bilston, Staffs. [2894

TWIN-CHOKE WEBER, inlet-exhaust manifolds for A40. Rossiter, 10, George Street, Skellow, Doncaster. [2897

BULLNOSE MORRIS, or Cowley similar vintage. Particulars to Somerville, 29, Winchester Road, Sheffield, 10. Tel.: 35641. View anywhere. [2294

LAGONDA, VINTAGE 3-LITRE tourer and 2-seater Rapier. Briggs, Field House, Longwood, Huddersfield. [2927

PACKARD SUPER 8 wanted. Original coupé preferred. Amey, Albion Place, Oxford. [2978

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SINGER LE MANS REPLICA or 1½-litre team car. Heath, Kettle Green, Much Hadham, Herts. [3079

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ROLLS-ROYCE DOCTOR'S coupé, 1925-1930, or similar model in good condition. Box No. 0053. [3088

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ALVIS RADIATOR SHELL for 1940 Speed 25. Enamel insignia must be intact. Box No. 0055. [3106

RILEY LYNX, 1936. Spares wanted: block and head in sound condition, state of bore not important. Also windscreen frame and pre-selector box. Box No. 0056. [3107

VINTAGE ALVIS 12/50, preferably narrow 4-seat tourer. Tel.: MAYpole (Birmingham) 3447. Box No. 0087 [2931

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REGISTRATION NUMBER RMS or MS wanted with interesting figures. State price. Box No. 0063. [3154

WANTED: Austin Healey 3000 engine. Any condition. Box No. 0064. [3161

WANTED: Up to £350 immediate cash for good Triumph TR or M.G.-A or similar. Full details March, Grange Cottage, Tidmarsh, Pangbourne, Berkshire. Tel.: Pangbourne 3599. [3180

SUNBEAM RAPIER CONVERTIBLE, 1958 or 1959. Must agree A.A. inspection. Box No. 0067. [3196

REQUIRED NEARSIDE TORSION TUBE and bar for 1938 Vauxhall 25. Sanderson, St. Conan's Road, Loch Awe, Dalmally, Argyll. [3197

VINTAGE OR P.V.T. sports car. Condition immaterial. Box No. 0074. [3232

ROLLS 20-h.p., 1927-9 d/h coupé with dickey seat. Expenses paid to view. Box No. 0078. [3272

MORGAN 4/4 IN excellent condition, 100E engine. Prosser, 25, Park Street, Bath. [3299

BUGATTI, DAVIS(?), LIVERPOOL. No address on your letter. Please contact Jenner, Mill House, New Ellerby, Nr. Hull. Tel.: 29475. [3309

ROLLS-ROYCE P.III or earlier, any body or condition (but no 20/25). Write full details, price, to John Barton, 30, Fleet Street, London, E.C.4. [3314

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SPORTY MINI PICK-UP, 1962, useful and economical. £250, or exchange for brass-age Ford. Brass radiator and lamps stamped "Ford" also wanted. T. C. E. Bamford, Stretton, Nr. Stafford. [2881

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AUSTIN HEALEY 100/4. Outstanding condition, D. Healey recon. g/b., o/d 2nd., top, Gold Seal motor, complete retrim, new hard-top, seats, etc., n/n tyres. Consider good Mini, small cash adjustment. Jarman, Mount-Olivet, Hambledon, Surrey. [2325

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1963 RED MINI. Super d/l Motorola, etc. Mint. Exchange for fast/open/interesting machine. Box No. 0047. [3044

1962 SAAB 96. Blue, seat belts, 14,000 only. For Alpine, M.G.-B, Alpha, Volvo 122S. W.H.Y.?, or sell. Cash adjustment if required. Box No. 0048. [3053

VW, SUNROOF, 1958. Many extras. Straight exchange Peugeot, consider L.H.D. Davies, 76, Pennard Road, Parkmill, Swansea. [3093

1960 MORGAN +4 4-seat tourer. Keift 2.2 conversion, wire wheels, discs, immaculate condition. W.H.Y.? Value £380. Cash either way. Pearce, Orchard Close, Carlton-in-Lindrick, Notts. Tel.: North Carlton 235. [3111

TR2, 105 m.p.h. Just resprayed, five new C41s. Exchange for Mini. Cash available or sell. Joy, St. Thomas's Hospital, S.E.1. Tel.: Waterloo 4625. [3144

1959 MINI SPECIAL worth £250 for sports or interesting saloon worth about £100 and cash adjustment. South and West England. London. Box No. 0069. [3203

1962 (OCTOBER) MINI-COOPER, 16,000 miles, unraced, immaculate. £435 or exchange Austin Healey 3000—cash adjustment. Norton, 11, Williams Grove, Corsham, Wilts. Tel.: 3185. [3261

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TONNEAU COVER—M.G.-A, as new. £3 10s. 3, Welland Close, Burton-on-Trent. [2705

PRE-WAR AUSTIN SEVEN RALLY. Beaulieu, 5th July. S.A.E. for details. Ware, Flat 4, Pondside, Beaulieu. [2715

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MAGNETTE ZA, ZB. Ace wheel discs, virtually new. £4 10s. Hetherington, Edgecliffe Farm, Thurgoland, Nr. Sheffield. [2988

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VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership to P.R.O., 25, Bramley Avenue, Coulsdon, Surrey. [3010

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WARM FEET NEXT WINTER. Genuine Vintage hot water bottle, £5. Colvill, 4, Purberry Grove, Ewell, Surrey. [3084

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REG. No. JM 90 for disposal. Best offer. Finch, 3, Tudor Drive, Oadby, Leics. [3181

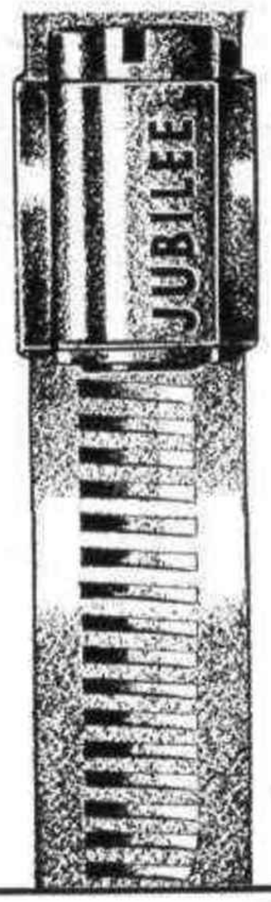
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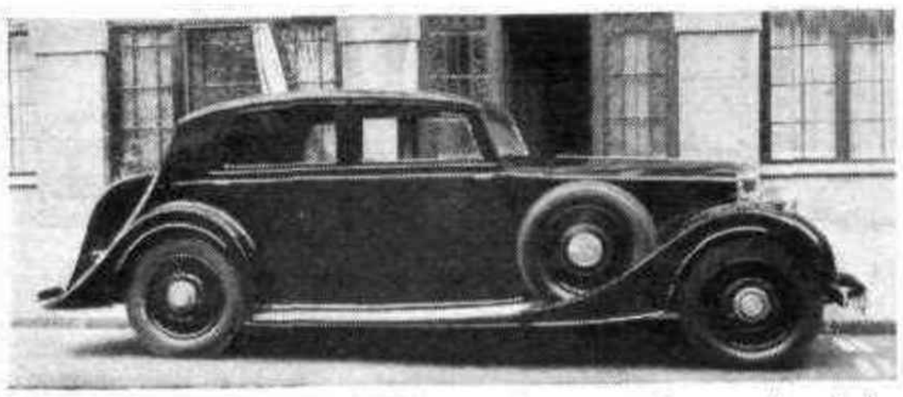


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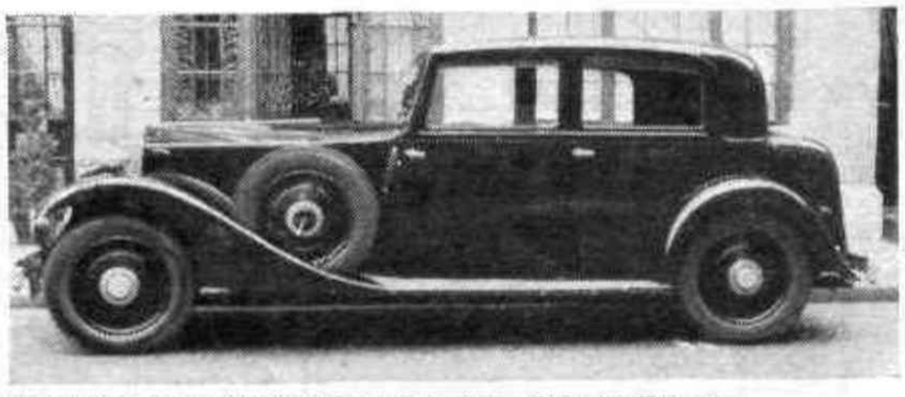
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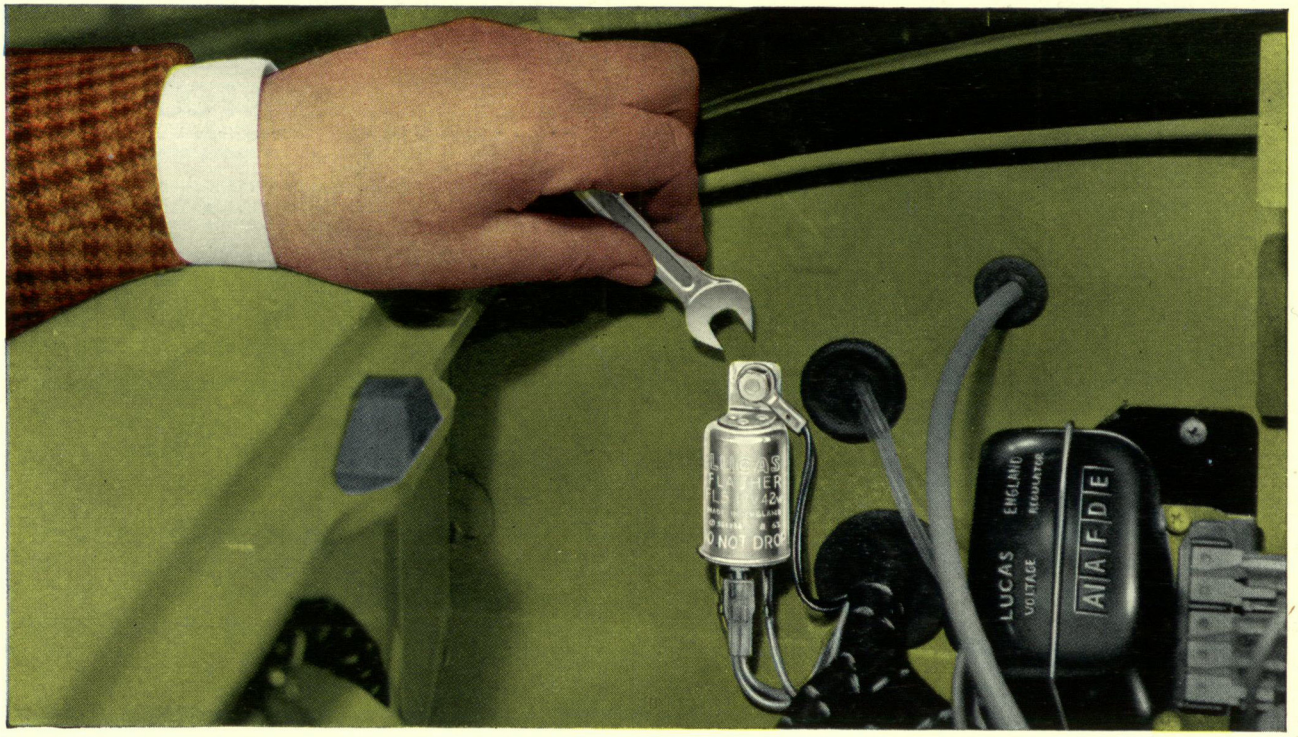
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