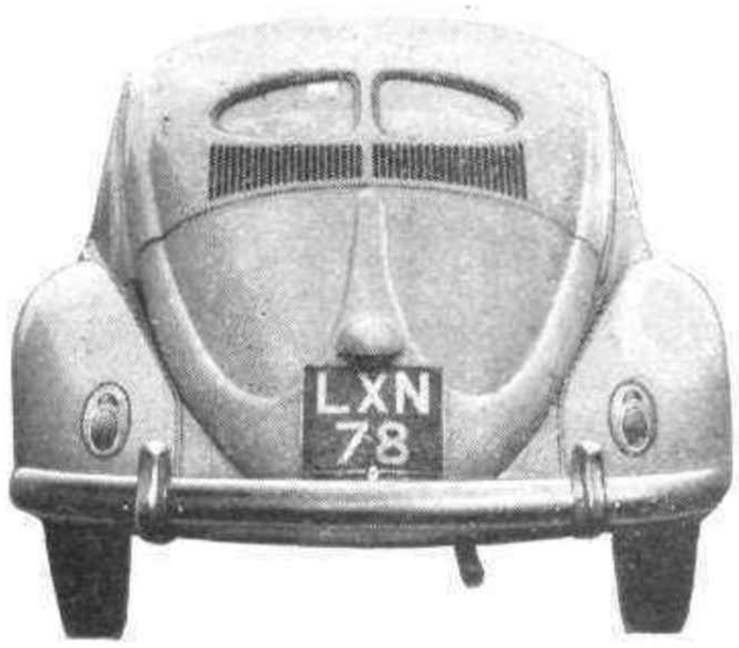
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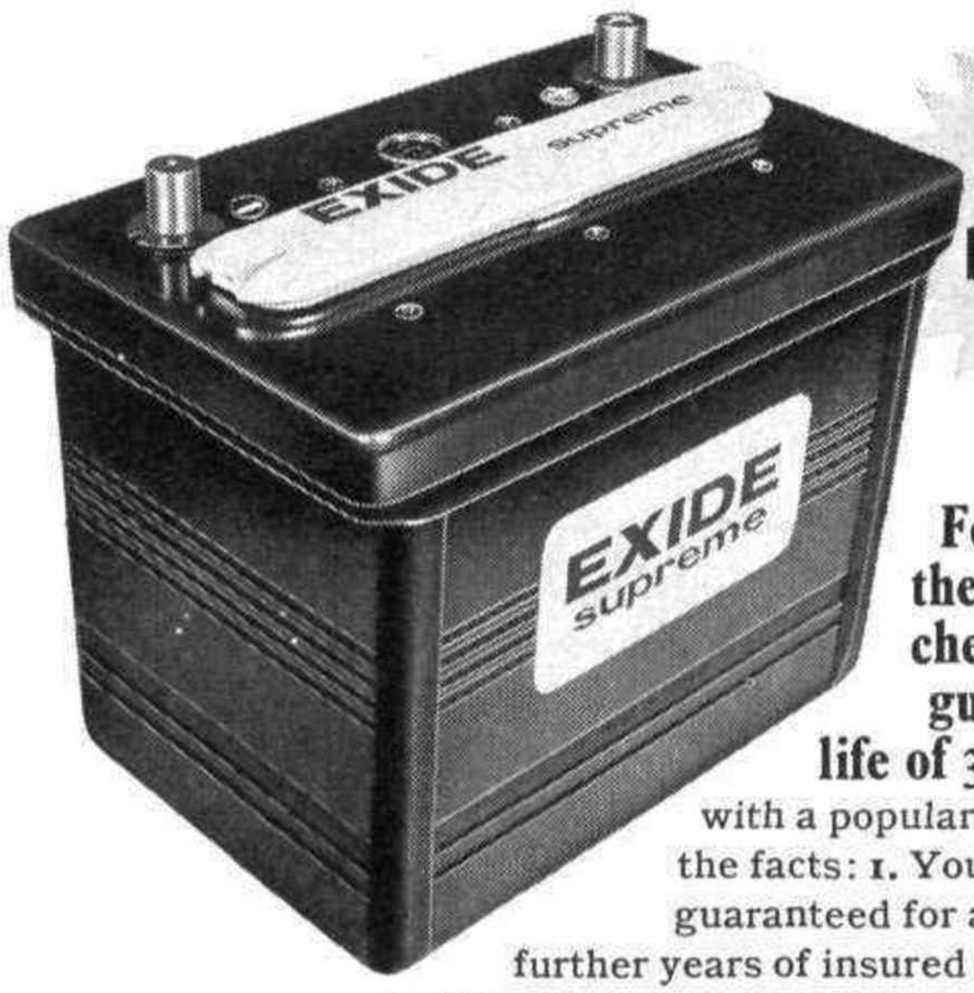
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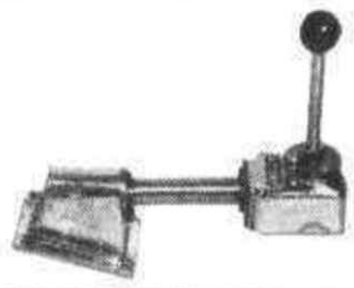
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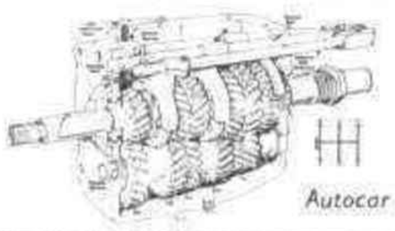
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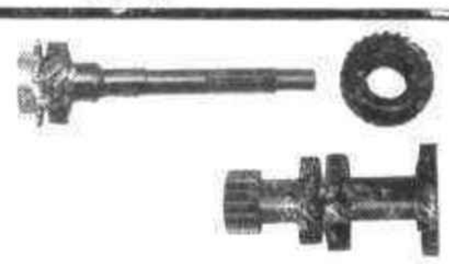


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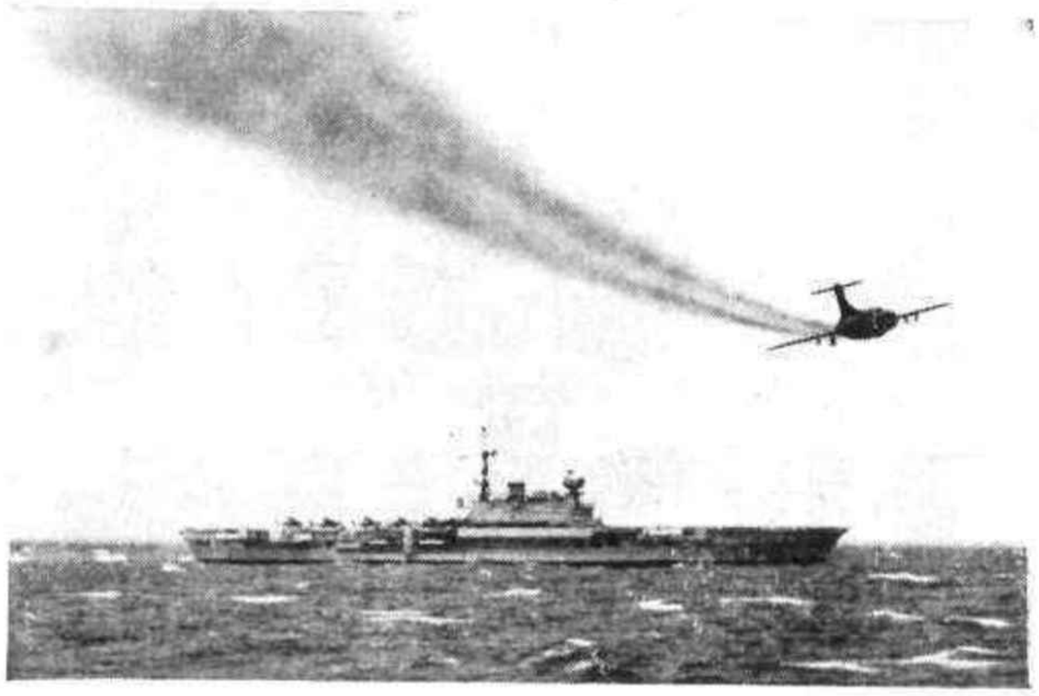
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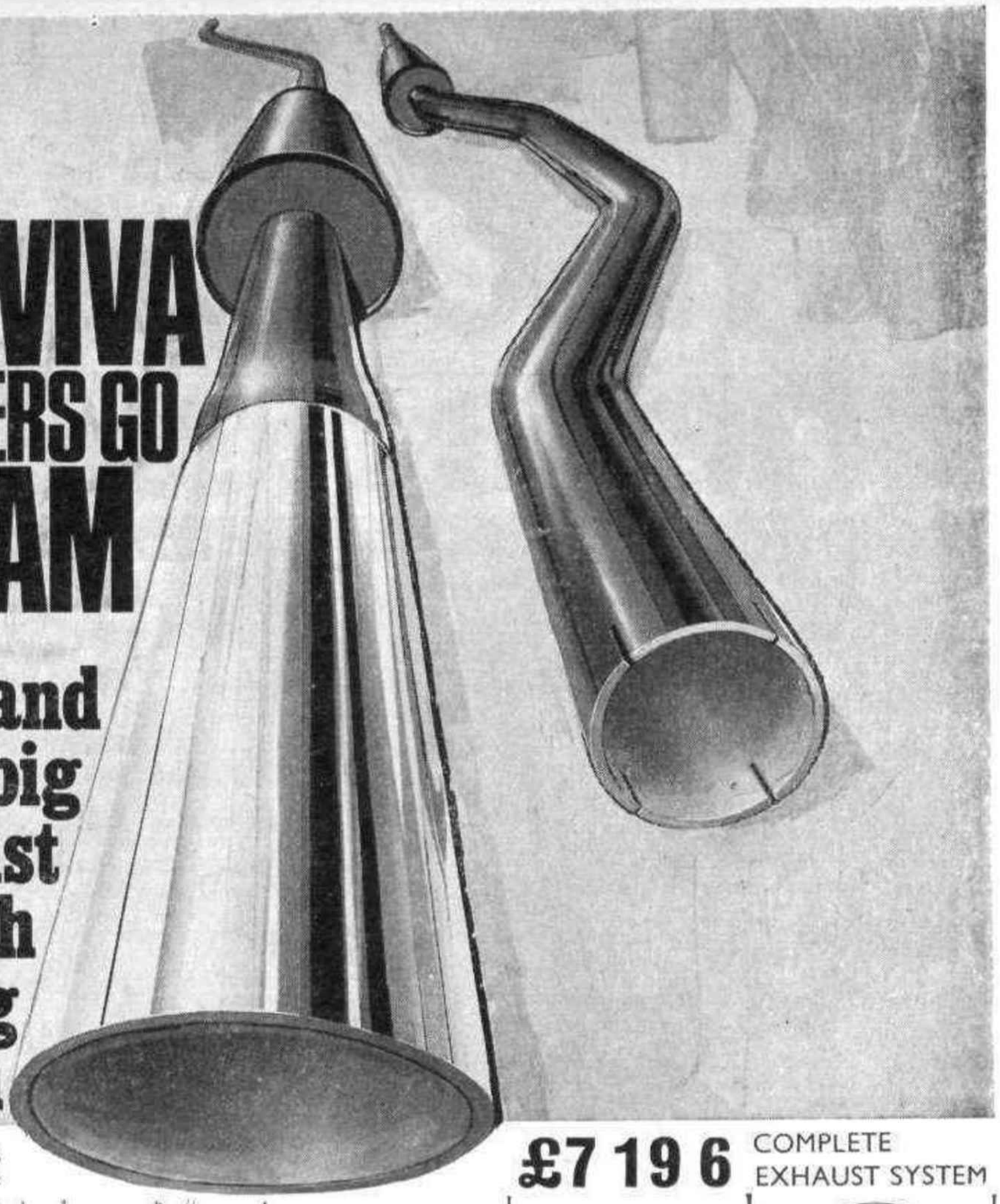
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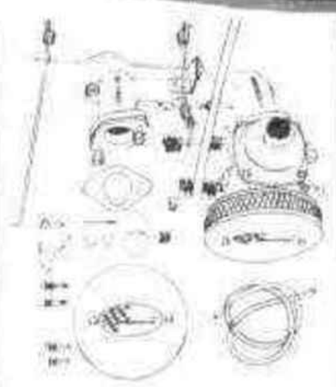
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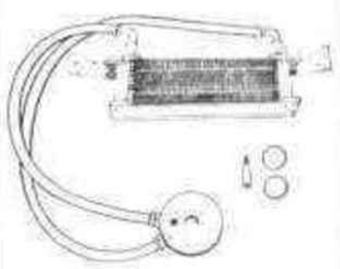
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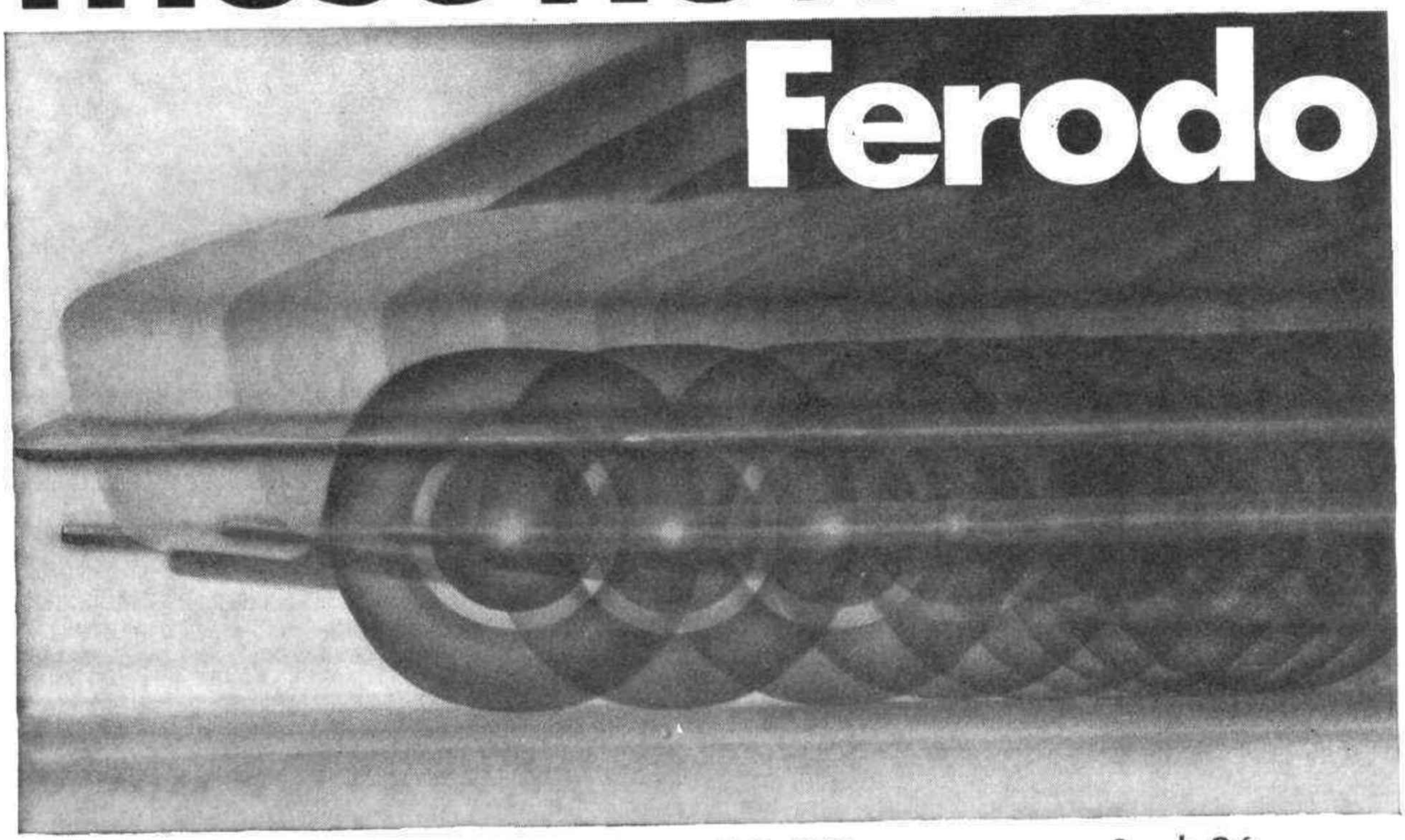
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MOTOR SPORT

INCORPORATING **SPEED** AND **THE BROOKLANDS GAZETTE**

VOL XLIV No. 2 FEBRUARY 1968

FORTY-FOURTH YEAR OF PUBLICATION

PUBLICATION DATE FIRST OF THE MONTH

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FRONT COVER PICTURE : FOUR IN A ROW.—Having won the U.S., Mexican and Spanish Grands Prix towards the end of 1967, Jim Clark (Lotus-Cosworth V8) went on to win the first major race this year, the South African G.P. at Kyalami. There are more colour pictures in our centre spread.

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MATTERS OF MOMENT

■ THE BACK-BRITAIN CRUSADE

With this small Island plagued by Devaluation, strikes, political unrest, mounting crime, foot and mouth, the influenza epidemic, freak gales, unstable trains, uncertain government, unrealistic speed-limits, savage taxation and other calamities, the Back-Britain campaign is opportune, if not considerably overdue. We as a nation are suffering from political uncertainty. Should we link with Europe, substituting vino and the omelette for beer and Yorkshire pudding ? Should we be better off as the 51st State of the U.S.A., drinking canned beer or Coke and eating tinned food ? Or should we follow Beaverbrook and continue as a proud if run-down land, with the inhabitants lazing in the sun and dreaming of a glorious past ? Also, in the land of the mini-skirt there is precious little sun. . . .

Sooner or later we must decide whether we want to be a " flat-twin land," " an all-power, all-automatic V8 state," or remain a stolid individualistic " four-cylinder country."

While we remain as we are, it may seem common sense to buy British, thus convincing the rest of the globe (and outer-space when it becomes interested) that we still make very good products indeed. The only worry is that we were brought up to believe that we could sell coal profitably abroad providing we bought de Dion Boutons from Puteaux; what will happen to our exports in 1968 if we stop importing foreign goods ?

Providing, however, a balance can be struck, there is every reason for supporting the Back-Britain crusade. Certainly, efforts should be made by Britons to work harder, make better goods and give better service to customers wherever they may be. (A good example of proper service facilities are those provided in London by VW, with all-night working, waiting-room, station-transit, hire cars and even breakfasts available.) During those years when this country was winning the Second World War MOTOR SPORT ran a series of articles on " Great British Achievements." The British craftsmen who made such achievements possible have handed down a legacy which enables us to build thoroughly worthwhile cars, which, with some powerful propaganda and by setting the good example of using them ourselves, we should be able to sell throughout the World.

The Rolls-Royce is the finest status symbol there is and consequently one of our most valuable home and export assets, although we suspect that it is this and no more to those disc-jockeys, pop-singers, TV actors and sex-book authors who contrive to earn £50,000 in a year, whereas in the days of the Silver Ghost the people who bought these cars did so primarily because they wanted the finest means of road-travel obtainable—which may be one of many reasons why we are in our present mess. But, whether bought as status symbols or nice possessions, British cars are eminently exportable, from the ingenious Issigonis Minis to the Rolls-Royce Silver Shadow of unchallenged excellence. From our smallest sports cars to the Jaguar E-type selling in America for 5,634 dollars. When Britain possessed more than just a remnant of Empire the Bentley had an enviable reputation as a race-winning car of high quality and good road-holding (sic.). Today the Empire has almost gone but the Lotus Elan is not only very fast and very safe but is definitely race-bred, in the F.1 field, where Lotus-Cosworth and other green cars dominate almost every race.

This is the kind of thing we have to tell the World. As a leading Sunday paper (while publicising a foreign car !) remarked recently, now more than ever before will car makers need the help of the Press in selling their wares. Other countries make good cars, too. Other countries need British steel, wool, aeroplane engines, sports cars and Rolls-Royces, etc. If we go all-out to make such products faultlessly, publicise them tirelessly, and sell them effectively, we may pull through. . . . But not if we encourage or even tolerate government which considers civil servants before service and hampers our great motor industry.

■ A LACK OF COURTESY

When we were very young it used to be a matter of common courtesy to reply to a letter within days, at most within a week of receiving it, whether to thank someone for a gift or to confirm a million-pound order. In the Civil Service " our obedient servants " regarded this as a way of life.

How different it is today ! On December 11th we presented to Mrs. Castle that Petition which 280,000 people had taken the trouble to sign, asking her to review British speed-limits, particularly the motorway speed limit. This was accompanied by a letter, handed in by the Rt. Hon. the Earl Howe, emphasising the weight of this Petition.

Apart from a formal acknowledgement, nothing more has been heard about it. Mrs. Castle hasn't replied. Soon there may be an opportunity for these 280,000 people to put, not their signatures, but just a cross on a piece of paper. When that time comes Mrs. Castle may wish that, instead of completely ignoring them, she had given us the courtesy of a prompt reply, and the explanation for which over a ¼-million signatories are waiting. . . .

BROOKLANDS SOCIETY NEWS

Membership continues to grow. The bad weather and need to consolidate organisation have precluded any meetings and in this context it must be remembered that this is a Society, not another club, and that it was never the intention to hold regular or even very frequent gatherings. But discussions are taking place as to the most appropriate way of actively launching the Society. We deeply regret the death, last winter, of Mr. Dicker, the well-known painter-on of racing numbers at the Track.

The latest Member to join is F. Vernon-Jones, who raced a Coulson-J.A.P. at the Track in 1922, winning a handicap race and who, at the age of 66, sets an excellent example to all Brooklands enthusiasts, by preparing his 1937 Alvis Speed 25 for this season's sprints and hill-climbs.

THE ARMSTRONG SIDDELEY O.C.

Following a Committee Meeting, David Goode relinquished the position of Secretary-General of this Club. Meanwhile, those wishing to contact the Club should write to R. J. Tredwell, 120, Wilkes Ave., Bentley, Walsall, Staffs or to A. Scholes, Meadow Head, Walshaw, Burnley, Lanes, pending the appointment of a new Secretary and Treasurer. Incidentally, a Sapphire which looks derelict stands outside a workingmen's club facing Hersham Green.

THE THINGS THEY SAY . . .

"The roads without speed limits."—Jim Clark in an interview with a French sports writer, in reply to the question "What do you like about France ?" A refreshing change from Stewart's views some time ago.

* * *

"I do not think this is a crime and the only thing I can do is to give him an absolute discharge."—Sheriff A. K. F. Hunter, when hearing a case against a person who warned approaching drivers that there was a radar trap ahead, as reported in the *Scottish Daily Mail*. It is a further reminder that the Law operates more leniently in Scotland than it does in England.

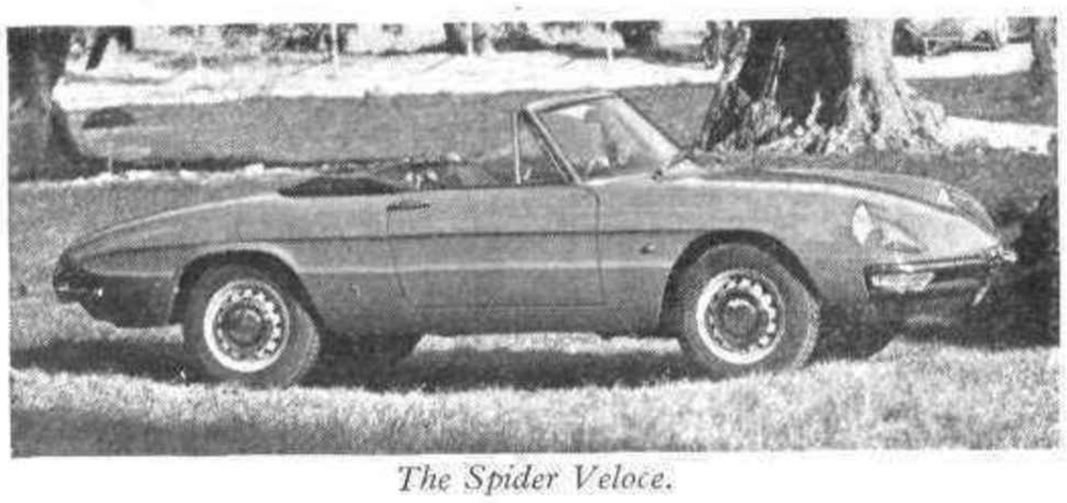
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"At a Local Government Board inquiry into an application for a 10 m.p.h. speed limit on motor cars at Clapham Common, Balham, and Tooting, it was stated that the Chief Commissioner of Police was of the opinion that no useful purpose would be served by a limit, but that if speed were reduced it would inevitably lead to congestion, which, as statistics showed, was the greatest contributory cause of accidents."—From *The Autocar* dated May 3rd, 1913, which shows there is nothing new under the sun.

* * *

"In this car, which has such useful and unusual features as built-in roof rack points and a steering wheel, I found few design faults."—*The Glasgow Herald* reporting on the Peugeot 204.

TRIO OF NEW ALFA ROMEOS



The Spider Veloce.

ON A recent trip to Italy we were able to try the three new 1750 Alfa Romeo models, the saloon, GT Veloce and Spider Veloce. The saloon is the only fully new car, the other two being improved versions of existing models. All supplement the Alfa Romeo range, with the 1.6-litre cars continuing in production.

The front end of the GT Veloce has been redesigned with the inclusion of twin headlamps. The interior has also been redesigned and is similar to that of the saloon. On the Spider the only interior change has been the addition of a thick, wood-rimmed steering wheel. The saloon still retains a definite Alfa Romeo Giulia TI look, although the lines are aesthetically far more pleasing. The engine is a development of the successful Alfa Romeo four-cylinder twin-overhead camshaft design, now featuring a bore and stroke of 80 mm. x 88.5 mm., giving an actual capacity of 1,779 c.c. As fitted to the three models, 132 b.h.p. at 5,500 r.p.m. is developed.

On a 150 mile test run near Naples, which included some fast *autostrade* and a twisty mountain section, all cars behaved well. At that stage the weather was sunny and dry, although later in the week other drivers tackled the same course in a snow storm and were not so confident in the cars. The GT and saloon were fast and extremely quiet, even when hurtling along at an indicated 180 k.p.h.—oh, the joys of the open road! The entire route was patrolled by policemen, who were actually on our side, waving us on cheerfully at junctions.—R. F.

BEAULIEU 1968

Below is a list of rallies and events, to be held at Beaulieu in 1968:

March 31st	Daffodil Sunday. Bournemouth—Beaulieu Veteran Run.
April 14th/15th	Easter. Cavalcade of Transportation.
April 28th	Lost Causes and Armstrong Siddeley O.C. Rally.
May 12th	Daimler and Lanchester O.C. Rally.
May 26th	V.S.C.C. Concours and Rally.
June 2nd/3rd	Whitsun. Traction Engine Rally.
June 9th	Guild of Lady Drivers Rally.
June 23rd	Citroën Car Club Rally.
July 7th	Seven-Fifty (Austin) Club Rally.
July 14th	Austin Ten Drivers Club Rally.
July 21st	M.G. Car Club Inter Registers Rally.
August 3rd/4th	H.C.V.C. 10th Birthday Rally.
Aug. 11th	Thirty/Forty Motor Club Rally.
Aug. 18th	Graham Walker Memorial Run for Motorcycles.
Sept. 1st/2nd	Bank Holiday. Fire Engine Rally.
Sept. 15th	Auto Jumble. (Buy, sell or exchange accessories etc.).
Sept. 22nd	Vintage Car of the Year Show.

Motor Sport Fixture List For February

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Feb. 3rd/4th ..	**S.C.C.A.**	**Daytona**	**Daytona**	**24-hours** (*INT.*)	—
Feb. 4th	Circle C.C., Harrow C.C.	Brands Hatch	Farningham	Sprint (*R.*)	12.30
Feb. 4th	Truro & Dist.M.C.	Tresillian	Truro	Roseland Trial (*C.*)	10.30
Feb. 11th ..	Cheshunt M.C.	Harlow	Harlow	Driving Tests (*C.*)	10.30
Feb. 11th ..	Mini-Seven C.	Brands Hatch	Farningham	Race Meeting (*R.*)	12.00
Feb. 17th/18th ..	Dukeries M.C.	Dukeries Service Station	Mansfield	Three Bs Rally (*C.*)	23.00
Feb. 17th/18th ..	Singer O.C.	145/531169	Weston on the Green	Pisces Rally (*R.*)	20.00
Feb. 18th ..	**A.A.R.C.**	**Warwick Farm**	—	**Race Meeting** (*INT.*)	—
Feb. 18th ..	Sutton & Cheam M.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	13.45
Feb. 24th/25th ..	De Lacy M.C.	Palmer Tyres Ltd.	Leeds	Palmer Tyres Seven Dales Rally (*R.*)	12.30
Feb. 25th ..	**L.C.C.A.**	**Sandown Park**	**Melbourne**	**Race Meeting** (*INT.*)	—
Feb. 25th ..	Rochester, Chatham & Dist.M.C.	Brands Hatch	Farningham	Race Meeting	—
Feb. 25th ..	**NASCAR**	**Daytona**	**Daytona**	**Daytona 500** (*INT.*)	—

Continental Notes

NOW that we have had the first Grand Prix race of the year the alarms and excursions of who hopes to drive what car are over and 1968 season lies pretty clear ahead of us. Clark's win in the South African race with the Lotus 49 means that he has chalked up four Grand Prix wins in a row, the U.S.A. and Mexican races, the Spanish and now the South African, so it is not surprising that he is remaining faithful to Team Lotus and Colin Chapman. While other drivers have flitted from one team to another Clark has stayed with Team Lotus through all their ups and downs since 1960 and it would be hard to imagine a more balanced pair than designer Chapman and driver Clark, and I make no bones about enjoying to the full every victory they achieve. Close behind Clark in South Africa was Graham Hill in the second Lotus 49 of the factory team and it could well be that we are entering a phase of domination in Grand Prix racing like Ascari/Villoresi with Maserati in 1948 or Fangio/Moss with Mercedes-Benz in 1955. Perhaps in 10 years' time we shall look back on the Clark/Hill with Lotus 49 era of 1968.

Challenging this duo in Africa was Stewart with a prototype Matra-Cosworth V8, until the engine went bang, representing the French firm by way of Matra-International run by Ken Tyrrell. The Matra factory team car will be driven by Beltoise and will be powered by Matra's own V12-cylinder engine. With Hulme leaving the Brabham team his place has been taken by Rindt, with Brabham himself driving as well as ever and Repco are still backing the Australian. Hulme has joined forces with fellow New Zealander McLaren to drive new McLaren cars powered by Cosworth V8 engines. Ferrari has started the new season with a flourish, running a team of three Grand Prix cars and at the moment he is not supporting Group 6 Sports-Prototype racing. In spite of some enthusiastic reports claiming 420 b.h.p. for the 48-valve Ferrari engine, Maranello only claims 409 b.h.p., which is a good increase over the 1967 figure. His Grand Prix team is headed by Chris Amon for yet another season and he has as team-mates Andrea de Adamich, the bespectacled and studious-looking young Italian, and the brave young Belgian driver Jackie Ickx. The Belgian boy was all set to partner Stewart in the Tyrrell team, but loss of financial backing caused Tyrrell to restrict his activities to one Grand Prix car so Ickx was snapped up by Ferrari. The 1967 "apprentice-driver" of Maranello was Jonathan Williams who had a very poor season with very little racing, so he left Ferrari and has gone to Abarth who are aiming to take part in Formula One racing. Parkes is back in circulation at long last, after his Belgian G.P. crash, but will no doubt be far too busy catching up on his engineering work at Maranello to take much part in racing. The Cooper team were left high and dry for drivers when Rindt left, for shortly afterwards Rodriguez left also, and joined B.R.M. In South Africa the Cooper cars were driven by Scarfiotti and a newcomer to Grand Prix racing, Brian Redman, whose possibilities were mentioned last month in the article on Mirage Racing. Cooper have severed connections with Maserati and new cars are being built using the V12 B.R.M. engine like that used by McLaren last year. Although Rodriguez will appear to lead the B.R.M. team I have a feeling that Spence will be figuring very large in the Bourne activities for he remains as number two and has certain praiseworthy characteristics that make him very useful to a factory team. While not being a Jim Clark on driving ability he has a sound and dogged approach to race driving, is pleasantly uncomplicated, is prepared to try anything and seems completely un-flappable, which is a characteristic appreciated by team managers and mechanics. Lighter, smaller and better H16-cylinder cars will be used as well as the new V12-cylinder cars, depending on circuits and circumstances.

Surtees continues with Honda but they still have a major engine problem for the roller-bearing V12 engine is too big and heavy for its power output, which is under 400 b.h.p. and they do not seem to by making any progress towards 450 b.h.p., which an engine of that type ought to develop. Gurney is progressing with his Eagle-Weslake V12, using all the team's resources for himself at present, though various drivers are under observation for taking a second Eagle. In order to allow Weslake Engineering to have more elbow room for development the Eagle team have moved to a new factory a few miles away and are doing their own engine assembly so that Weslakes have a clear run on developing the power unit further. They tend to tell the impressionable that they have 440 b.h.p. from the V12, but 415 b.h.p. in the chassis is more likely and comparable to the opposition. As they are also developing a 500 c.c. twin-cylinder engine for motorcycle racing the extra elbow room will be well used.

Among the private owners R. R. C. Walker and Durlacher are retaining the services of Siffert and getting him a Lotus 49 to replace the rather tired Cooper-Maserati, and Bonnier talks of a McLaren-B.R.M. V12 to replace his Cooper-Maserati, while Ligier will probably give up the unequal struggle in Grand Prix racing and concentrate on Formula Two. The Scuderia Filipinetti hope to get a Formula One car of some sort for Herbert Muller to drive and as already mentioned Abarth is making noises about a Grand Prix car for Williams, but what Carlo Abarth says and what he does are often very different.

The Grand Prix starting grids will not lack entries this season with two cars each from Lotus, McLaren, B.R.M., Brabham, three from Ferrari, and one each from Eagle, Honda and Matra, and each of these three having a possible second car as the season progresses, with three or four private owners making up the field. With eight very different makes taking part, with a variety of V8-, V12- and H16-cylinder engines involved, newcomers like Matra and McLaren are not going to have an easy time in Grand Prix racing. Elsewhere in this issue Matra Racing is reviewed, and while the new MS11 with the V12 engine is not expected to do great things in its first season, it will stand close scrutiny for Matra have powerful resources. From April 1967 to January 1968 they designed their engine from scratch, had one running on the test-bed, another being installed in the new chassis and a third being assembled, while the programme has provision for six more engines by the start of the European season.

Ford (England) have started a research project on a 4-w-d Grand Prix car with Cosworth Engineering doing the work and Robin Hird has joined them for this project, he having been chief designer with McLaren Racing previously. As Ford have a 3-litre Group 6 Sports-Prototype project under way with Alan Mann Racing doing the work it seems likely that either Ford intend to take over Lotus racing activities completely, or Lotus are taking over Ford! Never one to miss an opportunity Colin Chapman has negotiated with the cigarette manufacturer John Player & Sons to finance Team Lotus, replacing the income lost by the withdrawal of Esso petrol. What we have known as Team Lotus for many years is now called the "Gold Leaf Lotus Team" and the cars are to be painted red, white and gold like packets of twenty, though how the F.I.A. International colour scheme is to be got round remains to be seen, and if Clark or Hill are seen smoking any other brand of cigarette one can imagine questions being asked in high places.

On the Sports-Prototype front there is no lack of activity, even though Ferrari says he will not be taking part. It is clear that he is giving the early long-distance races a miss, showing no interest in the Daytona 24-hour race in February or the Sebring 12-hour race in March, but has ignored these races before now. If he ignores the Monza 1,000-kilometre race in April and the Targa Florio in May then that will be another matter altogether. Porsche, on the other hand, are forging ahead with 2.2-litre versions of the air-cooled horizontally opposed 8-cylinder engine in the space-frame and fibre-glass cars as raced last year. Already they have been doing extensive testing at Daytona and are clearly out for overall victories rather than class victories, and have lined up Scarfiotti, Siffert, Neerpasch, Elford, Stommelen and Mitter to drive for them. The braver rumour-mongers say that a 3-litre Porsche racing engine is on the way, which should put them well in the running for outright victory in the classics, and not before time.

There are some quite serious turbine-powered projects being aimed at Le Mans since the impressive showing by the STP-Paxton turbocar at Indianapolis, and the Japanese Nissan firm have been sniffing around Le Mans, with a 2-litre 6-cylinder Porsche-like coupé in the background. When someone withdraws from racing, like Ford (U.S.A.), or something is changed like a capacity limit it is amazing how many people throw their hands up and proclaim the virtual end of motor racing. Last year saw the completion of the 72nd year of motor racing, apart from brief pauses while world wars took precedence, so it is unlikely that changing fortunes or economic difficulties will put a stop to motor racing. It may change in detail character but motor racing as we know it will keep going, and 1968 looks like being as busy as ever.—D.S.J.

Matra Racing

WHEN the aero-space and research firm of *Engins Matra* first showed an interest in motor cars and motor racing, by forming a subsidiary company called Matra-Sports in October 1964, it created only mild interest in the International scene. They had absorbed the dwindling racing team and car factory of René Bonnet, taking over his mid-engined sports car and monocoque Formula 3 cars, and it looked as though the main interest of Matra was to compete against Alpine in domestic sport and commerce. The situation in France was very similar to that in England, for they had Jean Redele and his Alpine cars in direct opposition to Charles Deutsch and René Bonnet with their D.B. cars, just as we had Chapman with his Lotus and Cooper with his Coopers. In France the Renault company backed the Alpine and it seemed that Matra were going to back the René Bonnet cars, while at home B.M.C. were behind Cooper and Ford were behind Lotus. However, Matra had much larger horizons than merely beating Alpine in national races and small capacity long-distance racing, and it was not long before Bonnet and his ideas were completely absorbed, used and discarded and Matra-Sports were well under way on their own with their sights on a long-term plan.

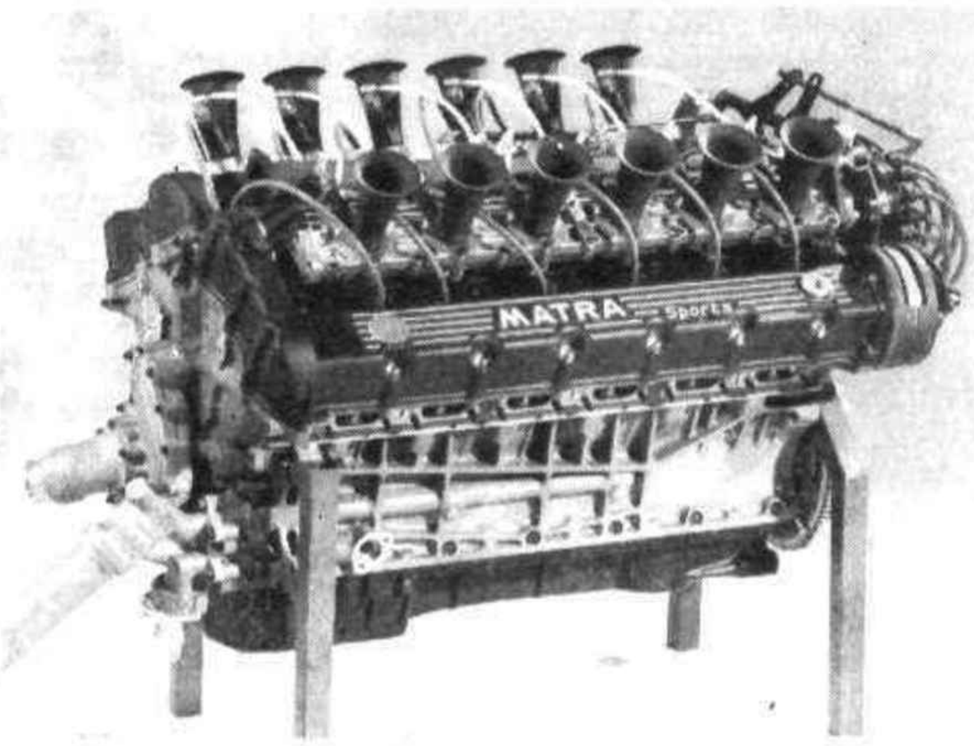
In 1965 they made their entry into Formula 3 in a small race at La Chatre and were well satisfied to be still in the running at the end of the race, after numerous pit stops. They made rapid progress and were rewarded with a victory at Reims and the following year they forged ahead into Formula 2. Realising that they were tackling something a bit beyond their limited experience they made a contract with Ken Tyrrell to run Formula 2 Matra cars, powered by Cosworth engines and driving through a Hewland gearbox. With Stewart as the number one driver they made great strides as regards chassis, suspension, braking and handling and the knowledge was passed on to the Formula 3 team, which had Jean-Pierre Beltoise as the team leader. The overall aim of Matra was to progress into Grand Prix racing, not only to publicise Matra research engineering but also to put France back into the Grand Prix picture. With the engineering facilities of Matra, the racing and organisational knowledge of Tyrrell and the driving of Stewart, the team went from strength to strength and the Matra monocoque chassis and handling earned healthy respect from its rivals.

The year 1967 was a crucial one for Matra-Sports and they virtually dominated Formula 3 racing on the International front, starting off with a string of four wins in the Argentine. Their task was made a lot easier for them by the withdrawal of a lot of the more serious opposition, either through lack of finance or progression into other forms of racing, but nevertheless the year 1967 saw the Matra Formula 3 cars, powered by various versions of Ford engine, notably Cosworth, win a great number of races. Beltoise began the season in F3 and when he moved up into F2 a new young French driver took his place, this being Henri Pescarolo. Matra Formula 3 cars were being sold to private owners so that both F2 and F3 had strong representation for this new French firm, and even though they used Cosworth engines, the name Matra was consolidating itself and Matra-Sports were building up a good reputation and gaining the confidence of the French people. Throughout 1967 Matra had three strong teams competing in single-seater racing, the factory F2 cars driven by Beltoise and Servoz-Gavin, the factory supported F2 cars of Ken Tyrrell, driven by Stewart and Ickx and the factory F3 team of Pescarolo and Jaussaud and these supported by private owners created an impressive list of successes over the season. All the time the aim was to build up a reputation and to boost morale both inside the team and outside, and for this reason there was some careful choosing of events and driver activity, for the plans for Grand Prix racing were taking shape. Stewart could be guaranteed to race against the best drivers in open F2 competition, Beltoise was gaining experience all the time, and Pescarolo was showing good promise among the F3 drivers. In April 1967 it was announced that the French government had loaned Matra about £800,000 to tackle Grand Prix racing, the terms of the loan being that if Matra-Sports became successful in the world of commerce as manufacturers, then they could pay the money back. If they merely succeeded in Grand Prix racing and there was no further benefit to the firm then they could forget the repayment. Upon this announcement Matra said they would have a Grand Prix engine running before the end of 1967, the car would be on test in the spring of 1968 and it would be entered for the Monaco G.P. in May.

While the engineers at Matra got on with the design work, the racing team followed its policy of consolidation and the gathering of experience. The newly-formed petrol company E.L.F. sponsored the works cars and the name Matra-E.L.F. began to make itself known throughout France and Europe. The letters E.L.F. stand for *Essence Lubrificant Francaise* and a nation-wide chain of service stations sprang up early last summer, followed by a big publicity campaign embracing Matra and the French drivers. Beltoise was obviously the number one driver for Matra and to give him experience in the serious field of Grand Prix racing a Formula 2 car was entered in Grand Prix races, whenever possible, and as the season progressed it was clear that Pescarolo had the best possibilities among the other drivers, so he was given the occasional drive in F2 races. Although in 1964 there was no great talk about long-term plans, it gradually became evident that Matra-Sports were taking the whole project very seriously and decisions that sometimes seemed strange were quite logical and part of the long-term planning. One such decision was the avoidance of English airfield racing, such as Silverstone, especially for the F3 team who were building up a reputation for always winning, on circuits like those in the Argentine, Monaco, Pau, Zandvoort and so on, and a good team spirit was being achieved by these successes. Matra were very conscious of being young at the racing game and knew that drivers, mechanics, team-personnel, engineers and so on were all gaining confidence by the F3 successes. If Pescarolo had been let loose on the wide open spaces of Silverstone with all the English "scratchers" he would have been lucky to have finished in the first dozen and that would have done a lot of damage to the morale of the whole team. On true road circuits he could hold his own with anyone in F3, but on open airfields he lacked experience.

By the end of the 1967 season Matra could truthfully say that they had virtually dominated F3 racing, for quite often, if the works cars failed a private owner gained victories, and in F2 racing they had made their mark, with Ickx winning the European Championship and Stewart winning four important events. In Grand Prix racing they had established the names Matra and Beltoise on the entry lists and by December 1967 the factory were working flat out on their 1968 projects. On December 19th the 3-litre V12-cylinder Matra Grand Prix engine burst into life on the test bed and around the same time a prototype Grand Prix car was out on test. The 1968 programme is to get a foothold in Grand Prix racing with Beltoise driving the V12-cylinder car, and if progress permits a second car will eventually be entered for Pescarolo and the aim is to have a truly competitive Grand Prix team in 1969. Realising their limitations Matra could see that what they wanted for the 1968 season was some form of advance publicity and prestige, a sort of battering-ram to keep the opposition on its toes, while the new car and engine were getting

GRAND PRIX ENGINE.—The 3-litre V12-cylinder Matra engine of bore and stroke 79.7 × 50 mm., with four o.h.c. and four valves per cylinder, central 10-mm. sparking plug and inlet ports between the camshafts. On the rear of the camshafts are alternator, distributor for the transistor ignition and Lucas fuel-injection metering pump. The camshafts are driven by a train of 12 straight-cut gears from the front of the crankshaft.



under way. For this purpose they made a contract with Ken Tyrrell and Jackie Stewart, grouping them under Matra International and buying Cosworth V8 engines, as being the best known and available Grand Prix power plant. The monocoque of a Formula 2 car was modified to accept the Cosworth V8 engine and a Hewland gearbox, the brakes and suspension were improved to deal with the 400 b.h.p. and in a great rush this prototype car was taken to South Africa for the Grand Prix on January 1st and was driven by Stewart. A 1,600 c.c. Formula 2 car was taken for Beltoise to drive and Matra were well away in Grand Prix racing. It was the lash-up Cosworth powered car that was on test about the time that the Matra V12 engine started up on the test-bed, which gave rise to excitable stories that the new V12 car was out on test. Stewart got this experimental car on the front-row of the grid, alongside the Team Lotus cars and actually led for the opening lap, which more than satisfied Matra. While lying third the Cosworth engine broke, but the effort had been well worth while, and Beltoise finished 6th, gaining valuable experience. The "battering-ram" had done a good job and allowed Matra to say truthfully "We led a Grand Prix race, albeit only for one lap, but it is a start." A brand new car is being built for Stewart, with the Cosworth V8 power-unit, and a spare car will follow, while the prototype will be kept for test purposes, so Stewart should have sufficient material with which to forge the name Matra at the forefront of Grand Prix racing, with Tyrrell looking after the organisation. In addition the Matra engineers have one of the best rival Grand Prix engines at their disposal, not for copying for that would be futile, but for evaluating and comparing and they have one of the fastest Grand Prix drivers to give them a set of standards. They know that their V12 engine must give 420 b.h.p. as a minimum if it is to be competitive and they already know that the weight is comparable to their Cosworth engine, even though the castings are as yet only in aluminium. Somehow I cannot see Team Lotus, Cosworth and Ford allowing Matra to have the latest and best in Cosworth design and development, but no doubt a 1967 engine will be enough for the Matra "battering-ram" until such time as the all-French entry can challenge.

The foregoing covers Matra and single-seater racing, but there is much more to Matra-Sports than that. The little Renault engined Rene-Bonnet Djet coupé was tidied up and put into production as the Matra Djet and used by numerous people for rallies, hill-climbs and GT racing throughout Europe, the production line reaching quite sizeable proportions for the limited market. The aim of Matra was to expand in the sports car market and to set their sights on a prestige car or "*Grand Standing*" as the French refer to such things as Ferrari, Maserati, Lamborghini and so on. As an initial probe into a wider market the Matra 530 was designed and is now in production, this being a mid-engined coupé of *bizarre* appearance, using a Taunus-Ford V4 engine. The Matra 530 is not aimed at the racing and sporting fraternity, for they have the effective little Matra Djet, but more for the "with-it," "impact," "get-away," smart set who could not care less where the engine was situated. This unusual, but nevertheless logical two-seater coupé is in the "think group" that the Citroën DS21 personifies and is a sound move by Matra to get a foothold in the car production world without copying the Lotus Elan or Lotus Europa.

Running parallel with the single-seater programme and the production programme was a Le Mans project, with Group 6 sports-prototype coupés using 2-litre B.R.M. V8 engines, these cars running in the 24-hour race in 1966 and 1967 as well as in other long-distance events. For 1967 a sports-prototype was built with a 4.7-litre Ford V8 engine and these cars were used to gain knowledge for a brand new car that may appear this year using a "long-distance" version of the Matra V12 engine. This 3-litre Group 6 car will be test-driven mostly by Servoz-Gavin and will only progress if the Grand Prix project is on schedule, but in 1969 a big effort will be put into the Le Mans car with the intention of being at Le Mans in 1970 with a car capable of winning the 24-hour race outright. If these plans materialise Matra visualise having their V12-cylinder "prestige" car at the Paris Salon in 1971 and in production the following year. With the announcement of these plans last month, and the presentation of the 3-litre Grand Prix engine it now becomes self-evident that there was more than Alpine and Renault behind the sudden change to 3-litre capacity for Group 6 racing and the "chicanery" that went on last June after Le Mans.

In presenting the Grand Prix engine to the outside world, Jean-Luc Lagardere, the Managing Director of Matra-Sports emphasised that it was not the work of one man, but a team of engineers, there being 500 available at *Engins Matra* and he went on to stress that everything that was done was done for Matra. There was no Tyrrell, Stewart, Beltoise, Matra-Sports, Engins Matra, Matra-E.L.F., it was *all* Matra, and anyone seeing the size of the factories and buildings at Villacoublay can appreciate that it is a serious industrial concern, but whether they will be able to challenge the combined genius of Chapman, Duckworth and Clark only time will tell.—D. S. J.



Jaguar E



Jaguar 420



M.G.-C



Mini-Cooper S



Austin 1800

The B.M.H.-Leyland Merger

On the very same day that Ford of Britain chose to announce their small car competitor, details were officially released of the biggest merger in Britain's industrial history. The £410 million tie-up between British Motor Holdings and Leyland has created the sixth largest vehicle producing company in the world behind General Motors, Ford, Chrysler, Volkswagen and Fiat. The new company is known as British Leyland Motor Corporation; it also brings together two formidable British industrialists, B.M.H.'s Sir George Harriman, who is head of the combined board, and Leyland's Sir Donald Stokes, who is chief executive and managing director.

Some very well-known car names are now under the same management, and one wonders, with a shudder, to what extent "badge engineering" will be carried on. There is a tremendous overlap of models but we can only hope they will all continue in more than just name only. But if the cool, analytical eye of an economist were to look at even the range of engines there will inevitably be changes, although these may not become apparent for several years. Consider the types available—B.M.C.'s A, B and C series, Jaguars, Daimler's V8s, Rover's 2000 and V8, Triumph's four- and six-cylinders. Then, of course, there are the long-awaited single overhead cam B.M.C. engines and the similar type developed by Standard-Triumph for Saab.—R. F.



Triumph TR4A



Triumph Spitfire



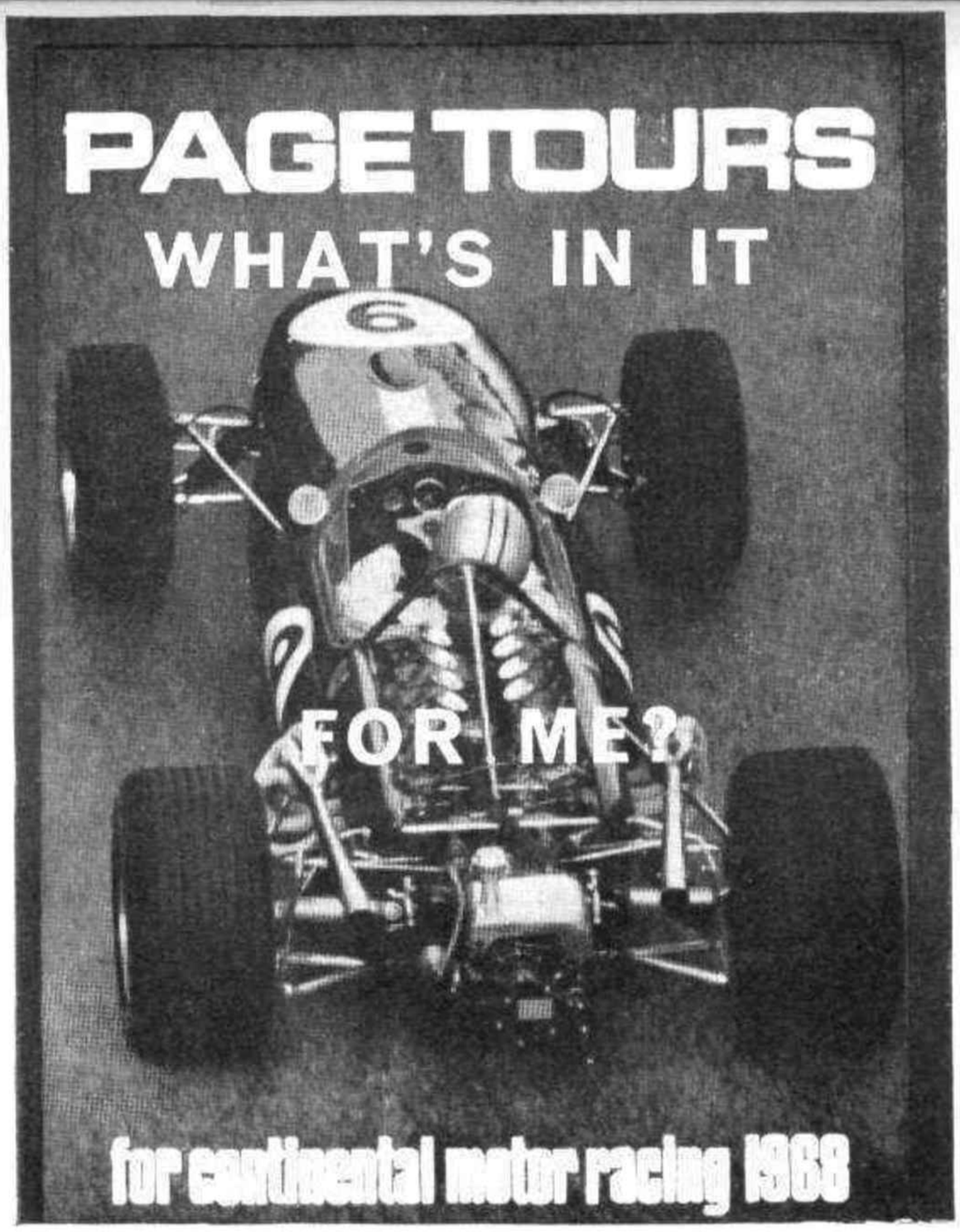
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INTERNATIONAL SWEDISH RALLY

GENERAL CLASSIFICATION

1st	Björn Waldegard/Lars Helmer (Porsche 911)	66.014 sec.
2nd	Tom Trana/Sölve Andreasson (Saab V4)	67.655 ,,
3rd	Hakan Lindberg/Bo Reinicke (Saab V4)	67.669 ,,
4th	Bengt Söderström/Gunnar Palm (Cortina Lotus)	67.675 ,,
5th	Lillebror Nasenius/Bengt Frodin (Opel Rekord)	69.170 ,,
6th	Stig Blomqvist/Lennart Blomqvist (Saab V4)	69.829 ,,
7th	Jerry Larsson/Torsten Palm (Saab V4)	69.921 ,,
8th	Anders Kullång/ (Opel Kadett)	70.261 ,,
9th	Per Eklund/Birger Petersson (Saab V4)	70.305 ,,
10th	Jan Henriksson/Lars-Eric Carlström (Opel Kadett)	70.932 ,,

VERY few motor sporting events nowadays are capable of proving a point even before they take place. One of them was the 1968 International Swedish Rally.

The point in this case was the increasing importance that organising clubs are placing on publicity. Until just a few years ago, rallying, even at international level, was reasonably free from the attentions of eager P.R. men, but this branch of the sport is now catching up with racing in the struggle to get into the public eye.

From the time it switched from summer to winter and gave up its title Rally to the Midnight Sun, the Swedish Rally has always taken place in February, a few weeks after the Monte Carlo Rally. This year it jumped ahead to January 4th, frustrating some factory teams who could not afford to interrupt important practice sessions for the Monte in order to transport their cars, drivers and service teams to Scandinavia.

This change of plan, although announced in good time, was not well received by international drivers, both private and professional, but the organisers had to cater for the publicity needs of their various sponsors, even at the expense of breaking with tradition. The only reason for the move was the presence in February of the Winter Olympics at Grenoble. Sweden is sending a strong team to Grenoble and the Swedish Automobile Club realised full well that the rally would not get its full quota of column inches and television time if it took place in the same month.

It ought to be stressed that the Swedish Automobile Club had no thoughts of beating the Monte to the punch and getting their rally in as the first on the international calendar, but this is what did happen. Furthermore, it was the first qualifier for the newly created European Constructors' Championship. This was devised last year when a certain amount of " no confidence " was expressed in the way the European Rally Championship was being run. This year, nine events are qualifiers for a Drivers' Championship and eight others for a Constructors' Championship.

Strangely enough, particularly as they have two Finns in their team, B.M.C. did not send any factory cars to Sweden, and one can only assume that they preferred to put all their efforts into a large scale attack on the Monte, to which they are sending five cars. Ford, on the other hand, sent three works cars to the Swedish Rally, two driven by Swedish crews and the third by Roger Clark and Jim Porter.

It has been said by some people that, as Ford did not have works cars on the Monte, some kind of agreement has been made between Abingdon and Boreham so that B.M.C. contests the drivers' championship and Ford the Constructors', but it is a gullible man indeed who would believe this. Both manufacturers have full programmes planned, in which rallies from both parts of the championship will figure.

So popular is rallying in Sweden that the country's premier event gets support from all quarters. The privately owned forestry companies allow the organisers to use their roads and the result is a rally which has over half its mileage on special stages. These high speed sections (on which there are no target times—it's a simple case of fastest man wins) contained a high proportion of straights, a fact which led most people to predict that one of the two Porsches entered by their Swedish importers, Scania Vabis, would win.

Normally, snow and ice are not conditions which favour the high power of a Porsche 911. Indeed, on last year's Monte Carlo Rally Aaltonen's victory in a Mini Cooper S was due in no small way to a heavy snowfall on the last night, causing Elford to slow down slightly in his Porsche. The inference then was that Porsches were of little use on snow, but the long straights of the Swedish Rally proved otherwise, even though it demands a particular kind of courage to drive at speeds in excess of 100 m.p.h. on sheet ice and frozen snow.

The drivers of the two Scania Vabis Porsches were Björn Waldegard and Ake Andersson, the latter a former Saab team driver who won the International London Rally in 1966. Waldegard has been driving for Scania Vabis for several years, but until 1967 his team was using Volkswagens.

Waldegard is one of the few drivers who is both fast and reliable, a pair of qualities which are rarely found in the same man. Average ability usually results in bursts of inspired driving followed by a close inspection of a roadside ditch.

Waldegard demonstrated his abilities in his Volkswagen days. Rarely did he complete a rally with a car which bore even the slightest scratch and it was clear that all he needed was a considerably faster motor car in order to make an impact outside Scandinavia. Now that he has such a car he will undoubtedly follow up his runaway win on the Swedish Rally by making his presence felt in the other European International rallies.

Ake Andersson, although he has shown that he can be as fast as Waldegard, is not quite as consistently sure-footed and his second crash caused a steering derangement and immediate retirement.

Since only one of the factory Fords is shown above in the leading 10, we think we ought to say why the other two are not. Roger Clark only got as far as the half-way stop when he had to retire shivering to bed with a severe attack of influenza, whilst Ove Andersson's Cortina Lotus succumbed to the intense cold (30 degrees of frost at its coldest) when its throttle linkages froze and pressure on the pedal caused a rod to snap off its pivot.

Another car which made its presence felt was the 1.9-litre Opel Rallye Kadett, four of which were entered by the General Motors dealer network in Sweden. Easily the fastest was that driven by Ove Eriksson, who stayed in second place for quite some time until he crashed into the trees and could not recover the road. Eriksson, again, is a fine driver who becomes just a little too enthusiastic at times.

Volvo had not entered any cars in the rally. Indeed, they have entered none since the unfortunate accident on the Acropolis in 1966 when two of their mechanics were killed. However, Carl Magnus-Skogh, a former Acropolis winner and twice winner of the Swedish, was enjoying himself co-driving in a Volvo 142. Saab, on the other hand, were well represented with three factory cars and a swarm of privately entered ones. From these, they won the Marque Team Award, with Tom Trana (who has twice won the R.A.C. Rally for Volvo) in second place just ahead of the private driver, Hakan Lindberg.

On snow and ice, the right choice of tyres is no less vital than it is on the smooth asphalt of a Grand Prix circuit. In fact, it is probably more so. For this reason, Porsche had forsaken their Dunlops and Ford their Goodyears in order to use the narrower-treaded BF Goodrich tyres which are made in Sweden. Saab, too, were using these well-studded tyres in order that ground pressure per unit area of contact surface might be at its highest to give maximum grip.

Predictions are always dangerous; if they are right no-one seems to remember them, but just let them be wrong and the post bag is filled. Nevertheless, I am going to take the risk. Porsche are already off to a good start in the European Rally Championship for Constructors. If Vic Elford, who drives for the Stuttgart factory, repeats his 1967 performances, backed by the Scania Vabis effort they should do exceptionally well this year.

The following is a list of qualifying events in the 1968 European Rally Championship divided into their Driver and Manufacturer categories.

DRIVERS' CHAMPIONSHIP

20th/27th Jan.	Monte Carlo Rally
4th/7th April	East German Rally
2nd/5th May	West German Rally
3rd May/4th June	Acropolis Rally (Greece)
27th/30th June	Geneva Rally (Switzerland)
17th/20th July	Danube Rally (Rumania)
16th/18th Aug.	Rally of 1,000 Lakes (Finland)
2nd/8th Sept.	Coupe des Alpes (France)
10th/13th Oct.	R.A.C.E. Rally (Spain)

CONSTRUCTORS' CHAMPIONSHIP

4th/7th Jan.	Swedish Rally
6th/10th Mar.	Rally of the Flowers (Italy)
22nd/27th April	Tulip Rally (Holland)
15th/19th May	Alpine Rally (Austria)
5th/7th July	Czechoslovakian Rally
1st/4th Aug.	Polish Rally
26th/29th Sept.	Three Cities Rally (Hungary)
15th/22nd Nov.	R.A.C. Rally of Great Britain

THE CAREER OF THE ISOTTA-MAYBACH



L.C.G.M. Le Champion with his Isotta-Maybach at the beginning of the 1923 season, with bonnet and undershield of the car removed.

SO MUCH INTEREST has been created by last month's account of the aero-engined Wolseley Viper that I feel it permissible to write about another of these monster racing cars of the nineteen-twenties. The problem of which one to deal with is solved by what has gone before. Already, in writing of the racing cars in the Montagu Motor Museum and in other articles for Lord Montagu's magazine I have covered such Brooklands giants as the 350 h.p. V12 single-seater Sunbeam, the 300 h.p. F.I.A.T. "Mephistopheles," an even bigger Fiat intended to attack the Land Speed Record, and other cars which, although not aero-engined, were giants in their own right, such as the 1910 10-litre Fiat, the Big Benz racers and the 1912 Lorraine-Dietrich "Vieux Charles Trois." I described the legendary "Chitty-Chitty-Bang-Bangs" in Profile No. 68. There were other Brooklands cars with aeroplane power plants but most of these had brief and not always particularly outstanding careers, and are, in any case, referred to in my "History of Brooklands Motor Course" (Grenville, 1957). The Isotta-Maybach driven by Ernest Eldridge and L. C. G. M. Le Champion had a longer and more successful career. So, craving the indulgence of those readers who are interested only in modern racing cars, it is with this remarkable car that I deal hereafter.—Ed.

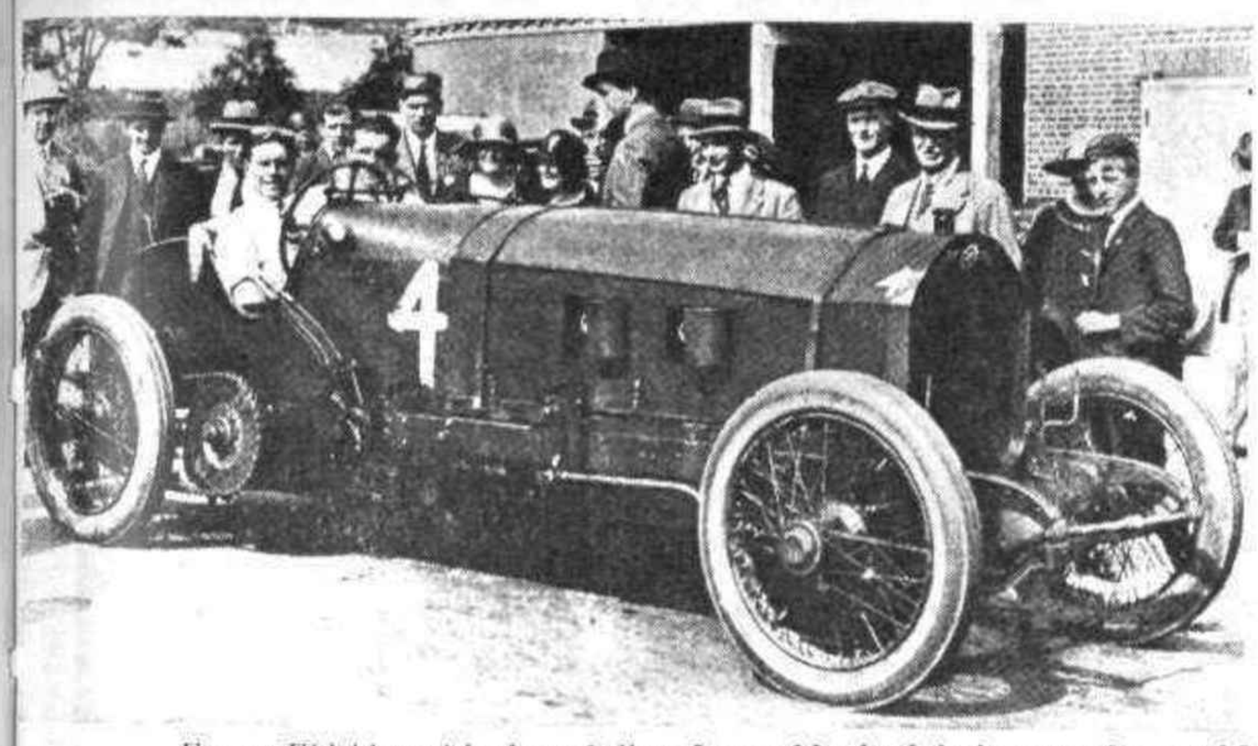
THE aero-engined giant racing car established itself and its potentialities at Brooklands during the 1921 and 1922 seasons. In the latter year the big Sunbeam, Count Zborowski's "Chitty-Bang-Bang" and Miller's Wolseley Viper were joined by another such car, which was destined to be just about as successful and formidable, namely, the Isotta-Maybach.

This car started life as an Isotta-Fraschini. In 1907 Nazzaro won the Grand Prix on a Fiat and Italian cars generally were doing extremely well in motor racing. Minoia's Isotta-Fraschini won the Coppa Florio at 64.7 m.p.h. from a couple of Benz cars and the following year Trucco won the Targa Florio, averaging 37.24 m.p.h. for 277 miles of the notoriously difficult mountain course, while these overhead camshaft cars took important honours in America, including second place in the Vanderbilt Cup race. Different rules governed these races but for the 1907 Kaiserpreis race Isotta-Fraschini built three chain-drive 8-litre cars with a bore and stroke of 145.4 x 120 mm. which, however, were not particularly successful, although, as stated, they made up for this in the Italian races.

As so often happened, some of these road-racing cars found their way to Brooklands. In 1913 an Isotta-Fraschini which had a rather bigger engine than the Kaiserpreis cars was singularly unsuccessful there, but in 1914 Humphrey Cook, who much later financed Raymond Mays' E.R.A. project, had a good season with a standard 100 h.p. chain-driven model endowed with racing bodywork. Then, after the Armistice, the late Ernest Eldridge, who was an avid big-car enthusiast until he brought a 2-litre Miller back from America and built the 1½-litre Anzani-engined Eldridge Specials, got hold of one of the Kaiserpreis cars and entered it for the 1921 Brooklands Summer Meeting. Painted in grey, it lapped at 89.9 m.p.h. on its first public outing. This was not fast enough to secure it a place and although Eldridge lapped almost as fast in his next race, a 75-m.p.h. Short Handicap, in which he found himself on scratch, giving a minute's start to George Duller's Silver Hawk, doing 77.52 and 89.41 m.p.h., he was again unplaced. He non-started in the "100 Long," as reserve entries were not called, but was out again, still on scratch, for the "75 Long" and, getting the 14-year-old Isotta-Fraschini round at 77.39, 90.72 and 88.15 m.p.h., finished second behind T. B. Andre's Marlborough.

This was an excellent come-back for the car, the engine size of which was now declared at 146 x 120 mm. (8,036 c.c.), so it may have been rebored; water cooling had been contrived round the valve ports. No doubt pleased by this debut, Eldridge was out again at the 1921 August Bank Holiday Brooklands Meeting. He started with a good handicap in the 100-m.p.h. Short Handicap, the only car to leave before him being a 40/50 Rolls-Royce. The Isotta lapped at 77.9 and 87.38 m.p.h., travelling so high on the bankings that it baulked faster cars, but could not retain its lead. These comparatively low speeds preserved its chances on handicap but in the "90 Short" it dropped out after a standing-lap at a mere 69.31 m.p.h. It was revived in time to contest the "100 Long," in which it lapped at 89.74 and 90.88 m.p.h. without getting a place. However, at this meeting, at which Eldridge had entered for four events, he got his reward in the 90 m.p.h. Long Handicap, in which the Isotta-Fraschini started from the 48 sec. mark, lapped at 76.01, 88.94 and 91.38 m.p.h., and finished third behind Bedford's famous Hillman and Cook's 30/98 Vauxhall.

Thus encouraged, Eldridge ran the car in the autumn Brooklands races, its speed higher than ever before, for in the "90 Short" he got round at 77.65 and 91.72 m.p.h. This was not quick enough



Ernest Eldridge with the 20½-litre Isotta-Maybach in its 1922 form, with short-tail body and protruding carburetter intakes.

to get it an award, however, and although Eldridge lapped at 70.02, 93.44 and 95.78 m.p.h. in the "90 Long" he was still unplaced.

It was probably this comparatively unsuccessful season that prompted Eldridge to re-form his old Isotta-Fraschini. He was intrigued by really big cars, and is thought to have had a hand in the building of the 21-litre Maybach-engined Metallurgique owned today by Douglas Fitzpatrick. So perhaps it was no surprise to Eldridge's friends when he got to work in the Vauxhall Bridge Road, lengthening the chassis of his 1907 Isotta so that he could install therein a 20½-litre six-cylinder Maybach airship engine. The work was carried out by Aeromotors Ltd., a firm formed, *circa* 1921, for the purpose of supplying engines for marine, stationary, lorry and automotive purposes, which offered to undertake marine installations if engines were supplied, and which had for sale war-surplus aero-engines of from 20 to 200 h.p., such as Djinn, Wolseley, Viper, Hispano, B.M.W., Buick, Green, Maybach, Sunbeam and Amazon, costing upwards of £75 each. MOTOR SPORT readers of some standing will know that confusion exists as to how greatly the Maybach engine installed in the Isotta was modified and quite what type it was, and whether, in fact, Eldridge owned Aeromotors or had separate premises elsewhere in the Vauxhall Bridge Road (*see* issue dated September, 1965).

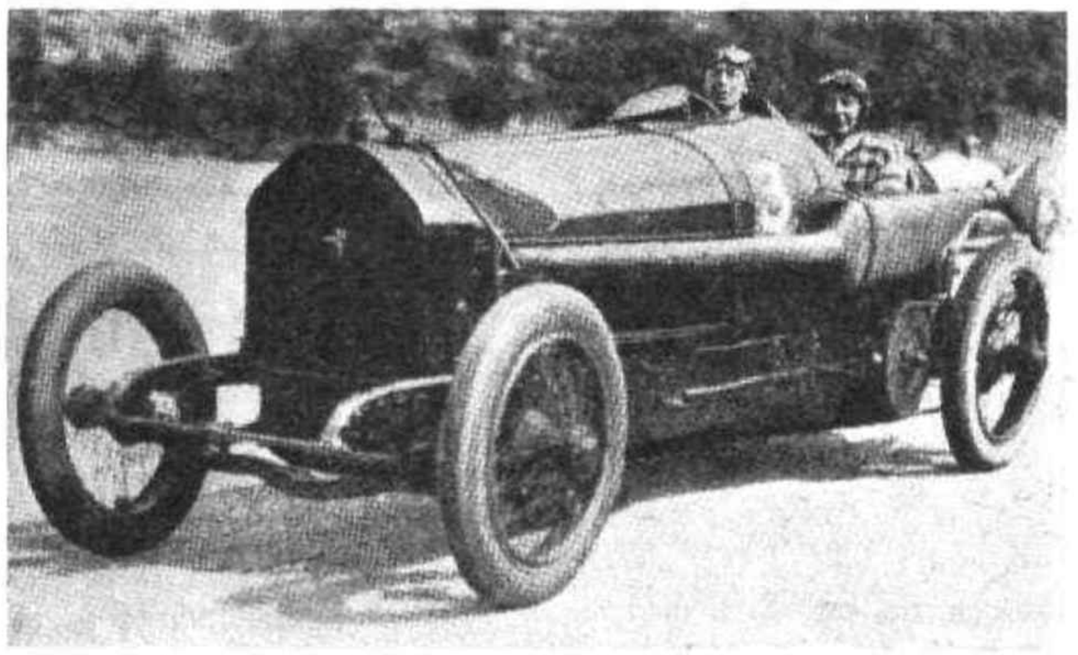
What is indisputable is that a big Maybach engine, No. M73, *was* installed in the Isotta and, subject to any evidence to the contrary, I would describe it as a normal 1910/11 Type AZ of 160 x 170 mm. (20,500 c.c.) with four valves per cylinder in T-head formation, to which two Claudel Hobson carburetters replaced the carburetters fitted at each end of the inlet manifold on the original engine, the pistons of which were re-balanced and fitted with floating gudgeon-pins and tie-plates inserted between the separate cylinders in an endeavour to obviate leaking water joints; possibly the water inlet and outlet feed to the cylinders were re-arranged. These engines developed 180 b.h.p. at 1,200 r.p.m. in standard form. There is no doubt about Eldridge having taken the right decision. Apart from the fact that we do not know how much more useful life remained in the 15-year-old racing engine which had been removed from the car by 1922, it was essential to lap at well in excess of 100 m.p.h. to obtain the maximum of excitement and a decent chance of success in the "Lightning" races at Brooklands. This the pre-war aviation motor in its pre-war chassis, of which the chain-final drive, with bigger sprockets, was well suited to the new power plant, enabled Eldridge to do—indeed, eventually the Isotta lapped faster than Count Zborowski's "Chitty-Bang-Bang 1" with its *overhead valve* Maybach engine of some 2½-litre greater capacity.

Aided by his mechanic Jim Ames, Eldridge completed the conversion, after which the car was taken to Jarvis of Wimbledon to be fitted with a new black two-seater short-tailed racing body. Shields protruding from the o/s of the bonnet enabled the carburetter intakes to remain in still air, as in modern theory, the dumbirons were exposed, brake and gear levers were well raked backwards, outside the cockpit, but the occupants were permitted the luxury of aero-screens. The car was entered for the Brooklands Easter Meeting of 1922 as an Isotta-Fraschini.

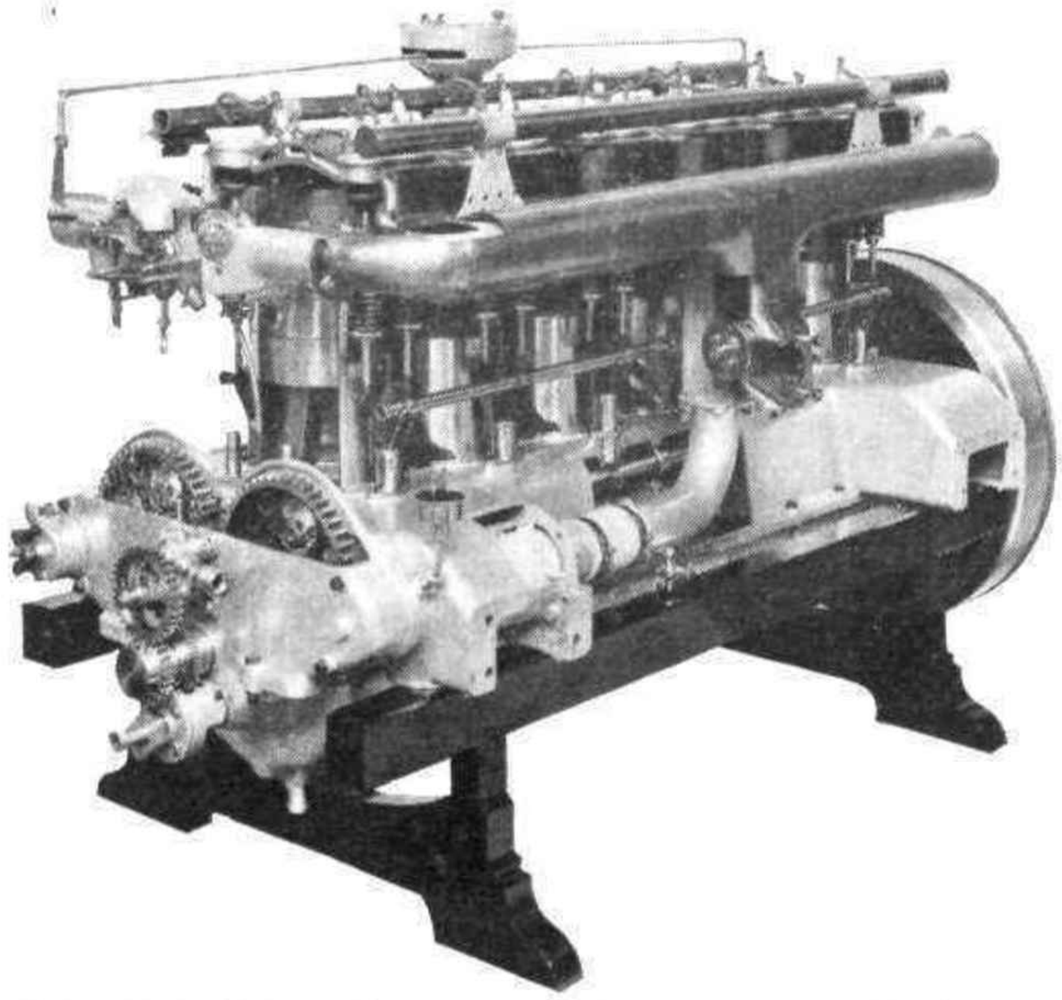
Its first appearance was in the Lightning Long Handicap, Eldridge perhaps finding that he needed some distance to work up to full speed—was it not Kent Karslake who observed that old engines were not much good until they were warm but lost power if they got too hot, so were at their best when they were just nicely warm?—for he had not entered for the "Lightning Short." Of the five cars billed to contest this race the 350 h.p. V12 Sunbeam and the 1912 Lorraine-Dietrich shed tyre treads and Zborowski's 5-litre Ballot, of which much was expected, non-started. So in its first race the Isotta-Maybach, lapping at 82.53, 101.43, 101.02 and 100.82 m.p.h., won, at 95.25 m.p.h., from Cook's fast Vauxhall, which it caught on the final lap. An hour and a half after this satisfactory debut the car was out again, for the "100 Long." But it had already earned a stiff handicap, so Eldridge contented himself with lapping at 87.94, 92.94 and 92.59 m.p.h. and was out of the picture. Incidentally, the Isotta's "new" engine was started by turning it over with a crow-bar inserted into a kind of box-spanner or sleeve which engaged a pin on the nose of the crankshaft and was supported at the front by the dumbirons cross-bar, which, even in 1922, was described as "quite reminiscent of the old days." On its first appearance *The Motor* had called the revised car an "Isotta-Benz-Maybach, or whatever its full title may be" but for the Brooklands May Meeting Eldridge still continued to register it as an Isotta-Fraschini. This time it was entered for the Lightning Short Handicap and although it was going faster than before, lapping at 90.63 and 104.19 m.p.h., it was unplaced. It then failed to get to the start of the "100 Long" but made up for this by winning the Lightning Long Handicap at 102.67 m.p.h., from Zborowski's Ballot, which entailed lapping at 90.63, 109.7, 108.03 and 105.29 m.p.h. Incidentally, crash hats were not much in evidence in those days and both occupants of the Isotta were bareheaded.

At the Essex M.C. Royal Meeting at the Track—at which, incidentally, some £3,500 was raised for charity, rather like the Godalming Round Table Reunion last year—the Isotta faded out, due to gear trouble or an obstruction in a fuel pipe, according to which report you favoured. But at the Brooklands Whitsun Meeting of 1922 the old car was well on form, lapping at 95.21 and 107.1 m.p.h. in the "Lightning Short." This failed to get it into the results but in the "Lightning Long" Eldridge came home first to an easy victory over Parry Thomas' Leyland Eight, averaging 98.75 m.p.h., the lap speeds being 92.06, 105.97 and 100.61 m.p.h.

After this success Eldridge drove the 10-litre Fiat in club races, perhaps while the big Isotta was being improved with a full-length undershield, a longer airship-shape tail and air outlets at the top front of the bonnet. The radiator, however, was still uncowled. Up to this time the Isotta had been easy on tyres but at the August Bank Holiday Brooklands Meeting it threw a tread, so missed the "Lightning Short" and then, in the "Long," had some difficulty in maintaining second place behind Brocklebank's pre-war Peugeot, having been on fire for much of the race, despite which it lapped at 94.82, 108.27 and 103.54 m.p.h. The car's next competition appearance was at the Southsea Speed Trials at the end of August 1922, an event under the patronage of H.R.H. The Duke of York. Eldridge fitted headlamps for the drive down, which remained on the car during its runs. It was second to Zborowski's 300 h.p. "Chitty-Bang-Bang" in the unlimited class, covering the kilometre in 32.2 sec. (69.47 m.p.h.) to "Chitty's" 30.6 sec.



Le Champion racing the Isotta-Maybach in 1924 at Brooklands. Note the enormous silencer, enforced by the recent regulations.



A six-cylinder T-head Maybach engine similar to that used in the Isotta-Maybach racing car.

SUCCESSES OF THE ISOTTA-MAYBACH

1922 B.A.R.C. Easter Meeting
Lightning Long Handicap (E. A. D. Eldridge) 1st, at 95.25 m.p.h.
1922 B.A.R.C. May Meeting
Lightning Long Handicap (E. A. D. Eldridge) 1st, at 102.67 m.p.h.
1922 B.A.R.C. Whitsun Meeting
Lightning Long Handicap (E. A. D. Eldridge) 1st, at 98.75 m.p.h.
1922 B.A.R.C. August Meeting
Lightning Long Handicap (E. A. D. Eldridge) 2nd.
1922 Southsea Speed Trials
Second-fastest-time-of-the-day (E. A. D. Eldridge) 2nd.
1922 A.C.U. Brooklands Meeting
One-lap Sprint (E. A. D. Eldridge) 2nd.
1922 Brooklands Championship Meeting
Class-heat (E. A. D. Eldridge) 2nd.
Essex Lightning Short Handicap (E. A. D. Eldridge) 2nd.
1922 Eastbourne Speed Trials
Fastest-time-of-the-day (E. A. D. Eldridge), 88.22 m.p.h.
1923 Kop Speed Hill-Climb
Second-fastest-time-of-the-day (L. C. G. M. Le Champion), 30.0 sec.
1923 B.A.R.C. Easter Meeting
100 m.p.h. Long Handicap (L. C. G. M. Le Champion) 1st, at 100.93 m.p.h.
1923 B.A.R.C. Whitsun Meeting
Gold Vase Handicap (L. C. G. M. Le Champion) 3rd.
Lightning Long Handicap (L. C. G. M. Le Champion) 1st, at 102.5 m.p.h.
1923 Saltburn Speed Trials
Fastest-time-of-the-day (L. C. G. M. Le Champion), 110.74 m.p.h.
1923 B.A.R.C. August Meeting
Lightning Short Handicap (L. C. G. M. Le Champion) 1st, at 100.5 m.p.h.
Lightning Long Handicap (L. C. G. M. Le Champion) 1st, at 101.5 m.p.h.
1924 B.A.R.C. Easter Meeting
Lightning Short Handicap (L. C. G. M. Le Champion) 1st, at 104.25 m.p.h.
1925 Surbiton M.C. Brooklands Meeting
Lightning Short Handicap (L. C. G. M. Le Champion) 3rd.
Lightning Long Handicap (L. C. G. M. Le Champion) 1st, at 99.41 m.p.h.

Next, at a minor A.C.U. meeting at the Track the Isotta retired from its first race but reappeared to win its heat in a one-lap Sprint and, in the final, just failed to catch the winning Morgan 3-wheeler, in spite of flinging a n/s tyre tread, which did not seem to make any difference to the car's stability. This business of the car having tyre trouble is rather interesting, because after the B.A.R.C. August Meeting Eldridge had told Continental that he was very satisfied with their tyres, on which he had covered four laps at 110 m.p.h., finding the covers hardly worn, while they seemed to have cured any tendency for the car to roll. The speeds seem to be considerably exaggerated unless practice laps were done at higher speeds than were used in races, while before these remarks were written tread-throwing was being experienced. The tyres used were 880 x 135 Continentals, changed later for 35 x 5 straight-side Continentals.

The car definitely had its revised bodywork in time for the Brooklands Championship Meeting at the end of 1922. In the class-heat it was narrowly beaten by Thomas' Leyland; in the handicap races which followed Eldridge was second to Park's T.T. Vauxhall in the Essex "Lightning Short" but faded out when in second place in the "Long."

There remained only the Autumn and Armistice Brooklands races before the 1922 racing season came to an end. The Isotta-Fraschini got from pond to Fork at 92.76 m.p.h. in the 17th Lightning Short Handicap but lost a tyre tread and retired. It had started from the same mark as Zborowski's Ballot and the Leyland and had given only 3 sec. to Barlow's 21½-litre Benz which went over the banking later in the day. It was scratched from its other Autumn races. At the Remembrance Day Meeting it started slowly and was no match for its former rival, Thomas' Leyland. However, in September, at a demonstration run at the Eastbourne Speed Trials, Eldridge had covered the ½-mile in 20.4 sec. (88.22 m.p.h.), beating the Leyland by 3.4 sec.

After this Eldridge gave up driving the Isotta-Maybach and passed it on to L. C. G. M. Le Champion, who had been driving an ancient 4¼-litre Schneider during the 1922 season. Le Champion, whose real name was Le Masurier, was a great enthusiast, frequently passengering in "Chitty"; he later became interested in spiritualism, writing a book of short stories based on his beliefs. His mother had a place at Crick, near Rugby, and the appearance of her son driving his vast racing cars (in due course he took over "Mephistopheles" from Eldridge) on the roads near there became a local legend. Eldridge only abandoned the Isotta because he had discovered an even more formidable car. John Duff had unearthed the famous F.I.A.T. "Mephistopheles," of 1908 Brooklands match-race fame, after the Armistice (see MOTOR SPORT for April 1925 and "The History of Brooklands Motor Course," Chapter XIII) and had been racing it at the Track in 1922 when it blew off one of its cylinder blocks. Eldridge acquired the remains, lengthened the chassis, installed therein a 21.7-litre six-cylinder Fiat aviation engine and in 1924 was able to break the Land Speed Record at a speed of 146 m.p.h., with the added notoriety of doing this for the last time on an ordinary road and while carrying a passenger.

So the Isotta-Maybach came into Le Champion's possession. He painted it red and the bonnet was brought to a blunt point behind the radiator to isolate the latter from the engine compartment, with a duct on the o/s taking warm air to the intakes of the carburetters, which were now within the bonnet, an extreme form of fairing used by Thomas on the Leyland Eight and for some of the racing light cars, a modification which may have been made the previous season. Rubber grips were fitted to gear lever and brake lever and a motometer thermometer to the radiator cap. Electric sidelamps were retained on the scuttle, so that the car could be driven on the road after darkness had fallen.

The new owner's first appearance with the car, following some trials at Brooklands early in March 1923, when he nearly came to grief because the steering connections had not been pinned, but continued to lap at 80 to 90 m.p.h. and make many ascents of the Test Hill, was at the Essex M.C. Kop Hill-Cimb later that month. Kop was an almost straight road, so it was possible to run these dubiously-braked monsters there. Le Champion made second-fastest time of the day in 30.0 sec., being beaten by Cook's T.T. Vauxhall, which was one-fifth of a second faster. The big car looked deceptively steady but in fact the front wheels were skidding slightly.

Next it was back to Brooklands for the Easter races. Starting from scratch in the 100-m.p.h. Short Handicap the car, which continued to race as an Isotta-Fraschini, lapped at 86.32 and 111.17 m.p.h., to no avail. Then, again on scratch in the equivalent long handicap, in company with Howey's Leyland Eight, the Isotta, lapping at 90.99, 104.19 and 109.22 m.p.h., caught Joyce's very fast 1½-litre A.C. and Major Ropner's 30/98 Vauxhall "Silver Arrow," to win at 100.93 m.p.h. Le Champion was getting good value from his new toy!

The car was driven in a race at the Ealing & Dist. M.C.C. Brooklands Meeting, but was unsuccessful, Le Champion then driving a Rolls-Royce all-weather in the impromptu handicap by way of a change. The following week-end he was in the car-v-motorcyclists' cricket match at the Track, a sign of his versatility and also that there is nothing new under the sun!

After its excellent showing at Easter the Isotta was expected to be at Brooklands for Whitsun and it duly turned up, its black radiator and wheels contrasting with the bright red body. After taking third place behind Thomas and Cook in the Gold Vase Handicap, which necessitated lapping at 88.44 and 110.19 m.p.h., Le Champion proceeded to win the "Lightning Long" from Cook's T.T. Vauxhall, at 102.5 m.p.h., the car going round really quickly, at lap-speeds of 90.99, 111.42 and 107.57 m.p.h. In June 1923 Le Champion drove all the way up to Saltburn for the speed trials. He was matched against Cook's Vauxhall, the Isotta's old rival. Cook made three runs, his best at 107.5 m.p.h. Le Champion did only two, clocking 100.76 and then 110.74 m.p.h., a very high speed for a sand course. He made f.t.d. in 20.2 sec., the Vauxhall being 0.6 sec. slower, a flying start being given, and his handling of the great chain-driven monster was described as masterly. Arriving back at the Track for the Summer Meeting, the Isotta was not on form, retiring from the "Lightning Short" after a s.s. lap at 81.68 m.p.h. and being unplaced in its other two races, although lapping, respectively, at 77.26, 100.61 and 88.15 m.p.h., and at 84.46, 101.23 and 93.44 m.p.h. It was on this occasion that Eldridge was trying out his new giant Fiat.

After riding with Howey in his Leyland at a small Brooklands meeting, perhaps to see what the opposition was like, Le Champion brought out the Isotta-Maybach for the August Meeting. It was in fine fettle, lapping at 71.84 and 99.41 m.p.h. in the "100 Short," but to no purpose except maybe to preserve a reasonable handicap, for it came home an impressive winner of the "Lightning Short," from the 16 sec. mark, keeping both Leylands at bay, its speed 100.5 m.p.h. and its laps being done at 92.94 and 109.7 m.p.h. This earned a 5 sec. re-handicap in the "100 Long," so lap speeds were kept down to 92.41, 105.97 and 103.76 m.p.h., for a fifth place. Le Champion still had the "Lightning Long" to run. From a limit start he was put back to 15 sec. He got off more slowly than usual, at 91.35 m.p.h. for the opening lap, but thereafter "poured on the coals," doing 106.5 and 109.94 m.p.h., by what time Howey's Leyland was coming up fast. As they turned into the straight and made for the Lightning finishing-line, Howey was right on the Isotta's tail, having done his flying lap some 5 m.p.h. faster, and it looked like a dead-heat. In fact, the bigger car was fractionally ahead in this exciting finish, winning at 101.5 m.p.h. That ended 1923 on a high note for Le Champion, for he had no further victories, non-starting at the postponed (due to rain) Autumn Brooklands Meeting.

The old car was out again in 1924, now entered for the first time as the Isotta-Maybach. At the Preston & Dist. M.C. and L.C.C. Brooklands Meeting it was the only car taking part. It was matched against the World's fastest motorcycle, Temple's 996 c.c. Mongomery-Anzani. What was intended to be a 3-lap handicap fizzled out when, the car having given the motorcycle 16 sec. start, it burst a tyre on the second lap. This was followed by a 2-lap scratch race in which Temple was able to hold a lower line on the banking than Le Champion, who was troubled by a cross-wind and couldn't open his huge engine right out, so that the two-wheeler won easily. Incidentally, the new silencer arrangements caused the Isotta to appear at first with a receiver described as "looking like an old oil drum keeping its tail up" but later it acquired proper Brooklands "cans," as can be seen in an accompanying photograph. The motometer on the radiator cap had been replaced by a long steamvent-pipe. It was, however, successful at the Brooklands Easter Meeting winning the Lightning Short Handicap for the Founders' Gold Cup in convincing fashion. Indeed, Le Champion made the fastest race-lap of the car's career, at 114.75 m.p.h., to keep ahead of his friend Eldridge in the giant Fiat, which had given the Isotta a start of 20 sec.. He averaged 104.25 m.p.h., and the 27-litre Higham Special was third—a veritable race of giants! Not surprisingly, the Isotta was put back to scratch for the "100 Long," in which it went round at 106.42 and 110.68 m.p.h. without being placed. But its 114.75 m.p.h. lap was 1.3 m.p.h. faster than the best race-lap speed of "Chitty I."

Kaye Don drove the Isotta at the 1924 B.A.R.C. Whitsun Meeting but got off badly in the Gold Vase race, doing his opening lap at only 69.66 m.p.h., so that a subsequent lap at 110.92 m.p.h. was of no avail. In the "Lightning Short" Don got the hang of it, lapping at 90.06 and 104.85 m.p.h., but was unplaced. But he continued to drive the car, because its owner was seriously ill in a Surbiton nursing home. In the summer "Lightning Short" Don lapped at 81.64 and 105.52 m.p.h. but the car was not going properly. Le Champion's illness precluded entry for the August racing but D. W. R. Gedge was to have driven it at the Autumn Meeting, but scratched from the "Lightning Short" and retired after a s.s. lap at only 77.81 m.p.h. in the "Lightning Long."

Le Champion was back on the scene for 1925, and had painted the Isotta-Maybach yellow, but it was in trouble long before the Easter racing at Brooklands was abandoned because of rain. However, this driver entered his recently-acquired G.N. and the Isotta-Maybach for a Surbiton M.C. day at the Track and in the latter, after finishing in third place in a "Lightning Short" race, won the Surrey Lightning Long Handicap at 99.41 m.p.h. from Thomas in the Leyland-Thomas and Howey in the Lanchester. At Whitsun Le Champion entered for the Private Competitors' Handicap at Brooklands, to show he had no trade connections. The previous year he had written an article showing that it was possible to have a season's racing at Brooklands for an outlay of about £200, which is presumably roughly what the Isotta-Maybach had been costing him. The big yellow car gave Howey's Leyland 4 sec. start on this occasion and when the situation was seen to be hopeless, Le Champion sportingly cut-out early in the race and waved Howey through; lap speeds of 90.39 and 102.48 m.p.h. proved inadequate He then did 88.94 and 107.1 m.p.h. in the Gold Vase Handicap, but was not in the first three, while in the Gold Cup Handicap laps at 89.14 and 111.17 m.p.h. merely earned him a good fourth place.

That seems to have been the car's last competition appearance, for although it was entered for the West Essex M.C. Meeting at which Thomas won his famous duel with Eldridge's F.I.A.T., it either non-started or was unplaced. Le Champion had taken over the F.I.A.T. "Mephistopheles" from Eldridge and by the summer of 1925 the Isotta had been sold to Dudley Watt, who, wearing a fine black and yellow helmet, raced an aged S.E.5A aeroplane, which he afterwards converted at Brooklands into the D.W.1. It is understandable that Le Champion should graduate to the big F.I.A.T., although it never matched-up to his Isotta and of which Eldridge may have considered that it had served its purpose after gaining him the title of the fastest-driver-in-the-World, and fame at the newly-opened Montlhéry Track. But it is remarkable that the Isotta never raced again, for the old cars had another six seasons in which to appear before they were banned by the safety-conscious Brooklands officials.

However, Watt apparently never raced the car and the next I heard was that it had been acquired by two American couriers, who "thought it might come in useful." When they started to build a house near Farnham they wanted to get the old car out of the way and offered it to a Mr. Sargent, who, as the local Council surveyor, had been of some assistance to them. This gentleman, who had been a Douglas dispatch-rider during the war, accepted this offer of the Isotta-Maybach, but its enormous bursts of acceleration were startling after the staid progression of his Triumph motorcycle and Morris-Cowley car, and he decided that this was no vehicle for a respectable civil servant! He drove it, still in dirty yellow paintwork, as far as a yard at Wrecclesham where his Morris was serviced. There it languished, some years before war again engulfed the motoring scene, and was, it seems, gradually picked apart by vandals. If anyone can tell me more about the car I shall be extremely interested.—W. B.

IN THE HOUSE OF LORDS

Speaking at a Debate just before the House rose for the Christmas recess, Lord Montagu of Beaulieu raised the question of using part of the St. Pancras Station site as a permanent museum to display the historic transport exhibits at present housed at Clapham, Swindon and York. In spite of support from Lord Robertson of Oakridge the suggestion was disposed of by Lord Shepherd, the Minister of State for Foreign Affairs, who said that the balance of advantage lies with York and, in reply to Lord Grimston of Westbury, that the Clapham and other railway exhibits would be brought together, at York. Lord Montagu then raised the matter of the 50 m.p.h. speed limit on part of the Winchester by-pass and he was supported by Lord Nugent of Guildford, who remarked on the confusing aspect of sporadic and *ad hoc* speed limits. Lord Shepherd firmly supported the speed limit referred to, and said that in respect of the 50 m.p.h. limit at Winchester, which Lord Montagu had pointed out was illogical in view of the freedom to travel at 70 m.p.h. on the roads leading to the by-pass, the A.A. agreed with the limit but that the R.A.C. dissented.

AMERICAN COMMENT

GAS TURBINE cars have been attracting considerable attention over here this winter, and 1968 may well be the year that these engines come into their own in racing—both for Indianapolis cars and for road racing machinery. The most recently announced Indianapolis project is a team of two cars to be built by Ken Wallis, the man who was largely responsible for the design and construction of Granatelli's STP Turbocar with which Parnelli Jones so nearly won last year's Indianapolis 500. The project is being sponsored by Goodyear and Shelby Racing Co. Inc., who will actually enter and manage the cars at the Speedway. (Shelby is Goodyear's Western U.S. racing tyre distributor.) The new cars, which will be known as "Shelbys," will be driven by McLaren and Hulme.

The engines for the new cars will be General Electric T-58 gas turbines that are now being modified by the manufacturers to Wallis' specifications. The modifications include reducing the inlet area from 41 to 15.92 sq. in. This will bring the engines within the limit of 15.999 sq. in. imposed by U.S.A.C. after last year's race. The Pratt and Whitney engine used in the STP Turbocar had an inlet area of 21 sq. in., 2 sq. in. less than the limit then in force.

Like most designers, Wallis is reticent when it comes to power output, but Larry Truesdale, Goodyear's racing manager, says the equivalent of 640 b.h.p. is already being produced by the G.E. turbine in its modified form. This contrasts with the 550 h.p. listed by Pratt and Witney for their engine and the 500 h.p. given by Ford as the output of their 4-overhead camshaft Indianapolis engine in 1967 when running on straight methanol.

Outwardly at least the new Shelby bears some resemblance to the Turbocar but since the G.E. turbine is only 12 in. in diameter (compared with 19 in. for the Pratt and Whitney engine), Wallis has had an easier time arranging the side-by-side configuration of driver and engine.

Perhaps the most interesting feature of the new car (and for that reason the feature about which the least information is forthcoming) is a new concept in four-wheel drive. Wallis describes this as a "hybrid mechanical system which achieves many of its functions hydraulically and the basic ones mechanically." The system allocates the torque to each wheel on an individual basis, giving "more versatility and more performance potential on the track." Just how this is done Wallis will not reveal at the moment but he indicated the system differs significantly from most other four-wheel drive transmissions—including the modified Ferguson system used on the Turbocar—which allocate the torque almost equally to all four wheels.

In all the furor about the STP Turbocar last May most of the criticism was directed at the turbine itself. The four-wheel-drive transmission was virtually ignored but a number of astute observers pointed out that it was the transmission, not the engine, which enabled Parnelli Jones to use far more of the track than other competitors and to pass virtually where and when he wanted to, whether in line or out of it. If Wallis' new concept works in practice it may well provide McLaren and Hulme with an advantage over their competitors, quite apart from the turbine power.

Wallis, incidentally, brings a lot of British experience to bear on this Indianapolis project. Although he has now lived in California for several years, he is a former R.A.F. officer and at one time worked as a design engineer and test pilot for Vickers Armstrong. He worked on nuclear power projects for English General Electric for a while and later was employed by the Associated Engineering Group at Rugby. After moving to the United States he became director of experimental systems in the aircraft division of Douglas Aircraft. He spent the better part of three years on the STP Turbocar, first as a design consultant and for the final 18 months as chief engineer.

While the various turbine projects have been attracting the limelight, Ford has not been resting on the laurels gained by its ubiquitous Indianapolis engine. Their answer for 1968 is the Turbo-Ford—not a turbine, but a turbocharged version of their 4-overhead camshaft V8. The bore of the new engine remains the same but the stroke has been reduced to bring the capacity down from 4.2-litres to the 2.8-litres permitted for supercharged and turbocharged engines. A new camshaft is also used, since the turbocharger requires much less valve overlap, and extensive modifications have been made to the exhaust system. With the exhaust-driven turbocharger providing a boost of 20 lb. per. sq. in., Ford engineer Danny Jones is looking for a reliable power output of well over 600 b.h.p. Ford will supply the regular 4.2-litre engine to its customers for this year's Indianapolis 500 but conversions kits will be readily available for those who want to try the turbocharged version.

* * *

Indianapolis doesn't have a monopoly on gas turbine powerplants. The North American season begins this month with the Daytona 24-hours, the first race in the 1968 Manufacturers' Championship, and one of the most interesting cars entered is the Howmet TX (for Turbine Experimental). The Howmet Corp. of New York is a supplier of industrial metals such as aluminium, magnesium and titanium, super alloys and prosthesis (surgical implants) and its object in building the car was to demonstrate the firm's technological capabilities in the world of metallurgy. The car is powered by a Continental Red Seal turbine and meets all the regulations imposed by the F.I.A. Group 6 category.

The Continental turbine was originally designed to U.S. Government specifications for use in military helicopters but it never went into production. Using the F.I.A.'s equivalency formula for turbines, the engine has a capacity of 2,960 c.c.—which brings it conveniently under this year's 3-litre prototype limit. The inlet area is slightly less than 12 sq. in. and the power output is 325 b.h.p. on an average day at sea level. The engine, which is mounted above the single-speed transmission, is 39 in. long and 22 in. high, including the transmission. The engine/transmission combined weigh less than 250 lb. and an electric motor is used for reverse.

Two of the major problems in the automotive applications of gas turbines has been the lag in both acceleration and deceleration. These problems are tackled in the Howmet car by installing a waste-gate system between the gas generating turbine and the power turbine. The system consists of a series of holes in the "block" which can be opened or closed by the driver. With the waste-gate open, part of the gasses is diverted to the atmosphere before reaching the power turbine. Under this no-load condition the gas generating turbine continues to spin at maximum r.p.m.—so that when the driver closes the waste-gate, full power is delivered almost immediately to the power turbine. Similarly, when the driver wants to decelerate he opens the waste-gate and this immediately reduces the gas flow to the power turbine. (The waste-gate never diverts all the gas from the power turbine because it is this turbine that drives the gas generating turbine.)

The car itself is a relatively conventional space frame that was designed by Ray Heppenstall, a Howmet engineer and former S.C.C.A. class champion who was the project manager on the Essex Wire team of Ford GT40s that won the Sports Car Manufacturers' Championship in 1966. The car was built by Bob McKee, who has designed and built a successful line of Group 7 sports cars for several years. It employs conventional coil-shock absorber units all round, with unequal length A-brackets at the front and reversed lower A-bracket and a single upper link at the rear. Outboard disc brakes are fitted all round and the rack-and-pinion steering provides two turns lock to lock. The body is made from Howmet aluminium. The special alloy turbine blades were also made by Howmet.

The engine is mounted in the rear, above the transmission, and drives only the rear wheels. It draws its air from a periscope on the roof. A 32-gall. fuel tank (JP-4) is mounted between the cockpit and the engine. The entire car weighs close to the 650 kg. minimum for 3-litre prototypes. (The turbine is so light, the car could have been built a lot lighter but since they had to meet the minimum weight Heppenstall and McKee took advantage of the situation to build in greater strength and balance.)

Two of these cars have been built and it was originally planned to run at Daytona, Sebring and Le Mans. However, when the F.I.A. ruled recently that turbine cars could compete for manufacturers' points, instead of just on an exhibition basis, Howmet decided to add the B.O.A.C. 500 at Brands Hatch to its schedule.—D.G.

Viva club projected : Mrs. D. E. Benbow, 1 High Park Avenue, Kew Gardens, Richmond, Surrey, is to form an active club for owners of Vauxhall Vivas. Anyone interested should contact Mrs. Benbow.

Gold of kingcups
coaxed blossoming of an
album-destined smile
click of camera
tick of indicator and turn for home
burst of open-roaded open-engine song
spacious smooth as Wilton carpet ride
moments of your
family sports car years-
your best-of-both-worlds
driving years.
MG 1300 – sports car performance
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vivid acceleration and sports car performance.
Manual £812.19.5 (inc. £152.19.5 PT)
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The British Motor Corporation Ltd., Longbridge, Birmingham

GRAND PRIX OF SOUTH AFRICA

Team Lotus dominate

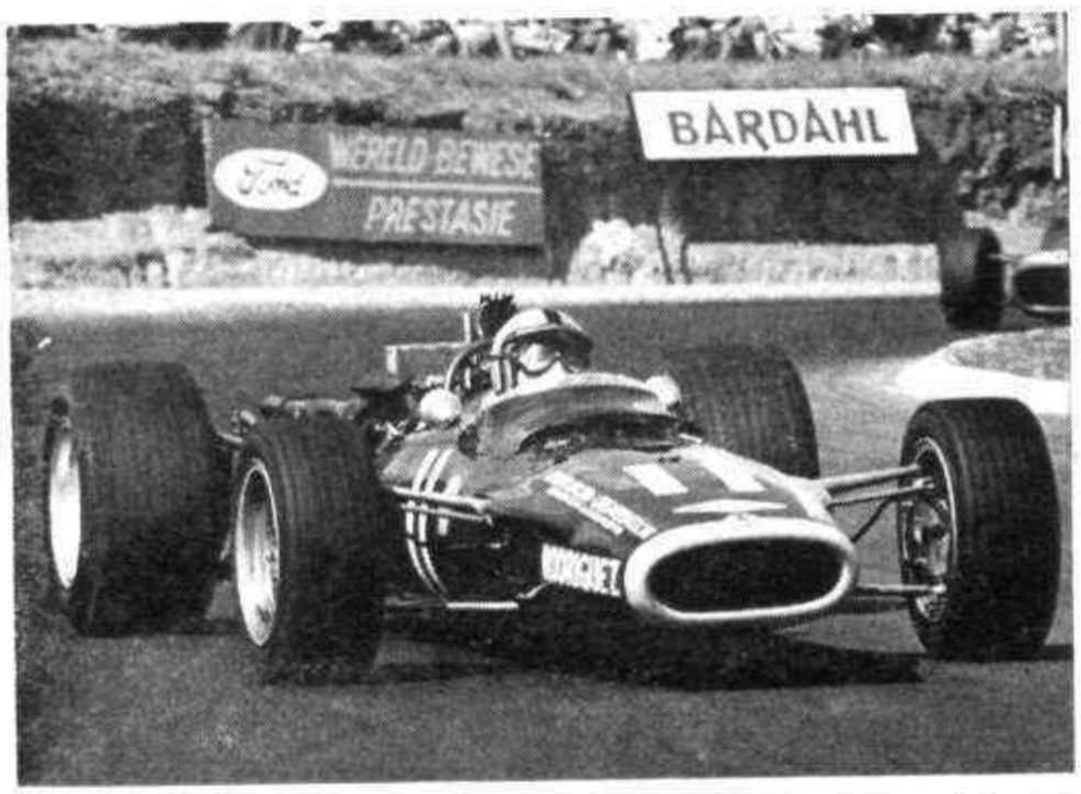
THE first race of the 1968 season was again run at the 4.1-km. Kyalami circuit just outside Johannesburg. This year the Grand Prix of South Africa had drawn all the Formula One teams and all the top drivers except McLaren, who was working on the two new McLaren-Cosworth V8s which he and Hulme will use later in the season.

The organisers had spent a lot of money since last year widening the track and re-surfacing the whole 2½ miles. In addition, many of the internal service roads had been re-surfaced; the whole set-up taking on an atmosphere of growing permanency and prosperity.

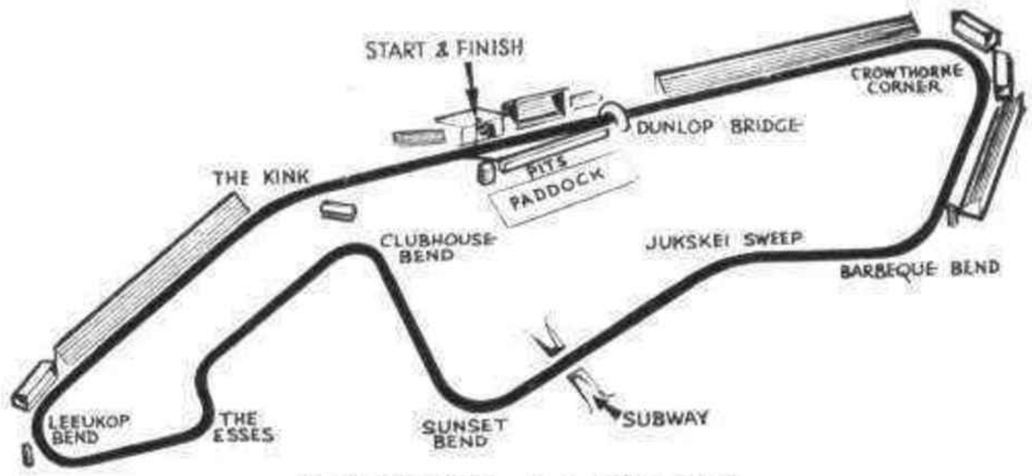
B.R.M. had brought three cars, the slim, lighter H16 for Spence; this was unaltered since Mexico except for the removal of Stewart's tartan seat. For Rodriguez, who is joining B.R.M. for 1968, there was the new Len Terry-designed V12 car. This follows usual F.1 design, having a monocoque that extends back under the V12 engine, which is the same as had been fitted to the McLaren for the end of last season's races. However, whereas the engine in the McLaren was only developing about 365 b.h.p. the developed version the works car was using develops nearly 400 b.h.p. The weight of this new car is only just over the 500 kg. limit, which should make it competitive. The third B.R.M. was the supercharged 1½-litre V16 which was to give a demonstration in the hands of Graham Hill.

The only other all-new car was the Matra-Cosworth V8 entered by Matra International and driven by Stewart. Under the management of Ken Tyrrell the car had been rushed through and was so new that it hadn't even been painted, appearing in natural green glass-fibre finish. The rigid F.2 monocoque construction finishes just behind the driver. The Cosworth V8 engine is attached to the monocoque by plates from the cylinder heads and two mountings at the bottom. Unlike Lotus, who use the engine for structural support to the suspension, Matra have a detachable tubular frame which connects to a fabricated cradle in which the back of the engine and the Hewland gearbox sit. The rear suspension is fixed to this cradle and is of current F.1 design, as is the front end. The radiator and oil tank are up ahead of the monocoque but the oil radiator is bolted to the top of the frame behind the driver's head. This entry brings Dunlop back into F.1 racing after being missing for much of last season. As a spare there was a brand new F.2 Matra, a replacement for the one Stewart wrote off at the Spanish Grand Prix. As neither of these cars had previously run, much of practice was spent setting them up properly.

Ferrari were appearing at Kyalami for the first time. Last year there was starting money trouble but they made up for this in 1968 with a team of three cars for Amon, Ickx and de Adamich. The cars were all 1967 type, although the engine now gives 408 b.h.p. at 11,000 r.p.m. Team Lotus had two cars, for Hill and Clark. Hill's



RACE DEBUT.—The Len Terry-designed B.R.M. V12 had its first outing in the South African G.P. Driven by Rodriguez, it carried chassis No. 3, Nos. 1 and 2 being the Tasman Championship cars.



KYALAMI—4.1 kilometres.

car was the one he has used for most of last season, while Clark's was a brand new chassis, 49/4. Although marked on the chassis plate as a 49-series Mk. II it was, in fact, to Mk. I specification, as last year.

The Brabham team had their usual two cars and their new driver, Rindt. Brabham, who was not entered originally, turned up to drive his usual car, which was fastest in practice last year. Cooper had been expected to turn up with their new Cooper-B.R.M. V12 but although one car is finished it had not done any testing, so John Cooper, who is now managing the team in place of Salvadori, decided to bring the two Maserati-engined cars for a last outing. Coopers have had some driver difficulties and although Scarfiotti was to drive one car, the other driver was not known until practice started, when Brian Redman went out.

As the new McLaren-Cosworth won't be ready for about another month, Hulme was to drive the McLaren-B.R.M. V12 which the team has been racing since the Canadian Grand Prix. This first race for the 1967 World Champion in his new team could not be very competitive as no further development had taken place since the new 1968 cars were started on. The only difference in the McLaren is its change of colour; it is now orange, as were the successful Can-Am cars.

Gurney had one Eagle-Weslake V12 for himself, this again being as raced at the latter part of the season. New exhausts were fitted, with megaphone ends and a restricting throat where the six pipes from each side merge into two. Surtees' Honda was unchanged since Mexico although the fuel system seemed to work better without quite so much fluffing. Matra Sport had entered an F.2 Matra-Cosworth FVA for Beltoise to drive, adding to his and the team's experience in time for the V12 Formula One car which is supposed to run at the Spanish Grand Prix in April.

This completed the teams; the other eight entries were private owners. Siffert and Bonnier both had the same Cooper-Maseratis they used all last season. John Love, who very nearly won last year's South African Grand Prix, was entered to drive a 1966 Brabham-Repco V8 by Team Gunston. Also under their colours was Sam Tingle, in an L.D.S.-Repco V8. Dave Charlton, who is having a very successful S. African season, was driving a 1964 Brabham with Repco V8, and is the fastest of the South African/Rhodesian drivers. Jackie Pretorius in a Brabham-Climax 4-cyl. and Basil van Rooyen in Love's Cooper-Climax 4-cyl. made up the last of the runners. One other entry, a Cooper-Climax for Tony Jefferies, was a non-starter.

The first practice was on Thursday afternoon and this suffered from a not unusual breakdown on the B.O.A.C. service. Many mechanics and tyre technicians were bleary-eyed when the Boxing night flight was 14 hours late after changing three aircraft, and the next night's flight was 11 hours late, with many of the drivers on it. However, those who did turn up were soon out on the new wider surface, with last year's time of 1 min. 29.9 sec. (1 min. 28.3 sec. practice) to beat.

De Adamich, Surtees and Clark were first off and in four laps Clark showed what he would do with last year's record. His four flying laps were : 1 min. 37.1 sec., 1 min. 31.6 sec., 1 min. 30.0 sec., 1 min. 27.6 sec. Although he did the greatest number of laps, each time he went out another second or part of a second was knocked off until just before practice closed he had set a time of 1 min. 23.9 sec. (176.083 k.p.h.). The two Brabhams did a few laps, with Brabham

the faster of the two while Rindt was getting the feel of the car. Neither started out until the last half-hour when it was overcast from the edge of one of the thunderstorms hovering round about, but even in these coolish conditions, both cars were running at high temperatures.

Hulme did even fewer laps than the Brabhams and the McLaren-B.R.M. showed signs of fuel vaporisation even at this stage. Surtees got the Honda going well and did 1 min. 26.4 sec., which indicated that he might go quite well. De Adamich did his fast lap on the second flying lap and after that the high temperature of the fuel slowed him down. The B.R.M. V12 which was to be driven by Rodriguez was being set up by Spence but appeared to be lacking in power for it couldn't get down to the time of the less powerful McLaren-B.R.M. V12. The Coopers were both slow and boiling and couldn't get down to the times done by Rhodesians Love and Tingle.

Stewart got back into his stride again when he felt he was back into a really competitive car again. His practice session was taken up mainly by getting the car set up to handle to his liking, which meant mainly changing it from an understeer to a neutral or even oversteering set-up. From the first outing, when he went to under 1 min. 30 sec., his time improved until in the end he was only 0.8 sec. slower than Clark's time, and he was very happy with the car's first outing. Practice finished with a shower of rain laying the dust.

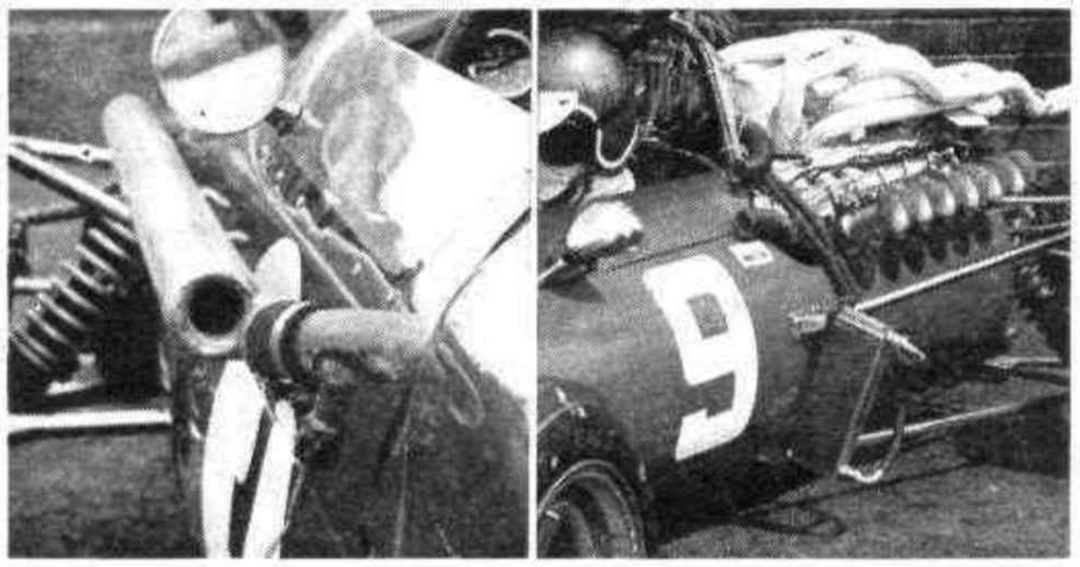
Next day all cars and drivers were out except for the non-starter, Jefferies. The temperature was much higher and with exception of Clark's every car was having heat problems. Hulme's vaporisation slowed the McLaren after a few laps, and plans were being made to move the fuel lines and get air over the fuel pump. Stewart was overheating in the Matra-Cosworth V8, so he took out the F.2 car to get this set up and run some of the stiffness out of it.

Brabham and Rindt got down to 1 min. 24.8 sec. and 1 min. 25.2 sec., respectively, although the cars were both boiling hard after each run and Brabham's was spraying out a lot of oil. Gurney had the Eagle down to 1 min. 25.6 sec. fairly quickly, then vaporisation caused damage to the fuel pump and so the Eagle never got into its stride. Surtees again did a lot of short bursts of practice but was unable to better 1 min. 25.2 sec. All the Ferraris were out and put in a lot of laps, with Amon the fastest at the end of the day. Ickx was losing a lot of time round the circuit by not driving smoothly and he was finding F.2 techniques do not get fast times in a F.1 car. All the Ferraris were running at high temperatures after only a few laps. Amon's metering unit broke just before the end of practice.

B.R.M.s were still not happy. The H16 driven by Spence was predictably slow, but the main disappointment was the fact that the V12 was not going well and seemed to be suffering from fuel starvation, finally stopping out on the circuit. After practice this was diagnosed as a flat battery which was run down due to faulty wiring of the charging unit. Scarfiotti improved his time in the Cooper-Maserati slightly but Redman stopped on the circuit when he felt the engine stiffen. However, after mechanics examined the car they found it all right and sent him off for two more laps. Beltoise had the F.2 Matra down to 1 min. 27.5 sec. and his was one of the few cars not suffering from the heat. The private entrants were all having heat problems and Siffert and Charlton were the fastest, sharing a time of 1 min. 27.5 sec.

While all these heat problems were taxing the ingenuity of the other teams, Lotus were getting on with the job. Hill was not having things as easy as Clark for his car stopped out on the circuit when the fuel pump cut out, then when this was repaired the link from the roll-bar to the left rear upright twice fell off, and, lastly, his clutch was playing up. In spite of these problems his time of 1 min. 24 sec. was beaten only by his team mate. Clark continued to improve his time to 1 min. 23.0 sec., then he asked to try the new Dunlop tyres. These were fitted and in three laps he recorded 1 min. 22.9 sec., complaining of understeer. With 6 lb. more pressure in the front tyres to get the profile higher (the centre was running cooler than the edges), he went out again and got down into the 22 sec. immediately, finishing with a time of 1 min. 22.4 sec. The car was still not set up properly for Dunlop tyres and the inner left-hand tread was running at up to 120° C., which, in the old days, would have been fatal, but the new soft compounds are designed to run hot.

The last practice was just a little cooler and most cars had extra cooling aids for this practice. The McLaren had an elaborate form of ducting and shielding which proved unsuccessful, and was removed. Ferrari had an extra water radiator sticking out from the side of the cockpit, but this made little difference. Coopers were using a liquid in place of water that looked like a cherry puree, and from the quantities blowing from the breather this was boiling as easily as water. The Matra-Cosworth V8 had the nose cut and opened and another small



COOLING METHODS.—To combat the intense heat the works Brabhams had the external water pipes turned into a hollow jacket (left) and the three Ferraris each had an extra water radiator on their sides (right).

radiator fitted into the water pipes behind the rear suspension and this worked, bringing down the temperature.

One of the cleverest cooling systems was that on the Brabhams. The external water pipes had been removed and in their place a hollow tubular jacket had been placed, air entering the tube at the front and coming out at the back, and the water was getting extra cooling from the inside and outside of this jacket. As the water was not boiling in the third practice this appeared to be a success.

The Eagle started practice early and after a few laps was on the trailer returning to town because another fuel-pump had failed. Both Brabhams put in a lot of laps in this last period and Rindt got down to 1 min. 23.0 sec. when he discovered how far he could slide the Brabham and not lose it. Brabham finished up 0.2 sec. slower than his new driver. Clark continued with the Dunlop tyres, the car now adjusted and with wider-rim wheels on the front. His times were consistently in the lower 22 sec. but his fastest lap of 1 min. 21.6 sec. (181.03 k.p.h.) was after he had changed back to Firestones using the Dunlop suspension settings. Hill got down to 1 min. 22.6 sec. to get second place on the grid.

Third fastest was the Matra-Cosworth V8, only 0.1 sec. behind Hill, a position which pleased Stewart and Tyrrell very much. However, at the end of practice, they had not made up their minds which car to use for the F.2 car was down to 1 min. 26.2 sec. and would run the whole race without a fuel stop or heating problems, whereas the prototype F.1 car would not have enough fuel capacity to run the full race. The decision they had to make was whether to get a fourth or fifth place and learn nothing with the F.2 car, or try the F.1 car with its possible retirement or at the least losing places for a fuel stop.

The Honda again improved its time after a lot of laps, as did the Ferraris with de Adamich fastest with 1 min. 23.6 sec., a bare 0.2 sec. faster than Amon. The New Zealander took out all three cars during the day with his own number on in each case. In Ickx's car he did a time of 1 min. 23.9 sec. and in de Adamich's car he managed 1 min. 24.6 sec. B.R.M. were still in trouble, for Rodriguez broke down out

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday
1	D. Hulme	McLaren-B.R.M. V12—M5A/1	1. 27.5	1. 26.0	1. 24.0
2	J. Brabham	Brabham-Repco V8—BT24-1	1. 26.7	1. 24.8	1. 23.2
3	J. Rindt	Brabham-Repco V8—BT24-2	1. 29.3	1. 25.2	1. 23.0
4	J. Clark	Lotus-Cosworth V8—49/4	**1. 23.9**	**1. 22.4**	**1. 21.6**
5	G. Hill	Lotus-Cosworth V8—49/3	—	1. 24.0	1. 22.6
6	D. Gurney	Eagle-Weslake V12—104	—	1. 25.6	1. 25.9
7	J. Surtees	Honda V12—1967	1. 26.4	1. 25.2	1. 23.5
8	C. Amon	Ferrari V12—0007	—	1. 24.8	1. 23.8
9	J. Ickx	Ferrari V12—0003	—	1. 28.9	1. 24.9
10	A. de Adamich	Ferrari V12—0005	1. 32.6	1. 25.2	1. 23.6
11	P. Rodriguez	B.R.M. V12—126-03	—	1. 30.6	1. 24.9
12	M. Spence	B.R.M. H16—1151	—	1. 28.1	1. 25.9
14	B. Redman	Cooper-Maserati V12—F1-2-67	1. 29.4	1. 29.3	1. 28.0
15	L. Scarfiotti	Cooper-Maserati V12—F1-1-67	1. 31.2	1. 28.0	1. 26.3
16	J. Stewart	Matra-Cosworth V8—MS9/1	1. 24.7	1. 24.2	1. 22.7
17	J. Love	Brabham-Repco V8—F1-1-66	1. 28.4	1. 28.1	1. 27.0
18	S. Tingle	LDS-Repco V8	1. 28.6	1. 30.8	1. 28.7
19	J. Siffert	Cooper-Maserati V12—F1-2-66	—	1. 27.5	1. 26.4
20	J. Bonnier	Cooper-Maserati V12—F1-5-66	—	1. 28.2	1. 27.3
21	J-P. Beltoise	Matra-Cosworth FVA 1,600 c.c.	1. 34.5	1. 27.5	1. 27.2
22	D. Charlton	Brabham-Repco V8—F1-2-64	1. 27.5	1. 27.7	1. 26.2
23	J. Pretorius	Brabham-Climax 4-cyl.—F1-2-63	—	1. 32.0	1. 29.0
24	T. Jefferies	Cooper-Climax 4-cyl.	NON-STARTER		
25	B. van Rooyen	Cooper-Climax 4-cyl.—F1-1-65	—	1. 30.6	1. 27.8
26	J. Stewart	Matra-Cosworth FVA 1,600 c.c.	—	1. 29.6	1. 26.2
11	M. Spence	B.R.M. V12—126-03	1. 29.6	—	—

on the circuit on two occasions, each time with a burnt-out transistor box; after fitting several boxes it was discovered that the wiring was wrong, and when this was put right Rodriguez managed to get down to 1 min. 24.9 sec., a full second quicker than Spence in the H16.

Both Coopers put up predictable performances with Scarfiotti 2 sec. quicker than Redman. Charlton's time of 1 min. 26.2 sec. made him easily the fastest of the private owners, and with every car inside last year's lap record the chequered flag went out for the end of practice.

With Sunday as a rest day before the race, all the teams had plenty of time for leisurely preparation before the 3 p.m. start on Monday.

Race day dawned clear and sunny, which meant that temperatures were going to rise even higher than in practice. During Sunday a lot of cooling systems had been added to or improved. The Eagle team had not made any cooling additions but their 40-gallon fuel drum was stored in a refrigerator so when it arrived at the circuit it was nearly at freezing point. Also the new exhaust system had been changed for that used at the last races. The complicated McLaren cooling additions had been simplified to four flexible hoses to the metering unit and the fuel pumps.

Ferrari had decided to fit the extra water radiator on all three cars sticking out of the left-hand side. Coopers had changed Redman's engine for the 36-plug unit which had been a spare. Walker's car had new piston rings fitted and was using glycol for the coolant. B.R.M. had fitted fuel radiators to each of their two cars, the H16's, just behind the crash-bar, while the V12's radiator was over the gearbox. Hill's Lotus was sitting in the pits unattended while there seemed to be a panic around Clark's car. On Sunday the engine had been changed as a liner was suspected of having cracked, and in the morning warm-up an oil leak was discovered, and it was this that was being feverishly worked on. All was screwed together before the drivers made their lap of honour in vintage or near-vintage vehicles. At ten minutes to three, the cars made the warming-up lap and on time they moved from the dummy grid to the proper grid, with the track temperature at well over 130° F.

STARTING GRID

↑

4 J. Clark (*Lotus-Coswort V8*) 1 min. 21.6 sec.	5 G. Hill (*Lotus-Coswort V8*) 1 min. 22.6 sec.	16 J. Stewart (*Matra-Coswort V8*) 1 min. 22.7 sec.
3 J. Rindt (*Brabham-Repco V8*) 1 min. 23.0 sec.	2 J. Brabham (*Brabham-Repco V8*) 1 min. 23.2 sec.	
7 J. Surtees (*Honda V12*) 1 min. 23.5 sec.	10 A. de Adamich (*Ferrari V12*) 1 min. 23.6 sec.	8 C. Amon (*Ferrari V12*) 1 min. 23.8 sec.
1 D. Hulme (*McLaren-B.R.M. V12*) 1 min. 24.0 sec.	11 P. Rodriguez (*B.R.M. V12*) 1 min. 24.9 sec.	
9 J. Ickx (*Ferrari V12*) 1 min. 24.9 sec.	6 D. Gurney (*Eagle-Weslake V12*) 1 min. 25.6 sec.	12 M. Spence (*B.R.M. H16*) 1 min. 25.9 sec.
22 D. Charlton (*Brabham-Repco V8*) 1 min. 26.2 sec.	15 L. Scarfiotti (*Cooper-Maserati V12*) 1 min. 26.3 sec.	
19 J. Siffert (*Cooper-Maserati V12*) 1 min. 26.4 sec.	17 J. Love (*Brabham-Repco V8*) 1 min. 27.0 sec.	21 J-P. Beltoise (*Matra-Cosworth FVA*) 1 min. 27.2 sec.
20 J. Bonnier (*Cooper-Maserati V12*) 1 min. 27.3 sec.	25 B. Van Rooyen (*Cooper-Climax 4-cyl.*) 1 min. 27.8 sec.	
14 B. Redman (*Cooper-Maserati V12*) 1 min. 28.0 sec.	18 S. Tingle (*I.D.S-Repco V8*) 1 min. 28.6 sec.	23 J. Pretorius (*Brabham-Climax 4-cyl.*) 1 min. 29.0 sec.

As the flag fell, Stewart made a brilliant start, beating the "maestro from the starting line"—Clark—and at the first corner the Matra-Cosworth V8 was well ahead of the Lotus-Cosworth V8. At the end of lap one the order was Stewart, Clark, Rindt, Surtees, Brabham, Amon and then Hill, who had made a very poor start. Next came Gurney, followed by de Adamich, Hulme, Ickx, Spence, Siffert, Rodriguez, Love, Scarfiotti, Redman, Charlton, Bonnier, van Rooyen, Beltoise, Tingle and, last, Pretorius.

Clark was already harrying Stewart and before the next lap was over the Lotus was ahead of the Matra. No-one could keep up with Clark and he began opening the gap at about a second a lap. Hill moved up two places, passing Gurney and Amon and fixing himself in Brabham's slipstream. Ickx slipped by Hulme on the second lap and stayed there. Charlton made meteoric progress from 18th place to 13th and then back to last place when he came into the pits with suspected gear trouble. On the next lap, Charlton retired with a stripped crown-wheel. Rodriguez made an erratic start, dropping five places on the second lap, regaining three of them in the next two laps and losing them again two laps later.

Scarfiotti was the first retirement; he stopped out on the circuit on lap 2 when a water pipe broke, and as he leapt from the car he stripped off his overalls with badly scalded legs. An ambulance and helicopter transported him to hospital with first degree burns. With one Cooper gone, the other was in the pits on the fourth lap with overheating and, on the next lap, Redman retired.

De Adamich had been close behind Gurney for the first few laps and Ferrari's new boy went ahead on lap 5. The Eagle was not going at all well and by lap 12 it was passed by Ickx's Ferrari and the McLaren-B.R.M. V12. Bonnier made surprising progress in the opening laps, moving from 19th place on laps 1 and 2 to 13th by laps 7 and 8. However, the Swede was at the back of the bunch of four cars he was mixing it with in two further laps, when van Rooyen, Beltoise and Love repassed him.

On lap 8 Spence brought the hot and smoking H16 B.R.M. to the pits and retired with fuel vaporising. Brabham passed his new team-mate on lap 7 but not for long, for the Repco engine went sick, not allowing more than 7,000 revs., and two laps later Rindt and Hill went by into third and fourth places. By lap 10 Clark had a 7.5-sec. lead over Stewart, who was 4.1 sec. ahead of Rindt, who, in turn, was 1.1 sec. clear of Hill, with Brabham a few cars' lengths further down. Hill pressed Rindt and on lap 13 the Lotus went by into third place behind Stewart's Matra. Just before Hill passed Rindt someone spread a swath of oil around the circuit and as the cars scrabbled round the Clubhouse left-hander they were all over the road. De Adamich, whose experience with Formula One is still very limited, came, understeering, towards the outside bank, gave a squirt of power to bring the back round, but didn't estimate this correction properly and spun violently, hitting the inside safety barrier a short way down the straight. Although causing no personal damage, the car was badly bent and was out of the race.

The V12 B.R.M. made the first of several pit stops with boiling fuel problems which culminated in Rodriguez's retirement on lap 20. Brabham made one long pit stop, then continued slowly, retiring on lap 17 with a suspected broken valve. On lap 20, the field was depleted to 16 cars. Clark, Stewart, Hill and Rindt still led, separated by 15.7 sec., 4.2 sec., and 3.8 sec., while Amon was 14.6 sec. further back in fifth place and finding the Ferrari a handful to keep on the track. Gurney's engine seemed to pick up a bit and he re-passed Hulme for some laps but the reigning World Champion kept close behind. Van Rooyen, who drove in a very competent way, reaching 12th place at one time, retired on lap 22, with engine trouble. Tingle was slowing down and starting from lap 18 he made seven pit stops with overheating ignition and fuel, which finally caused his retirement on lap 35. Surtees was lying sixth on lap 23 with Ickx right up his exhaust, and on lap 24 the Ferrari got by the Honda, which put him in the way of Gurney and Hulme. These two were still in very close company and Hulme managed to pass Gurney on lap 27, and both of them went by Surtees when his goggles disintegrated, which necessitated a rapid pit stop. In days gone by the spare goggles worn round the neck would have been used but today no drivers wear spares.

On the 30th lap, Gurney re-passed Hulme into seventh place, while in the lead Clark now had 17 sec. over Hill, who three laps previously had managed to get by Stewart. The Matra held Hill on all the slower corners, but on the fast curves, understeer was slowing Stewart and it was here that the Lotus with its longer development had the edge, and went by into second place. On lap 30 Stewart was still only 0.6 sec. behind and was grimly hanging on. Gurney made a very quick pit stop on lap 33, which let Hulme get away from him, but the Eagle only lost the one place. Siffert, lying 10th, went up one place when Surtees went into the pits to see if his injection could be adjusted as the engine was dying at anything under 9,000 revs., which was making the slow corners somewhat tricky. After the pit stop, which dropped the Honda behind Bonnier, Surtees made short work of catching him and the Honda was in 12th place on the 40th lap.

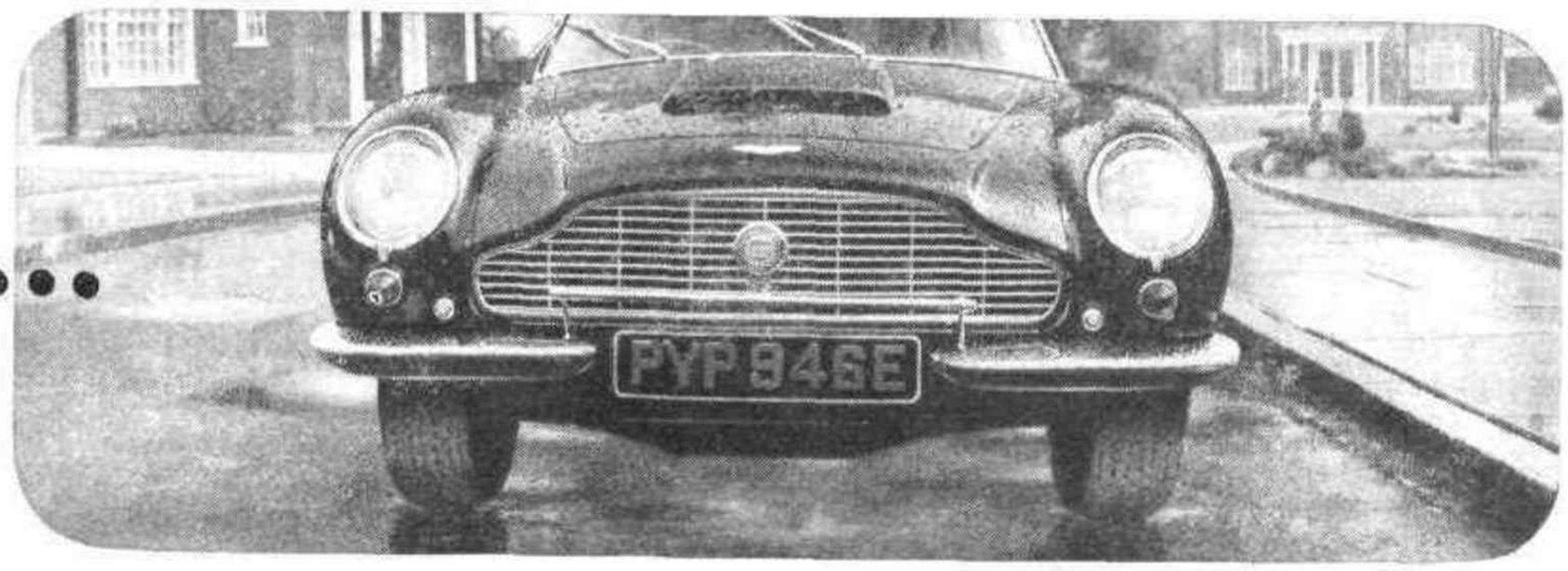
Clark's lead was now 23 sec. over Hill and Stewart had dropped back by 2 sec., with Rindt 13.3 sec. behind. The race had now settled down, with half the laps gone and only 14 cars left. Of these, a scrap was developing between Beltoise in the F.2 Matra and Siffert's Cooper-Maserati. On lap 40 the gap was 6 sec. but in 10 laps' time the blue French car was 0.2 sec. behind and trying to get by. In these 10 laps the only challenge to the Lotus-Cosworth supremacy was removed,

Continued on page 99

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INTRODUCING THE NEW ESCORT

"I know some people think that salesmen make a car. We believe that a car, if it is good enough, will make salesmen."—Henry Ford, *circa* 1926.

NEW FORD: 1928

AFTER making some 15-million Model-Ts between October 1908 and May 1927 the Ford Motor Company shut down its assembly-lines at Highland Park and River Rouge. A new model was required, because people were discovering that for less than the price of a Model-T they could buy a not-too-elderly used Buick and in the new-car market the out-dated, two-speed, back-braked Model-Ts were selling only twice as well in 1926 as Chevrolets, whereas in 1924 the proportion had been six-to-one in favour of Ford. It is interesting, too, in view of the current American safety regulations and their far-reaching effects on car design, that in 1926 safety authorities in Washington, according to Charles Sorensen, who was Henry Ford's adviser, were criticising the Model-T's brakes, some State safety boards were threatening to ban these cars, and the German government had issued orders to stop the use of Model-Ts because of unsafe brakes, which Ford agents in that country overcame, according to Sorensen, by substituting cables for rods.

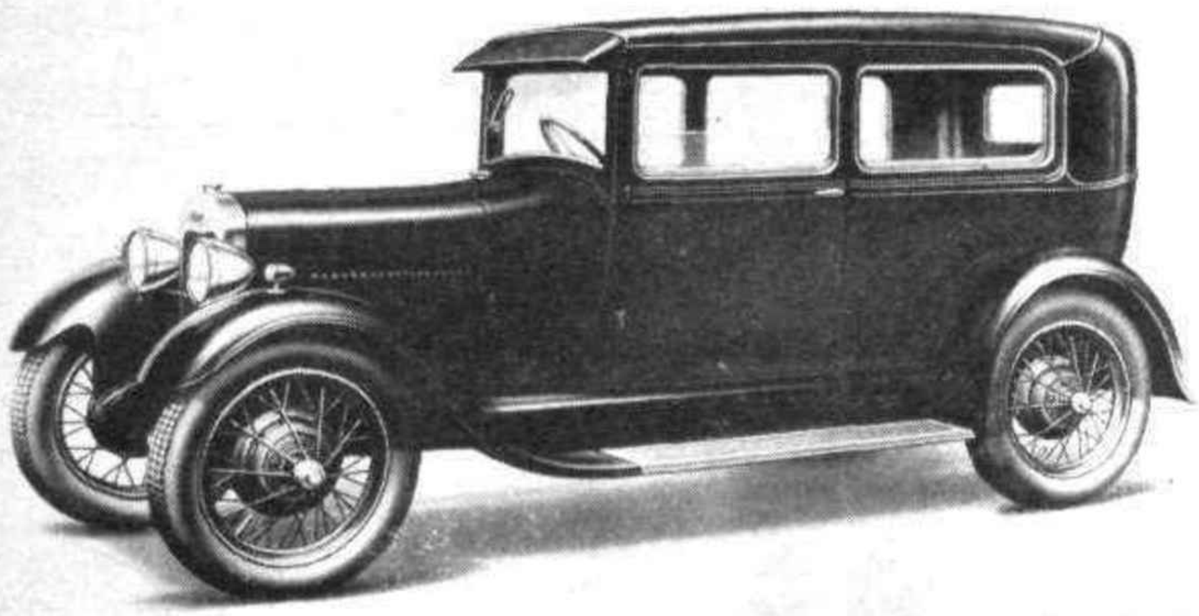
Clearly, a new Ford was overdue. Speculation as to what lines it would follow was stupendous—no new car has created more interest, none has raised as much controversy or had a greater reception, than this replacement model, known as the Model-A Ford.

So far as Britain was concerned, speculation commenced in the autumn of 1926, when it was rumoured that six- and eight-cylinder cars had been built in the Dearborn experimental shops. By March 1927 *The Autocar* reported that Henry Ford had announced a new car intermediate in size and price between the defunct Model-T and the V8 Lincoln, and rumoured that it would be called the Edison. In America the guessing went on. A four-cylinder engine was expected but there was talk of a hybrid sliding gear shift and entirely new body styling. At the end of May Ford (England) Ltd. gave a luncheon to the Press in London but the guests were told nothing of the specification of the new car; all Henry Ford would say was that it would have exceptional power, speed, style, flexibility, and ease of control in traffic. Meanwhile the Model-T would continue to be made at Manchester and Cork. So Dame Rumour endowed the forthcoming replacement with any number of cylinders from one to eight and a more unorthodox transmission each day. . . .

By the summer four cylinders were confirmed and then the true specification broke as World news in the New York paper *Automotive Topics* on August 13, 1927. The Model-A was revealed in the form Ford enthusiasts know so well, with Gene Farkas-designed four-cylinder 77½ x 108 mm. (2,033 c.c.) side-valve engine, 3-speed and reverse sliding-pinion transmission, transverse springing, L. P. Sheldrick-conceived, rod-actuated, balanced four-wheel-brakes and wire wheels. (On American and export models the engine size was 3.3-litres.) *The Autocar* had sent one of its staff to Detroit and his cabled report was published in their issue of November 18th, 1927, confirming these details. During this speculative year Ford had waived his dislike of broadcasting and pieces of old-time classical music had been sent out over American networks to sustain interest in the 1928 model at fever pitch. It was said that the new Ford took only 90 days to get into production and that the year's delay was due largely to disagreements between Henry Ford and his son Edsel who was responsible for the new car; the fact is that the first picture of the Model-A did not reach this country until November 1927 (it appeared to be a not very accurate drawing, showing *artillery* wheels).

The new Ford was finally revealed in this country at the Ford Motor Industries Exhibition at Holland Park (ironically, where B.M.C. have premises today) from December 2nd to 10th, Edsel Ford attending in person. The least-expensive saloon cost £185. Previously, New York traffic had been forced to a standstill as hysterical crowds surged to get their first glimpse of the replacement for Model-T. The Model-A did not have any sporting aspects but in 1928 one climbed Ben Nevis and two tourers ran in the T.T., amongst the Bugattis, Bentleys and Mercedes. This happened again in the 1929 T.T., when the Model-As of Masterton and Wright completed the course. During 1928 633,594 of these cars were built and the total of all versions from 1928-35 was over 4½-million. For a time this new Ford doubled its sales compared to Chevrolet but it failed to retain this lead, although the *Ford Dealer and Service Field Magazine* of Milwaukee did its best by comparing the Model-A with the Model-T and other makes of American cars part by part, to prove its superiority, which makes very interesting reading!

SENSATION FORTY YEARS AGO—the Model-A Ford which differed from 15 million Model-Ts by having a normal 3-speed gearbox instead of a 2-speed pedal-controlled epicyclic transmission, wire wheels and 4-wheel brakes.



NEW FORD: 1968

THE new 1,100 and 1,300 c.c. Ford Escort models announced last month are not quite comparable with the Model-A, which was a one-model production of a company which before the war was the World's biggest automobile producer, with the Model-T, and which had virtually "invented" mass-production. But it has some things in common. For instance, it is the utility model of the present Ford range (but is of interest to MOTOR SPORT readers because it is available in 1300 GT and 1.6-litre Cortina-Lotus twin-cam forms, with a full range of those splendid Ford competition options available). It replaces the Anglia in a range of 27 former Ford models, now increased to 29. In saying goodbye to the Anglia, Ford ends a 28-year association with a model-name which won a place in the hearts of nearly two million motorists around the World.

The history of the Anglia goes back to October 1939 when the £126 E04A model was introduced. The first Anglia enjoyed as much success as could be expected of a new car in the second month of World War II and continued after the war with few basic changes. Over 50,000 were made and many are still in regular service. In 1948 came the Anglia's £298 successor, the E49A, and when the last left the assembly line in September 1953 the 8-h.p. chapter in Ford car history came to a close, with production totalling nearly 159,000.

THE NEW FORD OF 1968.—The New Escort is Dagenham's challenge in the small car market. Although 40 years separate it from the Model-A, and it is 60 years younger than the Model-T, all share rigid back axles and leaf-spring rear suspension.



But the demand for low-cost transportation was still as great as ever. Sales of the 100E Anglia of 1953-9, with its entirely new body design, reached 382,000, more than half of which were exported. The last member of the Anglia family, the 105E, was introduced in the autumn of 1959. Here was the first small o.h.v. Ford, the first Dagenham car with four forward speeds, and the first breakaway from current orthodoxy in styling.

Within a few months a thousand a day were being built and it became the fastest selling British car ever. Total production of this model alone reached 1,288,956. It brought the grand total of the Anglias in a 28-year life cycle to 1,829,612. Such a large number ensures that the familiar silhouettes of successive models will continue to be seen on the roads for many years to come.

Now, 40 years after the debut of Model-A, comes another important new Ford. There may be a sense of disappointment that the new Escort does not have such long-rumoured features as an overhead camshaft, fuel injection, flat-four engine or i.r.s. In normal-performance standard forms it is apparently sufficiently light for drum brakes to suffice, while the valves are still prodded by push-rods. The body styling is new; gone is the once-much-vaunted reverse-angle rear window; perhaps because the World's family motorists refuse to do without a back shelf on which to carry wet umbrellas and boxes of tissues . . .

In fact, the Escort cannot be called revolutionary; it shows about as much advance over the Anglia as A over T. The engine is sufficiently sophisticated, especially as the classic d.o.h.c. valve gear is used for the fastest version. But the ride has been the least satisfactory aspect of non-i.r.s. Ford cars, so it will be essential to know whether the springing will prove adequate for the Escort or will show up to even greater disadvantage on this lighter, smaller car. If the latter should prove to be the case, Ford should be ashamed of allowing B.M.C./Moulton to get ahead in this matter of small-car suspension. Incidentally, there is only one body form, which should surely be referred to as the Tudor?

But much of the Escort's specification *is* new. For the first time in its smallest model Ford has a 5-bearing crankshaft and the Escort engines are the latest bowl-in-piston, crossflow-head type introduced last year for the Cortina, tyre size has gone down from 13in. to 12in. (except on the exciting twin-cam version) and there is rack-and-pinion instead of recirculating ball steering. More roomy, better finished with metallic paints, and of higher performance than the Anglia, the new



THIS HAND-OUT PICTURE from our files is captioned "The new Ford Escort" and dates back to 1955. So, in naming their 1968 small car, tradition was presumably intended to be taken into account, or are Ford running short of names? Note, too, that the maxiskirt, like the Escort, isn't really new!

Escorts have the excellent Ford "Aeroflow" ventilation. Ford claim an economy of 36 m.p.g., 0-60 m.p.h. in 20½sec., and 80 m.p.h. from the 1100, 32½ m.p.g., 0-60 m.p.h. in 16½sec., and 85 m.p.h. from the 1300, 0-60 m.p.h. in 13.7sec. and 92 m.p.h. from the servo-disc-braked, twin-Weber 1300GT, and 0-60 m.p.h. and 115 m.p.h. from the 115-b.h.p. twin-cam Escort. I shall be glad to check any or all of these claims when Ford make road-test cars available to me.

The Ford Escort was introduced at a pre-Christmas dinner party at the London Hilton, at which its future was toasted in Berncasteler Braunes, Hallgarten 1964 and Mouton Cadet, Rothschild Selection 1960, just as if Mrs. Castle had never been born! Each guest received a reminder of the Escort's styling, in the form of a pre-production Dinky-Toy miniature, cleverly prepared in secret by Meccano Limited. In the New Year those journalists fortunate enough to be able to spare the time away from more mundane duties, or having nothing more important to do, depending on the point of view, were flown to Morocco to try Escorts for themselves. About this my P.A. reports on page 116.—W.B.

SOUTH AFRICAN G.P.—continued from page 96

when Stewart's Matra-Cosworth broke a connecting rod which in turn punched a hole in the side of the engine. This let Rindt into an unassailable third place, followed by Amon, Ickx, Hulme, Gurney, Siffert, Beltoise, Love, Surtees, Bonnier and Pretorius, the latter many laps behind.

Bonnier was the next to fall by the wayside when he lost a rear wheel on the circuit. He collected the hub cap and had some officials to help him to lift the car to re-fit it. However, he retired just afterwards with overheating. On the 51st lap, Ickx's race was run and he stopped out on the circuit, when an oil pipe broke, spraying the rear wheels with oil, which gave him quite a moment.

Before the 60th lap, Gurney came into the pits to ask where he was and whether it was worth going on as his oil level was getting very low. The Weslake engine kept going for two more laps before the oil situation got critical and it was retired before causing too much damage. With Gurney's retirement the closely contested places were sixth and seventh, where Siffert was just holding Beltoise. The Formula Two car's persistence and the fact that the heat was not affecting it, won through and Beltoise got by into sixth place. Before the end he had pulled out a 12.2 sec. lead.

In the closing laps, Rindt began to catch Hill and ten laps from the end he was 9.3 sec. behind. The gap between Clark and Hill remained the same, about 25 sec., and with the fuel now low, Clark's lighter car put in the fastest time, on lap 73, in 1 min. 23.7 sec. (176.5 k.p.h.). Except for Amon making a last-minute pit stop for fuel, when he did not lose a place (evaporation made the Ferrari use 54 gallons as against the 30 it should have used), this was the end of a very tricky race. Clark and Hill first and second, put Lotus and Cosworth right on top at the beginning of what should be an exciting season. The built-in fuel-cooling system where the fuel circulates from the metering unit overflow through the inlet manifolds to the small pick-up tank paid off 100% at this race, for neither Lotus had any vaporisation problems. Also the large radiators kept the water within the bounds of the pressure caps.

Third came Rindt, very happy with his first drive in a Brabham-Repco V8. A lap behind was Amon's Ferrari, just 13.4 sec. ahead of Hulme's McLaren-B.R.M. V12. Then, another lap down, came Beltoise and Siffert. The only other qualifiers were Surtees and Love on the 75th lap.

Running at the end but not qualifying was Pretorius, who completed 70 laps. Too many cars retired again this year with heat problems; surely when the 1969 race takes place some more teams will remember this year's conditions!—M. J. T.

Results :

GRAND PRIX OF SOUTH AFRICA—Formula One—80 laps

325.632 kilometres—Very hot and dry

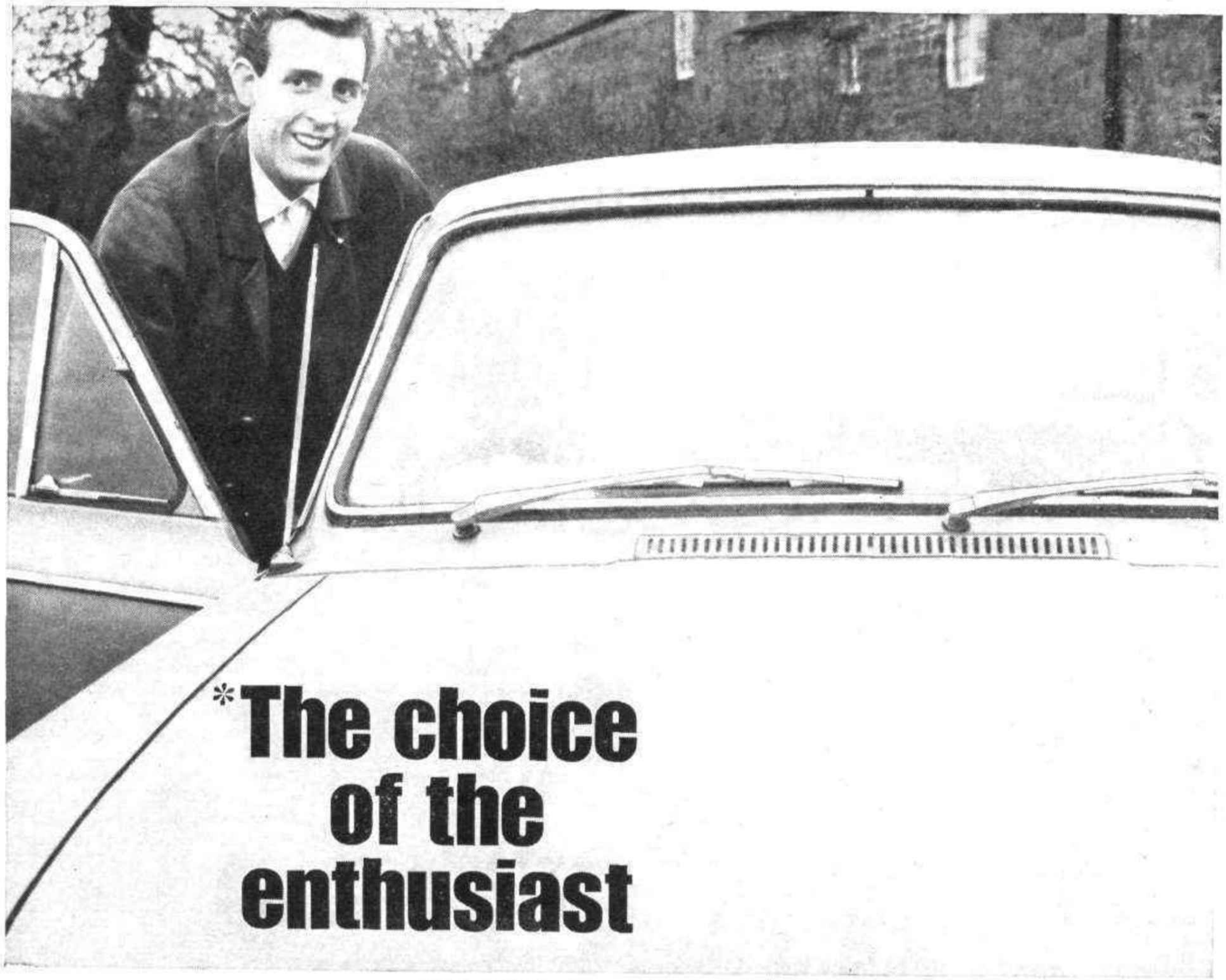
1st : J. Clark (Lotus 49-Cosworth V8) (Entrant: Team Lotus) 1 hr. 53 min. 56.6 sec.—172.87 k.p.h.
2nd: G. Hill (Lotus 49-Cosworth V8) (Entrant: Team Lotus) 1 hr. 54 min. 21.9 sec.
3rd: J. Rindt (Brabham-Repco V8) (Entrant: Brabham Racing Organisation) .. .. 1 hr. 54 min. 27.0 sec.
4th : C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari) .. .. .. 78 laps
5th : D. Hulme (McLaren-B.R.M. V12) (Entrant: McLaren Racing) .. 78 laps
6th : J-P. Beltoise (Matra-Cosworth FVA) (Entrant: Matra Sport) .. 77 laps
7th : J. Siffert (Cooper-Maserati V12) (Entrant: R. R. C. Walker-J. S. Durlacher) .. .. 77 laps
8th : J. Surtees (Honda V12) (Entrant: Honda Racing) .. .. .. 75 laps
9th : J. Love (Brabham-Repco V8) (Entrant: Team Gunston) .. .. 75 laps

Finished but did not qualify :
J. Pretorius (Brabham-Climax 4-cyl.) (Entrant: Team Pretoria) .. 70 laps

Fastest lap : J. Clark (Lotus 49-Cosworth V8), on lap 73 in 1 min. 23.7 sec.—176.50 k.p.h. (*new record*).

Retired : L. Scarfiotti (Cooper-Maserati V12) on lap 2, broken water pipe; D. Charlton (Brabham-Repco V8) on lap 3, crown-wheel; B. Redman (Cooper-Maserati V12) on lap 5, overheating; M. Spence (B.R.M. H16) on lap 8, fuel vaporisation; A. de Adamich (Ferrari V12) on lap 13, crashed; J. Brabham (Brabham-Repco V8) on lap 17, engine; P. Rodriguez (B.R.M. V12) on lap 20, fuel vaporisation; B. van Rooyen (Cooper-Climax 4-cyl.) on lap 22, broken valve; S. Tingle (LDS-Repco V8) on lap 35, overheating; J. Stewart (Matra-Cosworth V8) on lap 43, engine; J. Bonnier (Cooper-Maserati) on lap 47, overheating; J. Ickx (Ferrari V12) on lap 51, oil pipe; D. Gurney (Eagle-Weslake V12) on lap 58, oil leak.

23 starters — 9 finishers.



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MY YEAR'S MOTORING

The Editor looks back on the cars he drove in 1967

ONCE again it is time for me to summarise the road-tests I did for MOTOR SPORT last year and to look back generally at motoring in 1967. It was in some ways a less satisfactory year for me than others, but that was true of the outlook in general, apart from personal recollections. I drove fewer cars than I did in 1966, over a rather lesser mileage. I was committed to matters here which kept me from going abroad and getting off the ground in a flying machine, for the entire period. I did not get for test purposes quite all the cars I had wanted to try, nor many truly exciting ones.

I did, however, contrive to cover 29,514 miles in 36 different vehicles, and a good many more as a passenger, without accident, conviction or any kind of brush with our friends the Police, maybe more by luck than good judgment. This surely proves to some extent that it is possible to motor far and fast without inviting dire disaster and calamity ? If the horrors of the roads, as depicted in expensive Government propaganda and on wayside posters, were real, half of MOTOR SPORT's readership, which is composed of keen drivers who like powerful and rapid motor cars, would presumably long ago have disabled or liquidated itself. Yet this is far from being the case. Indeed, our circulation continues to rise at a very healthy rate, so that we can go on claiming, *vide* the 1967 Earls Court Motor Show official catalogue, " the highest net sale of any motoring journal in the country, certified by the Audit Bureau of Circulations "—a fact which I trust will not be overlooked by those manufacturers whose products are not mentioned hereafter, for the very simple reason that they were not submitted to us for test.

Indeed, before I begin to write about the cars I did drive in 1967, let me think about those I didn't. Although MOTOR SPORT's new-look embraces the American scene, the only example of those vast, mostly-casually-braked and softly suspended, but very powerful, Yankie sedans I sampled was a Chevrolet Camaro, which, however, is quite one of the best-handling of its enormous kind. The new overhead-camshaft Vauxhalls never came my way; on the day of Luton's Press preview I was lunching with a Public Relations Manager from the great General Motors organisation, which sponsors Vauxhall. Then there was only one Alfa Romeo, and that not by any means the most exciting of the range, but now that my old friend Barrington-Needham, who used to look after Citroën publicity, is in charge of Alfa's public affairs, I am sure this will soon be rectified. The only Fiat I got my hands on was a tiny Giardiniera, at the very end of the year, although I am avid for twin-cam 124s and the 125. However, D.S.J. did report very favourably on the 2-litre Fiat Dino, tried while he was in Italy. It has been a great disappointment to other writers besides myself that the four-wheel-drive Maxaret-braked Jensen FF has not been made available for test. The Daimler Sovereign, alias Jaguar 420, and the Rolls-Royce Silver Shadow were both missed, but this was no fault of the impeccable Jaguar or R-R Press offices, because a special task I had reserved for the Daimler evaporated, while, having decided that the Silver Shadow is not the kind of car one should attempt to analyse in this speed-restricted country, I was waiting to take it to Spain when printing deadlines made this impossible, although I did have a few smooth miles in the latest Rolls-Royce, in this country.

Now let me consult my Dunlop diary and Ferodo scribbling pads and recap. on those cars I did try in 1967. For three months I had the use of one of the latest twin-cam **Ford Cortina-Lotus** saloons, as well as doing a normal-duration test of this car earlier in the year. In a matter of just under 4,000 miles neither of these cars gave any anxiety, except that a faulty constant-voltage regulator had to be changed on the second of them. They provide exceptionally good performance, delivered with notable smoothness from an engine which is commendably quiet for a high-output twin-cam unit. The fuel economy is remarkable, too, unless a lot of wide-open throttle is indulged in, when the m.p.g. figure moves from around 27 to much nearer 20. The oil smoke from the exhaust after starting-up causes one to anticipate a rather heavier oil thirst than that of a push-rod Cortina GT. But this is not excessive and the fun provided by the Lotus-powered version of the splendidly-utilitarian Cortina, with its excellent means of ventilating its interior and the capacity of its body and boot make this a car I would be very happy to own. The road-holding, ruggedness and reliability of this family-type car are a tribute to development-through-rallying, as we tried to emphasise in a special article in the May issue.

Another car of which I had extended experience was a B.M.C. **Austin-Healey Sprite Mk. IV**, with the 1,275 c.c. engine, and a revised hood in conjunction with wind-up windows. I drove far fewer miles than I would have wished in this happy and handy little car, because it was always being snatched away by one or other of three daughters. It does not handle quite like a thoroughbred, had rather stiff steering, it is very noisy within, and the gear change, controlled by a high-set lever, is notchy. But it is fun, it is safe, and it enables one to enjoy a lot of fresh air without getting chilled, which was really the object of the exercise. The hood, very easy to erect and stow, was down even on November days; with it up visibility remains good, thanks to the transparent panels in the rear quarters. We ran this Sprite for 5,182 miles and I would still be using it, if it had not skidded on the pre-Christmas sheet-ice into a lamp post and clobbered a wing when someone else was driving it. Driven hard, serviced only once, this Sprite gave well in excess of 30 m.p.g., and no trouble apart from a leaking oil-filter. It always started promptly from cold after standing out for days on end. It was a very acceptable additional car, in a family embracing young and enthusiastic drivers.

The biggest mileage I did in a single car was nearly 8,800, in the editorial **Rover 2000 TC.** It is a car which never fails to please me, on account of its comfort, its dignity, its so-sensibly arranged controls (even if it takes a few minutes to locate some of them if the car has not been used for a week or so), its unfailing ability to commence after thus standing idle, and its good braking, handling and accelerative



THE REGULARS.—The Editor used these four cars, from left to right 1953 VW, 1967 Rover 2000TC, 1967 Ford Cortina-Lotus and 1967 Austin-Healey Sprite Mk. IV, in addition to normal road test cars last year. Between them they provided economy, comfort, performance and fresh-air, with reliability the common denominator.



This, the first of the dependable, accelerative twin-cam Ford Cortina-Lotus saloons tested last year, was endowed with " speed flashes " which attracted attention from the police.



The latest Austin-Healey Sprite gave fresh-air motoring, enjoyed by the motoring dog as well as by the Editor and his daughters, yet was snug and warm when the easily erected hood was up.

qualities. I am told by some owners that I shall run into horrible troubles as the mileage mounts, by others that they have had completely trouble-free service from these individualistic British cars. I can only remark that, serviced once, at the 5,000-mile interval, this Rover, apart from tending to stall, and momentarily to lose a plug, has failed me only twice—when the fuel reserve supply didn't function and when the bonnet-release toggle " came off in me 'and." The brakes make a rubbing noise for the first few applications after the car has been standing overnight but the discs thereafter remain absolutely free from squeal, the gear change is still stiff but on long acquaintance, less unpleasant than I expected, the seats and the ride are superbly comfortable (my wife emphatically confirms this) and the o.h.c. engine has an easy time on account of high gearing, which causes third and second gears to be used frequently, while acceleration is so unobtrusive that one tends to be surprised at how rapidly the Rover gets through the traffic gaps, while always confident that it will do so.

The reserve fuel supply, those external sidelamp indicators, the so-convenient storage bins before driver and passenger, the dependable self-winding Kienzle clock, the choke-light which comes on when mixture enrichment is *not* required, the precision with which the boot-lid shuts, the friction adjustment of the front-seat reclining squabs, and other small items have considerable appeal and emphasise the depth of character with which the Rover 2000 is endowed. The editorial car is in standard form except for a chromium MRA " Nevarust " exhaust-pipe extension and " Cannon " removable foot-mats in the front compartment. I have not yet got around to having Cibié fog and spot lamps fitted.

Faster than it looks, quiet-running, supremely sure-footed and safe on those Pirelli Cinturato tyres (which in spite of plastic valve caps, hold constant pressures for long periods), giving 27 m.p.g. of 5-star on long runs, and using no Castrolite between sump drainings at 5,000-mile intervals, I have never had a better inmate of the garage than this Rover 2000 TC. The Smiths Radiomobile radio has an excellent tone and gives considerable pleasure.

The only road-test car on loan for a normal period in which I



The best money can buy ? The Mercedes-Benz 250SE saloon. This one wasn't 100 per cent. reliable, even on short duration road test, however . . .

achieved a four-figure mileage was a **Mercedes-Benz 250SE** saloon. It charmed me, as always, to be riding again behind the triple-pointed star, in a very comfortable driving seat adjustable exactly as required, with the controls nicely placed and a very fine automatic gearbox having effective over-ride control. This 7-bearing 6-cylinder fuel-injection saloon is not cheap, but it gives 118 m.p.h. and 19½ m.p.g., and dignity and comfort in full measure. But, having for so long quoted these cars as the finest all-round automobiles in the World, I was disappointed that the prop.-shaft worked loose after a mere 800 miles. . . .

I covered almost 1,000 miles in that newcomer to post-war Britain, the **Opel Rekord** saloon, this one with the 1.9-litre high-camshaft engine. It did not altogether meet with approval in respect of handling and steering but is very adequately endowed with amenities, gave good fuel economy, and has a nice 4-speed gearbox, apart from heavy spring-loading of the gear lever. This Opel took me comfortably and willingly from my Welsh hideout to the vast tyre-manufactury at Fort Dunlop, of which all Britishers can be justifiably proud, a run during which its



Back again in Britain, the General Motors' Opel from Germany. This 1.9-litre Rekord was akin to the egg served to the luckless curate, i.e., good in parts only.

350-mile fuel-range was appreciated but its badly adjusted Bosch headlamps were not.

Another car in which I completed quite a distance was a **Ford Corsair 2000E,** in which mechanical changes to the V4 engine, including Weber carburation, have effected worthwhile improvements, although all roughness has not been eliminated. Very fast on a cross-country journey on account of its good acceleration, this Corsair gave 26.7 m.p.g. of premium petrol, is lavishly equipped for a car of this price, and proved generally acceptable, apart from a squeak from a steering-column bush and a horrid handbrake. I tried a **Vauxhall Viscount** and a **Citroen DS21** over virtually identical distances. They are poles apart, of course, the former making its appeal through the medium of leather upholstery, electric window-lifts and a vinyl-covered roof, the latter on account of its glued-to-the-road cornering



The Vauxhall Viscount, with electric window lifts, leather upholstery and a roof covered in vinyl, is a notable status symbol in Britain's suburbia.



Controversial, very ingenious, unconventional, very advanced, extremely safe and comfortable—all apply to the Citroën DS21.

extremely high level of ride (no pun intended) and seating comfort, and highly unconventional controls. I see that I summed-up the 100+ m.p.h. Viscount by saying it may not appeal to enthusiasts but is a fine proposition for those who wish to combine spaciousness and comfort with the status symbol, and who have less than £1,500 to spend. I concluded the Citroën report with the words : " . . . Citroën enthusiasts need no convincing and indeed are likely to criticise me for daring to suggest that this ' legendary dream car ' (I quote from the catalogue) has any shortcomings or that any car is superior to it." I still feel uncertain how much praise or criticism should be bestowed on this remarkable car in 1968; I do not entirely like it, yet a hurried run from Radnorshire almost to the Home Counties one summer evening, after we had been held up by water pump failure (estate, not car), left me with a very warm respect for this unique f.w.d. car. However you regard it, the DS is a magnificent piece of engineering.



The 3-litre Ford Executive, remarkable for its compact V6 engine, used also for the Transit commercials, and i.r.s., provides all that most families need in the way of transport, in an Anglicised/American manner. For some reason it has not sold satisfactorily, the excuse being that those " executives " who can afford the car do not have garages big enough to accommodate it. But poor handling, when it was sold with G8 tyres, and the odd styling, with long bonnet but short boot, may have some bearing on this.

I began 1967 with a **Ford Cortina GT,** about which I need not add any further praise to that which I have bestowed so often on this car since I first made its acquaintance, except to say that it went on and on without developing any shortcomings, and was truly thrifty of fuel, so that I forgave it a choppy ride, vague steering, and a somewhat " Model-T " interior—cornering was assisted materially by the wide-base rims shod with Cinturatos. Now, of course, the best of both worlds, Corsair Executive and Cortina GT, have been blended in the excellent **Ford 1600E,** distinguished by its distinctive if deceptive wheels. As a page was devoted to this new 1600E last month there is no need to add anything here.

Writing of Fords, I was able to gain belated experience of the big V6 **Ford Executive** in January last year, going down to Bath in it to talk about G.W.K.s. I said at the time that it seemed better to regard this 3-litre de luxe version of the Zodiac Mk. IV as a scaled-down American-type automobile with brakes and interior *decor* to British standards, rather than as a rival of established luxury cars. Regarded thus, its rather too supple suspension—Ford's i.r.s. has not quite done the trick, in a cornering sense—slightly odd power steering and adequate rather than powerful servo disc brakes are acceptable. I thought the rest of the car quite well contrived; it had a sliding roof and D1/D2 positions for the 3-speed Cruise-o-Matic transmission. Quite why these largest of the Dagenham Fords have not made the sales-chart grade is difficult to decide (they got off to a slippery start on the original Goodyear G8 tyres but road-clinging is fairly satisfactory on radial-ply G800s—and 440 miles was all too short an experience of one for me to find out). The only other Ford of 1967 was the **V6 Savage** but the one I was lent never got going on all six and tended to part at the seams, which was a great disappointment.

A car I was extremely fond of, but which was really at the tail-end of a long-duration 1966 test, was the **M.G. 1100** saloon. It brings a touch of dignity and quality into the small-car orbit and I think it will be extremely difficult for new cars of this swept-volume to match it under the headings of comfortable-ride, safe-handling and that elusive but so valuable performance characteristic, " dodgeability." And, note, B.M.C. fitted disc front brakes to all *their* 1100s, long ago. . . .

The **Chevrolet Camaro** was borrowed at the beginning of the year so that a colleague who has since left us could compare it with the Ford Mustang. But I had nearly 500 miles in this 350SS with 350 cu. in.



The Chevrolet Camaro was unsatisfactory in some aspects for an automobile in the £3,000 price bracket, but possesses better road-holding and braking than most American cars.

290 b.h.p. Turbo-Fire " general street engine." I don't like the size of American cars. I don't usually like their interior *decor* or external styling. I didn't like lots of things about this Camaro. In a £3,000 car the uncomfortable non-reclining driving seat, the body rattles, the minimal grip from the Firestone Super Sports tyres on wet roads, the too-high facia crash-padding and electrically-closed windows that functioned only when you had the ignition on, were very unsatisfactory, and I was astonished to be told I had over-revved when doing only 112 m.p.h. The power steering was vague and the instrument styling awful. Yet, after all that, I still admire the ultra-smooth Powerglide transmission and the tremendous acceleration, and road-holding and disc front brakes are a big advance of these items as I have experienced them on other cars from across the Atlantic.

A **Vauxhall Viva SL90** behaved nicely—the very light controls are remembered (although a very light clutch is less exceptional if you have driven the newest Cortinas). The vast improvement in road-holding and fast cornering of this Avon-shod Brabham-inspired SL90 was fully appreciated. Alas, though the road clinging is " B.M.C.-excellent," the new coil rear springing is terribly harsh, nor was fuel economy



With improved road grip at the expense of harsh ride characteristics, this Vauxhall Viva SL90 had an extravagant petrol thirst.

anything but a cause for anxiety—or would have been had I bought this car. Another, larger family conveyance I enjoyed "exploring" because it was a new model was the **Hillman Hunter.** I was sad that the once-individualistic and luxury-flavoured Rootes Group cars have been replaced by "Coventry Cortinas" but I attempted a comparison in the April issue. Performancewise, the Hunter was about mid-way between a Cortina 1500 and a Cortina GT (Ford have since brought out the crossflow engine) and on the whole I was favourably impressed with this newcomer. It handled well of its kind, on Dunlop SP41s, whereas a **Humber Sceptre** which was taken over after Christmas as the first test car of 1968 had a very lurchy ride and poor road-holding, perhaps because it is on C41s. This luxury Humber, which must be for executives because its roof is covered in vinyl, will be dealt with next month. Interesting that Rootes cribbed Ford's "Aeroflow" air vents, whereupon Ford altered their vent controls to the (inferior) Rootes pattern. . . .

I wasn't able to shake off family cars last year, so it was in a **Simca 1501GLS** that we went swiftly by the back-doubles from Hampshire to Brands Hatch for the Passion Sunday Meeting and I discovered that



Another disappointment—the Simca 1501GLS is good looking and has plenty of Continental individuality but a horrid gear change, poor controls and detail work but is notably economical if not very fast.

nice Mr. Webb had kept a front-row seat in the Press box for me, after all these years when I have not attended a single meeting. So I enjoyed the racing, but not the Simca, which seemed out-dated, supple and spongy, with a nasty rubbery gear change and a top speed of 75 m.p.h. against the collar, although it is very spacious and fairly comfortable. But having published these views, Simca fans were up and at me, reminder that what is a nice car to one man, will seem mediocre to another. It was the same with the **Volvo 144S.** I have great respect for the older Volvos, having been to Sweden and seen how they are made, but I just do not think the present 144 has kept pace with advances made by other manufacturers. The engine is noisy,



Disappointing—the Volvo 144S.

the ride too lively, the body and steering shake over bad roads, the car rolls on corners, there is transmission snatch, the gear change is notchy, and the steering is vague and too low-geared. An experienced Volvo owner agreed with me but the make's staunch supporters would have nothing of it, although most of them were basing their arguments on the earlier models, which I had not discussed.

One of the highlights of the year was the **Frazer Nash-B.M.W. 2000TI,** a really roomy family car of very real performance and impeccable road manners. It is a bit difficult to discover where B.M.W. ends and Frazer Nash takes over (final drive wasn't by chains), but what



With smooth engine, the ability to cruise at 110 m.p.h., and very safe cornering and road-holding, allied to spacious comfort, the Frazer Nash-B.M.W. 2000TI was one of the outstanding saloons tested last year.

a nice car this is ! It will go to 85 m.p.h. in third and they tell me that the smooth 5-bearing engine can be cruised at 110 m.p.h. once you are out of Barbara Castle's clutches; it tends to become noisy as the revs. rise and the ride is more lively than I like, but this is an excellent car costing well below £2,000 at the time of our test. Another Continental saloon I tried was the **Audi Super 90,** of which the 10.6 to 1 c.r., Heron-head engine is the best part. This efficient 27 m.p.g. power unit puts 62½% of the weight over the driven front wheels, which causes strong understeer, which four-turns-lock-to-lock steering and howling



Good engine, the rest indifferent—the Audi Super 90.

Metzeler tyres make a bore. The light-grained wood of the facia and surround is, said my passenger, reminiscent of sitting in a coffin (although I do not think he speaks from actual experience) and the steering-column gear stalk is not pleasant to use. Individual, nicely finished, no doubt very durable, yes. But a Rover 2000TC is almost as economical, and a much nicer proposition to drive. . . .

On the subject of Rovers, whose factory I visited during the year, I find the quantities of " auntie Rovers," the old P4 models, still in service quite overwhelming, and a fine tribute to Rover longevity. Which is why I ran a special article about them, last May; incidentally, the Continental Correspondent has a Rover 90, a " Universal Aunt " he keeps as a standby for the Jaguar E-type.

The new **3.5-litre Rover V8** was tested rather hurriedly at Motor Show time, too recently for it to merit any further mention now, except



Improved road-holding and more power make the 3½-litre V8 Rover a dignified and acceptable motor carriage.

to say that I liked it very much, found its urge and road manners much improved over those of the former " Great Aunts," and feel that people who would like a Rolls-Royce Cloud but never buy used cars will find much of the character and dignity they seek in this " Buick-powered " car from Solihull.

On an occasion when I was short of transport the ever-obliging and efficiently-operated Rootes Group Press service came to my aid, providing a well-appointed and willing **Singer Gazelle** as a tender car when I went on the H.C.V.C. Brighton Run in a 1914/18 Wolseley WD lorry. And before the editorial Rover materialised, Renault coughed up a **Renault 10,** which appeals in that special way Renaults have, is lively, nice to handle, and conveys a sense of dependability, so that I regret that the Gordini version has not yet come my way.

I drove more than 500 miles in an **Alfa Romeo Giulia 1300TI.** There is something about an Alfa. . . . Actually, this one, claimed to be " the most powerful 1300 saloon in volume production," proved boringly slow on the highest gear of its 5-speed box, its pedals are awkwardly hung, the all-disc brakes were apt to rub or squeal, while the seats and instruments are nothing to enthuse over. The wonderful sound of the twin-cam engine and the fine controllability alone make me anxious to get to grips with the faster cars of this breed. The 1300TI asks too much of its driver and the agents ask too much money for it, in my opinion.



The Alfa Romeo Giulia 1300TI made nice noises and handled well, but, lacking real performance, was fussy to drive.



Fun car, with the ability to run at very high r.p.m.—the Honda S800.

What else ? Well, the little **Honda S800** was interesting for the ability of its 791 c.c. roller-bearing twin-cam engine to go to 9,000 r.p.m., so that it was about the equal of an M.G.-B on acceleration, but was otherwise just a rather nice well-finished small sports car, with very limited luggage space and heavy on fuel, but which my daughters loved to be seen in. An **Austin 1800 Crayford estate-car** made light of great loads on its low-loading floor and gave me a reminder of what a splendid car the biggest model to the Issigonis formula would be if it had not just missed the sales-boat, primarily because of low-geared steering and poor detail work. I want to try a power-steered Wolseley 18/85, even though a colleague had the steering convert itself from power to manual under awkward circumstances, during the Press preview ! I was pleased to have further experience of the **Peugeot 404 estate-car,** because this is truly a sports station-wagon, which handles extremely well, is very nice to drive and is outstandingly economical, while blending practicability with individuality, from the gear-gate layout onwards, as only Peugeot knows how. I rate it the best of the bigger estate cars. I did a few exhilarating miles in a **Morris Mini-Cooper S** with special seats and its suspension set up to perfection by hydrolastic-wizard Alex Moulton himself (whose ingenious bicycles continue to serve us well), which unfortunately made both D.S.J. and W.B. feel sick. . . . We were placated by driving briefly a **Rolls-Royce Silver Shadow,** which Moulton had thought of buying. We found the ride to be the finest we had ever experienced, at the expense of much roll when cornering—he decided to keep his S-type Bentley. . . .

And that's about it. I went to enough race meetings to be able to claim that I am conversant with the job in hand (rather as C. G. Grey, the inimitable Editor of *The Aeroplane* before the war, used to go up once a year, so that he could spend the remaining 364 days preaching how dangerous it was to fly), of which I enjoyed those organised by the V.S.C.C. Right at the end of last year I made good use of that most excellent of economy cars, the **Fiat 500 Giardiniera** folding-roof bijou estate-car, the sort of thing we shall all need soon, if the £ goes on getting itself devalued. Able to buzz along at an indicated 58 m.p.h., the tiny Fiat kept us very warm in spite of air-cooling, and nursed a bit, ran 51 miles on a gallon of 5s. petrol, while its coggy gear change and quick steering are fun, and fine for competing in traffic drag-races. But how owners who are not dwarfs can tolerate the blind-spot left by the wipers on r.h.d. models I cannot understand, nor is general vision from within this Fiat at all good. I did a bit of vintage motoring in 1967, driving the 1930 Sunbeam " glasshouse " I share with D.S.J. more than 1,300 miles, partly through attending various S.T.D. rallies. I used the 1953 VW when there was nothing else around, and rode the 1932 492 c.c. Sunbeam " combo " for fun and fresh-air on Boxing Day.

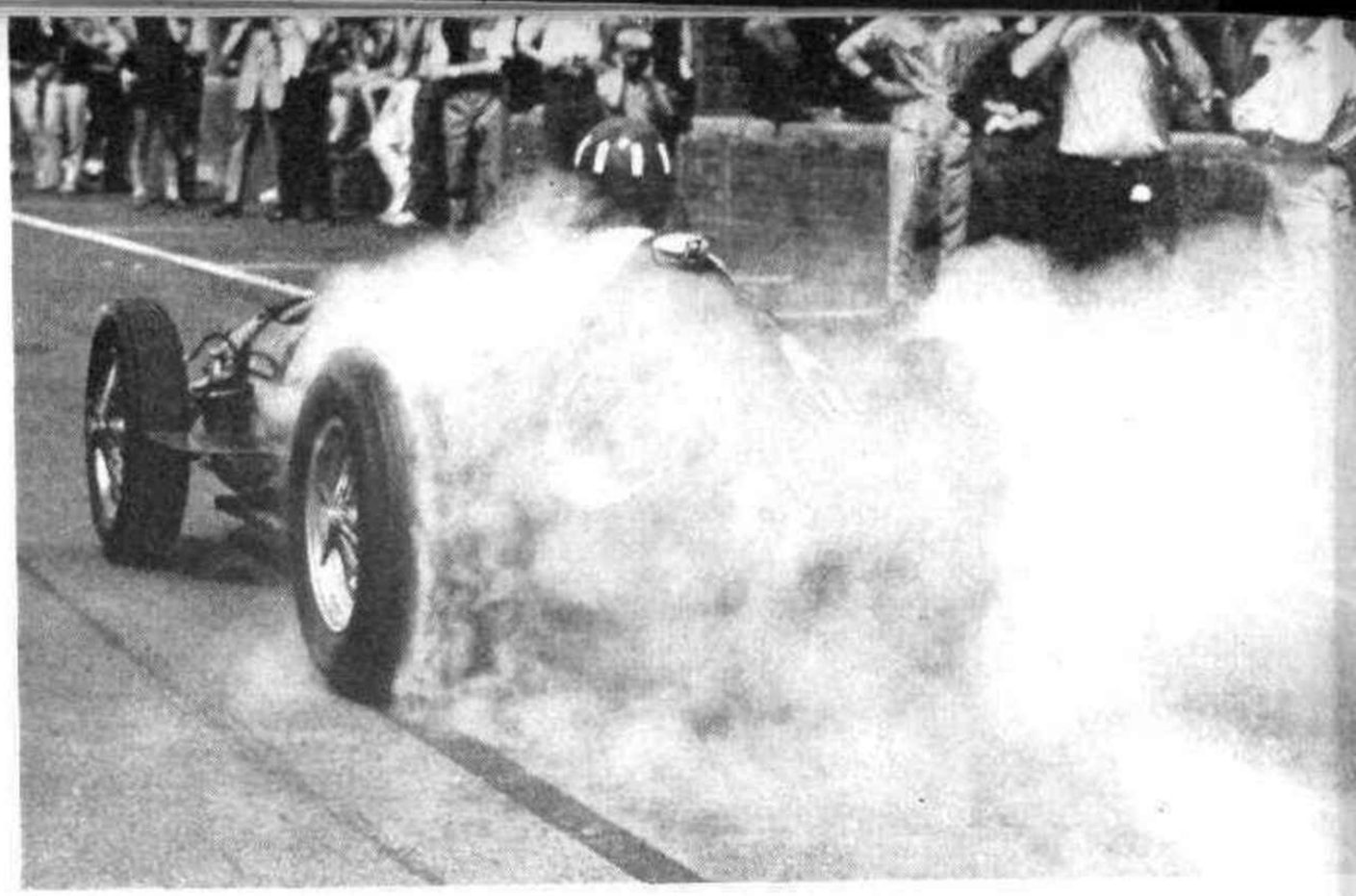
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The best baby estate car there is—the Fiat Giardiniera.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



HISTORIC RACING CAR IN SOUTH AFRICA. Graham Hill demonstrates the B.R.M. V16, with much tyre smoke, at Kyalami circuit.

V.S.C.C. NEWS

THE Vintage S.C.C. has changed its address to : Bone Lane (off Mill Lane), Newbury, Berkshire (Newbury 4411). Its Measham Rally had to be abandoned because of the foot and mouth epidemic but the Pomeroy Trophy will be contested at Silverstone on March 16th and will take into account petrol consumption this year.

1968 H.C.V.C. BRIGHTON RUN

Lord Montagu has received a reply from the Commissioner of Police, New Scotland Yard, to his request that the H.C.V.C. Brighton run should be permitted to start from Hyde Park. The Commissioner remarked that such rallies " provide you with the opportunity to sell programmes . . . and brings you all the fun of the fair and abundant publicity " but went on to say that they leave the Police with a difficult task. Shepherding the vehicles through many miles of streets in central London is far from easy, he said, " if these old crocks want to maintain a constant speed so as not to lose way." He also made the point that in 1966 such marshalling involved 49 policemen and that in 1967 there were 62 policemen engaged and that this represents " manpower police can ill afford to spare in these days of heavy crime and shortage of strength."

While we are glad to know that the importance of using the Police to prevent and detect crime is recognised, instead of allowing them to persecute motorists, the Commissioner is badly out of touch with the situation, if he thinks of the vehicles as " old crocks " and that the 1967 Commercial Vehicle Brighton Run went anywhere near Hyde Park. He also appears to have a poor knowledge of geography if he thinks that the route from Hyde Park to Brighton involves many miles through central London. This reply is disappointing, but the Commissioner does conclude by saying that " it is not difficult to find sympathy with the purpose of your Club." It is now obvious that Hyde Park will not see the start of this informative and popular cavalcade of commercials next May !

V-E-V Miscellany.—A beautifully preserved 1936 straight-eight Daimler landaulette, chauffeur-driven and looking as if it had just left the showroom, is in service in the wilds of Surrey. Within days of encountering this Daimler in a snowy night setting in Sussex we saw another straight-eight being driven out of Weybridge Municipal Car Park by a lady. This was undoubtedly a post-war 5½-litre car which should not be mentioned on this page but is interesting as it is presumably privately-owned, whereas most of these big saloons are used by hire firms. Another interesting car seen about this time, crossing Barnes Common, was a well-kept vintage Austin 20 coupé. A correspondent in the December 1967 issue of *Multicylinder*, the duplicated journal of the Pre-50 American A.C. lists all the early American cars which feature in the much-discussed *Bonny and Clyde* film. This issue was a special Hudson, Essex, Terraplane number. The Wolseley Register is compiling a list of all known Wolseley cars, as it is now able to check details against some official documents kindly made available by the factory. Wolseley owners are asked to send general information, maker's number (not the chassis no.) and engine number, to R. Burrows, 17, Hill Av., Cambridge. The Montagu Motor Museum is staging another Cavalcade of Motoring, on Easter Monday, and those who own interesting vehicles, from 1895 to the present, and wish to take part are asked to contact the Curator. An H.E. is likely to be rebuilt, with replica cloverleaf body, in Hampshire, a very decayed 18/80 Mk. II M.G. saloon changed hands recently for £50, and a rather sad Arrol-Johnston chassis has been found in Sussex.

Fodens have issued a short illustrated history of their Company which should interest commercial vehicle folk; copies can be obtained by writing to the Publicity Dept., Fodens Ltd., Elworth Works, Sandbach, Cheshire, mentioning MOTOR SPORT. Guildford is hoping to have a week's pageant of historic cars and motorcycles in July. Two old Morris Commercial vans are reported rotting in a Lincolnshire scrapyard. On the subject of old garages, only a few months ago the original premises of the Berkhamsted Motor Engineering Co. were still standing. *The Berkhamsted Gazette* published a 1923 picture of them last year, before a new service station was opened on the site; it shows three overalled mechanics outside with a Trojan tourer which has solid back but pneumatic front tyres. The old building was made in 1921 from a war-time aeroplane hangar and stored Fleet Air Arm folding-wing aircraft during the last war. It was demolished last summer but a similar hangar is still used as a furniture store, in Middle Road. The *Berkhamsted Parochial Review* last year recalled that probably the first car in the town was a secondhand 4½-h.p. Benz acquired by a Mr. Wood, whose son had a Kerry motorcycle and that in 1913 Dwight's Garage introduced the first taxi service, with a Darracq, which took its first " fare " to Whetstone. The article also mentions Southey motorcycles being assembled at Southey's Garage in Elm Grove.

A 1923 Amilcar has been brought into this country for restoration. Alan Clarke has acquired an open Derby Bentley said to have been owned before the war by Bira and to have had its engine converted to T.T. specification. He would be glad to learn its true history.

V-E-V Odds and Ends.—The Pre-49 Club of Halifax has been given the use of a Georgian house, out-buildings and a 2½-acre field by the Education Committee, which the members have renovated, using materials on the site, and now the mansion constitutes headquarters of this Club, where a working party is in attendance all day Saturdays and Sundays and a line-up of vintage cars, we are told, graces the cobbled courtyard. There could be several vintage Citroëns at the Citroën C.C. Beaulieu Rally next June, because one member is, according to *Citroënian*, the Club's monthly magazine, restoring a 1926/7 B14G l.h.d. tourer and another member has imported from France a 1923 two-seater, which has passed its M.o.T. test. The veteran Eagle three-wheelers described some months ago aroused considerable interest; one of these vehicles, with its early space-frame, is being rebuilt in Leicestershire. The Clyno Register (Sec., J. J. Salt, Chimley Corner, W. Lavington, Wilts; sub., 10s.) has issued a membership list from which it is seen that there are 31 Clyno cars and eight motorcycles on the books, the former ranging from 1924 to 1929 and the latter from 1912 to 1922. The cars breakdown into 18 10.8 or 11 h.p. models, six Nines, two 12/28s, and one each of 12 h.p. and 12/35. It is interesting that one of the sports 10.8 Clynos seems to have survived in Cambridge.

VINTAGE POSTBAG

The Wolseley Viper

Sir,

I was most interested in the article " The Story of the Wolseley Viper " in MOTOR SPORT, January issue.

I remember the car well in the early 'twenties, when I was a member of the B.M.C.R.C. and used to race a Coulson-J.A.P. motorcycle at Brooklands. What used to astound me was the way you could see the whole chassis flexing up and down every time the car went over a bump. It was certainly a hairy monster—how on earth Kaye Don ever managed to hold it was a complete mystery to me ! It was only outmonstered by Count Zborowski's " Chitty-Bang Bang."

In your final paragraph you ask for information as to what happened to the Viper. I think I can tell you that. An old school friend of mine bought it—I am practically certain. What he bought it for and where he used it, I can't imagine but I remember him telling me that the clutch was a bit fierce and it used to leap off the ground when he started off. This was in the early 'thirties.

Ashford. F. VERNON JONES.

* * *

Speed Trials at Southsea

Sir,

You mention the 1922 Southsea Speed Trials. Born in Southsea but living in Portsmouth, and being seven years old at that time my imagination was fired by my father's ejaculations of " Chitty-Chitty-Bang Bang " from which I gathered that a " motor race " was to be held in Southsea.

On the appointed day, fine and warm as I remember, I hoofed it down to Southsea Beach but by late afternoon had drawn a blank. On my return journey I saw a notice on a hoarding in Castle Road confirming the date and showing two " racing motor cars " locked in combat and with the legend " Chitty (in the singular)-Bang Bang."

Was this meeting ever held ? If so in what part of Southsea and at what hour ?

This was the most exciting race I never saw and I have been frustrated ever since.

Could some kind soul give me a little more information ?

Ruislip. A. E. ROSE.

[Yes, this event definitely took place, on Wednesday, August 23rd, 1922, over a kilometre course, with a slight bend, starting from the eastern end of the esplanade. F.t.d. was made by Zborowski's " Chitty I," in 30.6 sec. (73.07 m.p.h.), the runner-up being Eldridge's Isotta-Maybach, as described elsewhere in this issue. It seems that Mr. Rose went to the beach by mistake, but surely he should have heard the cars from there ?—ED.]

* * *

Motor Coaches in Competitions

Sir,

Reading about that splendid " pilote " Mlle. Lamberjack last month, I was reminded that her intrepid father used to race motor buses—and I was also reminded of the tale told to me that, like Europa, she had once had a misunderstanding with a bull and subsequently gave birth to Lamberjeannie; perhaps your Continental correspondent could elaborate.

" ANON."

[Could these " races " have been the Monte Carlo Rally ?—ED.]

* * *

" What Is It ? "

Sir,

In the December 1967 MOTOR SPORT Mr. W. S. Gordon asks if anyone can identify a very beautiful air-cooled single-overhead-camshaft engine.

I can offer the following information : The engine was designed and built by a Mr. Haythorn who was an ace home-built engine builder. Records show that he must have produced several engines. Mr. Gordon's engine was installed in a Ner-a-Car chassis. It was lengthened by 5 in. to take the engine. Ner-a-Car front suspension was retained and also the original front wings. An 8 in. diameter four-blade fan drove air on to the engine and was operated from the dog on the top front of the overhead camshaft shown clearly in Mr. Gordon's photograph. It had miniature car-type exhaust manifold which branches at the front of the engine and led the bulk of the gases into the main frame members, which were of box section. Either side of this assembly there were two 10 in. diameter wheels with cushion tyres on a suitable framework to form the landing gear which was used when the machine was at a standstill. In fact an occasional four-wheel motorbike. The machine weighed 370 lb. and tyres were 4 in. rear and 3 in. front and the finish was green cellulose.

The entire assembly was done by Mr. E. Alec Lawson who was managing director of Sackville Ltd., Beach Road, Sparkhill, Birmingham 11, who used the machine regularly on the road and its registration number was HON 473. The machine presumably was broken up. For cold days Mr. Lawson had it so arranged that hot exhaust gases would heat the handlebars making for comfortable riding. This must surely be the world's first centrally-heated motorbike !

Crowborough. P. FOULKES HALBARD.

* * *

1914/18 Air Aces

Sir,

In your criticism on " McCudden V.C." we are led to believe that James McCudden was the second highest scorer. In fact the British Ace lists reads as follows :

Major Edward Mannock (British)	73
Colonel William Bishop (Canada)	72
Major Raymond Collishaw (Canada)	68
Major James McCudden (British)	58

If we go further other higher scoring aces than McCudden are :

Rittmeister Manfred von Richthoven (Germany)	80
Captain René Fonck (France)	73
Oberleutenant Ernst Udet (Germany)	62

Tadworth. H. TAWE.

Sir,

I read with interest your review of the book " McCudden V.C." by Christopher Cole, but was somewhat dismayed to find him credited as the top-scoring U.K. ace in the 1914-18 war.

Whatever happened to Major Edward Mannock V.C. ? He was born in England, and although working for a British company in Turkey at the outbreak of war, he was later repatriated because of ill health.

He was known as the ace with one eye, because of an affliction in his left eye, and although he did not register his first kill until April 7th 1917, seven months after McCudden, he went on to register 73 officially confirmed kills, thus making him the top-scoring U.K. ace.

Mannock was shot down by a sniper's bullet which pierced his petrol tank, but his grave is unknown.

Major J. T. B. McCudden was second in the U.K. list, and fourth in the British list, as Lt.-Col. R. Collishaw was third with 60 victories. Like Lt.-Col. Bishop V.C. he was a Canadian.

Information from " Air Aces Of The 1914-18 War," Harleyford Publications.

Chelmsford. A. S. BISHOP.

The publishers comment as follows :

Many thanks for your letter and also for the review which we read with great interest, and pleasure.

The business of scores is a difficult one but Mr. Cole is quite certain that basically he is right and Harleyford wrong. The basic source for Mannock's score of 73 is I think the Jones biography of 1934 or so, and Cole is quite certain that it includes " possibles " and " doubtfuls." To consider McCudden and Mannock alone : McCudden's citation for his V.C. (1918) gives a figure of 54; that for Mannock, awarded posthumously and the citation published in 1919, credits him with 50. The other official source is the R.F.C./R.A.F. records and communiques—a careful analysis of these produces a figure of 57, or possibly 58, for McCudden and 43½ for Mannock—but as this is partly made up of fractions where Mannock is not the only claimant, it can be increased to nearer 50 by allowing him the benefit of all doubts.

Major Collishaw was not included in our calculations, which are restricted to R.F.C./R.A.F., because he was in the Royal Naval Air Service and Mr. Cole has not had an opportunity to go through their records. I don't know how definitive the figure of 68 is for him; it is not easy obviously to compare figures given by one service with those of another which may be calculated on a slightly different basis. I gather from Mr. Cole that the R.N.A.S. experts think that the figure may be on the high side, but they did not produce anything sufficiently definite for us to include in the present book.

I think all this is really covered in two passages of the book, one on pages 12 and 13, and the other on pages 197 to 199. I will look forward very much to seeing if you publish anything further on this theme.

London, S.W.1. FRANCIS DE SALIS,
William Kimber & Co. Ltd.

continued on page 120

BOOK REVIEWS

" Grand Prix Bugatti," by H. G. Conway. 224 pp. 8⅞ in. × 7¼ in. (*G. T. Foulis & Co. Ltd.*, 1-5, *Portpool Lane, London, E.C.*1. 63*s.*)

H. G. Conway has set himself up as the Bugatti historian, as well as owning and driving some very choice examples of this exclusive *marque*—some say that he invented the Bugatti! Consequently, much is expected of anything he contributes to this subject. Fortunately, Conway is extremely painstaking and goes into great detail, so any book from his pen and archives about Bugatti is an event.

In this latest volume he covers in meticulous detail the Grand Prix Bugatti cars, which in their various forms won so many races and are of classic two-seater road-racing car form. A good deal of information and illustration has appeared previously, particularly in *Bugantics*, the beautifully-produced monthly magazine of the Bugatti O.C., which has been an accepted and much-appreciated part of the sporting motoring scene since long before the war and which now covers Ferrari as well as Bugatti topics. This is inevitable and does not materially detract from " Grand Prix Bugatti," which is lavishly illustrated and which gives so much fascinating information. It covers G.P. Bugatti successes race by race but goes further than " The Racing History of the Bentley " by dealing with the mechanical aspects of the cars in addition, even to drawings of chassis frames, axles, bodywork, cylinder blocks, brake systems and many other items, not forgetting facia layouts.

Indeed, the book contains 127 photographs and 27 line drawings, and has a handsome dust-jacket depicting Moffatt's 1924 Type 35 photographed in colour by G. Nicholls. The chapters take in racing history and design and construction in two separate parts, and the appendices give technical data and list all known owners of Type 37, 35, 43 and 51 Bugattis. The Type 43 is included in the book, although strictly a sports car. Apart from minor errors, such as listing one Type 37 owner as living in Hampshire whereas he resides in Surrey and the disappointment of such a valuable book being given photogravure pictures and rather inferior paper, this is essential reading for the World's Bugatti enthusiasts. It will, alas, not earn us dollars, as it must not be sold in the U.S.A.—W. B.

" The Story So Far," by Pat Moss. 216 pp. 9½ in. × 6¼ in. (*William Kimber & Co. Ltd.*, 6, *Queen Anne's Gate, London, S.W.*1. 36*s.*)

Breezily written and thus easy to read, this is Pat Moss' account of her career to date, as a show-jumper, rally driver and occasional racing driver. Such books are usually interesting and this one is no exception. It does not give the close insight into rallying that Marcus Chambers' book does and it seems to have been written hurriedly, probably dictated on to tape, judging by certain errors which occur, such as " Cadmore Park " for Cadwell Park, " Dennis " for Denis Jenkinson, and so on. There is also the rather startling passage on page 72 which reads " Although I was fully grown now, I still rode Marcus. . . ." but it is all right when you remember that the book is about horses as well as rallying.

Outspoken in places—when I remember the terrible trouble we got into with B.M.C. for daring to criticise the A70 and A90 Atlantic Austins in MOTOR SPORT some years ago, I shuddered to find Pat Moss describing the latter as " a most unsuitable car, hard to manoeuvre, it handled dreadfully, at rallying speeds it had no brakes to speak of and on corners it wallowed about like a pregnant pig," etc.—this book will perhaps inspire other girls to take up competition motoring, as they go with Pat, from novice to expert, on rallies with other well-known woman competition drivers and navigators. Humorous, a good personal story, reflecting Pat's life as the daughter of a rich man and sister of Stirling, who nevertheless had to rely on her own resources and skill when she went in for show-jumping (this part of her story is particularly interesting) and competition motoring, this is a worthwhile book which escapes being a classic. It is well illustrated; there is no index.—W. B.

It might be thought that there is scarcely room for two books about the tank battle at Cambrai in 1917 and we reviewed " The First Tank Battle," by Robert Woollcombe, favourably last month. However, " The Ironclads of Cambrai," by Bryan Cooper (Souvenir Press Ltd., 95, Mortimer Street, London, W.1, 242 pp., 8½ in. × 5½ in.), deals with the subject in a rather more popular and general manner and gives rather more technical information about the tanks engaged. It costs 35s.

* * *

Those who are contemplating buying a motor caravan will find a great deal of information about selecting, equipping and running such a vehicle in " Motor Caravanning," by Tim Wilkinson (David & Charles, S. Devon House, Railway Station, Newton Abbot, Devon, 156 pp., 8½ in. × 5½ in., 30s.).

* * *

We cannot help taking an interest in power boats where the accent is on power. For 5s. you can get a 40-page magazine-type publication on the 1967 Offshore Power Boat race written by Anthony Needell and David Short giving all the rules, details and results of the last race together with some very fine full-page action photographs. In one photo there are four boats powered by Ford V8, Rolls-Royce, Aston Martin and Volvo engines; we can't help being interested. Send 5s., plus postage to : Ade Publications, 25 Ellesmere Road, Twickenham Middlesex.

PERIOD PIECE

THERE are no " Cars in Books " this month, for not even in the case of the open car which " had to be pushed out of its garage and the hood put up in case it rained," while a glider was built in its garage during the winter of 1922/23, is the make mentioned, in " Airdays," by John F. Leeming (Harrap, 1936). But this is a splendid period piece for vintage aeroplane enthusiasts, and does make passing reference to A. V. Roe's *two-wheeled* cyclecar, which, until the police stopped it, was " one of the brightest entertainments " of the 1924 Lympne light-'plane contests.

The early misfortunes of this L.P.W. glider, which was afterwards stored in the deserted but otherwise fully-equipped war-time aerodrome at Alexandra Park, Manchester, and later became a motor-glider which never took off, its engine being too heavy, and the formative years of the Lancashire Flying Club, are described and the great spirit of pioneering and companionship that prevailed at the 1923 *Daily Mail* glider trials and the subsequent motor-glider competitions at Lympne are delightfully recaptured. Thereafter this book, one of the few accounts of the commencement of the light aeroplane movement in the autobiographical sense, tells of the adventures of setting up a flying club, of getting delivery of the first D.H. Moths, of putting on air displays, often with virtually only one serviceable aeroplane available, and gives interesting insights into the characters of famous pilots like Hinkler and Cobham.

Some of the happenings are extremely humorous, as when the author was mistaken for Cobham after he landed in an Avro 504 at an improvised aerodrome at Old Hall Farm, Withington, followed by a couple of Moths (does the field still exist?) in connection with Manchester's Civic Week of 1926. In those days so little was known about flying by ordinary people that when Leeming was explaining how Cobham would taxi in from his landing point, an alderman said that most certainly the great aviator must not be allowed to come by taxi and that an official car would be sent to meet him! How long ago it all seems. . . .

Much of the book is concerned with the difficult task, eventually successfully accomplished, of landing on the summit of Mount Helvellyn, at the request of the Director of Civil Aviation, as a useful demonstration of how practical aeroplanes had become! For this hazardous flight Leeming used an Avro Gosport two-seater biplane, G-EBPH, with experimental 100-h.p. Avro Alpha 5-cylinder radial engine, borrowed from the Avro Company. This aeroplane was so experimental that it had to be given a special permit for the flights from Woodford aerodrome to Cumberland, as it had no C. of A. The attempts were exciting in the extreme, and the author pays tribute to Hinkler's skill when forced landings were inevitable. The mountain-top landing was successfully accomplished three days before Christmas 1926. Originally a landing on Snowdon had been suggested but Leeming says this proposal had been turned down by the Managing Director of Avro, who apparently " lived quite near Snowdon; he had even climbed it once in a motor car—the first and, as far as I know, the only motor car ever to have performed this feat." This, I think, refers to Sir William Letts, who is usually credited with the first successful ascent, in an Oldsmobile, in 1904, although other reports claim that the first climb was made by Harvey du Cros in a 15-h.p. Ariel early in the same year. Leeming was wide of the mark, anyway, because successful ascents were made, in 1923, by 4- and 6-cylinder A.C. cars and by air-cooled Stoneleigh and B.S.A. light-cars, the last-named leaving the " record " at 42 min., R.A.C.-observed, on its non-stop run.

Continued on page 117

PICTORIAL REVIEW

SOUTH AFRICAN G.P. SWEDISH RALLY

WINNER.—Jim Clark drove the latest Lotus 49-Cosworth V8 to a very convincing victory round the hot Kyalami circuit in South Africa. This convincing win so early in the season portends well for the Lotus team this year.

KYALAMI VIEW.—From the Kyalami circuit the view stretches into the hazy distance across the Veldt. On the circuit Surtees leads Hill, Amon, Gurney, de Adamich, Ickx and Hulme.

ABOVE — NEW CAR.—The new Matra Formula One car was rushed ahead and arrived in time for Stewart to give a convincing demonstration of the car's potential.

LEFT — TRYING HARD.—Amon tried very hard to keep up with the Cosworth-engined cars, but in vain.

BELOW — NEW LAYOUT.—The Matra-Cosworth has an oil radiator behind the driver's head and one extra water radiator by the side of the battery and Hewland gearbox. The shiny metal top-mounting plates can be seen at the front of the engine, also part of the fabricated rear cradle on to which the suspension is bolted.







CATCHING UP.—After a bad start Hill had to drive very hard to get through to second place. Here he has just passed van Rooyen and Love, while at the back, about to follow through, is Rindt in the Brabham-Repco.

NEW COLOUR.—Hulme drove his first race for the McLaren F.1 team and had difficulty keeping up. The McLarens have changed their colour to an attractive shade of pale orange in the hope it will bring the same luck they had in the Can-Am series.

The new Escort might appear to be a small car.

It has a price like a small car price. It parks in a small car space. It will cost you as much to run as a small car does.

But otherwise, a small car the Escort isn't.

There's room to stretch and yawn without getting the small car neck cramp.

There's enough room for the kids to wriggle and romp without getting a clout.

Our 15 cu. ft. boot is something of an oddity in the smaller car market: it holds luggage.

The engine has a five bearing crankshaft. So it runs smoothly. Lasts longer.
And doesn't burst your eardrums at 50 mph.

The gearshift is short and racy. The gears are all synchromesh. So when it comes to the crunch, there isn't one.

We offer our new Escort in 4 models. De Luxe, Super, Super 1300 cc and GT.

Our GT does a roaring 92 mph and takes you from 0 to 60 mph in 13.7 seconds.

The De Luxe and Supers aren't far behind.

All four have a very modest price, speed, extra room, and all.

So you won't feel the pinch either way.

The new Ford Escort.

Recommended prices including delivery to your Ford Dealership (excl Northern Ireland) are De Luxe £635 (incl PT), Super £66



The small car that isn't.

ncl PT), Super 1300 £691 (incl PT), GT £765 (incl PT). Factory fitted seat belts in accordance with statutory regulations at extra cost

INTERNATIONAL SWEDISH RALLY Right from the start, the two Porsches entered by Scania Vabis, their distributors in Scandinavia, were at the head of the field. That of Ake Andersson and Sven-Olof Svedberg crashed and retired, leaving Björn Waldegård and Lars Helmer victors by a margin of half an hour. This stage is typical of the entire rally.

SAAB were well represented in the entry list, but it was this privately entered car driven by Håkan Lindberg and Bo Reinicke which was second on the stages. They did, however, lose a minute on the road after changing their clutch and this dropped them to third place overall. This picture was taken on the snowbound pony-trotting stadium at Karlstad.

TOM TRANA, the ex-Volvo driver who has twice won the R.A.C. Rally, was driving for the Saab factory team and although he and Solve Andreasson were behind Lindberg on stage times, they found themselves second due to Lindberg's one minute road penalty. The Saab service crews were a pleasure to watch as they worked quickly and efficiently in temperatures as low as —30° C.

THE ONLY factory cars entered from Britain were three Ford Lotus Cortinas. Only Bengt Söderström and Gunnar Palm, winners of last year's Swedish Rally and the R.A.C. Rally of 1966, finished. They took fourth place despite several stops to change their alternator. Roger Clark retired owing to the sudden onset of influenza and Ove Andersson because his car's throttle linkages froze and the pedal pivot snapped.



" Our man in Morocco " tries the Escort Twin-Cam over a rough section near Meknes.

INTRODUCING THE ESCORT

January 3rd: The British United B.A.C. 1-11 arrived at Rabat at about 4 p.m., having made a refuelling stop at Bordeaux-Merignac, where Mirage 4 bombers were on manoeuvres. In keeping with the splendid mid-December dinner at the London Hilton, the 70-odd members of the party were to stay at the Rabat Hilton. Transport to the hotel was an uncivilised old 'bus that rattled and shook its way up the hills. At that evening's cocktail party everyone laughed when Walter Hayes said we were to get a call at 6.30 a.m. the following day; trouble was, he wasn't joking, and it was a motley bunch of journalists which shuffled into breakfast on Thursday morning.

January 4th: There was a scramble for the GTs, then the 1300s with the 1100s bringing up the rear. There was a police escort out of Rabat and then we were on our own. For the volume of traffic, the Moroccan roads are some of the best we have seen, even if a little uneven in places. The Escorts were soon spreading out and speeding towards Casablanca—only to turn inland to Settat, and then back to the Barbary Coast to lunch at Safi, overlooking a bright blue Atlantic. After lunch there was a short run inland to the overnight stop at Marrakesh, with the High Atlas ever looming in the background. The weather was spring-like and we arrived almost at sunset, a beautiful sight, with the walls of the city glowing gold. There was more Ford wining and dining in the evening but most people turned in early for another dawn start.

January 5th: There was *ice* on the windscreen in the morning, but we were on the road by 7.30. It was a long run of over 380 miles, at first in the fertile, orange-growing foothills of the Atlas, and finally into the mountains. We climbed to 4,800 ft., well into the snow-line where there was hardly any vegetation. The people seemed even poorer, living in hovels made of mud, or reeds or beaten-out tin cans. Transport was almost non-existent, and it was only too common to see natives walking or standing, miles from anywhere. What were they doing? Where were they going? It was a shattering thought that such poverty exists so close to Europe. Despite the natives' fearsome and bedraggled appearance, they seemed a happy race, free from cares. In particular the children had an infectious happiness and were terribly excited at the sight of the line of Escorts. An indifferent lunch was taken at Meknes and then back to Rabat, this time in the one Twin-Cam present—naturally a far better car. In the evening there was what was termed a " grand banquet," which included a string of belly dancers.

January 6th: Time for a brief tour of Rabat and pack to the waiting 1-11; from the sun of Morocco to the rain and sleet of Surrey.

We were able to try three models, a 1300 Super, a GT and the Twin-Cam. Naturally it was the Twin-Cam that we were most anxious to try and on the long, open roads between Meknes and Rabat it was certainly very pleasant. The car accelerated briskly up to an easy indicated 110 m.p.h., although in braking from that speed the car lost some of its stability. With its lowered suspension and wider wheels, it had a much happier feel when cornering. Like the present Twin-Cam and GT Cortinas, the Escort has the same interior even down to the plastic steering wheel, an odd thing in these days of leather-gaitered wheels. The Escort Twin-Cam will apparently sell for about the same price as the Cortina, but as it weighs about 2 cwt. less it would appear that the Cortina's racing days are finished. The GT was quite pleasant but did not have a very noticeably superior performance to the Super. Whereas the Twin-Cam would cruise in comparative silence at 80 m.p.h. the 1300 and GT were beginning to sound hard-worked and reluctant to more acceleration.

We covered a route of over 700 miles, almost always at high speed, yet hardly any trouble was reported throughout. One car was found to have an inoperative clutch one morning and three others had their gear levers come out. However, Ford did not seem to think this problem very worrying and no doubt the fault had been rectified when the cars came on to the market mid-way through January. We look forward to commenting further on the Escort Twin-Cam when we have completed a full road test.

For those who thought the whole trip an expensive public relations exercise, Ford's Barrie Gill gave a simple answer: It cost the company no more than it would to place two full page advertisements in a national newspaper.—R.F.

NEW ZEALAND GRAND PRIX (January 6th)

THE opening round of the Tasman Series, the New Zealand Grand Prix at Pukekohe, was won by Amon, driving a works 2.4-litre Ferrari V6. Gardner, in Mildren's Brabham-Alfa Romeo V8, was second and the only other driver to cover the full 58 laps. Clark's Lotus-Cosworth V8, which had made fastest practice lap, made the initial running. He was leading Amon by several seconds until on lap 45 the Cosworth engine's valve gear broke and the engine seized.

Three laps from the end Hulme, driving an ex-Winkelmann Brabham-Cosworth FVA, was involved in a collision with Brownlie's 1.5-litre Brabham-Ford. Hulme, who was in third place and lapping Brownlie, was thrown from his car and taken to hospital with concussion. Brownlie suffered leg and arm injuries. Both of the new works 2.5-litre B.R.M. V12s had mechanical troubles. In the race Rodriguez drove a V8 car and McLaren a V12, holding fourth and sixth places respectively until both retired.

TASMAN 2½-LITRE FORMULA—58 laps—101.5 miles

1st : C. Amon (Ferrari V6)	.. ..	59 min. 20.1 sec.
2nd: F. Gardner (Brabham-Alfa Romeo V8)	.. .. ..	60 min. 57.8 sec.
3rd: P. Courage (McLaren-Cosworth FVA)	.. .. ..	56 laps
4th : J. Palmer (McLaren-Cosworth FVA)	.. .. ..	55 laps
5th : P. Bolton (Brabham-Climax 4-cyl.)	.. .. ..	55 laps
6th : G. Lawrence (Brabham-Ford)	.. ..	53 laps

Fastest lap : C. Amon (Ferrari V6), 59.3 sec. (*new record*).

PERIOD PIECE—continued from page 108

It was this aeroplane which Leeming landed, on another occasion, on a main road, in order to take on petrol from a wayside garage. There is a picture in the book of the Avro Gosport nearly touching a barn on one side, with its wings spanning the road, which was at Bucklow Hill, near Northwich. Taxi-ing to the garage, the Avro was refuelled " with 12 gallons of Shell " and flown back to Woodbridge. The author says it would be indiscreet to tell the whole, amusing story in his book and I gather he got various " rockets " for this episode in the technical Press. One day I must certainly see what C. G. Grey of *The Aeroplane*, who was a stickler for safe flying, wrote about it—incidentally, Leeming praises this great Editor, whose paper changed so drastically and dismally soon after he relinquished control of it. . . .

The " Cars in Books " feature is about references to cars (and sometimes aeroplanes) which occur in fiction and biography not expressly about motoring or flying. " Airdays " was a flying book, so naturally it is all about aeroplanes; thus this recollection of it perhaps comes more under the heading of a " belated book review." Anyway, it is extremely enjoyable, to those of us who like reading about flying in the 1920s—about Leeming flying Sir Sefton Branker, then Director of Civil Aviation, from Woodford to Castle Bromwich in an Avro Lynx in the summer of 1927 and getting lost on the way, and another about how he covered the total eclipse in the same year, with a Lynx, for the benefit of the Press. There is much about the joy-riding activities of F. J. V. Holmes, who, into the 1930s, had perhaps a dozen Avro 504Ks for this purpose, an account of flying to Cork in a D.H. Moth which was the first aeroplane to land there since 1923, of taking the Lord Mayor of Manchester from that City to Croydon in a machine (unnamed) which developed engine trouble but managed to keep going, accompanied by Northern Air Lines' converted D.H.9 (I wonder if contemporary Press accounts reveal how very nearly that Lord Mayor was force-landed?). Very much in the same vein is the story of how Leeming agreed to navigate a Ford Trimotor (disguised, admittedly, in the book as a three-engined all-metal monoplane carrying two pilots and 12 passengers and built by " a large and very important firm of American motor-car manufacturers ") from Croydon to Wythenshawe and became completely lost in fog soon after take-off—one day I must consult the Press accounts of that demonstration flight, to see if they so much as hint at how nearly it ended in disaster! Truly a fascinating book, a splendid period piece. . . .—W. B.

CORRECTIONS

In last month's article about the cars owned by Sir Ralph Millais, Bt., the impression was conveyed that the Monza Alfa Romeo he had, and which is now owned by Doc. Taylor, was a replica. Although found in chassis form, all the correct parts were located and the car built up as a genuine Monza. It was also stated that Sir Ralph first saw his Le Mans Alfa Romeo at Rob Walker's garage at Dorking; in fact, he discovered it at the Phoenix Green Garage at Hartney Wintney. Under the heading " Books News " it was announced that H. R. Slater's history and technical discourse is scheduled for publication in April but the paragraph omitted to say that the subject is the 1750 Alfa Romeo.

Amy Johnson was serving with A.T.A. during the war and not, as we stated in error in reviewing the book about her, with the W.A.A.F.

MY YEAR'S MOTORING—continued from page 105

Lord Montagu took me on the Brighton Run in the 1903 F.I.A.T., I attended an excellent Air Display at Old Warden, and followed D.S.J.'s Big-Load in the Sprite, which proved amply handy and accelerative for this specialised task.

There were a few other bright lights. We presented that Petition to Mrs. Castle, who has ignored it. I protested in print about public money being wasted on unnecessary road-signs, and received a rocket from a reader who thought I had parked the Rover unwisely while taking a photograph; in fact, I was far from the bend in question and the road was blocked at the time by a lorry; the significant thing is that when I went that way months later, no signs had been attached to the new poles—what a waste of money. . . . ! We had the traditional Stand at Earls Court and met many friends, we moved into brand new offices, and we prepared for printing MOTOR SPORT with a colour section. Now it is starting all over again, with the road-tests, race meetings, vintage outings and hours of typewriter tapping of 1968. . . .

As tyres are in the news these days I will conclude by stating that of the test-cars I drove, 11 were on Dunlop, five on Pirelli, five on Michelin, four on Goodyear, two on Avon and one each was on Firestone Phoenix, Kleber Colombes, Firestone, Continental and India tyres. I am using Pirelli on the Rover, India Autoband on the VW and Dunlops on the vintage Sunbeam. For driving and walking I find " Jim Clark Autostrada " shoes very comfortable but effeminate looking (did Clark, I wonder, wear a pair while winning the S. African G.P. so convincingly for Lotus-Cosworth ?). I have kept warm in a Castrol coat and dry in Castrol oilskins, while my Bardic torches and Breitling Navitimer wrist-chronograph have continued to function reliably as they have done for many years, and my Ritepoint ball points never fall apart and seem in exhaustable. All my cars, and any test cars that have needed topping-up, have been run on Castrol oil. And that, I think, disposes of my journalistic responsibilities for another twelve months and enables me to resume my more natural role of motoring enthusiast !

W. B.

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1967

Car	Petrol Consumption	Oil Thirst
Ford Executive V6 saloon ..	21.7 m.p.g.	None, in 450 miles.
Hillman Hunter saloon	30.0 ,,	One pint, in 600 miles.
Vauxhall Viva SL90 saloon ..	27.1 ,,	None, in 500 miles.
Vauxhall Viscount saloon	17.5 ,,	½-a-pint, in 775 miles.
Mercedes-Benz 250SE saloon ..	19.5 ,,	None, in 1,300 miles.
Simca 1501GLS saloon	29.4 ,,	One pint, in 500 miles.
Ford Corsair V4 2000E saloon ..	26.7 ,,	None, in 800 miles.
Audi Super 90 saloon	27.0 ,,	Virtually none, in 425 miles.
Alfa Romeo Giulia 1300 saloon ..	32.2 ,,	Less than ½-a-pint, in 680 miles.
Volvo 144S saloon	21.8 ,,	None, in 680 miles.
Honda S800 sports two-seater ..	27.8 ,,	2/5ths-of-a-pint, in 650 miles.
Frazer Nash-B.M.W. 2000TI saloon	22.8 ,,	None, in more than 1,000 miles.
Austin-Healey Sprite Mk. IV sports two-seater	33.4 ,,	—
Ford Cortina-Lotus saloon ..	27.0 ,,	1,400 m.p.g.
Opel Reckord saloon	28.6 ,,	None, in 944 miles.
Rover 3.5-litre V8 saloon	18.4 ,,	½-a-pint, in 600 miles.
Austin 1800 Crayford estate car ..	26.5 ,,	One pint, in 366 miles.
Fiat 500 Giardiniera estate car ..	47.1 ,,	One pint, in 480 miles.
Rover 2000TC saloon	25.3 ,,	None, between sump-draining at 5,000 miles.
Ford Cortina 1600E saloon ..	28.2 ,,	None, in 720 miles.
Citroën DS21 saloon	23.9 ,,	None, in 750 miles.
Humber Sceptre Mk. III saloon ..	30.1 ,,	½-a-pint, in 540 miles.



The Editor riding out of 1967 on a Sunbeam.

LETTERS FROM READERS

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

ANOTHER "SHORT-LIST"

Sir,

In March, 1965 you were kind enough to print a letter of mine praising the then new SP41 tyres on Jaguars. I ended by saying that an excursion from Jaguar into "Exotica" would probably be regretted, but had to be tried. Well, here is the story if you are interested.

Fortunately, Harold Wilson and his gang have not yet managed to deny the owner of a business the choice of personal transport, but what to choose? I suppose like most Englishmen the Aston Martin always was the dream and therefore set the standard which discounted the following cars:

Jensen CV8: Ugly and uninspiring and with a chassis which surely could not match the performance of that engine.
Gordon Keeble: I liked it, but the Company was in financial trouble.
Ferrari and Maserati: Import duty, etc., practically doubles their "home" price and I could not see that either was worth £2,000 more than the Aston.
E-Type Jaguar: Like D. S. J. I was disappointed with the early model. The small doors, cramped hot interior and rather "poofy" lines put me off. Besides I was not considering value for money any more! The odd MOTOR SPORT article saying "Yes, but not a GT car" helped to dissuade me.

An Aston Martin it was, then, but I first bought a secondhand 1960 DB4 at £1,750 to see if I liked this kind of motoring before spending £4,500 on a new one. This car gave me trouble-free motoring for three months, my only complaint being the lack of fifth speed or overdrive (fitted to later models). Early-morning motorway trips at 130 m.p.h. brought the oil pressure down from a constant 70 to 50 p.s.i. pointing also to the need for an oil cooler. But the car served its purpose and along with one of the Jaguars was part-exchanged for a new DB5. This was like a boudoir after the DB4—quieter, plushier, electric windows, Selectaride—although you need a more sensitive bottom than mine to take advantage of the four settings.

The first and lasting impression is safety. The roadholding is phenomenal and here I compare it with the fast saloons like the Jaguars and not foreign GT cars like Ferrari of which I have no experience. I got quite used to "bending" Jaguars round corners and suffered many a moment of apprehension, but with the Aston—none. To this day I have no idea whether it over or understeers. The car's ability to get round corners exceeds its driver's and that is what I call a safe car. In the early days of ownership I missed a change from fifth to third whilst approaching a nasty bend all wrongly cambered and went round in neutral at around 100 m.p.h. with slight protest from the tyres. However, there was very activated movement from one of those weird families picnicking in an adjoining lay-by!

It is difficult to put into print the feeling of security that this roadholding, allied to excellent acceleration and braking, gives but I think it is basically the ability to maintain speed on bends and corners on an even keel without having to correct or, even worse, to be prepared to correct for body roll suspension deficiencies.

In my innocence I had imagined that the designers, builders and even service engineers responsible for a £4,500 car would be a race of supermen. They are not. They are ordinary people and drop their clangers like the rest of us, especially the service engineers, but more about them later. I also thought—how naive can you get—that by paying £2,000 more than for a Jaguar the latter's irritating, but albeit small design faults would not be present in the Aston—a question of not having to get down to a price. True enough in certain respects: no faulty gauges or replacement speedo in 60,000 miles, never a leak from the exhaust system, etc. but there is a brief list of faults which have no right to be present in this sort of car:

(1) Petrol leaks from both fillers on cornering if the tank is much more than half full.
(2) Too much heat from engine and gearbox finds its way into the interior and the ventilation system is inadequate in hot weather.
(3) Standard horns just "croak" at speed and the steering-wheel centre boss is not the right place from which to sound them. Finger-tip operation on the end of the direction-indicator stalk is the only place for a fast car.
(4) Choke and heating control knobs fell off every few weeks. Glue on the retaining screw solved this.
(5) Too much instrument reflection in the windscreen.
(6) Driving mirror vibrates at high speed.
(7) Sun visors of transparent plastic obscure the view when in use and are too smoked to see through.
(8) No rubber protection plugs in the four jacking points. Obviously no one at the factory has changed a wheel on anything but a new car using the equipment provided. It is impossible to insert the jack without first cleaning out the hole with a penknife.
(9) Noisy windscreen wiper motor and mechanism.
(10) Poor lateral support of the front seats.

To the best of my knowledge the DB6 retains all but faults 1 and 2 and incorporates a few more obvious ones of its own. The already heavy steering seems even heavier and the lengthened wheelbase has not improved the roadholding. As for the looks!—a steady decline from the original DB4 is probably the nicest way to express my feelings.

But once you accept that even the most expensive cars are designed by people who just sit on their bottoms designing and not motoring year in and year out, you then accept the faults and appreciate the more obvious virtues. The turbine smooth engine makes the long-stroke XK engine seem rough by comparison. That beautifully built aluminium body over an immensely strong steel tube frame offers you every chance of walking away from a bad accident. In fact an associate drove straight through a telephone box one evening and suffered a cut finger. He said he felt a bit of a Charlie telephoning for help from a box with only the back wall standing. I hasten to add that it was his fault.

Over the big question of reliability I have mixed feelings. I suffered five roadside breakdowns. Two of these were fan-belt breakages and not directly attributable to the car. I was let down twice in a week by the Lucas distributor; once when a tungsten tip flew off the contact breaker and closed the gap completely. A new distributor under warranty helped restore my shattered morale. When you have paid this much money for a car there is a great temptation not to be associated with it whilst it remains broken-down by the roadside. The other time the car let me down was at 58,000 miles when the clutch went. This was my own fault as I had ignored the warning signs of wear in an effort to see what mileage I could get out of the original clutch. I was interested to read in your April issue that D.S.J. replaced his presumably similar diaphragm clutch at 40,000 miles in the 'E' type as a precautionary measure. What price on the Aston—£50 for parts and £28 for labour! Incidentally his alternator went at 38,500 and mine at 58,500 miles. The battery is still perfect being located under the rear seat and well away from engine heat.

Apart from the usual bits and pieces like plugs, points and brake pads the only other replacements have been a noisy wiper motor under warranty, both rear shock-absorbers, oil radiator, the inevitable S.U. petrol pumps (at least with twin pumps you can get home) and recently two rear road springs. The car was "bottoming" on rough roads with two people and plenty of luggage making fast trips through France virtually impossible. New springs only partially cured this and I began to think the DB5 was too heavy for its suspension. I can only assume the heavier DB6 will "settle" even sooner.

The warranty is a very worthwhile twelve months and this for me was 27,000 miles. Coincidentally with the purchase of the Aston my annual mileage was cut from 50,000 miles with the employment of an assistant. Pity, really, as I could have made good use of that 50,000 miles warranty! The Manufacturers and their distributors interpret the warranty very generously.

The mention of distributors brings me back to service engineers who are not supermen. Courteous, willing and knowledgeable, but too many times after an expensive service has the car had to be returned for adjustment for something or other. Once, I was sent away with a water leak from a none to tight Jubilee clip (now there's a salesman, that Jubilee rep.; he has got twenty clips on the primary water hose alone!). I don't know how many miles I achieved at a temperature of 100°C. plus; probably not many as I like inspecting all those lovely instruments, but 2,000 miles later the head gasket had to be replaced. Fortunately, I was still in warranty having only done

21,000 miles! Later, and regrettably out of the warranty period, just after an expensive 10,000-mile service a worn fan-belt shredded within a few miles. After recording up to 110°C. in a two-lane traffic jam for a few minutes I feared the worst. 7,000 miles later No. 6 exhaust valve burnt out. I was assured that I had done well to get 39,000 miles in before a top overhaul and perhaps therefore the previous overheating had not contributed over much. However, I sent the offending valve to the factory with a complaint about early deterioration. Needless to say they did not agree with their distributor's flattery at my ability to get so far without a top overhaul. The reply?—

"... and must admit that it is one of ours" (cunning chap might be sending us one out of his Jaguar) "... this sort of thing does occasionally happen... It is not, however, common in our cars if properly used..." (so much for my driving ability).

In my own mind there is no doubt that this all aluminium engine is a little delicate around the head gasket and will not suffer overheating. In which case better service would have been welcome.

Maintenance for 60,000 miles cost £800 of which exactly half was labour, and around £100 was tyres. The very excellent Avon GT tyres, pre-70 m.p.h. speed limit, gave around 10,000 miles for the rears and 20,000 miles for the front ones. Of the £300 of "material" that went into the car about £50 must have been oil as the sump holds 21 pints!

The attitude of one's fellow motorists is worth commenting on. Generally I was offered an embarrassing amount of courtesy and the moment this bright red thing appeared in a rear-view mirror I would be waved on by all but the odd representative in a company car who was determined to stay ahead on the grounds, presumably, that only the aged can afford Astons. (However, I am 38.) One citizen in a Cortina showed me the way round a large roundabout near Uxbridge with three lanes on the exit and actually managed to hit the central reservation.

Once I came up behind an American-registered Mustang. The driver suddenly went berserk on seeing me, crossed double white lines, caused a 'bus to pull over with flashing lights and sundry other nonsenses, before I showed up in case someone accused me of racing on the public highway.

These were, fortunately, rare occasions and I had many months of the safest motoring anyone is likely to experience. Then came the 70 m.p.h. limit and suddenly a lot of bloody-minded drivers are amongst us, and the law is on their side. For me the Aston became an anachronism and since I could no longer make use of its virtue of high-speed safe motoring I refused to suffer its faults. So we have parted company and there is now a very lovely Bentley S3 Mulliner Continental in her place. A charming lady this, but then we are still on our honeymoon. Husband No. 1 must have been very kind—between them they only managed 26,000 miles in just over three years; without "issue" I should imagine judging by her condition. 4,000 miles in our first month have not disturbed her and I think she may well prove the answer to a lot of long-distance motoring in today's traffic.

Many thanks for an excellent magazine but I would welcome more articles on "Exotica." Some years ago Rob Walker delighted me with his "Cars I Have Owned." He must have had many more since.

Beaconsfield. PETER MESSENGER.

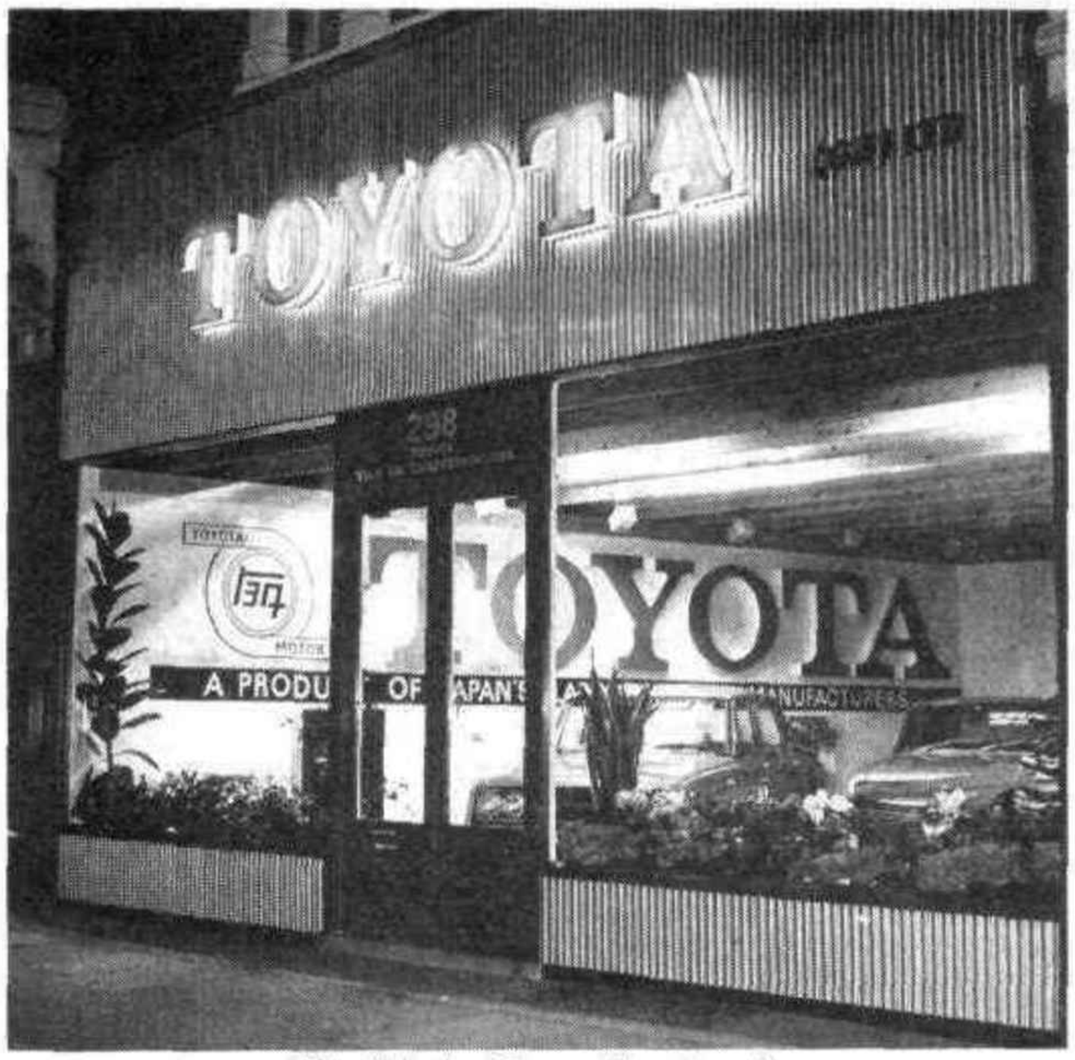
* * *

INSIGNIFICANT?

Sir,

Your article "Concessionaires to the Rising Sun" was read with interest, and as one of the chief participants in the introduction of Japanese cars into this country we would like to put forward certain points in respect of your article which we consider portrays a slightly wrong impression to our customers buying Toyota cars.

We are sure you will agree that certain nuances in the way places are described can give a wealth of meaning which can either be bad or good depending on which way the inflection is made and on this point we feel that the statement "insignificant blue door" is not entirely true and to prove this we have enclosed photographs of the entrance to the showroom. We feel that our door, which is blue for Toyota, is no more insignificant than any other door which is made to allow the human frame to pass through its portals. This is also the case with reference to the back stairs. Back stairs, in some people's minds, give the impression of clandestine or nefarious practices which we assure you is not related to our trade. The stairs extend from the back to the front to meet requirements designated by the structural formation of the building with a showroom underneath.



The "insignificant blue door"

Again from the point of view of impression, though our depot is an ex-ordnance depot it can bear no relationship to its past image in its present form and was not mentioned as having new specifically designed hangars erected plus many more ancillary equipments related to vehicle servicing and handling. The up-to-date design of the depot we consider is most important, and entirely relevant to efficient pre-delivery servicing of vehicles.

On a point of accuracy we would like to draw your attention to the fact that the writer is General Manager and not Managing Director which was bodly displayed on the door and was also recorded on the visiting card presented to your interviewer. Also the cars were shipped from Nagoya *not* Tokyo, a small point but in the interest of accuracy should be recorded.

For interest the figures of the number of cars already sold are around 1,000 in 1966 and 2,000 in 1967. This information was not, to my memory, divulged at the meeting. We do not wish to digress at large and appear over complaining about the article but we feel that the information given and the impressions arrived at by your representative should not, unless factual, slant the picture and image of our most reputable firm and excellent Toyota vehicles, at a derogatory angle.

Trusting you will take note of our comments and possibly at least reward us with a picture of our showroom and blue door, however insignificant it may have appeared to W.B.

F. C. D. WRIGHT,

London, S.W.2. *General Manager*, Toyota (G.B.) Ltd.

[Premises, like cars, differ a great deal. I have been to many that have been more palatial, had far more impressive staircases and offices, and even more imposing entrances than that of Toyota (G.B.) Ltd. While it is the cars and not the buildings that matter, impressive office blocks and service depots, etc. often, in my experience, indicate a good product. As this matter seems so significant to Mr. Wright, I am happy to oblige by publishing his picture.—ED.]

* * *

OPEN-AIR MOTORING

Sir,

Re correspondence on "Open Motoring." The hood on our 3-litre Vintage Bentley was erected only once in four years' daily running. That occasion being the start of our honeymoon trip to Holland when it rained so hard even the windscreen wipers gave up in despair.

Six years and three children later we also have a 1934 3½-litre Bentley minus roof (due to lack of funds for replacement, not an oversight by the manufacturer!) and the family are all enthusiastic fresh-air fiends content only to travel in a saloon when a trip in the tourer would invite, against us, charges of attempted infanticide.

The weekend of December 30th, 1967, saw my husband and me in the Yorkshire Dales sheltering under the tonneau having given up the unequal struggle against enormous hailstones which made mobility extremely painful! The blizzard which followed made slow progress possible and the trip was a marvellous experience of simple, though some may say maniacal, pleasure.

Give me a tin opener and I'll take the roof off any car we ever own. The day I travel in a heated sardine can with wind-up windows from choice is unforeseeable. One man's meat is another's poison!

Market Drayton. JENNIFER KENDRICK (MRS.).

[We are glad to have received so many letters from motorists who are not afraid of fresh air and many of whom probably feel that you cannot genuinely go "motoring" enclosed in a saloon, sedan or coupé. We feel sure they will remain in good health, free from 'flu, as I did when driving a Morgan Plus Four. This correspondence is now closed.—ED.]

* * *

THE NEW TYRE REGULATIONS

Sir,

Looking at the tyre laws which come into operation on April 1st a rather interesting thought crossed my mind. The new law states that tyres must be at the pressures given by the manufacturers. Unless I am mistaken tyre pressures tend to increase after a long fast run, which means that anyone who drives for a reasonable distance at a reasonable speed will be liable for prosecution even though the pressures were correct at the start of the journey. The fitting of different tyres (radials) to a car and the consequent juggling of the pressures to find the ones best suited to the car would also be illegal. If I am wrong in my assumptions then I would be glad if someone could put my mind at ease.

RAF Digby. D. MOOR.

[Mr. Moor seems to have a good point. The pressures recommended by a car manufacturer may be different from those recommended by a tyre maker, such as Michelin with their low-pressure X radial, and individual drivers have their own ideas as to what pressures are suitable. How will the police decide on correct (legal) pressures, unless they carry car/tyre makers' handbooks covering every car on the road? Apart, that is, from cars on tyres not specified in the catalogue and the ideas of high-speed (70 m.p.h.) drivers. A Ministry of Transport Press Officer quoted the regulations, stating that a driver shall not use a tyre which is "not so inflated as to make it fit for the use to which the motor vehicle or trailer is being put." He thought the police would be on the look-out for particularly low pressures and that a lb. or two leeway would be given. We hope so, for do not so many garage pressure pumps differ so greatly?—R.F.]

* * *

PRE-WAR TRIALS SECTIONS

Sir,

Your correspondent C. A. N. May (December, p.1157) asks if "Colly might still interest a modern trials machine." This hill, also known as West Ditch, is now unusable, or was a few years ago. In 1963 I was Steward for a motorcycle trial on Exmoor, and on arriving at Colly we found that all the bushes and trees on the tops of the banks had been cut down to ground level and the resulting brushwood had been dumped in the gully in which the track ran. On that occasion the competitors (who were coming down the hill) were routed along a track improvised with arrows and cards on the top of one of the banks—in places this was difficult enough for some observed sections to be marked out. But I fancy that with the closing of the track in the gully, no trial has been up or down there since.

I have an old 1-in. O.S. map of Exmoor, marked "Roads revised up to 1926," which shows the hill then being over a mile long, reaching a summit of 1,047 ft. on Kennisham Hill (which adjoins Colly Hill on Lype Common, at the top). But a later 1-in. O.S. map, bought in 1946, shows the upper half-mile as single dotted line (footpath) only, which is also the marking for the long exit track across the common.

I went up—and down—Colly several times in post-war trials, on solo motorcycles; it was difficult even when dry and extremely so when wet. One very clear memory is a trial in 1948, when we got to the foot as dusk was coming on—we were very late because bad weather had caused much delay on the route. It was obviously going to be difficult to get up the hill at all, let alone without losing marks. Nonetheless some of us attempted it, forming a mutual-aid society to lift the bicycles over the worst bits—Bob Ray, the Ariel works rider from Barnstaple, was with us and his great strength was much appreciated. The point was that we knew the finish was at the top, that is if you passed through the last section you had in effect finished. Others who apparently didn't know this went looking for a way round, through the lanes, and I heard later that tired riders were touring round the area in the dark for a long time, looking for somewhere to sign off. All good clean fun!

I can also recall being told that Colly was used in car trials, and wondering how the four-wheelers fared—the bottom part in particular was very narrow and difficult, even for solos, because of the steep V-sides of the gully. Perhaps some of your readers who took cars up it can tell us how they got on?

I would like to add a personal view on the disappearance of tracks such as Colly. A layer of tarmac on Widlake is fair enough—a few of us, a minority, lost a trials hill, but the farmer at the top needed access, in all weathers, and at least the line of the road still remains. But in the case of Colly, and many others no doubt as well, it has disappeared—the next revision of the maps may not, I imagine, show even a footpath, and so another small part of this country will have been lost, permanently and completely.

Pinner. E. B. STOTT.

VINTAGE POSTBAG—continued from page 107

A Matter of Identity

Sir,

The caption to the photograph (page 32, January issue) has the combination as a B.S.A., but it is a Rudge-Multi with 20 speeds, 48 clutch plates, 80 spokes in rear wheel and two pedals for starting the engine.

It probably had a 500 c.c. or maybe a 750 c.c. single-cylinder, inlet-over-exhaust engine; the bigger with a 132 mm. stroke which meant the piston had a long way to go.

That engine was fitted to the still-born Rudge Cyclecar of 1913. Incidentally, there is X to be seen on the registration plate; registration letter X was for Northumberland just over the river from here.

Gateshead. H. K. FREEMAN.

[The garage concerned were B.S.A. agents, but we stand corrected. —Ed.]

* * *

Busy Secretary

Sir,

I was extremely interested to read David Goode's reply to a certain letter in your January issue's "Vintage Postbag."

My brother and I recently purchased a 1932 12 h.p. Armstrong Siddeley, which is in almost 100% condition bodily and mechanically. I wrote to Mr. Goode in the first week of November 1967 asking his advice on various matters concerning the vehicle. I enclosed a stamped addressed envelope to aid his reply. After waiting three weeks I once again put pen to paper, and once again enclosed a stamped addressed envelope.

I still have not received a reply (which makes Mr. Goode's remark that, "It has always been our strong point that we reply to letters within 48 hours," laughable).

At the time of writing to you, I have once again written to Mr. Goode; perhaps it will be a case of "third time lucky."

Banbury. P. W. JACKSON.

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XK120 F.H.C. MARQUE OR ROAD CAR 3.9-litre, 290 h.p. engine, Isky cams, Webers, c/r box, Powrlok, "E" discs and wheels, racing tyres, Konis. £350. Tony Searson, Hythe (Hants) 3276. (0763

ASTON MARTIN DB 2-4 MARK II. 1957. £615.10.3. Colour, Malibu gold, re-upholstered in black hide, re-carpeted in claret and relined beige interior. New pistons and liners, inlet and exhaust valves, cylinder head and sump gaskets, camshaft. Extras: Power stop brakes, woodrim steering wheel, twin spot and reversing lamps. In present owner's possession for last four years. Tel.: Groombridge 209. (0764

TRIUMPH 2000 SALOON. 1967. OVERdrive, radio, plus many other good accessories and extras. £1,050 or would exchange for a Mini Cooper or Cooper S 1965/6 model with as many accessories as possible. Box 0452. (0765

COVENTRY-CLIMAX F.W.A. EX-WORKS engine and all ancillaries. Excellent value at £100. Also competition gearbox. Hall Rose Cottage, Sciviers Lane, Lower Upham, Hants. (0766

1930 FORD MODEL A/B SPARES. 2 half shafts, 3 crown wheels and 2 pinion wheels. Anderson, 3 Beechwood Ave., Burnside, Glasgow. (0767

ASTON MARTIN DB2. BONNET *needed.* If not obtained will sell car for spares. Fully reconditioned Vantage engine and box. 1,200 miles only. Offers. 32 Farmway, Braunstone, Leicester. (0768

BRISTOL 405 D.H.C. 1956. OVER £100 spent in the last six months on the engine and hood. Host of extras including *overdrive, seat belts, back and front.* Reason for sale—not large enough for camping equipment. £485. Colquitt, Heronstone Caravan Site, Ewenny, Bridgend, Glam., or Bridgend 4859. (0769

JAGUAR XK120. SPECIAL EQUIPMENT model. 1954. D.h.c., wire wheels, v.g.c. throughout. £125. Also *Jaguar Mk. VII*, 1953. Overdrive, well shod, mechanics perfect, but body fraying round the edge, hence price, £25. Tel.: Chipping Sodbury 8029. (0770

LOTUS ELAN. 1965. WHITE CONVERtible. Excellently maintained thus giving above average performance. Bargain at £825. Tel.: Chipping Norton 2810 (Oxon). (0771

MORRIS 1800. PERFECTIONIST MAINtained. 10,000 miles. Many extras. £700 o.n.o. Office CHA 7981, home, The Steps, Effingham, Surrey. (0772

1963 REG. FORD 10. TORNADO Typhoon. M.o.T. *Excellent runner, tyres,* battery, racing chassis, high speed axle, brakes relined. Very smart red. £60. Howard 4306. (0773

1930 ALVIS SILVER EAGLE 4-SEATER *open tourer.* (Cross Ellis). All original, mascot, rear screen, £800. 1925 Clyno 4-seater open tourer. Completely restored. £650. Alec Norman, Gamlingay. Tel.: 471 (private 352). (0776

FOR SALE—continued

ROLLS-ROYCE 20/25. DECEMBER 1935. One owner, 43,000 *miles from new, 4-door* sports saloon by Hooper, with projecting boot and sunshine roof. Twin side-mounted spare wheels, finished in black over beige with brown leather and carpets, chauffeur maintained, engine *just decarbonised for* first time. Good battery and tyres. Excellent plating, original tools, handbook, mascot. M.o.T. £1,000. Tel.: Heathfield 2952. (0774

GRAND PRIX MASERATI. 4CLT/48 modified as Baird-Griphon Special. Mods. include de Dion rear, ENV gearbox, rack and pinion steering, Ferrari-like nose. Good condition, some spares. £1,900. Or trade for *vintage Invicta, Bentley, Alfa,* Bugatti, etc. Tsakis, Primrose St., Katonah, New York, U.S.A. (0775

M.G. VA 1939 TOURER. FULL DETAILS on request. Seen Surrey. Best offer. Box *0453.* (0777

ASTON MARTIN DB2/4 MK. II 3-LITRE Vantage. Excellent condition throughout. Three owners from new. £550 o.n.o. Tel.: Southampton 54599. (0778

TWO ROLLS-ROYCES FOR SALE. GOOD running order. 1930 £550 and 1932 £495. *Tel.: Nottingham 250614 for further details.* (0779

OUTSTANDING SUNBEAM RAPIER MK. IIIA 1962. Two lady owners from new. Mist grey over midnight blue. Fitted Webasto *roof, rev. counter,* overdrive, new battery, Cinturatos, full service history in as new condition. £355. Seen Derby. Tel.: Etwall 2569, code OBU 373. (0780

DAIMLER CONQUEST CENTURY. 1956. *Excellent condition. Reconditioned* engine, new tyres, £190 o.n.o. Nicholson, 9 Castle St., Hereford. Tel.: 6198. (0781

"L" TYPE MAGNA. 4-SEATER CHASSIS. Complete car stripped for rebuild. Offers. 15 Selsey Ave., Bognor Regis, Sussex (weekends). (0782

1936 AUSTIN 7 RUBY SALOON IN EXcellent condition throughout. Must sell. £105 o.n.o. Owner *going abroad.* Photographs available. Lewingdon, c/o Tarrants Farm House, West Wellow, Nr. Romsey, Hants. (0783

TR4. GENUINE 36,000 CAREFULLY *used.* Surrey hard top, Cinturatos, plain wheels, no overdrive. Red, black interior. £475 cash or accept equally immaculate four-seater saloon or drophead part exchange. Hagerty, 4 Oxford Rd., Southport. (0784

PRIVATE COLLECTION OFFERED COMprising Rolls-Royce Silver Ghosts and "20s", Bentleys, Hispano Suiza, Renault, Austins, Morris. Serious enquiries only. Hart, *Old Mill,* Hilton in Cleveland. Tel.: 473 (evenings, weekends). (0785

3.8 JAGUAR MK. II. 1960. WHITE. NEW tyres, discs, steering, battery. Maintained regardless of cost. In perfect condition. £310. 18 Penn Ave., Chesham, Bucks. Tel.: Chesham 5222. (0786

SPITFIRE MK. II. FEB. 1967. SECOND car, 6,000 miles. Hard top, heater, radio, etc. Cost £760. £600 *o.v.n.o. Quirk, Red* Cat Lane, Burscough, Lancs. Tel.: 3167. (0787

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SPITFIRE 1965. BLUE, MODIFIED SUSpension, cosmic wheels, tonneau, etc. £450. Leyland, 42 New Zealand Lane, Queniborough, Leicester. Tel.: Syston 2496 (evenings). (0789

ASTON MARTIN DB5. OCT. 1965. 27,500 miles. Maintained since new by H.W. Motors, Walton. Silver grey with red trim, twin speaker radio, Webasto roof, passenger head rest. £2,150. No offers. G. J. Rabjohns, "Coppins," Park Horsley, East Horsley, Surrey. Tel.: East Horsley 3853. (0790

FOR SALE—continued

ALFA ROMEO GIULIETTA SPRINT GT 1961. *R.h.d. A fabulous car* in really outstanding condition. 1300 c.c., t.o.h.c. giving 100 m.p.h., 35 m.p.g. Recent engine overhaul, new radials, finished brilliant Alfa red. £465 or exchange something interesting *and £300. No triflers please.* Tel.: 051 625 7466 (North West). (0791

RARE AND BEAUTIFUL DAIMLER 104 ladies model sports saloon fitted reconditioned Jaguar 2.4 engine and manual *gearbox giving 100 m.p.h.* performance in luxury. Whole car in specimen condition. Electric windows, duo-tone finish, etc. Must sell. Taxed, M.o.T. £150 would mollify my bank, but more accepted if offered. Also *Montgomery J.A.P. 1929* shabby but good £25. Also racing 250 MOV Velocette 1932, excellent with many spares £25. Tel.: Earl Shilton 3301 (evenings only). (0792

JAGUAR XK150 FIXED HEAD COUPE SE. Immaculate throughout. Mechanically perfect, chrome wire wheels, overdrive, *radio, seat belts, unblemished Carmen red* with matching red leather interior. 1958. Completely rust free, 56,000 miles. About £400. Roger Lloyd, The Cottage in the Woods, Rooksbury Park, Wickham, Hants. *Tel.: Wickham 3244.* (0793

SPRITE, SEPT. 1965. 24,000. £450. BELTS, undersealed, wires, new Cints., been loved, immersion heater, no cold starts. Tel.: Ramsden Heath 639, Billericay, Essex. (0794

M.G. MIDGET 1966. BLUE WITH BLACK hood, tonneau cover, luggage rack, seat belts, new tyres, new battery, one owner, taxed, *most carefully driven and maintained, marriage and the need for a larger* car leads to offer for sale at £455. Tel.: 061-483 7929. (0795

1960 TR3A. OVERDRIVE, NEW ENGINE, clutch and radiator, 2 new tyres, mechanically good, body fair. £190 o.n.o. *Clarke,* Low Farm, Brampton, Beccles, Suffolk. (0796

LANCIA AURELIA V6 PILLARLESS saloon 1953. Two owners. Impeccable black *bodywork with original cord interior under* seat covers. Host of extras, two spares, tools and handbook. Running wonderfully well. First £95 cash secures. 01-736 4763. (0797

1933 AUSTIN SEVEN. FULLY REStored. Original equipment including sun roof, winding windows, floor mats, inflatable squabs, leatherwork. £165. Crowe, 61 Leander Ave., Stakeford, Northumberland. (0798

3½-LITRE BENTLEY 1935. RE-CELLUlosed, new carpets, new brake linings and front wheel bearings, new clutch and sliding roof, alloy body. Excellent mechanics. £475 *o.n.o. Tree, Park Farm,* Oaksey, Malmesbury, Wilts. (0799

CRESTA PB. 1963. ONLY 42,000 MILES. Always garaged, regularly serviced. Only reason for sale company car. £350. H.P. possible. Part exchange vintage A7, 3-wheel Mog, etc., or small car suitable learner. Buckingham 3000. (0800

RILEY 1½. 1947. 15,000 SINCE COMplete engine reconditioned. Mechanically sound. Body fair. Any reasonable offer considered. 30 Mount Rd., Stone, Staffs. (0801

M.G. TD2. 1952. EXCEPTIONAL CONdition. B.R.G., red trim. Recent extensive overhaul. New hood. £250. Photograph, Clarry, Stokes Hall, Leyland, Lancs. (0802

JANE IS SELLING HER 1947 TC. Repainted, body overhauled, upholstered, complete engine overhaul during last 10,000 miles. Taxed and M.o.T. £300 o.v.n.o. Details "Woodside," Howe Green, Chelmsford, Essex. *Tel.: 72740.* (0803

RILEY 1½ R.M.E. 1954. BLACK ORIGInal immaculate order throughout. 44,000. New tyres. £235. Tel.: Bristol 674291. (0804

M.G. TF. 1954. OPALESCENT BLUE. *Immaculate throughout.* £385. *Tel.: Garston* 4322 (Herts.). (0805

XK150 SE. F.H.C. IMMACULATE BODYwork, interior. £150 engine overhaul September. Part exchange or £350. St. Albans 52907. (0807

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IMMACULATE AUSTIN HEALEY 3000 *Mk. II Dec. 1962.* Overdrive, wide wire wheels, new Cinturatos, hard and soft top, seat belts, £450. Hannington, 52 Sherwood Rd., Birchington, Kent. Thanet 42642 (evenings). (0808

1951 DAIMLER "SPECIAL SPORTS" Coupé DB18. Immaculate. Genuine 34,500 *miles. New hood, re-cellulosed aluminium* body, interior trim excellent. Photo available. Offers. "Krewood," Trinity Ave., Llandudno 77960. (0809

1929 LEAF 12/40 OPEN COUPE. 1929 *Riley Tourer.* Blakesley (Northants), 369 (evenings/weekends). (0810

BUGATTI TYPE 35. UNIQUE **7ft. 6in.** petrol powered model for drivers aged 5 to 8. Featured on TV. Offers over £70. Emigrating. 21 Kingsley Rd., Horley, Surrey. (0811

HEALEY 3000 MK. 1. HARD TOP AND tonneau for £25 and £10 respectively. Also TR2/3 tonneau. Box 0457. (0812

M.G. TA 1938. TICKFORD BODY, NEW battery and tyres, spare engine, sundry spares, M.o.T. tested Jan. 1968. £90 o.n.o. 4 Ambion Rise, Market Bosworth, Nun*eaton, Warwickshire.* (0813

BRISTOL 401. 85C ENGINE. GENERAL and mechanical condition good. No immediate attention required. £200 o.n.o. Box 0455. (0814

M.G.-A 1600 F.H.C. 1960. RADIO, heater, Cinturatos. £300. Denyer, 14 Littlecourt, *Upper/Lower Fant Rd., Maid*stone. (0996

1967 CORTINA 1300. FOUR-DOOR. 7,000 miles. Condition as new. Radio, seat belts. £645. Tel.: Stansted (Essex) 2577 (evenings). (0816

1927 AUSTIN 20/4 COACH. AN ABSOlutely unique hooded 13-seater. Ideal for conveying public around large estate or gardens. Offered at £650. A figure which *will include spare engine, gearbox,* alternative ratio rear axles and wheel sizes. Genuine enquiries only please. Box 0458. (0817

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TR4 1964. WHITE. ONE OWNER SPECI*men. £250 worth accessories. Quick sale* £595. Hard top (fully lined) for sale separately. As new £35. Tel.: 0802 25158. Seen Bournemouth/London. (0819

1947 ROVER 10 SALOON. EXCELLENT bodywork. One owner last 12 years. Accept £50. Tel.: Leatherhead 3138. (0820

TRIUMPH SPITFIRE 1964. WEDGWOOD blue, overdrive, Cinturatos, seat belts, etc. Excellent condition. £455 o.n.o. Ellis, 459 Woodham Lane, Weybridge, Surrey. (0821

KARMANN GHIA 1960. VERY GOOD condition. 2 owners. Porsche carburetters, West Essex conversion, high compression *heads, Iskenderian racing camshaft,* modified torsion bar, camber compensator, increased track, stainless through pipes. £350. Tel.: 061 RIN 5434 (Cheshire). (0822

ROLLS WRAITH SALOON 1949. R.A.C. tested plus Jack Barclay overhaul. Bills £185. M.o.T. August 1967. £650. Box 0456. (0823

M.G. TF 1250. IVORY, WIRE WHEELS, Concours award winner M.G. Car Club, Beaulieu 1967. If you are seriously seeking a specimen, your search is over. Preference *given to M.G.C.C. members,* no dealers or exporters. £550 or consider exchange for Triumph 1300, BMC 1100, Estate or similar. Tel.: Highcliffe (Hants) 4378. (0824

LOTUS ELITE 1963. SPECIAL EQUIPment, ZF gearbox, *Pirelli* tyres, red, *black* interior. Needs some attention. £500 o.n.o. Ann Peakall, Foxley, 9 The Street, Wickham Bishops, Essex. (0825

TR3A 1961. RED, HARD/SOFT TOPS, tonneau, overdrive, heater, seat belts, rear mirrors, new Cinturatos, exceptional *condition.* £335. "*Willowmeade,*" *Smithy* Brow, Croft, Warrington, Lancs. (0826

GT CORTINA 1967. 4-DOOR, SEAT belts, undersealed, leather steering wheel, spots, reversing, 5½ Js. Cinturatos, "Savage race proved" suspension, red, black flash, excellent condition. Same old excuse, getting hitched. John Hurcomb, Day, 01-743 2088, extension 134; evening, 01-997 3667. £720 o.n.o. Consider 1100, cash adjustment. (0827

M.G.-B 1965. RED, WIRE WHEELS. Several sensible extras. Genuine private sale. £650. 021 SUT 1593. (0828

PORSCHE SUPER 90. METALLIC SILver, red interior. This car is owned by the secretary of the Porsche Club Great Britain and has been maintained in a first class condition. The engine has just been *stripped, anything that was necessary re*placed, same applying to brakes, suspension and steering and the whole car has just been resprayed. Fine Porsche motoring available for £800. J. F. May, 41 *Brooks Rd., Wylde Green,* Sutton Coldfield, Warwickshire. Tel.: Sutton Coldfield 8718. (0829

FOR SALE—*continued*

1961 MERCEDES 190SL. EXCELLENT condition. Hard/soft tops. 40,000 miles. £850. H.P. arranged. Eastbourne 20508 (Mon.-Fri. 9 a.m.-5 p.m.). (0711

M.G.-A. F.H.C. 1961. RED, TAXED, good tyres, radio, heater. Really immaculate. £380. Tel.: 01-524 0799. (0712

FERRARI 250GT PINAFARINA COUPE. L.h.d. £1,500. Registered in U.K. 1965. British Racing Green with black upholstery. Excellent condition. Details by post or see by appointment. Bowles, 60 Tonbridge Crescent, Kenton, Harrow, Middlesex. 01-907 6520. Home 01-995 1221. (0713

1963 E-TYPE JAGUAR. GOLDEN SAND. 37,000. Many extras. £945 or part exchange. Thompson, Old Maltings, Nayland 334, Colchester, Essex. (0714

1935 3½ BENTLEY. VERY ATTRACTIVE alloy sports saloon, new clutch, carpets, etc., etc. 130,000 miles. £475 o.n.o. View Cirencester, Tree, St. Mary's Vicarage, Haverford West, Pembs. (0715

BENTLEY 1953 R TYPE MANUAL. Blue, cream interior. Crewe overhaul, reconditioned engine, etc. Ellington, Thorns, Grasscroft, near Oldham. Tel.: Saddleworth 2120. (0716

IMMACULATE, SUPERB A/H 3000. Opalescent blue, low mileage, many extras. £295 o.n.o. or would exchange smaller vehicle. Welwyn Garden 23121 (Herts.). (0717

FOR SALE—*continued*

£210. SUNBEAM ALPINE. DEC. 1959. With hard top, heater, hood, tonneau cover. Interesting car up to £75 considered in exchange. Macclesfield 6059. (0718

1948 BENTLEY MK. VI. EXCELLENT condition, recent mechanical and coachwork overhaul. £425 or exchange for open 4-seater or GT but like some cash. Alvis, XK150, SP250, 541 w.h.y. Aughton Green 3472 (Lancs.). (0719

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SPITFIRE GT. ASHLEY HARD TOP, radio, heater, spots, leather wheel, replacement engine, Cinturatos, scrupulously maintained. Beautiful red motor. Well worth £415. Knebworth (Herts.) 3252. (0728

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PORSCHE 356B SUPER 75. LATE 1961. Mid blue, grey upholstery. Has given owner (with growing family) 4 years' constant pleasure. £615. 123 Highfield Road, Birmingham 28. 021-777 5177. (0722

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LEA-FRANCIS, 1951 EIGHTEEN SALOON Maroon and silver grey in good condition. View South Lancs. £100 o.n.o. Box 0451. (0724

300SL MERCEDES-BENZ GULL WING. Dark blue, beige interior, excellent condition throughout after complete engine overhaul, all bodywork refurbished and repainted in 1966. Now a superb example. Must be seen. £2,050 o.n.o. Palmes, Boseley, Well, Long Sutton (tel. 369), Nr. Basingstoke. (0725

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1930 ROLLS 20/25 LIMOUSINE. REGISTERED 1931. Two owners. 85,000. £580 o.n.o. Abbey Farm, Tintern, Mon. Tintern 374. (0720

ASTON MARTIN DB3. PRIMROSE, black trim, discs, overdrive, 51,000 miles. Pirellis. £750. R. Connell, FRE 6066, ext. 205 (evenings). (0726

MINI COOPER. JULY 1966. EXCEL-lent condition. Many extras. £420 o.n.o. Rugeley 2802. (0727

SUNBEAM TALBOT 90 MK. II COUPE. 1952. Satin bronze. Immaculate chrome and bodywork. Mechanically faultless, new tyres, M.o.T. Only one previous owner. £275 o.n.o. Oxshott 3139. (0729

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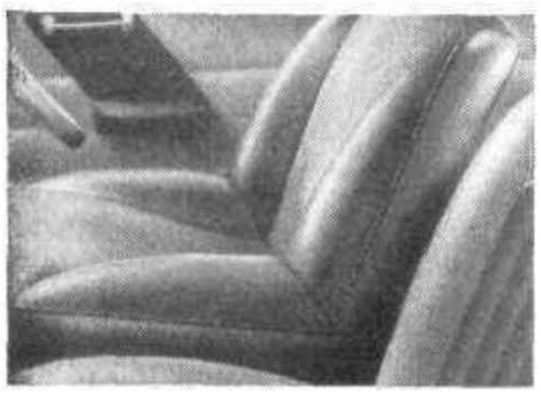
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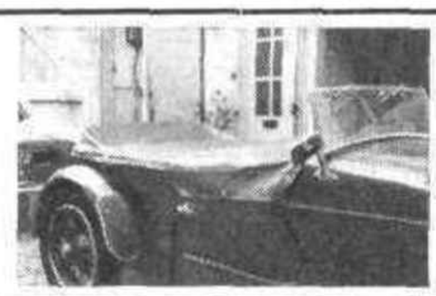
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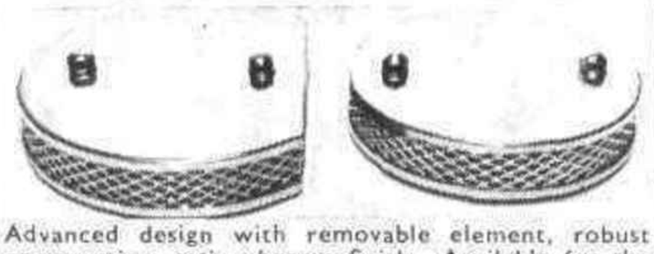
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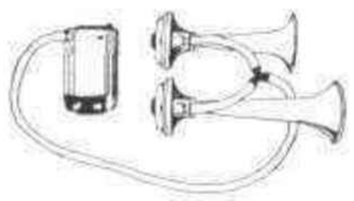


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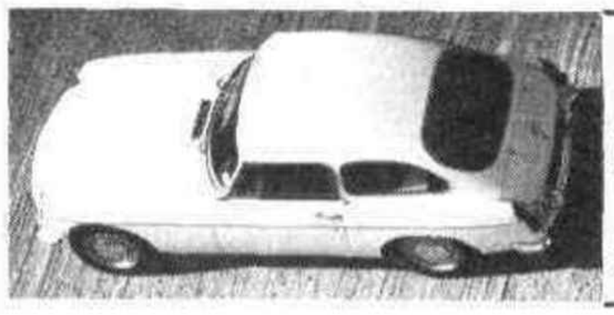
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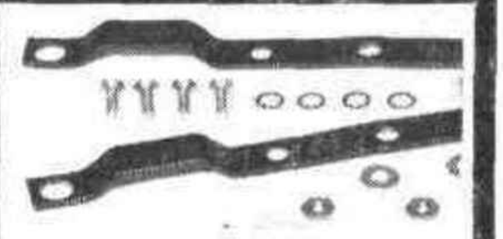
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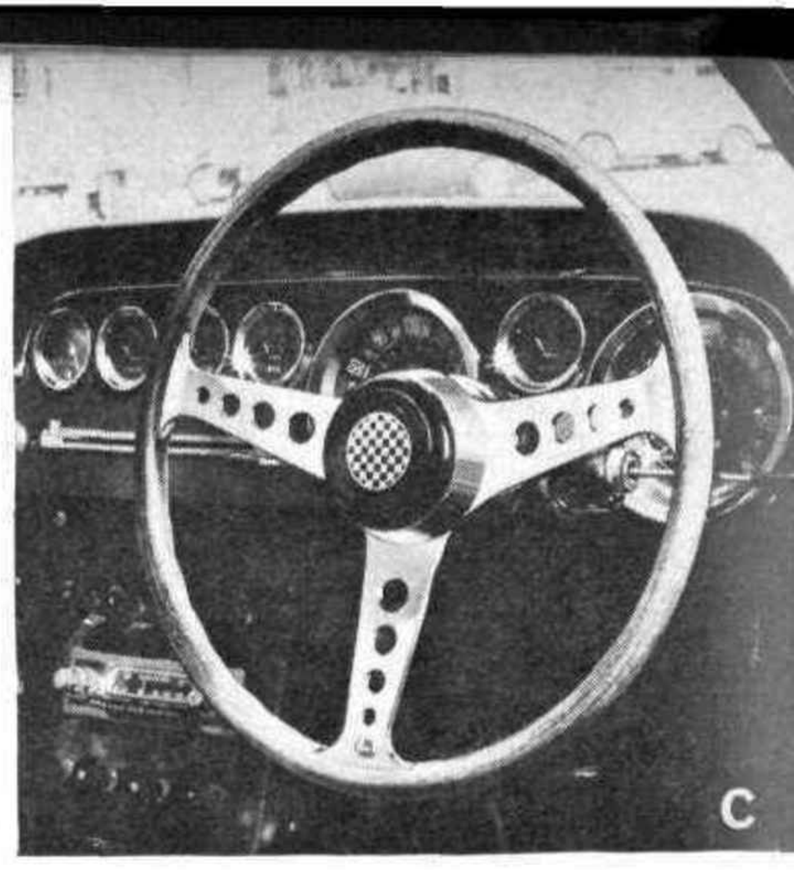
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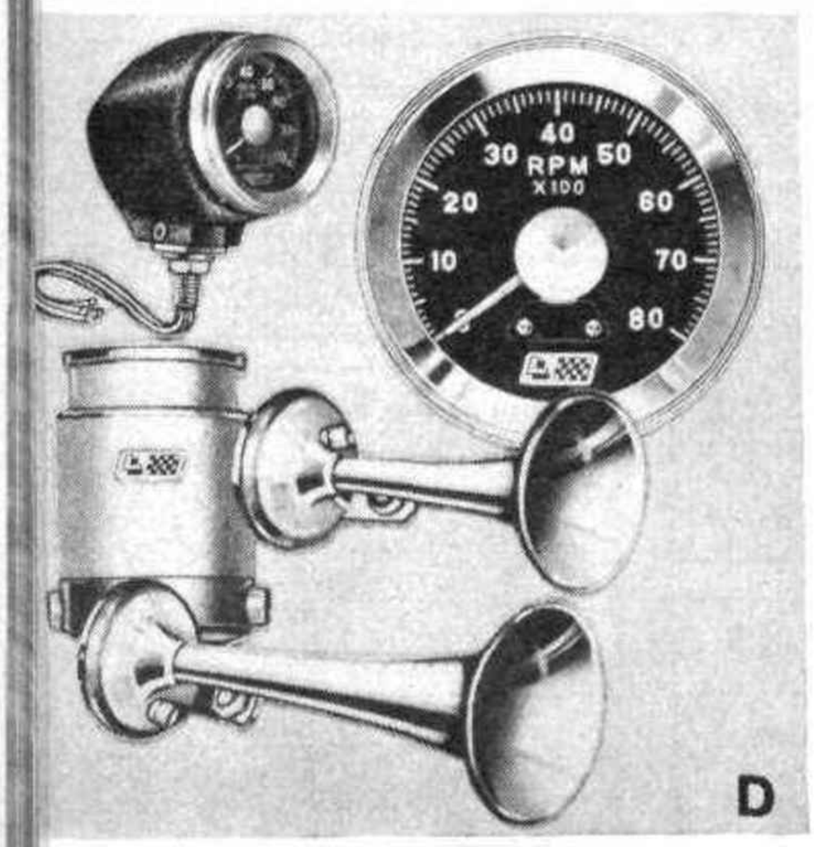


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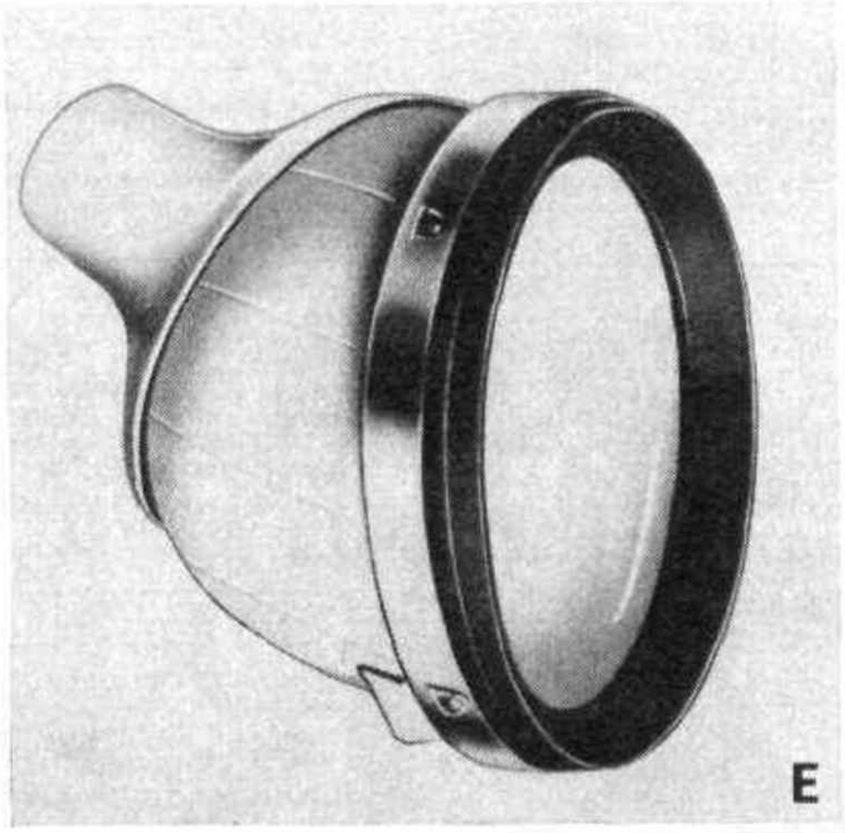

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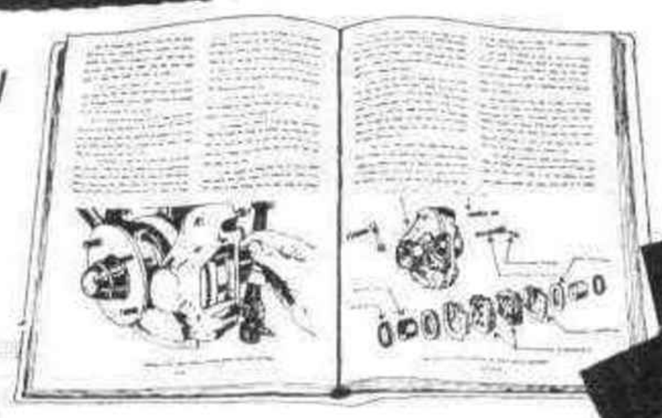
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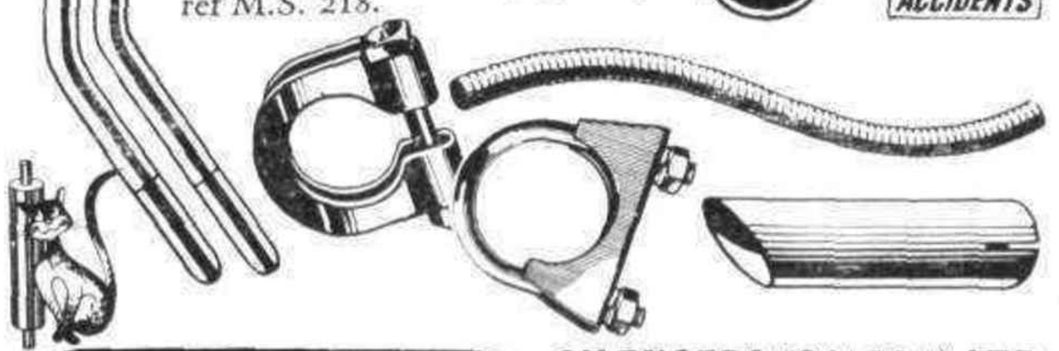
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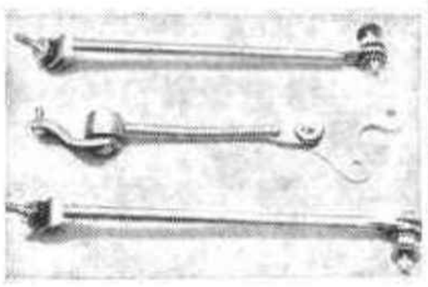
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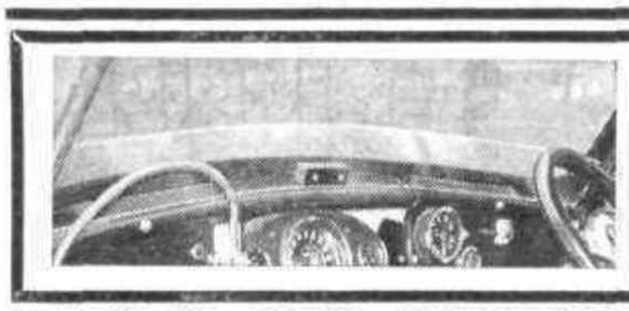
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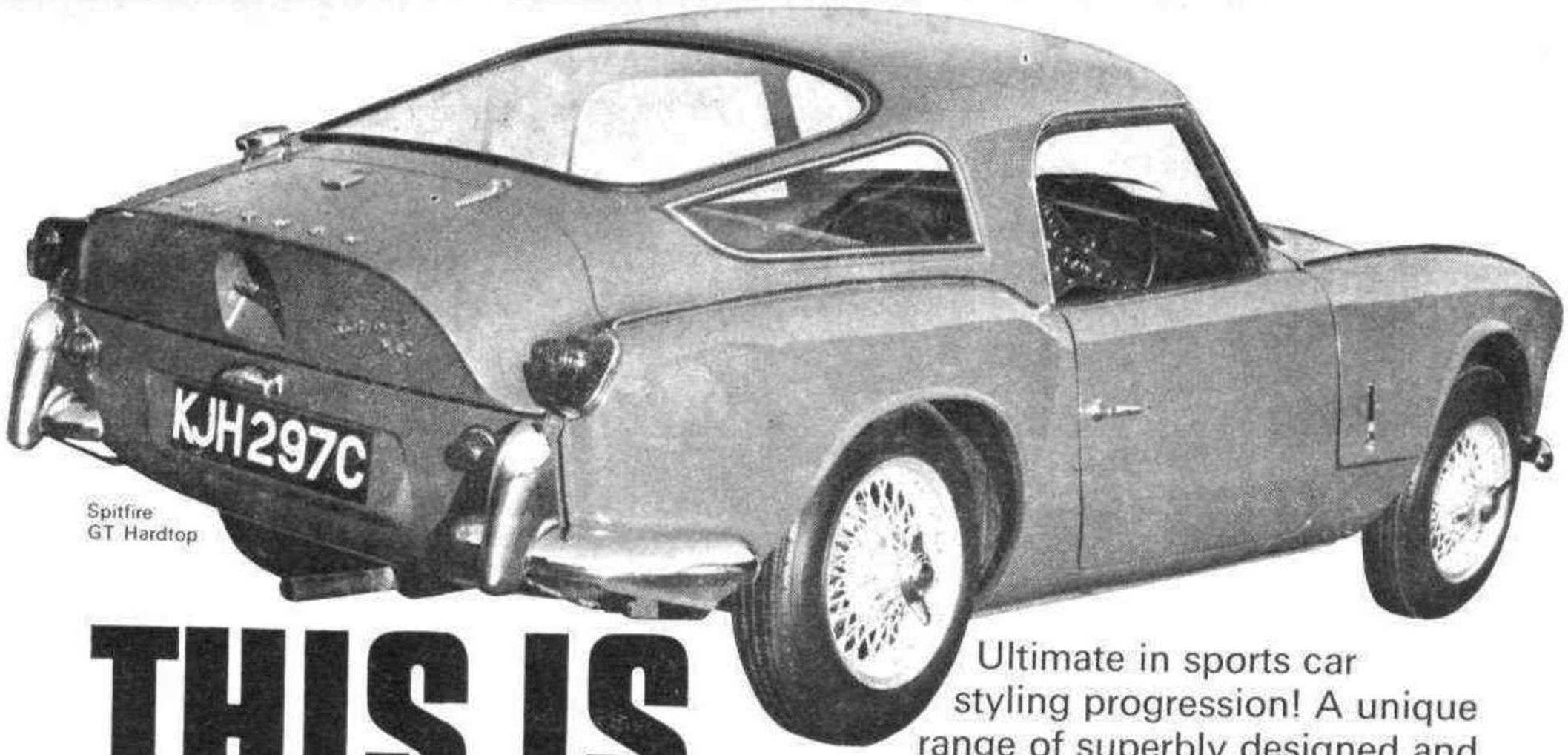


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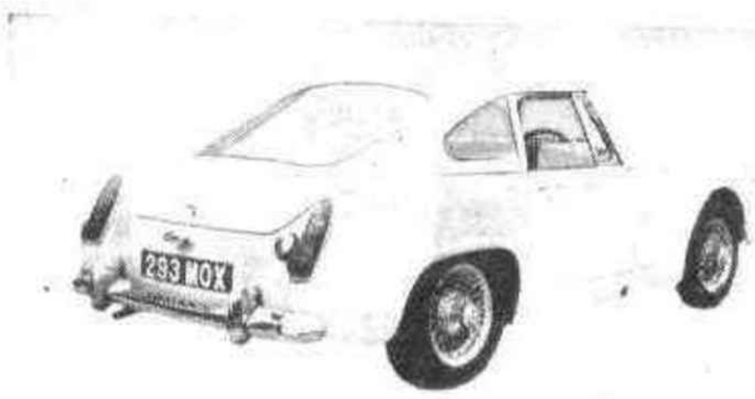
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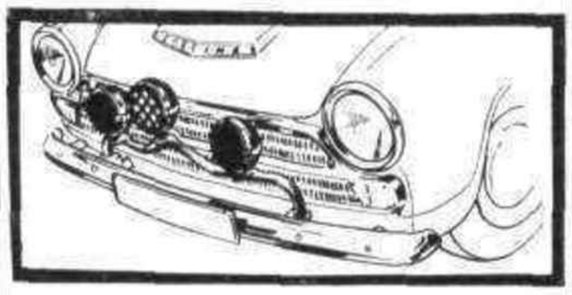
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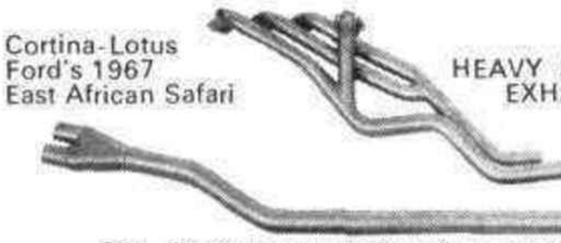
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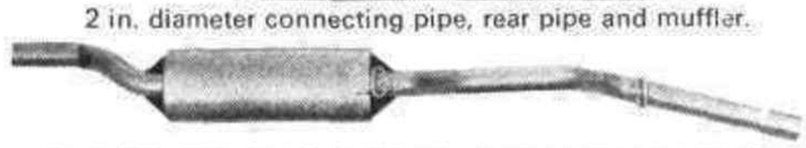
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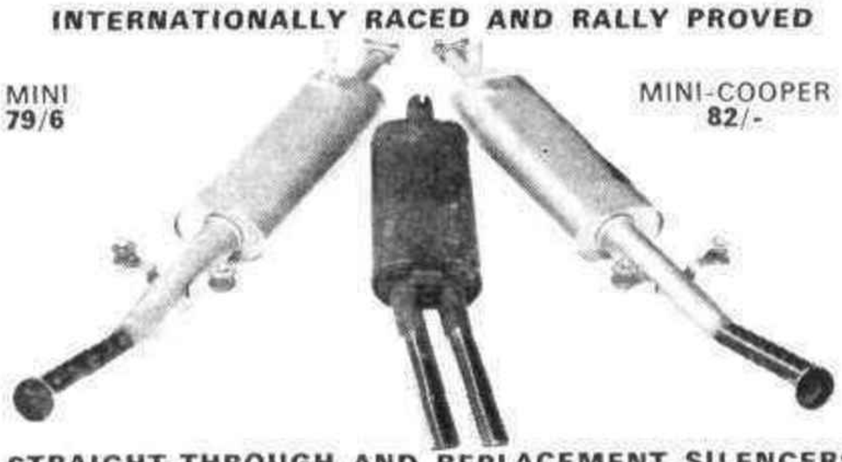
2 in. diameter connecting pipe, rear pipe and muffler.



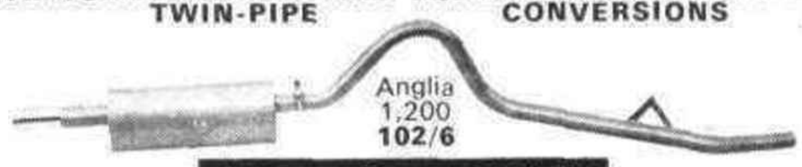
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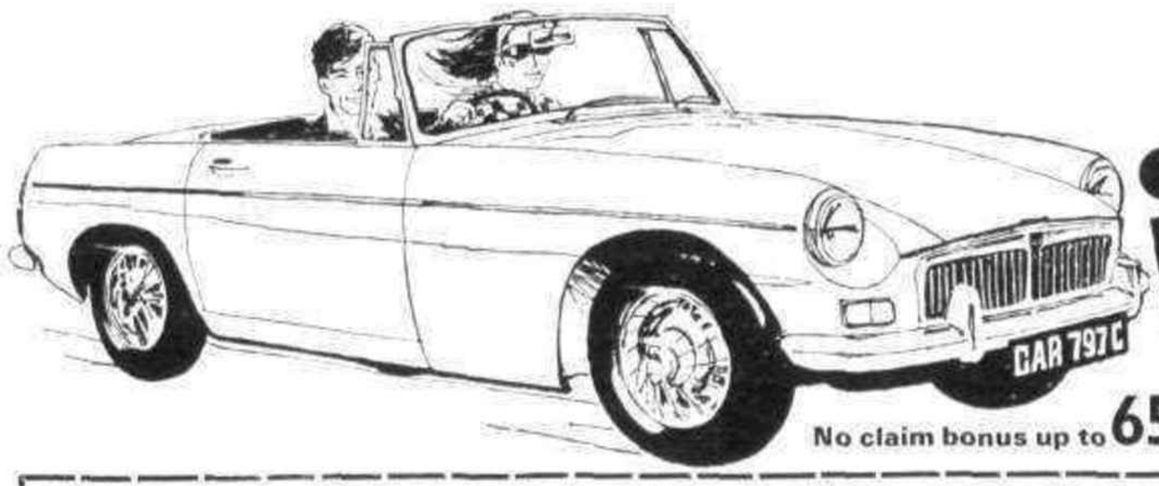
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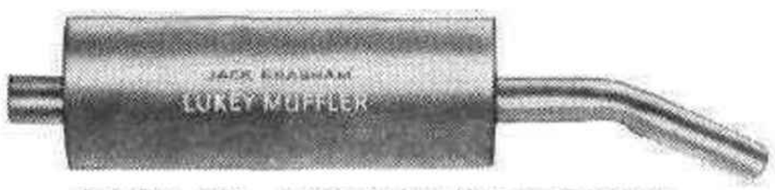
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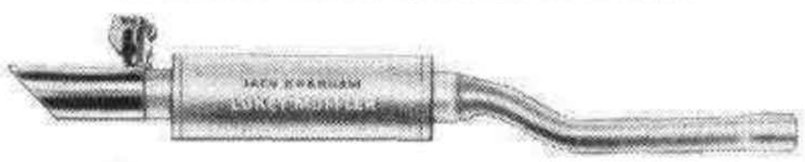
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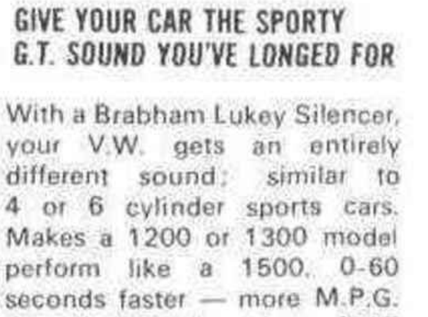
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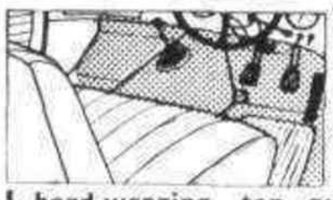
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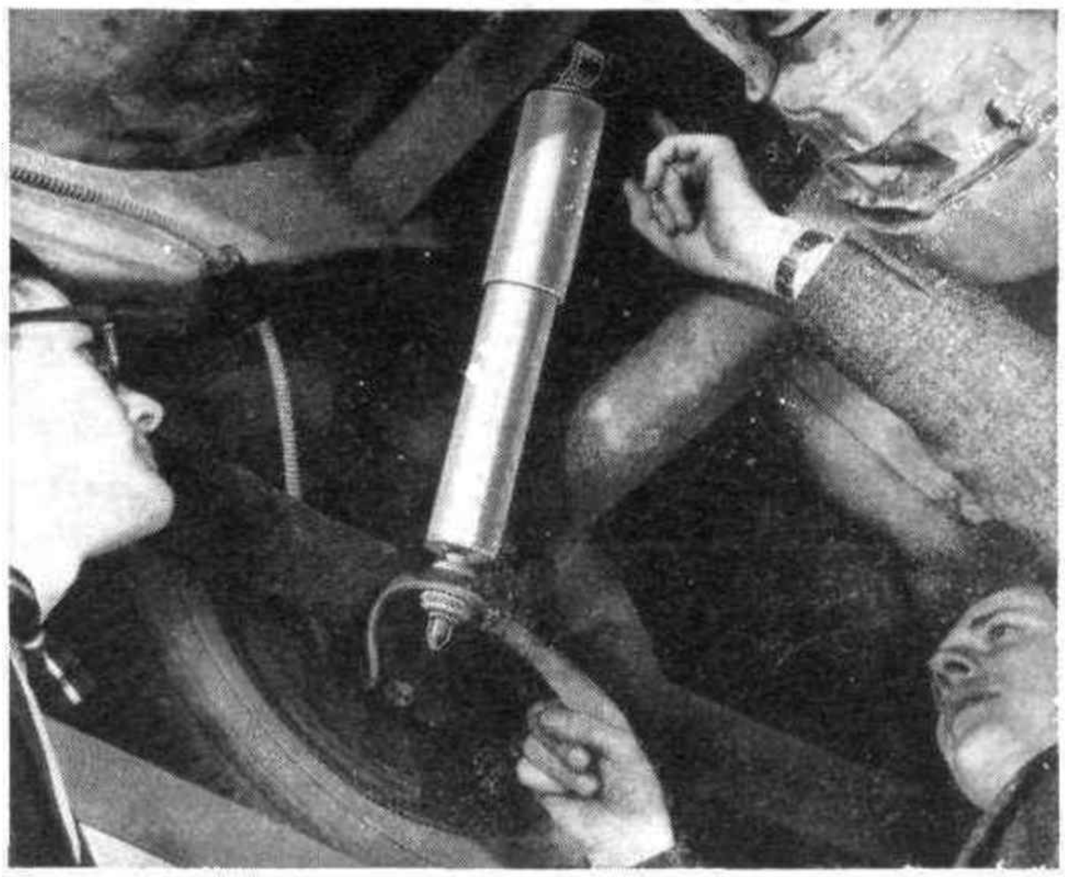
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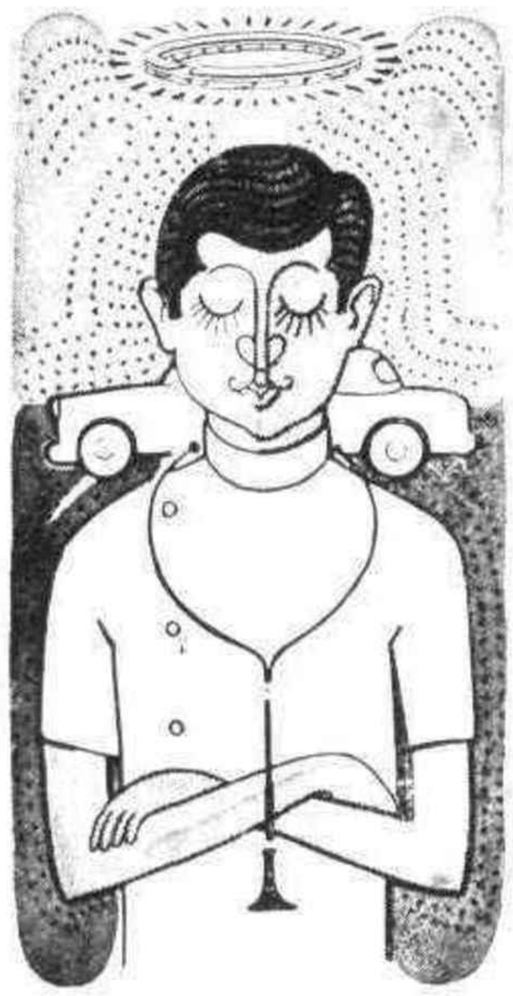
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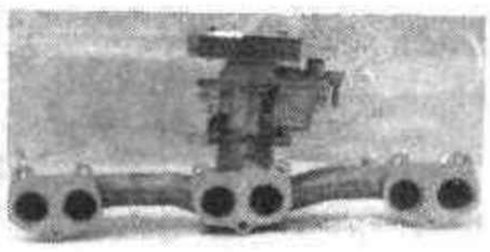
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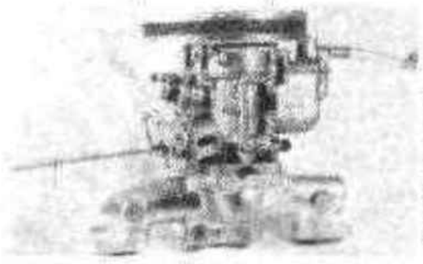


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AUSTIN-HEALEY SPRITE 1959. M.o.T. New hood, tonneau, radio, wood rim wheel, 2 new remoulds, front suspension rebuilt, Ashley bonnet, heater, rev counter, body tatty and lights and brakes need attention. Hence price £130. BLA 2340, B'ham. (0831

AUSTIN-HEALEY 3000 MK. III 1964. ICE blue, with every manufacturer's extra except hard top. Also with heavy duty rear springs. Very nice specimen for £645. Huddersfield 21207 (after 7 p.m.). (0835

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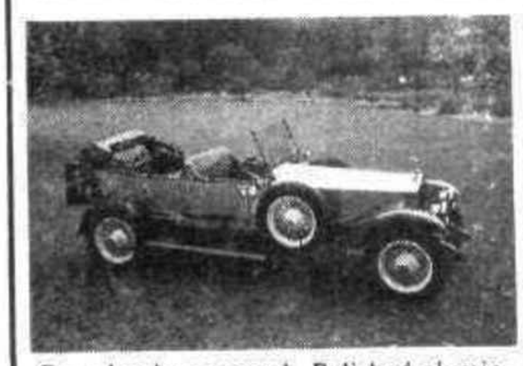
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ALFA ROMEO Giulia Sprint GT, 1965, radio, htr., Cinturato tyres; white, blue int. £1,199 **Now £1,099**
ALFA ROMEO Sprint GT, 1966, blue, red int., Blue Spot radio, htr., 14,000 m. only... £1,499 **Now £1,399**
AUSTIN HEALEY Sprite Mk. I, 1959, special Ashley fibreglass bonnet; red, red int. £269 **Now £229**
AUSTIN HEALEY Sprite Mk. II, 1962, 948-c.c. eng., radio, htr., red, blk int.; good... £399 **Now £299**
AUSTIN HEALEY Sprite, 1965, blue, blue leather int., htr., low mileage sup. spec. £599 **Now £469**
AUSTIN HEALEY 3000, 1962, o'drive, 4-seater, htr., white over red, black hood £499 **Now £449**
AUSTIN HEALEY 3000, 1963, convertible with wind-up windows, w/wheels; spot £599 **Now £549**
AUSTIN HEALEY 3000 Mk. II, 1964, all white, 1 owner, o'drive, htr., other extras £699 **Now £649**
AUSTIN HEALEY 3000, 1963, met. green with blue int., htr., radio, o'drive, 4-seater £599 **Now £569**
AUSTIN HEALEY 3000, 1965, B.R.G. with blk int., 4-seater, htr.; looks like a new car £799 **Now £769**
AUSTIN HEALEY 3000, 1965, white 4-seater, black int., radio, htr., overdrive..... £869 **Now £799**
BOND Equipe, 1965, fixed-head coupé, maroon, black interior, heater, tuned £649 **Now £569**
BOND Equipe GT4S, 1966, 4-headlight model, maroon, black int., radio, heater £679 **Now £649**
CHEVROLET Stingray, 1963, completely recell. silver metallic grey, V8 engine... £1,699 **Now £1,499**



CHEVROLET Stingray, 1964, very rare rdstr., detach. hood, 350-b.h.p. eng., radio £1,749 **Now £1,599**

DAIMLER SP250 hard-top in near *concours* condition, recent works checkover..... £549 **Now £499**



HONDA convertible, 1967, 1,200 miles only. As brand new..... £849 **Now £769**

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LOTUS Elan convertible, 1967, K.O. wheels, servo, red with immaculate black..... £1,329 **Now £1,249**
LOTUS Elan fixed-head coupé, 1967, our Director's personal car, all extras..... £1,349 **Now £1,299**
M.G. Midget, 1963, bright red, black int., htr., radio; economical, first-class condition £449 **Now £379**
M.G. Midget Mk. II, 1964, htr., wire wheels, red with red leather int., quite unmarked £529 **Now £449**
M.G. Midget, 1965, radio, heater, Ashley hard-top (this cost extra £60); beaut. kept £599 **Now £499**
M.G. Midget, 1966, wire wheels, heaters well looked after by one owner from new..... £629 **Now £549**
M.G. Midget, 1967, latest 1,275-c.c., 6,000 miles; white with black int., fitted htr.... £699 **Now £649**
M.G.-A fixed-head coupé; well looked after and excep. example of this rare model..... £369 **Now £299**
M.G.-A 1600 Mk. II convertible, 1960, white, black int., htr.; works checked, recom. £369 **Now £299**
M.G.-B, 1963, red, special white hard-top, w/wheels; has been well tuned; very fast... £569 **Now £499**
M.G.-B, 1964, w/wheels, radio, htr.; white, black int. A.1 rating and fully deserves it... £699 **Now £629**
M.G.-B, 1964, blue, o'drive, htr.; the o'drive makes this mod. very econ. and pleasant £699 **Now £649**
M.G.-B, 1965, radio, htr., w/wheels, o'drive, twin spots, other extras; fully guaran. £749 **Now £699**
M.G.-B, 1966, radio, htr., w/wheels, o'drive, spots, in B.R.G., blk leather int., low mlge. £879 **Now £829**
M.G.-B GT, 1966, coupé, w/wheels, belts, htr., radio, white, red int.; very low mileage £999 **Now £899**
M.G.-B, 1967, as brand new; w/wheels, nominal mileage; very well looked after..... £929 **Now £899**
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MERCEDES-BENZ 190, 1960, white sln., radio, htr., Webasto roof, R.H.D., exceptional £499 **Now £399**
PEUGEOT 403B, 1962, saloon, R.H.D., blue, blue int., unblemished, o'drive top gear £429 **Now £369**
AUSTIN-COOPER, 1963, surf blue and white, blue int., htr., well maint., no ill use... £349 **Now £329**
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AUSTIN Mini Cooper 'S', 1965, 1,275-c.c. eng., bright red, grey interior, heater £449 **Now £479**
RELIANT Scimitar, regd. Nov. 1965, o'drive, wire wheels, radio, htr.; one owner... £1,099 **Now £999**
RENAULT R8 1100 Gordini, French blue, black int., htr.; a real little stormer..... £699 **Now £599**
ROVER 2000, 1964, Copperleaf, tan int., radio, htr.; first class condition throughout... £949 **Now £849**
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SUNBEAM Alpine, 1961, d.h. coupé in blue with black interior, fitted rear seat £499 **Now £369**
SUNBEAM Alpine S4, 1964, white, black int. and hard-top, auto., radio, w/wheels. £629 **Now £549**
SUNBEAM Alpine, 1964, B.R.G., black int., htr., radio, near new tyres, 1st cl. cond. £599 **Now £529**
SUNBEAM Alpine GT, 1966, radio, htr.; very low-mileage spec., excell. throughout £929 **Now £899**
T.V.R. Grantura, 1965, M.G. 1800 engine, w/wheels, heater; yellow with beige int..... £729 **Now £699**



MARCOS 1800 Volvo, 1965, magnesium wheels, radio, Cinturatos. Red/black... £1,149 **Now £1,099**

TRIUMPH Spitfire, 1963, metallic green, black int., hard and soft tops, radio, heater £499 **Now £399**
TRIUMPH Spitfire, 1964, white, black hard-top, htr., low mileage; only 1 owner... £499 **Now £449**
TRIUMPH Spitfire Mk. II, 1965, the model with fitted carpets and improved int..... £549 **Now £529**
TRIUMPH Spitfire, 1966, hard-top, radio, htr., belts, wood whl., w/whls., rac'g mirrors £649 **Now £599**
TRIUMPH TR3A, regd. 1963, one of the last; red/red, o'drive; quite except. cond. £449 **Now £349**
TRIUMPH TR4, 1963, blue, blue leather, htr., hard/soft tops, wood whl., other extras £569 **Now £529**
TRIUMPH TR4, 1964, white, black hard-top, radio, htr., near new tyres and battery £669 **Now £629**
TRIUMPH TR4A, 1965, fitted Surrey top, independent rear suspension; as new £829 **Now £729**
TRIUMPH TR4A, 1966, o'drive, w/wheels, radio, htr., low mileage 1-owner car... £929 **Now £869**
TRIUMPH TR4A, 1967, off-set wide wheels, Goodyear G800 tyres; bright red; good throughout. £999 **Now £949**



VOLVO P1800S, 1963, coupé, blue, red leather int., o'drive, generally well above av. £899 **Now £869**

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1939 ASTON MARTIN 2-LITRE L/C. Needs slight attention. Offers. James, 97 Tanys Dell, Harlow, Essex. (0997

M.G.-A ROADSTER. GOLD SEAL ENGINE 8,000 miles, Cinturatos, radio. About £310. Ellery, 38 Yewtree Close, Yeovil, Somerset. (0998

MIDGET. AUGUST 1965. B.R.G. WIRE wheels, wooden steering wheel, all useful extras. 29,000 miles genuine. Director's car, no expense spared. Immaculate. Only £490. Tel.: 061-832 5084 (office hours). (0999

1964 CORSAIR 4-DOOR GT WESTINGhouse Hobbs automatic. Monaco red, black trim, radio, reverse lights, wing mirrors, genuine low mileage, one owner. Immaculate. £485. H.P., part exchange. 146 Northampton Rd., Broughton, Kettering, Northants. Tel.: Broughton 383. (1001

XK140 D.H.C. 1955. GREY/RED HIDE. Exceptional bodily/mechanically, new clutch fitted recently. Many accessories. Taxed. Mk. 10 forces reluctant sale. £250. Staines 54051 (after 6 p.m.). (1002

FOR SALE—continued

M.G. TA MIDGET 1936. BLACK. EXCEPtionally good condition, tyres, chrome, mechanics good, but hood poor. £90. Tel.: Bradley 207 (Stafford). (1000

EMH4 RILEY FALCON 1936. 12 H.P. Genuine 60,000. One owner to 1964. Requires loving care. £100 o.n.o. Atkinson, 32 Lyndhurst Ave., Brighouse. Tel.: Huddersfield 21556. (1003

BENTLEY MK. 6 4½-LITRE SHORT chassis competition car. Exceptional performance. Mechanically excellent. £695. Box 0485. (1004

M.G. TD 1952. DARK GREEN RESPRAY. New hood and screens, well shod, spots, luggage rack. Well maintained. £280. 01-852 4518. (1005

1964 SUNBEAM ALPINE GT. WHITE. 38,000. Rootes replacement engine just fitted, new tyres. This car is in good condition and a bargain at £525. Roade 265, Northants. (1006

1933 M.G. J2. EXCELLENT BODY/ mechanics, new tyres, hood, brakes relined, very reliable. £150. Buswell, 91 The Crescent, Davenport, Stockport. 061-483 7728. (1007

LEA FRANC'S 1947 14 SALOON. RUNning order. £50 o.n.o. Write for details, Mr. Caine, 19 Heralds Close, Ditton, Widnes. (1008

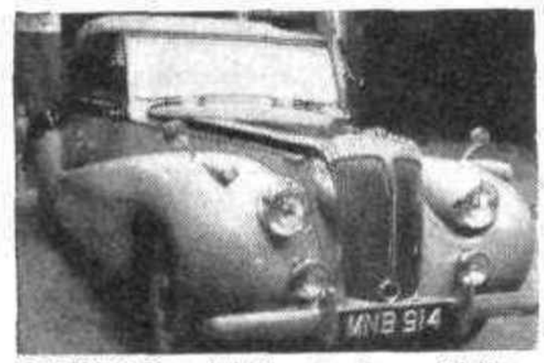


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BARKER Special Sports 3-str., 2½-litre, aluminium coachwork by Barker, overdrive, preselector gearbox. Rechromed, new hood, repl. tyres, carpets **£325**

HOOPER razor-edge saloon, all-aluminium coachwork, black, grey hide interior. Built to special order at original cost of £5,600. Immaculate; recent top o'haul, new gearbox seal, new brakes, tyres. Fitted overdrive, H.M.V. radio; 24 m.p.g. **£465**

BARKER 4-str. drophead coupés, choice 2, black or grey, with aluminium 2-door coachwork by Barker on the 2½-litre chassis. Original cost approx. £2,700 in 1948. Rechromed and recellulosed as necessary; new hoods, repl. tyres. **£300 each, inclusive.**

TICKFORD 4-str. drophead coupé, aluminium coachwork by Tickford, 2½ chassis. Replated chrome, repl. tyres, new hood. Complete respray to buyer's choice of colour **£365**

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1968 Alfa GTV, £1,795. Finished in yellow ochre with black trim. 380 miles only. Genuine reason for sale. **1967 (F reg.) GTV, £1,495.** In white with *black trim, one owner.* **1966 Sprint GT, £1,295.** One owner; bluette with red trim; radio. **1965 Sprint GT, £1,095.** In bluette with tan trim, two owners but one family; engine just *rebuilt, Webasto roof and radio.* **1965 Giulia Super, £845.** One owner, radio, belts; service history.

JAGUAR

1965 Jaguar 3.8 "S", £1,195. Overdrive, all synchro, box, chrome wire wheels, reclining seats, heated rear window, radio, recoil belts; one owner; service history; B.R.G. with green trim. **1963 model "E" fixed-head, £825.** 42,000 miles, Cinturatos, radio; well above average for year. **1959 3.4 "S" roadster, £745.** In red with red trim, *chrome wire wheels,* woodrim wheel and radio; *concours* throughout. **1958 XK150 drophead coupe, £495.** Cotswold blue with red trim, overdrive and wire wheels, outstanding. **1956 XK140, £345.** 49,000 miles, overdrive and wire wheels, radio. **Tatty 1961 "E" drophead coupe, £595.** Mechanically sound, rear end needs overhaul.



SPORTS CARS

1966 Healey 3000, £945. B.R.G., with overdrive and wire wheels, radio, leather trim, adjustable column, belts, mirrors; one owner. **1965 Healey 3000, £775.** White with black trim, overdrive, wire wheels, radio, Cinturatos, adjustable column. **1966 TR4 "A", £775.** In B.R.G., Surrey top, wire wheels; one owner. **1966 Morgan +4 Super Sports, £865.** Four-seater, 72-spoke wires, Adjustaride shockers, full weather equipment, B.R.G. **1965 Morgan +4, £735.** One owner; underseal, radial tyres, woodrim wheel, heater and full weather equipment. **1964 TR4, £525.** Surrey top, radial tyres, TR4 "A" dash, red. **1966 Elan drophead coupe, £895.** In B.R.G., K.O. wheels, 17,000 miles, one owner. **1962 (regd.) 1961 model Porsche Cabriolet, £795.** Super 90 engine, new German SPs and hood just fitted; mint.

SALOON AND GT

1966 *Lotus-Cortina,* £825. One owner; radial tyres. **1965 Lotus-Cortina, £695.** Two owners; leaf springs and radials, radio. **1967 Lancia Fulvia coupe GT, £1,295.** 4,000 miles and quite as new, white. **1966 Scimitar GT, £1,065.** Overdrive, wires, radio, belts, high-compression head. **1965 Renault Gordini R8, £550.** Standard colours. 20,000 miles (Reg. Sept.). **1967 Volvo, Ruddspeed 121, £995.** 9,000 miles, Interior Silent Travel, carpets, special instrument console, £250 engine mods. **1966 model Mustang GT fastback, £1,395.** Automatic "V8", silver blue; one owner; Cinturatos, Konis, radio, disc brakes. **1966 1275 "S", £645.** Special dash, special seats, leather wheel, inset spotlights, radio, new "XAS" tyres on 4½" rims, rear windscreen wiper, oil cooler. **1966 1275 "S", £615.** Leather wheel, Cinturatos on 4½" rims.

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Alfa Giulia Super, list price. Red with black interior. **Alfa GT Junior, *list price.*** *Red with black interior.* **Alfa GT "V", list price.** White with black interior. **Scimitar 3-litre, list price.** Blue, overdrive and wire wheels, radio. **Scimitar 2½-litre, list price.** *White, overdrive and wire* wheels, radio.

FOR SALE—*continued*

ASTON MARTIN DB4 GT. RED WITH white upholstery. Beautiful condition, never raced. £1,000. No offers. 01-399 3212 (evenings). (0815

M.G.-B. NOV. 1965. B.R.G. CHANGE of employment forces sale of this very good example with new Cinturatos. Exchange small Fiat and/or cheaper sports car, or £670. Spedding, 8 Silver Howe Close, Kendal. Tel.: 3253. (1203

1953 M.G. TD. OLD ENGLISH WHITE/ red trim, wheels, etc. 57,000 miles. Complete rebuild at 40,000. Immaculate, no glittering rubbish this. Serious offers to C. B. Carter, Charterhouse School, Godalming, Surrey. (1204

GILBERN GT. EXCEPTIONAL CAR, well tuned 1622 c.c. engine incorporating some "B" components, "B" gearbox and exhaust system, overdrive, wide wheels, Servo, 1963 chassis, 1800 c.c. model body. All in good condition, 29,700 miles. Box 0509. (1205

SPITFIRE MK. I 1965. WHITE, SOFT top, good condition throughout. One owner, 22,000 miles. £425. Wilson, 5 Lee Ave., Heighington, Lincoln. Washingborough 522. (1206

M.G.-A 1956. SOFT TOP/TONNEAU. Well maintained. Extras, new parts and spares. £200. Tel.: Crayford 23660. (1207

TWO 1954 SUNBEAM ALPINES, MK. I in superb condition—radio, Cinturatos, heater, overdrive. In last 10,000 miles new engine, gearbox, back axle, hood, etc. Second, broken for spares £400. Harrower, Hill House, Mobberley, Cheshire. (1208

ROCHDALE OLYMPIC GT PHASE II 1965. Good condition £695 o.n.o. Tel.: 061-CHE 7781. (1209

JOWETT JUPITER DROPHEAD 1952. Body, motor excellent condition. Roadworthy. Needs loving care. £150. Tel.: 01-229 0161 (evenings). (1210

1950 M.G. YB. BODY NEEDS ATTEN-tion £27 10s. Engine and gearbox for same £7 10s. Tel.: Burley (Hants.) 2292. (1211

1934 8-MODEL FORD 14 9. 65,000 M.o.T. Sept. Excellent condition. £125 o.n.o. Tonbridge 4156 (evenings). Genuine enquiries only. (1212

PORSCHE 1600 356B CABRIOLET SUPER 75. 1960. Overhauled throughout 35 m.p.g. Superb condition. £575. H.P. possible or exchange DB4 GT, small cash adjustment. 061-437 5551. 2-seater Allard K1. Very rare car. Excellent condition. A beefy motor for £195 o.n.o. Tel.: 061-437 5551. (1213

1951 HOTCHKISS ANJOU. PARIS-NICE engine, Cotal, needs first rebore and body repairs. £95. Box 0510. (1214

M.G. TC 1949. GOOD CONDITION throughout. Recellulosed metallic blue. £180 o.v.n.o. Ball, Mill Hill, Gringley on the Hill, Doncaster. Tel.: Wiston 234. (1217

FOR SALE—continued

SPECIMEN 1928 LEA-FRANCIS 12 H.P. 2-seat tourer. Completely original. Carefully restored regardless of expense. History from new. Spares and handbook. First sensible offer secures. Hill, 49 Granville Rd., St. Albans, Herts. Tel.: St. Albans 58619. (1215

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M.G.-B. JULY 1965. RED, BLACK TRIM. Wire wheels, plus host of extras. For full details tel. Kidmore End 3385. (1218

1937 AUSTIN 7 SALOON. VAST NUM-ber spares including 2-bearing engine, used daily. £40. 21 Egerton Drive, Upton, Chester. (1219

M.G.-A 1500. SUPERB ALL-ROUND. Glacia blue, black trim, fitted carpet, radio, heater, washers, anti-thief, wing mirror, tonneau, parking light. Tyres excellent. Fanatically pampered. M.o.T. 1969. £240 o.n.o. Cook, Holywell Manor, Oxford (49601). (1220

1961 MK. II SPRITE. V.G.C. THROUGH-out. M.o.T. 1969. Extras. £215. Prescot (Lancs.) 4857. (1221

M.G. MIDGET. OCT. 1965. BLACK WITH black Bermuda hard top, wire wheels, whitewall tyres, soft top, tonneau cover, a/r bar, soundproofed. Car can be described as perfect. £495, H.P. can be arranged. Enquiries 11th Feb. onwards. Please tel. Stourbridge 3352. (1222

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M.G. TF 1500 1955. IMMACULATE. RE-gretful sale, owner emigrating. Reconditioned engine, new clutch, 4,000. Rechromed, resprayed Emgee red, new fawn hood, brakes, luggage rack, 2 new tyres. A sound investment at £450 o.n.o. Write or call: Murphy, 2 Devonshire Rd., Bexleyheath, Kent. (1240

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HOTCHKISS-AMILCAR 1184 c.c. GREG-oire's precocious 1939 aluminium chassis, front drive thoroughbred. New manufacturer's replacements throughout. £400 spent, sacrifice acceptable. 20 Romeyn Rd., S.W.16. 01-769 2309. (1244

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BENTLEY MARK VI 1952 IN EXCEL-lent condition. £500 o.n.o. Must sell, no dealers. Tel.: 359 2267 (after 7 p.m.) or 636 3536 (during the day). (1247

1959 SPRITE. EXCELLENT CONDITION. Recent engine overhaul. £180. M. Dowley, 2 Pump Rd., Bomere Heath (467), Salop. (1248

1959 M.G.-A 1500. GOOD CONDITION. Many extras, new hood. £190 o.n.o. Dowley, 2 Pump Rd., Bomere Heath (467), Salop. (1250

MERCEDES 300b SALOON 1955. BLUE/ grey. Genuine 63,000 only. Full history, two owners. Service book, tools, fog lamps, radio. Licensed April. Best offer over £499. Evans, Trecarrell Mill, Trebullett, Launceston. Tel.: Coads Green 285. (1251

M.G.-A TWIN CAM F.H.C. 1959. WEB-ers, oil cooler, c/r gearbox, choice two axle ratios, Cints., and all usual extras. £285. Carver, 293 Wellington Rd. North, Stockport, Cheshire. Tel.: 061-HEA 5735. (1252

1912 F.I.A.T. FOR SALE. COMPLETE and in original condition, but requires extensive restoration. Offers and enquiries to Howie, 32 Cumberland St., Edinburgh. (1253

M.G. TC 1949. FITTED TD ENGINE, stage 2, 16in. wheels, Xs, taxed. M.o.T. £160. Rice, Eastwood Cottage, Fawkham, near Dartford, Kent. (1254

ANGLIA ESTATE CAR. 1200 c.c. E.V-gine. May 1966. Attractive lagoon/sea foam colour scheme. 13,000 miles. Recently fitted polished high compression cylinder head, also fitted 5½in. wheels and G800 radial ply tyres. First class order throughout. £415. Ascot 21852. (1255

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1934 M.G. J2 MIDGET. NO TIME TO finish rebuild. Engine fully reconditioned, no bray rot. Needs respray. Towable. Tel.: Cropthorne (Worcs.) 432. (1258

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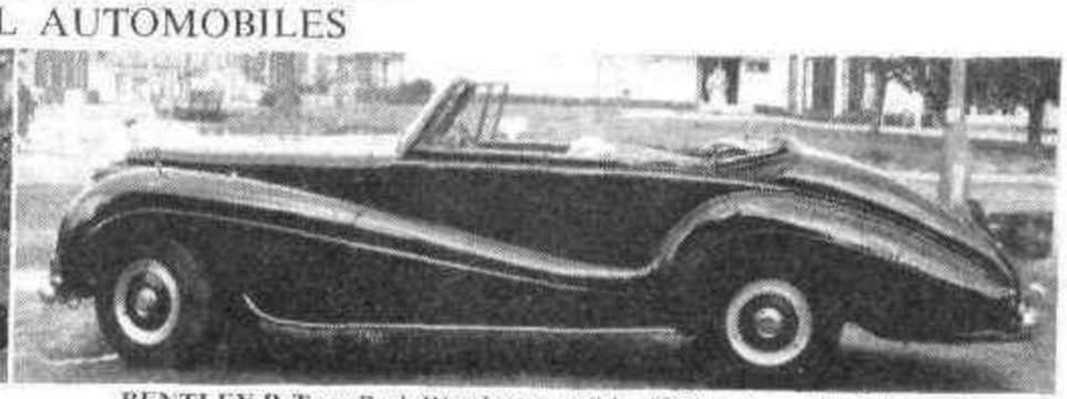
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BENTLEY Continental S-Type, 1956, Park Ward coachwork, silver grey on Tudor grey, grey *hide interior; my personal transport in* past six months, mechanical condition can therefore be confirmed, recent repairs include overhaul of automatic transmission, steering, suspension, brakes and exhaust. Paintwork and general appearance extremely good. **£1,875**



BENTLEY R-Type Park Ward convertible, 1954, automatic, indicated *mileage 95,000*, probably genuine, dark velvet green with sage green interior, plating and paintwork recently renovated, new exhaust system just fitted and thoroughly serviced by us and a very good specimen indeed, both mechanically and bodily. **£1,490**

ROLLS-ROYCE Silver Wraith James Young touring saloon with electric division, 1949. Tudor grey on silver grey, not immaculate but a good-looking car (see photograph last month); in very fair order both bodily and mechanically and realistically priced at **£695**

ROLLS-ROYCE Phantom III Hooper 4-light sports saloon with projecting boot and electric division, immaculate black paintwork, outstanding interior in brown hide with exceptional woodwork, mechanically excellent and indicated mileage of 75,000 possibly genuine; in titled ownership for most of its life. **£1,445**

ROLLS-ROYCE 25/30 Windover sedanca, 1936, first-class mechanically, recent major engine overhaul, very fair coachwork but not without faults, hence offered as seen at **£490**

ROLLS-ROYCE 20/25, 1935, Barker close-coupled sedanca, stylish body all-aluminium, interior good, but some work needed on sedanca top, wings are somewhat dented and repainting is necessary; however, the car has been stored many years, the mileage of ninety-thousand-odd is believed genuine, and the car is mechanically first-class; we just haven't the space or time at present to complete the work. The car is a potential £1,500 motor car when finished, but we are open to reasonable offers.

Unusual **BENTLEY S.1**, 1956, export model, l.h.d., with four-headlight conversion, new automatic transmission 1963 and stored since 1964; the car has recently been excellently repainted in metallescent regal red, plating has been renovated, new whitewall tyres fitted and we have overhauled steering, brakes and front suspension. Interior in grey is good and the car is much above average in every way and is sufficiently different *in its* appearance and condition from the early average S-Type to justify its price of **£1,450**

BENTLEY S-Type automatic, power steering, 1957, silver grey on black, beige interior, good coachwork, nice mechanical order and we are thoroughly servicing and carrying out repairs as required. **£1,375**

A very superior 1955 Series (Nov. 1954), **BENTLEY R-Type** automatic saloon, black on grey with red hide interior, paintwork and interior much above average, two owners only and a very comprehensive mechanical overhaul has been carried out by us including a complete engine overhaul, brake reline, new exhaust system, new tyres etc. etc. Again a much above average car and outstanding value at **£795**

Very similar car but interior in grey, mileage 106,000, maintained by us past three years and mechanical condition can therefore be vouched for, paintwork quite good but there are some blemishes and bruises and the car is therefore realistically priced at **£575**

Vintage **BENTLEY 3-litre**, Red Label Speed Model, 1926; chassis only but with bonnet, scuttle, all lamps and instruments, wing stays etc., engine (big-sump type) completely rebuilt by us including re-sleeving and new pistons, *reground crank, new bearings*, lightened flywheel; "C"-type gearbox, Hardy-Spicer u.j.s, 3.53 axle, steel diff., Speed Six drums, 21 in. wheels with resplined hubs, first-class tyres (in short, all the desirable features), chassis is ready to drive away and to receive coachwork; the cost of the mechanical work alone would normally be at least £700, so let us please have sensible offers in the region of **£1,250**.

CADILLAC V8 limousine, 1934, outstanding specimen of early 1930's American prestige car. Recent complete engine overhaul, etc. **£650**

DAIMLER Majestic, 1960, automatic, black, beige interior, mileage under 55,000, two owners and remarkable value at **£345**

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

DAIMLER Conquest saloon, 1954, in no way exceptional save that it's very sound and has been maintained by Stratstone's for many years and is remarkably good value at **£75**

JAGUAR XK150 roadster (not coupé), wire wheels, overdrive, radio, white, red trim, just decarbonised, brakes relined etc. and a very fair specimen. **£545**

LINCOLN Zephyr sedan, 1938 (1939 Series, hydraulic brakes), not the usual worn-out pre-war Yank, but an outstanding low-mileage specimen, stored many years and recently completely mechanically overhauled. Excellent paintwork (black) and interior and a most practical as well as unusual car. **£395**

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1929 BENTLEY SPEED SIX. JUST finished a complete Vanden Plas replica body rebuild by Hofmann and Burton in January 1968. Fold flat windscreen with aero screens. Engine overhauled. £4,750 o.v.n.o. Write to Startup, Tabley House, Knutsford, Cheshire or tel. Knutsford 3619. (0844

PORSCHE 356A 1600 SUPER. MOTOrola, Xs, Webers, late type gearbox, high ratio diff. giving 30-35 m.p.g. £375. Consider exchange. 1 Brackenhill Ave., Selby, Yorkshire. (0845

M.G. MK. II MIDGET. B.R.G. 1966. Immaculate. Wire wheels, heater, tonneau, extras. £535. Masters, CHA 4455, 12 Thorndon Park Drive, Leigh-on-Sea. (0846

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FORD MODEL A.A. 1933 ONE-TON Truck. One owner from new. Excellent condition, mechanically perfect. Came 4th in its class in H.C.V.C. Brighton run 1966. After extensive and expensive restoration. Open to offers. W. H. Wood, 57 Hertford Rd., Enfield Highway, Enfield, Middx. Tel.: HOW 5777. (0848

PYU 1 ON STANDARD 8. MECHANIcally sound. Tested Jan. 1969. Disabled driver controls. Sell No./logbook separately. Offers. Box 0470. (0849

FERRARI SCAGLIETTI BERLINETTA. Very rare and beautiful r.h.d. model. Finished in deep midnight blue. Superb order throughout. Specification includes Blaupunkt radio, stereo tape, inertia belts. Tel.: Northampton 33639. Price £2,250. (0850

1921 DEEMSTER 2-SEAT AND DICKEY Good condition. New tyres, upholstery, rebuilt engine, radiator. Very rare model. £425 o.n.o. Reason for sale bought 1921 Vauxhall. Boonham, 37 Ruskington Drive, Wigston, Leicester. (0851

RILEY 1½-LITRE RME 1953. MECHANIcally sound. Bodywork and interior need a little attention to make perfect. Good tyres, new battery, extras. Best offer over £125 (cash). Box 0471. (0858

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One pair of front wings with running-boards for Triumph Renown.
One front nearside wing for Jaguar Mk. IX.
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FOR SALE—continued

TRIUMPH VITESSE. 1964. SUNROOF, low mileage, immaculate condition, belts, undersealed. £385. Brentwood 2824. (0852

TR3A 1958. SOFT TOP, OVERDRIVE, almost new TR4A Strombergs and side-screens, S.A.H. four-branch and many other extras. M.o.T. May, taxed June. V.g.c. Inspection invited. £245 o.n.o. Consider part exchange for 1964/5 TR4. Tel.: Reading 54954. (0853

M.G.-B 1964. B.R.G. OVERDRIVE, WIRE wheels, heater, servo, oil cooler, Cints., tonneau, 4 new shockers, battery and exhaust fitted, low mileage, excellent condition. £580. Also twin Strombergs with manifolds for Mini or 1100, nearly new Browning, 11 East Main St., Whitburn, West Lothian. Tel.: Whitburn 536 or 01-570 3518. (0854

SPITFIRE MARK II 1965. DARK BLUE. Immaculate. Kearney, 43 Warren Rd., Rugby. Tel.: 72603. (0855

M.G.-B 1963. RED. EXCELLENT CONdition, extortionate price. £520. Bailey, "Rose Lea," Little Hallam Hill, Ilkeston 2509. (0856

1961 B.M.C. A ROCHDALE OLYMPIC. Excellent condition, fast economical car. £210 o.n.o. Southwater 321. (0857

M.G. MIDGET 1962. V.G.C. NEW SP41s, brakes relined, tonneau, seat belts, h/flasher, c/lighter, black dash with matching 13in leather steering wheel, 35-40 m.p.g., utterly reliable. £309. South Ockendon 3670. (0859

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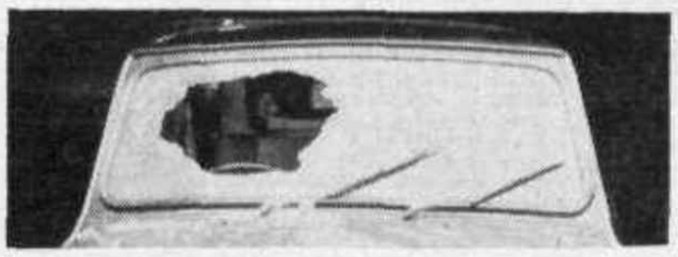


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FERRARI 250GT Pininfarina, 1963. Fabulous condition in dark blue with silver top, radio, heater, overdrive, electric windows. Good history. **£1,695.** A Ferrari for that money! Rush along with your fists full of fivers and you can rush off up the road in it! Next most expensive car we have is a 1961 **ASTON MARTIN DB4GT,** which would put many a DB6 to shame, finished in white, with pale grey trim, Boranni wheels, radio, etc.; really beautiful, all for **£1,265.** Just over a thousand at **£1,095** a 1967 **LOTUS Elan** drophead coupé, one owner, 16,000 miles. White with black cockpit, radio, heater, seat belts. Fast, economical, and almost unbelievable roadholding and brakes.

TRIUMPH TR4A, 1966. One owner only, who did 27,000 miles in it, and looked after it really well. In B.R.G. with black upholstery, and all the sensible extras, like wire wheels, overdrive, radio and heater, seat belts, etc., **£865.** Other Triumphs—we have two **TR4s,** one in white (1964) and a red 1963 car, both with extras, both highly recommended, from **£525.**

AUSTIN-HEALEY Sprite Mk. 2, 1962. A very pretty example in red with matching trim, with radio and heater, twin spots, tonneau cover and seat belts. These are good on both petrol and insurance—come and have a demonstration. **£395** (the car, not the demonstration). **Sprite Mk. 3s,** four to choose from, two '64s and two '65s, only red or B.R.G. this week, blues and whites later on! They have all got heater, tonneau cover, etc., and two have radios. Prices very competitive from **£435** to **£485.**

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£595 TRIUMPH Spitfire, 1966. Indigo blue with black interior. Wire wheels, new tyres, radio, twin spots, seat belts, tonneau.
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M.G.-B roadster, 1965. Tartan red/black trim. One owner only. Nominal mileage. Fitted wire wheels, radio, excellent SP41 tyres **£695**

M.G. Midget, 1962. White/red trim. Fitted many extras, including woodrim wheel, racing mirrors, reverse lights, heater, etc. Meticulously maintained **£345**

M.G. Midget, 1964 (wind-up windows). Tartan red/black trim. Locally owned car, in first-class condition throughout. Fitted heater, tonneau, and as new Pirelli Cinturato tyres. **£465**

M.G. Midget, 1965. Old English white, red trim. Fitted heater, tonneau, racing mirrors, and excellent SP41 tyres. Highly recommended **£495**

M.G. Midget, 1966. One owner, local car. British Racing Green with black trim. Fitted host of extras, including Ashley GT hard-top, soft-top, wire wheels, push-button radio, racing wing mirrors, spot and fog light, seat belts, tonneau cover, heater, etc. In first-class condition throughout, nominal mileage **£595**

TRIUMPH TR3A, 1960. Powder blue with black hard-top. Fitted wire wheels, heater, etc. Outstanding performance, excellent value ... **£365**

TRIUMPH TR3A, 1960. Powder blue with matching trim. Fitted hard and soft tops, overdrive, excellent Michelin 'X' tyres. Outstanding example, meticulously maintained **£395**

TRIUMPH TR3A, 1958. Primrose, black trim. Fitted many extras, including wire wheels, radio, heater, tonneau cover, etc. Exceptional value **£345**

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TRIUMPH TR4 roadster, 1963. Conifer green/red trim. Fitted host of extras including two twin-choke Webers, w/wheels, racing mirrors, leather-rimmed wheel. Fantastic performance. **£525**

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FORD LOTUS Cortina, 1965. Normal Lotus colours. Fitted radio, seat belts, racing mirrors, spot and fog light, etc. Rear end just overhauled; highly recommended **£695**

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1936 FRASER NASH/BMW TYPE 315. R.h.d. 4-seater drophead coupé. New hood, main and big-end bearings reground and remetalled. Not yet run in. Bodywork in *reasonable condition. Some spares. Offers* to Hudson, Speirshill, Dunino, St. Andrews, Scotland. (0861

BENTLEY MK. 6 1950. S.S. SALOON in immaculate condition. Last 10 years averaged 5,000 miles approx. and maintained by agents for engineer owner. Sand/sable. Executors sale. £395. Everett, Pontypool 3333 (office) or Newport 66195. (0862

TVR MK. II. M.G.-A 1600 UNIT. CROSS-*flow head, Webers, c.r. box, oil cooler,* Cinturatos, engine just overhauled, fast, tidy car. £400 o.n.o. Slough 45629. (0863

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FOR SALE—continued

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FOR SALE—continued

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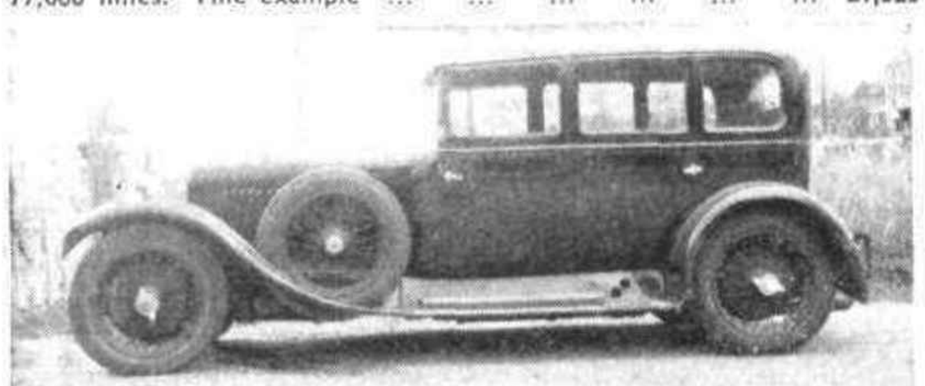
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M.G. TD 1952. JUST RESPRAYED SILver grey. Engine rebuilt and modified 2,000 miles ago. Tonneau, spots and other extras. Super condition. £375. Poulton-le-Fylde 3696. (0885

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1951 BENTLEY 2-DOOR FIXED HEAD coupé Clubman by James Young. Alloy body, mechanically very good. Smart coach work. £525. Gaylard, 6 Brittons Ash, Bathpool, Somerset. Tel.: West Monkton 454. (0972

1924 ROLLS-ROYCE SILVER GHOST chassis. Originally tourer and suitable for rebuilding. Twin spares, four wheel brakes, etc. Tempting offers. Didsbury 2050 (Manchester) (0979

M.G. SA 1938. EXCELLENT MECHANICS and tyres, body shabby. M.o.T. £65 o.n.o. Trecarrell Mill, Trebullett, Launceston, Cornwall. (0887

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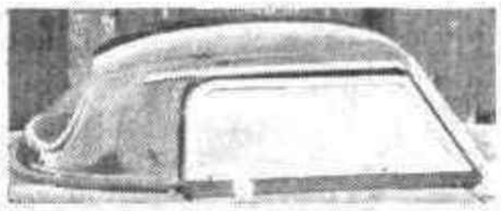
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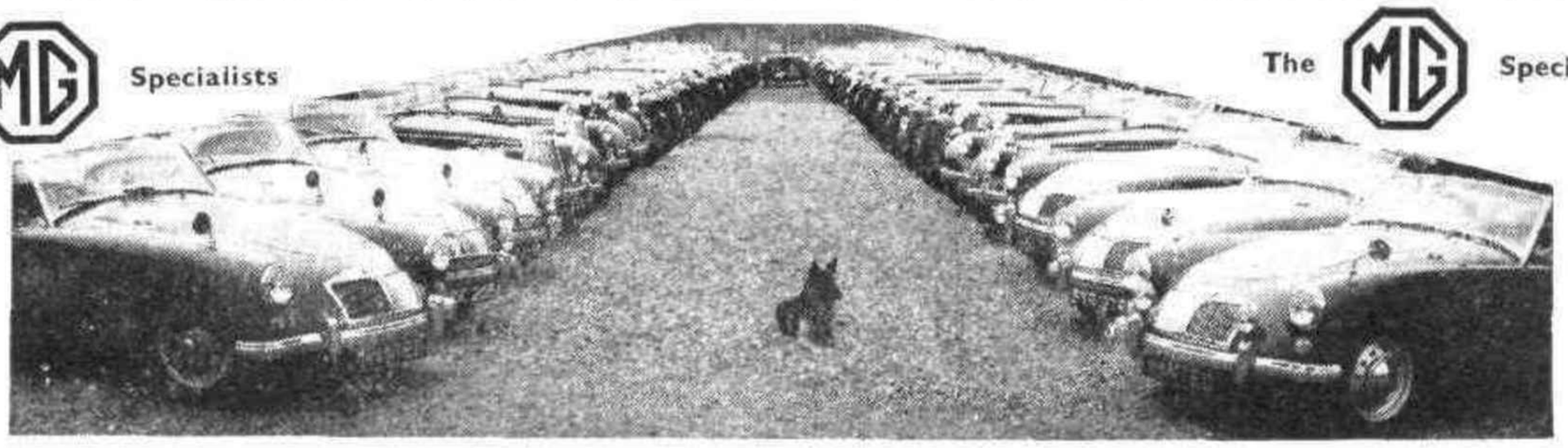
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M.G.-B 1964. MINERAL BLUE, BLUE trim, black hard top, blue soft top, heater, overdrive, w/w., w/wheels, new Cinturatos, 32,000 miles, excellent throughout. £615 (evenings, Sundays). Cook, 29 George Ave., Brightlingsea, Essex. (1031

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1928 AUSTIN 7 SALOON. VIEW AND offers, Paddison, Boundary Farm, Fosdyke, Boston, Lincs. Fosdyke 257. (1035

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AUSTIN 7 1929. FABRIC TOP-HAT saloon. Concours condition. Blue, black and brass! Original handbook. M.o.T. Dec., taxed May. First £230. 33 Kenilworth Rd., Ainsdale, Southport, Lancs. Tel.: 78199. (1039

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M.G.-A 1600 MK. II 1962. IMMACULATE condition, new hood, sidescreens, recarpeted. £450 o.n.o. Coleman, 11 Mayfair, Tiverton 3173, Devon. (1042

ASTON MARTIN DB2/4 MK. III. TRIPLE SUs, *twin exhaust system, Reutter reclining* seats, good condition, body and mechanicals. Box 0488. (1043

LOTUS CORTINA 1963/64. SMART AND quite fast enough. Standard except for lots *of aluminium and much modified rear* axle, doesn't leak and sticks to road well. Cinturatos. £449 or exchange Cortina/Austin Estate. Goring-on-Thames 3253. (1044

1966 STINGRAY. SHARK YELLOW, black interior, tinted glass, special high performance engine, close gears, limited slip differential, mag. wheels, new tyres, radio, electric windows, belts, etc. Excellent condition. Bargain £1,875 o.n.o. Tel.: Downton (Wilts.) 354. (1045

1938 WOLSELEY 14/56. SPECIAL BODY by M.G. One owner until 1965. 60,000 miles. Remarkable condition. £200. Sidmouth 2224. (1046

PERPENDICULAR ROVER IN SUPERB concours condition. Proves that comfort quality, grace, silence and pleasure do not require earthly sums. 1959, 105 manual, ovedrive, duo green. Your own eyes must perceive her condition. She's perfection. *For only £295, Eversley (near Camberley)* 2365. (1047

M.G. TF. IVORY. EXCELLENT CONDI-tion throughout, taxed, tested. £250. Formby (Lancs.) 2778. (1048

MARK 3 SPITFIRE. WHITE, 7,000M. Maker's guarantee, nicely run in. Soft top. £650 o.n.o. Mr. Green, 13 Sycamore Ave., Leeds 8. Tel.: 622325. (1049

1951 XK120 ROADSTER. 40,000 MILES only. Pampered existence. Hard top, heater, high ratio axle, etc. Superlative condition and original. Hunts Cross 2828. (1050

M.G.-A 1600. CONCOURS D'ELEGANCE condition. Ring or write to view this beautiful machine: Brocklehurst, Bridleway, *Flyhill, Bakewell, Derbyshire. 2738.* (1051

M.G.-B. MARCH 1967. GREEN WITH black interior. Crombe wire wheels. Perfect condition. Owner acquired company car. £850 o.n.o. Tel.: Holmes Chapel 2241. (1052

1965 CORTINA GT. WILLMENT SUPER Sprint. Twin d.c.o.e. 40 Webers, Willment head, GT 4 cam, uprated second gear, suspension lowered and stiffened all round. Cinturatos on 6½J rims. Very fast. Immaculate. £595. Holly Guest Fruit Farms Ltd., Cock Rd., Kingswood, Bristol. Bristol 673562. (1053

AUSTIN-HEALEY 3000. 1963 MK. II convertible. Just resprayed Healey blue. Overdrive, wire wheels, Cinturatos *(new)*, Konis, servo brakes, Marchal heads, twin Cibie fogs, heater, push-button radio, GT driving seat, belts, tonneau, etc. One owner. Never rallied, low mileage, full *maintenance record, superb performance.* Faultless condition throughout. Available early March. £595. Antony Cullen, Cressing, Braintree, Essex. (1054

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FOR SALE—continued

PEERLESS GT PH. II 2 PLUS 2. 1958. Resprayed B.R.G. Complete rebuild, reconditioned Lawrence tune TR4 engine, new Xs, brakes, suspensions, battery, etc. Overhauled gearbox, overdrive, axle. Never crashed. 3rd child forces sale. £370 o.n.o. 54 Fosse Rd., Farndon, Notts. (1076

ROVER 105S 1958 OVERDRIVE SALOON. Grey/red, two speaker radio, all good *tyres and in excellent mechanical condi*tion. 62,500 authenticated miles. Two owners. £150. Selbourne, Bishopstone, near Swindon. Tel.: Wanborough 485. (1056

1934 ARMSTRONG SIDDELEY SALOON. *A 12 h.p. 6-cylinder engine which requires* new gasket. 44,000 miles original engine. Just being resprayed to original condition, maroon and black. Five new tyres, new batteries, sun roof, pre-selector gearbox. Everything in perfect working condition. £180. E. O. Chafer, 38 Durlstone Cres., Sheffield 12, Yorks. Tel.: 396391. (1057

THE BESTEST BEETLE. 1955 VOLKS-wagen. Sun roof, new battery, starter, brakes and tyres. New engine done 22,000 miles. Utterly reliable. Just been resprayed. R.h.d. Taxed. A gift at £165 o.n.o. Ascot 20684. (1058

M.G.-A 1500 COUPE. B.R.G. REPLACE-ment engine, first class condition. £275 *o.n.o. Sheppard, 33 Upper Street,* West Harnham, Salisbury, Wilts. (1059

SPECIMEN 1938 4¼ BENTLEY PARK Ward saloon. Virtually a one owner car. Absolutely original with handbook, all tools, etc. *Complete history known. A unique* opportunity to obtain what must be one of the few immaculate examples remaining. A substantial price required. Curtis, Burgh House, Saffron Walden, Essex. Saffron Walden 3486. (1060

DAIMLER LIGHT LIMOUSINE 1937. 7-seater with division. Excellent original condition, Yates, 114 North Rd., Carnforth, Lancs. Tel.: 2805. (1061

M.G. TB 1939. NEW TYRES, RECON-*ditioned gearbox and axle. New hood.* Unusual type of M.G. Final touches to make perfect. Sensible offers invited. Mr. K. Ashfold, 88 Roundwood Way, Banstead. 25-55435. (1063

1963 250 FERRARI 2 PLUS 2. 30,000 miles. In very good order. £1,750. Tel.: Warborough 225. (1064

1937 ALVIS SPEED 25 CHARLESWORTH saloon. In original condition. Coach-painted yellow and black. Very smart appearance. *Alvis maintained. Six new tyres, 2 owners.* In first class running order. £500. Bennett, 153 Burtons Rd., Hampton Hill, Middlesex. (1065

FOR SALE PRIVATELY. ASTON MAR-tin DB4. Dark blue, chrome wire wheels, immaculate throughout. Has been maintained by specialist. Any trial or inspection welcomed. H.P. could be arranged. This car only needs seeing. £950. Roundstone Caravan Depot, Southwater, near Horsham, Sussex. Tel.: Southwater 218. (1066

SPITFIRE 1963. WHITE, EXCELLENT condition. Cinturatos. Genuine 39,000. Never raced, rallied or rolled (!) but extras include seat belts, S.A.H. roll-over bar, *hardtop.* £375. GT *hard top available, or* sell—£29 o.n.o. Steel hard top, red £25. Spare tonneau £6. Also Mini-Cooper, v.g.c. £225, offers. Details, 24 Reddings, Welwyn Garden City (23121), Herts. H.P. possible. Cheaper exchange considered (1067

A CAR IN A MILLION. 1954 BENTLEY "R" Type. Manual, black, red upholstery. One elderly owner and only 96,000 miles since new. Maintained in impeccable condition by main Rolls distributors. This is *the first of these beautiful cars in existence* but the hackneyed superlatives of the motor trade do her no justice at all. £850. Byfleet 45595. (1068

750 FORMULA RACING CAR. BRAND new and never raced. Space frame chassis. Fully modified motor, R.7 green spots, exceptionally pretty two-seater bodywork. Must sell, hence bargain price of £125. 01-940 5341 (Richmond, Surrey). (1069

TR4A 1966 (JULY). RED/BLACK IN-terior. 20,000 miles, Surrey hard and soft tops, overdrive, wires with G800s, radio. Every other conceivable extra from air horns to ski-rack. Cost new £1,367 and maintained regardless of cost. £880. H.P. *arrangeable. Tel. or write—James Pollock,* "Everton," Newmilns (315) Ayrshire. (1070

FOR SALE—continued

RARE 1934 MORRIS 10.4 TOURER. EX-cellent condition throughout. Heater. £125. 01-TER 3191 (day). (1038

MOVING MUST SELL AUSTIN 10. 1933 reg. 1934. Resprayed green/black, new sun roof and headlining, reconditioned engine, guaranteed 3 months. A bargain £145. East Grinstead 24592. (1062

BRISTOL 401 1952. BRONZE, GOOD ALL round condition. Replacement engine, gearbox, clutch. Very good Michelin tyres, battery. Normal extensive extras including radio, heater, washers, spots, oil, water, ammeter, tachometer, gauges, etc. Price £140. Tel.: *Headley Down 2322. The Old* Mill, Churt, Farnham, Surrey. (1071

TR4 1962. WHITE, 46,000, HEATER, radio, wing mirrors, belts, tonneau, undersealed. Superb. £475 o.n.o. Leigh (Lancs.) 74521. (1072

SPITFIRE 1963/4. SPECIMEN, LITTLE used example. Mechanically perfect. Radials. £375. Poynton 4436 (Cheshire). (1073

BUGATTI TYPE 44. 3-LITRE, 8-CYLIN-der, almost complete chassis (dismantled) *and spares. Tel.: Ninfield* (Sussex) 615. (1074

SUNBEAM HARRINGTON ALPINE 1963. Overdrive, wire wheels, all extras. £585. S.A.E., Follington, 15 Davis Crescent, Pirton, Hitchin, Herts. (1075

DAIMLER SP250 SPEC. B. 1961. Heater, radio, hard top, tonneau, two new Cinturatos, good condition. £465. Hale, Harrow Lodge, Shanklin, I.o.W. Tel.: 2800. (1077

1937 *AUSTIN* 16 GOODWOOD DE LUXE saloon. 61,000 miles only. One owner since 1939. Excellent condition. Syrett, 20 Tormead Rd., Guildford. (1078

HANDSOME 1935 ROLLS-ROYCE 20/25 Hooper sports saloon. Recent complete engine overhaul. Excellent general condition. £595 o.n.o. Woodhouse, 27 Warren Ave., North, Fleetwood. Tel.: 3647 (or after 6 p.m. 2743). (1079

SUNBEAM TALBOT 90 MK. II. 1951 Sports convertible coupé. 1 owner, 43,000m. Good condition. £160. Feldman, White Chalet, Powntley Copse, near Alton, Hants. Long Sutton 256. (1080

DAMAGED TR4, N.S.F. DAMAGED, RE-*pairable. Mechanically sound. £130 o.n.o.* Seymour, Flat 24b, Drury Lane, Solihull, Warwickshire. (1081

WHITE TR3. BLACK INTERIOR. PER-fect condition, radio, heater, etc. £250, or part exchange for Spitfire. Phillips, 17 Lytton Ave., N.13. (1082

TR3A 1961. GREY, OVERDRIVE, heater, spots, reverse, tonneau, rack, washers, blind, alarm, flasher, etc. All in excellent condition. £345. Cheriton Fitz*paine (Devon) 471.* (1083

M.G.-B 1963 (SEPT.). A BEAUTY, ONE owner, history. Literally unblemished in white with spotless red leather interior. Undersealed, wooden wheel, belts, new batteries, oil cooler. If required possibility of terms without necessity of comprehensive insurance. £545. Denham 2794. (1084

ROLLS P.I. WINDOVER. REBUILT EN-gine, new hide upholstery. £725. 30 h.p. Mulliner sports. Repainted silver and blue. £550. *Box 0489.* (1085

ROESCH TALBOT 65 PRE-SELECTOR saloon (1933). £45. Offers welcome. Riseley 271 (Bedfordshire). (1086

BENTLEY 3½ 1934 THRUPP & MABER-ly aluminium saloon of elegant lines. Cylinder head cracked, hence £150 o.n.o. Riseley 271 (Bedfordshire). (1087

1938 FRAZER-NASH B.M.W. TYPE 326 Cabriolet. Excellent condition. B.M.W.C.C. concours winner. Best offer over £200. Box 0490. (1088

1957 BEETLE. GREAT GOER. NEW EN-gine 1962. Current M.o.T. Body, tyres getting ropey. Suit enthusiast making special. £75 o.n.o. Great Missenden 3481. (1089

LOTUS CORTINA 1965. 34,000. A STAN-dard model in exceptional condition. Never thrashed. Good Cinturatos, undersealed, soundproofed. £575. Ripley (Surrey) 2174. (1090

SPRITE MARK II. WHITE, RED TRIM. O.N.O. 33,600 miles. Heater, tonneau. £300. Egham 2226. (1091

1927 ROLLS-ROYCE 20 H.P. DOCTOR'S coupé. Fully opening two-seater and dickey. *Completely original, needing some restora*tion, mostly bodywork. £975. All letters answered. Box 0491. (1092

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1926 AUSTIN 20 LIMOUSINE

Herewith a selection from our extensive stock: **1902 Bolide** car, **1901 Clement** Voiturette and a **1900 De Dion** tricycle. **1923 Sunbeam 14/40** chassis, **£120. 1928 Standard 9** Gordon England saloon, **£125.** 1923 7 h.p. **Citroen** two seater, **£275. 1919 Peugeot** Quadrilette, **£575. 1929 Austin Light 16** tourer. **1926 Hispano Suiza** 37.2 h.p. with coachwork by Proux. **1926 Peugeot** 4 seater tourer, **£475. 1939 Alfa Romeo** 2½ Super Sports, **£350.** 1925 **Vauxhall** 23/60 tourer in superb condition, and finally an **18th century travelling coach** in splendid original order. **£1,250. STOP PRESS.** Just arrived: **1924 Salmson** and a **1926 Senechal.**

35-39, Main Street, BASTON, Nr. Peterborough

FOR SALE

XK150 1958. F.H.C. OVERDRIVE, EXcellent condition. £375. Consider exchange. Gardner, 3 Rotherwick Court, Shipston-on-Stour. (1187

HERALD COUPE 1959. V.G. MECHANIcally and quite smart, but bodywork and interior could do with some attention. £160. Tel.: Tadworth 2140. (1094

TR4 LATE 1963. LOW MILEAGE. A beaut. See exchanges. (1095

BENTLEY VI 1950. TWO-DOOR SPORTSman's coupé by James Young. Superb condition throughout. Low mileage, two owners, electric windows, dark blue, light blue interior. Unmarked. Offers around £700. The Malt House, Bewdley, Worcs. Tel.: 2301. (1096

ROLLS-ROYCE SILVER GHOST ORIGInal unabridged instruction book. Silver Lady mascot. Rare very small size ex-20 h.p. Pair "Divers *Helmet*" *rear lamps. One* new and still in original box. 700 x 20 tyres ex-P.II as new. The Malt House, Bewdley, Worcs. Tel.: 2301. (1097

JAGUAR 3.4 SPECIAL EQUIPMENT '59/ '60 model. In beautiful unmarked original condition. Auto-transmission, SP tyres. £200 spent, looks 1967 condition. Williams, Red House, Ellendine, Shropshire. Great Bolas 284. (1098

PORSCHE 1961 1600 SUPER. RED *tourer. Radio, belts, reluctant sale.* £530, offers. Bedford 67553. (1099

SPRITE MK. 1 1960. "MONZA" BONnet, Ashley fast-back hard top, extras. £210. 01-228 9155. (1101

VERY RARE RILEY 2½-LITRE DROP head 4/5-seater. Beautiful condition. £225 o.n.o. Neave, 90 Lower Fold, Marple Bridge, Stockport. Tel.: 061-427 2432. (1102

H900 REGISTRATION WITH HEALEY 3000. 1961. Overdrive, hard top, new tyres, *brakes. £375. Box 0492.* (1103

AUSTIN HEALEY 100-4 WITH OVERdrive, engine rebuilt with new clutch and gearbox, wire wheels, recently resprayed. Cost £220, offers. C. Bagley, 68 Nethercote Gdns., Solihull Lodge, Solihull, Warks. (1104

SPRITE MK. II 1962. EXCELLENT. Carefully driven, maintained, extras. £275 o.n.o. Tadworth 3097. (1105

M.G. TF 1500 1955. B.R.G. IN GOOD *cond. Good screens, hood, tonneau, new* luggage rack, Pirellis, new *rear brake* cylinders and crank. Garaged. Taxed Feb. 1968. M.o.T. Oct. 1968. £400. Mence, Officer's Mess, Chattenden Barracks, Rochester, Kent. (1106

DAIMLER SP250 1960. WELL MAINtained, new Cinturatos. £360. H.P. available (Midlands). Box 0493. (1107

1961 ALVIS TD21. SUPERB ORDER throughout. £600. H.P., exchange possible. Box 0494. (1108

AUSTIN-HEALEY 100/6. OCTOBER 1968. Pale blue/white hard top, fitted overdrive, Cinturatos, Konis, radio, stainless tail pipes. Above average mechanically, body sound. £210. *Hampton (Cheshire) 253.* (1109

M.G. TD II. 1953 STAGE I. AN EXCEPtional car, finished in original black cellulose with *red* leather int. Complete new weather equipment, many extras. Genuine reason for sale. £335. Tel.: Exeter 76003 (evenings). (1110

TRIUMPH SPITFIRE MK. 2. OCTOBER 1965. Minilite wheels, power brakes, Kenlowe, folding hood, extra instruments, belts, *etc. Hard top available, bodily and mechani*cally perfect. Only £525. Tel.: 01-992 0240. (1111

1934 M.G. SINGLE-SEATER RACING car. 6-cylinder o.h.c. engine. Recently overhauled and in running order. Unused for many years. Genuine reason for sale. Consider part exchange. Offers, etc. Photograph available. 1 Ewlyn Terrace, Fairfield Rd., Cheltenham, Glos. (1112

1962 ELITE S.95. 30,000 MILES ONLY. Stage 3 Coventry-Climax with 5Us. Finished in red with tan trim. ZF box, Cinturatos, Servo. £675 o.v.n.o. Walton, Eng. Squadron, R.A.F., Boulmer, Northumberland. (1113

1931 ROLLS-ROYCE 20/25 CONVERtible. Fully restored. £1,500. Box 0495. (1114

SALMSON CHASSIS, 1951, 2.3 ALLOY twin cam engine, Cotal box. Perfect. Also 1935 Alvis Speed 20 4-door tourer in exceptional condition. Further details Merchant, Lings Mill, Hatfield, Doncaster. (1115

1950 2½-LITRE RILEY ROADSTER. Works replacement engine. Good hood, *screens, tonneau. Usual extras.* V.G.C. £200 o.n.o. Tel.: Barnby Dun 2124 (evenings). (1116

PAMPERED SECOND CAR. 1954 MAGnette. Radio, heater, spots. Excellent condition throughout. £130. Sidmouth 4365. (1117

ALVIS TA21 D.H.C. 1952. SILVER GREY. Radio, M.o.T. Good all round condition. £115 o.n.o. 164 Nottingham Rd., Borrowash, Derby. (1118

M.G.-B 1965 MODEL (REGD. NOV. '64). Overdrive, wire wheels, heater, anti-roll bar, leather wheel, Cinturatos. White with matching hard/soft tops. Mint condition. £620. Nottingham 48131 (evenings). (1119

RELUCTANT SALE OF RARE AND desirable TD. Investment at around £300. For further details tel. 01-622 1830. (1120

FOR SALE—1950 MK. 5 3½-LITRE Jaguar. 2 owners. 55,000 miles, excellent condition. *The acme of comfort. Offers* around £200. Wyatt, Hirev, Snetterton, Norwich. (1121

1936 ASTON MARTIN 1½-LITRE MK. II. Short chassis. Colour cream, red upholstery, black hood and tonneau. In concours condition. New tyres, batteries and mechanically perfect. £900 or very near offer. Tel.: Caton (Lancashire) 457. (1122

FOR SALE—continued

1937 4¼-LITRE BENTLEY SPORTSMAN'S saloon by Barker. M.o.T. November 1968. Nearly new tyres. Sound mechanics and body. Rebuilt by Hooper in 1960. £450. Bradley, 46 Grainger St., Newcastle-on-Tyne. Tel.: Newcastle 22392, or Stocksfield 3221. (1123

1948 BRISTOL 400. LUXURY HARD top coupé. Immaculate 2-litre engine. *Re-upholstered. Radio. M.o.T. August 1968.* £200 o.n.o. Brimmell, 16 Ashley Hill, Bristol. Tel.: 51024. (1124

M.G. TD MK. II SUPERCHARGED. B.R.G., resprayed, rechromed, new hood, *sidescreens and tonneau. Pirellis, spot, fog* and reversing lamps. New instruments. *Probably finest example on South Coast.* £310. Tel.: Brighton 51662. (1125

M.G. TC 1947. NEW HOOD, GOOD condition, parts rechromed £185. Rusted, Grangefield House, Burley-in-Wharfedale, Ilkley, Yorks. Tel.: Burley 3126. (1021

RACING TRAILER. PROFESSIONAL built, suit Mini or racing car. Cost £125 new, accept £45. Tel.: Great Bolas 284. (1167

BENTLEY BLACK LABEL TOURER 1929. Rebuilt engine. Resprayed B.R.G. and black. 1st class specimen and a most impressive car. ABC Super Sports 1926. *Unique 2-seater with pointed tail body.* Absolutely original. These cars are collectors items. Further details Box 0504. (1168

FOR SALE—RENAULT 1909 TWINcylinder engine. Offers. Elliot-Pyle, 01-235 2585. (1169

ENTHUSIASTS ONLY. HERALD 12/50 completely standard except for: GT Cortina 1500 engine, 4-speed all synchro close ratio gearbox, complete rear suspension mod., Servo brakes, discs front, larger drums rear, twin petrol tanks. Mods. cost over £400, selling £450. H.P. available. Crawley 24582. (1170

1933 AUSTIN 10/4 TWO-SEAT TOURER. Harry starts, stops, is resprayed, rehooded, M.o.T.'d, and seeks attention. £75. Woodend, 22 West Drive, High Wycombe, Bucks. (1171

M.G.-A. RED. IMMACULATE CONDItion. 1958. Only 8,000 miles on Gold Seal engine. New clutch and *silencer. Nearly* new radials all round, new hood. Bills for £115. M.o.T. April 1968. Don't miss this one. £275. Tel.: Burgess Hill, Sussex, 3542 (evenings). (1172

1936 4¼-LITRE BENTLEY WITH CHOICE sports saloon body work by Park Ward. In excellent condition throughout. Mechanically 100 per cent, bodywork not quite concours. Price £475. Tel.: Streetly 7740 (Birmingham). (1173

JAGUAR 3.4 MK. 2 1961. EXECUTIVE condition. Immaculate throughout. B.R.G. Chrome wire wheels, radio, manual gearbox, overdrive. £420. Hastings 3417. (1174

1937 FORD 8 "Y". OUTSTANDING CAR. *Original order. 3 owners, 90,000 since new.* M.o.T. Used daily. Best sensible offer. Monk-Sherborne (Hants.) 3104. (1175

HEALEY 100/4. RED. VERY GOOD bodily and mechanically. Overdrive, wire wheels, Xs, *heater, spots, etc. M.o.T.* Taxed. Offers around £165. Beds. area. Box 0505. (1176

JAGUAR FOR SALE. MARK 10, SEVERE F.N.S. damage. TR31 registration. £100. Tel.: Nottingham 256676. (1177

AUSTIN HEALEY 3000 MK. I. IMMACUlate throughout. Red with black hard top. Built-in Rally light. Radio, wire wheels, two new tyres, disc brakes. Genuine quick sale wanted, so realistic price of £345. Tel.: Derwent 7468 (between 10 and 6). (1178

4.2-LITRES 1965 JAGUAR E-TYPE Roadster. Fawn with black top, red leather interior, radio by Radiomobile, chrome *wire wheels. An immaculate example of* this car which is said to be by most, the supreme sports car on the road today. Genuine reason for quick sale, hence the low price asked for of £1,150. No time wasters please at this figure. Tel.: Derwent 7468 (before 7). (1179

1960 MORRIS MINI. LOVINGLY REbuilt by Lotus mechanic 1964. About 40 extras. Exceptional condition and performance. Recent engine overhaul. £195. 67 *Ravenscourt Rd., London, W.6.* (1180

SUNBEAM ALPINE LE MANS SPECIAL. 1954. Concours condition, rechromed, resprayed in carnival red, floor change, new hood, tonneau cover and tyres. Sunbeam *Mk. III Drophead*, 1955 in metallic grey. Very good condition. Overdrive and rev.-counter. Both these cars maintained by enthusiast. Reason for sale—change to Mercedes. Alpine £295. Mk. III £150. Cartwright, 58 Charlemont Rd., Walsall. Tel.: 22544. (1181

R-TYPE BENTLEY SPORTS SALOON. 1954 model finished in regal red with matching trim. Manual gear change, overhauled engine, new clutch, brake relined. Runs at a Bentley should. Bargain at £475. 061-ASH 1113. (1182

1966 DOWNTON MORRIS 1100, STAGE II. New G800s excellent condition. Any test. £535. Lincoln 22610. (1183

1950 LEA-FRANCIS 2½-LITRE SPORTS. V.G.C. plus spares. £355 o.n.o. "The Jays," Cricketers Lane, Herongate (tel. 602), Brentwood, Essex. (1184

PLEASE BUY MY RILEY 2½-LITRE, with fibreglass roof and Xs. Crankshaft needs attention, many spares. Offers around £70. Harding, 19a Station Rd., Solihull, Warwickshire (above Co-op). (1185

1966 M.G. MIDGET, RIVIERA BLUE, underseal, anti-roll bar, heater, back seat, wire wheels, thief devices, flasher. Only 14,600 miles. £535 o.n.o. D. J. Morris, 10 Chilbridge Rd., Eynsham, Oxford. (1186

FOR SALE—continued

LOTUS 7 1960-61. GOOD CONDITION essential, 948 c.c. B.M.C. or 997 c.c. Ford engine required. Tel.: Manchester 061 LON 1955. (1100

MORRIS—RARE 1934 10/6 TOURER with dickey. Basically sound, needs some attention. Must clear garage. £40. Wicks, 15 Budbury Place, Bradford-on-Avon, Wilts. (1188

M.G. MIDGET 1963 1100. RADIO, heater, new hood, clutch, tyres. £335. Ruislip 32316. (1189

LANCIA FLAMINIA PININFARINA coupé. R.h.d. 2.5-litre engine with three Weber dual-choke carbs., *leather interior.* £575. Tel.: evenings, Ascot, Berkshire, 21063. (1190

TR2. NOV. 1955. OVERDRIVE, 35 m.p.g. Excellent mechanics, tyres, body sound, re-upholstered. Offers. Spinks, 11 Kenilworth Court, Coventry 20251. (1191

RILEY 1½ SALOON 1954. IVORY. 37,500 miles. One owner. Exceptionally fine condition throughout. £275. Tel.: Horsforth 4396. (1192

LANCIA APRILIA 1939. EXCELLENT condition. £135. 54 Kings Rd., Bury St. Edmunds, Suffolk. (1193

SUNBEAM HARRINGTON LE MANS. 1963. B.R.G. Stage II tuned, radio, overdrive, radials, 48,000 miles. £575. Taylor, 061-URM 6489. (1194

BENTLEY 4½-LITRE. DELIVERED NOV. 1929, as recently confirmed by Vanden Plas, with unique one off very advanced styled aluminium two-seater tourer (late 30's *appearance*). *Other* outstanding features: One owner, tools, instruction book, original paint and tonneau cover as new, seals intact, entirely original/unmodified and with authentic 76,000 mileage (two other cars kept). Detailed history, serviced same garage throughout. Believed sole single owner vintage Bentley in existence. £7,000. Yorkshire. Box 0506. (1195

VOLVO P1800S 1964. RED WITH BLACK leather, 30,000 miles, exterior unmarked. *Radio, seat belts, new* Cinturato tyres just fitted, wheel trims, overdrive. Carefully used. Perfect condition. £900. Tel.: Albrighton 2501 (090-722 2501). (1196

ASTON MARTIN DB2 CONVERTIBLE. Excellent condition throughout. Sensible exchange considered. £295. Formby 2778. (1197

ROLLS-ROYCE 20/25. OF 1930 VINTAGE in exceptionally fine condition. A compact and desirable two-door complete with *mascot, handbook, tools.* Box 0507. (1198

VITESSE 1963. EXCELLENT CONDItion mechanically. Perfect bodywork. Superb performance. Ideal small, fast car. New tyres. £370 o.n.o. ENF 5018. (1199

ANCIENT *LONDON TAXICAB. OPEN* back with spoke wheels, upright Austin radiator, recent engine, brakes, rewire overhaul. Original throughout and fully equipped with meter, etc. New hood, bulb horn, handbook. Box 0508. (1200

1957 (DEC.) PEUGEOT 403 STATION Wagon. Reconditioned engine/gearbox/back axle. Taxed. M.o.T. £100. Clevedon (Somerset) 2689. (1201

M.G.-B 1967. RED, RADIO, HEATER, *spots, rack, tonneau, H.P. arranged.* £790. Spurrell, tel.: Reigate 43789. (1202

WANTED

WANTED—*ASTON DB5 OR 6 REAR* axle. Registration number FJP or JP and low number. Set of 5 air horns. St. Albans 55733 (0888

WANTED—M.G. TA, TC, TD, TF. ANY condition, crashed, neglected or faulty. Any distance, good price paid. Write: 4 Cruikshank House, London, N.W.8. or tel.: 01-722 8952. (0889

WANTED—REASONABLE BODY FOR crashed Jaguar 1960 XK150 F.H.C. or sell £85. *L. S. Burus, The Flat, East Lane,* Wheathampstead, Herts. (0890

FOR 1750 c.c. ALFA ROMEO (1930). Saloon, d.h.c. or tourer body. Section aft of buckhead, inboard of wings required. Any condition. Will collect. Also 6c Bosch distributor, Solex 26-30 FFV, Autovac, Jaeger rev. counter, D.O.H.C. engine spares. Taylor, Windward, Hainault Rd., Foxrock, Co. Dublin. (0891

WANTED IN GOOD CONDITION *Morris 10/4 engine complete. Also full set* of shackle pins and bushes for same (1934). Bailey, "Firs Acre," Shripney Lane, Bognor Regis. Tel.: 3376. (0892

LIGHT VINTAGE SPORTS TOURER wanted. Narrow-bodied Alvis 12/50 small-rad, T.E., and Anzani Nash typify the required car. Knight, Cape Farm, Badminton, Glos. (0893

WANTED—FORD ROCHDALE OR SIMIlar weatherproof special. Details please. 136 *Middlewich Rd.*, Winsford, Cheshire. (0894

PRIVATE ENTHUSIAST REQUIRES E-Types, Elans, etc. Any year, any condition. Cash waiting. 21 Leeds Rd., Harrogate, Yorks. Tel.: 5392. (0895

MORGAN 3-WHEELER WANTED, ANY condition. 26 Downside Ave., Bitterne, Southampton, Hants. (0896

WANTED—ANY OF THE FOLLOWING or similar registration numbers: DKA 1, 1 DKA, OA 1, 1 OA, AAA 1, 1 AAA. 41 Ashbury Ave., Nythe, Swindon, Wilts. (0897

ORIGINAL LOTUS XI BODY PANELS for cash or exchange F.G.R. gullwinged *GT hard top. Collard, 14 Clairville Gdns.*, Hanwell, W.7. 01-567 9760. (0898

A.C. ACECA OR ACE WANTED, GOOD home and fair price (cash) for sound car with known history. A.C. or Ford engine. Beck, 15 Dover Rd., Poole. (0899

KARMANN GHIA 1600. FULL DETAILS to J. Wills, 40 Garretts Green Lane, Birmingham 26 (0900

WANTED—continued

ROLLS-ROYCE. SMALL SALOON. BODY can be shabby if mechanically sound. First purchase. No dealers. Price and photo Box 0460. (0901

WANTED—MARSHALL OR SHORROCKS supercharger to fit X-PAG engine, complete. Top cash for right unit. F. Rossiter, 4 Buckingham Court, Magdalene College, Cambridge. (0902

DISTINCTIVE REGISTRATION NUMBER required. State price. All letters answered. Box 0461. (0903

WANTED COMPLETE LOTUS CORTINA engine/gearbox, also Triumph 1200 engine. Tel.: Barnoldswick (Yorks) 3308. (0904

HRG 1500 OWNER NEEDS LONG stroke Singer twelve block (not SM1500). Will buy complete engine in any condition if block perfect. BHBT, High Street, Ripley, *Surrey.* (0905

FACEL VEGAS FACELLIA. ANY OWNER wishing to sell a good example of the above please write to Bacon, 4 Metley Rd., Southsea, Hants. (0906

WANTED—ALLOY OR STEEL DISC wheels, k.o. Suitable M.G.-B. Box 0462. (0907

BENTLEY OR BUGATTI 1927 TO 1939. Restoration not objected to. Full particulars to Needham, 82 The Straits, Gornal, Dudley, Worcs. (0908

WANTED—AC/BRISTOL, FRASER NASH or XK120 in sound, unbent condition. Also vintage, preferably Zagato Alfa Romeo! and bound copies of Motor Sport. Fullest *details*, and s.a.e. with photos to McKechnie, Duckpool Cottage, Deerhurst (Coombe Hill 409) Glos. (0909

GRAHAM WHITE CYCLECAR. WANTED any information, drawings, photographs or *literature concerning this make, especially* the 3½ h.p. model built between 1921 and 1924. D. Baldock, Sycamore Cottage, Ightham, Kent. (0910

BODY FOR R.-R. 20/25 H.P. OPEN tourer or any *interesting original body* required. Please supply where possible name of builder, photographs or drawing, price, original chassis no. on which body was fitted, etc. Also require original dashboard. Body can be tatty but timber must be sound. Offers to Ruskin, "NTABA," Durbanville, Cape, South Africa. (0911

SILVER GHOST. COMPLETE OR IN UN-restored condition. Box 0463. (0912

VINTAGE TOURER OR COUPE. MUST *be generally sound, tidying up and paint*ing not objected to. Box 0464. (0913

LARGE PRE-WAR ROLLS-ROYCE IN good running order. All photos returned. Box 0465. (0914

M.G. J2/TA WANTED. RUNNING order, good bodywork, cheap and original. (Midlands). Box 0476 (0915

DARRACQ 18 H.P. 1912-1915. MANUAL. Any literature, photographs, parts, any information by owner of 1914 *model.* Bailey, 44 York Rd., Cheam, Surrey. (0916

MORGAN PLUS 4 WANTED, UP TO £160. Details, Webster, 27 Keswick Gdns., Inglemire Lane, Hull. (0917

JAGUAR XK150 D.H.C. WANTED FOR cash. I am interested in any specimen, so please write giving details. Alternatively exchange for well looked after 1965 M.G.-B. Horne, 8 Park Place West, Sunderland. (0918

WANTED—ASHLEY GT *HARD TOP FOR* Spitfire, also s/sports type steering wheel and silencer. Box 0477. (0919

M.G. 18/80. ANY CONDITION OR ANY spares. 201 Appleby St., Cheshunt, Herts. (0920

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WANTED — INTERESTING RELIABLE car around £100. Magnet, Riley 1.5, Morgan, DB6. W.H.Y. Allan Smith, 170 McLeod Rd., S.E.2. (0922

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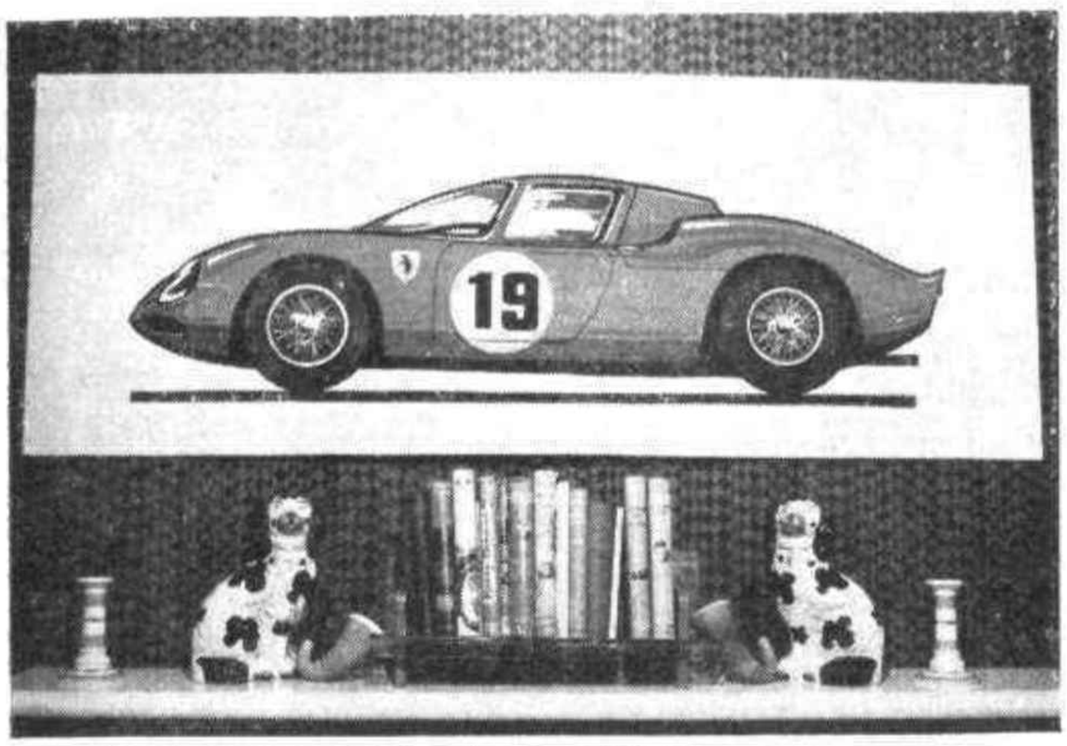
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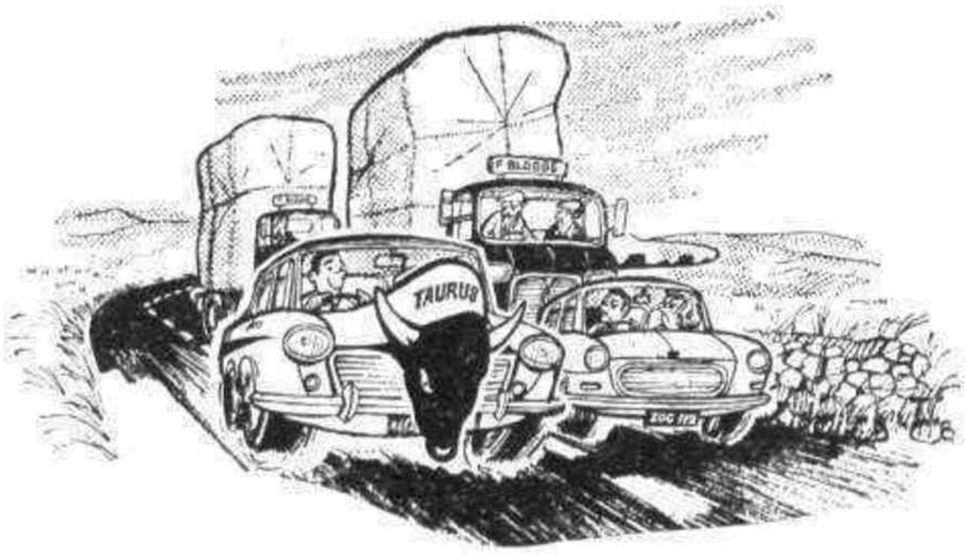
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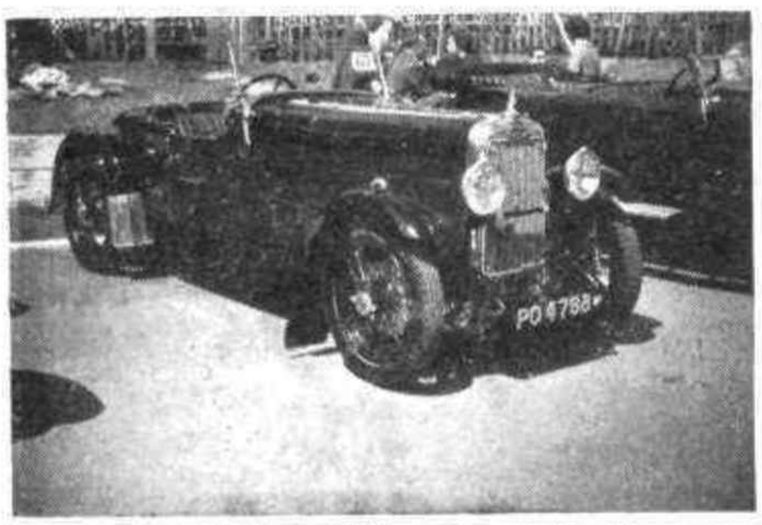
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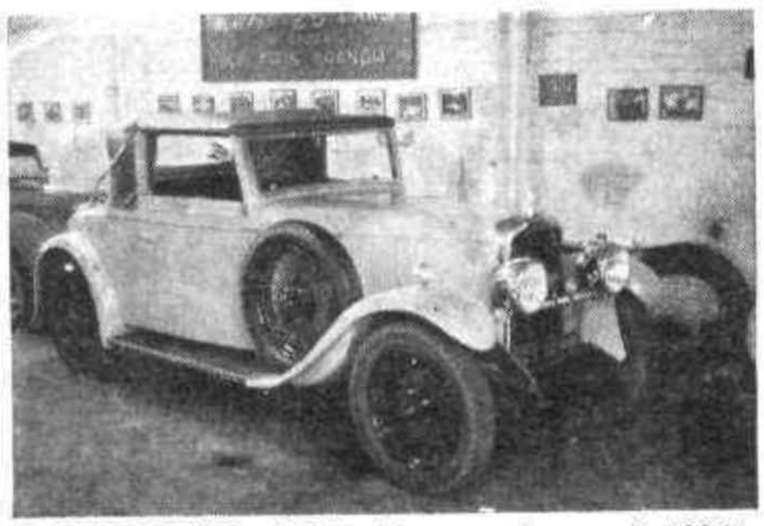
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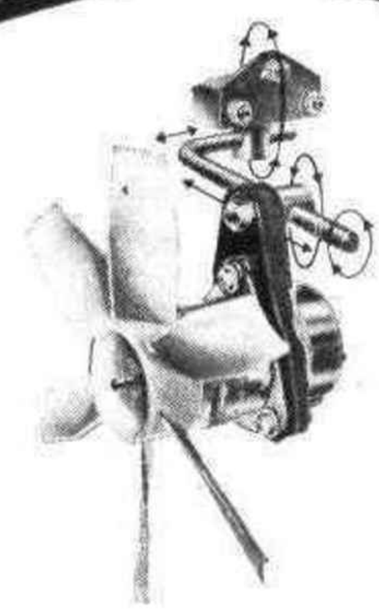
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EXCHANGES—continued

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AUSTIN HEALEY 1956 SPORTS CAR. Overdrive, tonneau, twin spots, excellent throughout. £95. Exchanges? Bramley 3066. (1289

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MISCELLANEOUS—continued

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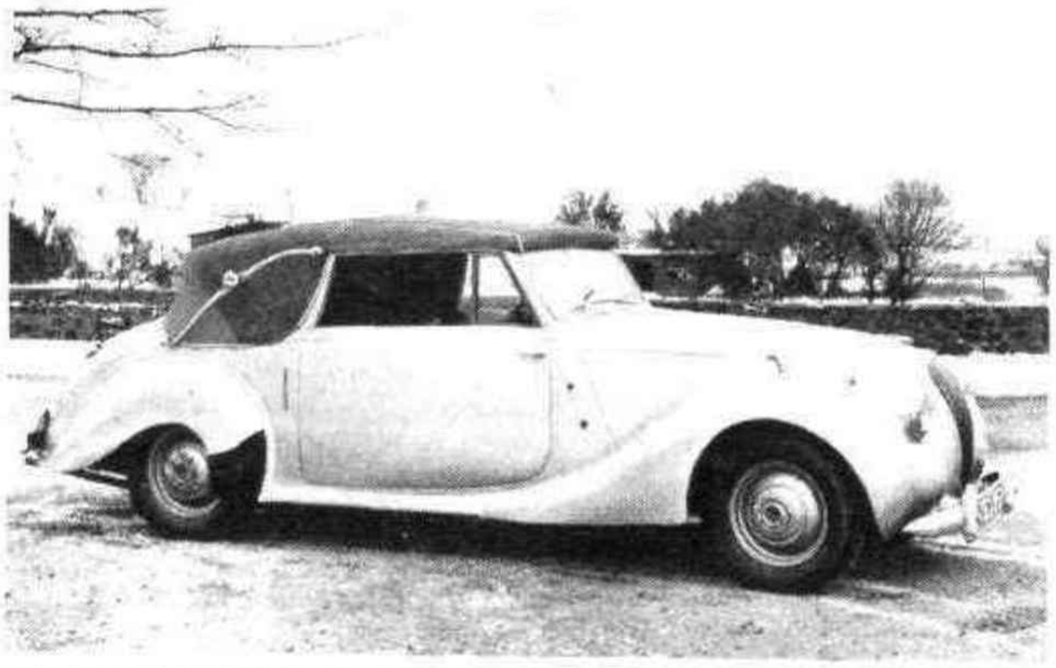
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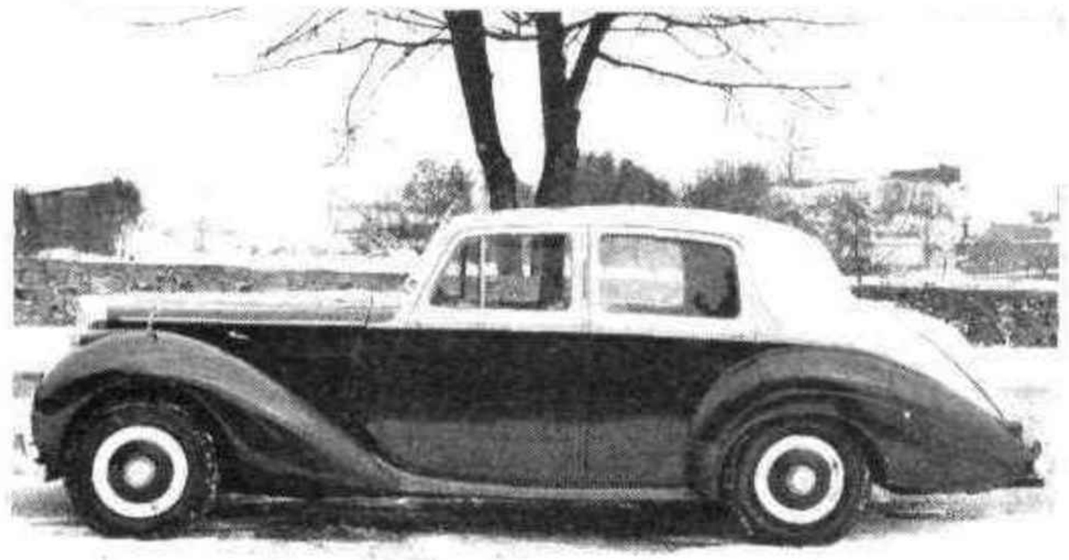
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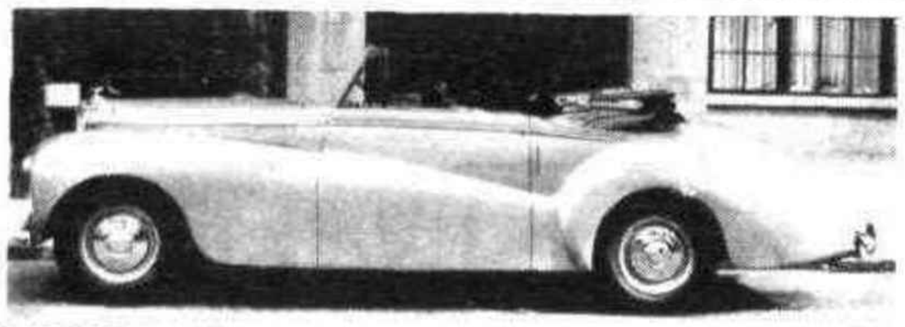
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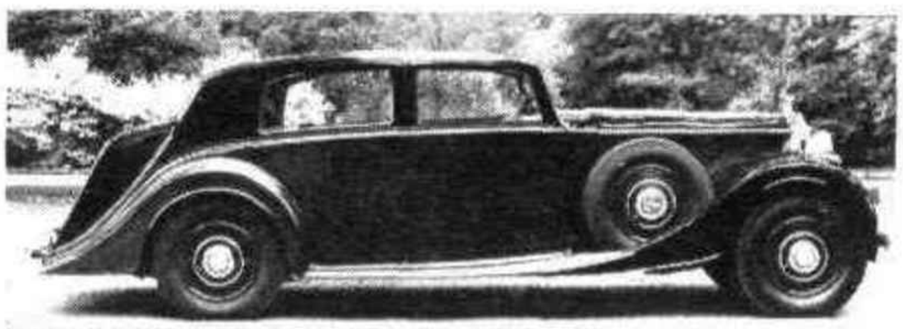
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