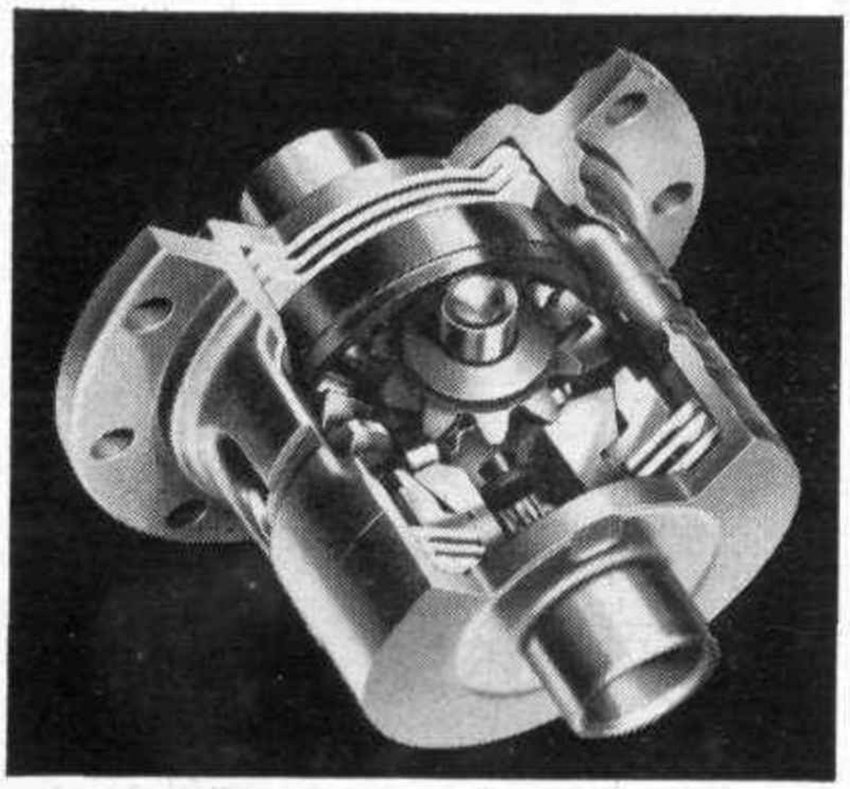
Vol. XLII No. 8 TWO SHILLINGS August 1966

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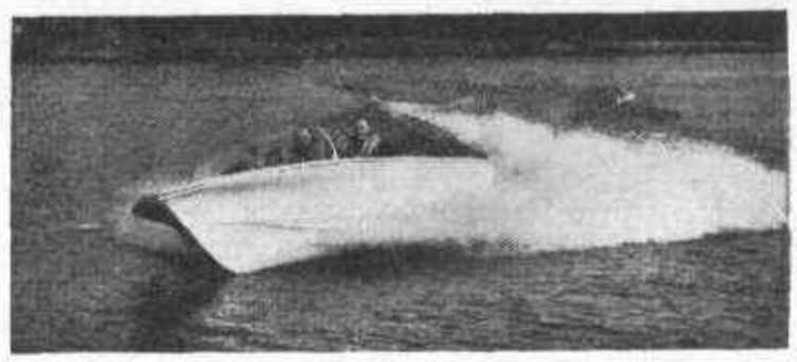
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I enclose PO/Cheque/Money Order value..... in respect of order (Delete as applicable)

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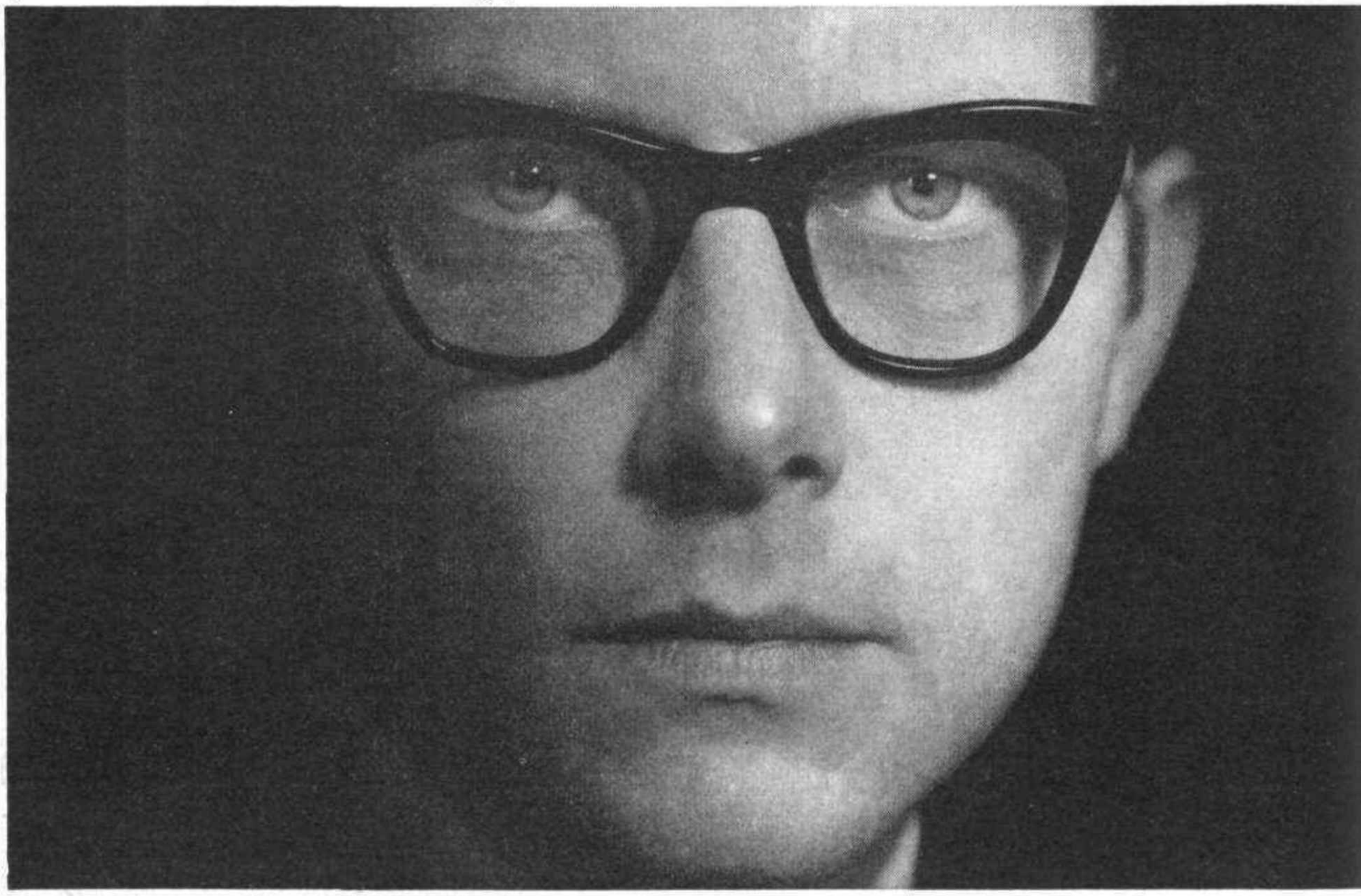
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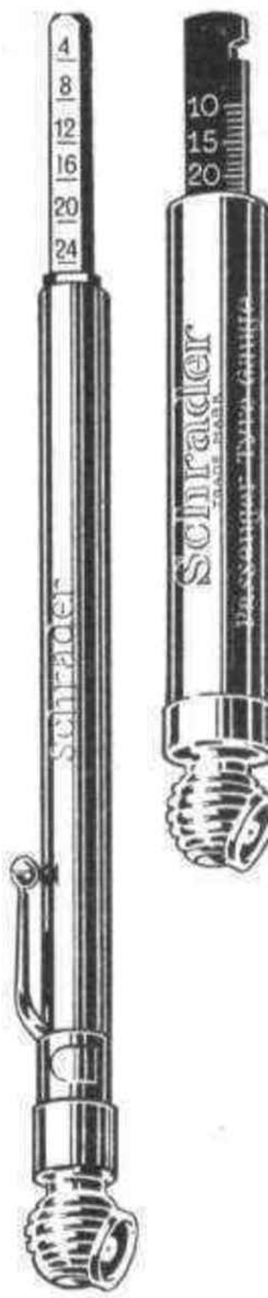
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(don't risk it unnecessarily)



Your safety on the road means a lot to you. Probably to many other people too. But do you put the same care into your car as you do into your driving? What about your tyres? Just having good tyres alone is not enough. For so much depends on them. And their air pressures. Tyres that are not maintained at constant air pressures can be just as dangerous as bald tyres. The best safeguard is to check them regularly. Use your own Schrader tyre gauge for consistent readings, under your own conditions. Always test when the tyres are cool. And when adjusting pressures for sustained high speed motoring or load conditions, always check the pressure with a Schrader gauge. Regular checking means constant air pressure. To give your tyres better tread adhesion. To give you greater safety with improved performance, and longer life from your tyres. Your safety depends on your tyres and your tyres depend on Schrader. Get a Schrader tyre gauge at your garage or accessory dealer. Don't be satisfied with anything less than a Schrader.




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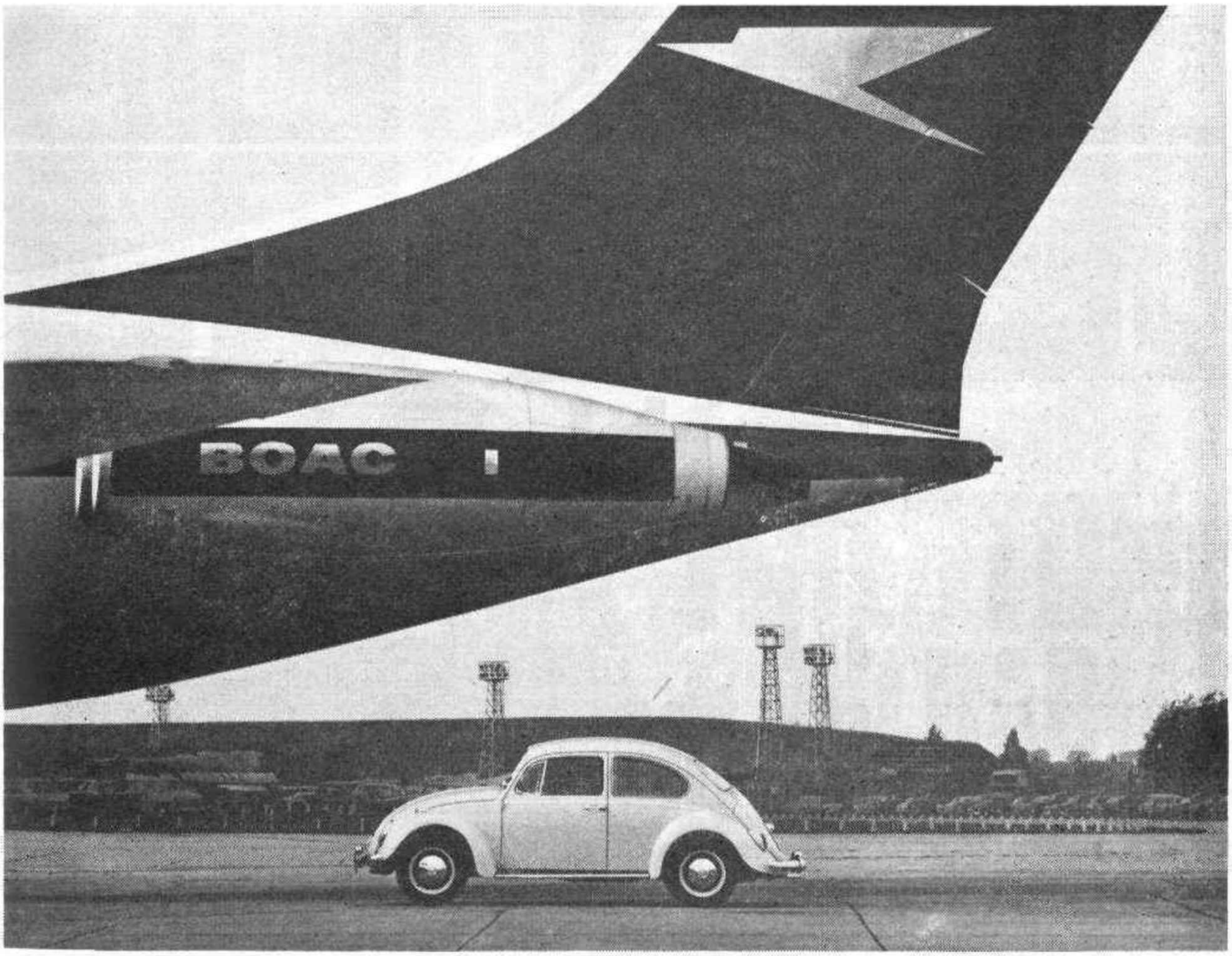
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133

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Come to think of it, the oldest thing about a Volkswagen is its age.

And it's hard to tell even that.

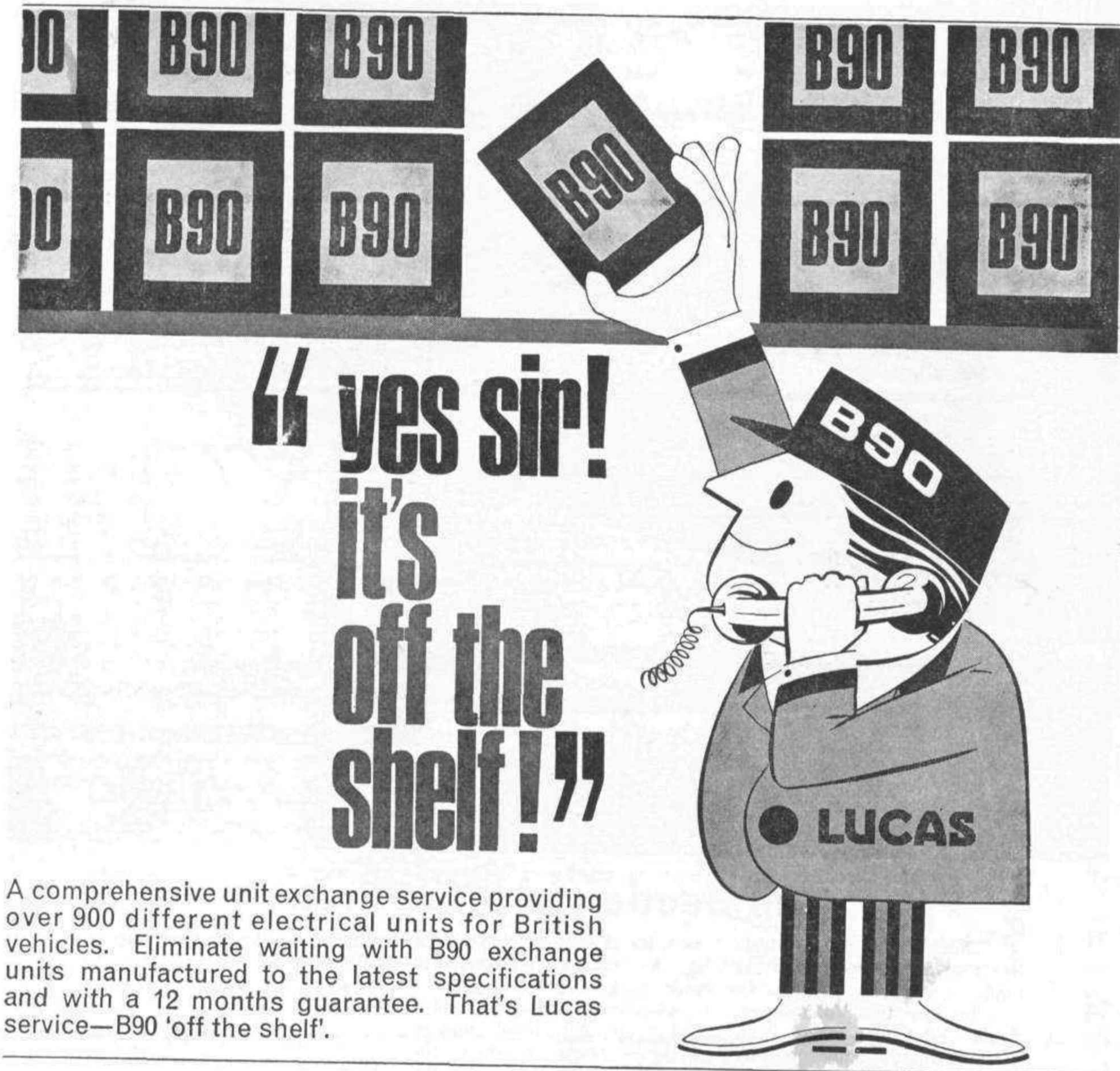
Recommended retail price £649.16.8 (inc. p.t.). Test drive the Beetle at your VW Dealer's—and while you're there, take a look at the 1600 Fastback.

VOLKSWAGEN

*BEETLE PRICES*

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## THE MIGHTY FIRESTONE F 100 RADIAL

**1. HIGH SPEED COMFORT**
a built-in rubber cushion gives a more comfortable ride at motorway cruising speeds.

**2. LONGER MILEAGE**
greatly increased mileage compared with cross ply.

**3. SAVING IN PETROL CONSUMPTION**
because of the reduction in rolling resistance.

**4. MORE EVEN WEAR**
because stabilizer plies reduce tread distortion.

**5. BETTER GRIP**
because fabric stabilizer plies mean more positive tread-road contact.

**6. QUIETER RUNNING**
because fabric radial construction reduces surface-contact noise factor.

**7. LESS TENDENCY TO DRIFT**
particularly in high cross winds because stabilizer plies ensure that tyre maintains positive road grip.

**8. SUPERIOR BRAKING IN THE WET**
because stabilizer plies prevent ribs closing and so surface water can be dispersed.

**9. MORE POSITIVE CORNERING**
no matter what state the roads.

**10. COOLER RUNNING**
because lower rolling resistance reduces hazardous heat build-up.

✳ *Radial tyres are ideally fitted all round. They may be fitted to rear wheels only with cross ply on the front, but they should* ***never*** *be fitted to front wheels only. They should never be fitted on the same axle as a cross ply tyre.*

# Firestone F 100 Radial

# MIGHTY FIRESTONE MIGHTY SAFE

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| 6v. 56 a.h. | ,, | 3. 9. 0 |
| 6v. 72 a.h. | ,, | 3. 16. 6 |
| 12v. 46 a.h. | ,, | 5. 17. 6 |
| 12v. 56 a.h. | ,, | 6. 5. 6 |
| 12v. 72 a.h. | ,, | 7. 7. 6 |

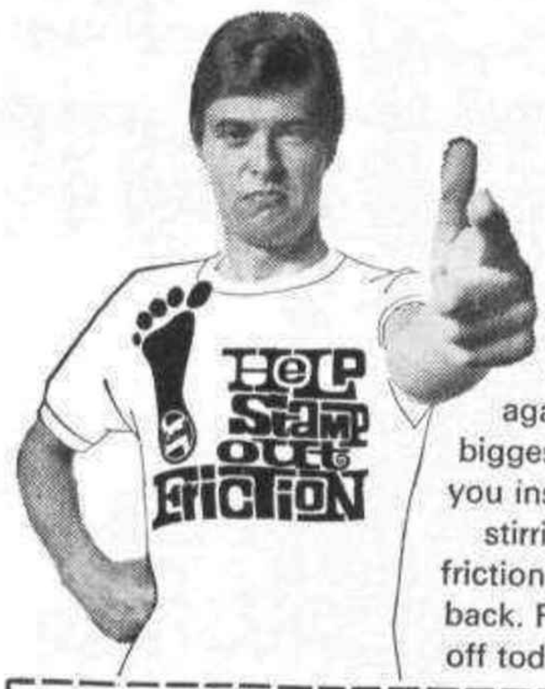
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I want to join the fight against friction. I enclose 12/6d. (post paid) for a Castrol T-Shirt. Size: Large/Small/Medium.
*(Delete sizes not wanted)*

NAME *(block capitals)*_____

ADDRESS_____

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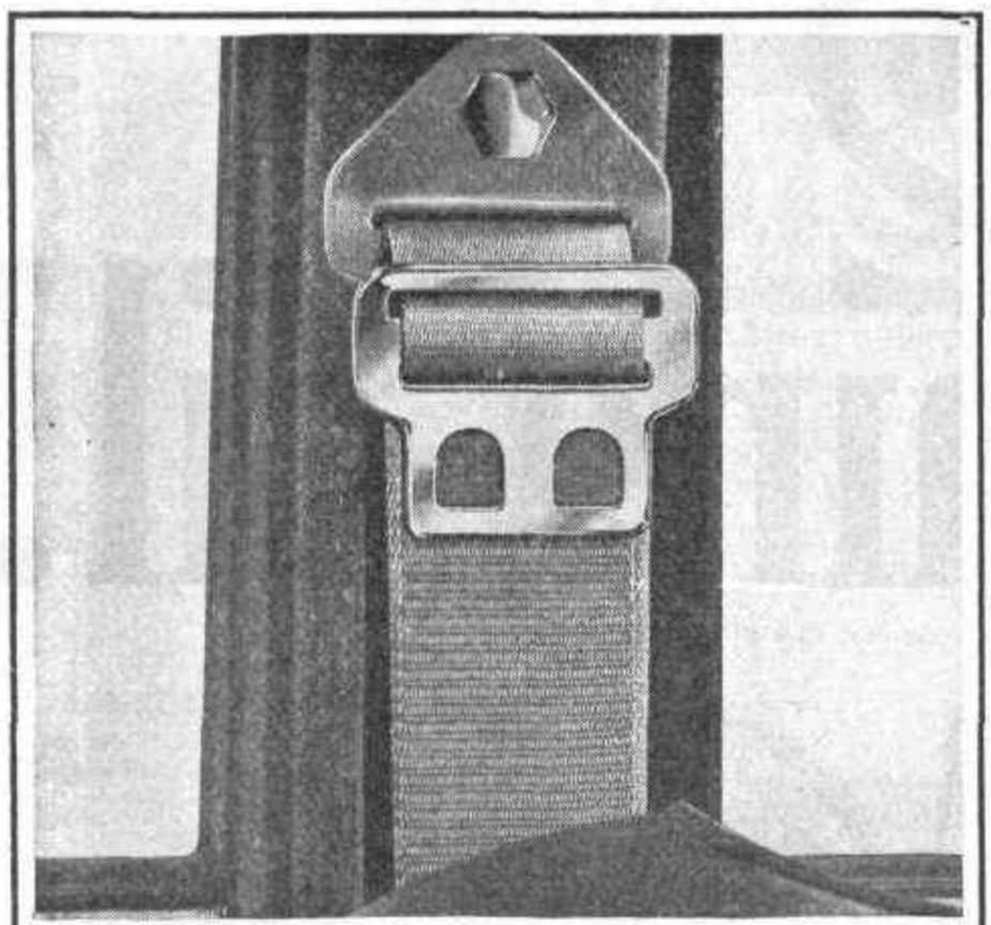
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"QUARTZ-IODINE"

SEV - MARCHAL

**Marchal Distributors Ltd. Great West Road Brentford Middlesex England**



# Britax Automatic Belt

## Ready for instant use

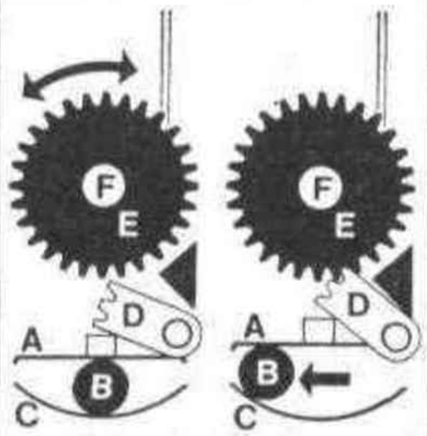
Always neat, always tidy, always clean, because it can't fall on the floor or get caught in the door. When you release your Britax automatic, it retracts *automatically* and lies neatly against the door pillar – ready to put on again quickly and easily.

**Britax protects instantly and automatically**

The Britax 'Autolok' reel is firmly anchored at the base of the door pillar. The control mechanism is a steel ball **B** which lies in a saucer **C.** At rest or motoring normally, the ball stays in the centre of the saucer, with the top plate **A** resting on it. The lock **D** is disengaged and the belt adjusts to every movement of the wearer.

Any sudden change in the car's speed or direction rolls the ball up the sides of the saucer, raising the top plate **A** and bringing the lock **D** into mesh with the gear **E** which is fixed to the belt spindle **F.** The belt is now firmly locked against further winding out.

When normal motoring is resumed, the ball **B** returns to the centre of the saucer **C** and the lock **D** comes out of engagement. The top plate **A** is so pivoted that movement of the ball **B** in *any* direction causes it to raise the lock.




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- **Automatic protection in an emergency**
- **Automatic retraction when not in use**
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*'Terylene'*

**AUTOMATIC BELTS**

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Not only does our factory supply steering wheels to Ferrari for their world famous cars, we also supply Porsche, BMW and Morgan who fit our wheels as standard equipment. Why? Because they are the best. You too can enjoy the luxury of a wood or leather rimmed steering wheel on your car from only **£7-19-6.** See your dealer now and insist on a genuine Les Leston wheel for the finest quality obtainable—just like Ferrari do.

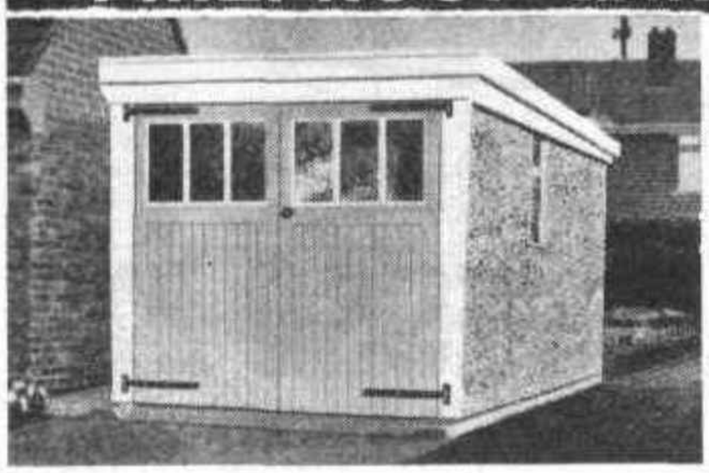
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***All using Esso Oils***




## ESSO EXTRA MOTOR OIL

*The best protection for your car*



VOL. XLII No. 8 TESTING THE OLDSMOBILE TORONADO—see pages 724 to 727 AUGUST 1966

# MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

# MATTERS OF MOMENT

## TIMES CHANGE!

The heading does not refer to the disappearance of advertisements from the front page of *The Times*, although that is certainly a break with tradition, like the serious articles alongside the humorous in *Punch* and the fact that Donington Park, which we associate with G.P. Mercedes-Benz and Auto-Union, is now devoted to the filming of "Alice in Wonderland." . . .

The point it is time to make is that big-time motor racing is changing, and not necessarily for the better. Some of the uncertainty as to who has won, which threatens to make a nonsense of International rallies, is beginning to affect motor racing, *pace* Indianapolis and Le Mans.

Far more unfortunate is the incursion of film companies at Grand Prix practice periods, with a camera-car actually leaving the starting-grid in a race, driven by a professional racing driver—and not so long ago the G.P.D.A. said so emphatically, no more cameras on racing cars when a real race is occupying a circuit!

We may be old-fashioned in outlook. But it seems astonishing that something like £4½-million should be spent jointly by M.G.M. and Warner Brothers to make a couple of motor-racing films when, as Derek Jewell emphasised in his masterly article on the subject in *The Sunday Times Magazine* of July 10th, in the 1964 Mexican G.P. the World Championship changed hands three times on the last lap. Even M.G.M. Director John Frankenheimer admits that to put that sort of drama on the screen would get him laughed out of the cinema.

Think what a magnificent G.P. team you could prepare for half the money these film producers are spending! Real motor racing is so dramatic and full of interest and sensation that it seems so futile to over-sensationalise the Sport on celluloid. And when doing so interferes with the real thing it makes us very angry indeed. . . .

Lest a parallel be drawn with "Genevieve," that comedy of the Veteran Car Brighton Run, which is said to have been good for the old-car movement because it won the public over in favour of the ancients using modern roads on such occasions, it must be remarked that this happy film didn't in any way interfere with the *real* Brighton Run, was not in fact "shot" at the same time of year, didn't involve V.C.C. or V.S.C.C. personalities, and wasn't obsessed with gruesome crashes. If motor-racing films are such good box-office that it is profitable to spend millions of money on them, shooting racing cars from guns like puffed wheat to get truly blood-curdling accident sequences, buying £100,000-worth of faked F.3 cars, and investing up to £20,000 in a single camera car, we suppose nothing will suppress it—but filming should be confined to non-race days, not intermingled with the real thing, as it has been at major G.P. races this season.

However, when drivers of the calibre of the Hills, McLaren, Rindt, Ginther and Bonnier accept a signing-on fee said to be £750 each, as film stars, with Clark, Surtees, Stewart and Ireland facing them in the opposite camp, it is hard to define where acting ends and professional race driving takes over. The racing driver of 1966 seems in some danger, too, of being out-classed by actor racing motorists in public esteem—and some day of losing races to them.

This distressing distortion of motor racing is not confined to the cinema. Jazz bands, pop-stars, aerobatic teams and parachutists are nowadays deemed necessary to maintain interest in the Sport.

A certain god-like photographer, whose gaze no-one except himself escapes, having paid us the compliment of saying we behave as if Victoria were still on the throne, we admit that we preferred the days when one great motor race was sufficient to draw the spectators in their tens of thousands, when supporting events were quite unnecessary, and when the French G.P. even survived being held on weekdays and being started in the early hours of the morning. Do you recall the excitement of the last two Donington G.P.s, when the presence of the German teams and Dick Seaman drew record crowds?

If we regret the passing of an age when people supported motor racing because they liked motor cars, not on account of sensationalism and sideshows, and when drivers were knighted for their skill, prowess, bravery and service to their country instead of earning a supplementary income from the film industry, we also have hope that the present blight is but a passing phase. Anything which undermines the prestige of G.P. motor racing is to be regretted, especially as it is one of the few such pursuits in which Britain leads the World. With the high speeds and powerful performance of present 3-litre G.P. cars, the formidable spectacle of 7-litre Le Mans cars hammering home the might of

*Continued on next page*

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*Front Cover Picture: HISTORIC CARS RACING AT OULTON PARK.—Colin Crabbe looks worried as he coaxes his 1934 supercharged 2.9-litre Maserati away on a wet track. Beside him is Brewer's 2-litre E.R.A.*

# Motor Sport Fixture List For August

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

*C. = Closed Event. G.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 |
|---|---|---|---|---|---|
| **Aug. 4/6th** | **A.K. Krakowski** | **Cracow** | **Cracow** | **Polish Rally** (*INT.*) | **3.00 p.m.** |
| Aug. 5th | Ulster A.C. | Agnew Street | Larne | Driving Tests (*C.*) | 7.00 p.m. |
| Aug. 6th | Hants & Berks M.C. | Great Auclum | Reading | Hill-Climb (*N.B.*) | 2.30 p.m. |
| Aug. 6th | 500 M.R.C. of Ireland | Kirkistown | Newtownards | Race Meeting (*C.*) | 2.00 p.m. |
| Aug. 6th | 750 M.C. | Silverstone | Towcester | Race Meeting (*N.B.*) | 1.00 p.m. |
| Aug. 6th | B.R.S.C.C. | Crystal Palace | London, S.E.19 | Race Meeting (*N.B.*) | 2.00 p.m. |
| Aug. 7th | B.R.S.C.C. | Mallory Park | Kirkby Mallory | Race Meeting (*C.*) | 2.30 p.m. |
| Aug. 7th | B.R.S.C.C. | Brands Hatch | Farningham | Race Meeting (*C.*) | 3.00 p.m. |
| Aug. 7th | Farnborough Dist. M.C. | Thursley | Farnham | Driving Tests (*R.*) | 10.00 a.m. |
| Aug. 7th | St. Helens & Wigan M.C. | 100/565992 | Ashton | Autocross (*C.*) | — |
| Aug. 7th | Hartlepools & Dist. M.C. | The Promenade | Hartlepool | Driving Tests (*R.*) | 12 noon |
| Aug. 7th | Witney M.C. | Crawley Road (145/346114) | Witney | Autocourse (*C.*) | 1.00 p.m. |
| **Aug. 7th** | **A.D.A.C.** | **Nurburgring** | **Nurburg** | **German Grand Prix** (*INT.*) | — |
| Aug. 12/13th | 55 Car Club | Perth | Perth | Rally (*R.*) | 10.00 p.m. |
| Aug. 13th | Austin Healey Club | Silverstone | Towcester | Race Meeting (*C.*) | 12.30 p.m. |
| Aug. 13th | Ulster A.C. | Craigantlet | Belfast | Hill-Climb (*N.O.*) | 2.30 p.m. |
| Aug. 13/14th | B.A.R.C. | Croft | Darlington | Two-day Race Meeting (*N.O.*) | — |
| Aug. 13/14th | Bolton-le-Moors M.C. | Llanidloes | Llanidloes | Bolton Rally (*N.*) | 7.30 p.m. |
| Aug. 14th | B.D.R.A. | Santa Pod | Wellingborough | Drag Meeting (*R.*) | 11.00 a.m. |
| Aug. 14th | East Surrey M.C. | Lydden | Canterbury | Race Meeting (*R.*) | 2.00 p.m. |
| Aug. 14th | Sevenoaks & Dist. M.C. | Dundle Wood (171/637388) | Tonbridge | Autocross (*R.*) | 10.00 a.m. |
| **Aug. 16/20th** | **R.A.C. de Belgique** | **Nurburgring** | **Nurburg** | **Marathon de la Route** (*INT.*) | — |
| **Aug. 19th/21st** | **Suomen A.K.-Finlands** | **Jyvaskyla** | **Jyvaskyla** | **Rally of 1,000 Lakes** (*INT.*) | — |
| Aug. 20th | B.A.R.C. (N.W.) | Oulton Park | Tarporley | Race Meeting (*R.*) | 2.00 p.m. |
| Aug. 20th/21st | High Moor M.C. | Wellington Garage | Oldham | Rally (*C.*) | 11.00 p.m. |
| Aug. 21st | B.A.R.C. | Brands Hatch | Farningham | Race Meeting (*C.*) | 2.30 p.m. |
| Aug. 21st | Thames Estuary A.C. | Scotts Hall Farm (162/896933) | Canewdon | Autocross (*R.*) | 10.00 a.m. |
| Aug. 21st | Rochester, Chatham & Dist. M.C. | Top Rank Motorway Inn | Maidstone By-pass | Autocross (*C.*) | 2.00 p.m. |
| Aug. 21st | West Essex C.C. | Snetterton | Thetford | Race Meeting (*R.*) | 2.00 p.m. |
| Aug. 21st | Lancashire A.C. | R.A.F., Woodvale | Southport | Sprint (*R.*) | 10.00 a.m. |
| Aug. 27th | Jaguar D.C. | Silverstone | Towcester | Race Meeting (*R.*) | 1.30 p.m. |
| Aug. 28th | Rolls-Royce M.C. (Derby) | Curborough (120/134127) | Lichfield | Sprint (*C.*) | 2.00 p.m. |
| Aug. 29th | Nottingham S.C.C. | Silverstone | Towcester | Race Meeting (*R.*) | 2.00 p.m. |
| Aug. 29th | B.A.R.C. | Castle Combe | Chippenham | Race Meeting (*R.*) | 2.00 p.m. |
| **Aug. 29th** | **B.R.S.C.C.** | **Brands Hatch** | **Farningham** | **Race Meeting** (*INT.*) | **12 noon** |
| Sept. 4th | B.A.R.C. | Mallory Park | Kirkby Mallory | Race Meeting (*C.*) | 2.00 p.m. |
| Sept. 4th | Thames Estuary A.C. | Lydden | Canterbury | Race Meeting (*R.*) | 2.20 p.m. |
| **Sept. 4th** | **A.C. di Milano** | **Monza** | **Milan** | **Italian Grand Prix** (*INT.*) | — |

*MATTERS OF MOMENT—continued from previous page*
the dollar and dragsters they say can reach 100 m.p.h. from a standstill in three seconds, modern motor racing surely shouldn't need artificial stimulation?

In any case there is plenty of evidence of genuine enthusiasm for motoring sport among the ranks of those who drive veteran and vintage vehicles, almost entirely without financial gain and often at considerable personal expense. MOTOR SPORT is proud to have played its part in furthering their cause and intends to continue to do so. . . .

## THE THINGS THEY SAY . . .

"There's no doubt this is the best car I have ever driven in the whole World."—Jackie Stewart reporting on the Mercedes-Benz 600 in *The Sunday Times Magazine.*

* * *

"It is an unfortunate truth that V.S.C.C. competitions today put a premium on a programme of development on a car which often means that after a couple of years of competition it is necessary to indulge in all manner of technical trickery in order to stay one jump ahead of the handicappers, so that we get a large number of highly unoriginal cars under their original names. . . ."—From "The Alvis O.C. Bulletin," commenting on boy's racers in the vintage firmament.

## VINTAGE DIARY

**Watchet Flower Show & Fete, August 3rd.** Parade and gymkhana of veteran cars. Driving tests on show ground, 3.30 p.m. Entries have closed. Details: D. G. Blackford, The Manor House, Cherhill, Near Calne, Wilts.

**Leeds & Dist. Traction Engine Club Rally, August 27th-29th.** Harewood House, on A61. Veteran, vintage and historic commercial vehicles included. Details from: H. Grayshon Lumby, 37, Tofts Road, Pudsey (Pudsey 3248).

**Littlewick Green Show, August 29th.** Feens Farm, Bath Road, Littlewick, near Maidenhead. *Concours d'Elegance*, with classes for cars manufactured up to December 1939 and a special class for Daimlers and Lanchesters up to December 1962. Judging commences at 2 p.m. Entry fee 5s. per vehicle. Details from Mrs. P. Cooke, Dawnay, Fifield, near Maidenhead.

**Tenovus Cavalcade of Motoring, September 3rd.** Sophia Gardens Fields, Cardiff. *Concours d'Elegance* for veteran and vintage cars, commercial vehicles and motorcycles. A driving display will be held by the Welsh Counties C.C. Details from Mr. B. C. Thomas, 111, Cathedral Road, Cardiff.

**Gosport Annual Veteran and Vintage Car Rally, August 29th.** Assembly at St. George's Barracks, Gosport, at 12 noon. Total road distance 10 miles, followed by *Concours d'Elegance* for cars up to December 1930. Details from D. C. R. Jacobs, 88, Sydney Road, Gosport, Hants. Closing date August 22nd.

Mr. Fred Meiller of 5013, River Hill Road, Washington D.C., 20016, has been successful, to a large extent, in tracing the history of his 1937, 4-door, coupé de ville 25/30 Rolls-Royce, but has drawn a blank for the immediate post-war period when the car was in Vienna during the British Occupation. He would like to hear from a British army major who, between 1948 and 1954, regularly had the car serviced at "Ueberland Kraftfahrzengwerk-staetten" in the Mariahilfstrasse.

We thank those readers who have written in response to the suggested Brooklands Society. If the response is sufficient a further announcement will be made.

**Correction.**—The place where S. F. Cody flew his early aeroplanes was Laffan's Plain, incorrectly quoted in a caption on page 725.

## ST. JOHN BENEFIT

The B.R.S.C.C. Meeting at Brands Hatch on August 7th will be a benefit for the St. John Ambulance Brigade. Readers need not be reminded that motor racing owes much to this splendid organisation which undertakes voluntary work at circuits all over the country.

## R.A.C. HILL-CLIMB CHAMPIONSHIP

Of the fourteen events in which points can be scored, seven have been held as we go to press, although one other will have taken place before publication date. Outstanding has been the performance of Tony Marsh, in his 4.2-litre Buick-engined Marsh Special, who has collected no less than five maximum scores, being beaten only once by the 1.65-litre blown Lotus-Ford of Peter Meldrum. Current leaders are as follows:

| | |
|---|---|
| A. E. Marsh (4.2-litre Marsh-Buick V8) | 59 points |
| B. Eccles (4.5-litre Brabham BT14-Oldsmobile V8) | 51 ,, |
| M. J. Hawley (1.6-litre Brabham BT16-Ford 4) | 38 ,, |
| P. Meldrum (1.65-litre Lotus 22-Ford s/c 4) | 36 ,, |
| P. Boshier-Jones (1.2-litre and 1.5-litre Lotus 22-Climax s/c 4) | 33 ,, |
| A. B. Griffiths (4.7-litre Felday "6"-Ford V8) | 29 ,, |
| E. P. Scragg (4.7-litre Lola T70 Mk. 2-Ford V8) | 25 ,, |
| A. Van Moyland (1.5-litre Lotus 21-Climax 4) | 15 ,, |
| B. W. Brown (1.9-litre Lotus 22-Ford s/c 4) | 14 ,, |
| I. D. Swift (4.7-litre Swift-Ford V8) | 13 ,, |
| J. T. Butterworth (1.5-litre Brabham BT14-Ford s/c 4) | 10 ,, |
| J. F. Barnes (1.65-litre Elva Mk. 7-Ford s/c 4) | 8 ,, |
| J. Johnstone (1.1-litre Lotus 18-Ford s/c 4) | 8 ,, |
| D. R. Blankstone (1.1-litre Cooper-B.M.C. 4) | 7 ,, |
| R. G. Mickel (2.2-litre Cooper-Climax 4) | 7 ,, |
| G. G. Rollason (1-litre Lotus 41-Ford 4) | 6 ,, |
| S. Elton (1.1-litre Cooper-J.A.P. V2) | 5 ,, |

# THE 52nd GRAND PRIX OF THE A.C.F.

## A Popular Victory

REIMS, FRANCE, *July* 3rd.

SINCE the previous Grande Epreuve there were two questions outstanding, what would John Surtees drive as he had terminated his contract with the Ferrari team and whether the H16 B.R.M. would be sufficiently developed to run well in practice and also to race? The first point was solved when the Cooper team arrived at Reims with three Cooper-Maserati V12 cars, and the second point was settled during the final practice session. The Cooper-Maseratis were the two that Rindt and Ginther had been racing and a brand new one making its first appearance. Chris Amon had already been taken on by Cooper to replace Ginther, who had returned to Japan and the Honda team, so when Surtees joined Cooper it was decided to run a full team of three cars. Rindt drove the car he has had all season, Surtees took over Ginther's car and Amon had the brand new one. With the moving about of drivers Ferrari gave Mike Parkes the second place in the Ferrari team, with Bandini, and they both had 12-cylinder 3-litre cars, the Italian driving the one previously used by Surtees and Parkes having a new one with more length in the cockpit and forward portion, in order to accommodate his long legs.

Team Lotus were still in the same unhappy situation as at Spa, with Clark driving the 1965 chassis R11, with the 2-litre Coventry-Climax engine, and Arundell with the Lotus 43 with B.R.M. H16 engine, still in a rather "prototype" condition. The works B.R.M. team were in a worse state, for Stewart was still unfit to race, following his Spa accident, and his car was still being repaired, so Graham Hill was all alone with the remaining 2-litre V8 car and two unraced H16-cylinder cars, and he had to concentrate on trying to get the new cars race-worthy rather than trying to win, for the 2-litre could not hope to be fast enough on the Reims circuit. The Brabham team were in a much better situation for not only did they have Brabham's own Repco V8-engined car and the reliable 2.5-litre Coventry-Climax-engined car, but also a brand new chassis and V8 Repco engine, which Hulme was to drive for the first time. The rest of the entry was made up by private owners, Gurney with his Eagle-Climax, Spence with Parnell's 2-litre Lotus-B.R.M. V8, Anderson with his Brabham-Climax, Siffert with the Walker/Durlacher Cooper-Maserati, Ligier with his own Cooper-Maserati, John Taylor with the David Bridges 2-litre Brabham-B.R.M. V8, and to complete the list Bonnier with a borrowed Cooper-A.T.S. V8 as his Cooper-Maserati had not been repaired since his Spa accident.

The Reims race is run by the Automobile Club de Champagne, and they have more than sufficient influence over local conditions, so that in spite of the fast downhill leg of the circuit from the Muizon hairpin to the Thillois hairpin being on the main Soissons-Reims road there is no trouble about closing the roads and having sufficient time for practice. There were three sessions arranged, each one being in the early evening, and they were on Wednesday, Thursday and Friday of the week previous to race day. For Saturday a Formula Two race was arranged and the French Grand Prix was to be on Sunday, July 3rd.

During the first practice Surtees set the pace with a Cooper-Maserati and it was not long before it was very obvious that the 3-litre cars were really at home on the super-fast Reims circuit, the various interim 2-litre "specials" not being in the picture. The lap record from 1960 still existed, which Brabham set with a 2½-litre Cooper-Climax at 2 min. 17.5 sec., while the unofficial fastest ever was 2 min. 16.8 sec., which the same driver/car combination recorded during practice that year. Graham Hill and Clark both improved on these figures with their 2-litre V8 cars, which was reasonable enough, bearing in mind how old-fashioned the 1960 works Cooper was, by present-day standards, but Surtees and Rindt with the 3-litre Cooper-Maseratis really put things into their right perspective when they got well under 2 min. 12 sec. Graham Hill was getting one of the 16-cylinder B.R.M. cars round in about 2 min. 15 sec., but was not doing any consistent laps with either car, and Team Lotus had their B.R.M. engine shear its distributor drive before it left the paddock, so Arundell did not do any practice. As the latest 3-litre Brabham was not ready Hulme had one flying lap in Brabham's car to get the feel of things, and Brabham himself was going very well and holding Rindt's Cooper-Maserati on speed. The Ferrari team did not arrive for this first practice, so Surtees and Cooper-Maserati were unchallenged, his ultimate time being 2 min. 10.7 sec., just over six seconds better than ever seen before at Reims.

On Thursday evening the two 12-cylinder Ferraris arrived at the circuit and Hulme's new Brabham-Repco V8 was ready. Bonnier turned up with the "special" built by Alf Francis comprising the front half of an ex-works Cooper space-frame chassis, with his own rear end grafted on, powered by a 3-litre version of the sports A.T.S. V8 engine and driving through a Colotti gearbox. The B.R.M. H16 engine in Arundell's Lotus had been repaired, but he set off from the pits in the wrong gear and burnt the clutch out as he went out of sight, so the car did not run for long. Graham Hill was concentrating on the second of the works 16-cylinder cars but was not too happy with the gear-change, even though the cable-operation had been changed to rod-operation since Spa. In the Lotus pit there was more gloom than ever for Clark ran into a bird at high speed and the resultant damage it did to his left eye put him out of action for the rest of the meeting.

There was a feeling that the time set by Surtees on the previous evening was not going to be beaten easily, and some people were thinking that Bandini, in his new role of Ferrari team leader, was not going to look very impressive. However, he soon wiped the smiles off the faces of the Surtees fans for after a few laps to settle in he approached the Cooper-Maserati time of 2 min. 10.7 sec. very quickly, and then went way below it with a series of three quick laps in succession. His times were 2 min. 10.1 sec., 2 min. 09.8 sec. and 2 min. 09.2 sec., and he didn't look as though he had been trying very hard. Parkes was getting on very well in his first go in the 3-litre Ferrari and Brabham was busy "breaking in" Hulme's new 3-litre Repco V8. This second Grand Prix Brabham chassis had a space-frame of round tubes as against the first car's combination of oval and round tubing; other than this it was to the same specification. Amon was gradually settling in with the Cooper team, his first practice having been fraught with braking troubles and sticking throttles, but things were now improving. It was very clear that no one was going to match Bandini's Ferrari for sheer speed and that a "tow" in the slip-stream was going to be very worthwhile. Surtees and Rindt got together and set off with the sole intention of aiding each other by slip-streaming and "leap-frogging," with the object of getting Surtees' car into the Ferrari's slip-stream and thus recording one quick lap before Bandini noticed what they were doing. The two Cooper-Maserati drivers waited their opportunity and then while the two Ferraris were going round they pounced on them. It worked perfectly and before Bandini realised what was happening he had provided a very high-speed "wind-break" for Surtees and the Cooper-Maserati recorded a lap in 2 min. 08.4 sec. A true time but achieved artificially. They had all gone past the pits in a great rush and going very fast indeed, and everyone waited with interest to see the next lap. Bandini and Parkes were not going to be "used" again and the four cars came slowly past the pits, each waiting for someone else to lead! They then called a truce and the Cooper-Maserati drivers came in, Rindt being really happy at having been able to work so neatly with Surtees. As practice finished Parkes did a lap unaided or unhindered in 2 min. 11.9 sec., which showed that he was getting the hang of high-speed single-seater driving. Thanks to a bit of good team work, Surtees still held "pole position," but he realised it was artificial and could not last, for unaided a Cooper-Maserati did not seem likely to break 2 min. 10 sec.

On the final evening of practice there was plenty of activity, with Graham Hill trying Firestone tyres on the newest 16-cylinder B.R.M., Arundell was still in trouble with the Lotus 43, the 16-cylinder engine breaking its distributor drive again, but in a different place this time, and the V8 Lotus-Climax was awaiting a driver as Clark was out of the running. Both V8 Brabhams were going well and Hulme also did some laps in the 4-cylinder Climax-powered car, preparatory to "hiring" it to Bonnier, as the Cooper-A.T.S. had not proved very successful. With the Lotus 43 out of action Arundell put in some laps with Clark's V8 car, and meanwhile Chapman was negotiating for Pedro Rodriguez to take over Clark's entry. Unable to get a high enough axle ratio R11 was using 7.20 × 15 in. rear tyres, which made it look

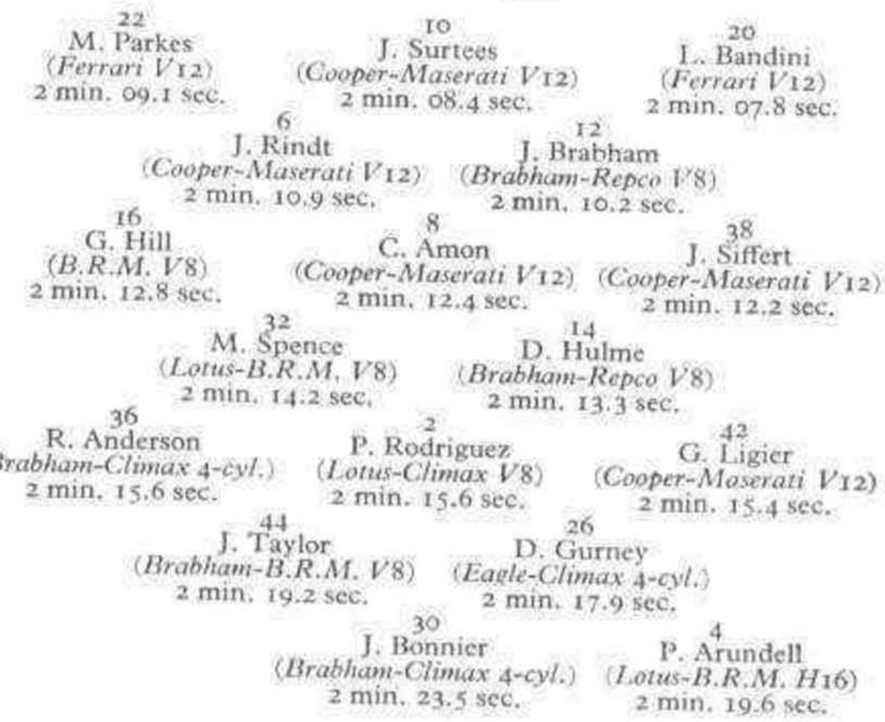
distinctly odd. Arrangements were suitably conducted with the organisers and Rodriguez took over Clark's entry and started practising with the car. Graham Hill had been doing a lot of starting and stopping and single laps with the newest H16 B.R.M., which he preferred to the original car, and was steadily getting everything working in unison. Each time past the pits it had not been making much of an impression, for although it was going quite fast it was not outstanding. Suddenly it appeared out of Thillois hairpin on its own and everyone was conscious that the 16-cylinder engine was really "growling." There was no doubt that it was working on all 16 cylinders and turning at well over 10,000 r.p.m. and many hands reached for stop-watches as it hurtled past the pits faster than anything yet seen. Next time round it was travelling just as fast and Hill kept it going to record two flying laps at 2 min. 09.4 sec. and 2 min. 09.2 sec. He was doing this holding the gear-lever in gear with one hand, as there was a tendency for it to jump out, and also having to make gear-changes that were desperately slow. In spite of all this he made these creditable times, obviously on sheer speed down the Thillois straight (188 m.p.h. was estimated), and on acceleration. This was the first time anyone had seen the new B.R.M. really on "full song" and it was a very impressive sight, and the fact that it had broken 2 min. 10 sec. unaided, which so far only the works Ferrari had done, spurred Bandini into action. He went straight out and did 2 min. 08.8 sec. and followed it up with 2 min. 08.5 sec., so it was clear that he could improve on the "artificial" time that Surtees had made, whenever he felt like it. Bonnier was not doing justice to the works Brabham, which was upsetting a lot of people who knew what a good car it was, and Parkes was supporting his team-mate well and got down to 2 min. 09.1 sec. to snatch third time overall from Graham Hill. With barely five minutes of practice left there was a series of fast laps put in by Surtees, Brabham, Parkes and Bandini and at one point they all went by in a solid bunch and very close together so that even the most hardened race-goers in the pit area stepped back a few paces and we saw a brief glimpse of what Grand Prix racing is going to be like in a year or two when everyone has got their new cars fully developed. As the end of practice approached Bandini got clear of everyone and took his Ferrari round on its final lap in a shattering 2 min. 07.8 sec., at an *average* speed of 233.852 k.p.h. (approx. 145 m.p.h.) thus putting the Cooper-Maserati team in their place and leaving all the 2-litre "interim" cars very breathless.

**PRACTICE TIMES**

| No. | Driver | Car | Wednesday | Thursday | Friday |
|---|---|---|---|---|---|
| 2 | J. Clark | Lotus 33-Climax V8–2-litre | 2. 15.6 | 2. 15.6 | — |
| 4 | P. Arundell | Lotus 43-B.R.M. H16–3-litre | — | 2. 30.9 | 2. 19.6 |
| 6 | J. Rindt | Cooper-Maserati V12–3-litre | 2. 11.6 | 2. 10.9 | 2. 13.3 |
| 8 | C. Amon | Cooper-Maserati V12–3-litre | 2. 38.5 | 2. 12.4 | 2. 14.6 |
| 10 | J. Surtees | Cooper-Maserati V12–3-litre | **2. 10.7** | **2. 08.4** | 2. 10.6 |
| 12 | J. Brabham | Brabham-Repco V8–3-litre | 2. 11.9 | 2. 33.2 | 2. 10.2 |
| 14 | D. Hulme | Brabham-Repco V8–3-litre | — | 2. 23.0 | 2. 13.3 |
| 16 | G. Hill | B.R.M. H16–3-litre | No time | 2. 16.0 | 2. 09.2 |
| 18 | — | — | — | — | — |
| 20 | L. Bandini | Ferrari V12–3-litre | — | 2. 09.2 | **2. 07.8** |
| 22 | M. Parkes | Ferrari V12–3-litre | — | 2. 10.2 | 2. 09.1 |
| 24 | — | — | — | — | — |
| 26 | D. Gurney | Eagle-Climax 4-cyl.–2.7-litre | 2. 23.6 | 2. 17.9 | 2. 26.7 |
| 28 | B. McLaren | NON-STARTER | | | |
| 30 | J. Bonnier | Cooper-A.T.S. V8–3-litre | — | 2. 27.3 | — |
| 32 | M. Spence | Lotus 25-B.R.M. V8–2-litre | 2. 18.7 | 2. 14.2 | 2. 14.5 |
| 34 | P. Hawkins | NON-STARTER | | | |
| 36 | R. Anderson | Brabham-Climax 4-cyl.–2.7-l. | 2. 19.7 | 2. 18.3 | 2. 15.6 |
| 38 | J. Siffert | Cooper-Maserati V12–3-litre | 2. 12.3 | 2. 12.2 | 2. 17.1 |
| 40 | R. Bondurant | NON-STARTER | | | |
| 42 | G. Ligier | Cooper-Maserati V12–3-litre | 2. 20.5 | 2. 15.4 | 2. 15.8 |
| 44 | J. Taylor | Brabham-B.R.M. V8–2-litre | 8. 43.4 | 2. 23.5 | 2. 19.2 |
| T1 | G. Hill | B.R.M. H16–3-litre | 2. 15.2 | — | — |
| T2 | G. Hill | B.R.M. V8–2-litre | 2. 14.0 | 2. 13.0 | 2. 12.8 |
| 2 | P. Arundell | Lotus 33-Climax V8–2-litre | — | — | No time |
| 2 | P. Rodriguez | Lotus 33-Climax V8–2-litre | — | — | 2. 16.5 |
| 12 | D. Hulme | Brabham-Repco V8–3-litre | 2. 22.6 | — | — |
| 30 | J. Bonnier | Brabham-Climax 4-cyl.–2.5-l | — | — | 2. 23.5 |

Sunday proved to be extremely hot and before the start the cars were being soaked with damp covers, fuel pumps were being soaked in water, fuel tanks were covered up and everyone was trying to prevent the blazing sun from making the hot conditions unbearable for drivers and the machinery. Rodriguez was to drive Clark's V8 Lotus-Climax, the H16 B.R.M.-engined car had been repaired once more for Arundell; the Cooper team seemed confident, with Rindt and Surtees having the latest Maserati engines which use coil valve springs instead of the original hairpin valve springs, while all three were on Dunlop CR70 tyres and Rindt's car had high cockpit sides added. The engines in the cars of Amon and Surtees were fitted with forward-facing ducts on each row of air intakes, while Rindt had the standard gauze covers. The Brabham team had their two V8 engine cars ready and Graham Hill was to drive the 2-litre V8 B.R.M. as the gearbox problems on the H16 car could not be overcome. The two works Ferraris were on Firestone tyres, with bolt-on front wheels and centre-lock rear ones, and Gurney's Eagle, like the works Brabhams was on Goodyear tyres. There were seventeen starters altogether and they went off on a warm-up lap before lining up on the "dummy-grid" for the 48-lap race. Surtees was in the middle of the front row, which gave great encouragement to the Cooper-Maserati team, but there was a works Ferrari on each side of him. In the second row were Brabham and Rindt, so that 3-litre Grand Prix cars dominated the scene, showing that the new Formula is gathering momentum in a satisfactory way. As Raymond Roche, the "big boss" of Reims, waved the French flag and ran for the side of the track Surtees leapt into a slight lead, with the two Ferraris alongside and Brabham hard on their tails. Before the end of the pit area Surtees was in trouble and his car slowed, Brabham diving to the right into Bandini's slip-stream as they all went under the Dunlop bridge.

**STARTING GRID**




Bandini got away well, but Brabham was hanging onto the very end of the Ferrari's slip-stream as they finished the first lap, and they were followed by Parkes, Amon, Rindt, Siffert, Hill, Hulme and the rest, with Surtees obviously in trouble in thirteenth position. Arundell drew into the pits with the 16-cylinder Lotus-B.R.M. with gear-change difficulties and on the next lap Surtees drew into the pits, the Cooper-Maserati not running at all well. Already Bandini had set a new lap record, on his first flying lap, with a time of 2 min. 13.6 sec., but Brabham was driving as hard as he knew how and was hanging on to the Ferrari, the rest of the runners already well behind. The Cooper-Maserati people thought that the trouble with Surtees' car was over-heating in the fuel system and vapour locks forming, and they revved the engine and undid pipes and tried to evict air bubbles, and during this the engine got very hot and blew the water system overflow pipe out, which whirled round like a snake, pouring out steam. Then they discovered that a small shaft driving the mechanical fuel pump had sheared and the engine had been running on the electric pressure-pump only, which was not enough for the injection system, and they set to work to replace the drive, which meant that all hopes of Surtees challenging the Ferraris had gone. Arundell did two more laps with the Lotus 43 and then gave up the unequal struggle with a gearbox that would not stay in gear, and after only five laps Siffert's fuel system began to suffer from the heat and vapour locks were forming in the pipes, the Cooper tanks being rather vulnerable to engine and exhaust pipe heat which was aggravated by the very high air temperature.

Meanwhile the leading Ferrari was running splendidly and Bandini was steadily making new lap records, his times descending into the 2 min. 12 sec. barrier and then on down into the low 2 min. 11 sec. group. Slowly but surely he was pulling away from Brabham and at twelve laps, which was quarter-distance, he had a two-second lead, which does not sound much, but, at the Reims average speed, is a long way. Behind these two there was a four-some comprising Hill (B.R.M.), Parkes (Ferrari), Amon (Cooper-

Maserati) and Rindt (Cooper-Maserati), and they were passing and repassing, the slower cars using the Ferrari to " tow " them along. Considering it was his first Grand Prix race Parkes was doing remarkably well, and though Graham Hill was almost touching the Ferrari tail pipes at times and would pull out alongside and take the lead as they went into the fast right-hand bend past the pits, Parkes held his end up. This battle did not last very long for Amon felt his car handling in a peculiar fashion and stopped at the pits to find his left-rear hub nut had come loose. He was quickly back in the race after it had been tightened but he had lost all contact with the other fast runners. Rindt's car began to lose power, due to the effects of the heat somewhere along the fuel lines and he was caught and passed by Hulme in the new Brabham-Repco V8, and then on lap 13 the 2-litre V8 B.R.M. gave up the struggle against the 3-litre Ferrari and Hill drew into the pits with a broken inlet camshaft, the engine running in a very rough fashion on four cylinders.

All the excitement was now over, Bandini was comfortably in the lead, Brabham was firmly in second place, Parkes was third having had his adversaries fall by the wayside, Hulme was a steady fourth, with Rindt a little way behind and a long way back was Rodriguez, still on the same lap as the leader, but Amon whose engine was now having vapour lock problems was about to be lapped. At the back of the field there was the rather pathetic sight of Dan Gurney running side by side with Bonnier, the Eagle being rather crestfallen with its low-powered 4-cylinder Climax engine, but until the Weslake 12-cylinder 48-valve engine is ready poor Gurney is going to have to suffer such indignities. Surtees now set off from the pits with a new pump drive fitted, not with any hope of racing, but just to see if the opening lap troubles had been cured. After two laps he coasted to rest at Thillois (see centre-spread photographs) for the overheating of the engine at the pits had done some internal damage. Relentlessly Bandini and Brabham were lapping the other competitors and the Ferrari lead was up to eighteen seconds, but even so Brabham was not relaxing, though he was comfortably ahead of Parkes in the second works Ferrari, while Hulme was fourth going fast enough not to be in danger of being lapped by the leader. All the Cooper-Maseratis had been affected by the heat, both works team and private-owner cars, though Rindt, Amon and Ligier were still running. Anderson was having a very good non-stop run in his 2.7-litre Brabham-Climax and was gaining positions as faster cars fell out, as was Rodriguez with Clark's Lotus, while Taylor was bringing up the rear steadily and consistently, ahead of Amon, Ligier and Bonnier who had all spent time at the pits.

On lap 30 Bandini set a new lap record in 2 min. 11.3 sec., obviously well within his limits and running splendidly, but as he came down the hill to Thillois on lap 32 the throttle cable of his Ferrari broke by the pedal and with shut throttles he came to rest at the hairpin. While he tore a length of wire from a straw bale and tied it onto the linkage at the back of the engine, Brabham sailed by into the lead, to the cheers of the anti-Italian element. Operating the throttles by means of the length of wire held in his hand (see photo on centre-spread) Bandini got back to the pits, but he had already lost a lap to Brabham. The repair was not simple, for it meant fitting a complete new cable and all hopes of victory for Bandini were now gone, and Brabham was forty seconds ahead of Parkes, with no fear of being caught; Hulme was securely in third place so that the Brabham team were very happy indeed. Other people's troubles had allowed Rodriguez to move up to fourth place, but with only eight laps to go he drew into the pits with his Climax engine making a horrid jangling noise. A high-pressure oil pipe had broken and he had driven round to the pits without any oil pressure. This now let Anderson into fourth place, a long way behind the leader, but still running regularly. As the leader was on his forty-second lap Bandini rejoined the race, but he could not hope even to qualify, and the order was Brabham, Parkes, Hulme, all on the same lap, with the remainder of the runners two or more laps behind.

With two laps to go Hulme suddenly came to rest out on the circuit, his fuel pump failing to deliver the last few gallons of petrol from the tanks, but he lifted up the front end of the car and managed to get enough through to complete the lap, with his fingers crossed, and meanwhile Brabham completed his forty-eighth lap and ended the race. Hulme was not alone in a last-minute drama, for Anderson's final drive in his Hewland gearbox had broken and he just managed to get to the finishing line, but lost his fourth place, being passed by Rindt, Gurney and Taylor as he limped up the final straight and waited for the race to finish. As the race had drawn to a close and the air temperature dropped rapidly with the approach of thunderstorms the Cooper-Maseratis of Rindt, Amon and Ligier had recovered and got rid of their vapour lock problems, but it was all too late.—D. S. J.

**Results :**

**52nd FRENCH GRAND PRIX—Formula One—48 laps**
**398.484 kilometres—Very hot**

**1st** : J. Brabham (Brabham-Repco V8–3-litre) (Entrant: Brabham Racing Organisation) .. 1 hr. 48 min. 31.3 sec.—220.315 k.p.h.
**2nd**: M. Parkes (Ferrari V12–3-litre) (Entrant: SEFAC Ferrari) .. .. .. .. 1 hr. 48 min. 40.8 sec.
**3rd**: D. Hulme (Brabham-Repco V8–3-litre) (Entrant: Brabham Racing Organisation) .. 46 laps
**4th**: J. Rindt (Cooper-Maserati V12–3-litre) (Entrant: Cooper Car Company) .. .. 46 laps
**5th**: D. Gurney (Eagle-Climax 4-cyl.–2.7-litre) (Entrant: All American Racers) .. .. 45 laps
**6th**: J. Taylor (Brabham-B.R.M. V8–2-litre) (Entrant: David Bridges) .. .. .. 45 laps
**7th**: R. Anderson (Brabham-Climax 4-cyl.–2.7-litre) (Entrant: D. W. Enterprises) .. 44 laps
**8th**: C. Amon (Cooper-Maserati V12–3-litre) (Entrant: Cooper Car Company) .. .. 44 laps

*Running at end but not classified :* G. Ligier (Cooper-Maserati V12), 42 laps; L. Bandini (Ferrari V12), 37 laps; J. Bonnier (Brabham-Climax 4-cyl.), 32 laps.
*Fastest lap :* L. Bandini (Ferrari V12), on lap 30, in 2 min. 11.3 sec.—227.618 k.p.h.
*Retired :* P. Arundell (Lotus-B.R.M. H16), gear-change, lap 4; J. Surtees (Cooper-Maserati V12), overheated engine and fuel system, lap 6; M. Spence (Lotus-B.R.M. V8), clutch slip, lap 9; J. Siffert (Cooper-Maserati V12), overheating, lap 11; G. Hill (B.R.M. V8), broken camshaft, lap 14; P. Rodriguez (Lotus-Climax V8), broken oil pipe and damaged engine, lap 41
17 *starters* — 8 *finishers.*

* * *

## Reims Ramblings

It would seem to be a good year for Goodyear tyres, for after equipping the winning car at Le Mans, they equipped the winning Brabham for this Grand Prix victory, to add to their numerous wins in Formula Two with the Brabham team.

During practice there was a lot of discussion and speculation about Surtees leaving a Shell petrol supported team and driving for a B.P. supported team. All the bickering was nullified for Brabham won on Esso !

With numerous practice laps at well over 140 m.p.h. averages the Reims circuit lived up to its reputation for high-speed and flat-out motoring, and without Hollywood cluttering up the place everything was pure reality, including the bottles of champagne given for the fastest practice laps.

Even the rival teams were delighted with 40-year-old Brabham's victory, while Mike Parkes' second place in his first Grand Prix race was greatly admired.

*Supporting races on page 736.*

## FIRECRACKER 400—U.S.A.—Stock cars—Daytona
**July 4th—644 kilometres**

**1st** : S. McQuagg (Dodge V8) .. .. .. .. .. 247.405 k.p.h.
**2nd**: D. Deiringer (Mercury V8).
**3rd**: B. Paschal (Plymouth V8).

## NURBURGRING 6-HOURS—Saloon cars—July 3rd
**North Circuit**

**1st** : A. de Adamich/T. Zeccoli (Alfa Romeo GTA) .. 35 laps—130.0 k.p.h.
**2nd**: D. Glemser/A. Fischaber (B.M.W. 2000 TI) .. 34 laps
**3rd**: J. Ott/D. Zink (B.M.W. 1800 TI) .. .. 33 laps
*Fastest lap :* de Adamich (Alfa Romeo), 10 min. 08.9 sec.

**Class Winners :**
**Up to 700 c.c. :** Marx/Kirch (B.M.W. 700).
**700-850 c.c. :** Karlsson/Johansson (Saab).
**850-1,000 c.c. :** Baghetti/Mantzel (Fiat-Abarth).
**1,000-1,300 c.c. :** Bodmer/Schmid (Glas).
**1,300-1,600 c.c. :** de Adamich/Zeccoli (Alfa Romeo).
**1,600-2,000 c.c. :** Glemser/Fischaber (B.M.W.).
**Over 2,000 c.c. :** " Cars "/Geiss (Mercedes-Benz 300SE).

## LOTTERY GRAND PRIX—Formula Three—Monza
**June 26th—Two Heats and Final**

**1st** : J. Williams (de Sanctis-Ford) .. 1 hr. 05 min. 39.2 sec.—183.920 k.p.h.
**2nd**: M. Beckwith (Brabham-Ford) .. 1 hr. 05 min. 39.3 sec.
**3rd**: S. Thoroddson (Brabham-Ford) 1 hr. 05 min. 39.4 sec.

## AUVERGNE TROPHY—Clermont Ferrand—July 26th
**Sports Cars—120.0 kilometres**

**1st** : D. Piper (Ferrari 265P/2) .. 129.029 k.p.h.
**2nd**: R. Attwood (Ferrari 275LM).
**3rd**: H. Grandsire (Alpine-Renault).

# Le Mans Aftermath

THE 24-hour race at Le Mans is now six weeks old and the vast American armada that came over and slaughtered "poor little Ferrari," to use Enzo's own words, has long since returned to the United States, but for numerous reasons I feel justified in referring back to that event and to the report that appeared in the July MOTOR SPORT. With the race being held at the time that our printers normally have the magazine on the printing presses, everything was done in a rush, and older readers had to get out their magnifying glasses to read the tiny print. Even so, the report was skimped and there was no room to express opinions or enlarge on any of the interesting points that arose during the 24 hours' racing, while the inevitable inaccuracies crept in, that might have been avoided a day or two afterwards. When you have been up all night the brain is not all that clear and by 7 p.m. on Sunday evening, when the weather had turned wet and dismal, it was easy to overlook things, especially when the "office runner" was fidgeting to snatch one's writings and speed off to catch an aeroplane.

The big thing that was overlooked by a great many onlookers was that it made no difference what the Fords of McLaren/Amon and Miles/Hulme were doing as they got the chequered flag, for the race had finished at 4 p.m. exactly, not when they arrived at the finishing line. Timekeepers can only work on car numbers and time readings as recorded at each crossing of the timing line, so with a race that is measured on time and not distance they cannot hope to know exactly where all the competitors are as the official clock reaches 4 p.m. In such a long race it is unusual for the first and second car to be on the same lap so there is seldom any discussion about who is the winner, but it is open to calculation or estimation as to exactly where each car is at precisely 4 p.m. on Sunday afternoon. Unless a car arrives at the timing line exactly at 4 p.m. it must have covered a certain number of whole laps plus a portion of a lap, and most drivers try to judge their last lap to make the portion as near as possible to a complete lap. The timekeepers calculate the position of each car on the last lap by taking the time for the penultimate lap and assuming that the car keeps up the same average speed for the last lap. If a car arrives at the finishing line one minute after 4 p.m. then it is credited with its total number of laps recorded at 4 p.m., plus the portion of a lap it would have covered during the time of its penultimate lap less one minute, at an average speed the same as its penultimate lap. All this is written in the regulations and the numerous loop-holes or errors in the system are covered by various rules, and generally speaking it gives a fair result. In the case of the two Fords their penultimate lap was done in close company so their lap times must have been identical. As they were on the same total number of laps the timekeepers could only credit them with the same extra portion of a lap, so that as far as the timing clocks were concerned at 4 p.m. the two Fords were somewhere between Arnage corner and the finish and since 4 p.m. on Saturday they had covered *exactly* the same distance, *except* that they had not started side-by-side, Miles had been 20 metres ahead of McLaren on the line-up at the start, so therefore McLaren had covered *that* 20 metres more than Miles as 4 p.m. on Sunday was reached. What happened at 1 sec. or even 1 min. after 4 p.m. on Sunday was of no interest to the timekeepers, for the race had finished. In actual fact the McLaren car crossed the finishing line something like a length in front of the Miles car, but Ken Miles was making it very obvious that he was holding back on orders. One of our keener readers was above the pits of the Shelby team, which is closest to the finishing line, and wrote very strongly to point this out, but, as I have said earlier, the race was officially already over, and McLaren was the winner whether he wanted to be or not. In the Shelby pits the team knew about the rules regarding "portions of the last lap before 4 p.m." and about the dead-heat rule, so there should not have been any confusion, but when you have been awake from 8 a.m. on Saturday morning it is not surprising that one's thoughts are not too clear by 4 p.m. on Sunday.

In order to fox the timekeepers and the rules completely you would have to arrange for your two cars to do their penultimate laps at different average speeds, so that the difference in m.p.h. when translated into distance would nullify the distance they were apart on the starting line, and if you could do that you would deserve a dead-heat, although I am sure the Timekeepers' Federation would still produce a trump card from somewhere. It might be worth sparing a thought for the timekeepers next year at Le Mans. The actual time recording is done automatically by each car being fitted with a battery-operated "bleeper" that sends out signals all the time. As the car passes the timekeepers' building it records its passage and the signals are fed into a vast electrical machine that ticks away absorbing all this information, and eventually spews out a sheet of paper with the complete race situation, on time and laps. This electronic masterpiece is by I.B.M. but, like so many things electrical, it can suffer mental blocks and, of course, it lacks vision. The result is that a car can be recorded and annotated as having done a certain number of laps in a given time, which would put it in tenth place for example, even though it blew up or crashed minutes before. Until the eleventh place car does more laps for the given time, then the tenth car stays in the race, even though the unfortunate driver may be in hospital.

On paper a car can often be proved to be in third or even second place, when you know perfectly well it has been in the dead-car park for 15 minutes with a broken crankshaft! In the small hours of the morning this can be most confusing if you are watching the race itself. A year or two ago the I.B.M. machine got the hiccoughs or something and produced printed results at 5 p.m., 6 p.m., 7 p.m. and so on that bore no resemblance to what was happening out on the circuit, and you did not need a lap chart one hour after the start to realise that the electronics had gone wrong. This year the I.B.M. machine got an attack of the collywobbles for it produced a sheet that was headed "Race position at 1 hour 15" and the time for the leading car was 1 hr. 13 min. 23.4 sec.! It then went really to pieces and printed excellent results sheets at 2 hr., 3 hr. and so on, except that someone must have jogged its elbow just as the printing started, for 95% of the letters and figures were illegible, and people who wanted to know the instant situation of the race were going berserk for they had a splendid official piece of paper that was unreadable. I am happy to say that after a short period of nothing at all, which was more satisfactory than something you could not read, the electronics functioned normally and all was well. You may think that drivers in the Le Mans race have a lot of drama, but they are not alone, believe me.

To revert to another subject, when gathering incident information it is not always possible to talk directly to the people concerned, and it's a lucky fellow who can be everywhere at once, so that you have to sift all the information and try to piece together a story. On the matter of the accident at the Esses which eliminated the works P3 Ferrari driven by Scarfiotti, it seems I was completely wrong, as were most other versions of the story. Another of our keen readers was spectating at the spot and kindly wrote a long letter putting things right, and I quote his words: "It was the Matra-B.R.M. which was the first to spin (Schlesser), and the C.D., being very close behind, shunted it. The cars finished up on the outside of the track with the C.D. being shielded from oncoming cars by the Matra-B.R.M. which was facing the right way after all the spinning. The next car through the Esses was the works Ferrari (Scarfiotti), a full ten seconds behind the first two cars, but as the crash had taken place going out of the Esses, following drivers were "blind" to the accident [The course at this point runs between high banks.—D. S. J.] Poor Scarfiotti came through the corner with his car under complete control, only to be confronted with the rear end of the Matra-B.R.M. [Do not write in about flag-marshals, as it was in the dark, and the yellow danger lights cannot be at every point where there is an accident.—D. S. J.] The slippery conditions of the track were forcing all drivers to use the full width of the track . . . and Scarfiotti had no chance at all . . . the Matra-B.R.M. was first in the firing line." Mr. Whitfield, who was the reader concerned, goes on to criticise the way certain drivers approached the hazard, now that the "accident lights" were flashing all the way back to the pits, and to compliment others for skilfully preventing an even greater pile-up of cars.

I am always extremely grateful for such helpful letters, for obviously I cannot be everywhere at once on a big circuit during a long race, and at the time there were many criticisms of Scarfiotti, so it is nice to have confirmation that he was not to blame. My only regret is that it is not possible to gather together all such observant readers after a race and to produce a race report second to none. Two readers wrote to point out that the caption on page 632 bore no relation to the photograph! As the photographic staff left Le Mans I requested that there should be a photo of the Miles/Hulme car on the centre-spread as I felt they were the moral winners. The caption was reasonable enough, but the photo was of car number 7, not car number 1, which was the Graham Hill/Brian Muir Ford Mk. II. Apart from seeing

*Continued at foot of next page*

# Reflections on the French Grand Prix

THE Reims meeting must have been the biggest concentration of single-seater racing cars ever gathered together, with races for Formula One, Formula Two and Formula Three, so that the whole atmosphere was one of straight-forward simple and pure motor racing without any of the haggles that seem to go on when saloons, sports cars or prototypes take part. Scrutineering presented no problems and there were no great lists of regulations that could be transgressed deliberately or inadvertently. With the three categories of single-seater racing cars everything seemed straightforward. Whether there is any point in holding a Formula Three, or for that matter Formula Two, race on such a fast circuit is a matter of opinion, for the speeds of the top Grand Prix cars seemed so in tune with the circuit that anything else seemed a bit pointless. The 3-litre cars were really travelling quickly and there are numerous ways of appreciating speed at Reims, one being to be up in one of the grandstands from where you can see the cars appear out of the woods from Muizon on the fast downhill straight to Thillois. The way they travel across the horizon is really impressive and when one of the fast ones passed a slower car down the hill you realised that the new Formula is developing really fast cars, after the comparatively slow years of 1961-65. Another point to observe from is the grandstand at Thillois, from where you can see the cars appear over the brow of the hill and come down towards you at a very high speed, and the sound of a B.R.M. engine really revving down the hill is quite something. This is not witnessing "instant" speed, as you get on British circuits, but "constant" speed, the car being wound right up and staying wound up for a long time, and when the driver lifts off it is not to "feather" his way round a long open bend, but to stand really heavily on the brakes for the 60-m.p.h. Thillois hairpin.

Opposite the Thillois grandstand a new row of signalling pits has been erected, as giving pit signals from the main pits has been getting hazardous with the cars going flat-out and aiming for the blind bend under the Dunlop Bridge. Unfortunately, these new signalling pits have been put too close to the hairpin, for the road is extra wide at the exit from the hairpin and once they get to the apex drivers can really accelerate out in a long slide, so that by the time they have got things straight they are beyond the signalling pits. Until they got used to it the fast drivers were leaving Thillois in an opposite-lock power-slide looking back over their shoulder trying to read their pit signal. It was all very interesting and exciting, but if the new pits had been a hundred yards from the corner it would have been easier for everyone. There were some drivers going slow enough to have picked up written instructions, but when the fast drivers missed their signal it meant they were trying.

There was a similar situation to this in Portugal at the Oporto circuit, where those people in the pits nearest the corner following could not communicate with their drivers if they were going fast. Any driver admitting to having read a pit signal was openly admitting that he was not driving on the limit!

The time-keeping at Reims was pretty good and the organisers made sure that any spare car had a T on it to distinguish it from the number one car. Consequently the timekeepers could quote lap times for training cars as well as the race cars, unlike some circuits where nobody seems to bother with car identification and a driver can use two or three different cars and get only one fastest lap time, which is very tiresome for those of us who like to try and know all about everything.

There was a lot of shuffling around among drivers and cars, the most significant being the absence of Ginther from the Cooper-Maserati team, for in the July MOTOR SPORT I said that the day he missed a Grand Prix with the Cooper team we could take as a prelude to the re-entry of Honda into Grand Prix racing. That day arrived on July 3rd so we can now anticipate the arrival of the Japanese team in Europe and I feel they may be well prepared, for they have learnt a lot since their first appearance in 1964. Then they were courageously joining in with a field of competitors who were all well in their stride with the racing and development of 1½-litre Grand Prix cars. Now Honda will be meeting their competitors more or less on an equal footing, with no one having much of an advantage in the way of 3-litre experience. With Chris Amon joining the Cooper team it would seem that McLaren has despaired of getting two cars raceworthy for the time being, and is going to need all his time and facilities to get one car for himself. Much was expected from the McLaren team and their series of engine troubles have not only been a great disappointment to the team themselves, but to their numerous supporters.

The biggest talking point during the meeting was the question of John Surtees and the Shell Petroleum Company. Drivers are signed up by various petrol companies and paid a very substantial retaining fee, and in return the company uses a driver and/or his successes for advertising purposes. Obviously the more successful drivers get the most money, for all the petrol companies try and back a winner, in the same way that they finance winning teams. Shell have supported Surtees, and, of course, Ferrari cars, for some years and Surtees has done a great job of work for them, winning any number of races, so there was satisfaction all round. When Surtees met Enzo Ferrari after Le Mans and they mutually agreed to terminate their relationship, Ferrari naturally had no wish to cancel his contract with Shell, and neither did Surtees, for they were financing him for his Lola activities as well as Ferrari racing, but unfortunately the only team that had a vacancy for Surtees in mid-season was Cooper and they were contracted to the British Petroleum Company.

At first it was agreed that Surtees could be loaned to Cooper for the French G.P., but Shell realised that they were giving their best asset to the rival B.P. firm so they issued a statement that they were only going to relax this once, and that "there was no question of releasing him for further events." To some people this seemed rather a "dog in the manger" attitude and they could foresee Surtees standing on the track-side for the rest of the season. One can appreciate the feelings of the Shell company who had spent a lot of money on Surtees and were unwilling for a rival company to reap any benefit from the Shell financial outlay. This sort of situation has been happening for years and in 1960/1 there was a fuss between B.P. and Esso over the matter of Stirling Moss. He had sold himself to B.P. for a vast sum of money and was winning races with cars which Rob Walker bought from Lotus, and Esso were justifiably incensed as they had been pouring thousands of pounds into Team Lotus and the development of the Lotus 18. The works drivers on Esso were being beaten by Moss with a similar car running privately on B.P. so that B.P. were getting good advertising material for a relatively small outlay. Esso put the clamps on Lotus, which was why Moss had to go on racing an obsolete Lotus against the latest works cars. This situation was reaching something of an impasse at the time of the unfortunate accident that put an end to Moss's career as a racing driver.

There was another little fracas at Le Mans this year when B.P. realised that McLaren and Amon were likely to win with a Ford Mk. II, for Ford were running on Shell petrol and the two drivers were contracted to B.P. The Ford chief organiser, Leo Beebe, sorted this one out pretty smartly.

All these troubles seem to stem from the drivers signing contracts and accepting vast sums of money from the petrol companies for racing on one brand only. It really all boils down to a question of avarice.

Following the French Grand Prix the Surtees/Shell affair was solved amicably after discussions and it was agreed that Surtees would terminate his Shell contract as far as Formula One was concerned, and be free to join B.P., but would remain with Shell when racing his Lola-Chevrolet sports car and his own Lola-Cosworth Formula Two car. Sometimes I am rash enough to suggest that the petrol barons have too much control in motor-racing and I am always shouted down by various people in motor-racing. Sometimes I wonder. . . .—D. S. J.

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# THE 19th BRITISH GRAND PRIX

## A CLEAN SWEEP

BRANDS HATCH, ENGLAND, *July 16th*

THE R.A.C. organised the British Grand Prix this year and took it to the Brands Hatch circuit, where it had previously been held in 1964, and a day of racing and stunts was concluded by the 80-lap Grand Prix for Formula One cars. A large and representative entry was arranged, the outstanding omission being the Ferrari team, their absence being attributed to various causes, depending on which " spokesman " you listened to. It could have been because of general workers' strikes in Italy, or because Ferrari felt that he was wasting his time sending Parkes or Bandini to the acrobatic little Kentish circuit, or again it could have been because the starting money offered by the R.A.C. was not sufficient, or because Ferrari is getting tired of motor racing generally. Whatever the reason, the result was a complete absence of works Ferraris, which tended to make the event a motor race rather than a Grand Prix motor race.

Everyone else was there, even if some were not in very good order, but there was no question about the orderliness of the Brabham team, for Brabham and Hulme had the two cars that had run so well at Reims, the new car of Hulme having a tidier exhaust system, with the bunch of pipes from each bank of cylinders outside the top radius arm instead of around it. Brabham Racing also entered their 4-cylinder Coventry-Climax-engined car for Chris Irwin, the Formula Three driver. Team Lotus were in a sorry state, with only one car ready for practice and the second one being worked on back at Cheshunt. With the H16 B.R.M. engine and gearbox back at Bourne for modifications, the Lotus 43 was out of action, but realising a little while ago that this B.R.M. project was not going to do them much good before the end of the season, Chapman approached Coventry-Climax about continued use of the 2-litre V8 Climax engine, and they agreed and were even more helpful by producing bits to make another 2-litre V8 engine. Lotus responded by building another Type 33 chassis and it was planned that Clark should have the new one, which was R14, and Arundell should take over R11. At the last moment trouble developed in the second 2-litre Climax engine and it could not be got ready in time, so R14 was completed for Clark and R11 was without an engine; Arundell being without a car. B.R.M. then " found " a spare 2-litre B.R.M. V8 engine and gearbox and Lotus set to work to install the unit in R11, which meant a lot of modifying, in particular moving the gear-lever and linkages from the right to the left, to suit the B.R.M. gearbox. It was not surprising that Arundell was without a car on the first day of practice. Who would try and be a racing car constructor without the facilities of your own engine design and building department?

The B.R.M. team, who do design and build their own engines and gearboxes, were not much better off for at Reims they had trouble with the gearbox and transmission of the H16 unit, which called for some re-thinking, and they had to rely on their Tasman 2-litre cars. With Stewart's car being wrecked at Spa they only had one left, the others having been sold, so that they had to snatch back the last one to return from the Far East, where it had been on exhibition, and prepare it for Stewart, while Graham Hill retained the one he had used at Reims and elsewhere. The Cooper team decided to run only two cars, for Rindt and Surtees, so Amon was out of work, but this enabled him to drive a McLaren in the supporting sports car race. The two team drivers had the cars they had driven at Reims, Rindt's being the one with the duct on the nose to feed air to the driver's feet, while Surtees no longer had the forward-facing air ducts on his engine.

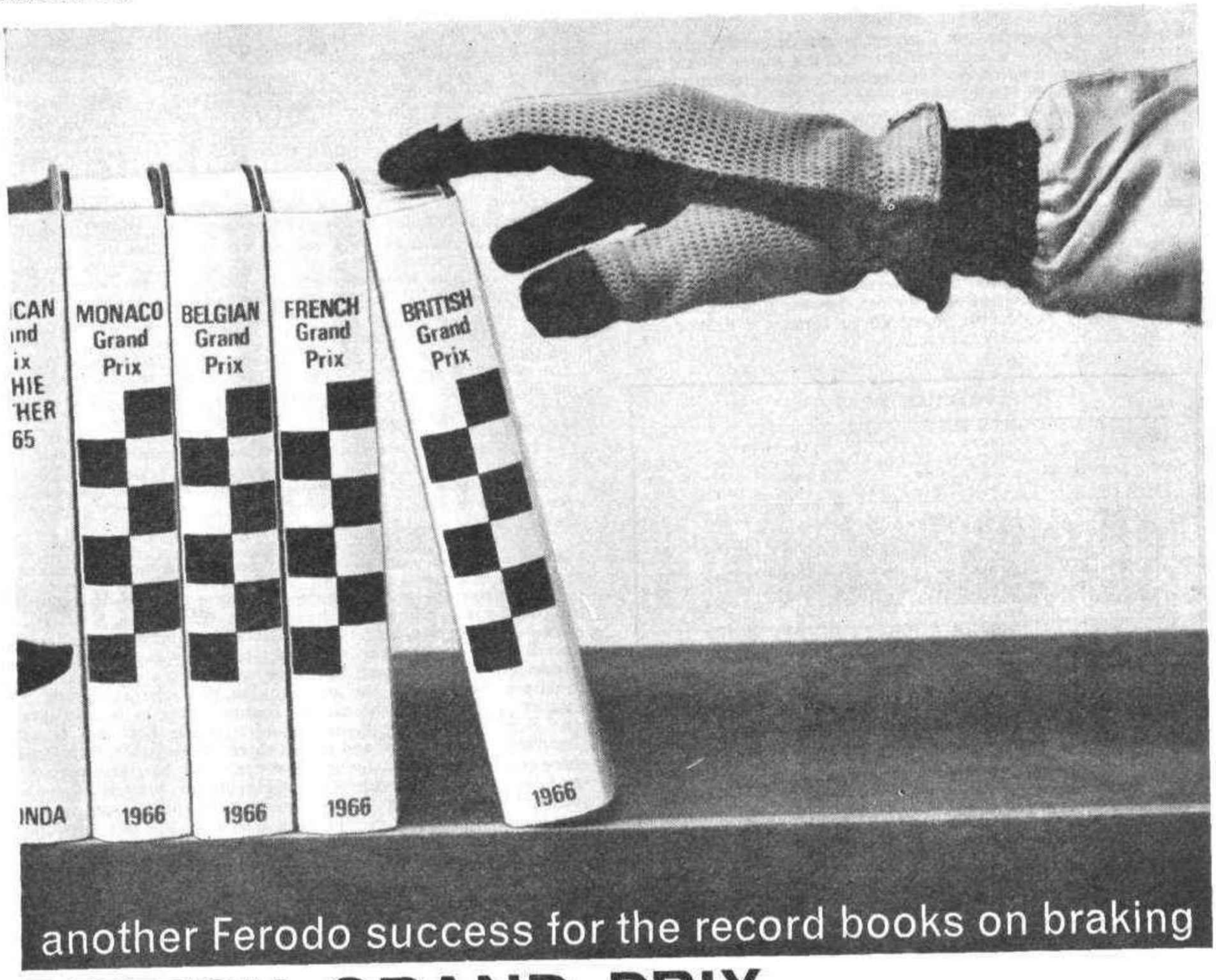
The remainder of the entry was of single cars from teams or private owners, the regulars being Anderson with his bright green Brabham-Climax 4-cylinder, Siffert with the Walker team's Cooper-Maserati, Ligier with his own Cooper-Maserati, Gurney with the Eagle-Climax 4-cylinder, Bondurant with Bernard White's 2-litre B.R.M. V8, the owner having dropped the name Team Chamaco-Collect, Spence with Tim Parnell's Lotus-B.R.M. V8 and John Taylor with the Brabham-B.R.M. V8 belonging to David Bridges. The Swede Bonnier had an entry and some film-unit cars to choose from, none serious contenders, while Bruce McLaren made a reappearance with his white McLaren car using a new Serenissma engine, since the McLaren-Ford V8 unit was still not ready. To complete the entry there were two new 3-litre " specials " built by private enterprises; the first from Shannon Racing Cars (that inveterate special-builder Paul Emery and his associates) and the second from J. A. Pearce Engineering in conjunction with Chris Lawrence. The Shannon was a one-off stressed-skin chassis frame, with pannier fuel tanks, powered by a 3-litre engine built from components of the 1954 Coventry-Climax 2½-litre V8 " Godiva " engine, coupled to a Colotti gearbox. The Pearce car was a 1965 works Cooper chassis lengthened very neatly at the engine bay in order to take the V12 engine from the ex-Coombes white GTO Ferrari. It was joined to a Hewland gearbox, with new drive-shafts and axle-shafts and new " knock-off " alloy wheels.

The R.A.C. provided plenty of practice time, starting on Thursday morning at 10.30 a.m. in dry and windy weather, and going on until 1 p.m. Then later in the day there was a further hour between 4.30 p.m. and 5.30 p.m. and this excellent arrangement meant that any modifications found desirable during the morning practice could be tried out before the end of the day. The only snag was that some of the Grand Prix teams were parked on part of the paddock that was like a bomb site, while saloon cars in the supporting race were on good tarmac under shelter. No one seems to ask mechanics whether their conditions are suitable, yet they have to do the work and prepare the cars. Missing from the first practice were Arundell's Lotus, which was still being modified, the McLaren which was in the same state, as the engine was late in arriving from Italy, the Shannon-Climax and Bondurant's B.R.M. Jim Clark was late in arriving as he had to visit the doctor to see if his vision was now 100%, which it proved to be, so Arundell did some laps in R14 to see that all was well. Stewart was making his first appearance since his Spa accident, and looking fit and well, while Irwin was about to mix in with the " big boys " for the first time, having often had the opportunity of watching them.

Anyone who has watched Brabham and Hulme working together must have appreciated their complete accord and team spirit which has been growing all season. It was very obvious last year when Hulme first joined Brabham in Grand Prix racing, and this year it has been consolidated in a most impressive manner, and this must have affected the whole team, while the successes in Formula One and Formula Two have been putting Brabham and his whole entourage on a rising wave that is inevitably self-energising. The morning practice exemplified this state of affairs and Brabham and Hulme finished up with equal times of 1 min. 34.8 sec., there being no serious opposition, either from the Cooper-Maseratis or the fast 2-litre machinery. Their lap times beat the existing Brands Hatch lap record, which Clark set up in 1965 with a time of 1 min. 35.4 sec.

In the afternoon Bondurant joined in the practice, while Anderson did not complete a lap due to a leak from the oil filter on his Climax engine. Bonnier was driving a Brabham-B.R.M. V8 belonging to M.G.M. and it was fitted with dummy exhaust pipes and painted red to make it look like a Ferrari, but Hollywood was " double-crossed " when the B.R.M. blew up almost as practice started! Once again the Brabham-Repco V8 cars were unchallenged and Hulme had time to show Irwin the way round, the Formula Three driver doing a very neat and tidy job of driving. Brabham improved on his morning time, reducing F.T.D. down to 1 min. 34.8 sec., an average of 100.63 m.p.h., which is remarkable for a circuit with no serious straights and lots of slow corners. Hulme was a bit slower than he had been in the morning, but nevertheless was still second fastest. Clark and Hill in their 1965 model 2-litre cars were remarkably well matched, just as they had been in the 1964 Grand Prix when they drove similar models with 1½-litre engines. The Cooper-Maseratis did not seem at all happy on the Brands Hatch circuit and neither Rindt nor Surtees could beat the 2-litre cars. Stewart was doing a lot of laps but not going very fast, obviously feeling his way back wisely if gently.

On Friday morning there was practice from 10.30 a.m. to 12.30 p.m., again under dull but dry skies, and the Brabham team still did not have to bother unduly, Brabham himself being content to scrub in some tyres, while Hulme's best was a comparatively slow 1 min. 35.6 sec. which still netted him the fastest time of the morning. Revelation of the morning was to see good old Gurney really having a go with the Eagle. At Spa and Reims




another Ferodo success for the record books on braking

**BRITISH GRAND PRIX**

**1st J Brabham** Repco-Brabham

**2nd D Hulme** Repco-Brabham

**3rd G Hill** BRM

in any event Ferodo speaks volumes

results subject to official confirmation

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there was no incentive for Gurney to put any effort into his driving for the low-powered 2.7-litre Climax engine would have lost on the fast straights any time he might have made up on the corners. At Brands Hatch, where maximum speed is of academic interest only, it was worth putting some effort into cornering and this occasion coincided with Len Terry getting the Eagle's handling well adjusted and to Gurney's liking. The result was the fine sight of Gurney at his best and a time of 1 min. 35.8 sec., which put him securely on the front row of the grid. When the Eagle gets its rightful V12 engine and more than 300 b.h.p. Gurney is going to be back where he really belongs, which is right up at the front. The Shannon-Climax got going for this practice and Trevor Taylor drove it, while poor Arundell managed to qualify in the hastily converted R11 Lotus, and Bonnier turned out in yet another fake Ferrari for the film-makers, this time a 1½-litre Brabham-Climax V8, it being the one he used to drive for Rob Walker last year.

**PRACTICE TIMES**

| No. | Driver | Car | Thursday morning | Thursday afternoon | Friday morning |
|---|---|---|---|---|---|
| 1 | J. Clark | Lotus 33-Climax V8–2-litre | 1. 36.6 | 1. 36.1 | 1. 36.1 |
| 2 | P. Arundell | Lotus 33-B.R.M. V8–2-litre | — | — | 1. 54.3 |
| 3 | G. Hill | B.R.M. V8–2-litre | 1. 36.3 | 1. 36.0 | 1. 37.2 |
| 4 | J. Stewart | B.R.M. V8–2-litre | 1. 36.9 | 1. 37.2 | 1. 37.4 |
| 5 | J. Brabham | Brabham-Repco V8–3-litre | **1. 34.8** | **1. 34.5** | 1. 38.9 |
| 6 | D. Hulme | Brabham-Repco V8–3-litre | **1. 34.8** | 1. 35.6 | **1. 35.6** |
| 7 | C. Irwin | Brabham-Climax 4-cyl.–2.5-litre | 1. 38.1 | 1. 38.1 | 1. 38.8 |
| 8 | L. Bandini | Ferrari | NON-STARTER | | |
| 9 | M. Parkes | Ferrari | NON-STARTER | | |
| 10 | — | — | — | — | — |
| 11 | J. Rindt | Cooper-Maserati V12–3-litre | 1. 38.2 | 1. 36.6 | 1. 37.1 |
| 12 | J. Surtees | Cooper-Maserati V12–3-litre | 1. 37.1 | 1. 36.4 | 1. 37.1 |
| 14 | B. McLaren | McLaren-Serenissima V8–3-litre | — | — | 1. 38.5 |
| 15 | — | — | — | — | — |
| 16 | D. Gurney | Eagle-Climax 4-cyl.–2.7-litre | 1. 36.6 | 1. 37.0 | 1. 35.8 |
| 17 | M. Spence | Lotus 25-B.R.M. V8–2-litre | 1. 37.3 | 1. 37.3 | 1. 37.5 |
| 18 | J. Bonnier | Brabham-Climax V8–1½-litre | 1. 52.6 | — | 1. 39.3 |
| 19 | G. Ligier | Cooper-Maserati V12–3-litre | 1. 42.5 | 1. 43.0 | 1. 41.4 |
| 20 | J. Siffert | Cooper-Maserati V12–3-litre | 1. 38.7 | 1. 39.7 | 1. 38.0 |
| 21 | R. Anderson | Brabham-Climax 4-cyl.–2.7-litre | 1. 37.5 | — | 1. 37.9 |
| 22 | J. Taylor | Brabham-B.R.M. V8–2-litre | 1. 41.9 | 1. 40.0 | 1. 43.8 |
| 23 | T. Taylor | Shannon-Climax V8–3-litre | — | — | 1. 41.6 |
| 24 | C. Lawrence | Cooper-Ferrari V12–3-litre | 1. 46.6 | — | 1. 43.8 |
| 25 | R. Bondurant | B.R.M. V8–2-litre | — | 1. 39.5 | 1. 38.9 |
| 1 | P. Arundell | Lotus 33-Climax V8–2-litre | 1. 39.2 | — | — |
| 11T | J. Rindt | Cooper-Maserati V12–3-litre | — | — | 1. 40.3 |

For anyone who still felt they had something to learn there was an hour of untimed and unofficial practice at the end of the day. For this how it rained, but it did provide Hill with the opportunity to try Goodyear tyres in the wet, and for Stewart to rehabilitate himself in bad conditions, for the Brands Hatch track was very slippery with rain on a layer of rubber that must be almost permanent by now, with the constant use of the track by all manner of vehicles.

By the time the Grand Prix was due to start around mid-afternoon on Saturday, rain had fallen and was still drizzling down, so the R.A.C. wisely extended the "warm-up" lap to a number of laps and at some points the more powerful cars looked as though they were driving on ice. All 20 cars were present on time, though some were not absolutely correct and the Hollywood film-makers had "got at" Parnell's entry so that his Lotus-B.R.M. V8 was red instead of its usual dark green and Spence had a white helmet painted with a circle of red dashes to make it look like Parkes' helmet, instead of his own yellow-hued helmet. Bonnier was still in the "phoney pherrari," no doubt more intent on being a film star than a Grand Prix driver and one wondered if Enzo Ferrari realised his abstention was giving the film producers ulcers. One suspects that B.R.M. are not co-operating in the comedy for some of their mechanics were wearing the usual orange overalls and others were wearing red overalls. [How easy life would be if the colour film had not been invented.] However, to the serious business of the day, everyone was delighted to see Gurney on the front row of the grid, alongside Brabham and Hulme, making a complete front row on Goodyear tyres, while next in row two was Graham Hill racing on Goodyear tyres for the first time, while alongside him was Clark with Firestone tyres on his Lotus, and behind these two a row of Dunlop runners.

**STARTING GRID**

16 D. Gurney (*Eagle-Climax 4-cyl.*) 1 min. 35.8 sec.
6 D. Hulme (*Brabham-Repco V8*) 1 min. 34.8 sec.
5 J. Brabham (*Brabham-Repco V8*) 1 min. 34.5 sec.
1 J. Clark (*Lotus-Climax V8*) 1 min. 36.1 sec.
3 G. Hill (*B.R.M. V8*) 1 min. 36.0 sec.
4 J. Stewart (*B.R.M. V8*) 1 min. 36.9 sec.
11 J. Rindt (*Cooper-Maserati V12*) 1 min. 36.6 sec.
12 J. Surtees (*Cooper-Maserati V12*) 1 min. 36.4 sec.
21 R. Anderson (*Brabham-Climax 4-cyl.*) 1 min. 37.5 sec.
17 M. Spence (*Lotus-B.R.M. V8*) 1 min. 37.3 sec.
14 B. McLaren (*McLaren-Seremssima V8*) 1 min. 38.5 sec.
7 C. Irwin (*Brabham-Climax 4-cyl.*) 1 min. 38.1 sec.
20 J. Siffert (*Cooper-Maserati V12*) 1 min. 38.0 sec.
18 J. Bonnier (*Brabham-Climax V8*) 1 min. 39.3 sec.
25 R. Bondurant (*B.R.M. V8*) 1 min. 38.9 sec.
23 T. Taylor (*Shannon-Climax V8*) 1 min. 41.6 sec.
19 G. Ligier (*Cooper-Maserati V12*) 1 min. 41.4 sec.
22 J. Taylor (*Brabham-B.R.M. V8*) 1 min. 40.0 sec.
2 P. Arundell (*Lotus-B.R.M. V8*) 1 min. 54.3 sec.
24 C. Lawrence (*Cooper-Ferrari V12*) 1 min. 43.8 sec.

Right from the start Brabham leapt into the lead, followed by Gurney, while Hulme got hemmed in during the rush up to Druids Corner and Surtees and Hill collided unintentionally and the B.R.M. got a bent wishbone, but they both pressed on. Anderson was late away from the start, losing a lap, and the Shannon expired on the opening lap, but the remaining 18 runners got on with the racing. Brabham was in terrific form, the Repco V8 engine running perfectly, the Brabham chassis handling to perfection, and it was sheer joy to watch Jack Brabham enjoying himself, sliding the corners with beautiful precision and leaving everyone behind him. Having got himself all fouled up on the opening lap, Denis Hulme just could not get into his stride and was down in mid-field. The rain had not developed, but the track was still wet and appallingly slippery so that there was a lot of slipping and sliding about, Rindt spinning right round and continuing at unabated speed, already having got past Gurney. The situation had settled into Brabham leading from Rindt, then Gurney and Surtees in close company, followed by the expected Clark/Hill duel, and Stewart, McLaren, Hulme and Siffert in a bunch that was obviously going to sort itself out as time went on. Gurney's race was very short-lived as his engine went sick on lap 7 just as the track began to dry out and some semblance of tyre grip began to appear, and after making his own fastest lap of the race he had to retire. Rindt's spin had lost him his contact with Brabham, and now Surtees closed up on him, while Stewart seemed to wake up to the fact that he was racing again and caught up with the Clark/Hill two-some and got between them. In only 10 laps Bondurant, Arundell, Lawrence and Bonnier had all been lapped, the last-named even being lapped by a group consisting of Spence, McLaren, Ligier and Irwin.

The two works Cooper-Maserati drivers could still see Brabham ahead of them, but had no hope of closing up on him, while Stewart had his engine go sick on him and after a stop at the pits to try and rectify the misfire he was forced to retire as something had broken inside the engine. Surtees had got by Rindt, into second place, but as the track dried the Coopers seemed to handle worse and both drivers were having "moments" on corners where Brabham and the others just motored through. As the race went on, with Brabham gaining more and more lead, the two Coopers kept close company for second and third places, and Hill and Clark continued to race against each other for fourth place, while Hulme was at last getting into his stride and closing up, being in sixth position since Stewart went out. Whereas the Coopers were losing ground on the dry track, being on "wet" tyres, Hill and Clark were benefiting and urging each other on so that they caught up with the 3-litre Maserati-engined cars. Hulme was close behind them as they got in with the Cooper cars and after Hill had got by Rindt, with Clark following him through, he dived inside Surtees at South Bank Corner with smoke pouring from a locked rear wheel as he stood on the brakes, and was then firmly in second place. By now 30 laps had gone and Brabham had 23-sec. lead over the 2-litre B.R.M., and

next lap Clark and Hulme got by Surtees, so the order was Brabham-Repco, B.R.M., Lotus-Climax, Brabham-Repco, and the two works Cooper-Maseratis, everyone else being lapped. Arundell was a long way back after delays with the gear-change on his hastily-prepared Lotus-B.R.M. V8 and finally gave up the unequal struggle. Siffert had a pit stop to investigate overheating, which put him at the back of the field, and these troubles let the steady runners gain places. McLaren was running regularly with a very confident Chris Irwin following him round, doing a nice job and justifying the loan of the works Brabham-Climax. Hulme was continually pressing the Hill/Clark duet, but they were not going to relax and give the New Zealander an easy second place, but on lap 37 he was between them and two laps later he was in second place. At half-distance, or 40 laps, the order was Brabham, comfortably out on his own, with Hulme aiming to join him, then Hill and Clark still at it and undisturbed by the passage of Hulme, while Surtees and Rindt, in that order, were struggling along in fifth and sixth places. Then came McLaren, Irwin, John Taylor, Ligier, Bondurant and Lawrence, the Pearce Cooper-Ferrari V12 running very consistently, if not very fast, which was better than being in and out of the pits all the time like some cars. Clark's brakes seemed to be disappearing and on lap 45 his brake pedal went right down and he was lucky to scrabble round the next bend; he pulled into the pits and it was found that the reservoir was empty of fluid. After having it refilled he was back in the race and the brakes gradually improved, but he had lost a lap and was behind the works Coopers on the track.

The race was now all over, providing no mechanical trouble intervened, for Brabham and Hulme looked so confident that one felt that nothing could alter the situation, and certainly Graham Hill in third place was not going to give them any trouble. Surtees was very unhappy in his Cooper-Maserati, the handling appearing to deteriorate steadily, and when he spun on lap 55 it was obvious that something had gone wrong. It was suspected to be the limited-slip differential. After struggling along for some more laps Surtees finally had to give up, leaving Rindt to keep the Cooper flag flying. Clark was going very fast again and steadily made up the lap he had lost on Rindt, catching him five laps before the end. In the closing laps Hill saw his oil pressure sinking on the corners and had to slow down considerably and nurse his car along, with his fingers crossed, but his third place was safe providing the engine didn't break. This trouble meant that the two Brabham-Repco V8 cars lapped Hill as they finished the race a triumphant 10 sec. apart from each other, and Clark and Rindt followed these three home. McLaren was content to have finished a trouble-free run, and Irwin had done just what was expected of him, finishing just behind McLaren. Of the remaining runners Taylor finished a non-stop run, to follow up his Reims performance, Bondurant was regular but not on his usual form, while Ligier at last managed to finish *and* qualify, while the Cooper-Ferrari V12 ran to the end and Siffert brought up the rear with Anderson.

While it had not been an exciting race for first place, everyone seemed more than satisfied with the outcome, especially as Brabham had dominated the scene from the beginning of practice as well as from the beginning of the race.—D. S. J.

## BRANDS BUBBLES

This question of the winning car in Grand Prix racing having the owner at the wheel is indeed rare and I cannot recall the last time it happened. Must be back in the 1920s, with the Maserati brothers.

* * *

After seeing the Spa chaos the R.A.C. wisely curbed the enthusiasm of the M.G.M. film-makers, limiting their activities during practice and the race, and the Americans behaved like gentlemen and did not overstep the mark.

* * *

It was a day of fun, spectacle and music for the 50,000-strong who spectated, from helicopter to jet-planes, "flying men" propelled by jets to "floating men" on parachutes, and military bands to Chris Barber jazz. There was some motor racing as well.

* * *

With B.R.M. running Graham Hill's car on Goodyear tyres, it was a 1-2-3 victory for Fred Gamble and his Goodyear team, with Firestone fourth and Dunlop fifth.

* * *

Of the two new Formula One "specials" that appeared, one died on the opening lap and the other ran to the finish; such are the fortunes of racing.

**Results :**

**19th BRITISH GRAND PRIX—Formula One—80 laps—341 kilometres**
**Damp and dry**

**1st** : J. Brabham (Brabham-Repco V8–3-litre) (Entrant: Brabham Racing Organisation) 2 hr. 13 min. 13.4 sec.—153.661 k.p.h.

**2nd** : D. Hulme (Brabham-Repco V8–3-litre) (Entrant: Brabham Racing Organisation) 2 hr. 13 min. 23.0 sec.

**3rd** : G. Hill (B.R.M. V8–2-litre) (Entrant: Owen Racing Organisation) .. .. .. .. .. .. 79 laps

**4th** : J. Clark (Lotus-Climax V8–2-litre) (Entrant: Team Lotus) 69 laps

**5th** : J. Rindt (Cooper-Maserati V12–3-litre) (Entrant: Cooper Car Co.) .. .. .. .. .. .. 79 laps

**6th** : B. McLaren (McLaren-Serenissima V8–3-litre) (Entrant: McLaren Racing) .. .. .. .. .. .. 78 laps

**7th** : C. Irwin (Brabham-Climax 4-cyl.–2.5-litre) (Entrant: Brabham Racing Organisation) .. .. .. .. 78 laps

**8th** : J. Taylor (Brabham-B.R.M. V8–2-litre) (Entrant: David Bridges) .. .. .. .. .. .. .. 76 laps

**9th** : R. Bondurant (B.R.M. V8–2-litre) (Entrant: Bernard White Racing) .. .. .. .. .. .. 76 laps

**10th** : G. Ligier (Cooper-Maserati V12–3-litre) (Entrant: Guy Ligier) .. .. .. .. .. .. .. 75 laps

**11th** : C. Lawrence (Cooper-Ferrari V12–3-litre) (Entrant: J. A. Pearce Eng.) .. .. .. .. .. .. .. 73 laps

**12th** : J. Siffert (Cooper-Maserati V12–3-litre) (Entrant: Walker/Durlacher) .. .. .. .. .. .. .. 70 laps

**13th** : R. Anderson (Brabham-Climax 4-cyl.–2.7-litre) (Entrant: D.W. Racing Ent.) .. .. .. .. .. 70 laps

*Fastest lap :* J. Brabham (Brabham-Repco V8), on lap 60, in 1 min. 37.0 sec.—157.279 k.p.h. (98.35 m.p.h.).

*Retired :* T. Taylor (Shannon-Climax V8), on lap 1; D. Gurney (Eagle-Climax 4-cyl.), engine, 9 laps; M. Spence (Lotus-B.R.M. V8), oil leak, 15 laps; J. Stewart (B.R.M. V8), engine, 17 laps; P. Arundell (Lotus-B.R.M. V8), gear-change, 32 laps; J. Bonnier (Brabham-Climax V8), 42 laps; J. Surtees (Cooper-Maserati V12), rear axle, 67 laps.

20 *starters* — 13 *finishers.*

**FASTEST LAP BY EACH COMPETITOR**

| No. | Driver | Time | Lap Numbers |
|---|---|---|---|
| 5 | J. Brabham .. .. .. .. | 1. 37.0 | 60 |
| 1 | J. Clark .. .. .. .. | 1. 37.2 | 70 |
| 6 | D. Hulme .. .. .. .. | 1. 37.6 | 41 |
| 12 | J. Surtees .. .. .. .. | 1. 38.4 | 15 |
| 3 | G. Hill .. .. .. .. | 1. 38.8 | 56 |
| 4 | J. Stewart .. .. .. .. | 1. 39.2 | 11 |
| 21 | R. Anderson .. .. .. | 1. 39.6 | 50, 52, 55 |
| 16 | D. Gurney .. .. .. .. | 1. 40.0 | 8 |
| 20 | J. Siffert .. .. .. .. | 1. 40.0 | 14 |
| 17 | M. Spence .. .. .. .. | 1. 40.2 | 15 |
| 11 | J. Rindt .. .. .. .. | 1. 40.2 | 46 |
| 14 | B. McLaren .. .. .. | 1. 40.2 | 55 |
| 7 | C. Irwin .. .. .. .. | 1. 41.0 | 46, 52 |
| 18 | J. Bonnier .. .. .. .. | 1. 42.0 | 38, 39 |
| 25 | R. Bondurant .. .. .. | 1. 42.0 | 42, 43 |
| 22 | J. Taylor .. .. .. .. | 1. 42.0 | 59 |
| 19 | G. Ligier .. .. .. .. | 1. 43.2 | 10 |
| 44 | P. Arundell .. .. .. | 1. 44.0 | 31 |
| 24 | C. Lawrence .. .. .. | 1. 47.2 | 47, 67 |

**GUARDS TROPHY RACE—Sports Cars—Group 7—20 laps**
**85 kilometres—Warm and dry**

**1st** : H. Dibley (Lola-Chevrolet V8–5.9-litre) .. 34 min. 11.0 sec.—149.717 k.p.h. (93.03 m.p.h.)

**2nd** : S. Scott (McLaren-Elva-Ford V8–4.7-litre) 34 min. 12.4 sec.

**3rd** : C. Amon (McLaren-Elva-Ford V8–4.7-litre) 34 min. 13.0 sec.

**4th** : B. Redman (Lola-Chevrolet V8–5.9-litre) .. 34 min. 20.2 sec.

**5th** : J. Ickx (McLaren-Elva-Ford V8–5.3-litre) .. 34 min. 53.8 sec.

**6th** : M. Parkes (Ferrari Dino V6–2-litre) .. 35 min. 24.2 sec.

*Fastest lap :* H. Dibley (Lola-Chevrolet), in 1 min. 39.4 sec.—154.465 k.p.h. (95.98 m.p.h.)

**PETER ENGLAND TROPHY RACE—Saloon Cars—Group 5**
**20 laps—85 kilometres**

**1st** : R. Pierpoint (Ford Falcon V8) .. .. 37 min. 40.4 sec.—135.845 k.p.h. (84.41 m.p.h.)

**2nd** : J. K. Oliver (Ford Mustang V8) .. .. 37 min. 47.0 sec.

**3rd** : Sir G. Baillie (Ford Falcon V8) .. .. 37 min. 47.2 sec.

**4th** : Sir J. Whitmore (Ford Lotus-Cortina) .. 37 min. 48.0 sec.

**5th** : J. Ickx (Ford Lotus-Cortina) .. .. 38 min. 04.6 sec.

**6th** : B. Muir (Ford Galaxie V8) .. .. .. 39 min. 06.0 sec.

*Fastest lap :* Pierpoint, Baillie and Muir, in 1 min. 51.6 sec.—137.568 k.p.h. (85.48 m.p.h.)

**Class Winners :**

**Up to 1,000 c.c.:** J. Fitzpatrick (Ford Anglia—Broadspeed).

**Up to 1,300 c.c.:** M. Young (Ford Anglia—Superspeed).

**Up to 2,000 c.c.:** Sir J. Whitmore (Lotus-Cortina—Team Lotus).

**Over 2,000 c.c.:** R. Pierpoint (Ford Falcon).

# The Racing at Rouen

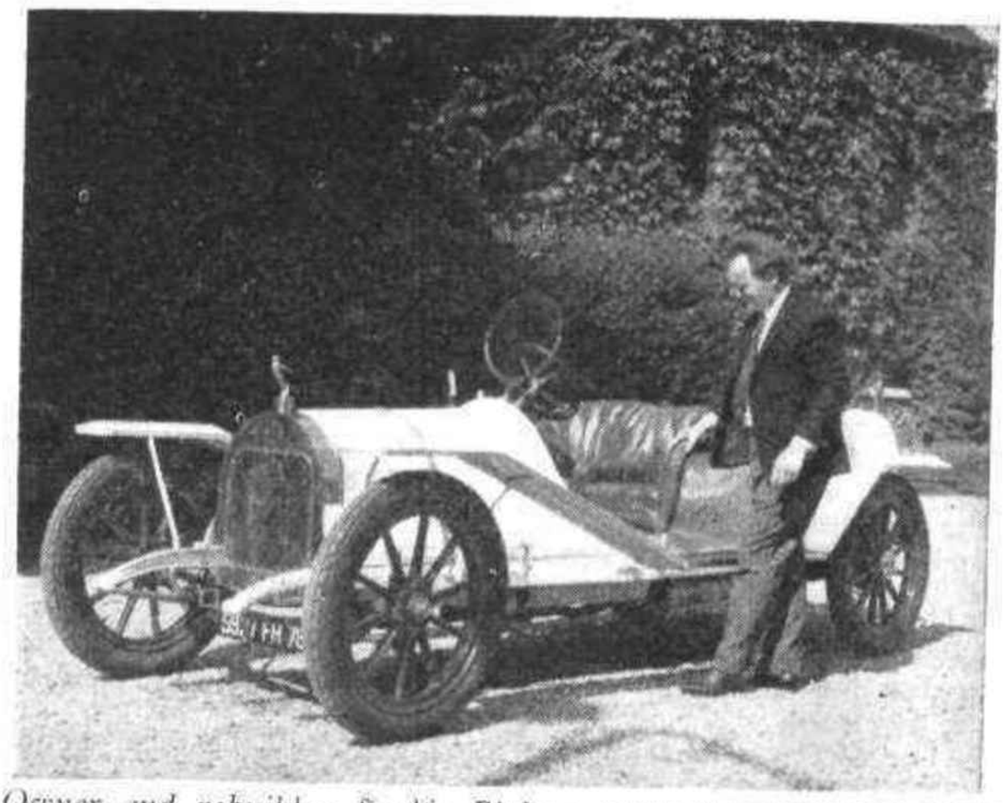
ROUEN, FRANCE, *July 10th*

AT the Reims meeting the Formula Two and Formula Three races had been the supporting events, but at Rouen they were the main attractions and as support the V.S.C.C., in conjunction with their French equivalent, organised an Historic Car Race, which to many eyes was the major attraction! The Formula Two race was the third round in the French series, further events being planned for Montlhéry, Albi and Le Mans, on the new Bugatti circuit at the last-named venue, and if Brabham and his car continue the way they have been going they can hardly fail to win the championship. This is not a championship for individual drivers, but for entrants, the entrants naturally being closely tied to a manufacturer, so that the accent is on teams rather than individuals, which I think is a good thing.

The circuit at Les Essarts, a few miles south of the historic town of Rouen, is claimed by the Automobile Club of Normandy people will argue with this sentiment. For drivers it must be a real joy with its 6½ kilometres of varied driving, a lot of it at as "the most beautiful in France" and I don't think many very high speed, with downhill sweeps, climbs and flat-out sections. For the spectators it is excellent with high natural grass banks on the interesting parts and it is one of the circuits where I enjoy watching practice from the public enclosures. The sooner the French Grand Prix settles at Rouen Les Essarts and stops going to lesser circuits, the better it will be in my opinion. Practice was arranged for Thursday and Friday, in the evenings, and providing everyone went fast enough they qualified for the start, the entry not being over-subscribed. The F.2 contingent were more or less the same as at Reims, with Surtees still replacing Stewart in the Ken Tyrell Matra team, and Rodriguez replacing Clark in the Ron Harris Lotus team. Needless to say the Brabham-Hondas of Brabham and Hulme dominated the scene, with Rindt being the main opposition, backed up by Surtees and Graham Hill with Matras. The Formula Three entry was not ridiculously large, like some meetings, and those drivers who could drive had the chance of proving it on this interesting circuit.

There was no racing or practice on Saturday, which gave everyone plenty of time to prepare properly for the race and the vintage contingent made the day a club meeting at the Automobile Museum at Cleres, just to the north of Rouen. The owner of this delightful Museum is Jackie Pichon, and his family own the Hotel du Cheval Noir on the opposite side of the street, so that Cleres was a busy place all week, being the headquarters for a lot of the Vintage Sports Car Club members. There is no problem in France if you want to try out your racing car, you put a number on the back and belt off up the road. Saturday was a riotous day with E.R.A.s, Bugattis, Delage and Pichon's Le Mans Delahaye dicing up and down the road to Rouen, while some Edwardian cars were taken out of the Museum and joined in the fun.

Sunday was warm and fine and after the day's racing had been got under way with a National race for amateurs in R8 Renault-Gordinis, the Coupe de l'Age d'Or for cars built between 1921 and 1939 took place over 12 laps. There were 23 starters and the turn-out by the V.S.C.C. was magnificent, some drivers of modern racing machinery who were watching expressed wonderment that the owners would dare to race such beautifully rebuilt pieces of machinery. The French entry was very small as the French equivalent of the Vintage Club has not yet got round to the idea of rebuilding and racing old cars, and many of them were rather tatty compared to the British entry. The presentation of the V.S.C.C.-owned cars must have encouraged many French owners to start renovations on their own vehicles. The race proved to be an excellent one, with the E.R.A.s of Bill Morris, Waller, Lindsay and Brewer racing against the monoposto Tipo B Alfa Romeo of Summers and the 4-litre Sunbeam Tiger of Sir Ralph Millais, driven by Burton. The Alfa Romeo began to overheat after four laps so Summers wisely stopped, and the younger and spritelier E.R.A.s wore down the big vintage Sunbeam, while Brewer dropped out when an oil pipe broke. Behind this group Martin Morris was driving the famous Mike Couper Talbot 110, number BGH 23, now owned by Blight, and going magnificently, vanquishing Bugattis, Aston Martins, Delahayes, Lago Talbots, etc. Peter Waller backed up his Seaman Trophy victory by taking the lead from Bill Morris on lap seven and holding it to the end.



*Owner and rebuilder, Jackie Pichon, with the delightful 1908 Gregoire sports car which D. S. J. enjoyed driving around the Normandy by-ways.*

It says a great deal for the preparation and care with which these cars are raced that only four cars dropped out and the only mechanical disasters were a burnt piston in St. John's Bugatti and a broken axle in Gahagan's E.R.A. The Clutton/Williamson 10½-litre V12 Delage was making a welcome return to vintage racing, having been rebuilt most beautifully and it ran well, driven by young Williamson, but could not hope to challenge the E.R.A.s. On handicap Martin Morris won with the Talbot 110, which was a well-deserved victory.

After this the Formula Three racers took to the track and the heat of the day was making the road surface very slippery. A number of spins and slight accidents robbed the field of such promising runners as Cardwell, Pike and Hart, so that Piers Courage was left alone to fight off the attacks of various French drivers in Alpine and Matra cars, which he did to good effect. Apart from material damage to cars, the only personal injury was to Brian Hart, who was involved in an accident started by two slower drivers, but his injuries were not serious.

Finally 21 Formula Two cars lined up, with Brabham, Hulme and Rindt on the front row, and Surtees and Hill in the second row. The whole field got away to a magnificent start, with Brabham leading down the hill to the Nouveau Monde hairpin, hotly pursued by Rindt and Beltoise. As they braked for the hairpin Beltoise locked his wheels on the slippery surface and struck the back of Rindt's car and next moment there were cars going in all directions, as drivers dodged and spun. One driver described the scene as being like Piccadilly Circus, and by luck or judgment the only damage was to the nose cowling of Beltoise's Matra, and this broke right off and flew away while he was going up the hill a short while later but he pressed on regardlessly. All this left Brabham well out in front with his team mate Hulme down amongst the struggling pack, along with Rindt and Rees. It took a few laps to sort things out and Hulme got away from the midfield runners and worked his way up to second place, closing right up on Brabham so that by half-distance the two Brabham-Hondas were running comfortably in first and second position, nose to tail. Rindt had consolidated himself in third place, but fourth place was anybody's position, with Beltoise, Rees, Ahrens, Surtees and Schlesser all being eligible, while Hill and Rodriguez followed on behind.

A lot of people think that the supremacy of Brabham and Hulme is due entirely to the Japanese Honda engines, but observation during practice on one of the very fast corners proved that the Brabham cars handle better than most and Hulme was driving smoother and faster than anyone, while Brabham's driving ability can never be under-rated. The reliability of Formula Two cars leaves a lot to be desired and they were falling out of the race

*Continued on page 736*

## Le Mans–Index of Thermal Efficiency

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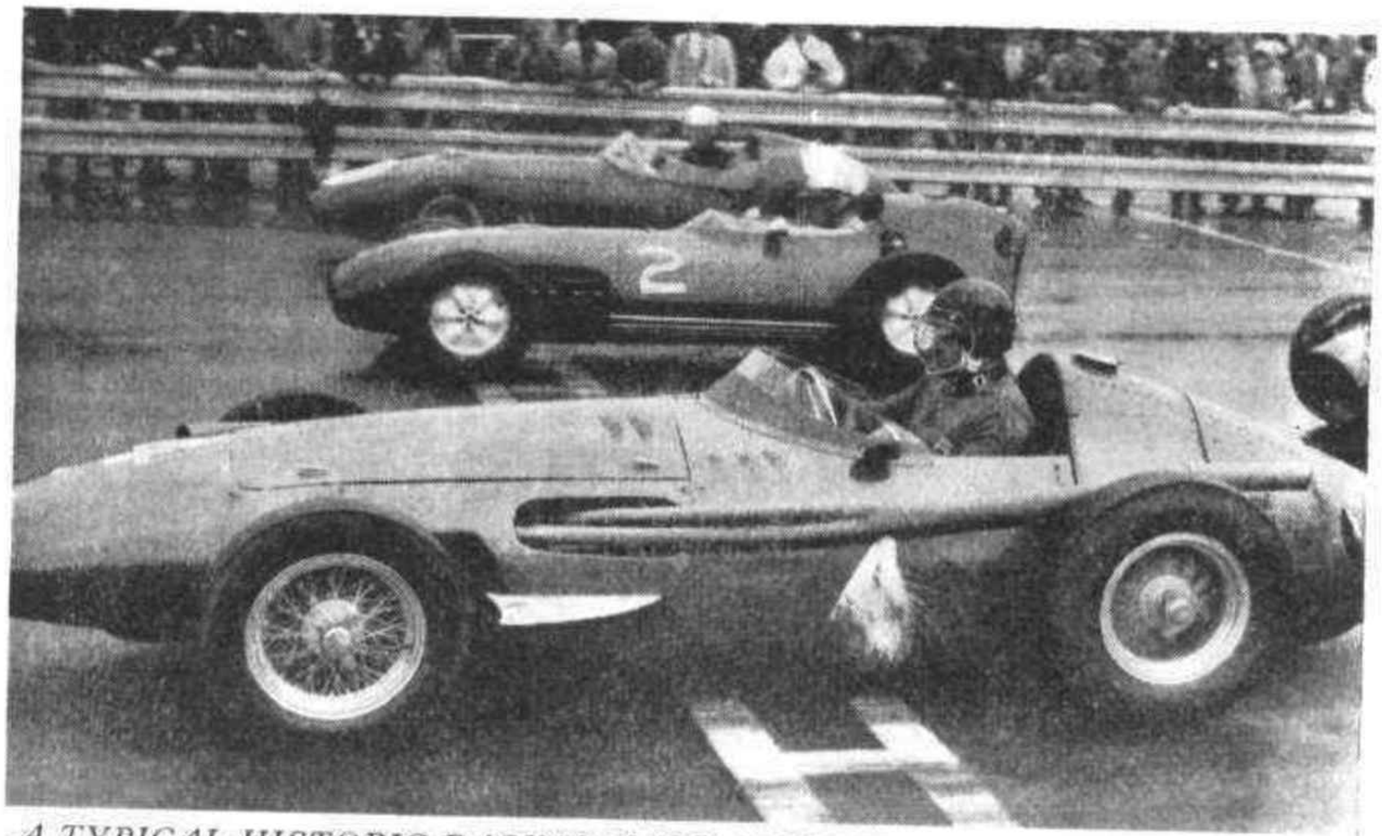
RENAULT

MS

CVS-546

# VETERAN—EDWARDIAN—VINTAGE

## A Section Devoted to Old-Car Matters



*A TYPICAL HISTORIC RACING CARS' LINE-UP.—The Hon. Patrick Lindsay's 1957 Maserati 250F gets an initial lead over Bill Wilks' 1959 Lotus and Peter Brewer's 3-litre Aston Martin of the same antiquity, at the start of the All-Comers' Scratch Race at Oulton Park.*

### THE V.S.C.C. OULTON PARK RACE MEETING
**(June 25th)**

PERHAPS the best of the Vintage S.C.C. race meetings, this fixture fell on the last Saturday in flaming June, so naturally it poured with rain most of the day. This did not spoil the sport, and some very good racing took place.

Practice produced some unfortunate eliminations. Seddon's Lagonda Rapier collided with a bank and became lozenge-shaped, its driver luckily being thrown clear and uninjured. Cecil Clutton's 10½-litre V12 Delage was not ready in time, nor was Corner's 250F Maserati, which is the ex-Colin Crabbe car. Indeed, there was rather a dearth of fast cars, for Miller's 250F Maserati was absent due to its owner's social commitments, Spero's because its driver had lost his driving licence and with it his competition licence, appeals to the R.A.C. being of no avail, although in these days of "three convictions in three years" loss of one is less pertinent to confiscation of the other than was the case pre-war.

Then the E.R.A. "Remus" had valve seat trouble and Doc Taylor's 3.3 Bugatti was not yet over its gearbox maladies. However, after the *Concours d'Elegance* entry had paraded, including a road-equipped Chain Gang Frazer Nash complete with side-screens and two immaculate G.P. Bugattis, the cars came out for the first 4-lap handicap. The handicap, as was the situation in most of these races, was lenient, Berrisford's polished aluminium 12/50 duck's-back Alvis having a walk-over from Jardine's Brescia Bugatti and the "750 Special" Austin 7, endowed with a roll-over bar, of young Lockhart. The new owner of the Abrahams single-seater Singer Junior, R. J. Kimber, wearing full racing apparel, must have been delighted to come home fourth in his first race. A splendid sight at the start had been Berrisford, in his stripped duck's-back Alvis, getting away in company with Glover's beetle-back 12/50, also in polished aluminium (although there are degrees of polish!), both displaying hare mascots on their radiators.

On a slippery track the Frazer Nash/G.N. handicap took place, four laps being just insufficient for the faster cars to come through, so that Boyce's 1928 Meadows-engined 'Nash won from Smith's 1932 Meadows, third place going to Giles' 1931 Meadows-engined car. Arnold-Foster fought some alarming slides and most of the entry were cornering in typical solid-axle, high-geared-steering style.

So to the first of the Richard Seaman Memorial Trophy Races, that for historic racing cars, over 12 laps. Peter Waller was in winning form in his white E.R.A. R9B and ran right away from Kergon in Bill Morris' E.R.A., Mrs. Waller, in striped three-piece rainsuit, signalling him on each lap. These positions, together with Crabbe in third place in his new, very posh ex-Nuvolari preselector-gearbox 1934 2.9 Maserati straight-eight, formerly in the Monza Museum, held throughout, but interest was intense as Hutchings' 328 B.M.W. closed right up on Crabbe, pressing him unmercifully in the last four laps, to finish fourth, sports car 0.8 sec. behind the Grand Prix car! Murray's E.R.A. made fastest lap at 70.49 m.p.h. but had to stop to borrow a vizor, Readey's Riley T.T. Sprite punctured a front tyre on the last lap and Brewer's E.R.A. was towed in, while Summers' *monoposto* 2.9 Alfa Romeo and Marsh's E.R.A. also retired, the former unfortunately throwing a rod.

Carmichael's l.h.d. 328 B.M.W. came up on the final lap to take the next handicap race from Schofield's 4½-litre Lagonda, McCall's long-tailed 4½-litre Invicta giving third place to Askew's blown 1750 Alfa Romeo when it spun at Lodge Corner.

The Seaman Trophy Race for vintage racing cars came next and a big field got away on the flooded track for this exciting 10-lap scratch contest. Kain, leader in the MOTOR SPORT Brooklands Memorial Trophy Contest, was in fine form, his Type 35B Bugatti being unchallenged from start to finish, although an oil-pipe came adrift right at the end, necessitating a quick return to the paddock, so that this cheerful victor had to make his *lap d'honneur* sitting on the back of a Bentley!

St. John's Type 35B Bugatti finished second, nearly 10 sec. later, but it was left to Hamish Moffat to provide the excitement. He got up to third place by half-distance in his Type 35 Bugatti, which he was driving with his usual concentration and dedication (and still on beaded-edge tyres). In spite of spinning twice, on one occasion, at Lodge, having to leap out to restart his stalled straight-eight on the handle, which let both Footit's A.C.-G.N. and Sowden's enormous 8½-litre Bentley pass him, he contrived to finish third—Bugattis 1, 2, 3. Sowden drove courageously and very fast on the wet course, pipping Footit, who was also going magnificently, on the ninth lap. Kain made fastest lap, 72.13 m.p.h., and was the only driver to be timed at over 100 m.p.h. along the back straight, although the other "placed" Bugattis were not much slower.

By now everyone was very, very wet, yet the 10-lap All-Comers' Scratch Race promised well. Lucas was expected to go well in the ex-Fangio 250F Maserati and Brewer should have been well up in the 3-litre G.P. Aston Martin. In fact, it was Cottam who led from flag-fall and was never challenged, his Connaught winning at 69.25 m.p.h. Behind, Merrick was driving a notably calm, fast race in Murray's E.R.A., to come home second, 13 sec. behind the post-war car. Moreover, Merrick had disposed of Lindsay's 250F Maserati, which admittedly was suffering from snatching brakes, while Waller brought his E.R.A. in in fourth place, ahead of Balmer's Cooper-Bristol and Lucas' Maserati, the latter drifting his corners in true Fangio style. So, and on a slippery course, the pre-war cars had not been made ridiculous by the post-war machinery. Apparently Merrick found Dunlop R5s to his liking, whereas Waller was less happy on racing Dunlops; his E.R.A. certainly looked a handful, whereas Merrick's was noticeably more controllable.

The start of this All-Comers' Scratch Race was dramatic, because Salvage stalled his Connaught on the grid. His van was

rushed out to the pit road to re-start it, Salvage reversed back at high speed and, although the one-minute signal had been displayed, set about getting to his place on the grid. Tim Carson ran across and waved him to the back of the grid, whereupon the flag fell and a savage Salvage shot away, hit McCosh's Bentley, rode up over its rear wheel, broke a half-shaft, and spun into the barrier, miraculously missing, or being missed by, everyone else. Starts *are* dramatic this year! And what a brief race this driver had.

Two group handicaps and a normal handicap remained. The first was a gift to Jardine's type 22 Bugatti. Barr's 4.3-litre Alvis Special won the handicap from Peters' Soda Squirt, although boiling when it got back to the Paddock, but Lord Dunleath should have had it in the bag had his 1930 "Craigantlet" Frazer Nash with 328 B.M.W. (or do I mean Bristol?) engine, not lost a chain passing the pits on lap three—it has a nice alloy body with tail shaped like that of the 1924 Anzani-engined sports Crouch. St. John spun at Lodge and hit the bank backwards, without much damage to his Bugatti. Finally, the handicappers were kind again, and allowed Hine to romp home in the last race, his big Lagonda 29 sec. ahead of Wadman's Speed 25 Alvis.

**Results :**

**4-lap Vintage & P.V.T. Handicap :** J. Berrisford (Alvis) .. 58.61 m.p.h.
**4-lap Frazer Nash/G.N. Handicap :** T. D. Boyce (Frazer Nash) .. .. .. .. .. .. .. .. 60.19 ,,
**12-lap Richard Seaman Memorial Historic Trophy Race :** P. Waller (E.R.A.) .. .. .. .. .. .. 68.68 ,,
**4-lap Vintage & P.V.T. Handicap :** P. E. L. Carmichael (B.M.W.) .. .. .. .. .. .. 61.95 ,,
**10-lap Richard Seaman Memorial Vintage Trophy Race :** B. B. D. Kain (Bugatti) .. .. .. .. .. .. 67.19 ,,
**10-lap All-Comers' Scratch Race :** A. S. Cottam (Connaught) 69.25 ,,
**4-lap Group Vintage & P.V.T. Handicap :** R. A. Jardine (Bugatti) .. .. .. .. .. .. .. .. 57.54 ,,
**4-lap Vintage & P.V.T. Handicap :** H. F. Barr (Alvis) .. .. 69.87 ,,
**4-lap Vintage & P.V.T. Group Handicap :** D. R. Hine (Lagonda) .. .. .. .. .. .. .. .. 59.66 ,,
**Concours d'Elegance :** G. P. Middleton (Riley Imp)
**Concours d'Etat :** J. M. Welch (1924 Wolseley)
**Leaders in the MOTOR SPORT Brooklands Memorial Trophy Contest** after the Oulton Park meeting were :—
B. B. D. Kain (Type 35B Bugatti) 49 points; P. E. L. Carmichael (328 B.M.W.), 44 points; R. A. Jardine (Type 22 Bugatti), 39 points; T. D. Boyce (Meadows) Frazer Nash), 36 points; R. Masters (M.G.), 26 points; J. A. F. Blight (Talbot), 21 points; J. Berrisford (12/50 Alvis), C. Readey (Riley), M. Hope (Austin 7), G. H. G. Burton (Sunbeam), J. T. Williamson (Bentley), H. F. Barr (Alvis) and D. R. Hine (Lagonda), 18 points each. Additional points will have been scored at the V.S.C.C. Silverstone meeting which took place on July 30th.

### Oulton Oozings

Shouldn't Salvage try his hand at driving tests—he is so good at reversing?

* * *

The duty of course-patrol was shared between Clutton's 5-litre Bugatti saloon and Broadhead's very fine 30/98 Vauxhall Wensum.

* * *

A. W. Wragg ran a clever home-built copy of the "works" side-valve Austin 7 single-seater, but not, of course, with offset prop-shaft or tubular front axle. It had a magneto ignition engine with twin 45° S.U.s, hydraulic brakes, a transverse-acting gear lever, a good replica of the pre-war filler cap, etc., on a 1928 chassis. Much nicer than most of the supposedly "vintage" Austin 7s!

* * *

Are belt-driven cabin-blowers correct on pre-war cars? J. P. Goodacre's 1934 Q-type M.G. single-seater had one driven by a toothed belt. . . . .

* * *

After years of non-starting Anthony Brooke got his ex-David Brown Vauxhall Villiers to go effectively, although it was running so rich that the plugs had to be changed by mechanic Bill Crosland two minutes before the start of the Vintage Seaman Trophy Race. Starting from the back of the grid, the Vauxhall went well, by no means disgracing itself on this rare appearance.

* * *

The timing along the back straight credited the race winners with the following speeds: Berrisford (Alvis), 75 m.p.h.; Boyce (Frazer Nash), 78.6 m.p.h.; Waller (E.R.A.), 106.6 m.p.h.; Carmichael (B.M.W.), 90.5 m.p.h.; Kain (Bugatti), 101 m.p.h.; Cottam (Connaught), 105.9 m.p.h.; Jardine (Bugatti), 73.2 m.p.h.; Barr (Alvis), 99 m.p.h.; Hine (Lagonda), 86.6 m.p.h. Fastest time was recorded by Lucas' Maserati at 107.9 m.p.h., followed by Cottam, at 107.1 m.p.h. Slowest seems to have been Footit (A.C.-G.N.) at 41.91 m.p.h. in the second race (but obviously he was in trouble), while Whittaker's Austin 7 clocked 47.06 m.p.h. and Boyd's G.N.-Alvis 47.8 m.p.h. The Singer Junior racer was much better, at 62.05 m.p.h.

The tyre battle was evident even at Oulton Park, because apart from the benefit Dunlop R5s apparently conferred on Merrick's E.R.A., part of the success achieved by the 328 B.M.W.s, and Hutchings' ability to press the G.P. Maseratis so hard, was owed to the excellent grip of their Avon Turbospeed tyres on the wet course.

* * *

Oulton Park really is a pleasant place and the V.S.C.C. meeting there is very efficiently conducted.—W. B.

## SUPPORT LOST CAUSES!

The "Lost Causes" Rally, after being abandoned for some years, will be held again at the Montagu Motor Museum, Beaulieu, on September 4th, from 1 p.m. to about 4 p.m., no doubt because a new edition of Lord Montagu's excellent book on the subject is in the offing. There will be an optional *Concours d'Elegance*, followed by a parade, but, on account of motoring sport politics, no driving tests. There will be 15 classes catering for all those British cars no longer manufactured, commercial vehicles and motorcycles not being eligible. The classes cover Crossley, Invicta and Railton, Jowett, Lanchester, Lea-Francis, Trojan, Napier, Armstrong Siddeley (including Armstrong Whitworth and Siddeley-Deasy), Standard, H.R.G., and miscellaneous, with additional classes for the 3As of Scotland, Birmingham's defunct makes, Wolverhampton defuncts, and cars from the Maidenhead Jam Factory—reference to Lord Montagu's book will make these definitions clear. Classes will be combined, where necessary.

The entry fee of 5s. per car includes free admission to the rally field for passengers, and additional free Museum admission, etc., for drivers. Entries close on first post August 31st. The Editor of MOTOR SPORT has agreed to be one of the judges and if all goes to plan hopes to arrive in a very definite "lost cause." Details from M. Ware, Montagu Motor Museum, Beaulieu, Hampshire.

**V.E.V. Miscellany.**—According to *The Birmingham Post* an 84-year-old consulting surgeon still runs the 40/50 Rolls-Royce he bought in 1920. It has a specially-built touring body and has covered approximately 300,000 miles. The owner and his wife mixed the grey paint in which it is finished on the premises of the Birmingham coachbuilders who made the body and every year the car is driven from Ross-shire to Rolls-Royce's London Service Depot to be "dusted." No one, except the R.-R. mechanics, has ever driven it, apart from its owner, who used to take his operating table, nurse and anaesthetist in the car to the houses of private patients. It is said that he is the only R.-R. customer permitted to enter the workshops while servicing is in progress. The only time this Silver Ghost broke down was in 1956, due to metal fatigue in the back axle, but a replacement arrived four days later. The owner considers open touring cars delightful and the latest Rolls-Royce products "as ugly as sin. No dignity about them. . . ."



*Mrs. Waller, who lap-scored for her husband when he won at Oulton Park, went properly equipped for a wet day.*



*WHAT IS IT?—Can anyone identify this German runabout and say how long its type lasted?*

## THE ELCAR

In connection with our recent reference to Dodge Bros. and a mysterious rival quoted as a Leaver, an American reader has sent details of the 1930 Elcar with Powell Lever motor. The interesting thing about these engines was the use of a lever to double the piston stroke. The normal con-rod was coupled to one end of a rocking lever pivoted at its opposite end to the crankcase and coupled at its centre to another rod operating on the crankshaft big-end. Two versions were used in the Elcar, both L-head sixes, respectively of 2.5 in. × 8 in. (236 cu. in.) and 3 in × 8 in. (340 cu. in.). Known respectively as the model-83 and model-85, they were geared at 2.4 and 2.1 to 1. The American journal *Motor* remarked unkindly that while these unusually high rear-axle gears were interesting, it had been unable to discover why the Powell Lever Motor offers any notable advantages over conventional engines of the same piston displacement! Of course, the 1930 Elcar was not in competition with the Dodge we were discussing, but the inference is that perhaps the Lever car referred to was a forerunner of these Powell Lever engines.—W. B.

**The Delage Association** has been formed and has acquired the entire stock of Delage spares held previously by Elephant Motors, comprising several tons of parts for late-vintage and early p.v.t. cars. Copies of appropriate handbooks are being made. Details from P. Graham, The Cottage, Anningsley Park, Ottershaw, Chertsey, Surrey.

**V.E.V. Odds and Ends.**—A 1934 Armstrong Siddeley 15 with seized engine was for sale in Surrey for 10s. and the remains of the ex-McCalla 1924 G.P. Sunbeam have been found in Ireland. That Austin 10/4 van in Wales is still seeking a new home, a derelict 1920/21 Vauxhall chassis has been seen in Norfolk. A 1927 Sunbeam 25 tourer was retired some years ago in the wilds of Wiltshire, sharing accommodation with its owner's former horse-drawn carriages. A 1910 Triumph motorcycle has been saved from a Shropshire breaker's yard, there is a very early Austin 7 Chummy in a Shrewsbury B.M.C. dealers, and that 1925 Austin 7 fixed-head coupé at a mid-Wales garage—and *not* for sale.

The new General Secretary of the Lea-Francis O.C. is J. T. Woodhouse, 105, Boxley Drive, Wilford Hill, W. Bridgeford, Nottingham. Starkey, Knight & Ford, the brewers, have repurchased from a scrap yard a 1904 Foden solid-tyred dray they once owned and are using it for publicity tours of Devon, in the hands of its original driver. It averages better than 6 m.p.h. and apparently needs 200 gallons of water every 14 miles, which seems excessive. An SB Speed 20 Alvis engine was for sale reasonably at a Bristol metal merchants. A restorable Bean lorry and a fairly complete model-A Ford are reported from Cornwall.

# FLEET "TRANSPORT THROUGH THE AGES" RALLY

**(June 19th)**

Nowadays, veteran and vintage vehicles are an attraction at so many carnivals, fetes, traction-engine rallies and what have you that I content myself with reporting on one such rally a year, and what better than the local event, especially as I had to go to it to help with the judging?

There was an excellent motorcycle entry for the traditional short preliminary run, amongst which M. J. Holben's 1924 Seal 3-wheeler, with wheel steering but controls by external levers, and 980 c.c. J.A.P. engine, was particularly interesting. Of the cars which were attracted to this rapidly-expanding, pleasant, tree-girt, Hampshire country town (so avid for houses that its growth has been halted only because it has run out of sewers, and where I once saw a notice on a tree "Here a Church will be built to the Glory of God" changed later to "Choice houses and bungalows for sale"!) Dr. Wright brought his blown 1750 Alfa Romeo, with S.U. carburation although the original Memini instrument was on board, Try's 1921 Charron-Laycock was 100% immaculate, only ousted for overall award by Longworth's 1916 twin-cylinder Perry, with a Pratt's "High Test" petrol can on its running board. Greing's 1928 Gordon England Cup Model Austin 7 was in good "everyday" trim, Harvey's 1929 "loydoor" Austin 7 metal saloon extremely commendable, although losing marks for a wire, ending in a Meccano collar, for sounding a second horn, while Albon's 1927 blue Chummy Austin 7 ran it very close and the lady in nineteen-twenties costume, even to a period garter, helped it to the "Elegant Lady" award.

Nash's Standard Big Nine saloon claimed to be just vintage and, if its engine was filthy and body brush-painted, it excused this on account of daily usage and had one original tyre. Harris and Tindell shared a nice 1924 Vanden Plas Bentley tourer, even if some "brassing" was evident under the bonnet. Soden's 1926 12/40 Lea-Francis looked earlier and aluminium paint detracted from its engine, Capt. Kenning let his father bring a very rare car in the form of a 1923 10.8 Riley tourer, unhappily very shabby and decked out in comic notices. Wood's Armstrong Siddeley towered over smaller cars, dazzlingly yellow and appealing for "a girl in 1936 clothes" to accompany it on the "Elegant Lady" contest, and Savill/Fitt displayed a bogus racing No. 7 on their 1934 Fiat Ballila.

Purday immodestly proclaimed, *via* the programme, that his Alvis Speed 25 was the best of its kind in the U.K., which failed to get it an award, and the solid-tyred 1915 Selden lorry which came on a modern truck beat a very nice Morris-Commercial truck, in spite of having a bit of polished modern S.U. about its carburetter. Moreover, Baring's Ferrari 250 Berlinetta, for all its proclamation of racing participation, was vanquished in its class by a Triumph Vitesse. There were no 30/98s to challenge a Vauxhall Hurlingham, which took a 2nd place, from a high-chassis 4½-litre Invicta, as did a 1938 Austin 7 2-seater, in spite of too-recent headlamps and too-big tyres, the winner in this case being a fixed-head coupé 20/25 Rolls-Royce with initials on its doors, flying a coloured balloon! A ribbon radiator Triumph Super Seven saloon was presented by two young enthusiasts and the arena was flanked by some big traction-engines in steam and a horizontal steam-engine busy sucking water out of a domestic bath and pumping it back again. The Carnival Queen drove the winning Foden timber-tractor, being quite unaware of the purpose of the handle on its very low-geared steering-wheel!—W. B.

**Results :**

*Overall Motorcycle winner :* J. M. Heanes (1911 3½-h.p. Motorsacoche).
*Overall vintage and veteran car winner :* E. D. Longworth (1914 Perry).
*Veteran Motorcycles :* W. Lambert (1913 770 c.c. Royal Enfield and s/car).
*Vintage Motorcycles :* J. R. Caswell (1922 500 c.c. Triumph and s/car).
*Cars, 1904-1920 :* E. D. Longworth (1914 Perry).
*Cars, 1921-1930 :* A. W. Try (1921 Charron-Laycock).
*Sports Cars, 1920-1939 :* R. A. R. Smith (1927 4½-litre Invicta).
*Post-vintage cars to 1939 :* R. N. Trudeau (1933 20/25 Rolls-Royce).
*Cars, 1940-1966 :* R. Dixon-Pett (1966 Triumph Vitesse).
*Cars and Lady :* Mr. and Mrs. A. F. Albon (1927 Austin 7).
*Commercial vehicles :* C. Russett (1915 Selden truck).
*Steamers :* Adnam (Foden timber-tractor).

### V.S.C.C. PRESCOTT ON AUGUST 14th

As a change from seeing vintage and historic cars taking part in races or driving tests, on August 14th you can attend the annual V.S.C.C. Prescott Speed Hill-Climb, public admission to which is free on presentation of an admission ticket, obtainable from T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Berkshire (s.a.e. please), and payment of 10s. car-park fee. Entries have closed; practising takes place on the Saturday.

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### V.S.C.C. BLACKBUSHE DRIVING TESTS (July 2nd)

**Results :**

**Sports Cars :**
*First Class Award :* T. Ely (1934 Riley).
*Second Class Award :* H. F. Moffatt (1923 Bugatti).
*Third Class Award :* P. J. E. Binns (1927 O.M.).

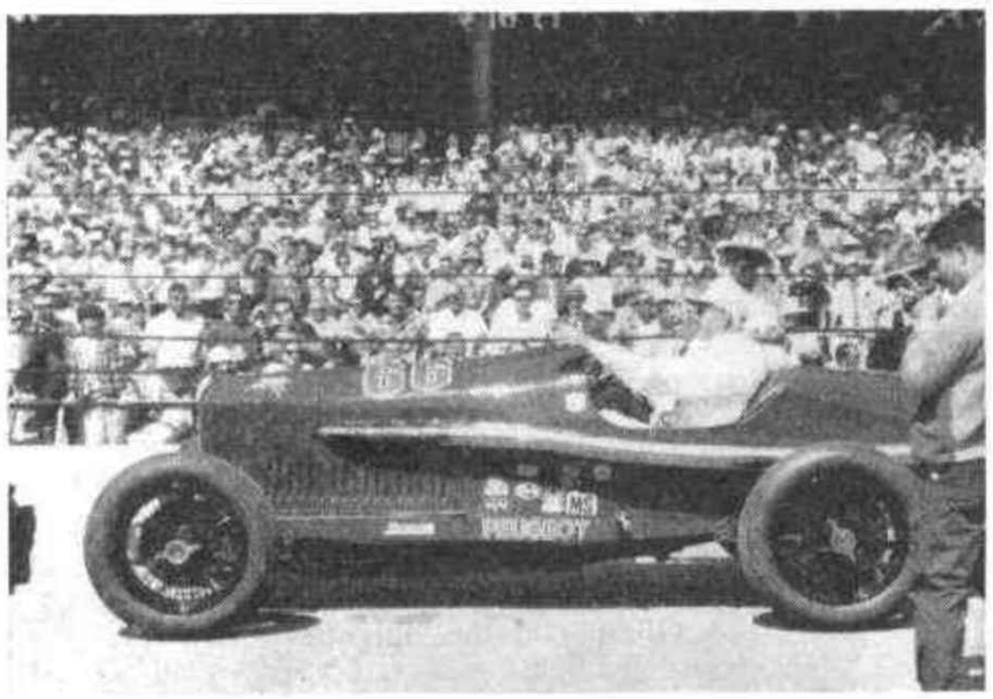
**Standard Sports Cars :**
*First Class Awards :* A. D. Jones (1923 Vauxhall) and W. S. May (1926 Frazer Nash).
*Second Class Awards :* F. G. Giles (1932 Frazer Nash) and R. G. Firmin (1936 H.R.G.).
*Third Class Awards :* D. H. Gahagan (1926 Bugatti) and P. G. Cole (1934 Bentley).

**Touring Cars :**
*First Class Award :* K. M. Hill (1930 A.J.S.).
*Second Class Awards :* C. G. Franklin (1929 Rover) and R. P. Bennett (1932 Riley).
*Third Class Award :* D. L. Franklin (1929 Rover).

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A Rover-Sunbeam ambulance has turned up in New Zealand. A *circa*-1926 Austin 12/4 with truck body has come to light in Wales. The origin of the older garage businesses could be a profitable line of research. A Kingsclere garage used to display photographs of veteran cars on its premises but these have now gone from the showroom window. However, a garage which has changed little in appearance since its inception is the Ledbury Motor Company, formerly Ledbury Motor garage, which was established in 1906 and has been an Austin agency since 1918. It displays photographs in its windows of Daimler and other early cars serviced there in pre-1914 days. Maybe readers can provide information about other long-established garages still occupying their original premises. The Editor has been given a 1920 o.h.c. 1.7-litre Dawson engine, gearbox and radiator by a generous reader who is a 12/50 Alvis enthusiast. The gearbox has the mountings for the pivotted gear lever which was a feature of these Coventry-built cars and the valve gear is reminiscent of Hispano-Suiza. Does anyone have any further information about the Dawson car or know whether Mr. Dawson, who built it, is still alive ? A 1926 long-chassis Jowett 2-seater was bought recently for £60 and flown to Holland by someone who is hoping to build up a 1924 short-chassis version from bits.

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*The Henry Peugeots are now rare animals but this 4½-litre G.P. version with which Resta won at Indianapolis in 1916 was paraded before this year's Indianapolis 500-mile race. The advertising insignia which it unfortunately now carries was not in evidence when the car originally raced.*

# VINTAGE POSTBAG

### Vertical Twins

Sir,

I was interested to read your footnote to a letter headed "Vertical Twins." I was offered a Violet-Bogey car for the M.C.C. 1913 "Exeter." This car had a vertical twin engine in which both pistons rose and fell together, and thus even firing occurred.

The engine appeared to run without undue vibration, and the exhaust sounded, of course, like a 4-cylinder.

The car was friction driven and it was essential to start off at "tick-over" revs. to avoid making a "flat" on the leather padding on the flywheel rim. The engine had sufficient torque at slow revs. and would start off on hills without slip. I recollect that I noticed about 24 hours before the start that the car had no lighting equipment fitted, but I managed to find a couple of acetylene motorcycle lamps and an oil tail-lamp.

At the start—Boxing night—the engine was frozen stiff, and a spectator who was chatting with the driver of the car behind me—a Morris, driven by W. H. Bashall—came forward, produced an oil-can from his pocket, and squirted paraffin through two taps in the cylinder head. That spectator was Wm. Morris (later Lord Nuffield). He also offered to turn the starting handle but, on hearing that it turned in an anti-clockwise direction, gave up and left it to me.

Incidentally, the "Violet-Bogey" completed the double journey without any trouble, and obtained a first-class award.

Chagford. W. A. JACOBS.

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Sir,

Referring to the letter in the June "Vintage Postbag," perhaps I may be allowed to pass on a few early memories of Swift cars.

In 1915 my father bought a 1911 10-12 h.p. Swift with a 2-cylinder, 180° engine. It had dual ignition originally but the distributor and trembler coils had been removed when we took it over. Owing to the fuel shortage we used to add up to 75% of paraffin to the petrol, injecting a few drops of neat petrol through the compression taps to start the engine from cold. It was a rugged and conventional car and in common with others of its date it was very easy to delve into its works. I remember removing the camshaft by the roadside to find that a tapered pin had fallen out of one of the cams, which was turning on the shaft.

In 1921 we gave £135 for a secondhand De Dion-Bouton which was then about 10 years old. The R.A.C. rating was 7 h.p. but we had a 25% rebate off the tax as the year was pre-1914. This car had a 360° vertical twin 4-stroke engine with a single crank and one long big-end journal with the connecting rods rigidly attached to the ends. There was a lot of vibration, which was made visibly apparent by the fact that the flat front mudguards had a natural frequency tuned to the normal cruising speed of about 25 m.p.h., but this did not worry us; after all, it was nothing compared with the fundamental vibration of a trotting horse, which was considered to be beneficial to the liver. It is difficult to compare the performance of these two cars, as the De Dion-Bouton was run on pure petrol, but it is fair to say that what the 360° engine lost in dynamic balance the 180° lost in evenness of torque. The De Dion-Bouton had a quadrant gear-change with three forward speeds and reverse in line; and a decellerater linked to the transmission brake pedal, but the engine speed could be controlled by a hand lever when the foot was off the pedal. For a slow car this was a very sensible arrangement. The oil pump had to be used every seven miles and as it was situated on the engine side of the dashboard there was always a ready excuse for "taking a little walk" on a long journey. We thought nothing of doing 150 miles in a day. This pump was designed to supply the same oil to the engine, gearbox and back axle by turning the handle to the indicated angle before depressing it. I cannot imagine how this ingenious piece of plumbing worked, but perhaps it never did, as the pipes to the latter parts had been disconnected before we had the car. One would expect the back axle to want something more robust than engine oil. We never changed the sump oil; it simply changed itself. We sold this excellent little car for £5 in 1925 while it was still in good running order.

Double-cylinder, 4-stroke engines with 360° cranks were certainly made quite early in this century. We had a cousin who had a 1905, 16-h.p. Albion and I well remember the thunderous

but even beat of its engine. It had an upright flat petrol tank on the inside of the dashboard, which acted as a very effective sounding board. This car was chain-driven and had low-tension ignition. By the side of the huge starting handle there was a half compression knob which, I presume, shifted the camshaft. There was a slightly newer 24-h.p., 4-cylinder Albion in the same coach-house.

To those of us who knew London when the National Steam Buses were whispering their way up and down the Bayswater Road the uneven beat of the 180° twin was too familiar to be considered odd, for about half the taxi-cabs were twin-cylinder Renaults with this type of engine, the other half being the 4-cylinder Unics. I think that they were both built in 1911 and they were still running for some years after the first war. But as far as odd noises are concerned the 3-cylinder Clyde, which was made in Leicester round about 1910, with a fleur-de-lis shaped engine, could knock spots off the 180° twins, for its mode of motion was that of a V12 missing on nine cylinders.

Dartmouth. N. R. HALL.

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Sir,

I feel I must hasten into print and wish to make a claim, as I am positive the late Mr. S. F. Edge would have done, that "Napier were first," in that their 1899 vertical twin engine was fitted with a 360° crankshaft. They made a matter of two or possibly three engines with this type of crank in 1899. The first car they ever made in 1900, the 8-h.p. twin-cylinder, was fitted with this type of engine, with 360° crank. This engine was only used in 1900 as the 9-h.p. model of 1901 was fitted with a 180° crank.

My own car, a 1900 8-h.p. Napier, is fitted with a 360° crank and is very nearly impossible to balance, as it has an extremely small crankcase relative to the engine, with bore 4 in. and stroke 6 in. The crank-chamber is so small that the crankshaft and rods very nearly touch the sides, which means it suffers severely from crankcase compression with the large displacement of both pistons going up and down together. If one opens the oil-filler by mistake with the engine running it is very easy to receive the crankcase supply of oil in one's face.

The balancing! The balance of this engine is carried out by fitting a balance-weight to the crankshaft web between the two con.-rods. This weight, approximately 50 lb., is extremely alarming, virtually touching the crankcase, and it is so wide that it almost touches the con.-rods, which is rather frightening, as, in effect, it revolves in the opposite direction and between the con.-rods. When the car is stationary the vibration is horrifying and items such as mirrors, lamps, etc. would be likely to fall off if not secure. Once it comes under load and on the move, however, the vibration stops and it is very smooth.

Having got this off my chest, I shall sit and wait for some other correspondent to find that the 360° crank was fitted to a 2-cylinder, 4-stroke engine back in 18?? on a 1-wheel, left-hand-drive "push it."

Hurstpierpoint. D. R. GROSSMARK.

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### Lanchesters at Brooklands

Sir,

In his review of the Profile on the Lanchester 40, Mr. Boddy makes the point that Edge's retirement from the attempt on the 12-Hour Record was occasioned by a broken steering arm. He implies that I am unduly partial to Lanchesters in saying the car was ordered in by George Lanchester, who noticed something was amiss. We are both right and both wrong in some aspects of this affair.

I was wrong in saying that the Lanchester in question was taken to Brooklands to investigate the phenomenon of wheel-shimmy, as this did not become an endemic trouble until a later date when the addition of front brakes increased the moment of inertia of the front axle beam and consequently lowered the bouncing period of the wheels (now fitted with medium-pressure tyres which also lowered the bounce-rate) so as to bring shimmy and tramp down within range of normal driving speeds.

The Lanchester which Edge drove was taken to Brooklands to investigate its potentiality as a racing car and Mr. Boddy is right in saying that the near-side steering arm broke; but I am also right in saying that it was signalled in by George Lanchester because of the appearance (not the re-appearance) of slight shimmy of the near-side wheel, which he also observed, as the car came off the bank into the straight, to be slightly out of track at certain speeds. The driver seems to have been unaware of the fracture until he slowed down to come in, as the steering was not affected at speed because centrifugal force kept the wheel almost correctly in track and "trail steering" looked after the cornering. It was only during the last 40 or 50 yards, as speed dropped, that the wheel went sufficiently out of track to put the car into a skid.

I am not happy about Mr. Boddy's statement that oversize wheels were used as a cheap alternative to altering the final-drive ratio, and that this caused the trouble. I think he must be confusing the car with an earlier "Brooklands Lanchester" with which George Lanchester and A. W. Bird (works manager) experimented. This had oversize wheels on the back only—there would have been no point in altering the front wheels as Mr. Boddy points out—but photographs of the car Edge drove show it wearing the standard size 895 × 135 tyres. Also the final drive *was* altered. A 10-start worm drove a 31-tooth wheel, whereas the standard chassis were supplied with final-drive ratios of 9:35 or 9:33 according to the type of coachwork to be fitted. George Lanchester's recollection of this detail is very clear and is supported by Edge's statement that the car was capable of "well over 100 m.p.h."

Mr. Boddy is surprised that the slight "epicyclic whine" emitted by a Lanchester 40 when stationary with the engine running (or for a few yards when starting from rest) was not sufficient to deter the "carriage gentry" from buying the car. The noise was barely audible; no more, perhaps slightly less, than the similar whine from the Daimlers of the 'thirties and they never seemed to lose their appeal to the carriage folk. I do agree, however, that it was a slight disadvantage by comparison with the pre-Kaiser-War Lanchesters which had a different arrangement of the epicyclic trains and clutches, and consequently emitted no gear noise when standing. I apologise for this long letter but it may help to put the record straight.

Odiham. ANTHONY BIRD.

[The point we both seem to have missed is that Edge drove a single-seater Lanchester, not the 2-seater "Winni Praps Praps" as implied, but I think Mr. Bird is incorrect in claiming that the public enjoyed seeing *three* Lanchesters, "Softly Catch Monkey," the Edge 40 and the Rapson 40 racing between 1922 and 1926. In 1921 the 2-seater ran in two B.A.R.C. races driven by C. A. Bird, lapping at 96.71 m.p.h. No post-war Lanchester was entered for a B.A.R.C. meeting in 1922 or 1923, but Edge took records with the single-seater, at speeds not exceeding 82 m.p.h., at the end of August 1922. I suggest it was regarded as too slow to be any use for the 1923 races; it was tried at Shelsley-Walsh, which implies it did not then have its 3.1 axle ratio. Rapson became interested in having a racing Lanchester and in 1924, driven by Parry Thomas, his single-seater appeared at the first B.A.R.C. meeting, lapping at 104.85 m.p.h. Whether this was the Edge car with slightly modified bodywork or another, I do not know. Incidentally, I just missed buying this splendid Brooklands car for £5 during the war—it was broken up before I knew of its fate.—ED.]

* * *

### The Franklin

Sir,

In reply to the letter of Mr. W. J. D. Clarke, I would like to add a few comments about the Franklin.

Approximately 150,000 Franklins were built in Syracuse, New York, between 1902 and 1934. The causes of the Franklin's demise are generally considered to have resulted from attempts to produce too many different models, and the depression, rather than the full-eliptic springs and wood frame (which was done away with in 1928). There is a very active club today, however; at the last national meet there were 50 Franklins present, some of which had been driven over 700 miles to the meet. There are over 750 members in the Franklin Club, and a magazine is published three times a year. Any questions concerning the Club or Franklins in general may be directed to Mr. A. H. Amick, Box 535, Cumberland, Maryland, U.S.A.

Indiana, U.S.A. DAVID L. GRAY.

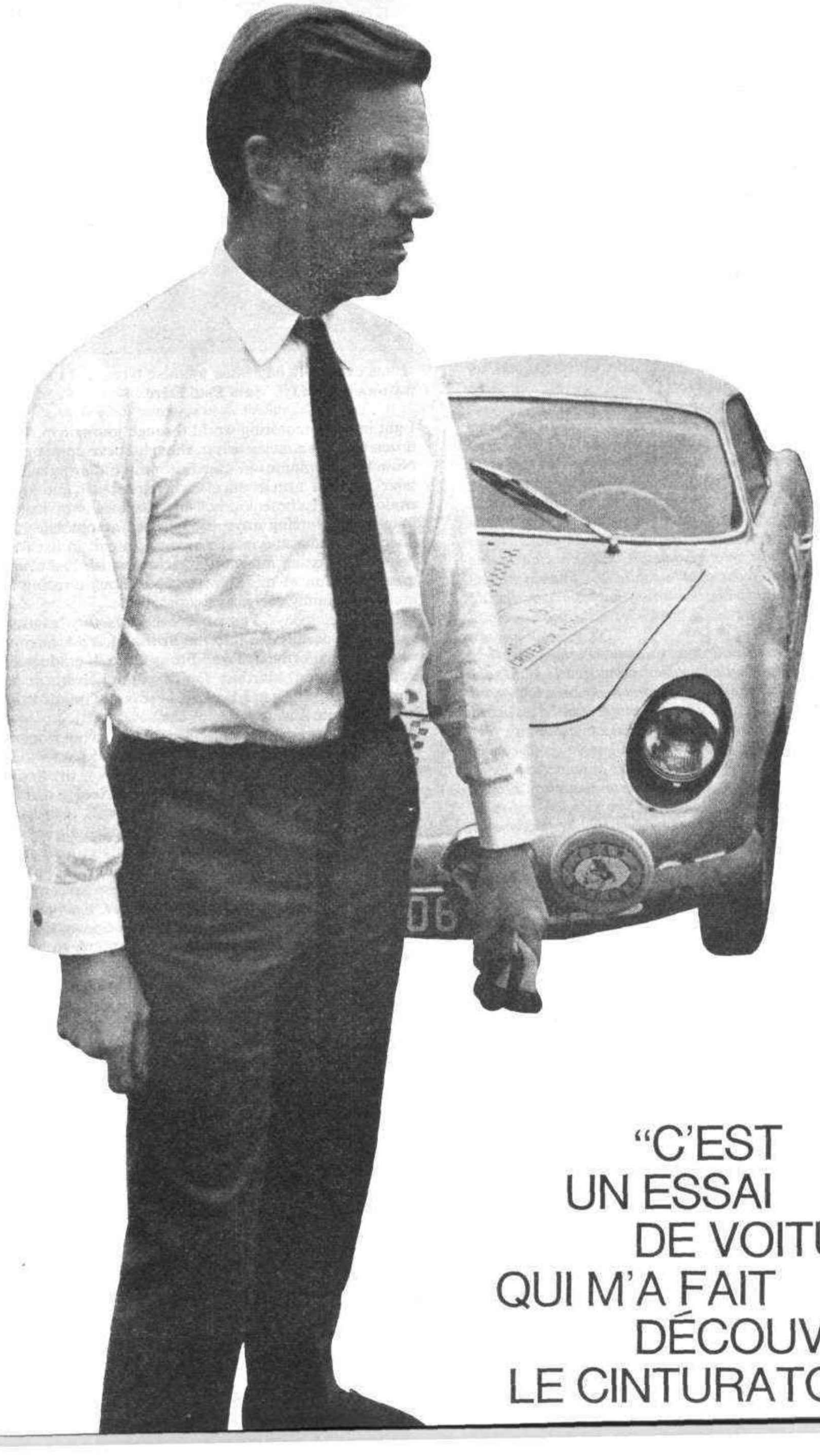
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### A Glimpse of the 'Twenties

Sir,

I have been an intermittent reader of MOTOR SPORT ever since it was the *Brooklands Gazette* and was peddled to the public on the Members' Hill at Brooklands, and every time I buy a copy

*Continued on page 743*



"C'EST
UN ESSAI
DE VOITURE
QUI M'A FAIT
DÉCOUVRIR
LE CINTURATO"



**'Ces pneus m'ont fait grosse impression et je les utilise toujours sur ma voiture personnelle', dit Paul Frère.**

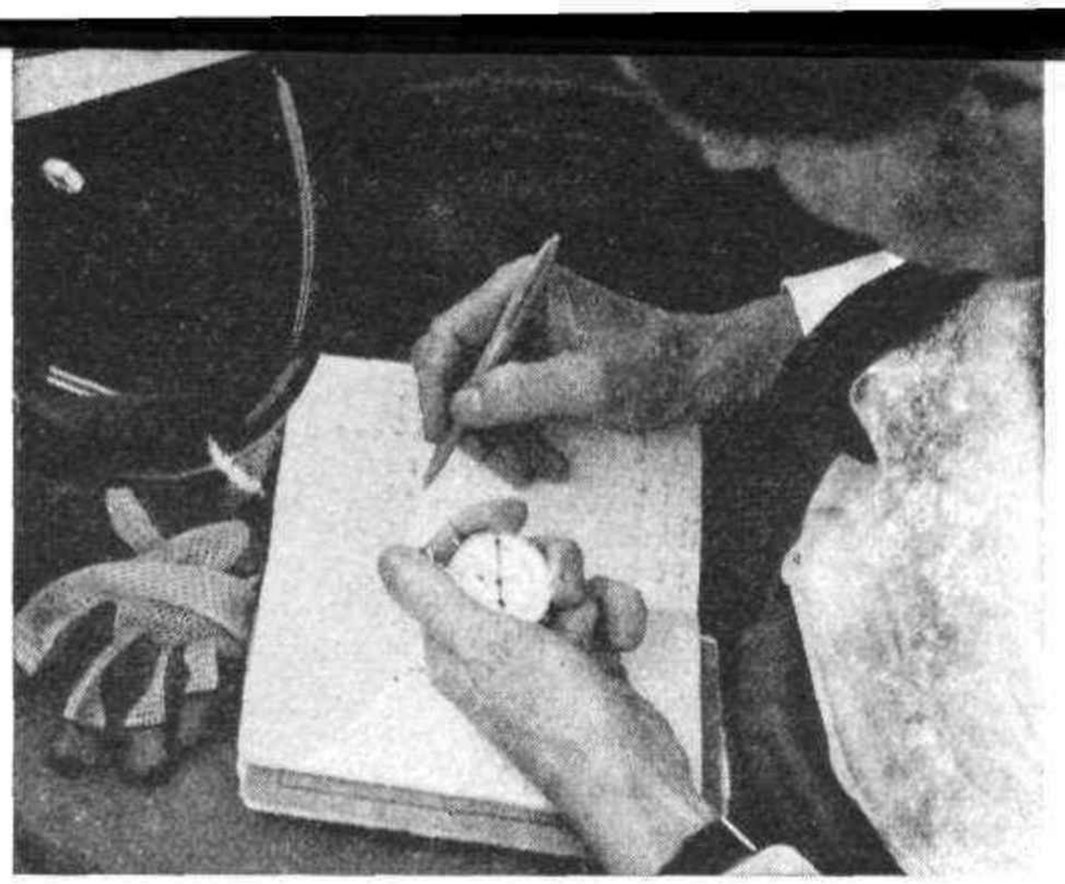
*J'entrai dans le monde automobile par le journalisme, ce qui ne m'empêcha pas de tenir pendant douze ans, le volant de voitures de courses, sur d'innombrables circuits. J'ai aujourd'hui mes rubriques dans quatre publications européenes, sans compter de nombreuses collaborations moins régulières. Après avoir obtenu mon diplôme universitaire, j'ai choisi le journalisme pour essayer de me faire connaître et m'ouvrir une voie dans la branche automobile. Mais bientôt le moyen devint une fin et m'aida aussi à réaliser un de mes grands rêves: faire de la course automobile. Et finalement les courses, à leur tour, m'aidèrent beaucoup dans ma carrière de journaliste.*

*J'ai presque toujours conduit des voitures d'usine. J'eus la chance de fair partie, très tôt, de l'equipe britannique H.W.M. qui courait en Formule 2. Puis on me vit au volant de Porsche, Aston Martin, Jaguar et Ferrari dans les courses pour voitures de sport et de Gordini et Ferrari dans plusieurs Grands Prix. Je me sentais fort à l'aise dans les voitures les plus diverses. C'est en 1948 que je disputai ma première course et c'est en 1960 que je renonçai à toute participation sérieuse à la competition. Cette année-la, j'avais gagné le Grand Prix d'Afrique du Sud, sur une Cooper, le Grand Prix de Spa pour voitures 'sport' sur une Porsche, et finalement, avec Olivier Gendebien, les 24 Heures du Mans sur une Ferrari. Un pilote dont la course n'est pas la profession ne peut guère espérer beaucoup mieux, et comme j'avais largement atteint l'age de raison, j'ai pensé qu'il serait peut-être temps de m'arrêter.*

*Depuis lors, mon activité de journaliste m'a fait que s'étendre. La majorité de mes articles est destinée à* Les Sports *en Belgique,* L'Equipe *en France,* Quattroruote *en Italie et je suis le Rédacteur responsable de la partie sportive dans* Auto, Motor & Sport *qui parait à Stuttgart, sans compter diverses collaborations moins importantes.*

*Je connais le Cinturato depuis ses débuts. C'est un essai de voiture qui me l'a fait découvrir. Ces pneus équipaient une Alfa-Romeo et me firent grosse impression, au point que j'en fis rapidement monter un jeu sur ma voiture. Aujourd'hui, ma voiture est d'un modèle qui a été conçu pour être monté sur des Pirelli Cinturato. Je l'utilise rarement en ville: presque toujours elle sillonne les grand'routes; c'est un usage pour lequel ces pneus sont très sûrs et extrêmement agréables. J'ai essayé de nombreux pneus à carcasse radiale et, à mon avis, le Cinturato réunit toutes les qualités qu'on doit exiger d'un bon pneu de ce genre. Et il n'est pas trop bruyant sur les pavés, ce qui est très important en Belgique, où j'habite quand je ne suis pas autre part . . . .*

*Comme journaliste de l'automobile, je dois tenir compte de tous les usagers, pas seulement les conducteurs d'une habileté très supérieure à la moyenne. Ainsi, je suis sûr que ceux qui cherchent à s'initier à la conduite correcte de voitures rapides auraient tout*



**'I was extremely impressed by these tyres, and I still use them on my own car today' says Paul Frère.**

I got into the motoring world through journalism. That led to a dozen years as a racing driver, though I never gave up my writing. Now I have columns in four European motoring magazines and buzz the odd article off elsewhere. After I got my degree in engineering, I chose journalism as a means of making myself known and forcing an entry into the automobile branch. But after some time, the means became an end in itself and it also helped me getting into motor racing, which had always been a great ambition of mine. In the end, though, racing helped me immensely in my career as a journalist.

In my racing days, I mostly drove for factory teams. I was very lucky and speedily got into the British H.W.M. team when they were racing Formula Two. From there I graduated to drive Porsches, Aston Martins, Jaguars and Ferraris in sports car races and Gordinis and Ferraris in several Grands Prix. I was at home in quite a wide range of cars.

I entered my first race in 1948 and I signed out from racing on a serious scale in 1960. After Gendebien and I won the Le Mans 24 hours race in a Ferrari, after I had won the South African Grand Prix in a Cooper and the Spa Sports Car Race in a Porsche, all in the same year, I thought, well, that was about the best one could do, without going out to race full-time. I wasn't so young any more, and I thought it was high time I stopped.

As a journalist, I had always had assignments with a variety of magazines and I have consolidated these since. Most of my articles go to *Les Sports* in Belgium, to *L'Equipe* in France, to *Quattroruote* in Italy and I am actually Sports Editor of *Auto, Motor and Sport* in Germany, in addition to several lesser assignments.

I have known Cinturato tyres since their early days. It was through my professional need as a motoring journalist that I got to know them. I think the first ones I had were on an Alfa Romeo. I was extremely impressed by these tyres and soon had a set fitted to my own car. Today, I'm running a car, which was actually designed round the Pirelli Cinturato, so it all fits very well. My car is hardly used for town work, I mainly drive it on the grand'routes and for that job I find those tyres very safe and pleasant. I have tried many radial braced tyres and in my experience the Cinturato has all the qualities one expects from a good product of this type; and it doesn't produce too much noise either, especially on cobbles, which is very important in Belgium, where I live when I am not elsewhere . . .

In my work as a journalist I must think of all types of motorists, not only the very best drivers. When I consider the Cinturato from the point of view of some of my readers who are perhaps just beginning to drive fast, I am sure it makes life easier for them, because it improves the handling qualities of almost any car.

Let's face it, there are some cars which just don't work with a radial braced tyre, but usually the fault does not lie with the



*interêt à monter des Cinturato qui améliorent le comportement de presque tous les modèles et pardonnent beaucoup d'erreurs.*

*Certes, certaines voitures ne s'accomodent pas de pneus à carcasse radiale, mais ce n'est généralement pas la faute des pneux: le guidage plus précis qu'ils assurent peut, en effet, faire ressortie davantage les défauts d'une voiture mal conçue. Par contre, je crois qu'on peut toujours dire que le comportement d'une* bonne *voiture est toujours encore amélioré par le montage de pneus à carcasse radiale. Ils augmentent la vitesse de virage, réduisent la dérive, améliorent la précision de la direction et favorisent la sécurité sur les routes mouillées. Certes, certains pneus à carcasse radiale sont plutôt 'traitres'. Mais les meilleurs d'entre eux 'préviennent' avant de décrocher et permettent au conducteur de se défendre avant que le dérapage prenne des proportions dangereuses. Les Pirelli Cinturato appartiennent à cette derniére catégorie. Sur la foi de mon expérience, il y a deux ou trois marques de pneus radiaux que je considère comme les meilleurs pour certains usages particuliers. L'un de ces pneus est le meilleur du point de vue de la tenue de route; c'est celui qui, hormis les pneus de course, permettrait de réaliser le meilleur temps sur un circuit. Il y en a un autre que je considère comme particulierement bon sur sol mouillé. Et enfin il y en a un que je choisirais pour ses qualités d'ensemble, un pneu qui atteint un niveau très élevé dans tous les domaines.*

*Ce pneu, c'est le Pirelli Cinturato, un pneu remarquable par ses qualités d'ensemble et qui ne provoque pas de vibrations désagréables de la carrosserie sur certains types de pavés, comme le font certains pneus radiaux. Il assure une conduite précise et 'prévient' à temps, ce qui est très important pour ceux qui roulent vite. Et, c'est très important aussi, il assure une bonne adhérence sur sol mouillé.*

*Je parcours, en moyenne, 80,000 kilomètres par an, pour la plupart au volant de voitures que j'essaye. Le reste—15 à 20,000 kilomètres—est couvert au volant de ma propre voiture que, le plus souvent, je ne choisis, quand he pars en voyate, que pour le plaisir que sa conduite me procure. C'est un Coupé Fiat 2300 S, une voiture qui frise le 200 à l'heure et qui, comme je l'ai dit, a été conçue pour être équippée de Cinturato. Il est peut-être exagéré de dire qu'une voiture devrait être conçue 'à partir' d'un pneu d'un type et d'une marque bien déterminés en fonction de l'usage auquel elle est destinée, mais je crois qu'il est indispensable que le constructeur tienne compte, en créant une voiture, de la structure des pneus sur lesquels il compte la monter. Si elle à été créée pour recevoir des pneus à carcasse radiale, l'usager pourra, en choisissant la marque des pneus radiaux qu'il y monte, obtenir dans le cadre général du comportement recherché par le constructeur, les variations convenant à ses préférences personnelles. Mais il serait une grave erreur de remplacer des pneus radiaux par des pneus à plis croisés, alors que le contraire est presque toujours avantageux. Dans ce choix, pour ma part, j'ai opté pour le Cinturato.*

tyre: the more precise behaviour of a radial braced tyre only makes bad design show up more drastically. I would say that any *good* car is improved by a good radial braced tyre. You get a higher cornering speed, less slip, more precise steering and safer handling in the wet. Mind you, there are some radial braced tyres which aren't predictable at all. With the best, if you are going into a slide you can feel them go, and correct. Pirelli Cinturatos are among those with which you know exactly where you are. In my own experience, there are two or three makes which I would rank at the top for different purposes. One for absolute best handling, let's say on the track, not using racing tyres, of course. Another radial braced because it's particularly good in the wet. And yet another because it is a very good all round tyre, ranking very high in all aspects.

That's where I would place the Cinturato. It's particularly good all round, and does not induce body vibration on the noisier sort of road as do some sorts of radial braced tyres. It gives very precise and entirely predictable handling, which is important if you drive fast; and it's good in the wet.

I cover an average of about 50,000 miles a year, mainly driving other people's cars. Of that mileage I suppose I do about ten or twelve thousand in my own car, just for the sheer enjoyment it gives me. It's a Fiat '2300 S', a 120 miles per hour plus motor car, that was designed round the Pirelli Cinturato. I do think a car should be designed, perhaps not round a specific make of tyre but certainly round a specific type of tyre, according to the main purpose its designer has in mind for his brain child. If a car has been designed round a radial braced tyre, drivers can vary in their judgements about the performance of a particular make of tyre, but they can't really abandon the radial braced with any wisdom. All I can say is that I agree with the makers of my car: I fit, and enjoy, Cinturato.

PIRELLI
CINTURATO

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

Name .....

Address .....

.....Make of car .....

E.I./A

## RALLY REVIEW

# GENEVA RALLY

**General Classification**

| | | | |
|---|---|---|---|
| **1st :** | G. Staepelaere/A. Aerts (Ford Lotus-Cortina) | 228 | points |
| **2nd:** | A. Fall/H. Liddon (B.M.C. Cooper S) | 278 | ,, |
| **3rd :** | J. Ogier/B. Ogier (Panhard 24 CT) | 296 | ,, |
| **4th :** | G. Verrier/J. Syda (Citroën DS21) | 317 | ,, |
| **5th :** | L. Bianchi/" Vic " (Citroën DS21) | 395 | ,, |
| **6th :** | G. Larousse/Mme. S. Petit (N.S.U. Prinz 1000) | 438 | ,, |
| **7th :** | J-J. Thuner/J. Gretener (Triumph Spitfire) | 493 | ,, |
| **8th :** | I. Ramu/M. Mauris (Alfa Romeo GTA) | 755 | ,, |
| **9th :** | G. Theiler/E. Bechtel (B.M.C. Cooper S) | 900 | ,, |
| **10th :** | Mlle. L. Pointet/J. Fougeray (Panhard 24 CT) | 1,182 | ,, |
| **Manufacturers' Team Prize :** | B.M.C. | | |

SUCCESS can be very elusive; and certainly in European Championship rallies success has been very, very elusive for the Competitions Department of the Ford Motor Company. Try as they might, the men from Boreham have seen outright victory snatched from their grasp several times in the past two years. As perfect examples take Vic Elford's retirement 20 miles from outright victory on the Alpine last year, or his technical disqualification on this year's Italian Rally of the Flowers. Therefore it was by a peculiar quirk of fate that a lone Ford of Belgium Lotus-Cortina should take premier position on the seventh round of the European Rally Championship, the Geneva Rally.

Admittedly the driver, up-and-coming 29-year-old Gilbert Staepelaere, co-piloted by Andre Aerts, is not such a private entry as may seem apparent at first glance. He was employed basically as a salesman by Ford of Belgium, however, because of his prowess over the past few years in his own country (Belgian Rally Champion in 1965; co-driver to French Rally Champion Henri Greder when they won this year's " Rallye du Nord " in a Ford Mustang) his company has provided him with the car, and assistance in preparation. The assistance extended to purchasing a Group 1 engine from Alan Mann for use on this rally. He also has the use of his staff Mark V Zodiac for towing the Cortina (and in this instance for reconnaissance purposes as well!).

Ford had declined to enter the Geneva as Championship points were only scoreable in Groups 1 and 3. Vic Elford was due to do the rally in a similar car to Staepelaere's, and ironically would almost certainly have won it, but was let down by the non-arrival of his Sir Peter Moon-entered vehicle.

One should also take a closer look at the result, for the Geneva is not run on a " scratch " making basis, i.e. quickest man wins, but on a handicap system which takes into account tuning and capacity—by category and by class.

Definitely the most favoured cars were those in Group or Category 1 (Touring cars, unmodified, of which 5,000 must have been built). Particularly then a less-than-1,000 c.c. car in Group 1 had the best time allowances over the ten selective sections (the three hill-climbs counted only as tie-deciders), while next best came the Cortina and cars like the Group 1 1275 S of Tony Fall and Mike Wood. With less time allowance, but still in with a chance were the modified touring cars, like Paddy Hopkirk's Group 2 Cooper S. Less time allowance still and with virtually no chance at all came the Grand Touring cars.

One other point to consider was that the road sections were marked at 100 points per minute lost, while the selectives only carried a penalty of 60 points per minute. The idea being that the less powerful Group 1 cars might find it more difficult to stay clean on the road. Needless to say it didn't quite work out that way. Notice that Group 1 cars filled the first six places.

The rally itself was divided into two portions, one to the north and west of Geneva, and the second leg, after a day's sleep, to the south and west. The second leg was the more interesting for it included a lot of favourite Alpine sections, the St. Jean-en-Royans circuit to name but one.

However, the first night saw the early demise of B.M.C.'s premier hope, Paddy Hopkirk, with Terry Harriman navigating on his first Continental International. They went out with a broken gearbox. B.M.C.'s other hope was Tony Fall, fresh—well, perhaps that's the wrong word—from his Scottish Rally victory the previous week. Try as he might, the Yorkshireman could not match the Lotus, incidentally both being in the same class, and so had to be content with second place overall. However he did manage to hold off the strong challenge from the Panhard 24CT of Ogier and the DS21 Citroëns of Bianchi and of Verrier.

Tempers flared slightly at the end when Patrick Lier (Hillman Rally Imp) threatened to protest against the organisers for not specifying a set route on the tightest of the road sections. On this piece everybody had lost time, some more than others, by taking the 3-kilometre longer, albeit less foggy, way. If the section were to be cancelled Lier would win the GT Category from the Triumph Spitfire of Swiss garage owner and Triumph ex-works driver, Jean-Jacques Thuner. However, we gather that the outcome was peaceably settled.

B.M.C. did quite well out of the event, taking the Manufacturers' Team Prize and two class wins in Group 2; Culcheth/Syer up to 1,000 c.c. and Freeborough/Krauklis 1,000 c.c. to 1,300 c.c. Poor Tony Fall, although second overall, came second in class as well as Category!

Determined story of the rally must come from the works Porsche 911 driver, young Gunther Klass. When the throttle linkage broke on a selective section he sat on the back holding on to the open " boot " and hand-operated the throttle, while co-driver Wütherich steered and braked. Not only did they finish the 13 km. of stage, but continued like that for another 50 km. to the next service point! They won their class!—A. E. A. K.

# GULF LONDON RALLY

**General Classification**

| | | | |
|---|---|---|---|
| **1st :** | Ake Andersson/Sven Svedberg (Saab) | 3,453 | penalties |
| **2nd:** | Pat Moss-Carlsson/Lig Nyström (Saab) | 4,096 | ,, |
| **3rd :** | Björn Waldegard/Bertil Eriksson (VW 1600 TL) | 4,623 | ,, |
| **4th :** | Jan-Erik Lundgren/Geraint Phillips (Opel Rekord) | 4,661 | ,, |
| **5th :** | Andrew Cowan/Brian Coyle (Imp) | 4,748 | ,, |
| **6th :** | Martyn Esmor-Thomas/Barry Hughes (Cooper S) | 5,109 | ,, |
| **7th :** | Michael Telford/Peter Handy (Anglia) | 5,276 | ,, |
| **8th :** | Kjell Liverstam/Fergus Sager (Volvo) | 5,378 | ,, |
| **9th :** | Malcolm Gibbs/Randal Morgan (Cortina GT) | 5,421 | ,, |
| **10th :** | David Pollard/Tony Baines (Imp) | 5,422 | ,, |

ALTHOUGH the youngest of Britain's five Internationals, the Gulf London Rally has achieved, in only two years at that status, a reputation of which the organisers of even the established R.A.C. Rally must surely be envious. The reason is certainly no secret among discerning rallyists and is simply that its organisation team is led by one who is no mean competitor himself and who uses the experience gained by many successful years at the wheels of factory-entered cars to provide hitch- and bitch-free rallying for all who come along. Generous sponsorship by Gulf Oil (Great Britain) Ltd. did, of course, render David Seigle-Morris' task an easier one, and it was with little or no trouble that the 120-strong entry list was filled to way past overflowing. The tough, 35-stage rally was considered to be far more physically demanding than most Continental events, for the latter usually have substantial rest halts, whereas the Gulf, although shorter overall, was divided only by two rests of one hour each. The substantial entry from Sweden was no coincidence, for the Gulf company is extremely active in Scandinavia and had ensured that the event earned maximum publicity among Swedish rallyists by offering to pay the entry fees of private entrants. Swedish works entries included R8 Gordinis from Svenska Renault, Volkswagen 1600s from Scania Vabis and, of course, Saabs.

Unfortunately, for themselves that is, the British factories tended to minimise the importance of the event, which shows a very short-sighted policy indeed. The Society of Motor Manufacturers and Traders has a ridiculous rule which forbids affiliated companies advertising their success in an event unless it is one for which the S.M.M.T. has given its approval. As this is never given until the event has been held for at least three years in succession, the London rally was not going to be a " trade-supported " event. And this is where the short-sightedness comes in. As they were not going to be able to advertise that they had won (if, of course, they should win) the Ford Motor Company, for instance, chose to completely ignore the event. Their three top drivers, Elford, Clark and Melia, were taking part, but Ford helped pathetically little, both Elford and Clark having to find their own cars, and all three being left completely without service support of any kind.

It would not do for a journalist to underestimate the power of advertising, but there are other forms of sales promotion than by a lone claim that " We won." Everybody, by now, knows that Saabs took first and second places, a Volkswagen third and an Opel Rekord fourth, and this despite the lack of advertising. When Carlsson won the R.A.C. Rally so many times in suc-

cession quite a large number of Britain's, nay, the World's, rallyists went out and bought Saabs. Is this going to happen again? If so, Ford will have cause to regret their decision to shun the Gulf.

B.M.C.'s Stuart Turner was astute enough to see the possibilities of the event, advertising or no, and cars were lent to both Fall and Hopkirk, although they were not official works entries, and they were backed by the presence of one fully-equipped service car. This, as it turned out, was not enough, and it is reasonably safe to assume that things might not have gone the way they did had B.M.C.'s service coverage been doubled. Rootes had three works cars on loan to their regular drivers, but although they provided service backing, it was not as plentiful as it could have been.

In direct contrast, the three Swedish factory teams were providing full coverage, and this was to pay dividends, but it is wrong to assume that the capture by the Swedes of the first four places signified a walk-over victory for the Vikings. On the contrary, British drivers showed themselves to be infinitely quicker on the special stages. But they did not display the strategy of the Swedish crews and went all out from the start. On the rough northern stages these tactics resulted in broken motor cars and, lacking service support as they were, they stayed broken. The Swedes drove not merely to win, but to finish, and when British cars were disintegrating about them, went on steadily to claim the top honours, the last of the British leading drivers rolling his car into a little ball when comfortably in the lead in the late stages of the rally. The first three cars were works-supported, but the fourth, Lundgren's Opel Rekord coupé, was quite on its own and it is to the driver's credit, and typifying Swedish strategy, that he drove in such a way that all the car needed was a refilled screen-washer bottle and a change of two punctured tyres.

Perhaps a lesson has been learned. Certainly it is hoped so. When an International Rally is so close to home as this one was, it is bad policy to ignore it simply because it is not a European Championship event and because a union-like body says " thou shalt not advertise."—G. P.

## RALLY VLTAVA

**General Classification**

| | | | |
|---|---|---|---|
| **1st :** | R. Aaltonen/H. Liddon (B.M.C. Cooper S) .. .. | 8,320 | marks |
| **2nd :** | B. Söderström/G. Palm (Ford-Lotus Cortina) .. .. | 8,373 | " |
| **3rd :** | T. Mäkinen/P. Easter (B.M.C. Cooper S) .. .. | 8,377 | " |
| **4th :** | S. Zasada/Z. Leszczuk (B.M.C. Cooper S) .. .. | 8,761 | " |
| **5th :** | P. Moss-Carlsson/E. Nyström (Saab Sport) .. .. | 9,098 | " |
| **6th :** | K. Komornicki/L. Jaworowicz (B.M.C. Cooper S) .. | 9,557 | " |
| **7th :** | J. Bobek/L. Hnatevic (Skoda 1000 MB) .. .. | 9,670 | " |
| **8th :** | Z. Cechmanek/J. Pelucha (Tatra T2-603) .. .. | 9,797 | " |
| **9th :** | A. Mark/B. Stiborek (Tatra T2-603) .. .. .. | 9,918 | " |
| **10th :** | D. Lambart/W. Zink (Opel Kadett Coupé) .. .. | 10,134 | " |

**Manufacturers' Team Prize :** B.M.C. (Aaltonen, Mäkinen, Zasada).

IN 1965 Rauno Aaltonen's victory on the Czechoslovakian contribution to the European Rally Championship started him on the path to final conquest of that very contest. It will be interesting to see if history will repeat itself for the Finn took his Group 2 B.M.C. Cooper S to a lucky first place on this year's event. Lucky because the quickest and also the unluckiest man, Timo Mäkinen, had assured victory snatched from his grasp when the Mini went onto three cylinders with a broken rocker only seconds from the end of the very final test—the regularity run. Mäkinen's motto has always been that the car should be driven hard from beginning to end. However this does not mean that he is an engine wrecker by any means, it being rare for him to have engine blow-ups. More often it has been just sheer bad luck; for example the Mini-bonfire on the 1965 Acropolis, broken suspension bracket this Acropolis, transmission on the Swedish, notwithstanding the Monte disqualification this past January.

When talking with Timo about his driving technique it becomes apparent that he is most conscious of rev limits, this being exemplified by the fact that the two racing engines he uses in Finland for local events have not needed major rebuilds during the past two years. When reasoning why he does drive so hard it helps to recall his 1965 Monte victory—the snowy one. His car was the only one to reach Monte with a clean sheet through the entry-decimating blizzard. It was obvious that victory was his for the picking merely by taking it relatively easy on the seven tests in the final 600-kilometre mountain circuit. But no, Makinen went out and set up fastest times on six of these stages. His view was that if he took it easy the chances of going off, and one must remember that for Timo to go off is a rare occurrence indeed, were far greater than if he drove at his usual flat-out pace and kept up his 100% concentration.

On rough stuff the idea behind flat-out driving is that it will do less damage than nine-tenths motoring. His method is to keep the nose of the car high, so if a rough patch appears a quick slam on the brakes followed by hard acceleration keep the front suspension up as the car roars on. It goes without saying that this doesn't apply for undulating road surfaces which make the car " yump."

Timo Mäkinen must surely be regarded as the fastest rally driver of the time, and therefore taking the parallel example of Stirling Moss, if he drives the car the hardest then any weaknesses will come to light in his hands. By comparison Rauno Aaltonen is a more sympathetic driver who will nurse the car as far as possible.

All this was quite apparent on the Vltava for Mäkinen put up fastest times on ten of the fourteen special stages, and despite a 45-second disadvantage early on due to a sticking petrol pump, had regained the lead before the penultimate stage. Then of course the misfortunes of the regularity run back in Prague wherein Mäkinen dropped to third place just four seconds behind Söderström.

The same penultimate stage saw Aaltonen in the bushes for a loss of a minute and a half. However, this still left Aaltonen ahead of the Swedish-crewed works Ford-Lotus Cortina of Bengt Söderström and Gunnar Palm, and even another 20 seconds dropped on the last special stage through running out of petrol did not bring the Cortina within victory distance. Incidentally, Söderström is to be commended for a fine, steady, quick, trouble-free drive!

The 2,500-kilometre rally was only seriously contested by the four red cars from Britain—all running in Group 2. The second Ford went out on the eighth special stage when Vic Elford departed from the road and made the acquaintance of a large tree, luckily without injury to himself or co-driver John Davenport. He had gone from 100 mile-an-hour roads in brilliant sunshine into a dark wood with an immediate slow left and sharp right. As is his usual practice on loose stages Elford wasn't using pace notes.

They didn't make the right-hander!

One person who could have affected the leaders if he had been Group 2 mounted was Polish rally champion Zasada in a loaned Abingdon Mini. He was most impressed with the car; and now that both Rovers (they lent him a 2000 for the Monte) and B.M.C. have given him a try-out one wonders who will try him next!

Saabs were the only other non-Iron Curtain country to send cars, and these were just for their pair of Carlssons. Eric was making his first appearance since the back affliction from the East African Safari Rally. He retired when a nut worked loose on a petrol union and sucked air into the carburetters. Pat kept the Saab flag flying by bringing her outpaced car into fifth place behind Zasada. She was astonished to find at the start that her car was of the old body style without the full-width grille, and with the radiator at the rear of the engine instead of at the front. Apparently Saabs have still one or two old-style body shells which are to be used up!

As can be only expected of a country with a motor industry still some years behind ours in technical advancement, the local works teams had little chance of success. The severity of the event (or the weaknesses of the locals) can be gained from the fact that only 20 cars were classified as finishers.—A. E. A. K.

## THE R.A.C. INTERNATIONAL RALLY OF GREAT BRITAIN

When it was announced earlier in the year that the roads of Britain's State Forests were to be made available to more motor clubs for use as special stages there was jubilation among those who regularly indulge in this splendid nocturnal sport. But when the news came that each club would first have to guarantee what amounts to an unlimited financial backing in order to compensate, if necessary, the Forestry Commission for road damage, the elation soon took a plunge. Several events have, in consequence, been cancelled and even the R.A.C. Rally, Britain's part in the European Rally Championship, is in the shadow of financial difficulties. However, we gather that the R.A.C. has been making a diligent search for sponsors and although, at time of writing, confirmation that the event will in fact be held was not forthcoming from the R.A.C., we learn from informed sources that the kitty will soon be sufficient to run the event on its traditional November date.—G.P.

# TWO FORDS

## Driving the Latest Cortina-Lotus and the new V6 Zephyr




WHEN MOTOR SPORT road-tested the Ford Cortina-Lotus in its original form, reporting on it in the issue for January, 1964, we found this Colin Chapman/Cosworth-conceived twin-cam Cortina with its close-ratio gearbox, alloy body panels and special back axle on coil springs, a highly satisfying proposition. It was a car intended for saloon-car racing and effectively cleaned up the European and B.R.S.C.C. Saloon-Car Championships of that era.

Since that time various modifications have been made to overcome a certain lack of dependability and to make this fast twin-cam saloon a more practical road car. Chapman had located the back axle so effectively that the car itself weaved a bit on fast straights, which some testers disliked but which we did not find particularly troublesome. More unfortunate was the inability of the light-alloy differential nose-piece to cope with this restriction; the retaining nuts would slack off, with consequent loss of lubricant.

When the revised leaf-spring rear suspension with upper radius arms was adopted very successfully (if you don't mind a choppy back-seat ride) for the Cortina GT in 1965 it was logical to use it for the Cortina-Lotus, in conjunction with a normal back axle. The light-alloy body panels had already been replaced by ordinary steel panels in the pursuit of reduced cost and as the close-ratio gears of the Lotus version had involved a bottom gear too high for traffic driving, various changes were made, until, for 1966, the close-ratio Corsair GT gearbox was used, giving ratios of 2.972, 2.010, 1.397 and 1.0 to 1, with an axle ratio of 3.90 to 1.

A revised instrument panel and Ford's extremely acceptable Aeroflow ventilation system were adopted for the later Cortina-Lotus cars.

Driving a 1966 Cortina-Lotus I noticed at first the heavy, fierce clutch and harsh action of the suspension, in comparison with the Cortina GT I had been using. This soon became acceptable and one was able to appreciate the even more impressive acceleration and the feeling that the engine was never really working hard, even when taken to 6,500 r.p.m. in the indirect gears, when it automatically cut out, to obviate over-revving, although the tachometer is calibrated to 8,000.

The ride is better than that of a Cortina GT, but is choppy and deteriorates on really rough roads. The car still weaves a bit on the straights and under braking, and the special front seats were comfortable if a bit soft in the cushion after they had been occupied for long periods. Just occasionally the engine would fluff, after traffic running, but it soon cleared, and gave a top speed of—well, you were very quickly up to 70 m.p.h. Oil pressure was reassuring at 40 lb./sq.in. and the water temperature rose to 90 deg. C. in traffic, but normally read 83-85 deg. C., although, curiously, the needle of the thermometer tended to float. This was also a shortcoming of the speedometer needle.

The neat facia, with individual dials and a metal panel, is very acceptable and the wooden gear-lever knob reminded me of my 1927 Morgan 3-wheeler. . . . The "Lotus—Indianapolis 500 Winners 1965" on the transmission tunnel is in keeping with this compact, unobtrusive saloon, which is very quick about the place. . . .

The test car was on Dunlop Gold Seal C41 tyres, gave a fuel consumption of the best petrol of 27.8 m.p.g. and in just over 1,000 miles had consumed 1½ pints of oil. The disc front brakes squealed a good deal and the l.h. winker needed hand-cancelling but otherwise this very fast, notably accelerative Ford was entirely trouble-free and extremely good fun to drive. The brakes, suction-servo-operated on this model, were rather sudden but extremely powerful, the gear lever splendidly located, controlling a rather notchy change. The Ford Cortina-Lotus in its present form is an agreeable, if somewhat expensive, proposition at a selling price of £1,010.

* * *

In the latest, much publicised V6 Mk. IV Zephyr 2½-litre saloon Ford of Britain have a particularly commodious medium-engine-size large family car. While it is difficult to understand the adherence to a long bonnet when the power is produced by a compact V6 engine, this has admittedly enabled the spare wheel to be accommodated ahead of the machinery, where it leaves the very big luggage boot uncluttered, and does not get as hot, to the tyre's detriment, as pessimists predicted it would. Thin screen pillars assist visibility although the bonnet is so long and broad. The pull-out interior door handles, however, seemed to be located just where the elderly might grab them when alarmed. . . .

The new independent rear suspension has very effectively smoothed out the rough ride for which Fords were formerly notorious but it does not bring in its train quite the high standards of roadholding I had hoped to experience and which had been hinted at. There is strong understeer but really ambitious cornering results in the inner back wheel losing contact with the road and the tail coming round, a situation which low-geared steering hardly enhances.

The steering, too, is very heavy for parking and has a vague feel about normal lock, while the Goodyear G8 tyres made a good deal of noise in negotiating bad roads, promoted vibration at 70 m.p.h., and gave very poor traction on slippery surfaces, even level ones. The ride improves with a full load aboard.

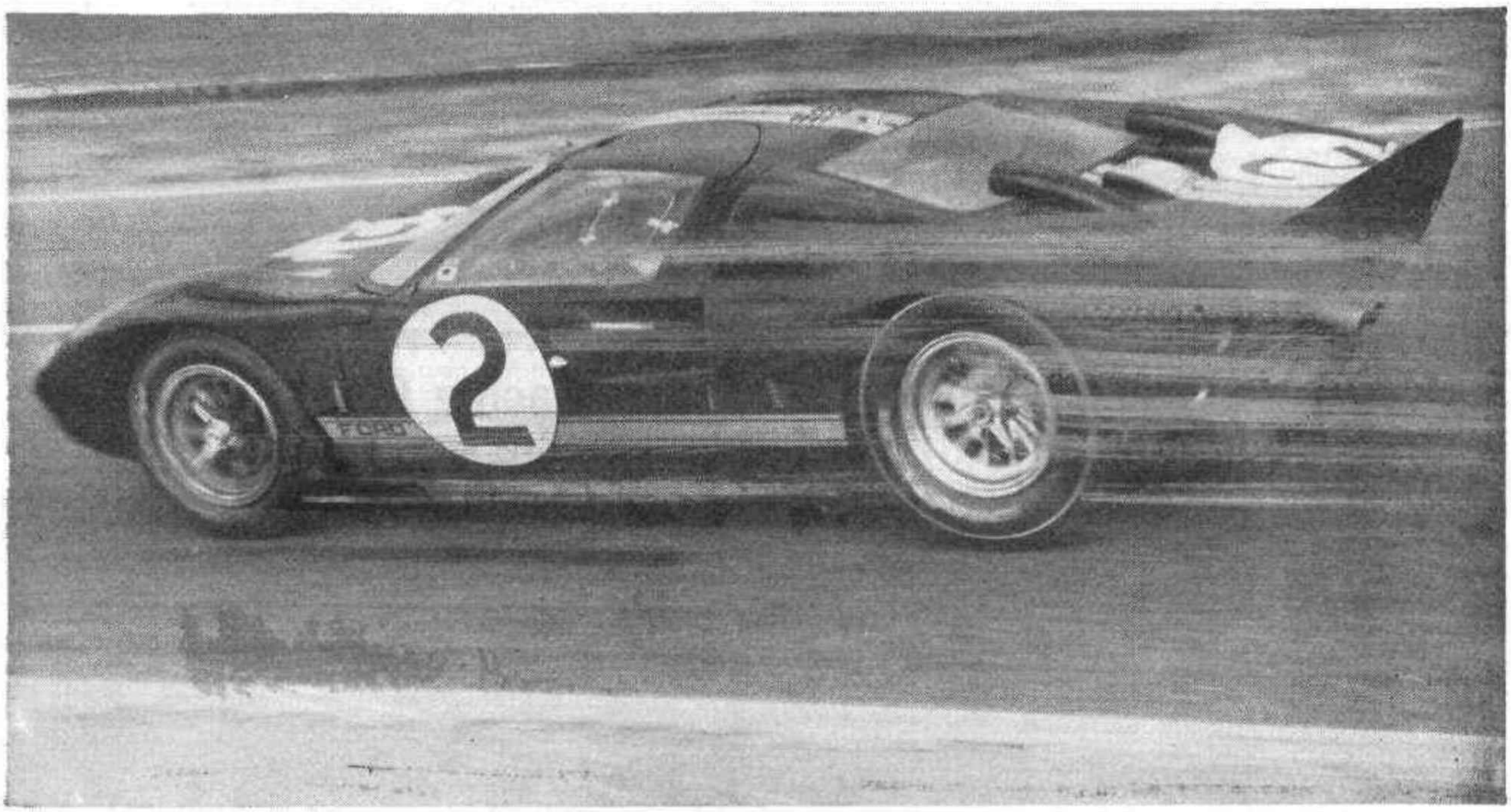
The new Zephyr has disc brakes all round but they were not convincing for emergency retardation. The engine becomes rougher than I had expected at around 50 m.p.h. in second gear or equivalent r.p.m. The manual gear-change involves a short central lever with long movements across the gate, second being very notchy to engage from third gear, unless the lever is pushed hard over, while there is a strong spring action to overcome before reverse can be meshed. The throttle action is noticeably "over-centre two-stage."

A little more "steam" would be useful, and is no doubt provided in the 3-litre Zodiac version of these new Fords, but the 2½-litre model gets along well with the accelerator firmly depressed. The Zephyr, then, must be regarded as a very spacious family, rather than sporting, car. It has Aeroflow ventilation with fixed

*Continued on page 740*

# GOODYEAR WINS LE MANS

## FOR 2nd YEAR RUNNING




## 1st, 2nd & 3rd ON FORD MK. II 7-LITRE

### 1st Bruce McLaren and Chris Amon

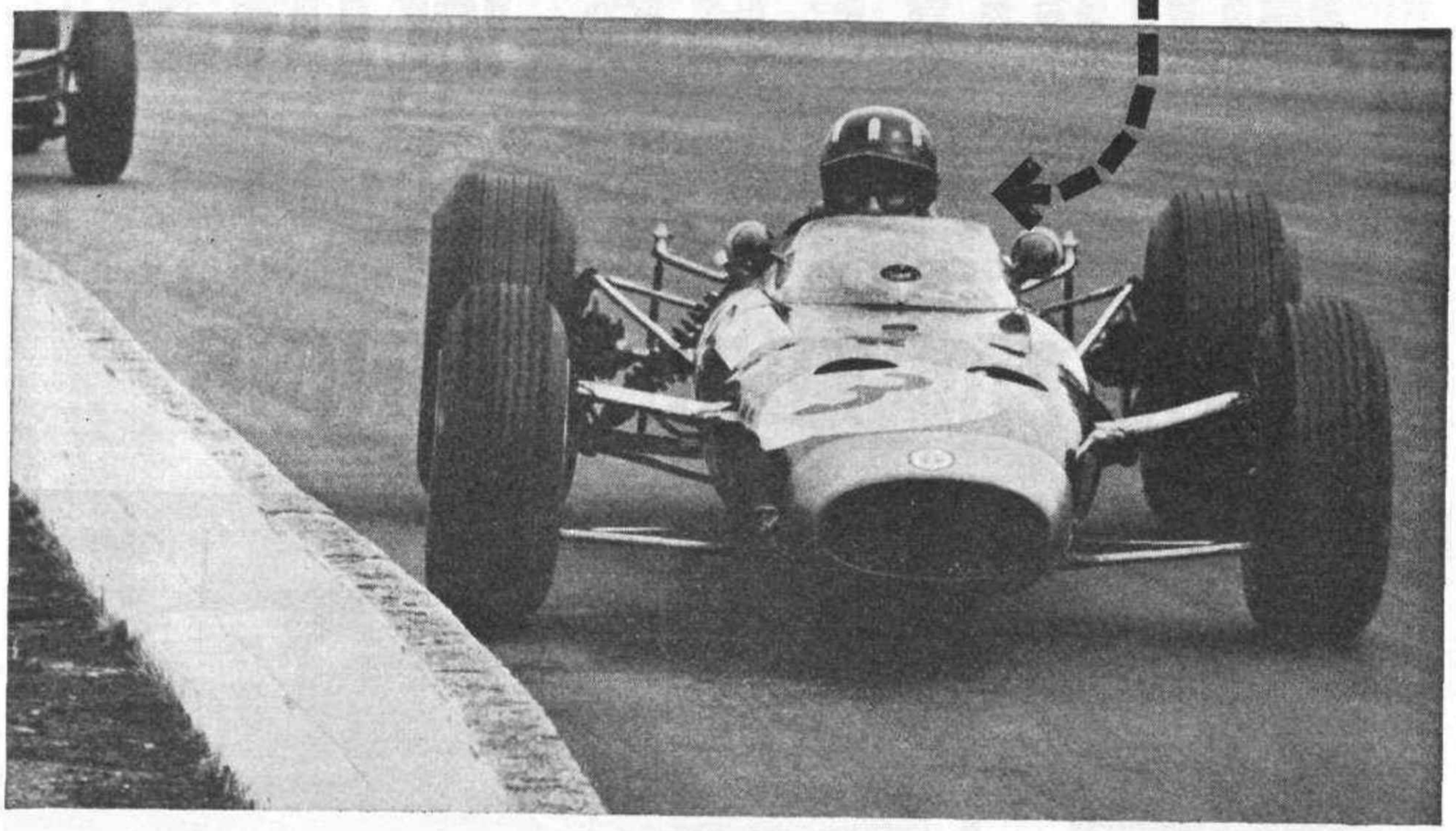
**2nd Ken Miles/Denis Hulme · 3rd Ron Bucknum/R. Hutcherson**

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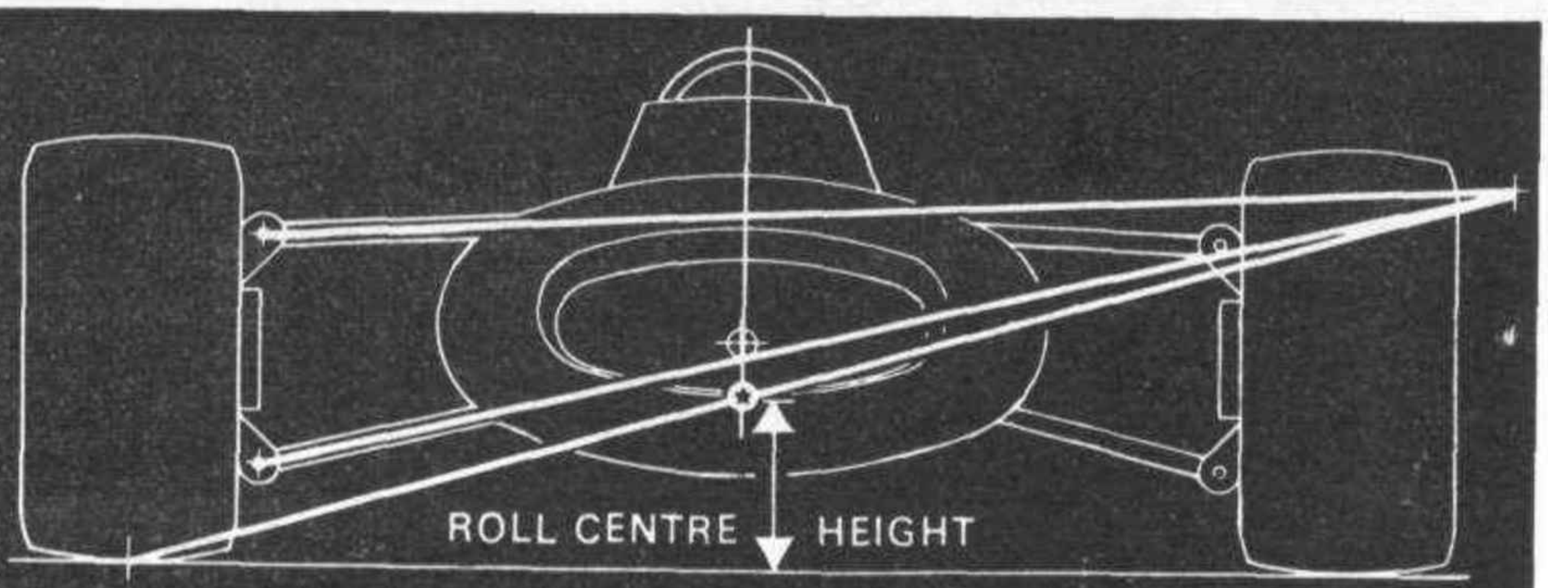
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*One of the interesting diagrams from Graham Hill's Book.*

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# WHAT BROADSPEED ARE DOING

WHEN the Team Broadspeed entourage arrives at any circuit, first impressions are invariably that here is a set-up which must surely be the ultimate in professionalism. Their transporter, always well kept and with tools and equipment neatly arrayed with almost military precision, houses what are undoubtedly among the best kept racing saloons in use today. But this is not fastidiousness running riot. Ralph Broad, although he knows that a gleaming frontal appearance is not absolutely necessary for efficiency, aims to get the best from his mechanics, and gets it, by giving them something they can be proud of. Having thus explained that there is nothing pretentious about the Broadspeed image, let's go closer to home and have a look at their stable in Birmingham's Stratford Road. Here is a different kettle of fish. On the surface, there is no more than an ordinary B.M.C. dealership. The signwriters have not even got round to substituting Broadspeed Engineering Ltd. for the original name of S. R. Broad and Sons. Behind, there is nothing of the clinical "white tiles and block floors" that many would have thought. Instead, an originally cramped fitting shop which has burst through brick walls to take in the anatomy of adjoining buildings, though their exteriors remain unchanged. Here, in this labyrinth of bare brick, crumbling plaster and aged beams, all the development, manufacture and assembly of modified B.M.C. cars takes place. Further up the road, another row of business premises, outwardly derelict, has had its interior partitions knocked about to facilitate the setting up of a fibreglass-moulding shop and, which is rather surprising for a B.M.C. dealer, a complete racing workshop for 1-litre Ford Anglias.

Perhaps it would be better here to explain that although Broadspeed Engineering is the parent company, its racing activities are contained within itself by a separate entity called Team Broadspeed. Until this season, the team had been running, and very successfully too, a stable of racing Minis, but dissatisfaction with B.M.C. support and the timely arrival of an offer from Ford served to convince Ralph Broad that a change-over to Anglias would not be a bad move. To say that there were no problems would be a gross understatement. For a B.M.C. dealer, who had developed and raced the products he sold for so long, and knew comparatively little about any other *marque*, to suddenly choose to equip his racing team with Ford products demanded more than a little courage, but before many weeks went by the tooling was well under way and on February 1st the first Anglia arrived and the job of contesting the 1,000-c.c. class of the British Saloon Car Championship had begun. At first, Ford and Broadspeed seemed an incongruous combination, but Ralph Broad showed himself to be a versatile engineer and spent so little time in getting the cars sorted that already he is regarded as a serious threat to the Mini/Imp preserves.

Although under the overall surveillance of the Patron, administrative race management of Team Broadspeed is undertaken by an enthusiastic and extremely professional amateur called Jeff May. In fact, the deployment of amateur help is very prominent in the make-up of the team, though one would find this difficult to detect, so smooth is the running. Team secretary is Ralph's own secretary, Maureen McKnight (where would any team be without its inspiring glamour?), and the two remaining full-time members of the staff are fitters Chris Hampson and Tony Jones. All others, usually making up a party of 12 excluding drivers, are well-trained amateurs. Broadspeed "on the road" consists of the transporter, a personnel caravan, a Ford Fairlane team car and one or two other cars as and when necessary. The whole operates under a set of comprehensive standing orders that a Sandhurst-trained strategist would have difficulty in bettering. Every duty is clearly tabulated and allocated, even the emptying of water containers, and there is a complete inventory of every single item of spare parts, equipment and documents, down to washing sponges and the "makings" for a cuppa.

But however well organised a team, it can do little without a competitive car, and this Broadspeed certainly has. Although Ralph Broad has set out to deviate as little as possible from the standard Anglia appearance, the only items which are unchanged on the final product are its bodyshell, cylinder block, gearbox casing, clutch housing, axle banjo, radiator and rear brake assembly. The engine starts its life as a 997-c.c. Cosworth-Ford



*The Broadspeed GT version of the Mini is perhaps a little chunky but nevertheless distinctive and well finished.*

Formula Three unit which is equipped with dry-sump lubrication, two twin-choke 40DCOE2 Weber carburetters and special exhaust and induction systems. The whole is hand-matched and balanced, and produces 118 b.h.p. at the flywheel at 8,900 r.p.m., with over 90 b.h.p. being available at the wheels. Maximum r.p.m. is 10,000. The engine mounting stabilisers are adjustable. The gearbox has four ultra-close ratios, and the rear axle has a standard Ford low ratio fitted with a Salisbury Powr-Lok differential unit. The final drive ratio has not, at time of writing, been lowered sufficiently to provide four workable gears. In fact, the cars have not, to date, used top gear in any race. A single-plate, sintered-metal, diaphragm-spring clutch is fitted. The propeller shaft is a heavy-duty component capable of withstanding high r.p.m., but if the peak gets any higher, a two-piece propshaft will be considered.

Where suspensions are concerned, Ralph Broad works on the principle that "if it looks right, it is right," but tempers this finality with the requirement that everything possible must be made adjustable. Before a race, all conceivable combinations are tried, in private practice if possible, so that on official practice day all he requires his drivers to do is to achieve their previous best time, after which he calls them in. This often has a demoralising effect on his opposition and the question is frequently heard around the circuits, "What's happened to Broadspeed? They've stopped practising." At the front, complete Cortina GT suspension units are used, suitably modified to be accepted in the Anglia housing, with adjustable spring cups to facilitate rapid height variations. Twin anti-roll bars are also fitted. At the rear, present cars are fitted with semi-elliptic leaf springs, with the axle located by Panhard rod, and inclined Armstrong adjustable telescopic shock-absorbers, but these are now being replaced by coil springs, twin trailing arm axle location and Watts-type linkages with telescopic dampers.

Special magnesium alloy road wheels are fitted, 5½ in. at the front and 6 in. at the rear, with 5.50 × 13 and 5.00 × 13 tyres respectively, all at 38 lb. per sq. in. A John Aley roll-over bar, in light alloy, is bolted through the trim to parts of the bodywork which have been specially strengthened by the addition of a broad plate welded in. This modification, though seemingly trivial, is rather important, for without it there is always the likelihood that the small base plate of the bar would be capable of punching its way through the floor, even though the bar itself would remain undistorted.

Fuel storage is a problem which has claimed the undivided attention of the Broadspeed organisation, so determined are they not to have a repetition of the tragic accident in which Peter Procter was so badly burned. An analysis of that incident revealed that the conventional method of running the fuel intake pipe from the tank to the external filler cap is particularly vulnerable, since a sideways shock on the rear body is likely to sever the intake pipe just below the cap, at the point where it protrudes through the bodywork. Indeed, this is exactly what happened to Procter's Anglia, the fuel spilling over the car and igniting from the sparks caused by metal/tarmac friction. Fuel tanks are now made of pliable rubber, encased in a two-piece box of fibreglass mounted centrally inside the boot. The intake pipe is a short one which does not extend anywhere near the bodywork, the boot lid having to be raised for each refuelling.

There is nothing stark about a Broadspeed Anglia. Ralph Broad insists that they be given the best possible finish, and inside, apart from a leather-covered wheel, the roll-over bar and a special, tailor-made seat, it is surprisingly unchanged from the time it left the Dagenham production line. Even the carpeting is retained. Instrumentation, of course, is improved, with the standard speedometer head assembly being moved to take the place of the similarly-shaped glove compartment on the left. Replacing it on the right are oil pressure gauge, thermometer and r.p.m. gauge, with the latter being given prominence.

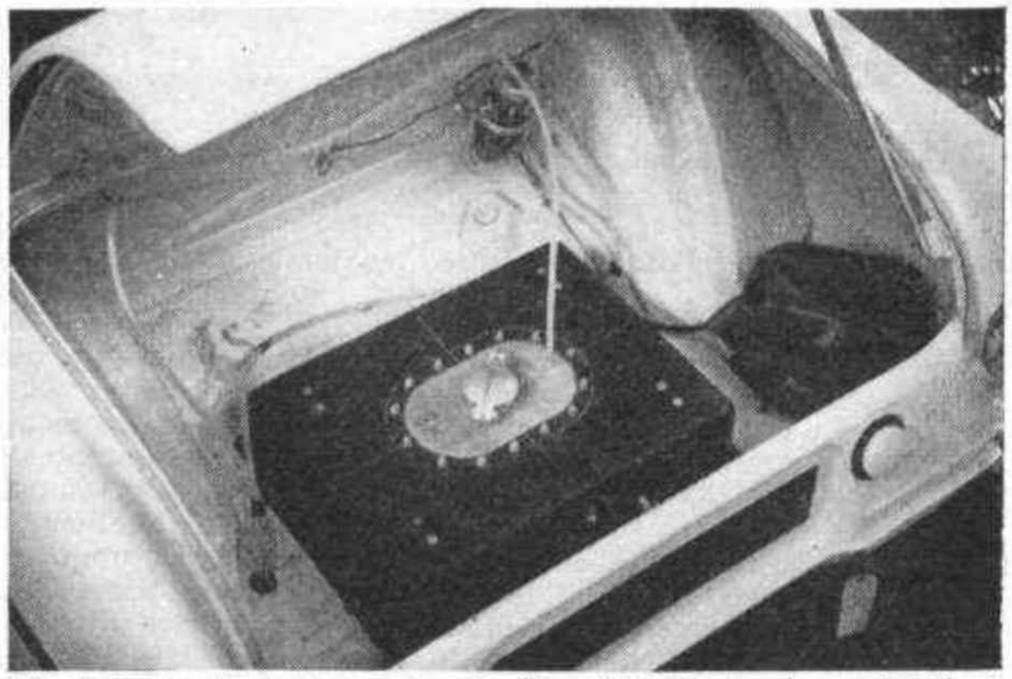
It was originally planned to race two of these Group 5 saloons in 1966, with Peter Procter and John Fitzpatrick as drivers. Peter's replacement has not, at time of writing, been announced, but we gather that arrangements are well on the way to being finalised. A third car, however, has been added to the team at the request of Fords, this being an all white car for Anita Taylor who, we understand, is soon to be attired in Mary Quant-designed racing overalls.

Although a considerable number of thought- and work-hours has gone into the Broadspeed Anglias in their present form, Ralph, as usual, is one step ahead of his current racing programme, and he is in the process of building a 1,000-c.c. Anglia fitted with Lucas fuel injection, a new downdraught head, a five-speed gearbox, and redesigned rear suspension. He is hoping to have this car ready for the August Bank Holiday meeting at Brands Hatch.

Although the change-over of Team Broadspeed from B.M.C. to Ford has resulted in tuning facilities and components for Anglias, Cortinas and Corsairs being made available to customers, Broadspeed Engineering still retains its B.M.C. dealership and continues to supply tuned versions of Mini, 1100, 1800, "Spridget," M.G.-B, A60, A40, and Morris 1000, with practically every permutation of modifications imaginable. Perhaps the most startling of these is the fastback-bodied Mini, a racing version of which is still being taken around the circuits by co-director Tony Blore, though not under the Team banner, presumably to promote sales of this unique little car. Using both the 998-c.c. Mini-Cooper and 1,275-c.c. Mini-Cooper S units as bases, the Broadspeed GT is available in five road guises, with an additional version based on the 850-c.c. Mini. Prices range from £799 for the 850-c.c. job to £1,497 18s. 4d. for a Super de Luxe version of the 1,275-c.c.-engined car. A lot to pay for what is no more than a titivated Mini, you may think, but the finish of these cars, produced at the rate of one a week, has been decidedly improved, and the styling, although at first appearing to be something incongruously pseudo-Anglo-Italian, rather grows on one and appeals, without a doubt, to the numerous enthusiasts who have a self-confessed addiction for Minis.

The test car, which we were allowed to keep for all of four days, was the highest priced version with a tuned 1,275-c.c. engine. It attracted considerable interest wherever we took it, even within a hundred yards of the Broadspeed establishment, which suggests that there aren't yet many of them about. Main recognition feature is the steeply-raked fastback tail, rising into a small, fashionable spoiler at the rear. To achieve this, the firm takes the standard body (they have to buy complete cars from B.M.C., having no reduction for unwanted parts or trim), cuts off the roof and everything behind the rear wheel arch. The windscreen pillars are then taken off and re-welded with a steeper rake. The doors are lowered by taking a few inches off the tops of the windows. The fibreglass semi-body, moulded by Broadspeed themselves, is then placed in position and secured, not simply by lamination or surface bonding, but by welding the steel strengthening tubes to existing metalwork. Off-standard screens and windows are then fitted and the whole smoothed and finished to a high degree of seam-free quality, and any one of 30 colours.

Restall reclining front seats, with non-skid covering similar to that used by B.M.W., are fitted to repositioned mounting points, and the rear seat backrest, with like covering, made to hinge forward to provide access to the otherwise inaccessible boot. The latter is more like a cupboard than a boot and is rendered smaller than usual by the presence of two fuel tanks providing a total capacity of 11 gallons (range 300 miles). Rear seat legroom has been considerably reduced, and it is easy to understand why Broadspeed refer to the car as a 2 + 2. The facia panel has been completely redesigned with speedometer and tachometer well placed in front of the driver. Other instruments (fuel, temperature and oil pressure gauges, ammeter and clock) are arranged in a cluster in the recessed centre and the various switches in square formation on the right. There is a small un-



*The latest fuel storage system for Broadspeed Anglias is based on a rubber tank encased in a fibreglass box, with the filler inside the boot to minimise the risk of severance by body distortion.*

lidded cubby-hole on the left. Other refinements include a headlamp flasher, twin reversing lights, cigarette lighter, dashboard light rheostat, sound insulation, air horns, leather-covered steering wheel on an adjustable column, Kangol safety belts, a pair of Lucas spotlights recessed into the grille, competition brake pads and linings, 4½ in. J-section wheels, and large area accelerator pressure plate. The suspension has been lowered and modified to improve the already good road-holding, but the ride, particularly on undulating roads, is nevertheless not as good as the non-hydrolastic car.

The stage three engine, modified to the tune of £100 (included in the overall price) is remarkably tractable on the road, and even after a long thrash returned to a sweet tick-over with no fuss or hesitation. The camshaft modification has resulted in the need to use all the gears often, and we frequently found it necessary, although this was certainly no hardship, to engage first for a smooth getaway even when the car was already rolling. We did not have the car long enough to put it through our normal acceleration tests on a private circuit, but we managed to time it at a 112 m.p.h. maximum in top. Power output is about 100 b.h.p. and the compression ratio 10.5 to 1. Twin 1½-in. S.U. carburetters are fitted.

The braking system, just like that of the standard 1275, is okay provided one does not resort to repeated hard applications in quick succession. Fade sets in very quickly under these circumstances and stopping takes quite some effort.

Minor irritations included the distorted view when looking, via the mirror, through the rear window. This, of course, is common to most cars with a steeply raked rear end, but this is small consolation when you are overtaken by that blue lamp which you failed to recognise over the past mile or so. This did not happen to us, we hasten to add. Over 400 or so very comfortable miles, during which time we became accustomed to stares both admiring and bewildered, the car returned a fuel consumption of 27.9 m.p.g. No oil was needed during this distance.

Many times have we heard vague attempts to define the domestic and racing activities of the Broadspeed organisation. We hope that this article has served to clarify the position somewhat. We are certainly convinced ourselves that Ralph Broad knows how best to combine the advantages of both amateur and professional concerns.—G. P.

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## TURTLE WAX CAR POLISH

This high gloss polish has the triple value of economy, the provision of a wax finish, and ease of application.

It is truly easy to apply and one can achieve a brilliant finish with practically no effort, at the same time as giving the car a protective coating of wax. The polish has to be applied with a damp cloth, after washing the car. After allowing a short time for the wax to dry to a haze, the car is wiped with a soft cloth to obtain the double result of good looks and sound protection. Since little polish is required to produce these effects, Turtle Wax is notably economical.

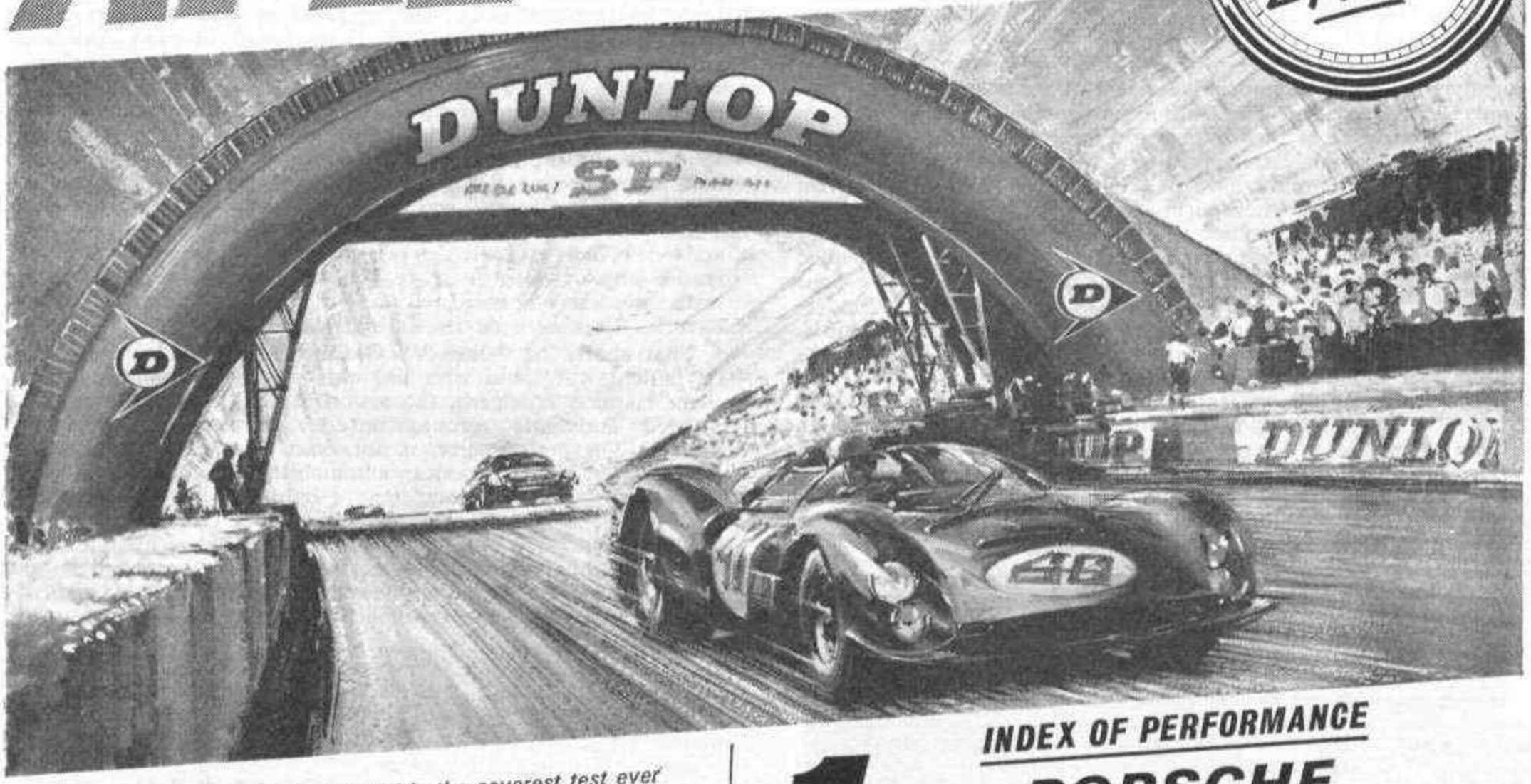
For these reasons I would certainly use no other polish, and highly recommend this one. It is manufactured by Turtle Wax Ltd., Manchester 1.—F. A. B.

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World's fiercest 24 hour




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build a winner for every type of motoring

**INDEX OF PERFORMANCE**

**1st PORSCHE**

C. DAVIS
J. SIFFERT

**INDEX OF THERMAL EFFICIENCY**

**1st ALPINE**

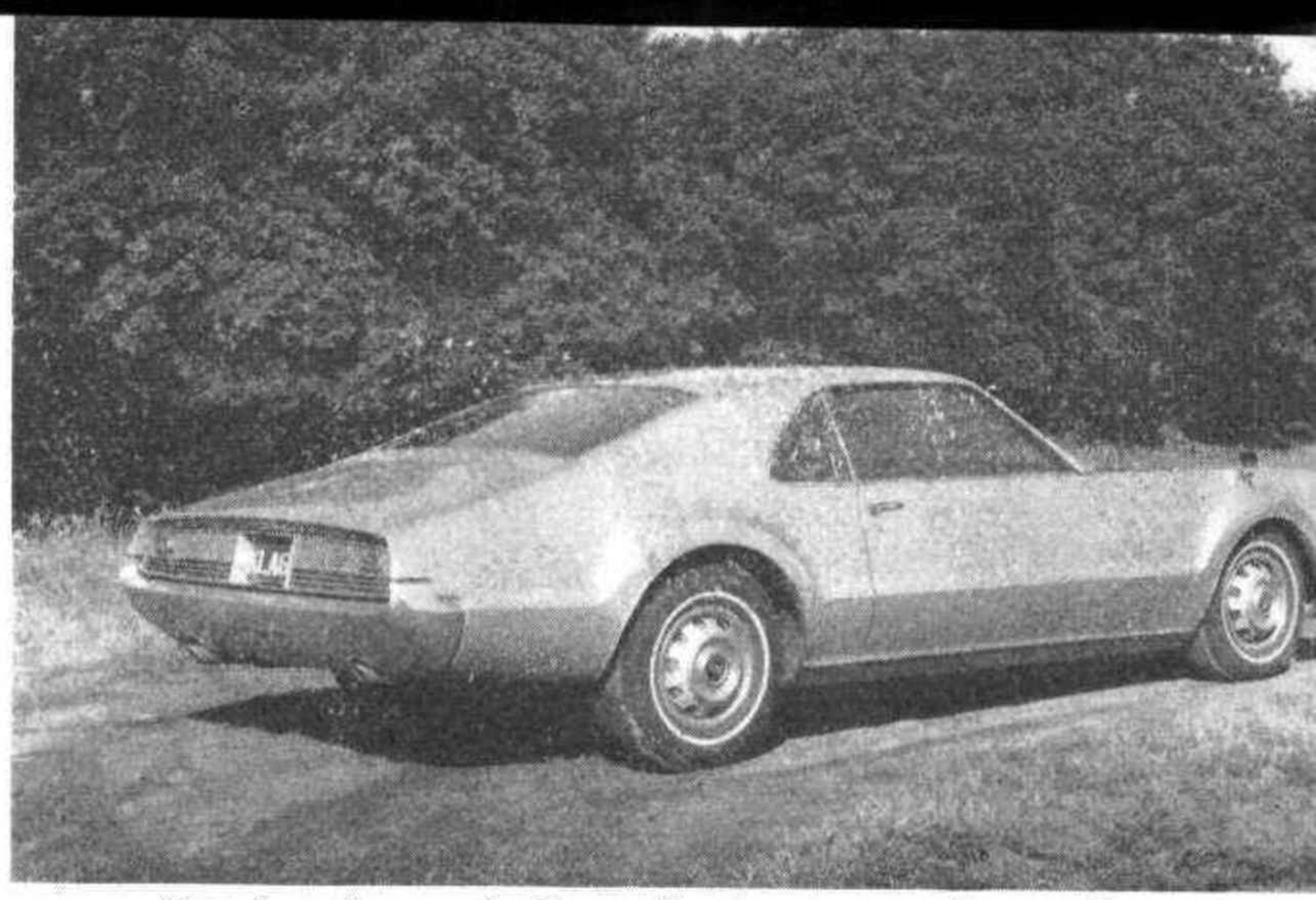
J. CHEINISSE
R. DE LAGENESTE

**1st IN 3 CLASSES OUT OF 4**

(Subject to Official Confirmation)

# THE TRUTH about the TORONADO

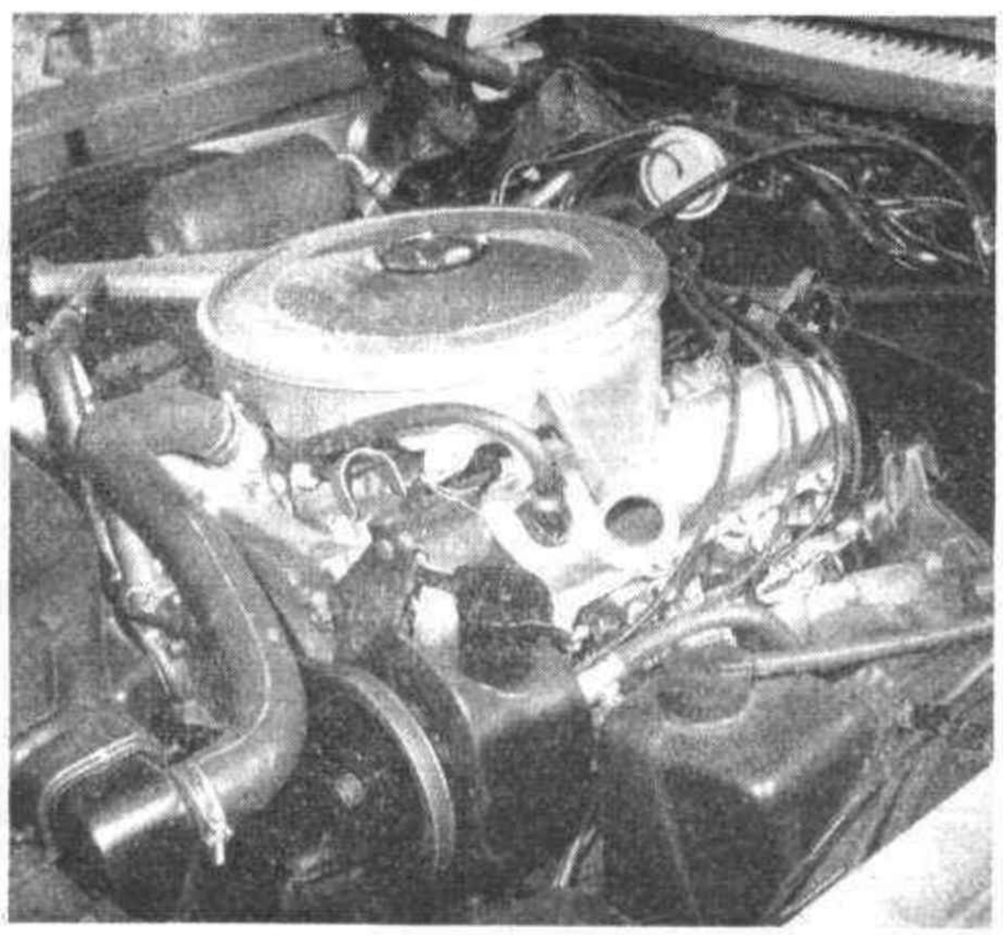
## *Impressions of the Revolutionary 7-litre Front-Wheel-Drive Oldsmobile*



*Seen from the rear the Toronado's clean lines stand out well.*

I COULD not resist using the above heading to this article, but in fact quite a number of people who were confronted by the Toronado were quite certain it couldn't be true and must be the property of Lady Penelope of International Rescue, a substitute, perhaps, for her well-known and formidable six-wheeled Rolls-Royce. . . .

In fact, this is unfair to the General Motors product which, apart from its very impressive size and the allure of being the only American front-wheel-drive automobile in normal, current production, is an eminently practical means of transport, and one which provides an extremely high degree of comfort and quietness. Although it is the most powerful front-drive car by a great many horsepower, in normal use it is virtually impossible to tell that this is so, but when accelerating hard or negotiating slippery roads it is definitely reassuring to be pulled along by those claimed 385 horses when treading hard on the accelerator and ambitious handling brings out the expected f.w.d. characteristics of understeer countered by nose-in cornering on a light or trailing throttle. The power-steering, although high geared at under 3½ turns lock-to-lock of a small, low-set steering wheel, in conjunction with poor turning circles, is feather-light and conveys absolutely no feel of any road existing beneath the driven wheels, although there is ample castor-return action. But the very effortlessness of steering control means that this huge motor car can be cornered fast and asked to change direction with impunity and suddenness; it is then that the impeccable directional control endowed by driving the front wheels is a definite asset.



*The power for driving the Toronado's front wheels is provided by a special version of the 6,965-c.c. Oldsmobile Rocket V8 engine.*

I confess I have only the half-truth about the Toronado because it would be necessary to be able to measure front tyre wear over several thousand miles and thrash it round a race circuit like the Nurburgring to know all, whereas I only drove it for a few hundred miles. But regarded as road transport it has absolutely no vices other than those found in most American automobiles and front-drive certainly enhances its fast cornering, acceleration and " dodgeability " stability.

The Oldsmobile Toronado, then, represents a genuine step forward by the great General Motors' empire; I am only disappointed to have to report that MOTOR SPORT had to wait until now to report this fact because the first Press car imported to Britain caught fire and was destroyed for no better reason than a fuel pipe chafing on a bulkhead, a defect not entirely isolated, and one which escaped the perception of the mighty G.M. research organisation. A spare length of fuel pipe with fitting instructions accompanied the test car, proof that emergency steps have been taken to rectify an alarming defect.

That apart, the 7-litre V8 Oldsmobile Toronado can hardly be faulted, for those who like this species of motoring. The silent running is superb, the action of the Turbo Hydra-Matic 3-speed automatic torque converter transmission extremely smooth. The performance, if not exactly sporting, is the equal of the better, bigger American automobiles, and there is full automation, for windows, their rear ¼-lights, radio aerial and all positions of the seats—the seat adjustment is like that of the Mercedes-Benz 600 but done electrically instead of hydraulically. The headlamps are normally recessed beneath flaps, and if you can afford the extras there is very thorough ventilation, with refrigerated cooling. All of which adds up to the mostest up-to-dateness!

There has been no attempt to exploit the compact possibilities of front-wheel-drive, possibly because American customers buying a 425 cu. in. car in this price range expect plenty of automobile for their $6,000, and also because a good deal of space is inevitably going to be occupied by a 385-h.p. V8 engine and automatic gearbox, whether it drives the front or the back wheels.

General Motors have, however, eliminated the transmission hump and drive-line tunnel and have adopted the ingenious method of mounting the engine slightly to the o/s, driving the torque converter normally from the rear of it, but turning the rest of the gearbox round, so that it can be accommodated beside the engine on the n/s, facing forward, the drive being taken across from converter to transmission by a rubber-dampened link chain. A differential unit is bolted to the front of the gearbox and drives the front wheels through Saginaw universal joints, consisting of ball-spline Rzeppa inboard and grease-prepacked Rzeppa outboard joints. The Toronado runs on low profile 8.85 × 15 tyres. It is available at present in one version only, a Fisher 2-door, 6-seater hard-top coupé, in standard and de luxe forms. It is aggressive-looking from the front, quite plain seen from behind and most of the flamboyance of this revolutionary Oldsmobile stems from size alone—although the wheelbase is only 9 ft. 11 in., the track is 5 ft. 3½ in. in front, 5 ft. 3 in. at the back, and the Toronado has an overall length and width, respectively, of 17 ft. 7 in. and 6 ft. 7 in. It is fashionably low, at 4 ft. 6¼ in unladen.



*The finger-tip controls for windows and front seat adjustment in the driver's door of the f.w.d. Oldsmobile.*



*The house in the background is where Col. Cody lived while conducting his pioneer flying experiments on Laffam's Plain, Farnborough. It is of interest in this 100th anniversary year of the Royal Aeronautical Society. The Toronado is faster than Cody's aeroplanes and he could hardly have foreseen such potent road vehicles!*

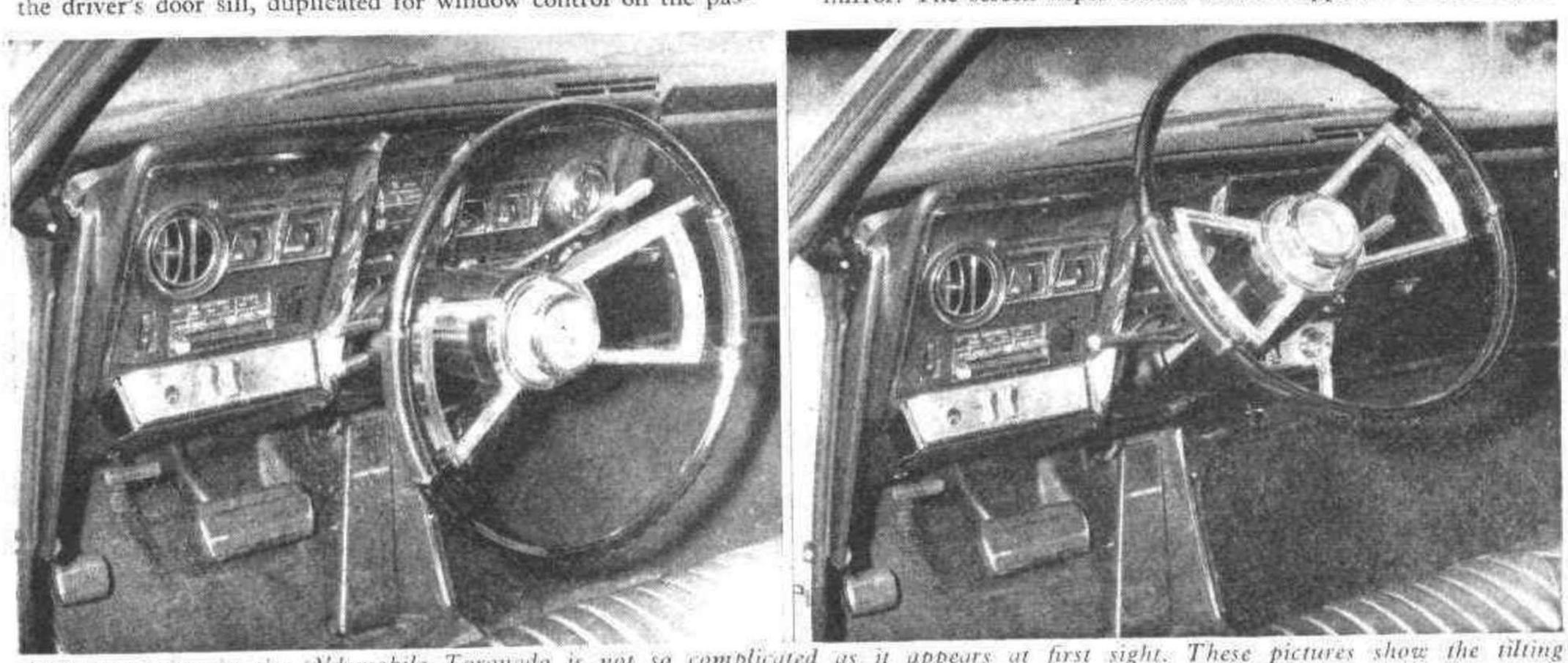
There is no excuse for not sitting comfortably in this gigantic Toronado, because in addition to electric seat selection, a small l.h. lever under the steering wheel enables the steering wheel, with its dual spokes that incorporate the horn-pushes, to be tilted as well as raised or lowered over a wide range. And although the instrumentation gives the impression at a casual inspection of being second-cousin to a small aeroplane, it is, in fact, logically laid-out and well-contrived. A horizontal drum-type speedometer, rotating downwards to 130 m.p.h., is a bit distracting but has large, clear figures and is notably steady-reading. The push-buttons for 2-speed wipers and washers are to hand on the left of the hooded cluster, and the engine starts—always immediately because the automatic choke functions splendidly—on the key if the gear selector is in N or PARK.

The gear selector is normally left in D, but can be moved freely into S, which gives hold control for better acceleration, while the normal kick-down is naturally incorporated. There is also the usual L position. The only dials are those for fuel contents, water temperature (calibrated C-H) and ammeter, the considerable charge reading on the latter a reminder of the extent of the electrical services. A red indicator is a warning that the foot-operated parking brake has not been released, and green lights flash when the winkers, controlled by a precise left-hand stalk above the steering-wheel adjuster lever, are in use. Otherwise, the apparently complicated controls resolve themselves into air-conditioner settings, rear window de-froster settings, interior lamp switch, and speaking/bass/music selection, and front/rear speaker selection for the Oldsmobile transistor radio. Other anticipated warning lights are there, the speedometer incorporates no trip mileometer but the total odometer reads to tenths, there are air vents each end of the facia and ash-tray and cubby-hole on its wall, cigar lighters are provided, and the switches for the seat and window electrical operations are on the driver's door sill, duplicated for window control on the passenger's door-sill. The windows rise and fall rather noisily but efficiently; the doors, which have sill interior locks, are rather heavy and springy to shut. The interior lift-up door handles are duplicated to serve both front- and rear-seat occupants.

The interior decor of the Toronado is typically trans-Atlantic but not really garish. Black plastic upholstery gives a neat, restful appearance to the comfortable seats and there is plating of control stalks, switches, etc., but otherwise not any fancy gimmickry. The external appearance is enhanced by the cut-away of the road wheels to provide cooling for the finned brake drums.

Coat hooks, seat-belts for back as well as front-seat passengers, white and red lights on the trailing edges of the doors, lots of back-seat leg room, less head room, a very big vanity mirror in the n/s vizor, easy access to back seat in spite of only two doors, a beige colour finish, central arm-rests on the front seat, are aspects of the Toronado appreciated by passengers as well as drivers.

Bonnet and boot lid are self-supporting and the spare wheel and lifting jack are mounted on the front wall of the big boot. There is illumination of the drop-lid cubby-hole, which is the only oddments stowage provided, and for a huge ash-tray. The external mirrors were well set and much appreciated on this ultra-wide vehicle, and the driver's door carried an additional external mirror. The screen wiper blades work in opposite directions, the



*Instrumentation in the Oldsmobile Toronado is not so complicated as it appears at first sight. These pictures show the tilting adjustment of the steering wheel.*

# Cortina-Lotus— a brilliant blend of power, speed and luxury




Cortina developed by Lotus—high speed performance in civilised surroundings. There's a 1.6 litre five bearing crankshaft engine that delivers 115 bhp (gross) at 5,500 rpm. Two twin choke Weber carburettors; 9.5:1 compression ratio; diaphragm spring clutch. 0-100 mph in under 30 seconds—with power brakes to match. Top speed 108 mph. Cortina's roominess is still there with seats designed for extra comfort, extra safety. Full performance instrumentation, lowered and stiffened suspension and wood-rim steering wheel help you keep perfect control at all times.

And of course, you get Ford's 12 months/12,000 miles warranty. Book a demonstration today!

Recommended delivered price from only £1010.0.0 tax paid.

**CORTINA**
DEVELOPED BY
**LOTUS**

Ford



*With its aggressive frontal aspect and concealed headlamps the Oldsmobile Toronado is not easily forgotten by those who meet it coming in the opposite direction, especially on narrow English roads.*

test car had British flasher-units-cum-side lamps, the doors incorporated long narrow sills or arm-rests but lacked pockets and the rear seats were shaped to some extent, as if for two occupants. The ignition had to be on before the electric window lifts would work. An amusing minor detail was the slogan "Your key to greater value—G.M." on the Briggs & Stratton door keys, made in Milwaukee.

So much for detail impressions. There is not much to add about driving impressions, so easy to control, so effortless in operation is this two-pedal Oldsmobile Toronado. It has all the performance one is likely to crave up to a maximum speed of 128-130 m.p.h., steers accurately (with one finger!), corners far "flatter" than most American cars but has the usual inefficient brakes, prone to severe fade if used hard from high speeds, although just about adequate, but snatchy, otherwise. This 2½-ton monster plows over bad roads rather than rides them, so comfort is good and with the optional automation it represents lazy, efficient travel and impresses as a fine piece of automotive engineering.

The dual Guide sealed beam headlamps take about 4-6 seconds to "unflap," so are useless for emergency flashing, nor is any separate flasher switch provided. These, and the side-lamps, are switched on from a knob convenient to the left hand of this l.h.d car, and rotating the knob controls instrument lighting, as on a Vauxhall. The mirror is anti-dazzle and corner illumination comes on with the flashers.

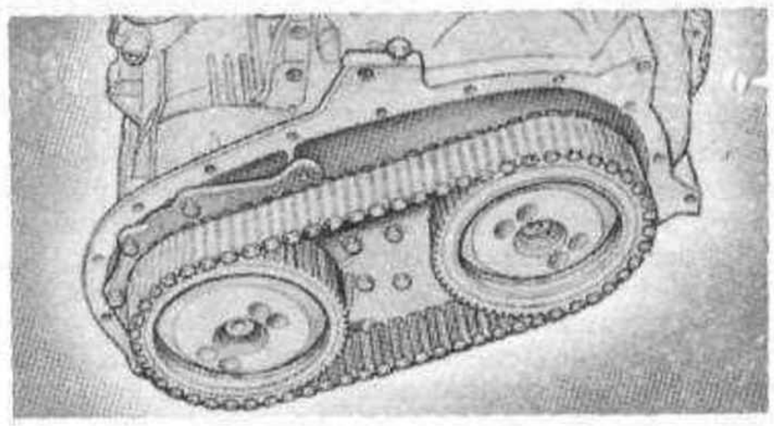
The sheer width of the Toronado is rather intimidating on many British roads, especially as the arches over the wheels protrude, adding to overall width. The ventilation system, with venting under the back seat and from louvres under the back window, has obviously been very thoroughly contrived.

The Toronado uses a boxed chassis frame, torsion-bar front suspension and a back axle of U-shaped channel carrying dead spindles, sprung on two single-leaf springs and damped by four shock-absorbers—the Toronado claims to be the only car with four rear shock-absorbers.

The engine is a modified, more powerful version of the 6,965-c.c. Oldsmobile Rocket V8, developed by better breathing, a new 4-barrel Rochester Quadrajet carburreter, with 22% smaller primary but 44% larger secondary fuel stages, larger inlet valves and a high-lift camshaft and larger tappets.

Here I must remark on the very detailed data issued by G.M.'s Press department. Although readers may feel that how we obtain the information we pass on to them is no concern of theirs, an efficient Press service usually reflects engineering and sales efficiency in the company concerned—and General Motors' Press liaison is certainly thorough. I suppose, however, that those who, rightly or wrongly, have been hysterically condemning General Motors and other American manufacturers for callously building accident-prone cars will not agree that this could extend to safety research!

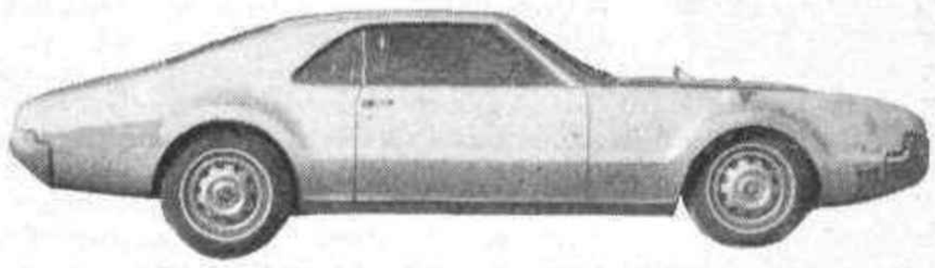
From driving out of London on a full 20-gallon tank of



*TORONADO UTILIZED POWER PACKAGE.—The transmission is split with the torque converter connected to the engine crankshaft and the mechanical transmission connected to the differential. A chain and sprocket drive arrangement transfers engine power from the converter to the transmission.*

premium petrol the fuel gauge got close to empty after 185 miles. Overall consumption was 10.8 m.p.g. and sump level after driving 700 miles was restored with a pint of oil. Chassis lubrication is called for only at 12,000-36,000-mile intervals. But as the de luxe car, with extras as tested, costs £4,415 12s. 1d. inclusive of import duty and purchase tax, petrol thirst, which really isn't excessive, is unlikely to trouble the Toronado owner. I rate this 7-litre front-wheel-drive Oldsmobile as one of America's best cars. It is covetable in certain quarters as the most up-to-date of its kind but it also merits consideration in the same quarters as a very fast, quiet, safe-handling, fully-automated and air-conditioned modern automobile, exceedingly well engineered. I must be queer, for I preferred driving a vintage Sunbeam and handed the Oldsmobile over to the photographer half way through the test. Fortunately for General Motors, not everyone feels that way!—W. B.

## THE OLDSMOBILE TORONADO 2-DOOR COUPE



*Engine*: Eight cylinders in vee formation. 104.8 × 100.9 mm. (6,965 c.c.). Push-rod-operated overhead valves. 10.5 to 1 c.r. 385 b.h.p. at 4,800 r.p.m.
*Gear ratios*: Low, 7.96—17.49; Intermediate, 4.75—10.46; Top, 3.21—7.06 to 1. Automatic transmission.
*Tyres*: 8.85 × 15 Firestone 500 low-profile nylon semi-whitewall, on ventilated bolt-on disc wheels.
*Weight*: 2 tons 6 cwt. (kerb weight).
*Steering ratio*: 3.4 turns, lock-to-lock (power steering).
*Fuel capacity*: 20 gallons. (Range: approx. 200 miles.)
*Wheelbase*: 9 ft. 11 in.
*Track*: Front, 5 ft. 3½ in.; rear, 5 ft. 3 in.
*Dimensions*: 17 ft. 7 in. × 6 ft. 6½ in. × 4 ft. 6¼ in. (high).
*Price*: £3,365 (£4,067 12s. 1d. inclusive of purchase tax). With extras as tested: £4,415 12s. 1d.
*Makers*: Oldsmobile Division of General Motors Corporation, Lansing, Michigan, America.
*Concessionaires*: Lendrum & Hartman Ltd., Flood Street, London, S.W.3.

### Performance Data

*Acceleration*:

| | | |
|---|---|---|
| 0-50 m.p.h. | ... ... | 5.7 seconds |
| 0-60 m.p.h. | ... ... | 12.5 seconds |
| 0-100 m.p.h. | ... ... | 19.7 seconds |
| s.s. ¼-mile | ... ... | 16.4 seconds (93 m.p.h. over finishing line) |
| s.s. ½-mile | ... ... | 26.0 seconds (110 m.p.h. over finishing line) |

# SUNBEAMS AT WOLVERHAMPTON

*July 3rd*

THE annual rally of the S.T.D. Register to Wolverhampton will never reach the impressive proportions of one-make gatherings like the Rolls-Royce and Bentley assemblies or the invasion of Austin Sevens at Beaulieu. But it has become an institution, nevertheless, and one which, I think, enjoys the distinction of being the first "return to birthplace" rallies, at all events in recent years.

This time the Star Register was asked to join in, the Sunbeams and the Roesch Talbots that accompany them acting as hosts to these other Wolverhampton-built cars, the earliest example present being a 1908 12 h.p. 2-seater. (When this was tried once before it met with little or no response but at the present rate of interest it should soon be possible to have Clyno, A.J.S. and other local makes joining in—as it was, a 1912 Turner, also made in Wolverhampton, was present this year.)

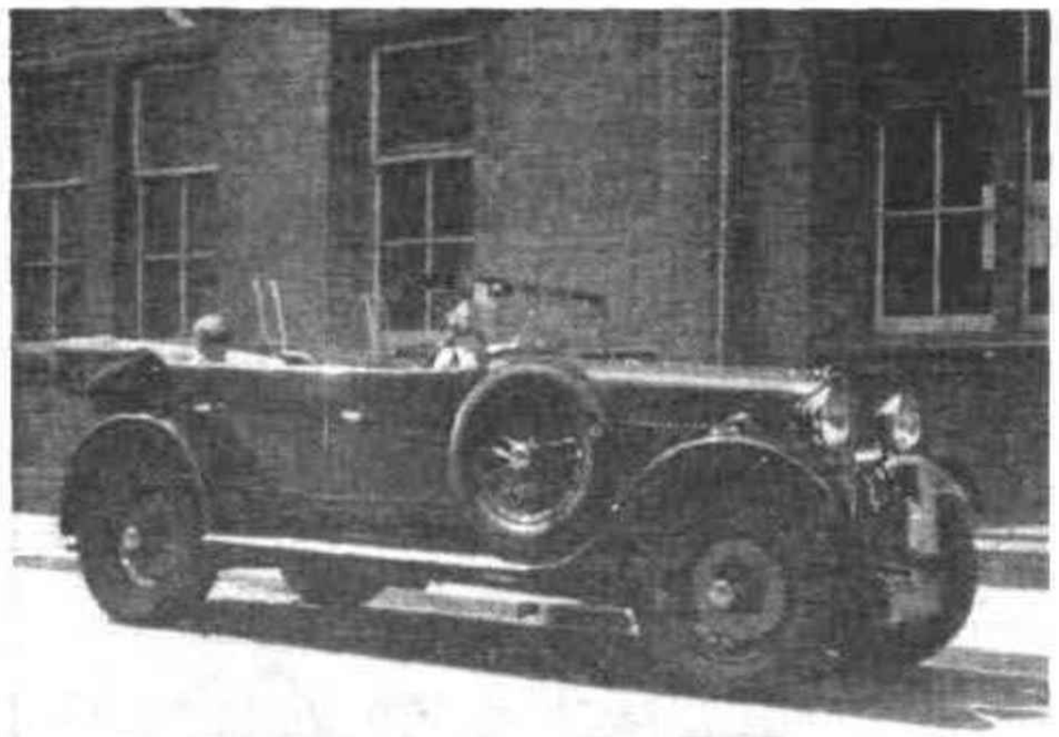
The Sunbeams made a brave show, as they left the grounds of the pleasant Mount Hotel in Tettenhall to drive through the town to West Park, with full Police approval and escort. As has become traditional, a brief halt was called in Villiers Street, outside what was once the factory of the Sunbeam Motor Co. Ltd., before the assembly in the Park for the judging of the Pride of Ownership contest.

The judges were Mr. Howarth, formerly with the old Sunbeam Co., and his son, and E. L. Bouts, who used to race a 2-litre G.P. Sunbeam and a 5-litre Indianapolis Sunbeam at Brooklands.

The public turned out in impressive numbers to look at the assembled cars. These included an impeccably rebuilt 1912 12/16 Sunbeam found derelict in a farm shed some years ago, a 1919 Sixteen tourer, accompanied by the ex-Lady Mary Grosvenor Le Mans Replica Frazer Nash as a tender car, Peter Moores' well-known, lofty 1921 6-cylinder 24-h.p. limousine and Ken Fidgen's regular transport—a 1923 Fourteen tourer of throaty exhaust note.

There was another 14-h.p. Sunbeam tourer, on rather small wire wheels, Burley's 1927 16.9-h.p. tourer, which was ordered at the Motor Show and served one family until 1963, a 16.9 saloon bedecked in flags and flowers and a Taxicord spare tyre, an original-condition 18.2-h.p. saloon driven by a lady, which was advertising the Dunlop and Englebert tyres on its off-side wheels whereas those on the near-side were anonymous, and the 1930 Sixteen which brought the Register's President to the scene and which was a mixture of ancient and modern, combining the bulb-horn, pneumatic headlamp dipping, one-shot chassis lubrication and Autovac-fed Claudel Hobson carburetter of a Sunbeam of this period with a post-war body, hydraulic brakes adapted from a 1931 Sunbeam, with duplicated master cylinders, and such mod. cons. as flashers, stop-lights, battery master switch and aircraft petrol gauge and water thermometer.

Phelps' 1931 18.2-h.p. coupé stood out in pale blue, Hughes was using a 1932 Speed Twenty bought for spares but too serviceable to break up, Pearce-Boby's 1933 18.2-h.p. saloon had an immaculate engine, Joyce's Speed Twenty with over 130,000 reliable miles behind it had its roof ventilator open in the hot sunshine,



*Winner of the Pride of Ownership competition—E. May's 1931 Sunbeam Twenty-Five tourer.*



*Paying homage to the home of pre-Rootes' Sunbeam cars in Villiers Street, Wolverhampton.*

whereas the two roof vents of Weaver's 1931 Twenty saloon had transferred themselves from roof to the top of the bonnet.

Many of these Sunbeams had modern spot lamps and other indications of being used for normal, daily motoring, as indeed at least half-a-dozen of those present are used. It was also interesting to discover how long Sunbeams tended to remain in one family; for instance, the lady who ordered Phelps' car, as a replica of that used by Sir Malcolm Campbell, kept it from 1931 to 1958, Frost's "big-bore" Sixteen has had only two owners since 1931, Stone's 1934 Twenty-Five saloon was a wedding present to a member of the Wills' family, who used it until 1949 and Newman's 1929 Sixteen saloon was in one person's ownership for 25 years. They are also much travelled, Phelps taking his to Yugoslavia in 1964, Pearce-Boby's going to Turkey before its rebuild, Alexander's 1926 14/40 sports tourer covering 2,600 miles on tour in France and Italy last year and Lund's 1934 Twenty-Five saloon having attended every Wolverhampton Rally since 1953. The Sunbeams were backed up by some excellent Talbots, from Wiggin's very smart 1924 10/23 tourer to Peter Moore's 1936 Show model Freestone & Webb 110 saloon with the Roesch automatic clutch and pre-selector gearbox. No twin-cam 3-litres were entered, but Smith's came along to spectate. Unfortunately Collis' 1927 Sunbeam Twenty tourer refused to start for Wolverhampton, perhaps because it has been given twin S.U.s, raised c.r. and a lightened flywheel, where-upon his son, aged four, shed tears of disappointment! Collis arrived in a modern car, however, and helped with the judging.

So, with inhabitants of Wolverhampton admiring the old products of the town, enthusiasts exchanging experiences and Mr. Sanderson from Australia exploding, with photographic evidence, the myth that the Coupe de *l'Auto* racing Sunbeams were almost identical to the standard 12/16 cars—in fact they had cored out blocks, larger big-end journals, bigger valves, a camshaft giving much greater dwell to the valves, and larger exhaust ports—the afternoon wore on.

Ron Carter won the Rootes Trophy for distance covered to the rally, his 1934 Twenty tourer, one of the last open Sunbeams built at Wolverhampton, which had its rear screen erect, having journeyed 191 miles.

Back at the Mount Hotel the prizes were presented by Mrs. Boddy, the Bill Perkins Trophy for meritorious upkeep being won by L. Lancaster for a quite remarkably thorough rebuild of a 1934 Sunbeam Dawn saloon, commenced five years ago. All the work, except the re-bore, was done by the owner and the car is now immaculate. The runner-up was R. Pearce-Boby (1933 Sunbeam 18.2-h.p. saloon). The Pride of Ownership first prize went to E. May, for his 1931 23.8-h.p. Sunbeam tourer, a very smart car on huge Dunlop Highway tyres, marred only by a non-original "Sunbeam" name-plate on the bonnet side and the electric petrol pump under the bonnet. Second prize went to D. T. Newman's 1929 16.9-h.p. Sunbeam saloon, now repaired after dropping a valve last year, and third prize to P. Moores on behalf of his 1921 24-h.p. s.v. Sunbeam limousine. After which the Sunbeams, Talbots and Stars dispersed, everyone vowing they would do it again next year.

I must say, having driven a vintage Sunbeam 150 miles to the rally and home again that, although the lesser old cars of the '30s and '40s may possess a certain charm that merits their preservation, the Wolverhampton product is much superior in respect of steering, braking and gear changing to two post-vintage non-p.v.t. vehicles I have sampled recently.—W. B.



▲ The 12-cylinder Ferraris had strengthened lower front wishbones with diagonal bracing as seen here.



▲ To gain more steering lock the Eagle had redesigned lower front wishbones with angled rear members. It also had a telescopic damper on each side, mounted just above the track rods, to cut out "kick-back."



▲ On the second H16 B.R.M. of the works team a single oil cooler for the gearbox was sunk into the tail with an air duct leading into it.

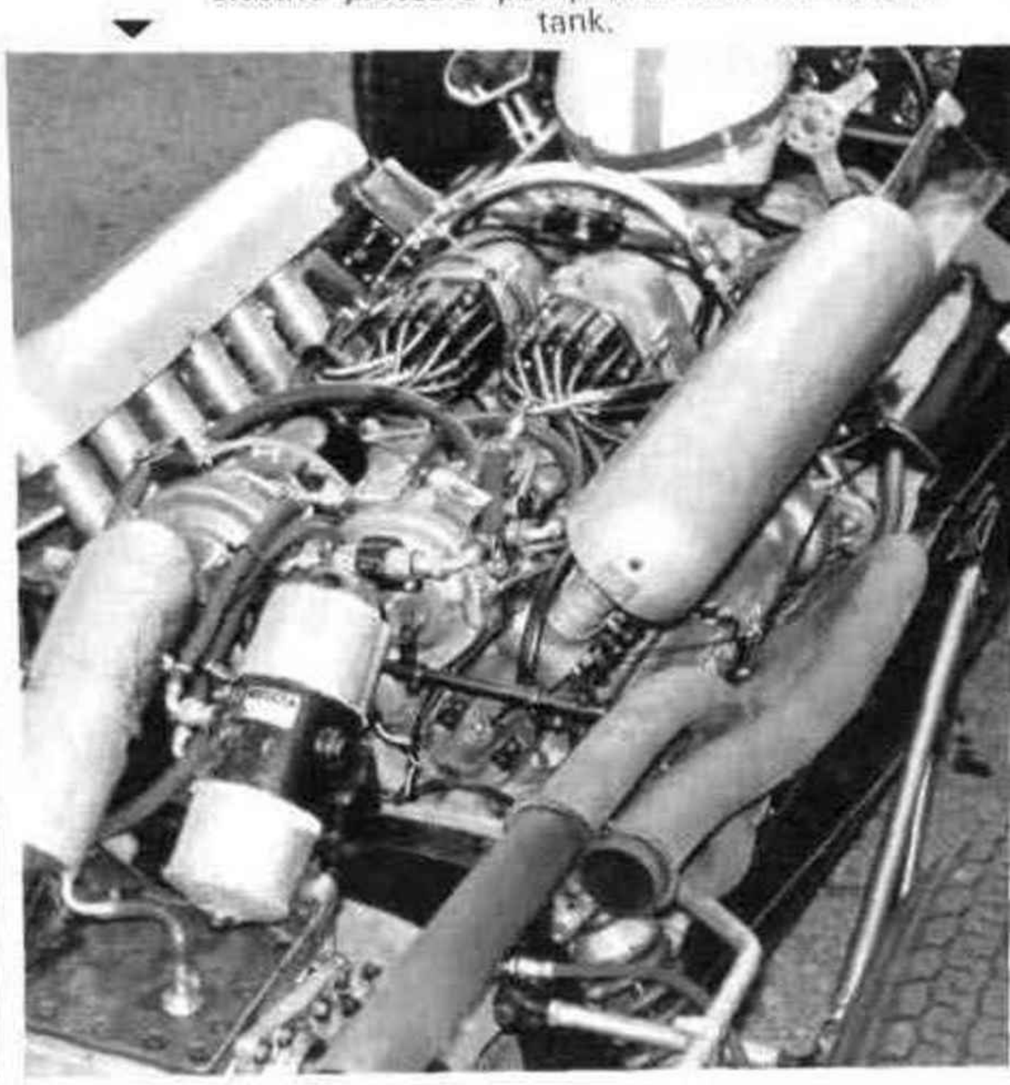
The first 1966 Brabham-Repco V8 had the exhaust pipes on each side, inside the top radius arm, running into an Australian Lukey tail pipe. ▼

The second Brabham-Repco V8 car, raced at Reims for the first time by Hulme, had the pipes surrounding the top radius arm. ▼

The works Cooper-Maseratis of Surtees and Amon had forward-facing air scoops on the inlet pipes. On top of the engine are the two 12-plug distributors and at the back the electric pressure pump and breather catch-tank. ▼



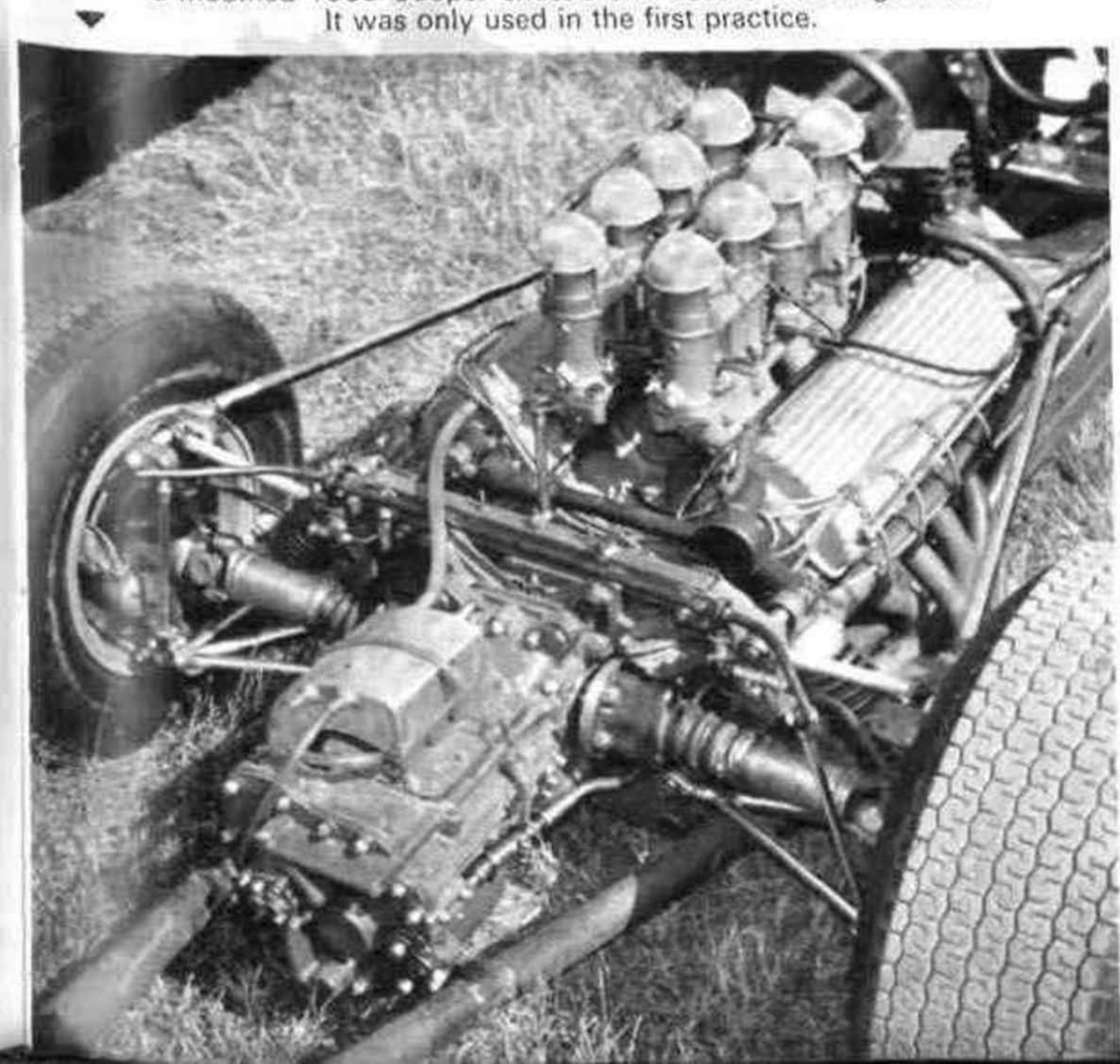


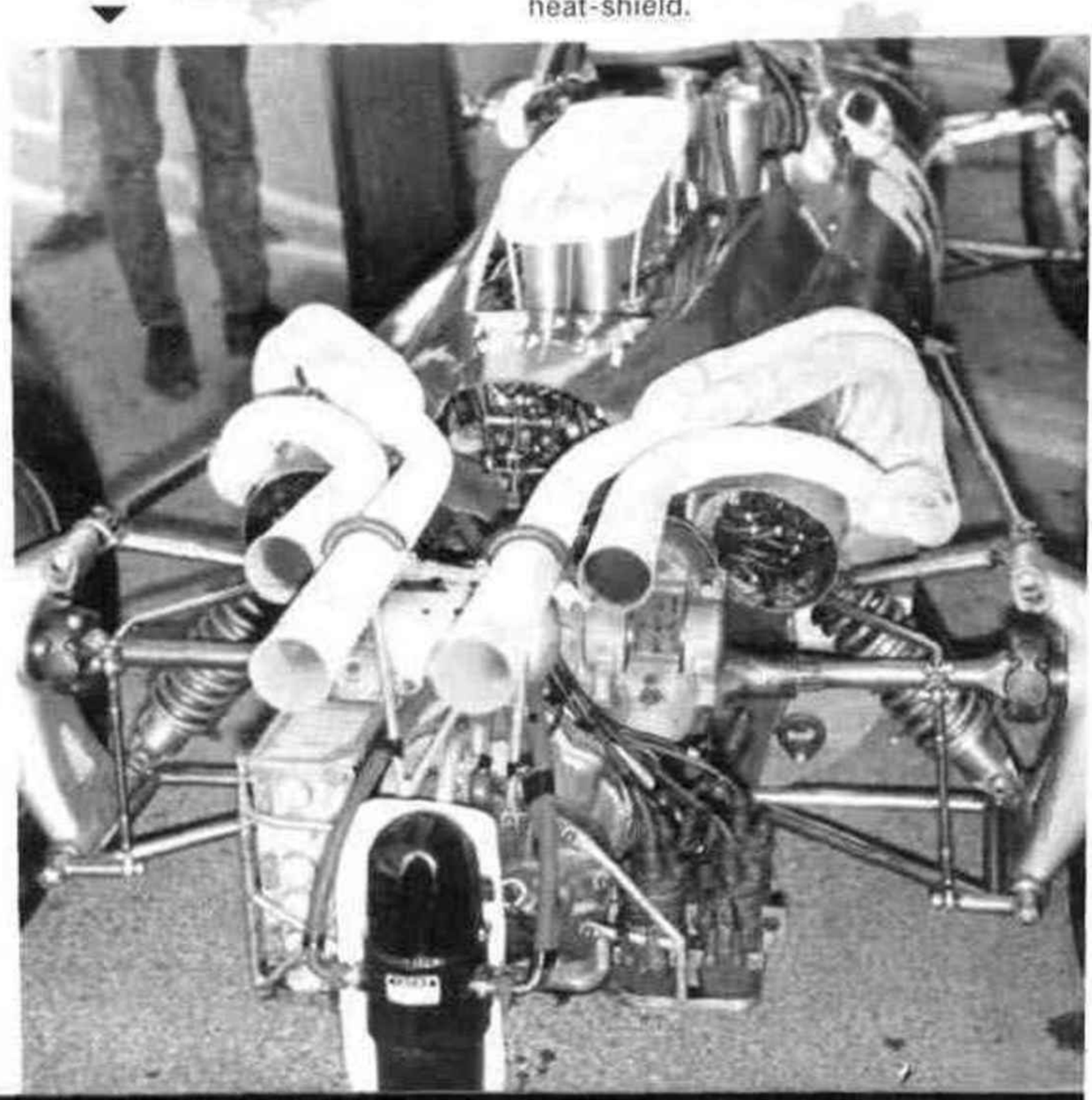


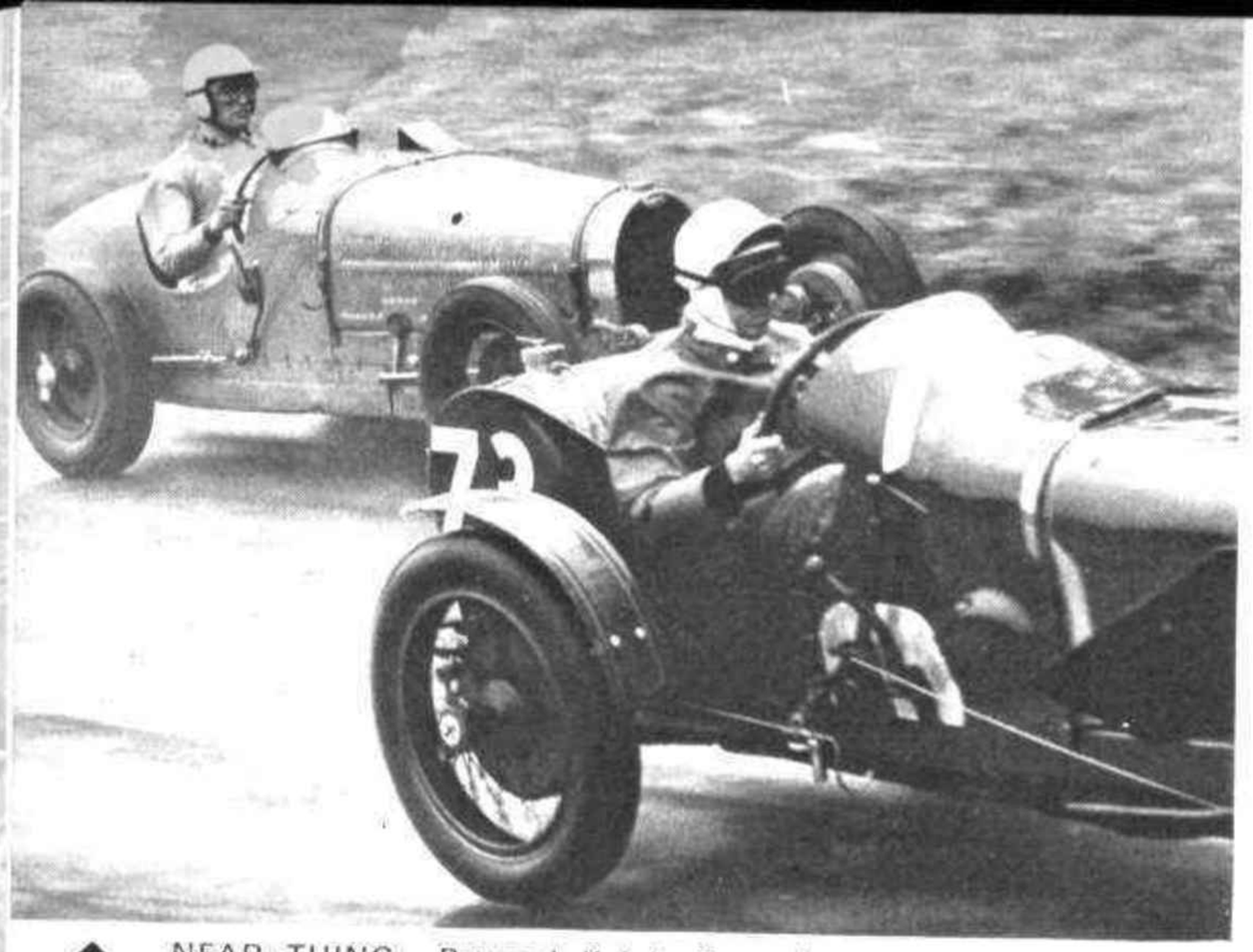
His Cooper-Maserati V12 not being repaired in time after its Spa accident, Bonnier borrowed the Cooper-A.T.S. built by Alf Francis. The single o.h.c. per bank 3-litre V8 engine is in a modified 1965 Cooper chassis and uses a Colotti gearbox. It was only used in the first practice. ▼

## SEEN AT REIMS

The 3-litre V12 Ferraris had re-arranged ancillaries at the rear, all four coils now being on the right of the gearbox and the 12-volt battery on the left, while the Lucas high-pressure fuel pump was mounted vertically at the rear, with an aluminium heat-shield. ▼







▲ NEAR THING.—Bernard Kain's Bugatti, which just won the Seaman Vintage Trophy Race, before an oil pipe broke, about to pass Panks in the 1921 T.T. Sunbeam.



▲ A SPLENDID DRIVE was put up at Oulton Park by Merrick Murray's E.R.A., which caught Lindsay's post-war Masera 250F, as seen here.



▲ UNDERSTEER!—Peter Waller finds his E.R.A. a handful in the wet.



▲ SPRAY!—Gahagan's 2-litre E.R.A. does its best to obliterate Readey's Riley T.T. Sprite in the very wet Seaman Historic Trophy Race at Oulton Park.



▲ OVERSTEER.—Lucas has h Maserati 250F in a tru Fangio slide.



Berrisford
(*Alvis*)



Boyce
(*Frazer Nash*)

## ALL THE WINNERS



Waller
(*E.R.A.*)



Carmichael
(*B.M.W.*)

Kain
(*Bugatti*)

Cottam
(*Connaught*)

Jardine
(*Bugatti*)

Barr
(*Alvis*)

Hine
(*Lagonda*

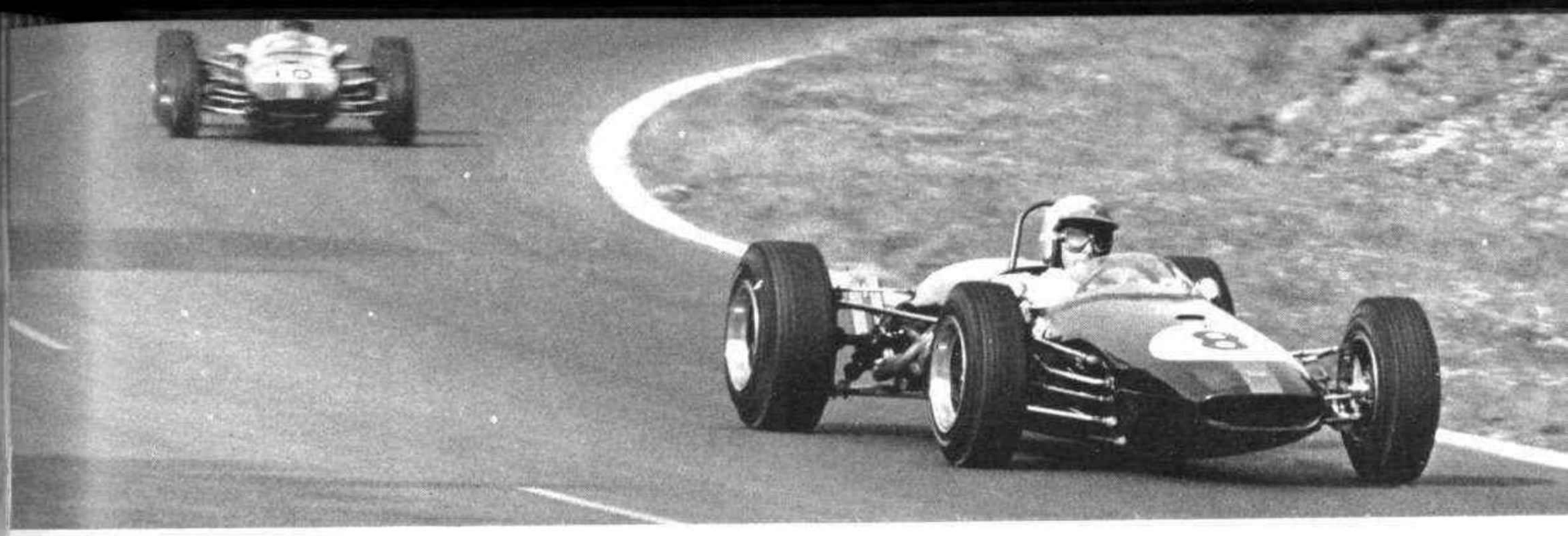










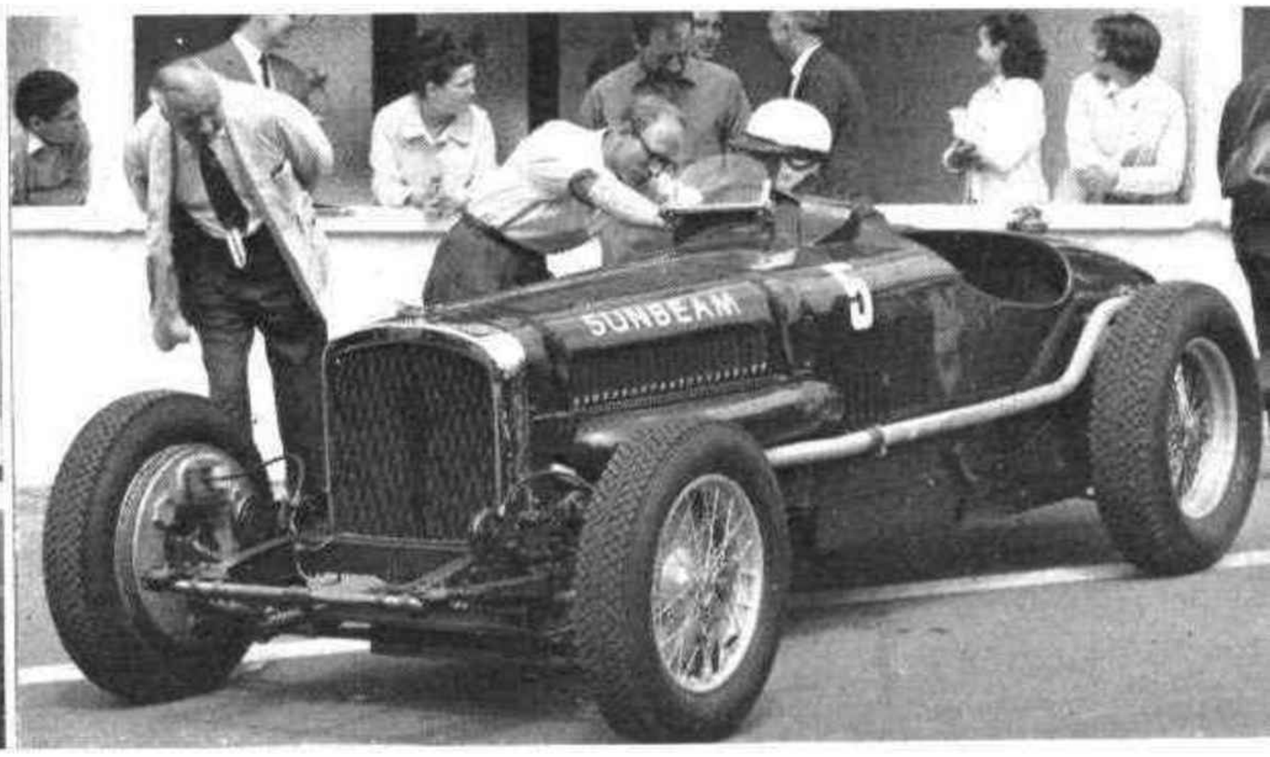


## ROUEN F2, F3 & VINTAGE

DOMINATION.—Jack Brabham followed closely by Denis Hulme in the works Brabham-Honda F.2 cars seen running in close formation and leaving all the opposition behind. All went well until Brabham's engine blew up; the previous weekend it was Hulme's Honda engine that broke, but he was compensated by winning at Rouen. This lack of reliability is worrying Honda even though they are winning the races.



RELAXED.—Piers Courage cornering at the Nouveau Monde hairpin on his way to winning the F.3 race. After the main opposition had eliminated itself he had a fairly comfortable drive.

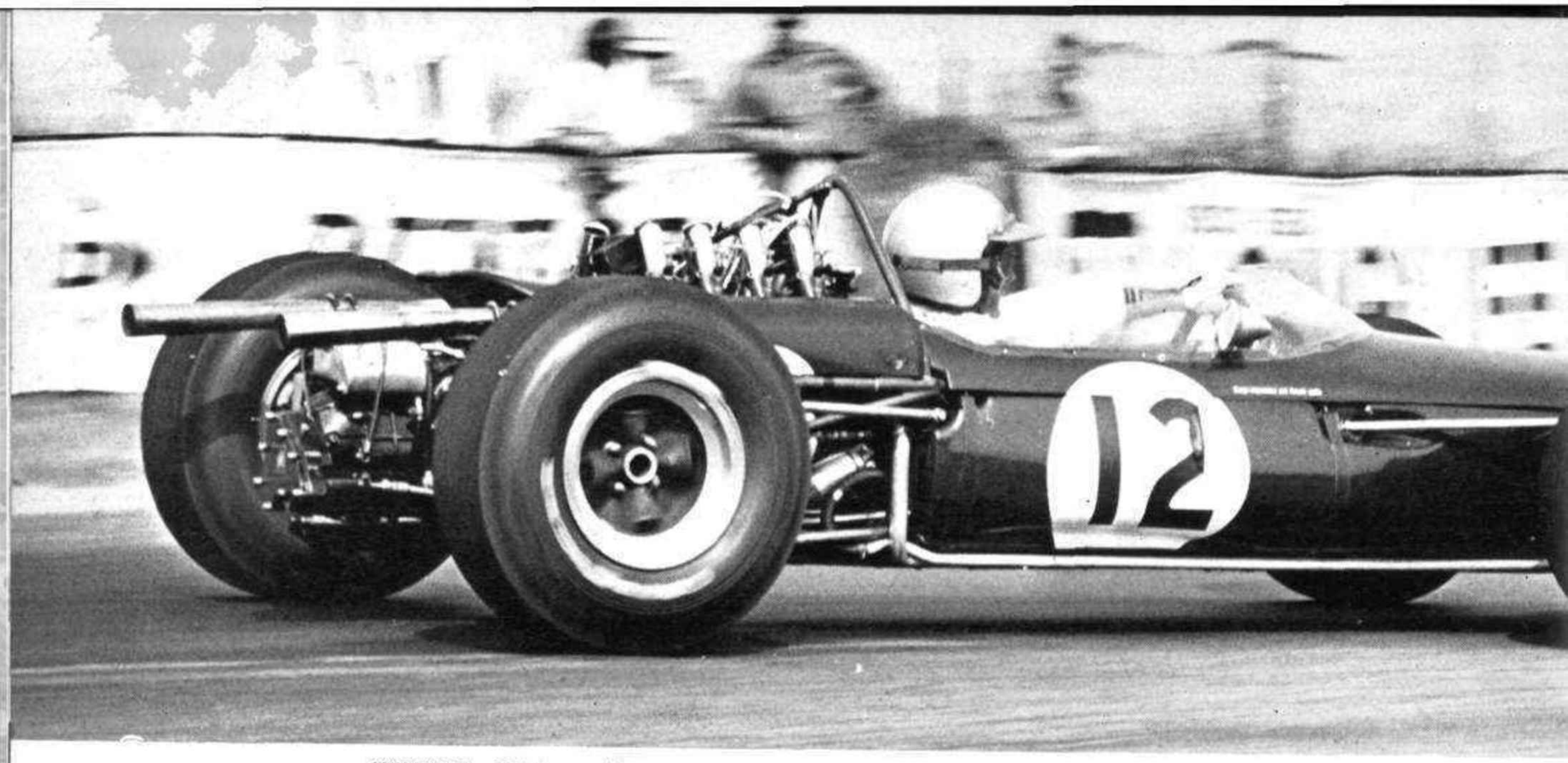



TIGER.—The s.c. 4-litre Sunbeam before the start of the Historic Car event, with George Burton at the wheel. Owner Sir Ralph Millais looks anxiously at the front, but all was well and the car ran faultlessly.

HISTORIC LINE-UP.—A portion of the fine entry of Historic cars, left to right, the 10½-litre V12 Delage (John Williamson), E.R.A. R9B (Waller), E.R.A. " Hanuman II " (Morris), E.R.A. " Remus " (Lindsay), E.R.A. R4D (Brewer), E.R.A. R7B (Gahagan), E.R.A. R1B (Marsh), Alfa Romeo Monza (Black). It was the first appearance of the V12 Delage since 1952, the engine being rebuilt with four new cylinder blocks. The first three places in the race were taken by the three E.R.A.s as lined up in the picture, number 43 winning

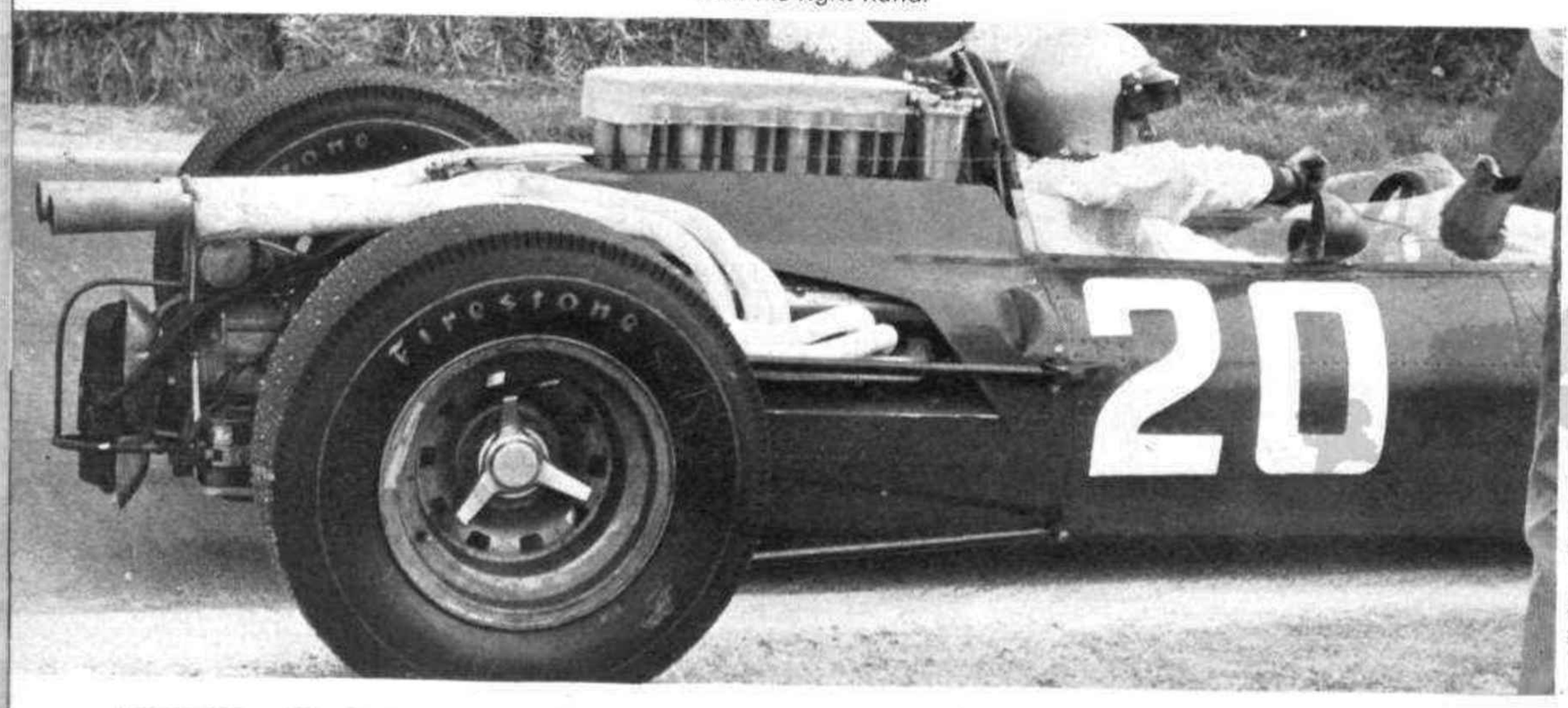


## FRENCH GRAND PRIX




WINNER.—Driving at his very best, Jack Brabham kept his Repco V8-engined Brabham in sight of Bandini's leadi all the other runners. When the Ferrari ran into trouble Brabham took the lead and finished the 48 laps a well-deser car was the first 1966 Formula One Brabham, powered by an Australian Repco 3-litre engine on Lucas fuel injecti with a Hewland gearbox and running on Goodyear tyres. It can be seen that the pannier fuel tanks end at the eng unaffected by exhaust pipe heat and at the same time are exposed to a flow of air, thus avoiding chances of vapour lock i

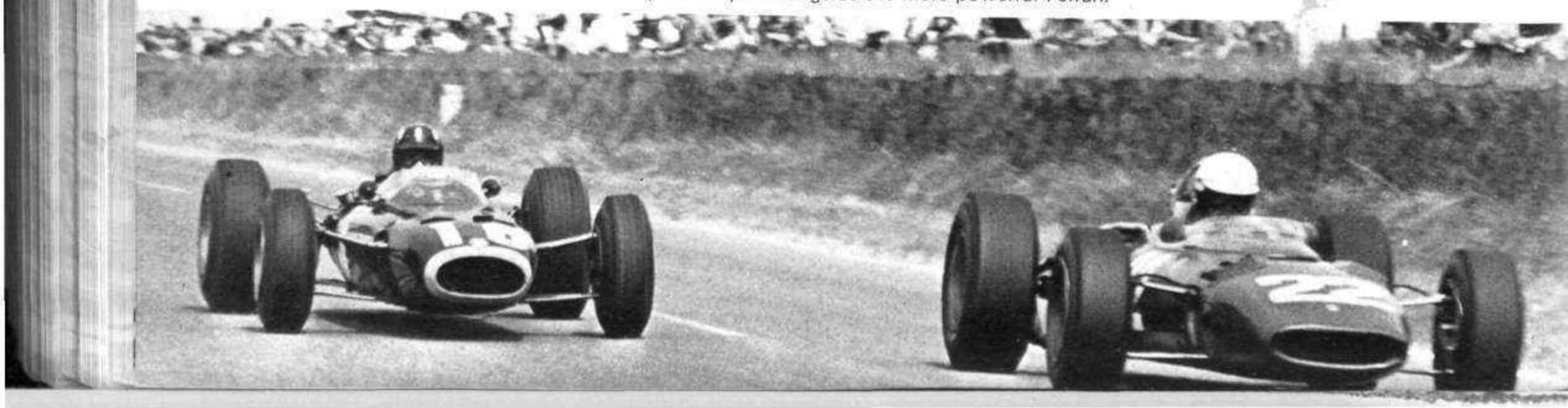
JURY-RIG.—After leading the race for 31 laps Lorenzo Bandini had the throttle cable of his 12-cylinder Ferrari break, and he came to rest at the Thillois hairpin. He tied a length of wire onto the throttle linkage, ran it along the outside of the car and over his shoulder, and is seen starting to drive back to the pits, pulling the throttles with his right hand.




ABANDO
hairpin w
car on th



PRESSED.—Mike Parkes (on right), driving in his first race with a 3-litre Grand Prix Ferrari, had Graham Hill (on left) keeping his slower 2-litre B.R.M. in the Ferrari slip-stream and frequently pulling out alongside and at times getting in front for a short distance. This battle went on for nine laps and ended when the B.R.M. V8 engine broke a camshaft. Hill is seen pulling out of the Ferrari slip-stream to rush past the pits alongside the more powerful Ferrari.



ing Ferrari and out-distanced
ved and popular winner. His
on, using also petrol and oil,
ine bay bulkhead, thus being
n high ambient temperatures.



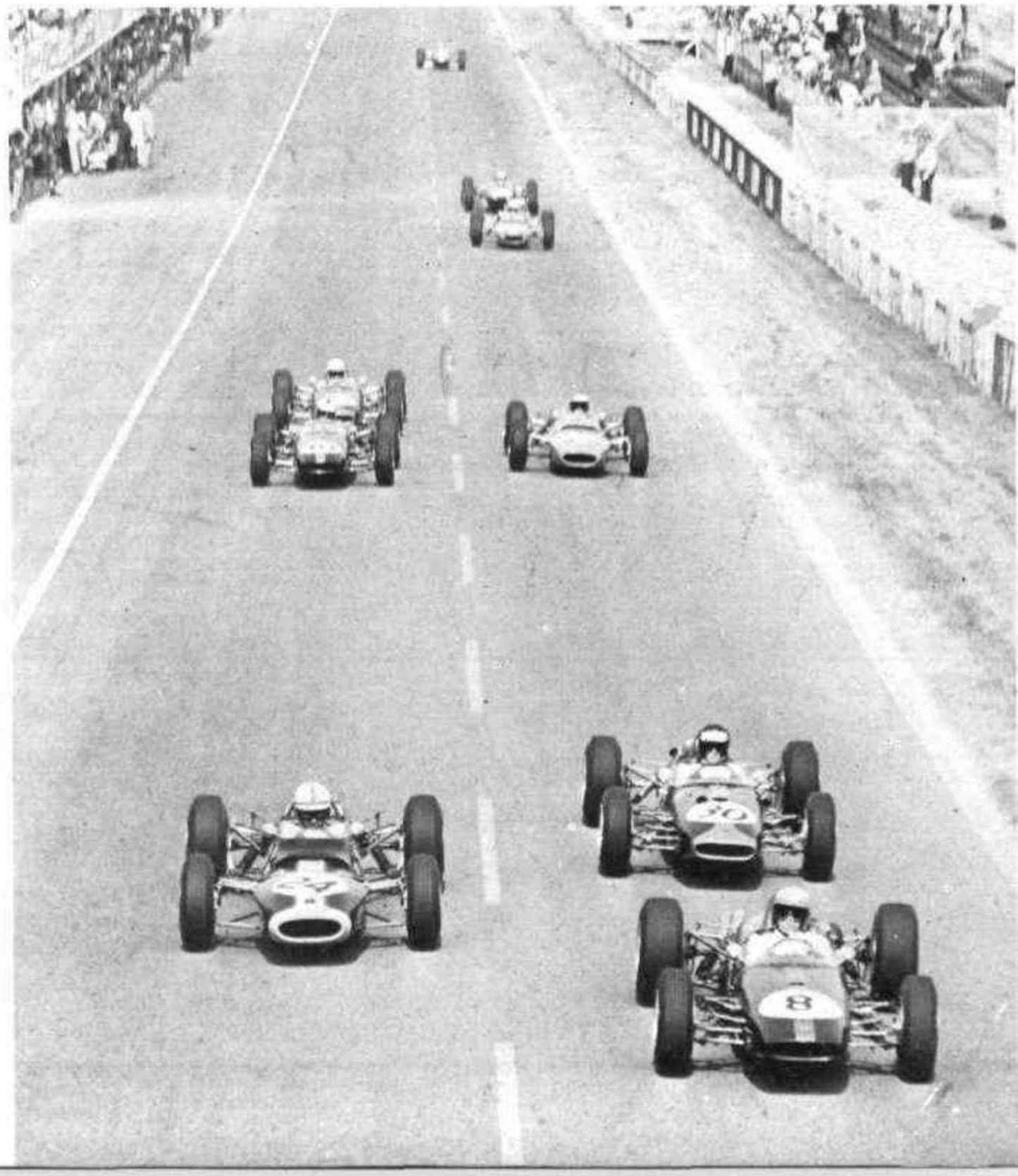



GRAND PRIX START.—Surtees, driving in his first race for the Cooper-Maserati team, leaps away between his former Ferrari team-mates Bandini, No. 20, and Parkes, No. 22. His lead was short-lived for the drive to the mechanical fuel pump sheared almost as he left the picture, and Brabham, whose car is just entering the picture on the left, had to take some sharp avoiding action as the Cooper slowed.

ONED.—John Surtees is seen walking to the signalling pits at Thillois
ith Jonathan Seiff, the Cooper-Maserati chief, after parking his works
e grass with an over-heated engine. In the background a mechanic
hurries across the grass to take care of the car.




DESPERATE.—In the opening laps of the Formula Two race the Cosworth-powered cars tried all they knew to stay with Brabham's Honda-powered car. Surtees (Matra No. 24), on left, and Rindt (Brabham No. 30) are seen challenging Jack Brabham as they pass the pits.





## BRITISH G.P.

START of the British Grand Prix was on a wet circuit, as the spray indicates in this picture, but it soon dried and remained so for the rest of the race. On the left, Jack Brabham can be seen going into the lead which he never once looked like losing, team mate Denis Hulme is in the centre, and Dan Gurney's Eagle on the right. Overhead hangs one of M.G.M.'s film cameras.

AROUND MID-DISTANCE a great tussle developed between Hill and Clark (pictured in that order) for fourth place, but Hulme (third in the picture) passed both of them *and eventually finished second*



THE OLD MASTER at work. Though there were several interesting tussles going on at intervals behind him, Jack Brabham was never seriously challenged and he kept his lead from start to finish.



BRUCE McLAREN never really got among the leaders and finished in sixth place. The missing engine cowling was not the result of a shunt; it was removed before the race started.



SURTEES, a last-minute replacement in the Cooper team, leads team-mate Rindt up to Druids. Surtees eventually dropped out with suspension maladies. Both cars were on wet weather tyres.





# 4th NATIONAL AUSTIN 7 RALLY, BEAULIEU (JULY 10th)

IT was impossible to count how many pre-war Austin 7s attended this popular event, organised by the Austin 7 Register of the 750 M.C. When we arrived, mid-morning, Beaulieu's rally field was full of them. When we left by mid-afternoon they were still converging on the Montagu Motor Museum. Perhaps they numbered 400. . . .

Certainly 187, of which 57 were vintage, entered officially, and they were backed up by spectators' cars outside the arena. It was a happy thought of the organisers to have a special display of contemporary economy vehicles at the top of the field, presided over by Mike Eyre's immaculate 1930 ex-works orange Ulster Austin and comprising a 1926 model-R Triumph combination, the Museum's 1927 7-h.p. Jowett " Long Four " tourer, their 1927 Aero Morgan and M-type M.G. Midget, a 1928 Triumph Super Seven tourer with oversize back wheels, reminder that these Triumphs ousted the Austin 7 in the matter of hydraulic f.w.b. and a 3-bearing crankshaft, a 1932 Singer Nine saloon, a 1934 model-Y Ford Eight saloon with disc wheels, a 1935 series-I Morris 8 tourer, and a 1937 Fiat 500.

In addition, a tent contained a jumble sale of A7 parts, another was devoted to 750 M.C. appertenances. Altogether, this was the best day yet for restorers of these typically English cars and even the rain held off until it was almost over.

Over lunch at Palace House it was interesting to hear Charles Goodacre, ex-racing driver, the Guest of Honour and one of the Judges, recalling Austin history. How the L-head Austin 20 engine was based on the Hudson, how the Austin 7 of 1922 was a copy of its big brother but with a ball and roller crankshaft based on the little Peugeot, its own patented jet big-end lubrication system and torque-tube-cum-open shaft transmission, a ball gear-change beneath a dummy gate, and a chassis inspired by that of the Willys-Overland (which had trailing transverse front springing), Herbert Austin being very friendly with Sir William Letts, who handled these American cars in this country. The Seven was raced almost immediately to prove it was no motorised pram but a real motor car. Goodacre, in answer to a question, said about 100 were made with a pull-up manual starter operated from within the car.

Back at the rally field a l.h.d. yellow Chummy had arrived from Frankfurt (perhaps its steering-wheel muff was permissible under the circumstances!) and we counted nine Nippy or 65 sports models but only a couple of Ulsters, one of them Nice's mainly original example, the other Tiedeman's less original but regularly raced version.

There were four Swallows, three saloons, one egg-like 2-seater, with another in the car park. Only two " boy's racer " highly-modified saloons were present, one very shabby. The standard of presentation on the whole was extremely creditable, although too many Seven owners still cannot resist polished brass where black paint is correct and some still slap on the bright yellow paint. Most of the Austins were very presentable, and original, however. The oldest one present was J. A. Harris' 1923 tourer from Salisbury, but four Chummies dated from 1925. In judging them, Goodacre had the engines started and listened to them intently. . . .

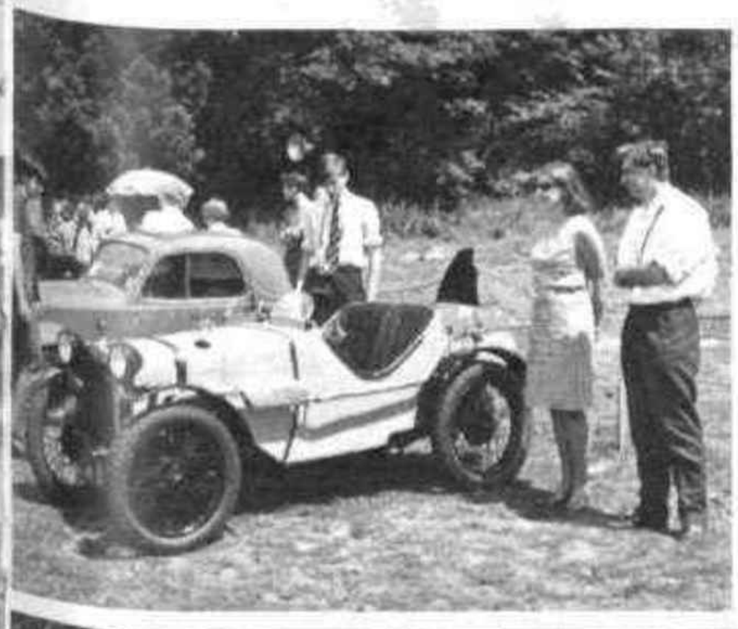
Interesting variants were a 1928 coil-ignition B.M.W.-Dixi, a very smooth 1938 Bantam tourer, examples of Arrow, Mulliner, Gordon England and Australian bodywork and, of course, almost all the Austin Motor Co.'s own variants, while the Club van was present. It is impractical to refer to every car present, so we present the accompanying photographic coverage and some appended notes. It was a splendid gathering, which must be done again in 1967.—W.B.

* * *

### Seven Sideglances

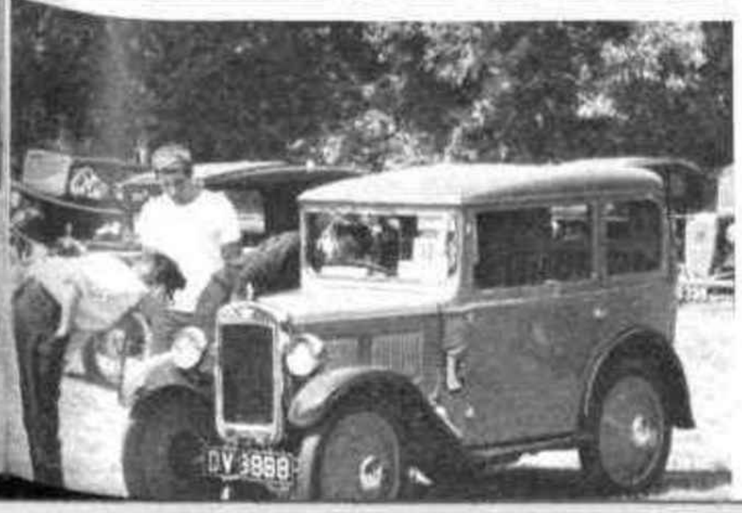
Saloons seemed more addicted to brass radiators than the Chummies. Why? Offenders included Poulson's 1928, Fowler's 1930, Oborn's 1929 and Mrs. Pegler's 1929 saloons; consecutive numbers in the field. (O.K., O.K.—what *can* you do if the nickel has worn through?) Bennett presented his 1933 tourer in yellow hue; so did Phillips his 1932 tourer, which answered to the name of " Babs." Stone's 1934 saloon was called " Mirabell ". . . . Blessley's idea of audible warning on his 1935 tourer seemed to consist of air horns, a bulb horn and a Klaxon. Vernon's 1936 Ruby saloon was in bright blue with dazzling whitewall tyres, Gower's 1937 Ruby was in exceedingly good order, McIntosh's 1931 tourer bravely displayed the badge of the Pre-War A.7 Club, and one Austin a " Bring Back Brooklands " sticker.

Scott's very smart 1934 2-seater covers some 6,000 miles annually, Turley's 1932 tourer displayed pictures of stages in its rebuilding, Clayden's 1931 saloon had its sun roof open, and one of the nicest saloons present was Marsh's discreet disc-wheeled 1930 model. Richardson's 1932 saloon appeared to have a different size tyre at each corner, 13-year-old Master Hayes' 1933 saloon was in good average condition, so was Hall's 1933 saloon and scores of others. Slack's 1927 tourer had all sidescreens and Motometer intact, Howe's 1925 tourer an M.L. magneto, Miss Counsell's 1927 tourer had radiator shutters and Hutchings' 1932 saloon an under-bonnet horn as big as its engine! Mrs. Franks' 1933 saloon had a heater-box on its radiator. Thornton's 1928 tourer from Kettering displayed Motometer and J.C.C. badge found preserved in its owner's garage. Many of these Sevens are in daily use and one of them was bought for £4 four years ago.—W. B.












*THE RACING AT ROUEN—continued from page 706*

with a variety of troubles, Beltoise with a punctured radiator, Rindt with a wrecked Hewland gearbox and final drive, Surtees with similar trouble, as well as a loose battery earth wire and misfiring, Schlesser with a split oil radiator, Hawkins with a broken drive-shaft rubber joint, and so on. With only six laps to go Brabham failed to appear, his Honda engine having blown up, though he said his gear-lever had broken! (Crankshaft was more like it.) Luckily Hulme was just behind so he was able to take over the lead and keep the Brabham team in the lead of the F.2 championship. Rodriguez had been running very steadily in the Ron Harris Lotus and gaining places as faster drivers ran into trouble and he passed Hill and Surtees to take third place as the ex-Ferrari driver's Matra-Cosworth expired and the B.R.M. ex-World Champion struggled along in a sick Matra-B.R.M.

D. S. J.

**Results :**

**FORMULA TWO—46 laps—300.932 kilometres—Hot**

| | | |
|---|---|---|
| **1st** : | D. Hulme (Brabham-Honda) .. | 1 hr. 46 min. 33.5 sec.—169.446 k.p.h. |
| **2nd** : | A. Rees (Brabham-Cosworth) .. | 1 hr. 46 min. 58.7 sec. |
| **3rd** : | P. Rodriguez (Lotus-Cosworth) .. | 1 hr. 47 min. 54.0 sec. |
| **4th** : | K. Ahrens (Brabham-Cosworth) | 1 hr. 48 min. 41.4 sec. |
| **5th** : | G. Hill (Matra-B.R.M.) .. .. | 1 hr. 48 min. 46.3 sec. |
| **6th** : | T. Blokdyke (Lotus-Cosworth) .. | 45 laps |

*Fastest lap :* J. Brabham (Brabham-Honda), on lap 14, in 2 min. 14.6 sec.—174.971 k.p.h.

**FORMULA THREE—25 laps—163.550 kilometres—Hot**

| | | |
|---|---|---|
| **1st** : | P. Courage (Lotus-Ford) .. | 1 hr. 00 min. 59.6 sec.—160.886 k.p.h. |
| **2nd** : | R. Weber (Alpine-Renault) .. | 1 hr. 01 min. 27.9 sec. |
| **3rd** : | J Servoz-Gavin (Matra-Ford) .. | 1 hr. 01 min. 42.3 sec. |
| **4th** : | T Hitchcock (Brabham-Ford) .. | 1 hr. 01 min. 42.4 sec. |
| **5th** : | A. Rollinson (Brabham-Ford) .. | 1 hr. 01 min. 43.7 sec. |
| **6th** : | R. Slotemaker (Lotus-Ford) .. | 1 hr. 01 min. 55.0 sec. |

*Fastest lap :* P. Courage (Lotus-Ford), on lap 17, in 2 min. 24.0 sec.—163.550 k.p.h.




*ALL CLEAR.—Douglas Hull about to have a go up the road to Rouen in Lindsay's E.R.A. He is seen leaving the courtyard of the Hotel du Cheval Noir at Clères.*

**COUPE DE L'AGE D'OR—12 laps—78.504 kilometres—Warm**

| | | |
|---|---|---|
| **1st** : | P. Waller (E.R.A.) .. .. .. | 34 min. 13.6 sec.—137.619 k.p.h. |
| **2nd** : | W. R. G. Morris (E.R.A.) .. .. | 34 min. 30.4 sec. |
| **3rd** : | P. Lindsay (E.R.A.) .. .. .. | 34 min. 35.9 sec. |
| **4th** : | G. Burton (Sunbeam 4-litre) .. .. | 34 min. 43.3 sec. |
| **5th** : | M. Morris (Talbot 110) .. .. | 36 min. 28.1 sec. |
| **6th** : | J. Freeman (Aston Martin) .. .. | 37 min. 01.9 sec. |

*Fastest lap :* W. Summers (Alfa Romeo Tipo B), on lap 2, in 2 min. 43.5 sec.—144.044 k.p.h.

# THE SUPPORTING RACES AT REIMS

It is sad that the Grand Prix de l'A.C.F. cannot stand on its own as a Grande Epreuve and that it is deemed necessary to have supporting races. However, it was some consolation that both extra races were for single-seater cars, even though neither group was really fast enough to justify their existence on the very fast Reims circuit. On the Saturday afternoon before the Grand Prix a Formula Two race was held over 37 laps of the circuit under very hot weather conditions. This was another round in the French championship for F.2 entrants, the previous one having been at Pau. As in all the F.2 races so far this season the works Brabham-Honda 4-cylinders of Brabham and Hulme set the pace with Cosworth- and B.R.M.-powered cars trying to keep up. True to form, the Winklemann Brabham-Cosworth cars of Rindt and Rees provided the main opposition, backed up by the Tyrell cars, John Surtees replacing Stewart temporarily in the Matra-Cosworth. All the regular Formula Two teams and private owners were competing, and by holding the race the day before the French Grand Prix it was possible for all the stars to take part with the 1,000-c.c. midget cars. After practising with 3-litre Grand Prix cars the Formula Two cars must have felt a bit lacking in power.

As expected, Jack Brabham ran away from the field, the superior power of the Honda engine really telling on the long straights, but the Japanese equilibrium was slightly upset when it was seen that Hulme was not keeping up with his team-leader. He could not get away from the faster Cosworth- and B.R.M.-engined cars, in particular young Ickx, Rees and Ahrens, and when he could not keep up with them it was obvious that he was in trouble. After 14 laps Hulme was forced to retire with a broken engine, suffering trouble in the valve department, so for the first time the all-conquering works Brabham-Hondas were seen to be vulnerable. Brabham was untroubled however, and was well ahead of the rest of the field and the little Japanese engine ran strongly to the finish, the Brabham finishing comfortably ahead of Rees. A good scrap for third place developed between Beltoise (Matra-B.R.M.), Spence (Lotus-Cosworth) and Attwood (Lola-Cosworth) which continued right to the end of the race. A number of cars suffered from the heat, developing vapour locks in the fuel systems, causing misfiring or weak mixture running, Surtees, Hill and Rindt having these problems, while Ickx was delayed when an inlet pipe broke off his B.R.M. engine.

On Sunday afternoon, when the French Grand Prix was finished, 25 Formula Three cars lined up for a 20-lap race, these runners having been sorted out from an enormous entry that took part in the practice sessions during the week. It was a question of the fastest and fittest of the entry qualifying for the start and on the very high-speed circuit there was not much that any of the better runners could do once the race had started. A packet of 15 to 17 cars circulated in a solid bunch, there being no room for anyone to show much driving prowess, or even braking ability, for they were all so close that they were inevitably getting in each other's way all the time. That the leading packet were not going as fast as an individual might have gone was seen when one of them overshot on braking yet caught up again in a few laps. Also, with no apparent effort a car would drop from first place to fifteenth place, and be back up the front again in no time at all. To some people it may have looked exciting, but it was really rather farcical and it would probably have been quite fair to pick the winner out of a hat. As it was, Fenning nipped out of the solid bunch of cars while those at the front weren't looking and won by a short head. Such a close crowd of cars approached the finish that it seemed as if the first one to raise his arm as they crossed the line could be assumed to be the winner.

During the race thunder and lightning could be heard and seen all round the countryside and rain fell in various parts making conditions very tricky and all the drivers in the leading group deserve praise for staying on the road. If closeness means racing then this was racing, but I can't believe this is good training for real drivers who wish to achieve the ability of high-speed driving as an art.—D. S. J.

**Results :**

**FORMULA TWO—37 laps—307.165 kilometres—Very warm**

| | | |
|---|---|---|
| **1st** : | J. Brabham (Brabham-Honda) .. | 1 hr. 33 min. 32.4 sec.—197.026 k.p.h. |
| **2nd** : | A. Rees (Brabham-Cosworth) .. | 1 hr. 33 min. 41.3 sec. |
| **3rd** : | J. P. Beltoise (Matra-B.R.M.) .. | 1 hr. 33 min. 49.0 sec. |
| **4th** : | M. Spence (Lotus-Cosworth) .. | 1 hr. 33 min. 50.5 sec. |
| **5th** : | R. Attwood (Lola-Cosworth) .. | 1 hr. 33 min. 50.7 sec. |
| **6th** : | R. Arundell (Lotus-Cosworth) .. | 1 hr. 35 min. 37.1 sec. |
| **7th** : | W. Bradley (Brabham-Cosworth) .. .. | 1 lap behind |
| **8th** : | D. Prophet (Brabham-Cosworth) .. .. | 2 laps behind |
| **9th** : | J. Bonnier (Cooper-B.R.M.) .. .. .. | 2 laps behind |
| **10th** : | E. Offenstadt (Lola-B.R.M.) .. .. .. | 4 laps behind |
| **11th** : | G. Hill (Matra-B.R.M.) .. .. .. | 4 laps behind |
| **12th** : | G. Ligier (Brabham-Cosworth) .. .. | 6 laps behind |
| **13th** : | J. Ickx (Matra-B.R.M.) .. .. .. | 8 laps behind |
| **14th** : | J. Schlesser (Matra-Cosworth) .. .. | 10 laps behind |
| **15th** : | T. Taylor (Brabham-Cosworth) .. .. | 11 laps behind |

*Fastest lap :* J. Ickx (Matra-B.R.M.), on lap 6, in 2 min. 27.1 sec.—202.481k.p.h.

**FORMULA THREE—20 laps—166.035 kilometres—Dull and damp**

| | | |
|---|---|---|
| **1st** : | J. Fenning (Matra-Ford) .. .. | 55 min. 16.3 sec.—180.238 k.p.h. |
| **2nd** : | R. Pike (Lotus-Ford) .. .. | 55 min. 16.4 sec. |
| **3rd** : | P. Courage (Lotus-Ford) .. .. | 55 min. 16.5 sec. |
| **4th** : | C. Irwin (Brabham-Ford) .. .. | 55 min. 16.9 sec. |
| **5th** : | M. Knight (Brabham-Ford) .. .. | 55 min. 17.0 sec. |
| **6th** : | P. Vidal (Brabham-Ford) .. .. | 55 min. 17.3 sec. |
| **7th** : | M. Beckwith (Brabham-Ford) .. | 55 min. 17.5 sec. |
| **8th** : | J. Cardwell (Lotus-Ford) .. .. | 55 min. 18.4 sec. |
| **9th** : | J. P. Jaussaud (Matra-Ford) .. .. | 55 min. 18.6 sec. |
| **10th** : | J. Williams (de Sanctis-Ford) .. | 55 min. 19.1 sec. |

*Fastest lap :* T. Hitchcock (Brabham-Ford), in 2 min. 41.9 sec.—184.597 k.p.h.

# BOOK REVIEWS

**"Rolls of Rolls-Royce,"** by Lord Montagu of Beaulieu. 250 pp. 4¾ in. × 5½ in. (*Cassell & Co. Ltd., 35 Red Lion Square, London, W.C.1.* 36*s.*)

Anything appertaining to Rolls-Royce is read avidly, especially in America, which may have prompted this biography of the late Hon. C. S. Rolls. But whatever the reason for Lord Montagu putting pen to paper, or paper in typewriter, it is good that he has done so, because previously the pioneer automobilist and aviator whose name was so closely linked with that of Henry Royce until he was killed in 1910 flying at Bournemouth, has been but sparsely documented. And Lord Montagu's books, of which this is the fourth in the "Montagu Motor Book New Series," go into the greatest possible detail.

So it is with "Rolls of Rolls-Royce." The Hon. C. S. Rolls' upbringing, early motorcycle and motoring experiences, his entry into the motor trade which resulted in the Rolls-Royce cars [this trade participation, by a peer's son, is defended skilfully but surprisingly, when famous names who had railway apprenticeships are listed, that of Henry Royce, with whom Rolls was so closely linked, is omitted] as well as his ballooning and aeroplane activities are very amply described and most of the details are of absorbing interest, to anyone concerned to learn more about this unsporting, mean, unfriendly yet dashing and aristocratic young pioneer. The illustrations are in keeping with this considerable and difficult accomplishment, and nicely laid out, while the story as it unfolds is a splendid insight into the whole structure of the pioneer motoring and flying days, apart from its main function.—W. B.

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**"We Went Racing,"** by Charles Mortimer. 112 pp. 7½ in. × 5 in. (*E.M. Art & Publishing Ltd., Oundle Road, Peterborough.* 15*s.*)

Charles Mortimer is a person who takes his hobbies seriously and tends to write books about them—as he has done about racing a sports car, owning a yacht and now sponsoring young Griff Jenkins in motorcycle racing, which culminated in outright victory in the 1963 Senior Manx G.P. at 96.1 m.p.h., on a Norton.

The author's clear thinking and obvious enthusiasm for and enjoyment of what he sets out to do make his written reminiscences very stimulating and this little book is definitely intended to cause others to think about sponsoring young riders.

There is much good sense in these pages from which others can glean useful information, although the book does not set out to be of the "hints and tips" variety. It covers a season's sponsorship of Jenkins, using four bicycles prepared by Francis Beart and Phil Kettle and is likely to be read from cover to cover by those of similar interests, racing in similar circumstances.

One picture shows a much younger Charles Mortimer astride the fearsome 998 c.c. supercharged A.J.S. he rode at Brooklands in 1935—which gives rise to the hope that one day he will put the memories of those days on paper.—W. B.

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**"British Flying-Boats and Amphibians—1909-1952,"** by G. R. Duval. 268 pp. 8¾ in. × 5¾ in. (*Putnam & Co. Ltd., 9 Bow Street, Covent Garden, London, W.C.2.* 50*s.*)

This is another of those extremely covetable and highly informative Putnam aviation directories, standard in conformity with previous great works like A. J. Jackson's "British Civil Aircraft—1915-59," Owen Thetford's "Aircraft of the R.A.F. since 1918" and Peter Lewis' "British Aircraft, 1909-1914," etc., but going chronologically from the Wyvenhoe Flier of 1909 to the Saunders-Roe S.R.45 Princess of 1952 and written in a particularly pleasant style.

There are the usual innumerable excellent pictures, the three-view scale plans and the detailed appendices, to make this a first-class work of reference.

The author keeps to his subject, so that float seaplanes are not included, although the earlier flying-boats that took part in the Schneider Trophy races are there, the Vickers Viking IV of 1921 is seen on the Fork at Brooklands Track, and we are reminded that the Hon. Mrs. Victor Bruce owned the three-engined Saunders-Roe A21 Windhover in 1932, renaming it "City of Portsmouth" and modifying it for an attempt on the world's endurance record, which it failed to break although remaining airborne for 54 hr. 13 min.—these being a few of the multitude of interesting historical items that those who browse through the book can enjoy.—W. B.

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**"Boeing Aircraft Since 1916,"** by Peter M. Bowers. 444 pp. 8¾ in. × 5¾ in. (*Putnam & Co. Ltd., 9 Bow Street, Covent Garden, London, W.C.2.* 63*s.*)

This, the latest of Putnam's "one-make" aeroplane histories, of which those covering Avro, Bristol, De Havilland, Hawker and Fokker have already been published and others about Short Bros., Blackburn and Westland are in course of preparation, is in line with this publisher's aeronautical titles. That is to say it is extremely informative, packed with very interesting pictures of almost every version of Boeing aeroplanes, together with three-view scale plans and ranging from the earliest Boeing biplanes to the famous 707, 720 and 727 series of today, which fly the World's airlines and are manufactured by the largest company of transport aircraft in the World.

In addition there is a chapter devoted to "The Beginning of Boeing," another on "Original Boeing Fighters," and the acknowledgment of photographs and data fills no less than 4½ pages—even this section is interesting reading. There are no less than seven appendices, covering identifications and serial and registration numbers and Boeing insignia are fully documented. Another major publishing success for Putnam's!—W. B.

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**"The Alvis Car—1920 to 1966,"** by K. R. Day. 170 pp. 9 in. × 5¾ in. (*K. R. Day, 20, Thetford Road, New Malden, Surrey.* 45*s.*)

The Secretary of The Alvis Owners' Club has published privately this comprehensive history of the Alvis Company, describing most fascinatingly its origins and products. He deals, a bit superficially, with Alvis competition history, covers straightforwardly without criticism or discussion the entire range of Alvis models from 10/30 to the present 3-litre, mentions experimental Alvis cars, deals with Alvis areo-engines and their wartime activities, puts in specification items under different components for all models, including maintenance and repair notes and type and make of these components (even to materials used for different chassis frames, etc.), and rounds off this excellent work of reference with appendices, these embracing lists of production figures, car and chassis numbering, pre-war cars known to the Alvis O.C., Alvis patents and an address given by Capt. G. T. Smith-Clark, of that illustrious company.

The book is full of the most fascinating illustrations and is essential to anyone seeking to sort out the different Alvis models or contemplating ownership of any Alvis car made between now and 1920. There is a very interesting account by Mrs. Urquhart-Dykes about the long-distance record-breaking undertaken at Brooklands with their old 12/50 by her husband and herself, Alvis badges are illustrated, and almost everything required to give an overall picture of Alvis productions and endeavours has been included by the knowledgeable and industrious Mr. Day.

The photolitho reproduction of the text has not affected its clarity and does not extend to the excellent pictures. This is quite one of the best one-make books which has appeared for some time, from the reference point of view. If any mild disappointment is felt, it is that the 12/50 and vintage period is no more fully covered than the later years, but this will be put right when the Hull/Johnson Vintage Alvis history appears and Mr. Day's book must surely whet the appetite for this additional Alvis history. "The Alvis Car" is obtainable, post free, from Mr. Day at the address given above.—W. B.

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The Montagu Motor Museum has issued a revised, fully-illustrated guide to the Beaulieu and Brighton Motor Museums, priced at 3s., post free.

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One of the most comprehensive Road Books has been published by the A.A. in conjunction with "Readers' Digest." It contains "continuous" comprehensive 4-miles-to-the-inch maps, nature notes, weather information, even a colour section on typical veteran, vintage and old cars, notes on how a car works, first-aid, road signs and so on. The tome comes in a plastic wallet and costs £3 3s.

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B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1, are distributing "Grand Prix Racing Cars—1921-1939," by Hans A. Muth and Dieter Korp. It consists of 14 very large,

full colour pictures, admirable for framing, of G.P. cars ranging from the 1921 3-litre Duesenberg to the 1939 W165 Mercedes-Benz, with supporting descriptions and frontal-aspect plans. There is a Foreword by Piero Taruffi and this decorative publication from Stuttgart, now with English text, costs 70s.

* * *

A loose-leaf book of information about Grand Prix cars and single-seaters in general has been discovered by a reader in the North of England. This is obviously somebody's private collection of notes and information collected over many years and the finder would like to trace the owner, for it must be of great personal value. Letters will be forwarded.

## CARS IN BOOKS

Somewhat embarrassed to find that "The Well of Loneliness" by Radclyffe Hall (Hammond, 1928-1956) had been brought home from the library (it was dismissed as "very boring" but when first published it was regarded as distinctly unsavoury—thus do times change), I chanced to glance through it and discovered that here was yet another contribution to "the motor car in fiction"—incidentally, when I referred to Francis Fytton's masterful article on the subject recently, it should have been attributed to *London Magazine*, not *London Life* as published. Incidentally, he falls into the common error of mistakenly thinking that Molly Randolph's first car in "The Lightning Conductor," was a 3½-h.p. Benz.

To return to Radclyffe Hall's harmless study of lesbianism, quote: ". . . .Sir Philip bought himself a motor-car. The motor was a Panhard, and it caused much excitement in the neighbourhood of Upton-on-Severn. Conservative, suspicious of all innovations, people had abstained from motors in the Midlands, and, incredible as it now seems to look back upon, Sir Philip was regarded as a kind of pioneer. The Panhard was a high-shouldered, snub-nosed abortion with a loud, vulgar voice and an uncertain temper. It suffered from frequent fits of dyspepsia, brought about by an unhealthy spark-plug. Its seats were the very acme of discomfort, its primitive gears unhandy and noisy, but nevertheless it could manage to attain a speed of about 15 m.p.h.—given always that, by God's good grace and the chauffeur's, it was not in the throes of indigestion."

Although fiction, this rings true, so probably someone in the author's family had just such an early Panhard-Levassor. Then follows a description of the old groom's disgust at the arrival of this newcomer, which necessitated the dogcart being expelled from the coach-house, to stand chock-a-block with the phaeton.

Later, the subject of the story orders "a rakish real car; a long-bodied, 60 h.p. Métallurgique. It was one of the fastest cars of its year, and it certainly cost her a great deal of money," to offset the heartbreak of losing her girl-lover. And, in Paris, she buys "a touring Renault and a smart little landaulette for Mary." But the make of ambulance his heroine drove in France during the war isn't named—perhaps the author wasn't so acquainted with the Forces and the vehicles they used.—W. B.

## STILL MORE PROFILES

We have received four more "Profiles," those two-bob-a-time surveys of famous cars. How long it can last, who will buy these miscellaneous but conscientiously contrived soft-cover, uniform 12-page offerings, is a subject of speculation in the publishing world. At present the outlook apparently is set very fair indeed and the high standards being maintained by the selected experts given the task of Profile authorship must surely ensure a continuing, even enhanced, standard of research and writing, even if some of the fainter-hearted would-have-been historians get cold fingers.

As it is, No. 13 covers the Model-T Ford by Anthony Bird. To impart anything new about the Model-T is almost impossible but this Bird has achieved, by going over the famous design from the viewpoint of its short-comings, with particular reference to difficult starting, without in any way disparaging this immortal automobile. For this, Model-T Register members will undoubtedly part with their florins. . . . Gordon Davis' paintings are as varied as is possible with this subject matter but the bonnets of his 1923 and 1927 models *seem* a trifle elongated.

No. 14 is an erudite study of a car all too often dismissed in a few lines, namely the Type (or Tipo?) RL Alfa Romeo by those knowledgeable Milan-fanciers Peter Hull and Luigi Fusi. The car's designer, Giuseppe Merosi, is given due credit. No. 1 allows Wilson McComb to recall the glories that were the K M.G. Magnette's, and who better. Of K3s hashed about i recent times he writes: "Often the result was to spoil the who charm and character of the model, but such aesthetic considera tions do not always occur to a man who is bent on winning son silverware."—and you can say that again! Whether Eyston audience with the Pope when the M.G. drivers were in Italy fo their successful class onslaught on the 1933 Mille Miglia shoul be regarded as a "junketing" is open to question, and somethin seems to have gone wrong when Horton is credited with th Brooklands' Outer Circuit Class G record at 117.03 m.p.h. i 1934—what he did take was the Class G British and Inter national Hour records, the Class Outer Circuit record standin to his credit at 119.72 m.p.h., but that's splitting hairs.

No. 16 has Douglas Tubbs recalling in his inimitable styl what the Jowett Javelin and Jupiter were all about, his kin reference to MOTOR SPORT's article on the development of thes flat-four engines reminding me of what a headache sorting ou all this data involved at the time. All these Profiles pack in great deal of very readable and reference-worthy information, a well as excellent illustrations. I gather that the next batch wil cover the 40/50 Napier, 1½-litre G.P. Delage, S-type Invicta and Le Mans Frazer Nash. I do not know, but can almost guess who the authors will be; if they are accurate and if possible tell the Profile reader something he or she didn't know before, their labours will not be in vain.—W. B.

## MINIATURES NEWS

The latest Corgi is a Rambler sports fast back, No. 263, with opening doors, tilting seat backs, plated bumpers, working suspension, etc., price 6s. 9d., while Lesney have a Leyland 8-wheeler, pipe-carrying truck, No. 10 in their "Matchbox" series, to 9.2:1 scale, price 2s., and an Opel Diplomat saloon, No. 36 in the same series, to a scale of 11:1, priced at 2s. Lesney also have a Ford articulated low-loader, with twin rear tyres on the tractor unit and four wheels on the trailer, carrying a Case caterpillar earth-mover. This impressive piece of Laing equipment is new model K-17 in their King Size "Matchbox" series. In the normal "Matchbox" size there is a Lesney six-wheeler Alvis Stalwart of the B.P. Exploration Team, No. 61 in the new model series.—W. B.

## CONGRATULATIONS, SHEILA SCOTT

The days of record-breaking flights by light aeroplanes are almost if not completely moribund, so it is a pleasant duty to offer the sincere congratulations of the motor sporting fraternity to attractive Sheila Scott on her 28,656-mile round-the-world flight, accomplished in 33 days in a Lycoming-engined Piper Comanche 260B.

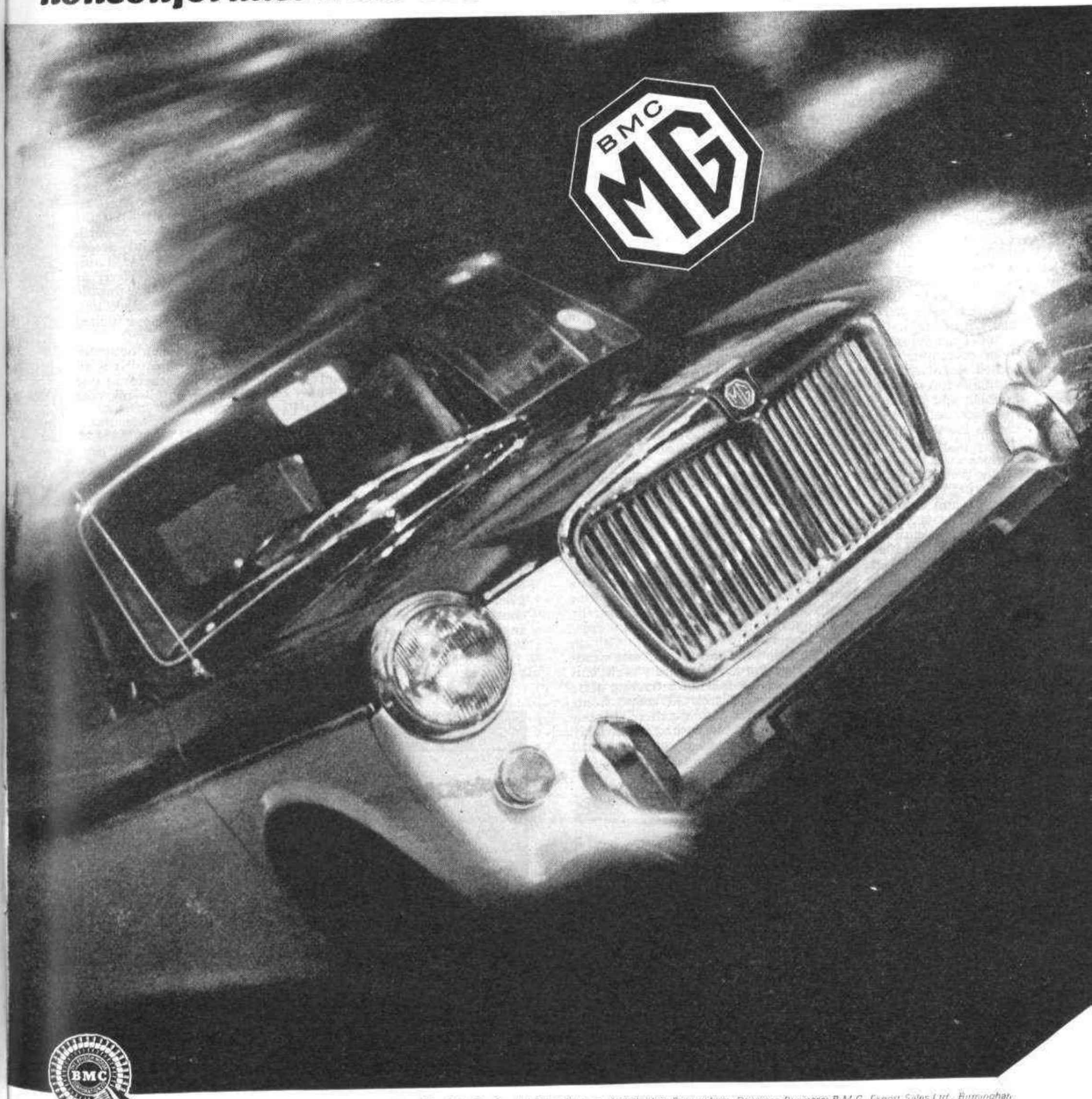
## PIRELLI'S PUBLICITY FILM

A considerable sensation has been caused by "The Tortoise and the Hare," Pirelli's 37-minute film based on the Aesop fable, which won a National Film Award this year. It was made mostly on the Autostrada del Sole, the "hare" being played by Liz Allsop driving a Jaguar E-type. This film, described as a major breakthrough in industrial film presentation, took 5½ weeks on location and almost 12,000 miles' driving, the camera team being led by Wolfgang Suschitzky. The Production Manager was Guy Marzacchi, the Producer Derek Forsyth. In Panavision and Eastmancolor, the film will be available for Club film shows, and was based on suggestions made by Club officials to the British Pirelli Company.

## THE LE MANS FORDS' BEARINGS

The bearing material used for the Ford GTs which dominated the Le Mans race, and also for the Ford engine of Graham Hill's Indianapolis-winning Lola was Clevite 77, which can carry sustained crankshaft loads of 10,000 lb./sq. in. It consists of a steel back, a cast copper-lead intermediate lining, a thin electroplated nickel layer and a precision 0.001 in. electroplated lead-tin copper overlay. The nickel layer is designed to keep tin from migrating from the overlay to the intermediate lining. The makers, Clevite Corporation, the World's largest independent bearing manufacturer, has opened a British bearing division at Perivale and is expanding its activities in Europe.

**You sly old fox, you! Trust you to have your bread buttered on both sides. Enjoy the most exciting thing that ever happened to family motoring—and still be dashingly different. All right, be smug! So you've got MG pace and verve ... limousine comfort ... Hydrolastic smooth ride. You've got everything! Bully for sporty, comfort-loving, nonconformist You! MG 1100 £742.5.5. (inc. £129.5.5.PT)**




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# The Car of the Night

AT the end of each year various magazines and organisations hold ballots to decide which car can be considered the "Car of the Year." Some of these decisions are made by journalists, some by engineers, some by popular vote, but invariably the answers are different, so that numerous manufacturers claim that they produced the "Car of the Year." They seldom bother to make much publicity about who made the decision or whether the people concerned were really qualified to judge. I voted on one of these referendums once where the winning choice was a model of which I had never heard !

Each year at Grand Prix time in Monte Carlo there is an unofficial competition, that tends to start after dark on the Saturday evening before race-day and go on until the Casino closes, to see who can park "The Car of the Night" or the biggest crowd attraction. For many years Ferrari cars won this contest, but of late they have been tumbled from the pedestal and this year competition was really keen. There is no prize or actual decision made, this being left to the owners and the milling throng of enthusiasts of all nationalities who circulate around the Casino square into the small hours of the morning.

All the previous week at the Lamborghini factory work had been going on to prepare the Miura P400 for this occasion. The Miura is the orange and gold coupé which appeared at the Geneva Motor Show with the 4-litre V12-cylinder 4-overhead camshaft engine mounted transversely behind the cockpit. Cavvaliere Feruccio Lamborghini himself was staying at the Hotel de Paris in the Casino Square and his St. Agate factory was working overtime to get the car sorted out and everything working in time to drive it to Monte Carlo on Saturday. The target was achieved and as darkness fell and the people began to throng the square after dinner, the Miura was sitting quietly on one side of the Casino steps. This car must be the most exciting conception of a GT car yet built, and who cares if it is not practicable. There is no cover over the machinery, so that looking down through the tinted rear window you can see the glorious 4-camshaft engine, a veritable forest of downdraught Weber carburetters, all the transmission and suspension, while the cockpit is beautifully finished in black quilted leather. The whole thing is barely waist high and is Lamborghini's own personal toy, although limited production is planned for the near future. You almost had to queue up to look at it.

On the other side of the square there was a diversion and a gathering crowd, for the Ferrari agent from Florence had parked a silver and chrome 275LM coupé. This was one of the well-known rear-engined racing coupés, but it was fitted out for the road, with beautiful trim in the cockpit, bumpers, lamps, instruments and so on as on a production Ferrari, and immaculate paintwork, and it looked superbly usable. Rivalry was now strong and the Lamborghini enthusiasts jostled the Ferrari enthusiasts and voting went on on both sides of the square. While all this was going on young Count Volpi momentarily took the stage by driving up in an open 2-seater Serenissima V8, with rear-mounted 4-camshaft 3½-litre engine. In silver finish, with an aero-foil across the engine bay, behind the cockpit, full-size windscreen, completely trimmed cockpit and chrome wire wheels, this stole the show for a moment. Amidst all this and attracting quite a lot of attention was another very low and sleek GT coupé, front-engined, but not looking at all out of place amongst these glamour cars. It was a red Marcos 1800, but the owner had unwittingly joined the *concours* and rather spoilt the effect by getting in and driving off, it being his everyday car!

*Looking down through the tinted rear window of the Miura P400, all the machinery can be seen.*





*"The Car of the Night," the Lamborghini Miura P400.*

The Casino square was full of cars, and things like road-equipped GTO Ferraris, Mustangs, E-types, 911 Porsches, DB6 Aston Martins, Super-fast Ferraris, GTB Ferraris, even a Silver Cloud Rolls-Royce and a Mercedes-Benz 600, were all overlooked or regarded as commonplace as people went from the Miura to the 275LM and the Serenissima. There was a moment of consternation when a well-known journalist slid silently across the square in his Silver Ghost Rolls-Royce, but then Mr. Lamborghini really stole the show. He came out of the Hotel de Paris, started up the 400-horsepower Miura, blipped the throttle a few times so that the whole square rang with the glorious "whang, whang, whang . . ." of the 12-cylinder engine, switched off, and went back into the hotel.

If you love exciting motor cars and a lot of fun, then Saturday night before the Grand Prix at Monte Carlo is a must. It is all so much more fun than stuffy old Motor Shows, where no one ever starts up an engine. The "Car of the Night"?—my vote went to the Lamborghini Miura P400.—D. S. J.

*TWO FORDS—continued from page* 718

quarter-lights, small finger-tip levers in lieu of control buttons, good electric screen washers for the 2-speed wipers, doors with sill-locks which close nicely, lever-controlled steering column-rake intended simply as a means of providing clearance over full stomachs, and a big metal oddments tray instead of a cubby-hole. The cold-air system tends to cool the feet when set to "face level" and I prefer the system used on the Cortina. A 15-gallon fuel tank with filler concealed behind the back registration plate gave a useful range of 285 miles before the gauge sank almost to the empty indication and the overall fuel consumption of premium petrol was 21.4 m.p.g. The new V6 engine had used no oil in a mileage of 900. Only failure—one brake stop-light.

The V6 Zephyr will make many families happy. It costs £1,005.—W. B.

*The new V6 Ford Zephyr on a military road near Aldershot.*



# LETTERS FROM READERS

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

## MOTORISTS AND THE EXCHEQUER

Sir,

It may be of interest to note that in 1965, through taxation, the motorist contributed over £1,000m. to the Exchequer, viz. £671m. in fuel tax, £235m. in licence duties and £140m. in purchase tax; in all £1,046m.

From one section of the community this is a fine effort but unfortunately only 25% of this sum is spent on road development and other road transport matters.

I would have no objection to paying more tax for my driving and paying toll fees for motorways, if all the £1,000m plus was spent on roads, etc., but to spend only 25% of this total on roads must surely be a case of misappropriation of public funds by the Exchequer.

Maidenhead. P. R. TYRRELL.

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Sir,

What an interesting letter from K.Y.B. in your June issue; he has my sympathy and I hope he may gain some comfort from the knowledge that he is only one of many hundreds of thousands who have been treated in this manner.

One must realise that over one million motorists were fined last year and if the average fine was only one-fifth of that in his case the total involved would be £5,000,000, and one would have to be naïve beyond despair not to appreciate that the people who are dipping their bread in this lovely gravy are very happy indeed about this situation and will be content if it continues, and more content if it increases.

So we don't have to wonder why that perfectly clear safe stretch, coming after ½ mile of thick slow traffic, where everyone changes up to top and promptly gets "done" is restricted to 30 m.p.h.—just think it out for yourself, consider who suggests the sites for the limit signs? Who gets a percentage of the fines imposed? Who gets promotion for such zealous pursuit of defenceless citizens who could well have never broken a commandment in their whole lives? Who, indeed, has a direct financial interest in fining as heavily as possible?

As I mentioned before, over one million motorists were fined last year and from my own investigations I will declare that out of that number, due to their treatment at the hands of the mobile police and magistrates, at least half are now "disaffected" and lost for ever from the ranks of what one might call good citizens; if one allows that each one also infects a minimum of four other persons (say wife, two children and one friend) we have a position where 2½ million persons a year believe the law to be crooked, justice a farce, and have a feeling that "if that's the way they want it" the last thing they'd ever do is to help the law or the establishment in any way whatever.

There can be little doubt that the increase in crime, the widespread contempt for the law and the establishment generally is traceable straight back to our ludicrous magisterial system—can we afford this folly any longer?

It has often seemed strange to me that under our much vaunted British law an honest citizen with an unblemished character of 50 or 60 years or so can find himself hauled up before a bench of legally unqualified persons and invariably have the word of a young, inexperienced mercenary (with a club down his trouser-leg) accepted about some piffling technical matter in preference to his own (shades of Sgt. Challoner!).

I suppose it's something to do with tradition—anyway, its certainly "sown the wind" in this country.

Surbiton. T. C. ROLFE.

* * *

## AQUAPLANING AND HEAVY VEHICLES

*Copy of a letter sent by Mr. P. J. Pyle to the Minister of Transport on* 10.6.66.

Sir,

The *Daily Telegraph* this morning provided frightening news that has left me aghast. Mr. Colin Dryden states that a 16-ton lorry is uncontrollable at 50 m.p.h. when aquaplaning is induced, even in the hands of a skilled driver. If this is so (a photograph "seems" to prove it), then it is clear that aquaplaning can be induced on any commercial vehicle (and the accident rate of one in three being caused by aquaplaning appears to support this), then surely it is time some official action should be taken. In view of the dangers to all drivers using unsuitable tyres on lorries and buses on the motorways may I beg you to impose a ban on all commercial traffic using the old Dunlop tyres on motorways in wet weather or restricting them to a speed of 40 m.p.h.

From my own observations on the motorways, some vehicles fitted with other makes of tyres do not appear to suffer this problem, for example, long-distance double-decker buses which maintain a steady speed on wet roads of 60 m.p.h. or more—are they really out of control? A great deal of praise must go to the lorry drivers of this country for managing to cope so well with these unseen hazards.

I believe that some commercial vehicles weigh as much as 30 tons, in which case what will be the results if these skating monsters enter corners and roundabouts in the same manner as some small car drivers do—as suggested in the last but one paragraph of the excerpt?

Isleworth. * * * P. J. PYLE.

[Apparently the cure is to fit the new Dunlop Highway 707 ribbed tyre which can move 12 pints of water a second to ensure that the tread maintains contact with the road. But, as our correspondent says, what about commercial vehicles using earlier types of tyre?—ED.] * * *

## CARS IN BOOKS

Sir,

I have recently read "The Great War at Sea," by A. A. Hoehling, published by Arthur Barker at 30s. In this interesting, somewhat pro-American book, the author writes of an armed liner, the *Kronprinz Wilhelm*. The captain, Paul Thierfelden, managed to keep her continuously at sea in the South Atlantic for about six months, somewhat of a record. She was interned in Newport News, having put in to refuel and to take on stores. I quote:

> "On board were a number of small English sports cars that had been removed from the holds of one of his victims, sunk by the clumsy method of ramming, one of his favourite tactics. On calm, quiet days he had allowed his men to race the little cars around the broad promenade deck of the spacious Hamburg American liner. Now, he took them ashore for less restricted courses."

It would be interesting to know what cars they were and what happened to them.

Wareham. * * * A. A. LAW.

## SATISFACTION FROM A B.M.C. 1100

Sir,

The correspondence on the B.M.C. 1100 finds two readers comparing it unfavourably in terms of reliability to the Minor 1000; surely this is not surprising in view of the greater simplicity of the 1000? For someone looking for a simple and reliable car the Minor is a reasonable choice, but for a better all-round performance and a higher cruising speed, and considerably better handling, stability and comfort, surely the 1100 is the answer, even at the expense of an increase in running costs.

I took delivery of mine in February of last year, since when it has covered just over 44,000 miles and has only twice had drive-shaft trouble. One Birfield c.v. joint was replaced under guarantee at about 20,000 (along with the gearbox, also under guarantee) and one Hooke joint at 42,000. Other replacements have included the clutch, track rod ends, valves (twice, with springs on one occasion), disc pads (twice), tyres (twice), throttle and choke cables (both twice), and of course assorted plugs, points, condensers, wiper blades, bulbs, filters, fuses, fan belts, hoses, a windscreen, two radiator caps, the horns, etc., etc., etc.

The original five C41s did 15,000 miles (nine punctures) and the four 155 SP41s which replaced them 24,000 (two punctures), the second set of SPs being only a little worn.

The only occasion in all these miles when the car actually stopped on the road was when a throttle cable broke and I had to drive home on the ignition after wiring the throttle open; 1,199 gallons of premium fuel have been consumed (36.8 m.p.g.) plus large quantities of Duckham's Q (now New Formula Castrol XL), the consumption of 20/50 oil being one quarter that of ordinary grades.

The fuel consumption I think is rather good but this is offset by the high maintenance costs, however the car is always enjoy-

able to drive, splendidly stable, and very comfortable. I have done solo trips almost non-stop to and from my home in Aberdeenshire (560 miles) without fatigue, and regularly do shorter trips of three or four hundred miles. The car was extremely impressive on dry powder snow in the Cairngorms this winter, and the stability on slippery surfaces is remarkable although on sheet ice I suppose studs are the only answer as the 1100 will spin like any other car.

Like other "cooking" B.M.C. cars the 1100 has an insufficiently powerful engine and is therefore under-geared, and the brakes, to put it mildly, inspire no confidence. I find the steering hopelessly low-geared so what it must be like to try and turn a corner in an 1800 I cannot imagine! In spite of this the 1100 really comes into its own on winding roads where the tremendous sure-footedness puts it way above other cars in its class which I have tried, including Viva, Herald (help!), Anglia, Cortina, A40, etc.

Long may my 1100, and MOTOR SPORT, continue.

Mortimer. A. G. MARJORIBANKS.

* * *

## A £60 VW IN CANADA

Sir,

VW owners might be interested to hear of my travels in Canada with a 1958 Volkswagen 1200 I bought there for £60. I made a trip from Toronto to Vancouver and central British Columbia and back to Toronto again in two weeks, covering a total distance of 6,800 miles with no trouble at all.

Heavy-duty snow tyres were not even necessary on some roads which were snow-covered. She would start in 20° below, while the G.M.C. cars' engines would hardly turn over. She would keep up a continual 60 m.p.h., used very little oil, and with its sensible-sized fuel tank go a very long way. Also after-sales service is very good. No wonder you do not see many British cars there.

Wallingford. G. W. G. AVIS.

* * *

## VINTAGE v. POST-VINTAGE BENTLEYS

Sir,

It would seem that Mr. Hopkins, like many others, has fallen into the trap of trying to compare the incomparable!

I am perhaps fortunate in having owned Bentleys built both by the old Bentley Company and by Rolls-Royce and there is of course no question of old Bentleys being better than those built by Rolls-Royce or vice versa. Both were, and are, superb in their day.

Although it must be realised that the products of one age cannot be compared directly with those of another it is perhaps interesting to bear in mind the following three points:

(1) In a life span of a little over ten years the old Bentley Company established a name acknowledged as second to none.
(2) In direct comparison the 8-litre Bentley saloon of the early 'thirties had a better performance and gave a smoother ride than the contemporary Phantom II Rolls-Royce.
(3) The take-over of the old Bentley Company by Rolls-Royce was almost certainly prompted by the fear that Rolls-Royce products would be eclipsed by the products of the Bentley-Napier-Riley merger which was being considered at the time.

Regarding Mr. Hopkins' assurances regarding the speed potential of pre-war 3½-litre Bentleys, I would venture to suggest that any 3½-litre or, in fact, any Bentley built after 1933 would have some difficulty in "licking the heels" off the late Forrest Lycett's 8-litre two-seater. But in fairness and by the same token there must be few Bentleys of any age that could "lick the heels off" the late Lord Ebury's 3½-litre two-seater.

Henley-on-Thames. C. D. B. WILLIAMS.

---

Sir,

*"Le Camion le plus vite?" Mais non c'est "le beau Bentlée."*

Before I go up the wall with rage at your correspondent J. T. Hopkins' remarks that a 3½-litre Bentley could lick the heels off "any fast lorry," may I say just this one thing? Could he please tell me why these "silent sports cars" do not usually manage to beat "W.O." Bentleys in Vintage and other competitions? Could he please explain why the fastest Derby Bentley at the "Pairs" covered a s.s. ¼-mile in 22.36 sec. and was beaten by one 3-litre "W.O." Bentley (10 years older and faster by 1 sec.), three 4½-litres, two 6½-litres, and two other 8-litre-based specials? If he can answer all these questions to my satisfaction I will admit to backing the wrong horse.

All I can hope is that Jack Hopkins drives a Bugatti, or how else has he nerve to use Ettore Bugatti's inelegant statement?

Gt. Malvern. MICHAEL R. ELSOM.

## CITROEN EXPERIENCES

Sir,

Into battle! The experiences of Messrs. L. Davy, Ian Brammer and Tom Jago with their Citroëns are in such complete contradiction to mine that I just cannot allow the matter to rest there. I bought my DS (83 b.h.p. model) in 1961 after reading a most eulogistic road test of this model which at the time I thought was probably too good to be true. It has turned out not to be.

This most complicated machine, after being most carefully run-in, has given fantastically reliable and trouble-free service during the five years I have had it. Apart from careful electrical servicing every spring, four sets of new plugs and two new sets of points and a condenser, the only *repair* necessary to the machine has been a new slave cylinder to the clutch, at the cost of £7 10s.

And this only because I had not then learnt to operate the manual clutch withdrawal lever under the dash every fortnight or so to avoid sticking!

No hydraulic fluid whatsoever has been added to the system during the life of the car, which has included five long continental holidays of over 3,000 miles each, shortly to be followed by another this year.

With the gearchange adjusted to be as quick as possible without shock this car is great fun to drive, third and top can be flicked in and out at 75/80 with a stroke of the finger, and when in a hurry the change from second to third can be at 50—and quickly.

The whole car can be controlled with the ball of the right foot and two fingers of the right hand, and the steering is entirely without lost motion, high geared and very light once on the move.

As the Editor once said, in an emergency it feels as if the whole car had been lifted sideways! A wonderful description, and so true. It is the feeling that the machine has of being safe when in a tight corner, combined with its effortless and untiring gait that makes it so attractive to drive. Only my late lamented 1,498 c.c. Lancia Aprilia of 20 years ago has given me equal pleasure.

Owners of May '61 to April '62 DSs having the patrician black dashboard with Jaeger round instruments may like to know that a Smith's electronic rev.-counter *just* fits into the space previously occupied by the clock, and when in position looks as if it had been originally there. It confirms that 70 m.p.h. on the 3.3 top gear is exactly 3,000 r.p.m., and 3,500 is about 81, at which speed the engine is scarcely working and seems to "go to sleep", so silent is the whole car at this speed.

So much has been written about the safety and comfort of this suspension that there is little more to add, except to say that the ability to completely ignore the road surface, however bad, is most restful. One's freshness on getting out of the car at the end of a long day never ceases to be a pleasant surprise. After 30,000 miles the Michelin Xs are half to two-thirds worn, and this in spite of many hundreds of miles of Autobahn at eighty or over. They look good for another 10/15,000 miles.

It is necessary to service these cars properly. The hydraulic system is liable to corrosion from salty roads, and once a year all four wings and the plates should be removed and the pipes inspected, and the hydraulic filter cleaned twice a year. All your correspondents seem to have had very sad experiences with their drive shafts, which seems bad luck, as I can only say that I have never had a trace of a rattle or shake, and without wishing to sound pompous find it very difficult, never having experienced it, to visualise what they are talking about! In conclusion, I wonder how I shall like the DS21? Not so much of a "gearbox" car—perhaps not so much fun? Perhaps the Editor already has the answer to this one [Not yet!—ED.]

"VIEUX DE L'AUTO."

[Name and address supplied.—ED.]

* * *

## GETTING THE BIRD

Sir,

The following headlines appeared, or should have appeared in recent newspapers following Mr. Clark's "bird" incident during practice for the French G.P.

*Sunday Telegraph*—"Clark hit by partridge."
*Sunday Express*—"Clark hit by crow."
*The People*—"Clark hit by sparrow."
How about:
*News of the World*—"Clark hit by great tit"?

Wilmslow. D. S. BROADHURST.

* * *

## GETTING IT RIGHT

Sir,

We would refer to your article in the July edition of MOTOR SPORT concerning your visit to the Daimler works, wherein

reference is made to the manufacture of Daimler saloon and limousine body shells, on page 623 you say, and I quote: "The saloon body shells come in from Carbodies; the limousine bodies consist of saloon pressings with additional sections welded up by Park Sheet Metal, a subsidiary of Carbodies, both of Coventry," this is incorrect in the following manner:

(1) The saloon body shells are assembled and finished from pressings and sub-assemblies supplied by Carbodies, at Park Sheet Metal Co. Ltd., who are subcontractors to Carbodies Ltd.
(2) The limousine body shells are treated in the same way, but with extensions to roof, floor, and new rear doors, which are manufactured and assembled by Park Sheet Metal Co. Ltd., subcontractors to the Daimler Co. Ltd.
(3) Park Sheet Metal Co. Ltd. is an entirely independent company and is not a subsidiary of Carbodies Ltd.

In view of comments now being made to us, relating to your incorrect statements, particularly our being a subsidiary of B.S.A. Carbodies Ltd., we must ask you to publish the facts as outlined in this letter.

We shall be pleased to receive your confirmation that this will be done in your next issue.

Coventry. G. F. PAYNE, *Managing Director,* Park Sheet Metal Co. Ltd.

* * *

## CLOSED OPEN CARS

Sir,

Lucky fellow that I am, I recently purchased that renowned vehicle—a Mark I Sprite. A sunny day dawned. At last! Off with the hard top, the soft top rolled up in the boot and away. Such is the thrill of the open road, the wind blowing from the back, ruffling my close cropped hair, the sun shining on my face. Coming towards me, another sports car. Is it a Sprite? Shall I flash my lights and wave? But what is this? He has still got his roof on.

A rapid count ensued. Well over 60% of "sports cars" still had their hard or soft tops on, on a day which was stated by the Meteorological Office to be the hottest in five years (Whitsun). What do they buy these sports cars for? Are they all budding boy-racers or are they frightened of disturbing their hair? The more expensive the sports car, the less likely the roof is to be removed. Your readers' comments would be welcome.

Edgbaston. D. J. FORD.

[Could this be another instance of the subversive influence women have had on real, open-air motoring?—ED.]

*VINTAGE POSTBAG—continued from page* 712

I seem to find something of absorbing interest to me personally. Is this chance, or do you publish a paper of perpetual interest?

Anyway, this time it is the letter from Grp.-Capt. B. Wynne. He rose from my past like a re-constituted ghost (positively no offence, Mr. Wynne!), not that I ever met him, but brother! Duxford in the 1920s, that was a heroic age if ever there was one. Old racing cars, wild, very wild, young men, and Gloster Grebes. Three Fighter Squadrons were on the Station, 19, 111, and I think 29, or was it 56? So wild was this era, according to participants from whom I received the accounts later, that the Air Ministry broke it up. They left 19 Squadron at Duxford, posted 111 Squadron (Lord Nelson's Own for an unprintable reason) to Hornchurch where I joined them in 1928, and the third Squadron went to North Weald.

Now Mr. Wynne's steamer; could this have been the immortal "Fitz Billy Stink Bomb"? Before the First War, a cycle shop in Cambridge, a few miles only from Duxford, used to let out to undergraduates an extremely ancient steam car, ancient, that is, even in those days. The cycle shop was situated close to the Fitz William Museum, and thus the car acquired its name.

My own first contact with the R.A.F. camp at Duxford was in 1927, when Hugh Bergel and I went there to buy our first car—a joint effort. It was a 1912 G.P. Gregoire, and we gave £8 for it to the owner, who was under close arrest at the time, being one of the above mentioned wild men. In the hangar mentioned by Mr. Wynne, I remember a tremendous Austro-Daimler which was finished like a yacht in varnish, white paint and brass, and was reputed to have been used by a Russian nobleman for travelling between Moscow and Paris. There was also a Bugatti there, a car which quite unexpectedly became mine about a year later, but I don't think it could have been the one remembered by Mr. Wynne because mine was the soul of reliability. It was a Full Brescia model and Hugh Bergel will remember it very well I think because he delivered it to me at R.A.F. Sealand where I was learning to fly. He became intoxicated by the Bugatti mystery on that occasion, and I don't believe he's quite sober yet.

Another Flying Officer at Duxford about Mr. Wynne's time had a Mathis tourer into which he had managed to cram an Austro-Daimler engine. He was an accomplished amateur engineer as may be imagined, and he got the engine into the little chassis by leaving out the gearbox. This only left the clutch for getting under way, and for neutral the clutch pedal was jammed down with a piece of wood. This officer was eventually posted to the Engineering Course at Henlow. He took the Mathis with him and parked it outside a hut. At the end of his course he abandoned the Mathis, and the story I heard was that Works and Bricks eventually built a wall round it because they had orders to build a wall there and they couldn't get anyone to move the car.

I believe also that somebody at Duxford in those early days bought the Wolseley Moth from Captain Miller. At any rate it was a Wolseley racing car of some kind, and the man who told me this story (in 1929) went with his friend to tow the Wolseley to Duxford. The tow was being done at an unconventionally high speed, and rounding a corner the tower suddenly came on an old man in the middle of the road pushing a wheel barrow. He was just able to tighten the turn and cut inside the old man, but the racing car behind couldn't manage it and had to go outside him. The tow rope took the old man behind the knees, so that the poor dear performed a complicated aerobatic and spun in. Of course, they were both horrified and as soon as they had managed to stop they ran back to the scene. They were just in time to see the old man disappear into a cottage. They knocked on the door without any result; they could see the man through the window sitting in a chair and glaring at them, but nothing would make him open the door so they had to go away.

In 1931 I was posted to Duxford myself as a flying instructor with the Cambridge University Air Squadron. 19 Squadron was still there then, flying Bulldogs and having also had Siskins since their Grebes of 1926. In the C.U.A.S., besides the evergreen Avro 504, we had the last Bristol Fighters in the Service, in the U.K., at any rate. There were three of them, and when they too were finally replaced by Atlases, they went to Hawkinge to be broken up. I flew one of them on this last sad journey, and the airmen had entirely repainted each one and put them into showroom condition for the occasion. Even the brass turn-buckles on the control wires shone like gold, and the lettering on the Palmer Cord tyres was picked out in white.

I am afraid this sort of reminiscing has no end; one memory leads to another and before you know where you are you are lost among the biplanes and high pressure tyres. But it's a pleasant world to go back to.

Thaxted. JOHN POLE.

[I was surprised to encounter a photograph of an exciting Prince Henry Austro-Daimler hanging on the wall of a toilet in a house rented to an Air Force officer and enquiry showed it to have been used at an aerodrome to which he was posted between the wars—could this be the car at Duxford mentioned by Mr. Pole?—ED.]

## TAILPIECE



*Swallows' tails at Beaulieu.*

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**ALFA ROMEO** 1600 Giulia Sprint 1963, blue, lhd, radio, seat belts, good cond, 29,000 miles. £750. Dr Parker-Williams, Middx Hospital, London W1. Tel: MUSeum 8333, ext 527. (9464

**MORRIS-COOPER** 1961, excell, 25,000. West, 14 Rahere Rd, Littlemore, Oxford 78634. (9465

**SPECIAL RILEY** 1½ litre sports 2/4-str, completely rebuilt to very high spec, looks and handles in true thoroughbred manner. A gift at £250. Stroud 1060, Glos. (9466

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**FIAT 1500** 1963, excell cond throughout, white/red upholstery, many extras. £490 ono. 61 Wych Lane, Gosport, Hants. (9468

**JAGUAR XK140,** mech excell, any trial. £120. 47 Ripley Rd, Heage, Derbys. (9469

**FIAT 1500** 1964, maroon, sun-roof, radio, excell cond. £685. Vivian, Bear Lodge, Pinchbeck, Spalding 2249. (9470

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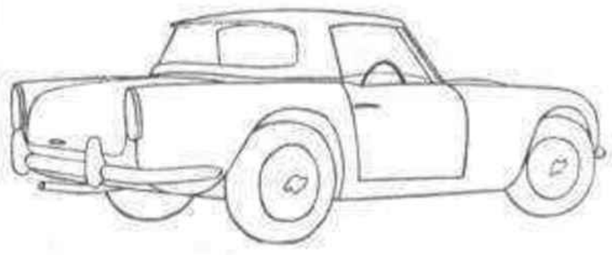
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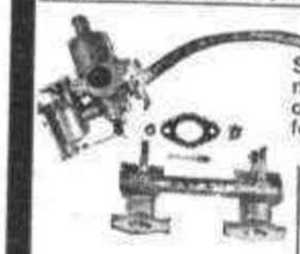


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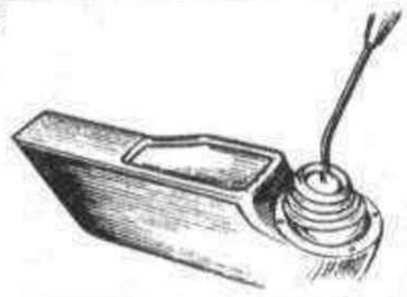


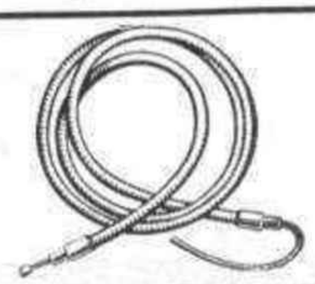
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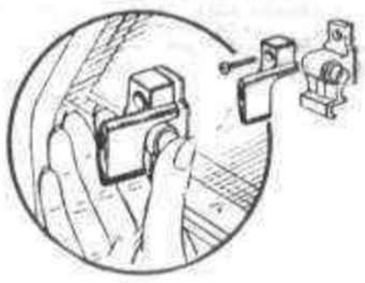
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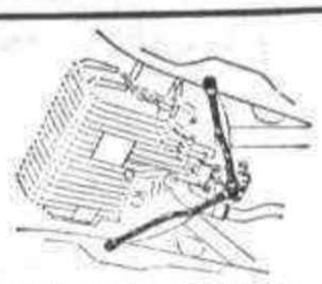




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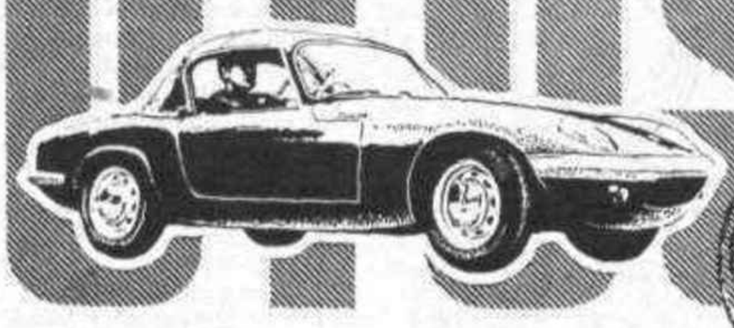
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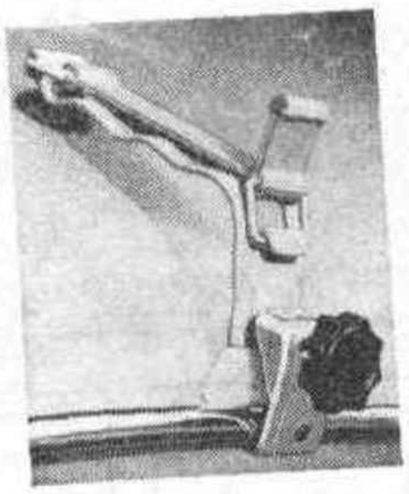
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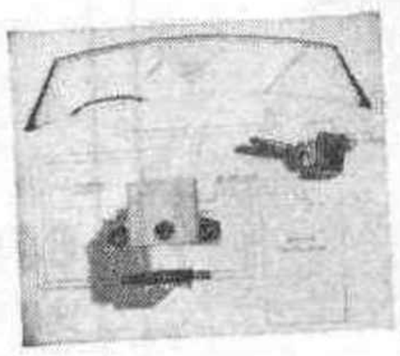
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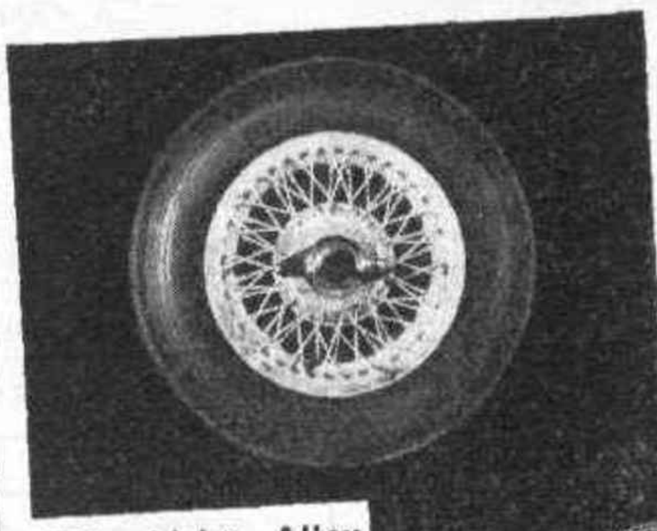
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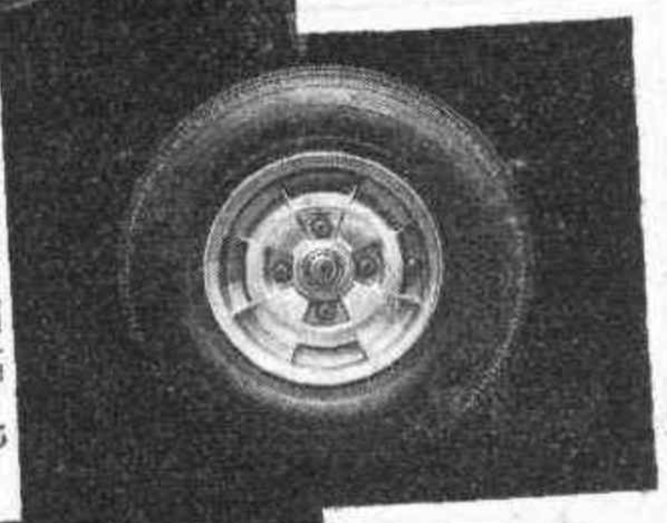
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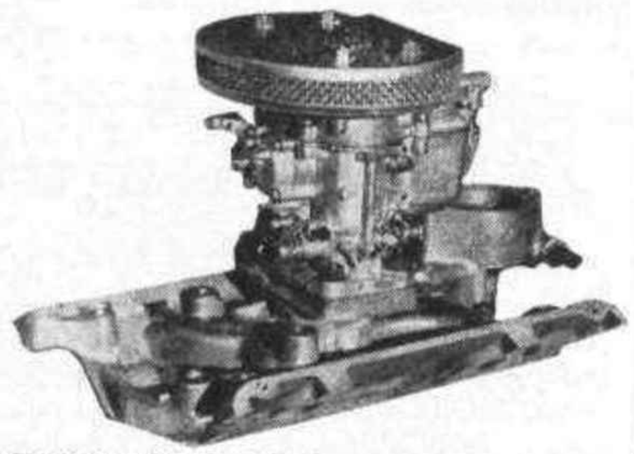
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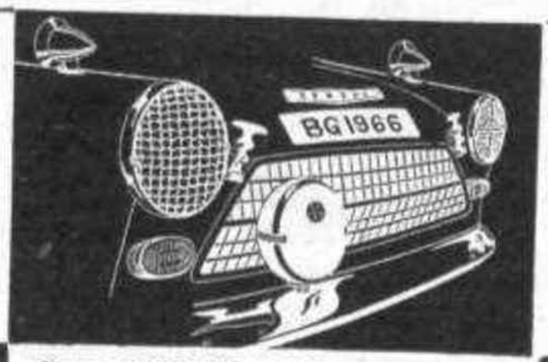
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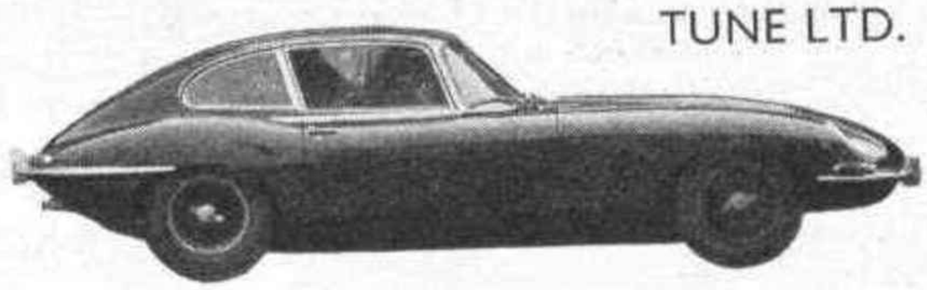
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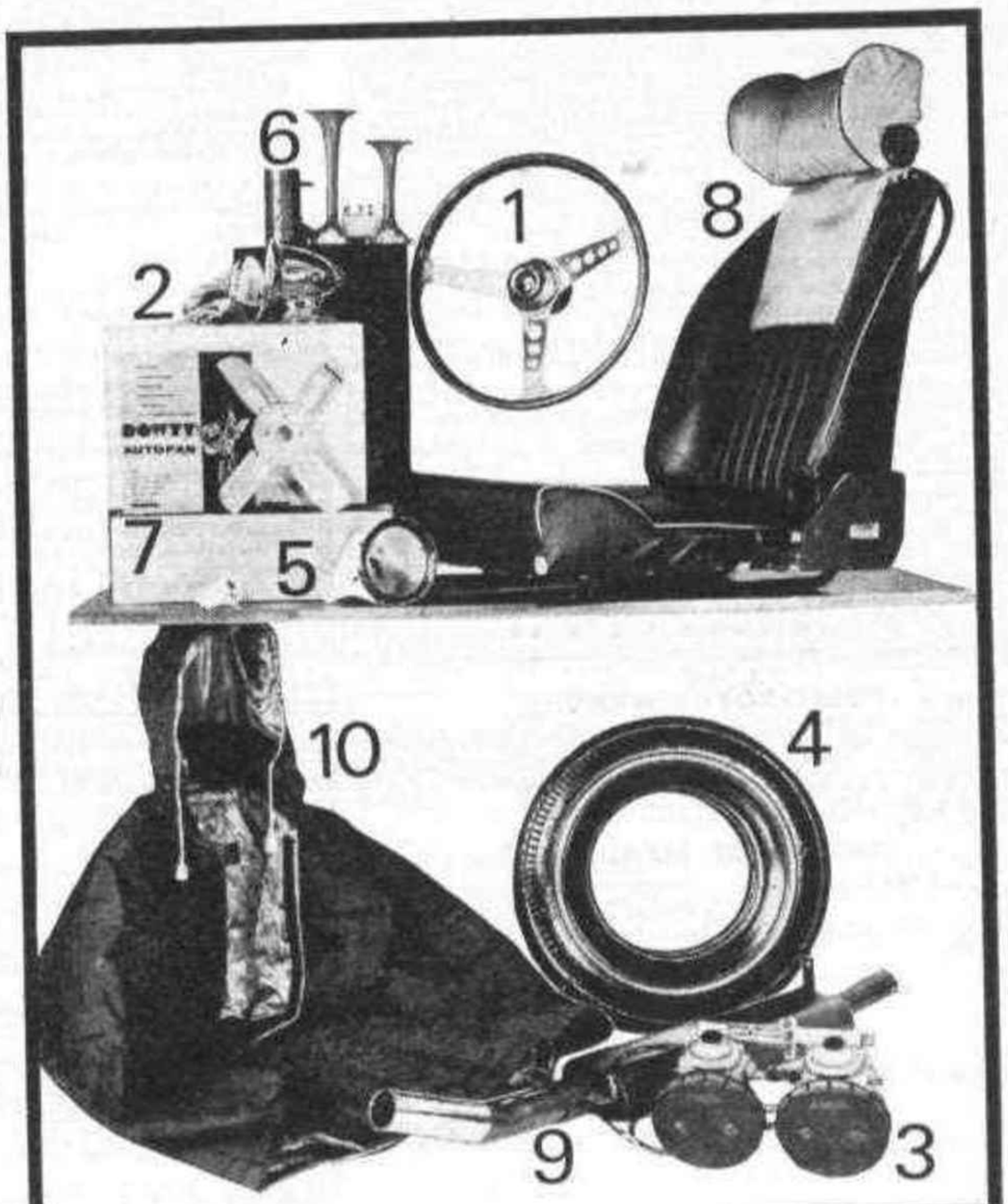
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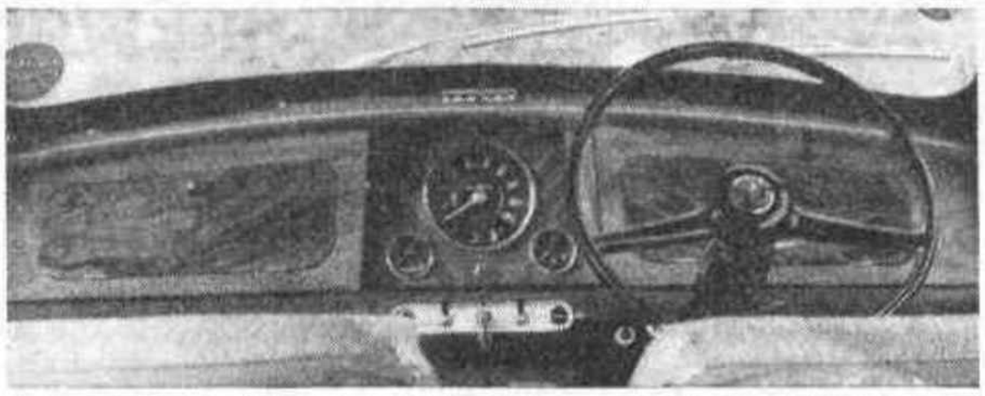
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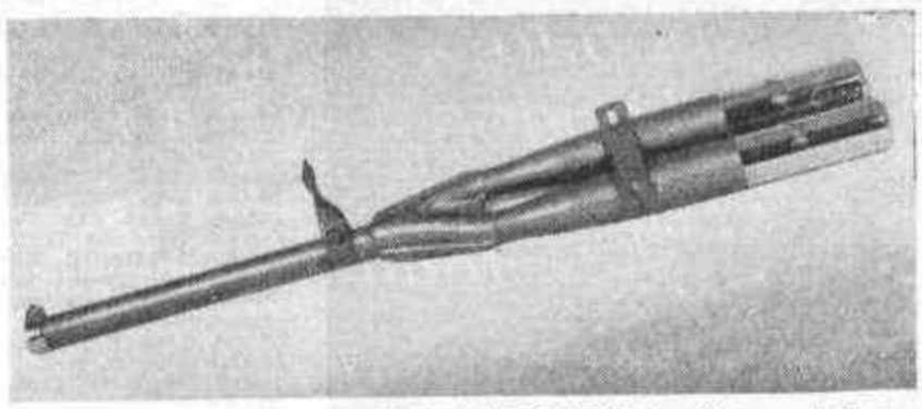

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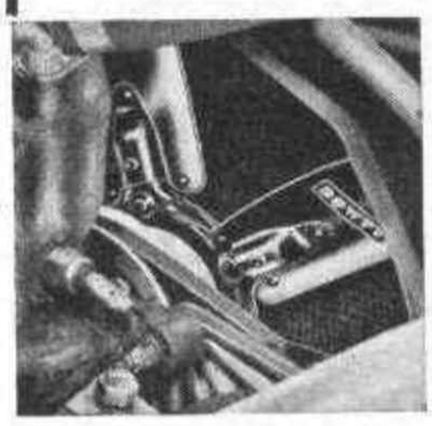
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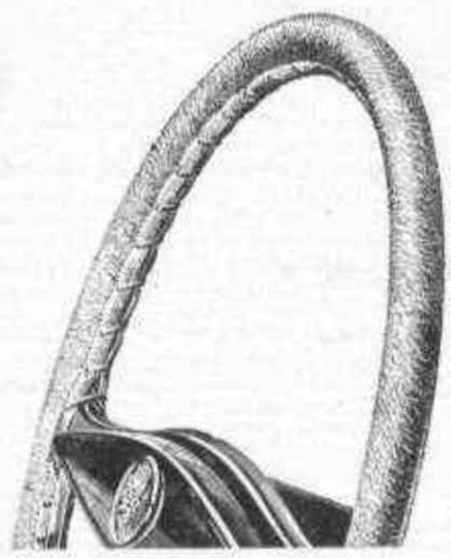
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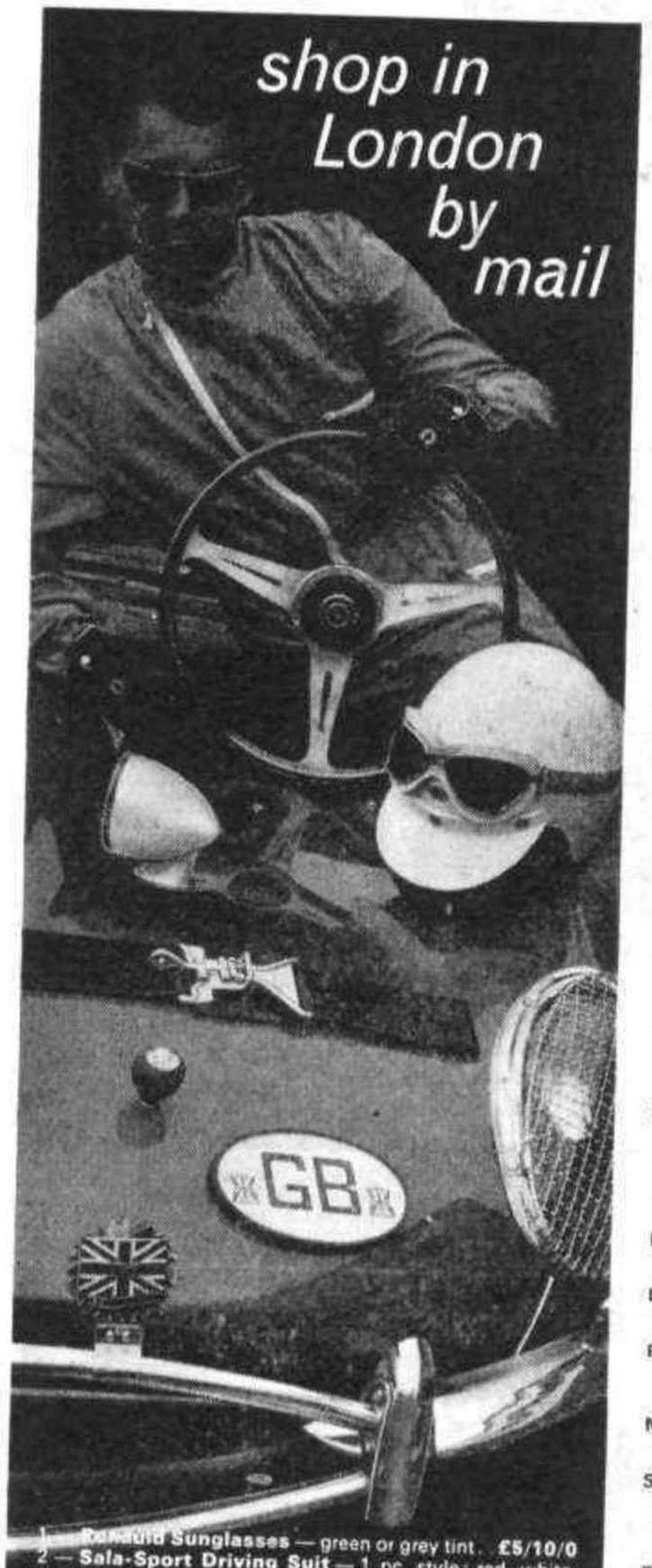
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**BENTLEY 1938** 4¼ Mulliner Alpine tourer, excell cond, MR series chassis, o/drive, sunshine roof, schedule serviced, £700 ono. Dr Kippax, Princess Margaret's Hospital, Nassau, Bahamas. (9587

**M.G. PA** 1934, rare 4-str sports car, original ohc engine, body, hood, tonneau, tyres, all very good. £80 ono. Exchange vintage car. Nottingham 66987. (9588

**ALVIS 1934** Speed 20, excell cond throughout, new batteries. £195. NEW 6685. (9589

**M.G.B 1964**, blue, superb cond, 17,000 miles, wire wheels, folding hood, oil cooler, s/belts, fog and spot, taxed. £695. Squires, 63 Crescent Rd, Dukinfield, Ches. Tel: Ashton 1059. (9590

**TR2 1955**, Silverstone grey, h/s-tops, Marchal headlamps, s/f lamps, htr, washers, tonneau, s/belts, Xs. £185. Matthews, 48 Pattiswick Sq, Basildon, Essex. Basildon 23565 evenings. (9591

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**WHITE LOW-LINE** convertible Consul, black power hood. £185 ono. Holmes Chapel 2069 evngs. (9594

**BENTLEY 3½** Park Ward saloon with sunroof, 1936, 2 previous owners, low total mileage, excell original cond and performance. Kendall, 67 Ferriby Rd, Hessle, Yorks. Tel: Hull 643361. (9595

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**1955 TR2**, 3A front, red with black steel h/top, o/drive, excell mech cond, body very sound but requires respray, no rust, seat belts, htr, Xs, recent new brake linings, battery, carbs, 1 year MoT cert; genuine reason for sale. £150. Apply Smith, Corda, Croft Rd, Chalfont St Peter, Bucks. Tel: Gerrards Cross 85809. (9597

**KARMANN GHIA** VW 1957 lhd, bent nose, generally tatty, twin spots, Motorola radio. £120. Tel: Uxbridge 32503. (9598

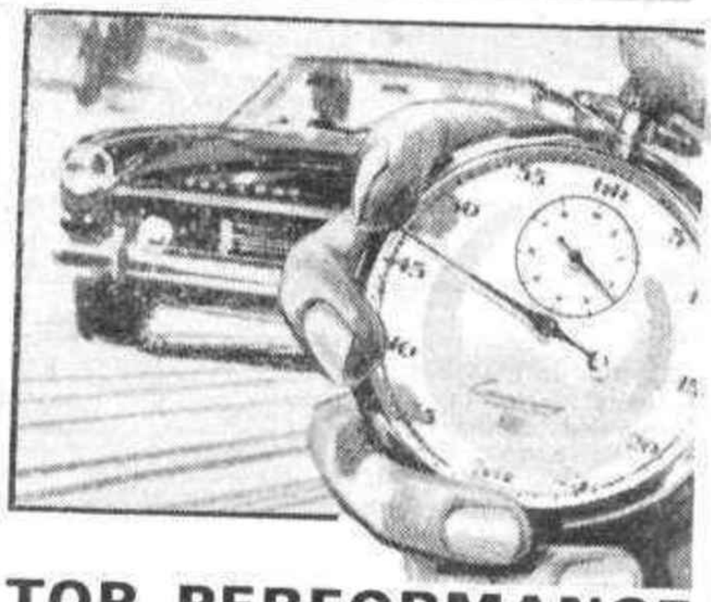
**BENTLEY 1926** 3 litre Speed model with 1939 4-str coupe body by Corsica, largely original except for body; good home wanted. £1,100. Box 2066. (9599

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**BOND EQUIPE GT4S,** July 1965. 9,000 miles only from new, spotless in Old English white with black upholstery; and fitted with wire wheels, seat belts, heater, wood-rimmed steering wheel, etc. Now offered at the very attractive price of **£725**

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**M.G.-B,** 1964. This is certainly one of the best M.G.-Bs we have seen, finished in iris blue with black upholstery, and white hard-top, and has soft-top, tonneau cover, wire wheels, overdrive, radio, heater, spotlamp and wood-rimmed wheel ... **£745**

**TRIUMPH TR4,** 1963. Another particularly well equipped and looked after car; in British Racing Green, with black interior, and matching hard-top; fitted with radio and heater, soft-top, tonneau cover, overdrive, wire wheels, seat belts, wood-rimmed wheel, and anti-thief device and burglar alarm **£695**

**BOND EQUIPE GT4S,** 1965. A further superb example of this full 4-seater GT car, immaculate in Old English white with black upholstery, heater, wheel trims, seat belts, wood-rimmed wheel, etc.... **£695**

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**TRIUMPH 2000,** 1964. A one-owner example of this first-class sporting-family saloon car; finished in dual cactus and conifer green, with matching upholstery, seat belts, heater, screen-washers, etc. **£765**

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**ASTON MARTIN DB4** convertible, Sept. 1962. Quite unmarked in metallic silver, with matching detachable hard-top, and red upholstery; wire wheels, heater, radio, screen-washers, etc. ... **£1,795**

**FIAT-MORETTI Spyder,** 1963. One owner, 18,000 miles only from new. A very unusual and striking car in white, with chrome wire wheels, disc brakes, radio and heater, this car cost new £3,650, and is now offered at ... ... ... ... **£1,395**

**ALFA ROMEO 2600 Sprint,** Sept. 1965. One owner, and only 850 miles since new. Absolutely without the smallest blemish, finished in dark blue with beige interior, cost new over £3,000, and is now priced at ... ... ... ... ... **£2,595**

**M.G.-B,** 1965. One owner only, low mileage, spotless in red with matching upholstery, and equipped with overdrive, radio and heater, tonneau cover, screen-washers and wing mirrors ... ... **£795**

**MORGAN Plus Four,** 1965. A very rapid example, in dark blue with black cockpit, and with Stage 5 engine, Webers, wire wheels, disc brakes, Pirellis, screen-washers ... ... ... **£895**

**AUSTIN HEALEY 3000 Mk. 2,** 1963. One owner only from new, unblemished very dark blue with black upholstery, and fitted with wire wheels, overdrive, heater, tonneau cover, screen-washers, etc. ... ... ... ... ... ... **£695**

**LOTUS Super Seven,** 1964. An extremely well finished and attractive example, in midnight blue, with red cockpit, with flared wings, alloy wheels, Cosworth 95-b.h.p. engine, twin Webers, close-ratio gearbox, competition clutch, etc. ... **£635**

**AUSTIN HEALEY Sprite Mk. 3,** 1965. Spotless in British Racing Green with black interior, wire wheels, seat belts, tonneau cover, wing mirrors, etc. ... ... ... ... ... ... **£575**

**M.G.-A 1600 Mk. 2,** Dec. 1961. A delightful car in sky blue with dark blue upholstery, equipped with wire wheels, radio and heater, tonneau cover, etc. ... ... ... ... ... ... **£525**

**TRIUMPH TR3A,** 1959. Pale blue with dark blue interior, and fitted with overdrive, radio and heater, wheel trims, luggage rack, etc. ... **£365**

**ALFA ROMEO Giulia Spyder,** 1964. R.H.D. One owner only from new, spotless Italian red with matching white and red interior trim; 5-speed gearbox, radio and heater, wing mirrors, Pirellis, etc. ... ... ... ... ... ... **£935**

**SUNBEAM Alpine Mk. 4,** 1964. One owner only, very moderate mileage only, quite unmarked in white with black upholstery, with overdrive, heater, screen-washers, and wing mirrors, etc. **£675**

**JAGUAR XK150 3.8 "S"-type drophead coupé,** 1960. 17,000 miles only from new; a beautiful car in midnight blue with matching interior; with wire wheels, overdrive, radio and heater, twin spots, disc brakes, etc. ... ... ... ... ... **£645**

**BOND EQUIPE GT4S,** 1965. One owner, 10,000 miles only since new, unmarked in white, with black interior; heater, wood-rimmed wheel, screen-washers, etc. ... ... ... ... **£695**

**AUSTIN HEALEY Sprite Mk. 2,** 1962. Sky blue with matching interior trim, fitted with new hood, tonneau cover, wing mirrors, screen-washers, etc. ... ... ... ... ... ... **£395**

**M.G.-B,** 1963. Immaculate signal red with matching hard-top and interior; moderate mileage only, and fitted with heater, screen-washers and wing mirrors ... ... ... ... ... ... **£635**

**TRIUMPH Spitfire,** 1965. One owner from new, low mileage only; in pale blue with dark blue interior, heater, tonneau cover, screen-washers, etc. ... ... ... ... ... ... **£595**

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**JAGUAR XK150 "S"-type roadster,** 1959. In really first-class order throughout; unmarked midnight blue with black upholstery, and fitted with wire wheels, disc brakes, radio and heater, overdrive, twin spotlamps, seat belts, wood-rimmed wheel, etc. ... ... ... ... ... **£595**

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**AUSTIN HEALEY Sprite Mk. 3,** 1965. 9,000 miles only, spotless white with red cockpit; with wire wheels, seat belts, heater, etc. Also one other, also equipped with various sensible extras, both competitively priced at ... ... ... ... **£545**

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**M.G. TC** 1946, excell mech cond, good tyres, MoT July '67, taxed Oct. £95. Tel: Bradley 207, nr Stafford. (9606

**SCOTTISH ENTHUSIASTS,** M.G.B 1963, polych' midnight blue, excell cond. £565. Would exchange for estate car. Craig Allan, West Seaside, Prestonpans, East Lothian. Tel: 355. (9607

**BEAUTIFUL BEETLE.** My immac 1962 model 1200, having done only 33,000 miles, is reluctantly offered to an appreciative discerning motorist for £395. HP is poss, and if you see it, you will buy it. Jenkins, 88 Beesmoor Rd, Frampton Cotterell, Bristol. Tel: Winterbourne 3425. (9608

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**MORGAN** Plus 4 Plus GT (similar photo Camden Motors advert July). Jan 1964, S.A.H. tuned. £750 cash or exchange 1965 or 1966 fastest saloon. Johnson, 20 St Denis Rd, Heath, Cardiff. (9610

**TWO AUSTIN HEALEY** 3000 seats complete, blue leather, perfect, £12. New Koni front damper conversion, £12. 3000 telescopic steering wheel complete, £3. 1 Norman Court, Hampton, Middx. (9611

**1961 M.G.A.** Twin Cam sports, recellulosed midnight blue metallic, Cinturatos, radio, excell cond. £400 ono. 51a Old Shoreham Rd, Brighton. (9612

**BRISTOL 401,** 403 mods, taxed, MoT, good all-round cond. Exchange M.G. TD or 1½ litre Riley. Selling £185. Bookham 4766. (9613

**PORSCHE SUPER** 75 1960 fixed head coupe, grey with red upholstery, radio, safety belts, good cond. £685. Tel: LAN 0175 business hours. (9614

**LANCIA AURELIA** 1955 model, column change, good mechs and interior, body requires attention, reputed only 35,000 miles. £200 ono. Platt, Isfield 213, Uckfield, Sussex. (9615

**1962 VITESSE** engine and g/box, complete with carbs, manifolds, dynamo, starter, coil etc. Offers to C. Simm, 109 Smithills Dean Rd, Bolton, Lancs. (9616

**ROCHDALE OLYMPIC,** Riley 1.5, tatty but only 7,000 miles. £300 ono. Whiteoak, Sandy Lane, Little Sandhurst, Camberley. Tel: Yateley 3164. (9617

**1936 SINGER 9** coupe, green, alloy body, good tyres, engine running cond, MoT. £25 or best offer. c/o Sgt. Lee, Room 3059, Gatwick Airport, Horley, Surrey. (9618

**1954 (NOV)** VW 1200, 82,000 miles, u/sealed, many extras, superlative cond. £175 ono. Quick, 19 Sunte Close, Haywards Heath, Sussex. (9619

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**TWO TALBOTS,** AEV2 and CKK11. Alvis syncromesh o/box, £15. Haywards Heath 2823. (9625

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**M.G. YB** 1952, good cond, very reliable. £100. 11 Ashville Drive, Hurworth-on-Tees, Darlington. (9629

**M.G. TD** 1953, white, Gold Seal engine, g/box, Xs, radio, spots. Genuine sale, must go, £180. Enstock, 46 Common Lane, Thorpe Salvin, nr Worksop. Tel: Kiveton 792. (9630

**XK120 ROADSTER,** C head, dual exhaust, excell mech cond, good weather equipment. Best offer. Anstiss, Nepicar Oast, Wrotham, Kent. Orpington 27551 office. (9631

**1923 BENTLEY** 3/4½, completely rebuilt during last 4 years, mech perfect, new body, engine rebuilt by Hoffman and Burton installed this year, coil ignition, Hardy Spicer prop shaft, 2-str plus dickey, dark blue and pale blue upholstery, all bills available; any inspection or trial; seen Sutton Coldfield. BDC member. Offers over £2,000. Pattison, 18 Thornhill Rd, Streetly, Sutton Coldfield. Streetly 2121. (9632

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**1922 OVERLAND** truck, Willys 4, recent restoration. Offers on £300. George Rush, 2 Cattistock Rd, Stroudon Park, Bournemouth. (9634

**LOTUS ELITE** (95 spec) Nov 1961, immac second car. £630 ono. HARborne 4898. (9635

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**M.G. 1946 TC,** mileage 12,000 since 1952, very good body, hood, new tyres, Bluemel wheel, new petrol pump, oil pressure 40, not taxed. £125. Write full partics. Potts, Court House, Montgomery. (9637

**M.G. TD II** 1953, very good cond, 5,000 since rebore, new bearings, complete engine o/haul, both previous owners known personally, complete history; owner emigrating. £220. Tatman, 33 Western Drive, Shepperton, Middx. Walton 23457. (9638

# JOHN BRITTEN

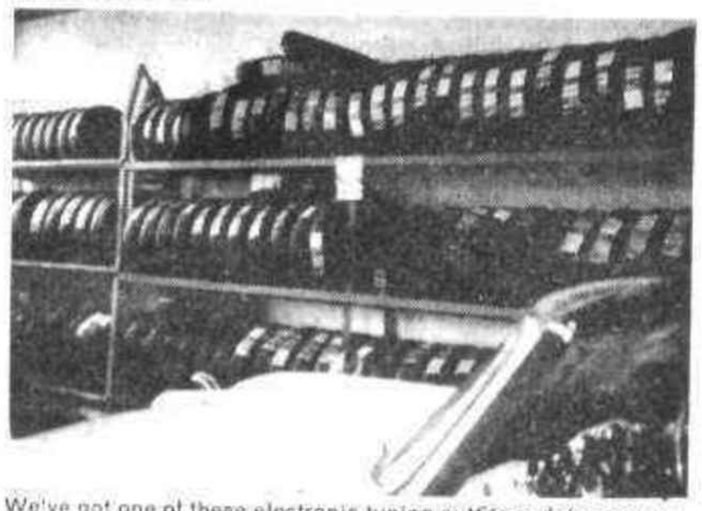
Particularly sleek and well-polished sports cars are lined up here at Arkley for your inspection. All they require from life is a good home and a kind and considerate new owner. Triumph TR4, June 1962, powder blue, dark blue trim, radio, belts, Cinturatos, £500. Austin Healey Sprite Mk II, Nov. 1961, signal red, red Ashley GT hard-top, soft-top, special 1,192-c.c. motor resulting in lots of "puff", Cinturatos, £335. MG-B, May 1964, B.R.G., black leather, wire wheels, overdrive, twin spots, chrome grid, radio, 1 owner (quite an old boy), £710. Triumph Spitfire, Sept. 1964, white, black trim, transistor radio, £495. Triumph TR3A, 1960 model, dark blue, wire wheels, grid, £345. MG-B, 1965, Chelsea grey with red interior, a few extras, £740. Jaguar 'E'-type fixed head, 1963 model, silver blue, dark blue leather, push-button radio, Cinturatos, £980. Triumph TR4, 1964, red, 'X's, 1 owner, £650. Austin Healey Sprite Mk III, October 1964, Riviera blue, one owner, £475.




Picture shows our main workshop, also an MG TF, 1954, red beige weather equipment, heater, tonneau, recon. engine, Cinturatos, twin spots, has just been selected to appear in some glossy fashion photos, £320. Triumph TR4, June 1964, white, overdrive, Cinturatos, radio, spots, brand new engine, 1 owner, £735. Triumph TR3A, 1959/60, white, L.H.D., almos, 1 owner, £270. MG-B, June 1964, Ye Olde English white, black leather, overdrive, wire wheels, radio, oil cooler, etc., Cinturatoshod, £720. Triumph TR4, June 1963, conifer green, overdrive, wire wheels, radio, quartz iodine headlamps and spots, £645. That makes four TR4s to choose from, and we're expecting a 1966 TR4A and a '66 Spitfire this week, both equipped overdrive and wire wheels. Maybe a '58 Sprite having new engine and gearbox, and certainly a dozen more cars by August 1st. Here is my racing MG Midget, now completed and has had one successful outing. Can be seen Brands Aug. 7th, Silverstone Aug. 13th, Brands Aug. 21st.



Every car we sell is checked over very thoroughly indeed and given a good service, including oil change, filter change, brake lining inspection, 100 m.p.h. road test, jumping up and down on the springs, etc., etc., etc. Guarantee ranges from one to three months according to age. You can have H.P. with 3rd party insurance and only a quarter deposit. I keep a really enormous stock of Pirelli Cinturatos and give you 25% discount, so it's a big mistake to get them anywhere else. Just occasionally I get Cinturato and SP41 "seconds" in some sizes only at 42½% discount.

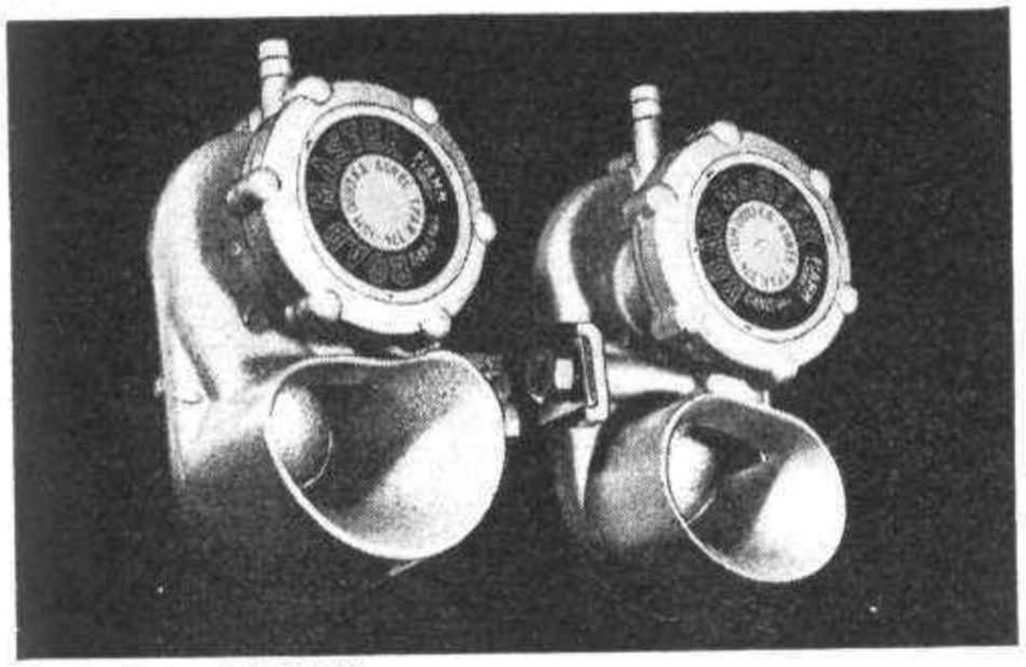


We've got one of these electronic tuning outfits and do a same-day service at fixed prices depending on how many cylinders your car is in possession of. Have just heard that we are getting a 1965 Bond Equipe GT4S at about £570. Used Shorrocks for B.M.C. 'A', £28 complete. Full repair and overhaul service. Precision wheel balancing. Sports car insurance at astonishingly cheap premiums with leading companies. Only 10 happy miles from Marble Arch, just West of Barnet on the A411. 107 bus passes the door, comes from Barnet tube. Open to 7pm, closed Sundays.

**John Britten's Garage**
**Barnet Road, Arkley, Herts** BARNET 1144

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

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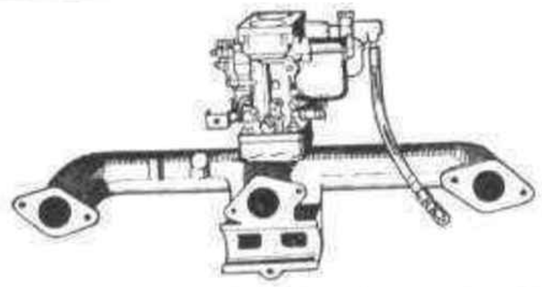
**POWERFULLY SMALL**

Mini-Demon, the superb, COMPACT new compressor air horn from Fiamm for your Mini or 1100! No more wrestling with long trumpets in crowded engine compartments, Mini-Demon fits directly over the standard horn mounting. Fits where the horn should be—in front of the car, not buried in a wing! Fantastic, strident twin note will clear the way whatever the conditions. Instant safety—rapid installation—complete reliability. For details of the Mini-Demon call at your local accessory shop or write for free illustrated brochure to the sole UK concessionaires:

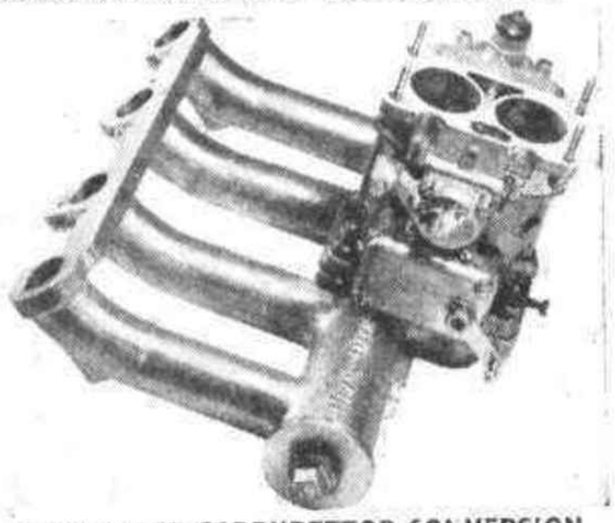
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## At Last!



WEBER twin choke carburetter and inlet manifold for Mk. 2 Consul, Zephyr, Mk. 3 Zephyr, Zodiac £29 10s. This new high performance conversion will knock over five seconds off the Zodiac 0-60 m.p.h. time, add 12 m.p.h. to its top speed and give another four miles per gallon. Easy to fit, too! You simply unbolt your present inlet manifold and bolt this one on. One more advantage. Send your old manifold back to us and we will refund you £2, making the total outlay only £27 10s., p.p. 10s. Pancake air filters to fit above 37/6, p.p. 1/6d. recommended.



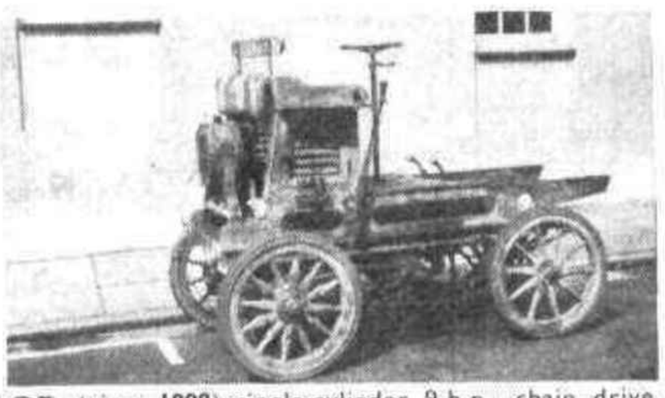
**IMP/WEBER CARBURETTOR CONVERSION**

**This new high performance conversion will knock 4.5 sec. off your 0-60 time, add 5 m.p.h. to your top speed and give four more miles per gallon.** Simply unbolt your present manifold and bolt this one on. Send cheque or money order for £27 10., plus 10s. p.p. State whether pneumatic or manual throttle when ordering. Special throttle kit for pneumatic model 55/- extra, air filter 37/6d.

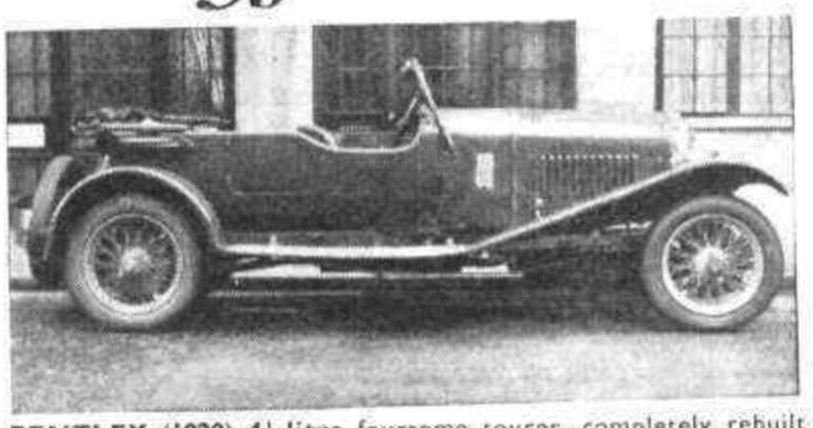
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# *Simmons of Mayfair*



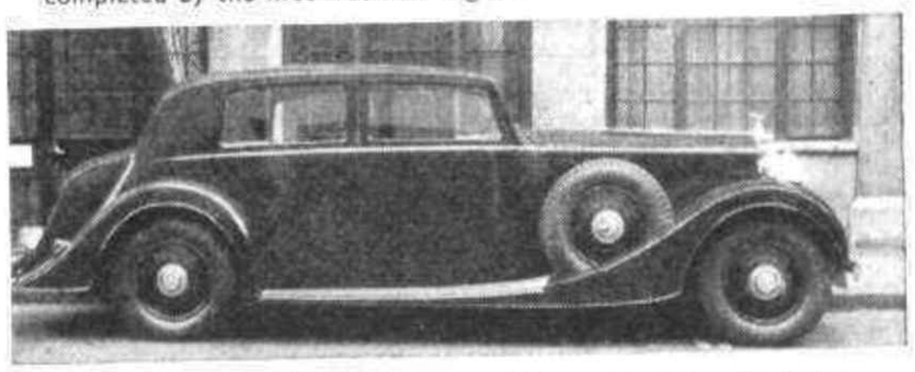
**MILLOT** (*circa* **1898**) single-cylinder 9-h.p., chain drive, two-speed, tiller steering, solid tyres. In good running order but requires front seat and restoration. Can be sold as it is or after restoration.



**BENTLEY (1929) 4½-litre** foursome tourer, completely rebuilt to *concours*-winning condition. Accounts available. Should be completed by the first week of August.



**CAMERON (1904)** twin-cylinder, air-cooled, 7-h.p., restored to perfection. *Further particulars on request.



**ROLLS-ROYCE (1937) Phantom III** sports saloon by H. J. Mulliner. 60,000 miles from delivery. Fully serviced, complete with all original tools, fittings and fitted pigskin suitcases.

## WANTED

During August our representative will be in Wales and will be pleased to call and inspect any vehicles that are offered to us.

**URGENTLY REQUIRED** to complete restoration, a Silver Ghost three-speed gearbox and four wooden-spoked wheels and rims.

*GRO 2635* *SIMMONS OF MAYFAIR LTD., 12 REX PLACE, LONDON, W.1.* *GRO 1188*

## FOR SALE—continued

**ASTON MARTIN** DB3 1958, o/drive, radio, BRG with red upholstery, low mileage, immac cond inside and out, your chance to acquire this superb car due to family expansion. £625 ono. Walker, 121 Grove Rd, Sheffield 7. Tel: 365938. (9722

**120 MPH**, Aston Martin DB2/4, superlative cond, rich dark blue. Many eager buyers but none with £500 cash. What about £400? Woking 5332. (9723

**CITROEN BIG 6**, le pur sang traction avant. Outperforms DS19s in top gear; recent complete engine o/haul, good tyres. Offers. Johnson, 1 Lansdown Terr, Cheltenham. (9724

**DAIMLER** Barker Special sports 1951 coupe, restored to absolutely immac cond throughout and stored. £375 or perhaps exchange for early tourer or coupe and cash either way. Box 2092. (9725

**BRISTOL 401**. Delightful car for enthusiast with family; brake servo, new tyres. £220. Foster-Hall, Ettington Manor, nr Stratford, Warks. Ettington 216. (9726

**1931 RILEY** Monaco, new fabric body and trim, completely restored, spare engine. £190. Sheldon Retreat, Whitchurch Rd, Crays Pond, Pangbourne, Berks. Tel: Checkendon 544. (9727

**WAGNER** fanatic wishes to sell 1962 Cooper quickly to visit Bayreuth, vgc, about £280. MACaulay 9843 evenings. (9728

**ALVIS** rear axle complete, brake assembly (1924), nosepiece, half-shafts, £25. Steering column, box and wheel, £5. Quayle, Martins Bank Ltd, Plymouth. (9729


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*For the car :* Helphos' lamps, Walpress mirrors, Air horns, Rev counters, Wolfwhistles, Silencers.
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## FOR SALE—continued

**CORTINA-LOTUS.** Advancing years force sale of specimen car first reg Aug 1963 and only covered 23,000 miles in the hands of 1 owner, never raced or rallied, a really genuine car. Would consider less potent family saloon, terms if necessary. £550. Watkins, Chiltern House, Redditch 2117. (9730

**LOTUS-CORTINA** 1965 Oct, 9,500 miles, belts, immac. £825. Tel: Selsey (Sussex) 2445 evenings or weekends. (9731

**FIAT 1500** 1962, 42,000 miles, seat belts, Cinturatos, good all round cond. Bray Cottage, Fencepiece Rd, Chigwell, Essex 01-500 2906. (9732

**LOTUS ELAN** 1964, excell cond, 19,000, h/top and s/top. HP arranged. £835. Inns, 20 Algburth Drive, Liverpool 17. (9733

**AUSTIN HEALEY** 100-4 1954, good mech, body, hood, tonneau, tyres, taxed Oct '66, MoT July '67, recently o/hauled, brakes, g/box, o/drive on all gears, new king-pins, bushes. £195 ovno. Mr Leadbetter, Aylesbury 4839 evenings, Aylesbury 5000 office. (9734


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**PORSCHE CABRIOLET** 356A 1959, silver grey, good cond, recent £130 o/haul. £525. Box 2093. (9737

**MINI-COOPER** 1963, 1,100cc, Speedwell tuned, taxed, insured. £355. Tel: Nottingham 84411. (9738

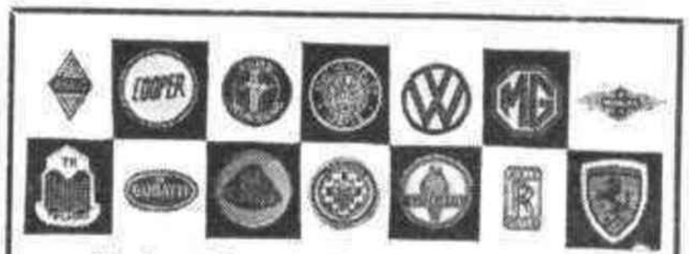
**1958 JAGUAR** XK150 fhc 3.4 Auto, late property famous personality, superb cond, £375. 1956 Riley Pathfinder, nice cond for the year, £75. Bell, Tel: Hull 42533. (9739

**ORIGINAL** 3½ litre Bentley wheel spanner and hammer, worth over £50. Sensible offers. Kent, Box 2094. (9740

**1932 RILEY 9** Monaco, at present dismantled awaiting re-assembly; engine o/hauled, new clutch, rebore, new mains, elec system rewired, excell tyres, modern flashers and headlamps, rad re-cored, new battery. On offer at a sacrificial price of around £50. Could be one of the finest examples of the marque available. Summerhill, 5 The Broadway, Exmouth, Devon. Tel: Exmouth 5863. (9741

**RILEY ENTHUSIASTS,** 1953 RMF 2½, almond green, beautiful inside and out, radio, htr, MoT. £200. Box 2095. (9742

**TAURUS TUNED** Cooper '62, belts, new G800s, servo, 75lb oil, u/sealed, extras, superlative. £350 or exchange immac d/head XK150. Skenfrith 635 (Monmouth) (9743

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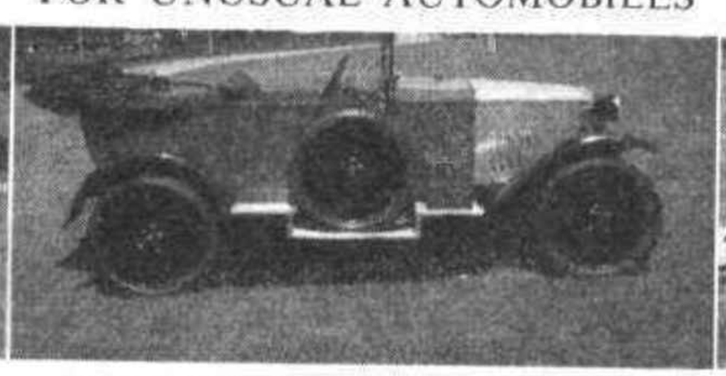
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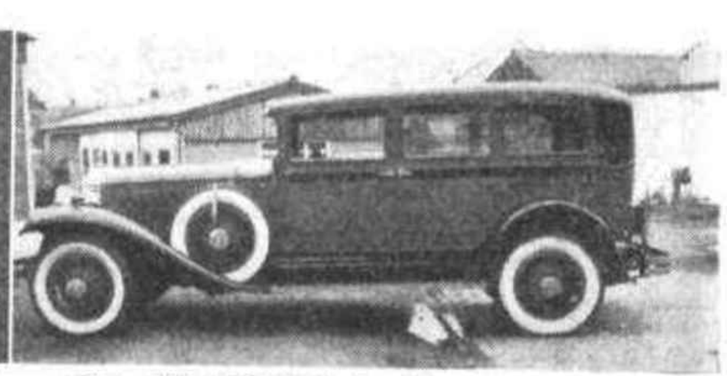
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**ROLLS-ROYCE 25/30** Thrupp & Maberly swept-tail limousine, 1938, minor body blemishes, but very fair general order. Recent engine work includes rings and small-ends. Excellent value at **£345**

**ROLLS-ROYCE 20/25** Barker swept-tail owner/driver saloon, 1935. Mechanically excellent and very fair coachwork. **£345**

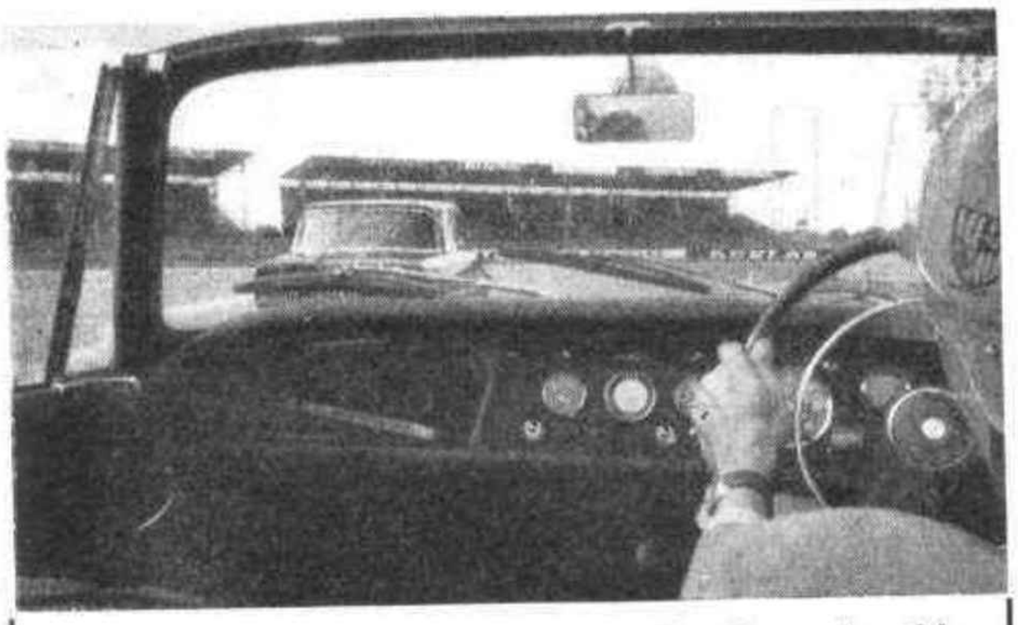
**THREE ROLLS-ROYCE** cars to be sold as seen with all faults :—
**25/30** Park Ward owner/driver sloping-tail sports saloon, 1936, broken connecting-rod, sound spare engine available (extra). **£175**
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**BENTLEY 4¼ MX Series,** 1939, Mann Egerton razor-edge sports saloon good chassis, sound, but slightly scruffy coachwork, hence price of **£350**
Choice of three **BENTLEY Mk. VI** standard steel saloons, 1949-1951, from **£165**
**ALFA ROMEO 2600 Sprint** f.h.c., 1963, one owner, 24,000 miles. In superb order but l.h.d., hence realistic price of **£1,095**
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**BORGWARD Isabella TS 75** saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£195**
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**AUSTIN 12 Clifton tourer,** 1925, complete, original, but scruffy and not running **£225**
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**MINERVA 24-h.p.** sleeve-valve landaulette by Mulliner, 1925. Very original and complete (beaded-edge tyres, etc.), cloth interior needs attention, paintwork indifferent, but an easily restorable and highly interesting vehicle. **£325**
VETERANS :
**1909 DAIMLER 22-h.p. Roi-de-Belge** tourer, mechanically first class, superb lamps, all wheels just rebuilt with new 880 × 120 tyres, new hood, but paint and leather trim, although new, could be improved upon, hence price of **£1,250**
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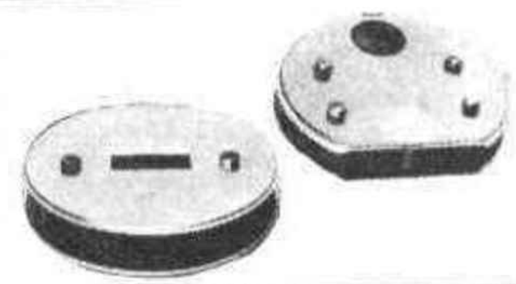



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**£2,150 ASTON MARTIN DB4 Vantage.** A beautiful car fiinshed in British Racing Green, with green trim, sun roof, chrome wire wheels, radio, owned by a very well known TV star. 18,000 miles from new.



**£995 SUNBEAM Tiger, 1965.** 14,000 miles only in British Racing Green, with black trim. Spotlight etc., one owner from new.



**£1,795 JAGUAR "E"-type 4.2 roadster, 1966.** Finished in white with re interior. Chrome wire wheels, radio, tonneau cover, 1,900 miles onl and absolutely as new, cost £2,150.



**£775 T.V.R., 1964, Mk. IIIA Viking Sprint.** A one-owner car fitted with modified 5-bearing 1800 M.G. unit and overdrive, superbly finished in Opalescent blue with matching leather trim.

**£2,850 ASTON MARTIN DB5 Convertible, 1964.** 2,300 miles only, in pearl white with blue hide. Narrow whitewall tyres. Radio, etc. Superb in every respect.

**£1,695 ASTON MARTIN DB4, 1962 Superleggera.** In Indigo blue with blue hide. Excellent history.

**£1,595 JAGUAR "E"-type 4.2 fixed-head coupé, 1965.** A one-owner car in gunmetal grey with red hide, radio, etc.

**£1,425 VOLVO P 1800S, 1965 coupé.** In white with red hide upholstery, 8,000 miles from new. Magnificent and mint throughout.

**£1,045 LANCIA Flavia coupé, August 1963.** Beautiful example of this famous marque. Coachwork by Pina-Farina. Finished in red, with radio.

**£995 JAGUAR "E"-type fixed-head coupé, 1962/3.** In Opalescent Imperial maroon, with red hide, radio, new set RS5 tyres.

**£995 ALFA ROMEO Giulia Spyder.** Finished in white with black interior and fully equipped with push-button radio, record player, musical horns, etc.

**£945 JAGUAR "E"-type fixed-head coupé, 1962.** An excellent motor car finished in maroon with Motorola radio and in well above average condition.

**£895 JAGUAR "E"-type roadster, 1962.** Finished in white with black trim.

**£895 A.C. Greyhound, 1960 Bristol engined 4 seater GT.** A superb example of this rare GT in metallic blue with red hide.

**£845 SUNBEAM Alpine, 1966, Mk. V.** 3,500 miles only, in Trafalgar blue with black trim. Mint order throughout.

**£845 ASTON MARTIN DB3 fixed-head coupé, 1959.** Finished in ice blue with tan hide interior. Chrome wire wheels, radio, heater, etc.

**£795 M.G.-B, July 1965.** One-owner car. 14,000 miles from new. Finished in red, with black trim. Heater and tonneau cover. Immaculate condition.

**£695 A.C. Ace, 1962.** An excellent example in black pearl with contrasting interior, fitted heater, tonneau, etc.

**£695 ASTON MARTIN 1957 DB2.4 Mk. II.** Two owners from new. 35,000 miles. A specimen 2.4 in faultless condition.

**£695 LOTUS Cortina, 1964.** Radio, leather rim steering wheel. Excellent condition and well above average for this sought-after car.

**£695 LOTUS Cortina, 1964.** Seat belts, radio, excellent condition throughout.

**£595 SUNBEAM Alpine GT, 1963.** An extremely fine example finished in Iris blue with black interior and fitted overdrive, radio, heater, etc.

**£595 A.C. Ace, 1960.** An absolutely superb example in British Racing Green, beige interior.

**£595 DAIMLER SP250, 1962.** Finished in mountain blue with dark blue hide interior. Fitted twin spots, heater, etc.

**£575 AUSTIN HEALEY Sprite, 1965, Mk. III.** Finished in B.R.G. Extras include record player, radio, tonneau cover. Excellent condition.

**£535 TRIUMPH Spitfire, 1964.** An immaculate example in Monza red with black interior, fitted radio, heater, etc.

**£465 SUNBEAM Alpine Coupé, 1962.** Finished in blue. Extras include wire wheels. A two owner car.

**£435 M.G. Midget, 1962/3, 1,100 c.c.** Finished in red with red interior fitted, with black hard-top, etc. Excellent condition throughout.

**£445 AUSTIN HEALEY Sprite.**

**£395 M.G. Midget, 1962.** Finished in smoke blue with fitted hard-top and soft-top, heater, etc.

**£365 M.G.-A 1600 fixed-head coupé, 1960.** A fine example in black with beige interior, extras include radio, luggage rack, wing mirrors, wood rim steering wheel.

**£365 SUNBEAM Alpine, 1961, Mk. II, left-hand drive.** Finished in Moonstone with black interior, heater, tonneau cover. Excellent condition throughout

**£425 SUNBEAM Alpine, 1961, Mk. II.** A one-owner car, low mileage, overdrive, hard-top. In remarkable condition.

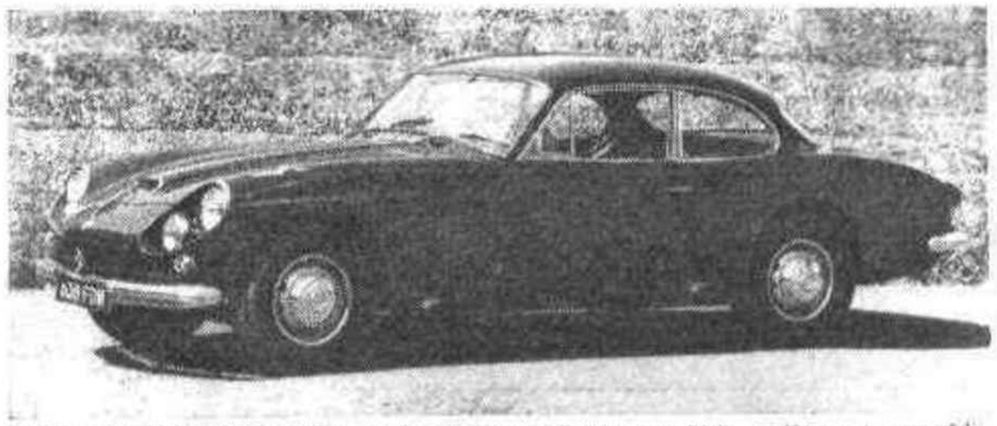
**£315 AUSTIN HEALEY Sprite, 1960.** A very clean example, fitted hard- and soft-tops.

**£235 AUSTIN HEALEY BN1.** An excellent example of this popular sports car with wire wheels, overdrive, good condition throughout.

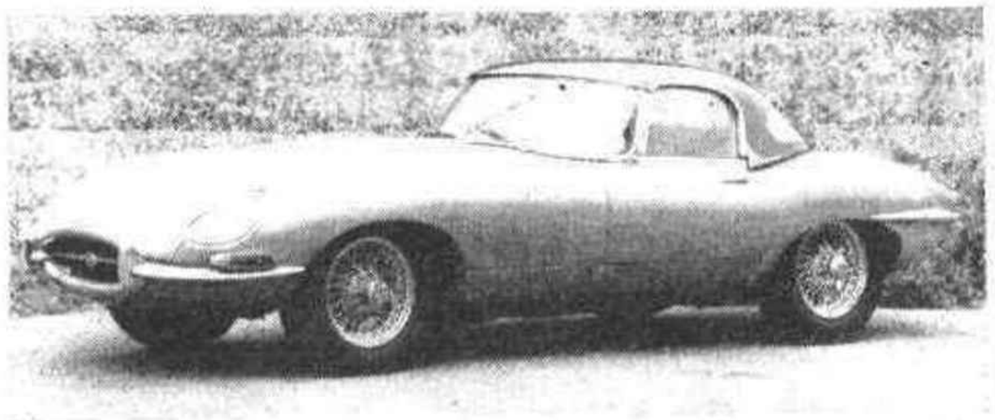
**£295 JAGUAR XK150 drophead automatic.** Finished in green, excellent condition.

**£315 MORGAN Plus Four.** B.R.G., 1951 Motor Show model. Reg. Oct. '52. New engine, new hood, new tyres. £200 spent on recent overhaul. Superb condition.

*253 & 255 New Cross Road, London, S.E.14. Telephone New Cross 3204-6.*



**£1,695 JENSEN CV8, 1963.** In dark green with green hide, radio etc., superbly maintained. Two owners from new. A specimen example in every respect.



**£1,425 JAGUAR "E" type fixed head coupé, 1964.** Modified to 4.2 specification bodily with complete new 4.2 interior fitted chrome wire wheels, new cinturato tyres, radio and absolutely as new.



**£545 TRIUMPH Spitfire, 1964.** Excellent vehicle in Fiesta Yellow. Extras include hard-top and special seats and Goodyear tyres.



**£515 B.M.W. 700 LS Coupé.** One owner, an excellent example of this rare coupé finished in blue.

## SALOONS

**£995 JAGUAR 3.4 saloon, 1964.** In Carmen red with chrome wire wheels, automatic transmission, red hide trim, one owner from new.

**£695 VAUXHALL VX4/90, 1964.** Finished in blue with contrasting trim, Stage II engine, wire wheels, leather steering wheel, lowered suspension, etc.

**£655 AUSTIN Mini Cooper 1,275 S, 1965.** Finished in ivory and black with contrasting interior, equipped with SP tyres, seat belts, sump guard, leather wheel, air horns, oil cooler.

**£525 MINI Cooper, 1965.** An excellent car, finished in white and black roof. Extras include spotlamps, rally light.

**£525 MORRIS Mini Cooper, 1965.** In white with black. Supplied by us new.

**£455 TRIUMPH Herald 12/50, 1963 S.A.H. engine conversion.** Cinturato tyres, reclining seats, rev.-counter and twin spots.

**£445 MINI Cooper, 1964.** Finished in Fiesta yellow.

**£345 VOLVO 122S, 1960.** Finished in duo-tone red and white. Fitted Blaupunkt radio, record player, etc.

**£275 MORRIS Mini Cooper, 1962.** Surf blue, contrasting trim, Waso steering lock, S.P. 41s, trade terms.

**£275 SKODA Octavia, 1961.** In red, a very sound and reliable saloon.

### CARS TO BE TAKEN INTO STOCK SHORTLY

**FORD Cortina GT, 1964 Model.** 4-door in Goodwood green, record player, radio, heater, seat belts, Cinturato tyres.

**JAGUAR XK150, 1958.** Finished in white with red interior.

## NEW CARS (list price)

**Choice of M.G.-Bs, COOPER "S", COOPERS, MINIS, 1100s, ELAN Sevens.**

LOTUS ELAN DEMONSTRATOR AVAILABLE.

**AGENTS FOR**

MG LOTUS

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***VISIT OUR SHOWROOMS FOR A WIDE SELECTION OF CARS STRICTLY FOR THOSE WHO REQUIRE THE VERY BEST IN QUALITY AND PERFORMANCE***

LOW INSURANCE RATES. TERMS FROM ¼ DEPOSIT. ANY PART EXCHANGE. EXPORT ORDERS HANDLED
OPEN 10 a.m.-9 p.m. SATS. 9 a.m.-7 p.m. SUNS. 10 a.m.-5 p.m. DEMONSTRATIONS BY ARRANGEMENT ANYWHERE

## FOR SALE—continued

**PAIR P100** headlamps, £15, very good cond. 16 Speen Lane, Newbury 3330. (9744
**ROLLS-ROYCE** 1936 Sedanca de Ville 20/25, compact body by Barker, protruding boot, in exceptionally elegant cond; details, photos to serious enquiries. £875. Box 2096. (9745
**M.G. TF** 1500, BRG, w/w, resprayed, rechromed, u/sealed, new hood, recond engine and g/box, many extras. £550 ono. Watson, 11 Avenue Rd, London N6. FITzroy 4006. (9746
**1958 MORGAN** Plus 4 4-str, superb cond, many extras, owner going abroad. Offers over £300. Painter, Flat, Mill Rd, Cranfield, Bedford. Cranfield 293. (9747
**ASTON MARTIN** Oct 1954 DB2/4 3 litre, new rings, shells, decoked, brakes relined, recent respray in off white, radio, htr, etc, good example. £475. Brock, 28C Palatine Rd, Northenden, Manchester 22. Tel: WYT 3815. (9748
**AUSTIN HEALEY** 3000, showroom cond, htr, spots, BRG, bar, 37,000 miles. Write only, R. Sargent, Old Mill Hotel, Salisbury, Wilts. (9749
**EYE-CATCHING** Jaguar XK120, blue, open sports, Marchal headlamps, new tyres, blue hood, negligible oil, maker's pressure, taxed. £125 ono. Girling, 7 Rosary Close, Mulbarton, Norwich. (9750
**ROCHDALE** 2 Plus 2 GT saloon, recond E93A, ifs, 15in Xs, very full equipment, immac. £120 ono. 120 Unthank, Norwich. (9751
**SILVER WRAITH** 1949 Mulliner touring limousine, immac, replacement engine and g/box, new tyres. £750 ono. Box 2097. (9752
**MY WIFE** is tired of banging her knees on my M.G. TC, 1947. Will some kind enthusiast offer me around £120 to cut the stocking depreciations? Details from J. A. Washington, 30 Hillingdon Rd, Watford, Herts. Can be seen after 6.30pm. (9753
**M.G.A. Mk II** 1962, light blue, black leather, 48,000, htr, washers, Bosch fog, tonneau, adj steering, theft proof, second owner, absolutely immac. £430. Ferguson, Manchester, DID 3003 (pm). (9754
**AUSTIN-COOPER S** 1964, 1,071cc, close ratio g/box, twin tanks, wide wheels, wooden steering wheel, anti-roll bar, etc, immac cond, not raced, taxed till April '67. £460 ono, terms available. Tel: Hull 35228 day, 641359 evening. (9755
**1935 AUSTIN** Ruby saloon, excell cond throughout, mech perfect, good tyres; extras include screen washer, htr, fog/spotlights; taxed, insured end of year. £55. Also 2 new Dunlop tyres 4.00 x 17, many spares. Pestell, 3 Gamlingay Rd, Waresley, Sandy, Beds. Evenings, weekends. (9756
**BRAND NEW** 1966 Renault 1100 automatic, taxed, mileage 40, medical reasons force sale. £800 ono. Lady Jackson, Great Posbrooke, Titchfield 3335, Fareham, Hants. (9757
**PORSCHE 1600** '56, rhd, excell all round cond. A bargain at £385. 2 The Garth, Yarnton, Oxon. (9758
**1962 COOPER**, polychromatic green/gold, very attractive, radio; this car has been off the road for over a year. £300. D. Morgan, 109 Ravenhill Rd, Swansea, Glam. (9759
**1925 DELAGE** D1 14-40 cabriolet, elegant coachwork by Janoir, excell cond throughout, MoT. £450. 1 St Georges Lane, Hurstpierpoint 3414. (9760
**SPITFIRE Mk II** Sept 1965, black, indistinguishable from new, still under guarantee, spots, belts, tonneau, carefully driven and serviced. £585. Skyrme, 28 Mapperley Rd, Nottingham. Tel: Nottingham 65220 evenings, or Nottingham 56151 office. (9761
**ROCHDALE OLYMPIC** 1963, Ford 1500 engine, 15,000 miles, £450. Murphy, Gate House, New Rd, Hythe, Southampton. (9762
**MY HEART** bleeds!—Due to 7 day commitments!! immac white TR3A 1959, new Cinturatos, rear seat, htr, washers, half and full tonneaux, new exhaust system, 41,000 miles, genuine 65lb psi hot. £310. Tel: Newquay 4079. (9763
**1937 ARMSTRONG** 17hp saloon with D back, 46,000 miles only, exceptional cond. £100. KEL 1144. (9764
**1957 LANCIA** Aurelia 2500 GT, excell cond throughout, original paintwork, pale blue with matching interior, usual host of extras. £385 or cash exchange cheaper runabout. Tel: Quartermaine, Dunstable 64222 business hours. (9765
**FRAZER NASH**, 1934 TT Replica, rebore required to bring to 100 per cent cond, extensively restored over last 3 years, no time to complete hence £525. Box 2098. (9766
**1932 AUSTIN** 7 tourer, rebored, taxed Oct, MoT July 1967, good cond. £75. Lanchester 1938, MoT, taxed, good tyres, etc. £35 ono. Randall, 22 Mill Rd, Eastbourne, Sussex. (9767
**CITROEN DS** 1961 Sept, high compression engine, Solent blue, enthusiast maintained, excell cond. £495. Culcheth 2551 (Warrington). (9768
**VIXEN GT** 1½ litre, central engined, space frame, discs and independent suspension all round, aluminium bodywork similar Porsche 904, would take V6 or V8 for racing. £400 ono. 27 Stetchworth Drive, Boothstown, Manchester. (9769
**RILEY**, 1,726cc engine, 15/6 model, twin cam, very good cond, complete with Armstrong preselector g/box. £10 the lot for quick sale, owner moving house. 20 Mayfair, Post Hill, Tiverton, Devon. (9770
**ROLLS-ROYCE** 20/25 sports saloon by James Young, history, recent engine, near immac throughout. £550. Tony Spry, School House, St Marys St, Boston Spa, Yorks. (9771
**LOTUS 9**, suitable road or race. £200. T. North, 6a Noel St, W1. GER 2144. (9772
**AUSTIN HEALEY** 100-6, good cond with every extra, must sell. £220 ono. 5 Burnleyville, Gomersal, nr Leeds, Yorks. (9773
**A.C. ACE** 1955, good cond. £250 ono. Tel: Horley, Surrey 2397. (9774
**B.M.W. 502**, rhd, 2.6 V8, 1956, leather interior, original cond, first owner prop "Motor Sport," maintained regardless, owner emigrating. £200. Westbourne, Bournemouth 65376. (9775
**BENTLEY 1937** 4¼ litre, rare all-alloy Gurney Nutting pillarless sports saloon, carefully maintained and in exceptional cond. htr, radio. £495. Tel: Upper Warlingham 2295. (9776
**COOPER-MINI** 1966, never raced or rallied, low mileage, as new, must sell. £525 ono. Nielsen, 4 Brackendene, Bricket Wood, St Albans. Garston 6492 evenings, weekends. (9777
**AUSTIN 14** 6cyl 15.9hp Goodwood saloon 1937, beautiful original cond inside and out, 1 previous owner and 69,000 miles, tools original wrapping, taxed and tested. £85. Austin, 365 Eastfield Rd, Peterborough. Tel: 4468. (9782

# SPORTS CAR GARAGES



**MERCEDES-BENZ "220", 1956, L.H.D. Similar model to last month's, this one fitted Webasto sunroof and special black Vynide interior; 4 replacement tyres, mechanically perfect and bodily beautiful. 24 m.p.g. ... ... ... ... £215**



**DAIMLER "Barker Special Sports", 2½-litre, 3 seats, all-aluminium coachwork, overdrive, preselector gearbox. Black over gold. Fitted new hood and replacement Fluid-flywheel, 4 replacement tyres ... ... ... ... ... ... £249**



**JAGUAR XK120 fixed-head coupé, 1954. Blue. Last of "120" series, excellent order thro'out and will probably increase in value over the years £165**



**The would-be buyer of the LANCIA Flaminia advertised last month at £645, has now defaulted; the car is therefore re-offered and the price will now be £595**

ALSO IN STOCK:

**MERCEDES-BENZ "190", L.H.D., 1958. Black £285**
**TR2, 1955. B.R.G. Recellulosed. New hood and tyres ... ... ... ... ... ... ... £215**
**JAGUAR 2.4, 1956 (Nov.), B.R.G. New valves £149**
**ALLARD "K"-type 2-str. Undergoing some mechanical restoration. Alloy body, new hood.**

Wanted—cars similar to those we advertise

**Terms, Insurances, Part exchanges**

**42 TWYFORD STREET, LONDON, N.1**
**TER 3766**
*Open: 11-7 Mon. to Sat. incl.*

## FOR SALE—continued

**ONE KEEN** Magnette buyer required for my splendid 1958 model Magnette Manumatic, £25 just spent on transmission o/haul, completely recellulosed in sparkling red, fitted Ecko radio, turbo disc wheel trims, rad blind, twin spots, genuine 31,000 miles, 1 owner, interior like new, Peco exhaust system, goes like a bomb; this car is a treat to drive, particularly in traffic, no clutch to hold out, just change your foot from brake to throttle and you're away. £325. Evenings PUT 4564. (9778
**JAGUAR XK120** 1954, beautiful drophead coupe in Old English white, lined hood, black/grey interior trim, recent complete engine/clutch o/haul, enthusiast maintained and in outstanding cond bodily and mech, excell tyres, taxed, MoT. £185. Good home essential. Broomsquires, Thursley Rd, Elstead, Surrey. (9779
**LANCIA APRILIA** 1937, concours winner. Offers over £200. Williamson, 93 West End Lane, Pinner, Middx. PIN 3030. (9780
**ASTON MARTIN** DB2/4. This superb example is finished in black with natural leather interior, equipped with twin Marchal spots, reverse lamps, push button Motorola and fully automatic concealed aerial. Vantage engine just run in after rebuild, entire vehicle thoroughly o/hauled as owner intended to use car for 3 years, unexpected opportunity to progress to DB4 causes this car to be offered for sale at £550 ono. For a reliable, trouble-free Aston contact Steadman, 17 Harborough Ave, Sidcup, Kent. (9781
**M.G. J2** 1933, BRG, immac, recond Ford engine, 30 mpg, tyres as new, instruments, interior, etc, MoT April. £100. Details, write Lomax, 29 Broadway, Cheadle, Ches. (9782
**BENTLEY** 4¼ litre 1938 saloon by Barker, 1 owner for the last 11 years, £800 o/haul by Hoopers in 1963, in constant use with very small mileage since o/haul. £250 or offer. Price, Pound Cottage, Graffham, Petworth, Sussex, Graffham 268. (9784
**1964 VX490**, 2-tone green, excell cond, usual extras plus radio, seat belts, cigar lighter, spot, fog, reverse lights, rad blind, Maserati horns, Cinturatos, 13,000 SUs, Mangoletsi manifold. £560 ono. Contact D. Barton, Bishops Cleeve 2515 after 6pm. (9785
**M.G. PB** 1936 in excell cond overall, hydraulic brakes, sealed beams, many spares, MoT. £140 ono. Wallace, 36 Phillip St, Bainsford, Falkirk, Stirlingshire. Tel: Falkirk 23661. (9786
**1934 BENTLEY** Park Ward sports saloon, 4¼ litre, a very attractive car in good cond both bodily and mech. Offers. Rickmansworth, Herts 73017. (9787
**1934 ROLLS-ROYCE** 20/25 with owner/driver bodywork, sound and original order, mech very good. Offers. Rickmansworth, Herts 73017. (9788
**T.V.R. IIA** 1962, blue, red interior, 1,622cc, htr, wood wheel, washers, Konis, vgc. Bourne, 67 Colebrook Rd, Shirley, Solihull, Works. SHI 5300. (9789
**ROLLS-ROYCE** 25/30, ambulance body, good mech cond. £135. Box 2099. (9790
**50,000 MILES** only, rare Austin 7 4-str tourer 1934, everything works, used daily, new w/screen, battery, but needs smartening, many spares, engines, g/box. £100 the lot. Bracknell 21717. (9791
**LOTUS Mk 6**, Aquaplane head, twin SUs, 105E back axle, 4-branch manifold, lowered suspension, Mk 7 bodywork. £200. 38 Baddlesmere Rd, Tankerton, Kent. (9792
**ROESCH TALBOT 105**, aluminium bodied 2-str with racing cowling, similar to winner of Pomeroy contest (May "Motor Sport"), genuine 25mpg, 500 mile range; I have carefully maintained this vehicle for 15 years but need cash for business venture. Offers over £750 invited. John Lewery, 7 Everton Rd, Blackpool. (9793
**AUSTIN** 7 open 2-st tourer 1935, the whole car in very sound cond, engine just thoroughly o/hauled, excell bodywork and hood, new king-pins, silencer and battery, many spares incl engine, new springs and half-shafts, etc. MoT. £85. Wyatt, Orchard Cottage, Hook, Hants. Tel: Hook 2579. (9794
**LOTUS ELAN** Nov 1963, excell cond. Sensible offers please. Spate, Guildford 2054 evenings. (9796
**FALCON CARIBBEAN**, 95 per cent complete. Cost £400, yours £175. Vellam, Cloudesley Bush Farm, Monks Kirby, nr Rugby. (9797
**BLOCK SALE**. £120 cash, no offers. 1934 Austin 10 saloon, excell original cond, licensed; Victorian pram; tandem tricycle 1883; 4 bicycles pre-1914 fully equipped; antique lathe. Parties SAE, Capt Clift, Hawksland, Winkleigh, Devon. (9798
**SPRITE 1962**, fabulous cond, wire wheels, silver blue, black interior, fog and spot, radio, tonneau, u/sealed, wooden dashboard and steering wheel, etc. £385. Tel: evenings, T. Cole, Greenwich 2383 or weekends Herne Bay 4052. (9799
**M.G. TA** 1937, MoT 6.67, good cond. £80 ono. 27 Thorley Drive, Cheadle, nr Stoke-on-Trent. (9800
**1947 JAGUAR 3½**, recond engine, brakes, sound coachwork, wires, sunroof, MoT. £85. Forrest, 41 Warren Rd, Uxbridge, Middx. (9801
**LAGONDA**. Two Meadows 4½ litre engines, aluminium crankcases, twin Amals. Offers. Brighton 62617 evenings. (9802
**TR2 1955**, pampered second car, green, htr, o/drive, tonneau, polished head, ports, superb cond, occasional rear seat, taxed. £195. 4 St Giles Rd, Burntwood, Staffs. Gentleshaw 651. (9803
**M.G.A. TWIN CAM** July '59, BRG, MoT and taxed April '67, radio, elec screen washers, twin spots, sealed beams, workshop manual. £325. Lye, Worcs 2805. (9804
**1948 M.G. TC**, BRG, Gold Seal engine and clutch replacement, carbs 8,000 miles, recond g/box 12,000, excell hood and trim, original paintwork, htr, MoT June 1967, immac cond. £375. Halford, 19 Market Place, Warwick. (9805
**TR3 1956**, excell cond, Xs. £160. 9 Pullens Rd, Painswick, Stroud, Glos. (9806
**1938 B.M.W. 327/55**, VSCC reg, rhd, dhc, taxed, original. £150 ono. Lesh, 1 Serpentine Rd, Poole, Dorset. (9807
**TRIUMPH ROADSTER** 2000, mech new. Thompson, 23 Marsh House Rd Sheffield 11. Tel: 361773. (9808
**1959 PORSCHE** Super 75 cabriolet, red, 58,000 miles, leather seats, radio, Bosch spots, X tyres, very good cond. £550. Hyde, Oldham, Main 2254. Saddleworth 2310 evenings. (9809
**MAKER'S** new crown wheels and pinions: Riley 2½ litre complete with diff, pinions, all bolts, etc. 1947-52. Austin 7, 5-25, 1934-39. Offers. Tel: Meriden 356 after 6.30pm. (9810
**TRIUMPH ROADSTER** 1800, ivory, immac, taxed, tested, 1 ton spares, instruction books, all for £120 ono, drive away. Longden, 34 Townsend Rd, Tiddington, Stratford-upon-Avon. (9811

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

## FOR SALE—continued

**ALVIS SPEED 25** Charlesworth sports saloon 1937, very smart appearance with astonishing performance. Reluctant sale. £350. Tel: Shrewsbury 4756. (9813

**ALVIS 12/50** 1930, £400 bills, immac wide 2-str., double dickey. £285. Bullett, March Hare, Bellemere Rd, Hampton-in-Arden, Warks. Tel: 2375. (9814

1954 **M.G. TF** 1250, BRG, new tyres, immac. £350. Tel: SHE 4943 (Birmingham). (9815

**M.G. TC**, completely resprayed BRG, extensive engine o/haul, in immac cond. £180. Watford 34477 business hours only. (9816

**M.G. TC** Dec '49, in ivory, new red hood, concours cond, constantly admired, must be seen. Sensible offers only. Mr Wadsworth, 83 Westward Rd, Sth Chingford, London E4, after 6. (9817

**PORSCHE 1600** 356A 1959 coupe, not Super, white, needs respray or touch-up, tan interior, taxed Aug '66, MoT to April '67. Unhurried cash sale. Reasonable. Box 2100. (9818

1930 **M.G.** Mk II 18/80 open 2-str, concours cond, £1,000. Box 2107. (9819

**ROLLS-ROYCE** 1935 20/25 D back limousine, MoT, taxed, in daily use, mascot, good tyres, new clutch, interior trim good, minor imperfections to paintwork. Investment at £235. 50 Partridge Mead, Banstead, Surrey. Burghheath 56452. (9820

**WOLSELEY HORNET** special 14 9hp 1935. A very rare d/h coupe model supplied by Eustace Watkins and reputedly made for the 1935 Motor Show hence the wealth of chrome about the engine. Enthusiast maintained by myself, the second owner, entirely original and in fine cond, MoT to June 1967, taxed. Price £195. Milton, Danes Rd, Awbridge, Romsey, Hants. (9821

1936 **A.C.** Greyhound 4-str high performance drophead coupe, beautiful cond, engine completely rebuilt by expert, recorded history and mileage; in 1 family 30 years. WEM 9777, COL 1226, or write Box 2108. (9822

1964 **VITESSE**, blue/black flash, recent engine o/haul, new g/box, modified suspension, many extras available. Haggle around £500. Henderson, Bishopston, Swansea 841. (9823

1937 **PHANTOM III** Rolls-Royce with exceptionally elegant 7-passenger Freestone & Webb coachwork, original black cellulose in excell cond, all leather, ebonised fittings, new 'Forts', twin enclosed side-mounts, solid tappets. £695. Potter, Ham Mill, Newbury 1346. (9825

**TRIUMPH VITESSE** Nov 1963, o/drive, sun roof, radio, seat belts, a really excell car. £475 ono. Woodbridge, Suffolk 2654. Available from 25th Aug. (9824

**PORSCHE 356A** 1600 cabriolet '56, white, excell lined hood, Xs, some judder in 1st if clutch is abused, only needs this replacement to be perfect, hence only £349. Glenn, WIL 3322. (9826

**M.G.A** 1,600cc, original paintwork, radio, htr, tonneau, exceptional cond, £275. TR3A 1959, no rot, in well above average cond, £250. Formby, Lancs 2778. 1 Deansgate Lane, Formby. (9827

1964 **(LATE)** M.G. 1100, black, red interior, 19,000 miles, complete instrumentation, wood rim, lamps, Weber, special head, Motorola. £550 ono. Et Stree 2516. (9828

**SINGER LE MANS** special speed model 1935 9hp, many useful spares and extras, much spent on basic improvements complying with original spec; more details and photo sent on request. £105. Sheffield 367690. (9829

**LANCIA APRILIA** 1947, very good mechanics, immac interior, MoT Dec, taxed, spares. £155 ono. R. Mills, 16 Hill Rise, Woodstock, Oxford. (9830

**RILEY KESTREL** Sprite SS27K 1936 saloon, black with red interior, mech and bodywork excell, genuine 27 mpg, twin SUs, Scintilla Vertex, high comp head, pre-selector g/box. £140. Diffey, 38 Parma Cres, London SW11. (9831

**M.G.A TWIN CAM** 1959 fhc, immac dark blue, replacement engine, mech excell, rack, htr, etc. £275. Dr Follows, Lambeth Hospital, SE11. Tel: REL 3804. (9832

## FOR SALE—continued

**RUDDSPEED ACE** 2.6 1961, stage 5 Zephyr unit, triple Webers, etc, Goodwood green, black interior, immac cond. £755. Chris Walters, 82 Hillcrest Gdns, Hinchley Wood, Esher. Emberbrook 2879, Lower Hook 3456 office. (9832

1966 **SAAB**, colour sand, with triple carbs and 4-speed box, fitted safety belts and rad screens. Cost over £800. March, best offer £725, HP and insurance arranged. Tel: Caton 447 office hours except Wed and Thurs. (9834

**FAIRTHORPE** Electron Minor, Sept '61, vgc, many extras, Cinturatos, tonneau, etc. Must be sold. £185. No sensible offer refused. Tel: Sheffield 21176 before 6pm or write D. Maries, 4 Catcliff Close, Woodside Park, Bakewell, Derbys. (9835

**JAGUAR XK150** fhc in excell cond with radio, o/drive, wire wheels, etc. Well worth £375. CRO 7618. (9836

1929 **AUSTIN** 7 fabric saloon; original engine, fabric and interior; recent award winner. Also 1927 Austin 12/4 saloon. Offers. Stubbs Cottage, Crossbush, Arundel. Tel: 3338. (9837

**LANCIA FLAMINIA** rhd Pininfarina fh coupe in Lancia blue with champagne leather upholstery; this car cost nearly £4,000 in 1960 and is similar in appearance to the current model, hosts of extras. A rare opportunity at only £725. Sunbeam Alpine in red with black h/top, 1960, excell cond. A gift at £345. Tel: 061 DRO 2070 between 2-4.30pm. (9838

1962 **LOTUS** Elite, converted 6,000 miles ago at cost of £185 to Ford 105E (for cheap easy future maintenance) and modified to produce same power as Climax stage 2. £530. Details, Darby, TEM 2466 day, KEL 5038 evening. (9839

1964 **SERIES** Volvo P1800 S, red, black leather upholstery, Cinturato tyres, radio, o/drive standard, about 24mpg. Must sell hence £950. Tel: RIChmond 5341, Richmond, Surrey. (9840

**XK120 SE** roadster, rebuilt, perfect mech, bodily, low mileage, much new. £200. Hunts Cross 2828. (9841

1946 14/60 series III Wolseley saloon, outstanding cond, full history since 1953, total mileage 63,000, 11,000 on replacement engine, brake servo unit, flashing indicators and other extras; must be seen to be valued. Offers. Tel: VIGilant 6939. (9842

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Finished in pale grey with red interior, this car has been recently thoroughly overhauled and reconditioned, bills to the excess of £375 are available for inspection. A truly fine example of this model.

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**1928 BENTLEY 4½-litre,** exceptionally fine example, fitted with fabric-covered 2-seater body with dickey. Full details on request.



**1936 ROLLS-ROYCE 20/15** Gurney Nutting 2-door fixed-head coupé. Recent engine overhaul, new interior trim ... ... ... ... ... **£825**



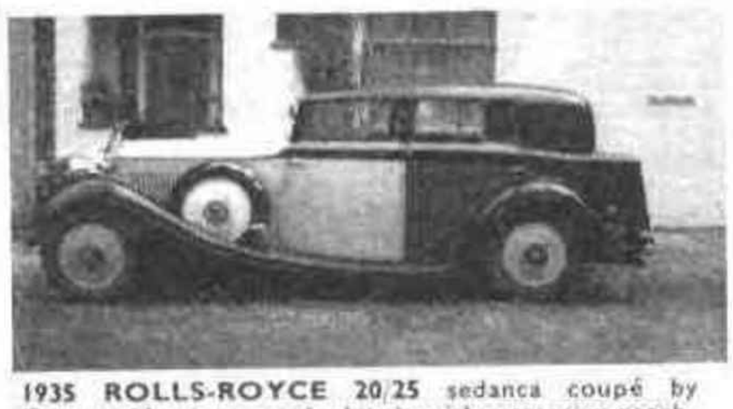
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**1938 LAGONDA V12** sports saloon by H. J. Mulliner, good order but not exceptional **£295**



**1935 ROLLS-ROYCE 20/25** sedanca coupé by Gurney Nutting, good chassis with attractive coachwork ... ... ... ... ... ... **£575**

**1937 BENTLEY 4¼-litre** H. J. Mulliner drophead coupé, completely disappearing hood. Full details on request.
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**FERRARI GTO, 250GT Berlinetta, 212 "Spyder,"** choice of three, from **£1,150 to £4,500**
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**SUNBEAM ALPINE** 1960, 44,000 miles, h/s-tops, extras include leather dash, reverse and map lights, elec clock and screenwash, 31mpg, no oil, maker's pressure, no imminent expenses, immac; owner posted abroad. £330. Tel: Solihull 4238. (9639

**M.G.A Mk II** 1,600cc 1962, Motorola, tonneau, luggage rack, Cinturas, u/sealed, perfect cond. £485. DID 2314 before 5pm. (9640

**ROLLS-ROYCE** 1924 fixed head doctor's coupe, body by Hooper, 20hp, centre ball 3-speed gear-change, beautiful tall body in immac cond, dark blue, entirely original throughout and mech first class. £1,500. Box 2069. (9641

**1954 ARMSTRONG** 346, exceptionally clean, mech sound. £125: 25 Lyndhurst Rd, Worthing. (9642

**TWIN SU** carbs and manifolds ex 1961 Sprite, good cond, £10. Dalby, Kirby Wiske, Thirsk. (9643

**LOTUS ELITE** 1962. £600 cash plus a vehicle. Box 2070. (9644

**AUSTIN** 7 1931 saloon, clean cond, engine recond, good tyres, new battery. Offers. Tel: Ruislip 8845. (9645

**SUNBEAM ALPINE** II 1961, white, h/s-tops, 4,000 since bored, ground. £350 ono. Conway, Glaschoille, Drymen Station, Glasgow. Drymen 281. (9646

**FIVE FORD** 165 x 13 Cinturato tyres and wheels, under 2,000, 1 unused. £35 ono. Tel: Battersea 2231. (9647

**1954 SUNBEAM-TALBOT** 90 Mk IIA, above average cond, new Mich X tyres, tubes, brakes relined, full MoT, perfect engine. Cash offer considered or any interesting exchange. G. Final, Garsyte, Sandpit Hill, Cholesbury, Tring, Herts. Tel: Cholesbury 360. (9648

**NARDI CONVERSION** for Aurelia GT 2500, chromium air intake, 2 double Webers, special manifolds. £35. Box 2071. (9649

**1957 D.K.W.** sports saloon, fitted htr, sun roof (similar Webasto), excell order, taxed. £135. Bell, Little End, Sutton-on-the-Hill, Derby. Tel: Etwall 569. (9650

**JAGUAR 2.4** SE 1957, 28mpg, 59,000 only, new radials, many extras, absolutely impeccable. £260 ono. 276 Brimington Rd, Chesterfield. (9651

**T.V.R. Mk** IIA 1962, blue, htr, luggage rack, 26,000 miles, 109E engine, excell cond. £430 ono. Dukes, 9 Lonsdale Terr, Edinburgh 3. (9652

**M.G. TC**, excell cond; details on request. £185. 14 Devonshire Ave, Beeston, Notts. (9653

**MICROCELL CONTOUR** seats suitable Cortina GT. Half price, £18 (pair). POP 4221. (9654

**B.M.W. 328**, superb specimen, resprayed, re-upholstered, mech perfect, very original collector's piece. £750. Box 2087. (9655

**3.4 JAGUAR** Mk I auto saloon, with Webasto roof, wire wheels and disc brakes, immac BRG with grey trim, faultless mech, drives like a new car. £245 or exchange good XK. Roger Lloyd, The Cottage in the Woods, Rookesbury Park, Wickham, Hants. Tel: Wickham 3244. (9656

**ROLLS-ROYCE 25/30** 1937, elegant and impressive Mulliner swept tailed saloon with sliding partition, 2 owners, genuine 63,000 miles from new, original interior, carpets and coachwork, superb mechanics, runs as only a fully maintained Rolls can; must be finest available. £575, p/exchange vintage or sports car. Mike Berry, 92 Ashfield St, London E1. STE 3102. (9657

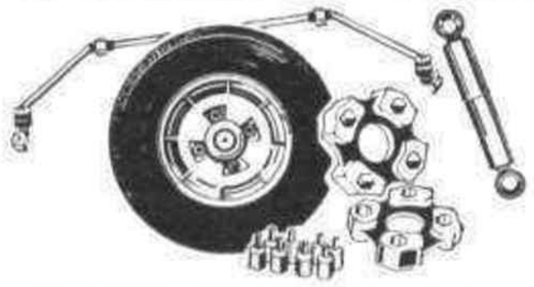
**TRIUMPH GLORIA** tourer 1936 for sale, engine complete garage o/haul, just completed first 1,000 miles, body perfect, seats and carpets rough. £185. Box 2090. (9658

**AUSTIN HEALEY** 100/6 BN6 June 1958, resprayed dark blue/white, tonneau, w/wheels, genuine 33,000 miles, body and engine in excell cond, taxed April 1967, MoT June 1967. £310 ono. B. Cleaner, 27a Manor Rd, Barnet. BAR 7083. (9659

**1911 RENAULT** 20/30 limousine, coachwork by Hooper identical to those on HM George V's state Daimlers. For full details and price Tel: Portsmouth 26911. (9660

**M.G.B AND BOAT.** Hunter caught forces sale of valued bird trap, comprising of 1963 white M.G.B and Fletcher Arrow 12ft speedboat complete with 30hp outboard and trailer. £780, or will separate. London, WES 1976. (9661

**TRIUMPH TR4** 1962, not raced or rallied, o/drive, h/lamp flasher, Marchall h/lamps, 2 Marchal iodines, Maseratis, Konis, rear seat, w/rim wheel. £595 ono. E. A. Wright, Vine Cottage, Springhill Rd, Goring, Oxon. (9663



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**1966 Ser. JAGUAR 3.8s.** Automatic, power steering, Webasto roof, radio; favourite dark blue and light blue interior; first registered Oct.; recorded mileage 10,500 only ... **£1,545**

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**1965 TRIUMPH Spitfire Mk. II.** White, black int. 13,000 miles, one owner. Condition as new ... ... ... ... ... **£625**

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**LOTUS SUPER** 7 '63, 1.500cc, 21,000 miles, white polychromatic blue wings, tonneau, htr, seat belts winkers. £495. Weeks, High Keld, Chestnut Hill, Keswick, Cumb. (966

**ROLLS-ROYCE** Tourer. 1937 Phantom III 4-dr all weather tourer by Park Ward, recent rebuild, now finished in silver with black leather upholstery, new hood, s/screens, mascot, handbook; a fabulous open Rolls. £1,500. All replies acknowledged. Box 2088 (966

**M.G.A 1600** roadster 1960, immac, dark blue, new matching hood, alloy s/screens, luggage rack, balanced modified engine, comp clutch, l/wheel, tonneau, htr spots etc. £400. Tel: St Annes 25160. (966

**LOTUS ELAN S2** Nov 1965, a superb example in red with close ratio g/box, oil cooler, Kenlowe fan, knock on wheels, air horns, 2 batteries, Silent Travel, carpets, seat covers, push-button radio, tonneau cover 5,000 miles. £1,250. Box 2089. (966

**M.G.A 1500** 1957, htr, wire wheels, aluminium s/screens new batteries, grille. £230 ono. BAY 6946. (966

**SELL FORD** Special, highly tuned engine machined by Coventry Climax. £80 or offers. Whiston, 7 Ashby Rd, Ullesthorpe. (967

**MINI-COOPER** 998cc 1965, red/black roof, seat belts excell cond throughout. HP arranged if necessary. £490. C. Cartwright, 22 Underhill Rd, Alum Rock, Birmingham 8. (967

**1963 CORTINA** GT, Goodwood green/cream, still capable 100 plus, good all round cond. £450 ono. Saddleworth (Oldham) 3551. (967

**TURNER-FORD** 1500 Mk III 1963, metallic blue, wire wheels, w/rim wheel, htr, tonneau, immac, low mileage. Offers. Weaver, Elm Tree Cottage, White Ladies Aston, Spetchley, Worcester. Spetchley 659. (967

**ASTON MARTIN** DB2/4 Mk I, chassis LML 687, 23,000 miles on replacement engine; much loved. £375. Hale, Lodsworth 379. (967

**M.G. TD**, recently resprayed, flashers, spot, luggage grid, well shod, engine o/hauled, good hood. £245. G. Bennee, 91 St Helens Rd, Westcliff-on-Sea, Essex (967

**M.G. TC** '46, green, new red hood, side panels, fair cond. £130 ono. Many parts recently replaced. Tel: Worcester 28509. (967

**1954 MORGAN** Plus 4, resprayed, good cond. The Cottage, Thurleigh, Bedford. Ravensden 409. (967

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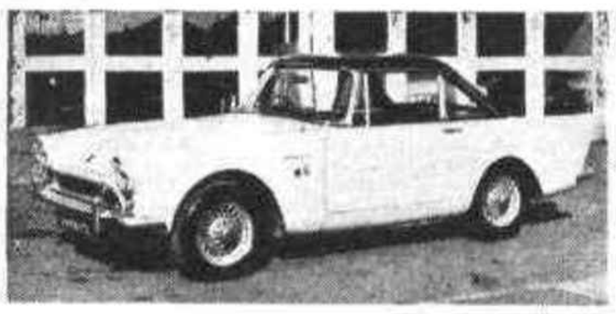
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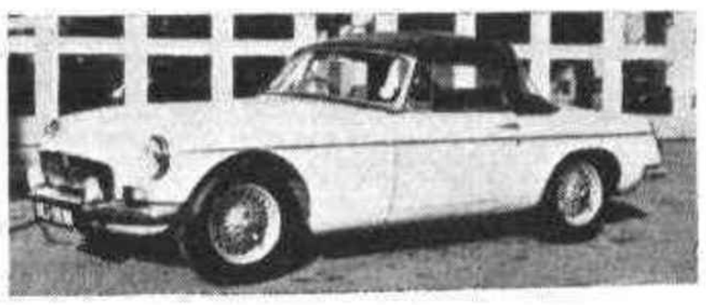
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**M.G.-B** roadster, 1964 model. Tartan red with black interior, fitted latest type portable radio, screen wash, heater, etc., completely checked over ... ... **£625**

**M.G.-B** roadster, 1963. Fitted Bermuda hard-top, overdrive, special wide rim wire wheels and almost new Cinturato tyres, rear seat, radio, seat belts, wood-rim steering wheel, spotlights, reversing lights, Viking engine conversion with single twin choke Weber carburettor, oil cooler, Servo brakes, burglar alarm. Extras on this car amount to over £400, one owner only from new **£675**

**M.G.-B** roadster, 1963. White with red trim, fitted wire wheels, heater, wing mirrors, seat belts, etc., excellent value ... ... ... ... ... **£595**

**M.G.-A 1600** roadster, Old English White with red interior, 1960. Mechanically outstanding, and in appearance could be taken for a much later car. Opportunity at ... ... ... ... ... ... ... **£395**

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**M.G. Midget,** 1962. Tartan red with black trim, one change of owner, well maintained, recent set of Cinturato tyres fitted, tonneau cover, heater, etc. ... **£395**

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**LOTUS Cortina,** 1965. 12,000 miles, fitted radio, Firelli tyres, excellent example ... ... ... **£775**

**LOTUS Cortina,** 1963. Fitted radio, spotlights, seat belts, etc., engine just overhauled, standard white with green flash with black interior. Very few available at this price ... ... ... ... ... ... **£575**

**LOTUS Elan,** 1965, S.2. One owner only from new, low mileage car, equipped with detachable hard-top, soft-top, radio, local car ... ... ... ... **£995**

**JAGUAR E-type** f.h. coupé 4.2, 1965. Opalescent Imperial maroon with biscuit interior, one owner only from new, very nominal mileage ... ... ... **£1,495**

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**JAGUAR E-type** f.h. coupé, 1964 Series, pearl grey with red trim, fitted radio, heated rear window. A beautiful specimen ... ... ... ... ... **£1,195**

**JAGUAR 3.8** automatic saloon, 1963. One owner from new, moderate mileage, lovely car in white with black trim. Exceptionally well maintained ... ... **£795**

**JAGUAR XK150** roadster 3.8, 1960. Fitted chromium-plated wire wheels, British Racing Green with matching interior, a beautiful example ... ... ... **£495**

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**TRIUMPH TR4** roadster, October 1964. A beautiful car in Wedgewood blue with matching trim, full history available, fitted overdrive, recent tyres, etc. ... **£745**

**TRIUMPH TR4** hard-top coupé, 1963. Blue with blue interior, fitted overdrive, Pirelli tyres. Genuine 32,000 miles from new, excellent example in every way **£665**

**TRIUMPH TR3A** roadster with detachable hard-top and soft-top. Red with red interior, recent overhaul carried out, 1959. Excellent value ... ... **£395**

**TRIUMPH Spitfire,** 1964, with hard- and soft-tops, fitted overdrive. Finished in Conifer green with black trim, a brand new set of Goodyear tyres fitted, excellent example ... ... ... ... ... ... **£575**

**TRIUMPH Spitfire,** 1964. Red with black trim, fitted wire wheels, very well maintained car. Most attractive appearance ... ... ... ... ... ... **£565**

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**RENAULT R.8** saloon, 1963. A beautiful little car that has had a very enthusiastic owner, excellent value **£365**

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## FOR SALE—continued

1965 **MORRIS-COOPER** 970 S, excell cond, only 13,000 miles, radio, seat belts, never raced or rallied. £550. Giddens, 26 Seagrave Drive, Oadby, Leics. (9844

**LADY MUST SELL** only love, M.G. TD 1953, BRG, Gold Seal engine, recent decoke, new valves, springs, 1¾in carbs with bored out manifold ready to fit, SP41s and 2 Mich spares, tow-bar. £245 ono. Tel: Radnage 2152 or write Miss A. Kelsey, Routs Green Farm, Bledlow Ridge, High Wycombe. (9845

**LANCIA APRILIA** 1939, reg number MB3778, blue with silver stripe, red leather upholstery, htr, Xs, many accessories and spares, exceptional cond. £150. Full details on request. St Albans 56253. (9846

1928 **LAGONDA** 3 litre, excell mechanics, requires body. Around £100. ELT 5560. (9847

**TURNER-CLIMAX** sports, Dec 1960, 1,098cc engine, c/r gears, wire wheels, front discs, Cinturatos, htr, flashers, detachable h/top, dark blue and white. £295 ono, HP poss, part exchange considered. Tel: Upper Warlingham, Surrey 2441 evenings. (9848

**AUSTIN HEALEY** 100-6 1957, red with black h/top, hood, tonneau, o/drive, spots, 2/4-str, good cond with beautiful rust free bodywork. £260. Watford 32064. (9849

**T.V.R. 1961**, dark blue, 105E, safety belts, luggage rack, £335. Also Riley 1½ litre, light blue, 1947, spare engine, g/box, transmission etc, £95. KIL 1441 after 7pm. (9850

**SUPERB 1937** Sanction III Lagonda LG45 d/head, syncromesh, twin Scintillas, re-timbered, new hood, brakes relined, mech 100 per cent. £375 ono. Box 2110. (9851

1928 **MORRIS** Cowley, perfect, re-upholstered, otherwise completely original, £265. Also 1962 Austin Healey 3000 fitted 4½ litre Delahaye engine, requires trim/paint/axle, £285. KEL 3940. (9852

**ANGLIA** fitted 1,500cc Cortina GT engine, g/box, clutch, 3.9:1 axle, anti-roll and anti-tramp bars, 4½ J wheels, Cinturatos, Adjustaride, comp linings, seat belts, full instrumentation. Engineer owner yearns for return to open car. Exchange Alpine II value £450. Romford 46923. (9853

**BENTLEY** R-type standard steel 1953, manual box, 2-tone grey, slight rust on body otherwise very sound, 3 new tyres, brakes relined, steering and front suspension o/hauled, engine decoked and re-ringed. £570 ovno. Wootton, Wood End, Wokingham. Tel: 317. (9854

**E-TYPE JAGUAR** fhc 1963 series, radio, belts, etc. Will consider Cooper or similar £400 part exchange. £895. Leamington Spa 22431. Can be seen London. (9855

**RARE M.G.** 1934 ND with supercharger, just completely rebuilt, plus spares. Offers. Box 2111. (9856

**RARE SPECIMEN**, 1929 Austin 7 fabric saloon, completely restored, highly original, history, MoT. Sensible offers to Box 2112. (9857

**M.G. SA** 1936 2¼ litre sports saloon, engine good, body tatty, MoT Mar 1967. £35 ono. Shere, Surrey 2002. (9858

**JAGUAR** 3.4 Mk I automatic 1959, Motorola, wire wheels, new Cinturatos, low mileage, impeccable cond throughout, really superb example. £295. DER 1958. (9859

**TR4 AUG 1963**, BRG, 30,000, Cinturatos, excell cond, £645. Robertson, Officers' Mess, RAF Waddington, Lincs. (9860

**M.G. TC** 1946, good cond, £130. Pennell, 356 Sutton Rd, Walsall, Staffs. (9861

**ALFA ROMEO** 1962 Giulietta Sprint coupe 1300, lhd, only 21,000 miles, Alfa blue, 5 good tyres (Pirelli), slight attention to paintwork and upholstery needed. £475. Must sell. Tel: Elstead 3353. (9863

1934 **SS II** sports saloon, original cond; new clutch, brake linings, tyres, shock absorbers; many spares. £120. Sanderstead 4051. (9864

**M.G.B JULY 1963**, red with red trim, splendid cond, several extras, 36,000 miles, HP available, £525. Tel: Leeds 73067. (9865

**RILEY** 1½ RME, black, 1954, beautiful cond. £190. Cockersole, Ellerkeld, Brigham, Cockermouth. Brigham 271. (9866

**ALVIS 1950** TB14 2-str open sports, good specimen this rare model, MoT, taxed. £175. 5 Park Close, Malvern Link, Worcs. Tel: Malvern 5160. (9867

**TR3A 1960**, 50,106 genuine miles, taxed, MoT'd '67, excell throughout; must go, new house, offspring. Best over £300. 97 Barnes Rd, Darlington. (9868

**1961 ALPINE**, 1,600cc engine, hard and soft tops, brand new o/drive, wire wheels, Mich Xs, twin spots, rev light, seat belts, wood s/wheel, elec washers, racing mirrors. £415. Wirraldene, Overstone, Northampton. Tel: Moulton 3002. (9869

**444 FKO** twin cam M.G.A, seen Silverstone. Best in country. fhc Orient red original, as new Cinturatos, discs, pads, twin Marchal fogs, spot, 75 SB radio, belts, u/sealed, close ratio, 105 3rd, 128 top, genuine 34mpg, 48,000, only £32 flat comp. Sacrifice about £450. Woolhampton 2272. (9870

**RESTALL SEATS.** Pair of 2-tone grey de luxe bucket seats, little used, in excell cond, suitable Minis, Imp, Spitfire, Sprite, M.G.B, Alpine, etc. Cost new £18 each, bargain £22 the pair. Hughes, 10 Cheval Place, London SW7. Tel: KNI 4486 evenings. (9871

**DAIMLER CONQUEST** roadster 1955 2-str d/head, cream. £200. Seen Cambridge. Box 2113. (9872

**M.G. TD** 1950, completely rebuilt to TF spec, M.G.A instruments and seats, bills for £300. £200 secures. Mackay, Burnside, Portskerra, Melvich, Thurso. (9873

1956 **HOT A30**, Sprite engine, g/box and axle, Weber, roll bar, Restall seats, comp brakes etc, body immac. £195. Tel: Saffron Walden 3389. (9874

1965 **M.G.B**, blue, black upholstery, o/drive, tonneau, seat belts, Cinturatos, 1 owner. £730. Amphlett, Colwyn Bay (2860), N. Wales (9875

**B.M.W. 600** saloon, excell example of this rare car offering performance, economy and comfort. £145. TED 6854. (9876

**B.M.W. 1800** June 1964, white/black trim, pb radio, SP41s, full equipment; performance, economy. £835. Bungay, Suffolk 293. (9877

1938 **RILEY** Kestrel Blue Streak, 50,000 miles only, manual g/box, showroom cond, virtually 1 owner. £300. Box 2114. (9878

**AUSTIN HEALEY** 100/4. This beautiful 1955 model BN1 in white is offered with o/drive and w/wheels at £195. Tel: MAlda Vale 0279. (9879

**SOME CARS** are born hairy, mine achieved hairyness, and you can have hairyness thrust upon you with this Downton GT Sprite for £260. Reg number D 32 extra. Southampton 27295 day, 71820 evenings. (9880

1937 **ROVER 10** in very good running order, good tyres. £22 10s. Langham Cottage, West Stour, Dorset. Tel: East Stour 224. (9885

## FOR SALE—continued

1962 **MINI-COOPER**, recent £57 engine o/haul, twin tanks, car alarm, excell cond, £300. Also "Motor Sport", 7 copies '61, 10 copies '62, 11 copies '63, 11 copies '64, 11 copies '65, 7 copies '66, offers? Bird, 47 South Lodge Ave, Mitcham, Surrey. (9881

**INVICTA** 1930 engine, £45. Magneto, £10. Brass speedohead, £7 10s. Pair 10hp B.S.A. front-drive hubs, £7 10s. 19in wheels, 30s. 6 James Rd, Castletown, Isle of Man. (9882

**JAGUAR** 3.4 Mk 1, 260bhp D-type conversion gives 0-60 in 11.3secs, vast sums spent to maintain this performance with safety, definitely not for timid types, immac cond is reflected in price of £320. Horsham, Sussex 5800. (9883

**XK120 1951**, has had £461 spent mechanically wise incl new engine just run in; owner now emigrated. Can accept £195 for this rare and much sought after model. Apply "Canada", c/o Langham Cottage, West Stour, Dorset. Tel: East Stour 224. (9884

**MAGNIFICENT** rare classic Lincoln 40hp 1928 limousine by Dietrich. 1 of 2 remaining in GB and probably the finest in Europe; 57,000 miles from new, concours cond throughout, spares, handbook, tools. Offers over £800. Tel: BYRon 0509. (9886

**AUSTIN HEALEY** 100/6 1959, has almost new Cinturatos and Koni shocks, also radio, htr, o/d, metallic gold paint, in good mech order. Jacques, Tuthill Farm, Therefield, Herts. (9887

**TURNER-B.M.C.** A, modified, extras, red. £199. Morel, Brackendale, Nightingale Ave, Horsley, Surrey. (9888

**ROVER MARAUDER**, apple green coachwork, black hood, red leather upholstery, wonderful cond throughout, 72,000 miles only. What offers for this rare and elegant machine? Details, Havant 5084. (9889

**RILEY RMF** 2½ litre 1953, black/silver, well maintained throughout, 1 previous owner. £200. LABurnum 6157. (9890

**BENTLEY** 1948 Mk VI saloon, new MoT, complete mech o/haul, wings need minor refinishing; impressive car in first class running order. Prestige motoring for £200. Knight, 66/3 Whielden St, Amersham, Bucks. (9891

**1963 (MID)** TR4 coupe, green and black, low mileage, wire wheels, o/drive, Surrey soft top, Motorola radio, Cinturatos (spare new), mounted spot lamps on badge bar, leather upholstery, occasional rear seat, anti-roll bar, map reading light. £600. ENF 8867. (9892

**ASTON MARTIN** DB Mk III 1958, black, Webasto roof, body and mech sound, low mileage. £600. Tel: Penrith 2861. (9893

**TURNER 950** 1957, recond engine 12,000 miles, stage 2 head, larger SUs, ignition tach, w/r wheel, Xs. £185. D. C. Cutcliffe, South Godstone 2102, Surrey. (9894

**SUNBEAM ALPINE** 1960, £360. White, black h/top, Xs, o/d, tonneau. Tel: Luton 25475 days, Harpenden 62358 evenings. (9895

**SWEET MISTRESS.** Moonstone Alpine, '60, o/d, h/t, Xs. £360. Tel: Luton 25475 days, Harpenden 62358 evenings. (9896

**CROSSLEY REGIS** 10 1935, almost original cond. £35. Caunt, 31 Horncastle Rd, Moston, Manchester. (9901

**RILEY** 1½ 1954, exceptional cond, many extras. Offers over £200. Guildford 61521. (9899

**M.G. SPECIAL** 1949, 1,250cc, vgc, MoT, taxed Oct. £75. 329 Wellingborough Rd, Northampton. Tel: Northampton 31148. (9897

**SPRITE**, Aug 1964, 21,000 miles, spots, aerial, w/rim etc, new Cinturatos. £490. Wedding bells, 692 Bloxwich Rd, Walsall. (9898


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**WHITE ARMSTRONG DROPHEAD COUPE**
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## FOR SALE—continued

**EUPHEMIA**. Black immac Y-type '37 Ford, hydraulics, 1,172cc engine, MoT. £25. Fenwick, 66 Rupert Rd, Sheffield 7. (9900

**BREAKING 1936** Singer Le Mans, vandal smashed. Offers. Large, 137 Wisthorpe Rd, Long Eaton (2209), Nottingham. (9902

**ASTON MARTIN** 1962 (Oct). Vantage engine 8,000 miles only, Carribean blue/black, chrome wire wheels, heated window, just completed works o/haul, full history, best specimen of this vintage in existence. £1,850 for quick private sale. Tel: LEE 1719 or CITy 7039. (9903

**ELAN 1964**, white, immac, 9,000 miles, many extras. £850 ono. Hoggins, High View, Easebourne Rd, Midhurst, Sussex. (9904

**HILLMAN MINX** 1936, concours cond, 2 lady owners, MoT. £64. Hatch Cottage, Horsington, Templecombe, Somerset. (9905

**M.G. VA** 1939, reliable runner or suitable spares. Offers. Vaughan, 40 Frankby Grove, Upton, Wirral. Arrowebrook 4986. (9906

**1954 RILEY** 1½ litre, slightly damaged offside wings, not doors; mech sound. For quick sale £100. Tel: Cooper, Preston 57636 office hours. (9907

**F.N./B.M.W.** 327/80 cabriolet 1939, ZF g/box, heavy duty axle, ko hubs, 4 almost new Xs, mech good, body rough, spares incl headless engine. £125. Storey, Keeper's Cottage, Gisburn, Clitheroe, Lancs. (9908

**NA MAGNETTE**, partly rebuilt. Sell complete or dismantle for excell spares. Details, 68 Hadleigh Rd, Ipswich. (9909

**TATRA** 8cyl air-cooled sports saloon. Humber 4 x 4 Safari ex-WD, go anywhere, good cond. Box 2118. (9910

**SINGER 1933** sports coupe 4-str 6cyl 1½ litre, rare model, good cond, taxed, MoT. £90. Ward, 92 Elms Rd, SW4. MAC 2837 evenings. (9911

**UNDOUBTEDLY** the fastest series II Morris Minor in existence; rebuilt by Coventry Climax with strengthened chassis and suspension, large modified brakes with Alfin drums, and a very fast Climax 1,100cc ohc engine, Turner close ratio g/box and modified seating to withstand power thrust. In fact its got the lot for £300. Tel: Smallfield 2999 9am-6pm. Write or call Howes, 34 Medway Rd, Gossops Green, Crawley, Sussex. (9912

**PORSCHE SUPER 90** 356B late '60, grey/red, 2 owners, 38,000, carefully used and serviced, 24/30mpg, Blue-spot twin speaker radio, fog and reverse lamps, rear seats, SPs, quite exceptional. £795. Seen Colbourne Garages Ltd, Ripley 2361, Surrey. (9913

**1937 RILEY** Monaco sports saloon, immac cond. £225 ono. Kingston 5066 (9914

**MERCEDES-BENZ** 300B saloon, grey, 1954, rhd, centre gear change, HMV self-seeking radio, elec Selectaride, Reutter seats, servo brakes, good cond. £250. Nix, Honeyknab Lane, Oxton, Notts. (9915

**G.S.M. DELTA**, possibly the most meticulously constructed of its kind, professionally built and maintained; engine, g/box, rear suspension just rebuilt, h/top, s/top, tonneau, changed circumstances necessitate sale. £250. BAT 6318. (9916

**ANY REASONABLE** offer accepted for my beautiful Mk V Jaguar, excell mech and many spares. Wilkinson, 220 Devonshire Way, Shirley, Surrey. Springpark 3765. (9917

**1921 AUSTIN 20** breakdown truck; in hands of last owner over 36 years. Offers invited with or without modern Frost crane. 1928 Triumph 7, fabric and interior needs attention, otherwise fairly sound, runs well. 1956 D.K.W. 3-6, roughish but driveable. £25. Handford, Algarwick House, Carnon Downs, Truro. (9918

**1938 RILEY** Kestrel saloon 11.9hp, radio. Also Kestrel engine, g/box, numerous other spares. £100 or offer. Suitable for enthusiast. 23 Hawthorn Drive, West Wickham, Kent. (9919

**NASH-HEALEY** 3.8 2/3 str d/head coupe, htr and spots, excell cond. £280 ono. Tel: HOL 4228 daytime, HAD 1766 evenings and weekends. (9920

**ROLLS-ROYCE** 1932 20/25 sports saloon, fold flat seats, runner but needs working on. £130 ono. Blair Lodge, Bramble Rd, Daws Heath, Thundersley, Essex. (9921

**PORSCHE 1600** Speedster 1957, scruffy cond therefore £335. 61 Burlington Lane, W4. CHiswick 4718. (9922

**TRIUMPH VITESSE** 1965, excell cond in BRG, exceptionally low mileage, many extras. Heath, 3 Folly Fields, Cheddleton, nr Leek, Staffs. Tel: Wetley Rocks 563. (9923

**BENTLEY**, James Young coachwork, 1949, immac, usual extras. £350 ono. 18 Lawn Ave, Doncaster. Tel: 4312. (9924

**JAGUAR XK150 S** fhc in English white. This car is immac, mech and bodily, having covered only 30,000 miles from new; extras include o/drive, Motorola radio, luggage rack etc, excell tyres. Genuine reason for sale. £575. Tel: URM 6444 Manchester. (9925

**ONE LUCAS** P100 S headlamp. Best offer secures. Tumman, Munnion Rd, Ardingly, Sussex. (9926

**SPECIAL** with tuned 1250 BMC, ifs, tube chassis, all round c/springs, 15in w/wheels, w/rim, g/hood, needs some loving care. Offers. Also Smiths car htr complete, £8 10s. FAI 7319 after 9pm. (9927

**LANCIA** prototype March Special, immac original cond, full rebuild, modest mileage, unique collector's piece, complete spare engine/gearbox etc. Offers invited. Write 37 Albany Villas, Hove, Sussex. (9928

**VAUXHALL 14/40** Princeton tourer 1926, black, restored and good for many years. Offers around £450. Brasted, Kent 527, evenings after August 7th. (9929

**AUSTIN HEALEY** Mk II Sprite 1961, shod with Xs including spare, taxed to April 1967. £325. Details, FINchley 0886. (9930

**MORRIS-COOPER** 1275 S, immac, white, 14,800 miles, every extra incl twin tanks, tach, wide spaced, SP41s, u/sealed, soundproofed, inertia belts, Kenlowe fan. £505 ono. Southampton 57630. (9931

**T.V.R. 1962**, M.G. 1622, silver, red upholstery, independent suspension, wire wheels, discs, many extras. Exchange considered, HP arranged. £435. Huyton, Lancs 1843. (9932

**RILEY** 1½ RME 1954, excell cond, low mileage, every extra. £140 ono. Crowthorne 4217. (9933

**JENSEN 541R** 1958, wire wheels; o/drive, power disc brakes, radio, etc. £525 ono. Insurance, HP arranged. Norman-Brown, LONdon Wall 1571 ext 42 office, 10 Firbanks, Millstrood Rd, Whitstable, Kent. (9934

**30/98 VAUXHALL** O/E model 4-str tourer. Enquiries from genuine buyers only please. Box 2120. (9983

**1929 SCOTT** Flying Squirrel, 498cc, very good cond, £90. Another 1927 less engine/rad, £15. Langham Cottage, West Stour, Dorset. Tel: East Stour 224. (9984

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

## FOR SALE—continued

**ALFA ROMEO** 1600 Giulia Sprint 1963, blue, lhd, radio, seat belts, good cond, 29,000 miles. £650. Dr Parkes-Williams, Middlesex Hospital, London W1. Tel: MUSeum 8333 ext 527. (9985

**120 MPH** Gilbern GT May 1964, Caribbean pearl blue, 12,000 miles only, 1 owner, special equipment, every conceivable extra, £875. Tel: Roydon 2217. (9986

**BENTLEY** R-type 1954 fully automatic, dove grey and silver grey. This car is in excell cond and 11,000 miles ago had a completely new engine fitted (not rebuilt). New carpets and cared for upholstery makes this a bargain at £850. Tel: DIC 1926 and St Albans 60131 in the evenings. (9987

**PORSCHE 356A** 1957, recond engine, good bodywork, all leather interior, Reutter seats, radio, twin spots, map light, new battery, clutch etc. Highest offer secures. J. Moore, March 3107, Cambs. (9988

**AUSTIN 1100** 1963, rebuilt engine with Taurus head, 3.77 final drive and new st exhaust in last year. £375 ono. Weston, Howlet Hall, Sleights, Whitby. Sleights 294. (9989

**1963 M.G.** Midget, blue, in nice cond with 5 new Pirellis, clutch and g/box, extras. £420. 8 Kingsend, Ruislip, Middx. (9990

**AUSTIN** 7 1930 Boyd Carpenter sports, rare 2-st coach-built body, rebuilt last year and in good running order. Tel: MOLesey 6376 evenings for further details. (9991

**1965 SPITFIRE** Mk II, black, with htr, immaculately kept car. £575. Saunders, 79 Ealing Park Gdns, Ealing W5. (9992

**SPRITE** Dec 1962, white, many extras incl h/top. Must sell, going abroad. Offers. Tel: weekends Solihull 0820. (9993

**MORGAN** F-Super 1949, excell cond throughout, twin spots. £120 ono. GLAdstone 4678. (9994

**£245. SPRITE** 1959, excell cond, extras, HP available. Tel: Drayton 255, Berks. (9995

**M.G.B 1963**, iris blue, only 4,000 miles on carefully run-in new engine, maintained in immac order by enthusiast. Sale regretfully forced by marriage/house purchase. £590 ono, terms arranged. Tel: Watford 21018 or Rickmansworth 72258. (9997

**1932 SUNBEAM 16**, scarce sunshine saloon, black, 87,000 miles, complete £120 mech/elec o/haul, not yet run in, almost original cond, 6 good tyres, 2 unused, complete tool set, handbook, taxed until May, many spares. £100. Hayward, 136 Beverley Way, London SW20. Tel: MAL 2152. (9998

**IMMACULATE** 1938 Delage D6/70, partly rebuilt, £110 ono. 133 Kingswell Rd, Bournemouth. (9999

**FRAZER NASH** Targa Florio 1953, immac cond except weather equipment, recent o/haul. £850. Forbes-Proctor, Doctors' Residence, Queen Elizabeth Hospital, Gateshead, Durham. (0000

**M.G.B 1966** Mar, white/black trim, 5,000 miles, o/drive, w/wheels, htr, oil cooler, a/roll bar, folding hood, tonneau, flasher, s/belts, taxed Jan 1967, perfect cond; increase in family forces sale. £935 or terms. Tel. Hertford 5232 or 5642 or call 7 Downfield Rd, Hertford Heath, Herts. (0001

**M.G. MODEL PB** 1936, Coventry-Climax engine, good tyres, new battery. £60 ono. 51 Spring St, Wool. (0002

**VINTAGE RILEY 9** racing engine, rebuilt, Laystall crank, Brooklands box, Merlin engine bellhousing adapted J2 g/box. Heads, Magnetos, Rolls-Royce 20 front and rear axles. Wallington 5860. (0003

**DOWNTON** Converted Mini engine, 850cc, £60 ono. Lotus alum diff, 3.9 ratio, £14. Also 2 CD Stromberg carbs, 1½in, £12. B. Davis, 22 Josiah Rd, Northfield, Birmingham. (0004

**BROUGH SUPERIOR** 1935 coupe, mech excell, recent works overhaul, engine gearbox, brakes, new exhaust system, spare recond gearbox, dynamo, distributor overhaul, bodily very good, needs new hood. £650 ovno. Box 2121. (0005

**1963 MINI**, completely rebuilt for Mini 7 formula racing this year, highly developed Blydenstein engine, 60 bhp 0-60 12 secs, competition suspension and brakes, SP41s, oil cooler, etc, many spares, taxed. A very quick road car and a competitive racer. £300 ono. HP arranged. Tel: Wombourne (Staffs) 3487. (0006

**ALFA GIULIETTA** Spyder, late '61, resprayed white, 2,000 miles since complete engine rebuild, well shod, air horns, spot lamp, one owner, maintained by the book, excell cond. Bargain at £449. Melbourn (Royston) 742. (0007

**LANCIA AURELIA** B20 GT 4th series 1954, dark blue cellulose, 60,000 miles only believed genuine, floor change, radio, htr, Cinturato tyres, a handsome motor car that goes really well. £295. Smith, 50 Lonsdale Road, Barnes, London, S.W.13. (0008

**M.G. TD** 1953, vgc. £240. R. Lack, 94 St. George's Square, S.W.1. (0009

**1963 MERCEDES** 190 SL, white/red interior, 18,000 miles, specimen car. £1,300. Owner going abroad. Dr Lass, Linton, Maidstone 43517. (0010

**LANCIA B20** series 6, perfect mech, body, recent complete Lancia rebuild mechanically. £475. Also complete mechanics B21, perfect cond. Box 2122. (0011

**BENTLEY** Mk VI 1948. £145 ono. Thomas, 114 Old Farleigh Rd, Selsdon, Surrey. (0012

**AUSTIN** 7 1932 saloon, new brakes, tyres, battery, king-pins, Bowdenex, taxed, MoT, body good, resprayed, interior needs finishing hence £70, no offers. 150 Warren Drive, Elm Park, Hornchurch, Essex. (0013

**TR3A 1960**, dark blue, o/drive, w/wheels, h/s-tops, v/washers, s/belts, new carpets, radio, htr, vgc. £395. Tel: Burscough, Lancs 2724. (0014

**TRIUMPH ROADSTER** 2000 d/head, impecunious proud owner must part with pristine sports tourer, winner of awards in concours d'elegances, reg 1949, engine, g/box fully recond, new hood, £70 respray, retrimmed, unique opportunity to acquire probably the finest specimen of this desirable post-war sports tourer. Offers around £250. Cheap part exchange considered. Morley, 6a Emanuel Ave, Acton, W3. (0015

**M.G. TD** 1953, green, Gold Seal engine, new roof, htr, w/washers, flashers, 5 good Xs. £200. McKinlay, North Luffenham, Rutland. Tel: North Luffenham 387. (0016

**M.G.A 1600** 1961, red, Cinturatos, tonneau, htr, wheel rack etc, spares include clutch, hc pistons. Enthusiastic bachelorhood must end, £395. Waterlooville 3340, Hants, evenings. (0017

**M.G.A 1956**, gold, convertible, numerous extras, beautiful cond, it must be seen to be appreciated. £300 ono. Apply Barrère, 31 Storey's Way, Cambridge 55557. (0018

**1933 ALVIS** Silver Eagle with Speed 25 engine, 4-st open body; ideal for VSCC racing, won 2 races 1965, now being o/hauled. Offers to J. Venables-Llewelyn, Fir Tree Cottage, Far Oakridge, Stroud, Glos. (0021

## FOR SALE—continued

**1937 ROLLS-ROYCE** Phantom III Windover swept back limousine, good clean car in sound mech cond, MoT and taxed Dec '66, mascot, instruction book. £375 ono. Tel: Birmingham ASTon 3405. (0019

**PARAMOUNT CONSUL** 1956 4-str dhc, all aluminium body. Offers or exchange for small catamaran or dinghy. 20 Ingham Rd, Widnes, Lancs. (0020

**ASTON MARTIN** DB2/4 Mk II 1957, fitted L1 head, excell cond, new tyres. Be a poor man's 007 for £495. Tel: DOMinion 3477 evening, (LFord 5736 day. (0022

**RILEY 9** Mk IV tourer 1930, fabric body, very original, good cond. £100. Holden, 517 Colne Rd, Reedley, nr Burnley, Lancs. Tel: Nelson 65153. (0023

**MUST REGRETFULLY** part with my SP250 '61, black, white leather interior. HP if required, exchange suitable alternative vehicle considered. Loddon Vale, Berks 5787. (0024

**M.G. TF** 1250, excell throughout. £315 ono. Hart, Amesbury 2311 evenings. (0025

**ATALANTA.** Rare opportunity to acquire remarkably advanced classic, low, beautiful coachwork, d/head 4-st by Abbott; reputed to be the first British production car with all round independent suspension, trailing links in hiduminium, brake drums elektron; designed and built by Bertelli, late of Aston Martin, and Gough of Frazer Nash; car in need of general reconditioning but good investment. £180 ono. Garage where stored being sold. Part of unique collection. Tel: Powell, Maldon, Essex 2916. (0026

**ALVIS 1936** Crested Eagle 4 light saloon with 1938 25 engine, servo brakes and 4.1 axle, good cond, good tyres, new batteries, htr, fog and spot lamps, photos available. £100 ono. Oldacre, 4 Granville Ave, Newcastle, Staffs. Tel: 64304 home, 67828 office. (0027

**JAGUAR 3.4**, mist grey, 1959, immac throughout, mechanics 100 per cent, o/drive, discs, seat belts, interior excell. £255. PROspect 6089 daytime, PERivale 8769 evenings. (0028

**MORGAN** Super Sports 1937 MX4, never rebuilt, just devotedly maintained, exceptionally original; photos available. Box 2124. (0029

**M.G. TC** 1949, sound but untidy. Come and haggle sensibly, no free gift hunters please. St Albans 52830. (0030

**LANCIA AURELIA** GT B20 4th series, polychromatic grey, in superb cond, imported 1965, rhd. £400. Rosser, The Red House, Hinksey Hill, Oxford, 35392. (0031

**DELAGE D6-70** close-coupled sportsman's saloon; appears original paint, excell mechanics, one-shot lubrication system, good tyres, right hand drive. French lady owner would sell £135 ono or exchange American car pre 1932 or w.h.y. Annick, 12 Pindock Mews, W9. CUNningham 9703. (0032

**TR4 OWNERS.** Black works tonneau and white hood and frame. £7 10s and £12 10s. Tel: Uxbridge 32549. (0033

**HEALEY 3000** 1964 with '65 mods, fitted with works prepared engine (balanced, triple Webers etc), low ratio diff, o/drive on 4 gears, Roadholder shocks, Mintex XM48 pads and liners, 6-branch manifold and side exit silencer, SPs, wire wheels, radio, additional instruments, burglar alarm, quartz iodines, reversing lamps etc, many spares. An immac car, extremely fast, very tractable and excell value at £935 ovno, part exchange, HP arranged. M. P. Attenborough, 10 Warnington Drive, Bessacarr, Doncaster. Tel: 2102 (working hours). (0034

**1930 MORRIS** Minor 4-str tourer, recond engine and steering, needs finishing. £40. Lord, Priory Court, Pevensey, Sussex. Westham 223. (0035

**BENTLEY.** Forced sale of Nov '54 R-type automatic to satisfy bank's demand for overdraft reduction. Over £1,200 paid for this exceptionally immac car in Jan, now anxious for nearest to £1,000 or part exchange cheaper car. Hooper body, elec windows, curved w/screen and all late luxuries, total mileage 58,000, maintained by makers. Taylor, PUTney 2539. (0036

**PORSCHE 356C** 1964 fixed head, green/tan upholstery, radio; enthusiast's treasured second car. £1,285. Tel: Weekends Long Compton 256 (Oxon), weekday evenings Welwyn Garden 20755. (0037

**1937 MORGAN** 4/4, mech sound, no rust. £80 ono. Sevenoaks 52923. (0038

**BRISTOL 405** saloon. A rare opportunity to purchase a magnificent example of this marque, 1955 with a low mileage of 36,000, high compression engine, disc brake conversion carried out by makers, used only as second car, radio, seat covers, maroon, grey interior. £615. Bayliss, 72 Chain Lane, Littleover, Derby. (0039

**1934 AUSTIN** 6 tourer, dickey seat, BRG/black, new hood, s/screens, 99 per cent restored, 27,600 miles from new, 2 owners. Offers invited. Adams, 44 High St, Honeybourne, Evesham, Worcs. Wellesbourne 405 (9-10am only). (0040

**1950 DEC** Mk VI Bentley standard steel saloon, entirely original incl engine, very carefully used, agent maintained. £350. Thurgood, 41 Oriental Rd, Woking. Tel: 2463 evenings. (0041

**1948 Mk VI** Bentley Freestone & Webb aluminium saloon, full flow engine, agent maintained. £350. Thurgood, 41 Oriental Rd, Woking. Tel: 2463 evenings. (0042

**SUPERB 1961** M.G.A coupe, recent 10-coat dark metallic blue respray, u/sealed from new, 1 previous owner, head flowed and polished, 65psi hot, oil cooler, Kenlowe, air horns, l/rack, alarm etc. £450. Sword, Leamington Spa 26821. (0043

**WHITE** Sunbeam Alpine 1954, MoT Mar 1967, taxed Feb 1967. £125. Randall, Sunnyside, Hatch Ride, Crowthorne 3895, Berks. (0044

**SOLEX 32PAIA** compound carb with pancake air cleaner, suitable up to 1,500cc, used only 2,000 miles. £8 ono. Box 2125. (0045

**ROLLS-ROYCE** 1935 Thrupp & Maberly limousine, original cond throughout, mech perfect, bodily immac, interior excell, new exhaust, new door pillars, occasional seats, taxed, MoT. £375 ono. Mr Spink, Ranskill, Notts 382 evenings. (0046

**DE DION BOUTON** engine, 6hp single, circa 1900. Also reground crankshaft for Renault 750, part-worn Dauphine pistons and liners; Austin 7 rad; etc. White, Vicarage Flat, Swinton, Manchester. (0047

**1956 PATHFINDER**, beautiful dark green body, excell mechanics. Nearest £110. 36 Thoresby Ave, Gloucester 23183. (0048

**SUNBEAM 18.2** close-coupled coupe saloon 1930/31. VSCC £90. Spare tyres: Rabbetts, Vicarage, Ashford Hill, Newbury, Berks. Tel: Headley 217. (0049

**ASTON MARTIN** 1½ litre International tourer, good original order but rear axle broken. £225 ono. 12 Stamford Walk, Corby, Northants. (0050

**1938 RILEY** Victor 12/4 saloon, extremely sound, newly MoTd. £35. 15 Bowmens Lea, Aynho, nr Banbury. (0055

## FOR SALE—continued

**1932 MORGAN** beetle-back, w/c J.A.P. engine, immac cond. £145 ono. Ruislip 8744. (0051

**M.G.A SPARES.** Back axle, mats, door, tank, etc. Lewis, Uplands, Llandyssul, Cards. (0052

**1935 BENTLEY** 3½ sports saloon by Mann Edgerton. £225. Box 2126. (0053

**ROLLS-ROYCE** 20/25 1930 Mulliner Continental sports saloon, excell cond, superb and unusual lines, mascot, manual and tools. £545. Write, 4 Lansdowne Lodge, Weymouth, Dorset. (0054

**THE REAL** sports car. Ex-Peter Morgan Plus 4, BRG, wire wheels, immac cond, 1961, many extras. £470. Hillside 5546. (0056

**GRN 1** with 1954 A30 attached. Best offer accepted. Box 2127. (0057

**1932 SS1** open 4-str fitted 1,775cc ohv SS engine, new tonneau, MoT, taxed to Oct. £125. Beazley, 26 Tanners Close, Wootton Bassett, Wilts. (0058

**1955 XK140** dhc, C-type engine, vgc, w/wheels, BRG, reluctant to sell, outstanding performance. Offers around £250. Davenport, Thatcham 3378. (0059

**M.G. TC** 1949, £150. Extensive mech o/hauls (bills £100) engine, 2 new half-shafts, new steering, kingpins, brake linings, lights etc. MoT cert June 1966. Tel: Dyke-Wells, MUSeum 3783 day, HOLborn 2104 evening. (0060

**ALLARD** Convertible in unique cond, 34,000 miles from new, bodywork fully restored, rechromed, new tyres, cannot be faulted, photo on request. £295 ono. 13 Pine Wood Drive, Scarborough, Yorks. Tel: Scarborough 63429. (0061

**JAGUAR XK150** fhc 1959, discs, wires, o/drive, white, superb. £390. Maidenhead 25945. (0062

**1947 TRIUMPH** Roadster 1800, excell aluminium body, mechanics good. Offers £65. Lapworth 2397 Works, Stonecroft 0785 Lancs. (0063

**MUST SELL** either HK500 1959 or Facel Vega Facellia 1961, 15,000 miles only, h/s-tops. £625. 17 Station Parade, East Horsley, Surrey. Tel: 3685. (0064

**JAGUAR Mk VIII** 1958, manual, recond engine and brakes, new tyres, good cond, taxed Feb, £120. Aylesbury 5288. (0065

**FOR SALE**, 1929 Austin 7 saloon. This car has had only 2 owners from new and is in immac cond. The reg book, driver's handbook and tools are all original, as are some of the inner tubes. This car is a must for the Austin 7 lover and must be seen to be believed. Open to realistic offers. Jack Kelley, Well St, Buckingham. (0066

**RILEY 2½** 1950 dh coupe, good cond throughout. £90 ono. Luff, Turret House, Blofield, Norwich. Tel: Brundall 3292. (0067

**ALVIS TA14** saloon, black and blue, MoT, £55 ono. Also large selection of TA14 and TA21 spares. Send SAE for details and lists. Farrimond, 117 Dicconson St, Wigan. (0068

**A.C. ACE** Bristol 1954, £50 just spent. Sell £250 or exchange (must have room for stork in back). Wormsley 3135 Surrey. (0069

**M.G. TC**, rebuilt engine, brakes relined, immac white body, scarlet/black interior, sealed beams, radio, luggage rack, new tonneau, good weather equipment, MoT 12 months, part spare engine. £200. Haskell, 250 Beaumont Rd, Plymouth. (0070

**FIT B.M.C. 1100.** Weber 28/36 DCD with air filter, inlet and exhaust manifolds. Cost £31, accept £15. Wood rim steering wheel as new, £4 10s. Thrale, 17 Southview Drive, Westcliff-on-Sea, Essex. (0071

**1938 BENTLEY**, very rare and attractive 2-dr saloon by James Young, mech sound and in good cond but needs minor attention, taxed and tested. £450 ono. Williams, Sheldon House, Tewkesbury Rd, Cheltenham, Glos. (0072

**TRIUMPH VITESSE** 1964, conifer green/red interior, 13,000 miles, immac, with wire wheels, Webasto roof, Leston steering wheel, wood gear knob, twin Strombergs, built-in reverse spot light, seat belts, chrome headlight surrounds, surely the finest Vitesse in the country. £575, offers. Taylor, 5 Auckland Ave, Brockenhurst. (0073

**MINI-COOPER S** 1964 1,071cc, red and black, good cond, genuine reason for sale. £420. Tel: Manchester Didsbury 6971. (0074

**M.G.A Mk II** July '61, white with grey s/top, 11,000 miles only, history known. £475. Tel: Batley 4605. (0075

**MORGAN 4/4** 1938, Coventry-Climax engine, recently rebuilt, new tyres, battery, s/screens. £130 ono. Tel: Brigg 3187 after Aug 8. (0076

**JENSEN 541** 1955, MoT, o/drive, radio, wire wheels, excell mech cond. £360. Tel: Llantwit Major, Glam 681. (0077

**M.G. MIDGET** 1963, radio, s/belts. £395 ono. Francis, 6 Brookside, Headington, Oxford. (0078

**SPITFIRE 1963.** Adamant bank manager forces sale of my signal red pride and joy, 1 prev owner, 26,000 miles, hasn't been bent, buckled or strained, all mod cons, Pye pb radio, htr, tonneau, belts, Selmar alarm, chrome boot rack, racing mirrors, fogs, wheel trims, cig lighter and works manual, good tyres; not perfect but very good for year. All this for just £460 ovno. TOT 9385. (0079

**SUNBEAM ALPINE** Mk IV GT, 22,000 miles, light grey, o/drive, htr, etc, Alexander conversion, excell cond. Bargain £675. Tel: Ison, HYD 2061 or Hassocks 3113. (0080

**M.G.A 1962**, immac inside and out, every extra. £495. Weybridge 43095. (0081

**1933 RILEY 9** Monaco, new head lining, carpets and brakes, good body, tyres and works; spares include 2 new tyres and rad; tested July 1967. £100. Write to Charles, 11 Woodlands Rd, Cheltenham, Glos. (0082

**ALFA ROMEO** 1900 Super 4-dr saloon, sound runner, £250, or swop small estate 1962/66. Granville Jones, 47 Edmondstown, Tonypandy, Wales. (0083

**SIMCA 1000GL**, as new cond, with walnut facia, w/rim wheel, soundproofing etc, all fitted by Hooper, mech mods in keeping. Bargain at £485. Tel: Robertson, MAYfair 5121 after 7th Aug, office. (0097

**M.G. TC**, good cond, 4 new tyres, new battery, good hood, side screens, tonneau. £160. TEDdington 1803. (0101

**M.G. J2**, cycle-wing, de luxe, completely restored, new bucket seats, upholstery, carpets, hood/screens, wiring, mechanics, etc, immac; space needed. Offers to J. R. English. Tel: PINner 4739. (0102

**DAIMLER SP250** '62 series, hard and soft tops, Radiomobile, SP tyres, most immac and original throughout. £495, HP arr. Stockport 6744. (0103

**IMMACULATE** Mercedes 300B 1956, noisy clutch. £300. Wiratunna, HOL 8700 ex 223. (0104

**ACH 1** reg number, Bentley Mk VI SS 1948, good cond, located Westmorland. Photo. Offers. Box 2131. (0106

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

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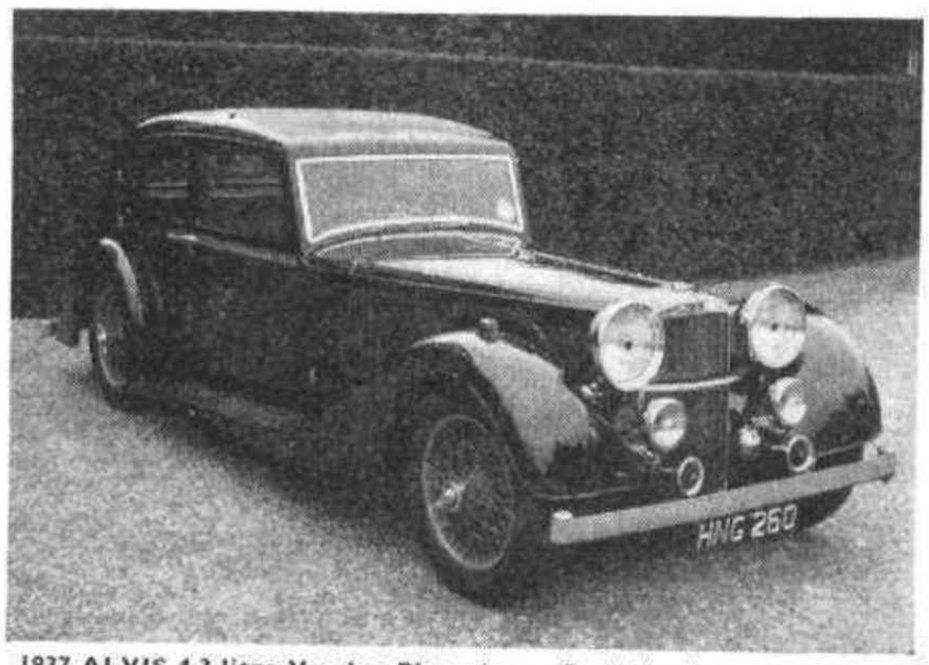
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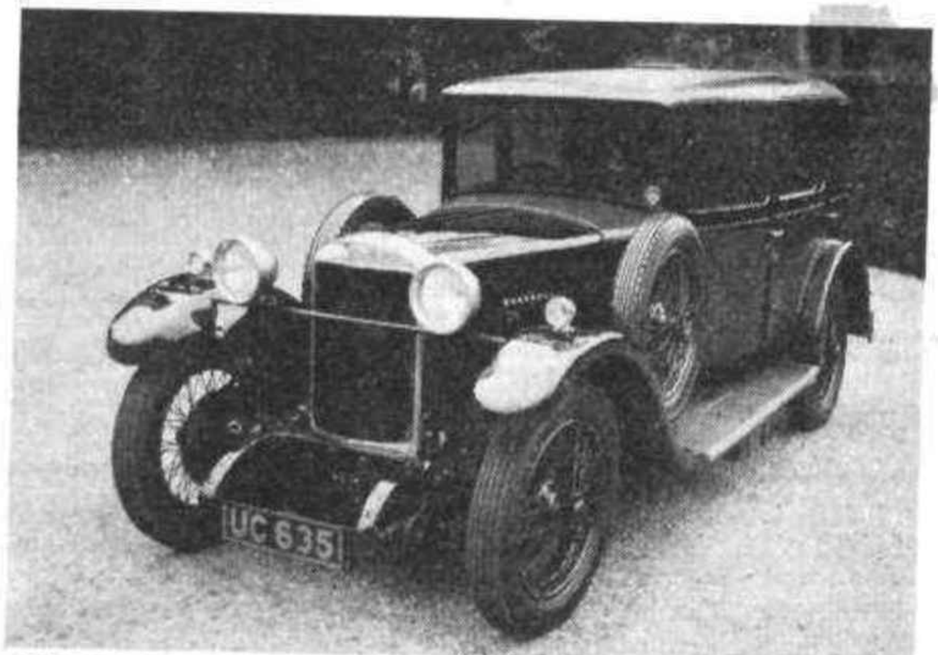



**1937 ALVIS 4.3 litre Vanden Plas** saloon. Probably the rarest of all the classic pre-war Alvis models. This magnificent example has had two owners from new and is in truly wonderful condition throughout. **£575.**

**1960 AUSTIN HEALEY Sprite Mark I.** White with red interior. Very well maintained in much above average condition. Many extras. **£250.**
**1960 JAGUAR XK150 3.8** drophead coupé. Dark grey with black interior. Overdrive, chrome wire wheels. **£425.**
**1960 JAGUAR XK150 3.8** drophead coupé. Light grey with dark blue interior. Overdrive, wire wheels, etc. Just checked over in our workshops. **£475.**
**1949 M.G. TC** 2-seater. B.R.G., 16 in. rears. Excellent original order. **£195**
**1963 MORRIS Mini-Minor Super de luxe.** Cinturatos, mudflaps, wing mirrors, etc. A tidy little car. **£330.**

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**1928 SUNBEAM 3 litre** saloon. Two owners from new. Low mileage. Black wings and bonnet with maroon fabric coachwork. New tyres. Outstanding original order. **£425.**

**1936 BENTLEY 4¼-litre** with close-coupled sports saloon coachwork by Park Ward. B.R.G. A well-above average example in every way. **£345.**
**1914 LAGONDA 11.1 h.p.** 2-seat r cabriolet. A unique and very usable little car with a lively performance. ompletely restored and now in *concours* condition. **£1,450.**
**1939 LAGONDA V12** short chassis sports saloon by H. J. Mulliner. This very scarce model is in outstanding condition and is complete with original handbook and tool-kit. **£965.**
**1911 RENAULT** 2-seater with dickey. Two owners only. Full history available, superb order. **£1,500.**
**1936 ROLLS ROYCE 20/25** Hooper owner-driver saloon. Black with brown interior. Mascot, handbook, etc. A very fine specimen. **£495.**

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**ASTON MARTIN** DB4 Superleggera 1960, 1 owner, red, black trim, radio, seat belts. Tel: evenings Fenwick 294. (0107

**"AUTOCOURSE"**, 6 years, No 1 to demise (1956), excell. Offers. Parkhouse, 8 Avonbank Cottages, Pershore. (0105

**SUNBEAM TALBOT** Alpine 1954 2¼ litre, red with red hood, some attention needed to car though engine very sound. First sensible offer secures this attractive 2-str. FRO 2648 after 6pm. (0113

**TR3** 1957, 3A front, amber indicators, w/wheels, Cinturatos, o/drive, Derrington head, 4-branch ex/manifold, new tonneau, hood, sliding s/screens, htr, s/belts, s/washers, reversing light, l/rack, racing mirrors, taxed, tested, excell cond throughout. £249. 20 Westhill, Rotherham 2392 after 8th Aug please. (0109

**WOLSELEY 1500** 1958, a/r-bar, Cinturatos, air horns, radio etc, vgc; quick sale, owner emigrating. £220 ono. Shrubsole, 69 Gloucester Rd, Malmesbury, Wilts. Tel: Malmesbury 2173. (0110

## WANTED

**HEALEY SILVERSTONE**, Frazer Nash or H.R.G., cash for good specimen. Stephenson, Kent End, Ashton Keynes, Wilts. (9680

**WANTED URGENTLY**, Reg MD1 or 1MD or nearest number, good price assured. Box 2074. (9681

**WANTED**, Frazer-Nash spares: stubs and hubs, chain sprockets, radiator, Meadows mag-drive in housing, cylinder head (single or double port) etc. B. Barton, 21 Barrett Lane, Attenborough, Notts. Tel: Nottm 257424. (9682

**SUNBEAM Mk III** 2¼ litre. Perfectionist seeks really outstanding specimen, mint cond essential. Price and full details please. Box 2075. (9683

**SUNBEAM TALBOT** 10 or Lea-Francis 2½ litre sports tourer, late post-war models, essential in immaculate cond. Prices and full partics. Box 2076. (9684

**BENTLEY, LAGONDA**, Rolls-Royce or similar pvt in restorable cond, up to £150. MacMillan, Bank of NSW, Sackville St, London. (9685

**BMV REG LETTERS** with distinctive number. 4 Bestall Rd, Grimsby. Tel: Cleethorpes 63343 after 6pm. (9686

**WANTED URGENTLY**, good A.C. Ace (Ford engine) or similar to purchase or part exchange for Austin Healey 3000 Mk III 1964 in excell cond. David Gaster, Watlington 490, Oxford. (9687

**VAUXHALL 30/98**, realistic price paid for one of these popular cars, good home, not for export. Box 2077. (9688

**ISOTTA FRASCHINI** Tipo 8 or 8A speedo drive, rad and petrol tank caps, switch box, instruments, starter and magneto; three 20in well-base RAF wheels; any other available spares; list please with cond and price. Geoffrey Davis, 27 Challis Ave, Potts Point, NSW, Australia. (9689

**WANTED**, early Sept, good Rochdale 1,500cc Olympic. Details and photo to 191 Cpl Allsop, 230, RAF Labuan, BFPO 660. (9690

**£500 OR MORE** offered for vintage Rolls, Bentley, Hispano or similar, genuine enthusiast. 39 Arksey Lane, Bentley, Doncaster 54335, Yorks. (9691

**RILEY ROADSTER** 2-str wanted for restoration by enthusiast, should be very good mech, spot cash. Write C. Andrews, 140 Hill Lane, Southampton. (9692

**ROLLS-ROYCE 25/30** or Wraith limousine. Doctor will pay up to £500 for best example offered. Explicit details and photo required. View by arrangement mid-Aug. Immac cars only please. Box 2078. (9693

**ISOTTA FRASCHINI**, any model, cond, preferably unrestored, or information leading to purchase of same; definitely will not be exported. Also any literature concerning same. Box 2079. (9694

**WANTED, STUTZ** 8-cyl, cond immaterial as long as complete; distance no object. Box 2080. (9695

**CITROEN ID** Connaught conversion or l.p. supercharger wanted. Box 2081. (9696

**RILEY 1½** litre engine for RME chassis, part dismantled car considered. Stephenson, Gables, Jordans, Bucks. Tel: Jordans 2235. (9697

**RILEY 1½** RME, mech faultless, immac appearance. Details, Bone, 125 Winchester Rd, Basingstoke. (9698

**LOTUS HARDTOP** for Elan wanted. Box 2082. (9699

**LOTUS** 7, good cond, top price paid. Please contact after Aug 6. 1 Ivy House Rd, Oldbury, Birmingham. (9700

**WIDE RIM** alloy wheels for Sprite Mk III. Tel: Skegness 1803 6-8pm. (9701

**VINTAGE MOTORCYCLE**, cond immaterial, cheaper the better. Corker, 247 Albert Rd, Aston, Birmingham. (9702

CHS1 or nearest reg, with or without vehicle. Tel: Birmingham Midland 9576 office hours, Rubery 3168 evenings. (9703

**£300 OFFERED** for XK150 drophead in good cond, manual or automatic. H. Howell Thomas, Shamley Wood House, Shamley Green, Guildford. Tel: Bramley 3338. (9704

**WANTED**, spares for Lagonda LG46 1937, water pump, shock absorbers, etc. Percival, Severnside, Maisemore, Glos. (9705

**ROLLS-ROYCE** PIII engine. Partics to Grassick, Wester Dollerie, Crieff, Perthshire. (9706

**BENTLEY** 3 litre or 4½ litre chassis frame. Partics to Grassick, Wester Dollerie, Crieff, Perthshire. (9707

**FIBREGLASS** hard top for Spitfire (Midlands area). Write, A. R. Knight, Roseleigh, Sheepy, Atherstone, Warks. (9708

**TWIN SU** or single d/choke Solex induction set up, and tyres (6.00-13 or equivalent) for 1600 Alpine. Where can I hire a hoist to remove the engine? Payne, 35 Upper Walthamstow Rd, London E17. (9709

**M.G. TC** with good body, sound mech. Gregory, Moorgreen Hall, Weatheroak, Alvechurch, Worcs. Wythall 2303. (9710

**KLAXON HORNS** wanted, 12v or 6v, good price paid if in reasonable cond. Jenkins, 236 Days Lane, Sidcup, Kent. Footscray 1661. (9711

**BRISTOL 403** or 405 required. Tel: J. Broadbent Huddersfield 22502 office, 29167 home. (9713

**BULLNOSE MORRIS** mudguards; Daimler wheels; Daimler 57hp sleeves; Serpent's head horn. Evans, Crosby, Isle of Man. (9714

**DAIMLER SP250** hard top wanted, please state price. Box 2084. (9715

**XK150 DROPHEAD** Special Equipment, manual, vgc essential, prefer lhd, around £325 cash or exchange Porsche 590. Box 2072. (9716

**ASTON MARTIN** 1½ litre Mk II SC, restored or restorable Frazer-Nash chain gang or SS100. Does anyone have any spares for pre-war A.C. litre dhc? Box 2083. (9712

## WANTED—continued

**M.G. TC** wanted, good runner with restorable body. Include tel number. Bruce Collins M.P. APO US Forces 09751. (9717

**TO £500** for Mk VI or R-type Bentley or similar Rolls, prefer coachbuilt body, must be in excell cond, consider pre-war model with interesting coachwork. Arrive London on Aug 14. Box 2085. (9718

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**£10 MONTHLY** offered for post-war Rolls or Bentley. 42 Dover St, Norwich, Norfolk. (9720

**LAGONDA WANTED** for spares. Any model, cond or location, if cheap. Box 2091. (9721

**URGENTLY** wanted by enthusiast, M.G. TA or Singer Le Mans or Jaguar XK120/140 dhc or Riley Monaco in good running order. MoT will be considered. Sensible cash for right car. Tel: Richard, SLO 8626. (9935

**WANTED**, pre-1932 Alfa, pref 1500S or 1750S, consider unblown model of either; any cond, but must be complete; reasonable price. Box 2101. (9936

**WINDSCREEN** wanted, large fold-flat windscreen wanted to fit Phantom II tourer. C. Andrews, 140 Hill Lane, Southampton. (9937

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**M.G.A** without engine, bad mechanics; or cheap Ace, TR, Porsche, Austin Healey. Ley, 10 Holyhead Rd, Bangor. (9943a

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**WANTED**, new or part worn Michelin X 6.00 x 16, 1 or more; will collect. Such, 21 Ralph Rd, Shirley, Solihull. (9944

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**ALVIS**, vintage 12/50 or Silver Eagle, with open body. Kendall, 67 Ferriby Rd, Hessle, Yorks. Tel: Hull 643361. (9950

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**AUSTIN ULSTER** wanted, original or otherwise, complete or in parts, with or without engine; also any spares for blown or unblown models. Fuller, 42 Benden House, Hither Green Lane, SE13. LEE 8285. (9952

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**EARLY SP250** or similar required. Fullest details and price to Box 2119. (9956

**FRAZER NASH** Le Mans Replica urgently required, cond immaterial, top price paid, not for resale or export; reward given for information leading to purchase. Box 2128. (0084

**WANTED**, AVY or AS reg with low numbers, but any type of number considered. A. Shine, 261 Durham Rd, Gateshead. (0085

**H.R.G. 1500** in good cond wanted by enthusiast. Dr Milia, Royal Portsmouth Hospital, Portsmouth. (0086

**LANCIA**, preferably Aprilia, sound body and mechanics, no rust; others considered. Box 2123. (0087

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**AUGUST** 1965 Lotus-Cortina, never raced, for 1965 M.G.B, TR4. Bridgwater 2959. (9449

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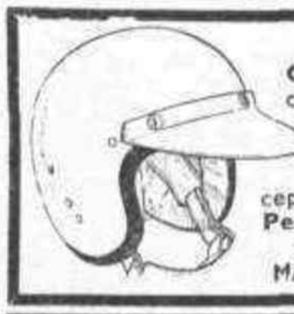
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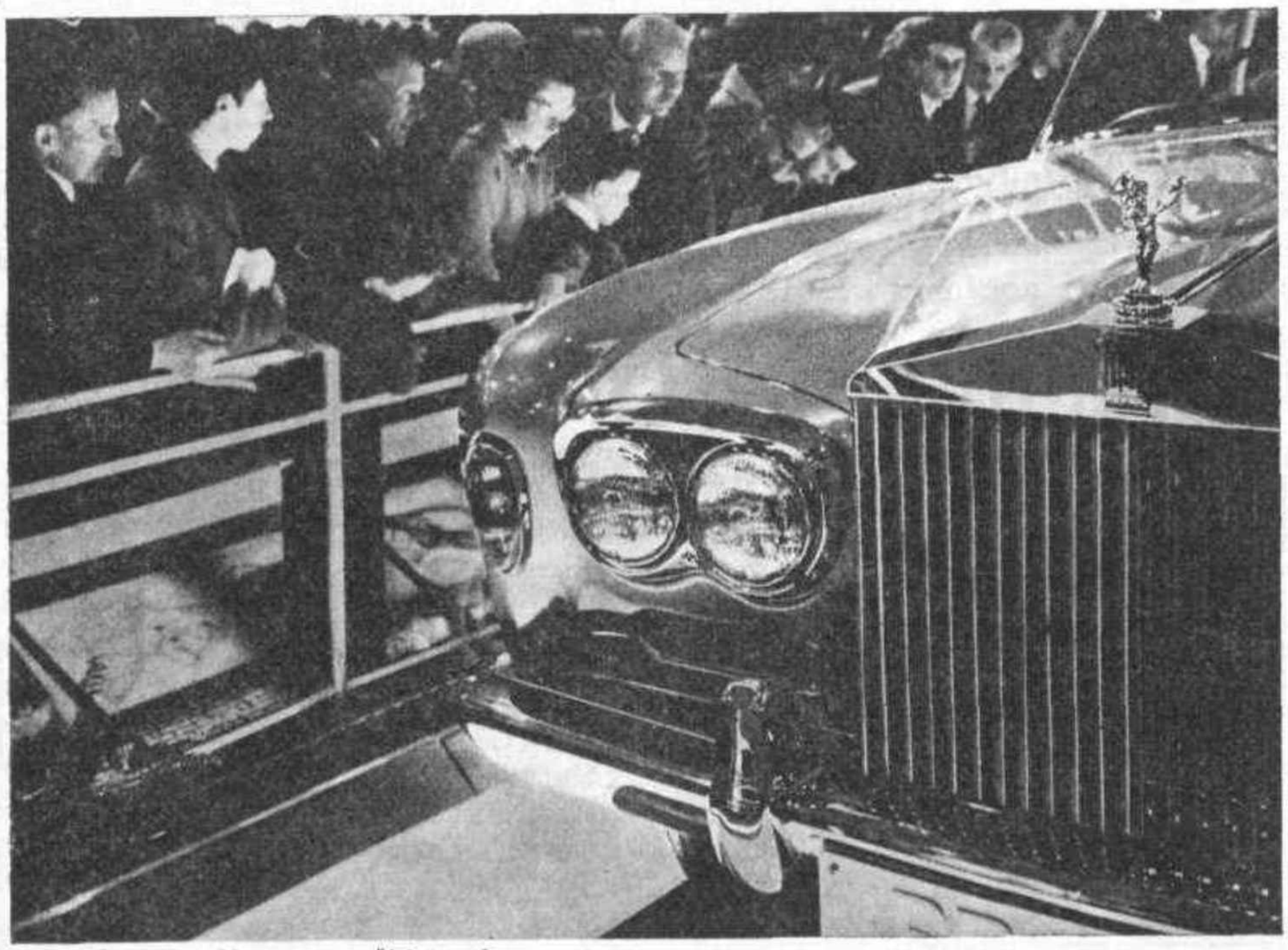
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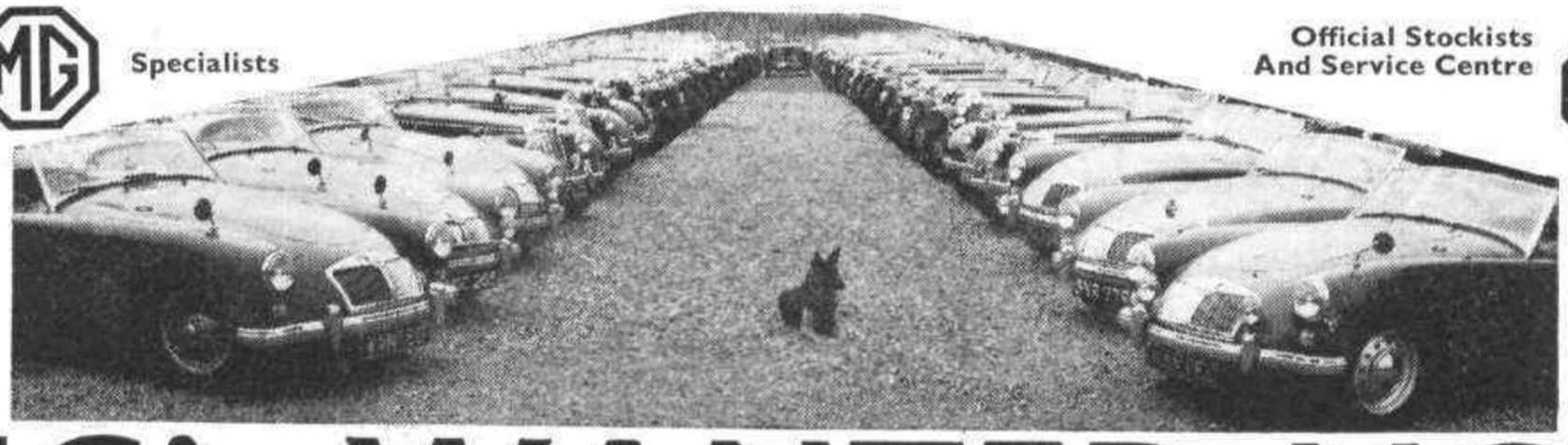
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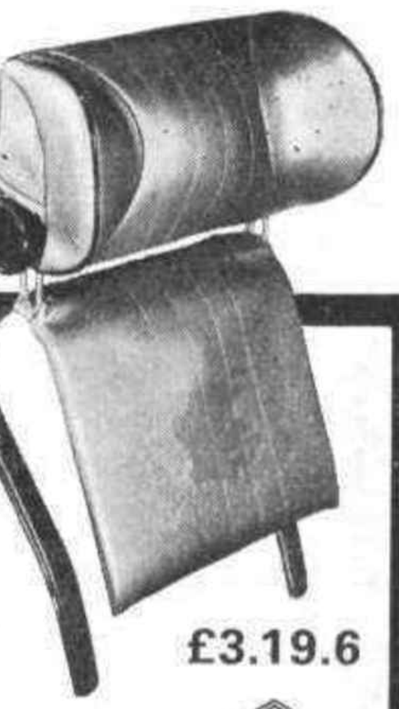
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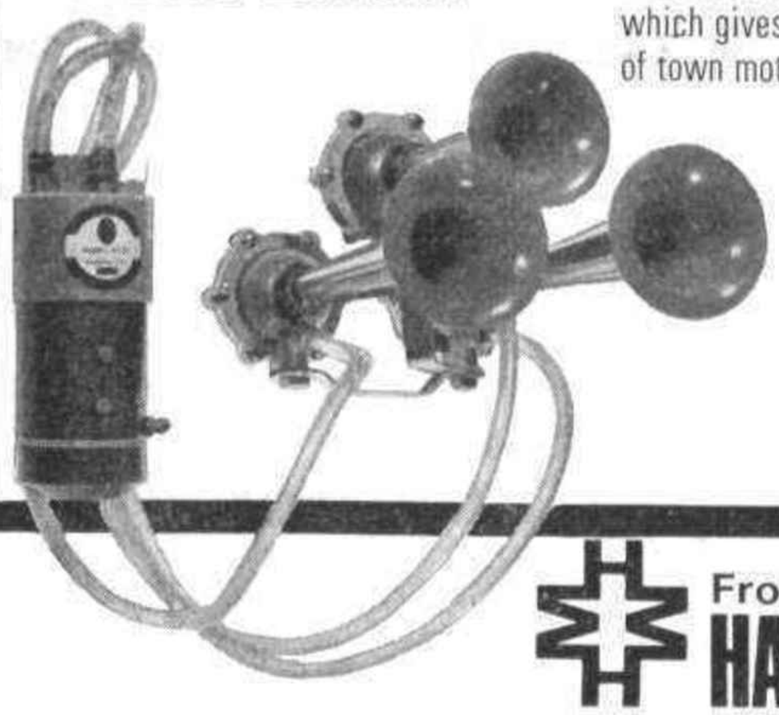
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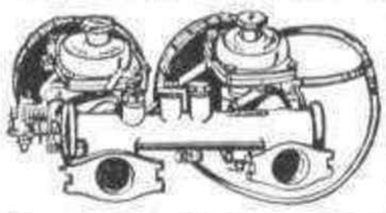
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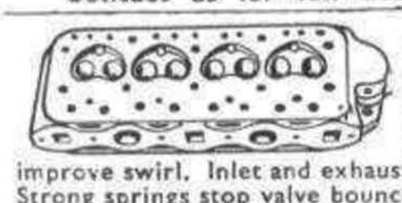
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**Deposit 75/-** 9 monthly payments of 67/2. (Total £33.19.6) **Cash £30**

*Also available:* 13" Ford, B.M.C., Rootes, Triumph **£7.10.0 each**

**All goods sent on approval against Each or C.O.D. Easy terms**
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**PRIDE & CLARKE LTD 158, STOCKWELL RD. S.W.9. Phone BRIXTON 6251**

# ANCHOR YOURSELF TO SAFETY & COMFORT
## ARMCHAIR BARGAIN SHOPPING

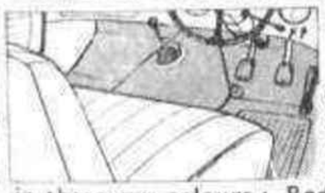
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Buy security the Anchor way and really save money. Fully B.S.I. approved and designed to fit the anchorage points in all, repeat all, cars, with universal model for older cars, the top quality specification is: Combined Lap and Diagonal design. Three independent anchorage points. Instantly adjustable, press release polished all-Aluminium Buckle. Washable, silk-like Terylene webbing. Money refund guarantee of satisfaction. Full Kit and instructions. All chrome fittings. Buckle rest. **Reduced insurance is available for users of Anchor Belts. Full details with every belt.**

**55/-** P & P 4/- (1 or 2)

## CARPET YOUR CAR



**TAILORED CARPETS for only 65/-**

Complete car carpets in luxurious hard-wearing super soft top quality carpet (over £4 retail value of 80% Evlan, 20% Nylon carpet in each set, guaranteed in its household use for 3 years) in these gay colours : Reds, Blues, Grey, Green, Brown, Fawn, bound in Nylon with rubber insert for driver. Each set 6 or 8 overlapping sections, is individually tailored for the specific car to completely cover the floor and tunnel, etc., fit round pedals, gear lever, etc. Invaluable to brighten and protect old and new cars alike. Studs or double-sided adhesive tape provided for quick fitting (*state which you prefer*). Full Refund Guarantee.

| | Full Set | Front only | All Sports Cars |
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| Cars up to 1,300 c.c. | 65/- | 50/- | 55/- |
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ORDER ON COUPON OR SEND FOR FURTHER DETAILS
**STRETCH SEAT COVERS FROM 35/-** **NOISE/HEAT INSULATION FROM 77/6** **WEATHER SHIELDS FROM 56/-**

*Please supply..... Belts/Carpets/Details. Car make.....*
*Model..... Chassis No..... Car has/has no belt sockets.*
*Gear lever : Floor/Column. Colour..... Cheque/P.O. £.....*
*Name..... Address.....*

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95/- TOURER
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**FOR EXPERIENCED DRIVERS AGE 25 YEARS OR OVER**

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Name..... Age..... Occupation.....
Address .....
Owner driver/Named driver. Cover — Comp. 3rd. P. 3rd. P./F.T.
Make..... Type of Body..... C.C..... Value.....
Year..... No Garage/Lock-up. Private or Business use.....
Number of years driving similar vehicle.....
Date Cover required..... Previous Co.....
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# *Which Car is Missing?*

By the time you read this advertisement we will have a new demonstration model of the Reliant Scimitar to add to our current range of demonstrators, which includes the Lancia Fulvia Coupé, The Peugeot 204 Estate, the Peugeot 404 FK2 (Petrol injection) and the Rambler 770 Classic all seen on the right.

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Standard **£6.6.0** De Luxe **£8.19.6**

*Fits complete Mini range and Ford Cortina. Others in prod.*

## PADDY HOPKIRK SAFETY WHEEL

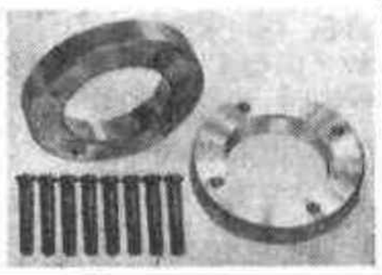


**In real Connolly hide**
A competition wheel of exceptionally strong construction. Hand stitched Connolly hide covered. Spokes and centre boss in polished high tensile HS 30 aluminium. **£8.19.6**

*All B.M.C. range. M.G. -B and -GT. Austin, Morris, Wolseley 1100s. Kestrel, Triumph Herald range, Spitfire, TR4/4A.*

## MINI SPACERS

Mini-wheel spacers designed to comply with R.A.C.'s requirements. In solid alloy, accurately machined for maximum contact between brake drum and wheel. Jig drilled holes for easy fitting. Fits the entire Mini range, including Coopers, Elf, Hornet, etc.



**35/-** Pair
Studs **3/6** Each.

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In revolutionary new lightweight permanently-fireproof material developed on the Continent. Not affected by alkali, acid, insects, or sunlight. Two-piece, zip fronted, adjustable cuffs, neck, ankle and waist. Three pockets. White with red striped side seam. Easily hand-washed and drip-dried.

*Please give chest and leg measurements.*

**£8.15.0** Per Pair

Available from your garage, accessories shop. Or send cheque or P.O. stating type, size, quantity, etc., to:

**PADDY HOPKIRK**
*(MOTOR ACCESSORIES) DEPT. M.S.*

MOTOR ACCESSORIES PADDY HOPKIRK

**MAYOR'S WALK, PETERBOROUGH**
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**1926—1956**

We have a very large collection of spare parts for Rolls-Royce and Bentley cars from 1926 onwards (but not for "W.O." Bentleys). These parts fall into the following categories:

(*a*) New manufacturers' parts.
(*b*) Reconditioned parts.
(*c*) Second-hand parts that have been inspected and passed as serviceable.
(*d*) Parts specially manufactured.

It would be impossible for us to produce a priced list, but we will always endeavour to quote for single components or complete assemblies. Please state chassis number when ordering or asking for a quotation.

**The third edition of "Brief Guide to Rolls-Royce and Bentley Cars" contains much basic information and illustrations of representative models and costs 7s. 6d. p.p. U.K. and 9s. 9d. overseas airmail.**

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- Designed by John Surtees and made by Charles Horrell Shoes for really fast driving
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You won't catch me wearing those funny, old-fashioned boxing boots this season. Send me a pair of your magnificent John Surtees Racing Boots immediately

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Shoe size ..... I enclose cheque/PO for .....

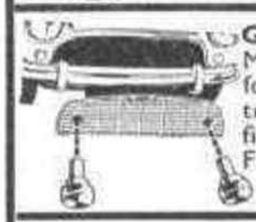
TO HILLSIDE SHOES LTD., 10 MOOR RD., RUSHDEN, NORTHANTS.



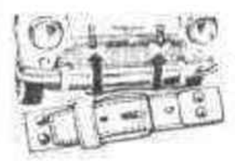
# PADDY HOPKIRK MOTOR ACCESSORIES



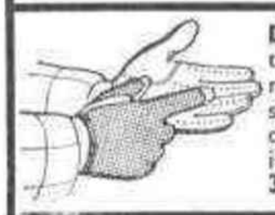
**THROTTLE PEDAL** fits easily over existing accelerator. Improves control and 'Heel and Toeing'. Saves shoe repairs. Available for all Minis, Coopers, Elfs, Hornets, B.M.C. 1100s, Morris 1000, Riley 1.5, Wolseley 1500, M.G. 'B' and M.G. 'GT'. **16/6**



**GRILLE BUTTONS** enables Mini-Grills to be quickly detached for immediate inspection or maintenance of distributor, fan belt, oil filter, dynamo, horn etc.
Fits all Morris, Austin and Cooper Minis. **14/6** Pair



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



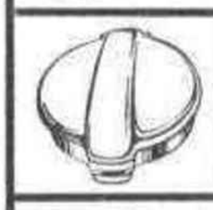
**DRIVING GLOVES** A real aid to good driving. Fully tested in many rallies. Safe, sensitive, non-slip grip. Light weight washable dingo leather with special washing soap. Sizes 6 - 9½.
**37/6**



**FLY-OFF HAND BRAKE** for a Racing Start! Existing handbrake quickly and easily converted on all Minis, Coopers, Hornets, B.M.C. 1100s, Morris 1000, Riley 1.5, Wolseley 1500.
Kit **12/6**



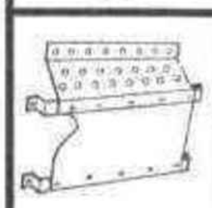
**FOG AND SPOTLAMP COVERS** With 'see through' Window. Made from non-hardening P.V.C. Foam protection Pad. Lined against moisture and with water drain hole.
5½" - **12/11** Pair.
7" - **15/6** Pair *Other shapes available*



**MINI 'FLIP-UP' PETROL CAPS** For speedy re-fuelling! Press button fly open. Slams shut on hinged cap. Beautifully made in alloy.
**£3.19.6.**
Enquire for details of other models.



**B. S. 2495 Crash Helmets**
Specification now required by R.A.C. regulations. Superb quality. Dual chin strap and all latest features. Fitted studs to accept 'snap on' peak.
**£10.5.0.** Peaks **22/6**



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Essential for competition driving. Fits all Minis **£4.10.0.** 1100s **5 Gns.** 1800s **£8.15.0.**



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**£9.19.6**

*Available from your garage, accessories shop or send cheque or P/O stating type, size, quantity, etc, to :-*

**PADDY HOPKIRK**
*(MOTOR ACCESSORIES) DEPT. M.S.*

MOTOR ACCESSORIES PADDY HOPKIRK

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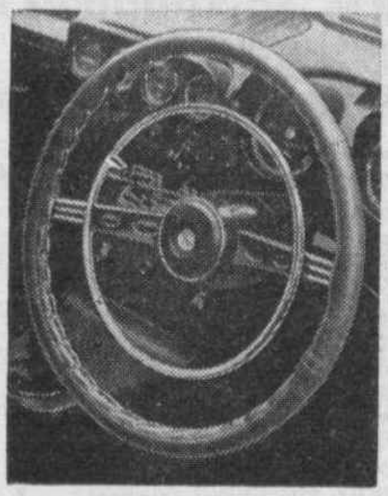
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# TOULMIN MOTORS
**(1962) LTD.**
Wood rim steering whee s
Oil cooler kits, twin-cam 'A' and 'B'
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Add a touch of luxury to your car. Luxurious leather Steering Wheel Cover, gives sensitive grip and sporty appearance. Lace-on style, sizes for all models, in black or tan. From your local garage, store, or write enclosing Postal Order for only

**27/6** *p. & p. 1/- extra. Trade enquiries welcomed.*

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Woodrim Wheels **£5·17·6**





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TO FIT MOST CARS
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Guaranteed 12 months !
British Made
Complete with wire, switch & instructions



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**RACING FLASHES**
**17·6** pair 2" x 15'

**DOUBLE BORE SILENCER TAILPIPE**



**2" dia. chromed tailpipes.**
**Mini 72'6, Cooper 78', plus 7' carg.**

**FULL HARNESS BRI-NYLON SAFETY BELT or lap diag. complete 62/6**

**1/6**  MINI VICTORY TRANSFER



**MINI STUFF**
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*MOTOSERVE, THE MINI MOD SPECIALISTS ARE OPEN, MON. to FRI. FROM 6 to 9 EVENINGS, SATURDAY 9am to 5pm AND SUNDAY FROM ABOUT 10am TILL AROUND 12·30.*

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Specimen 3-litre Lagonda, 1957
Director's car. Resprayed.
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**ALWAYS A GOOD SELECTION OF M.G.s in stock**

**1966 model**



# SAAB

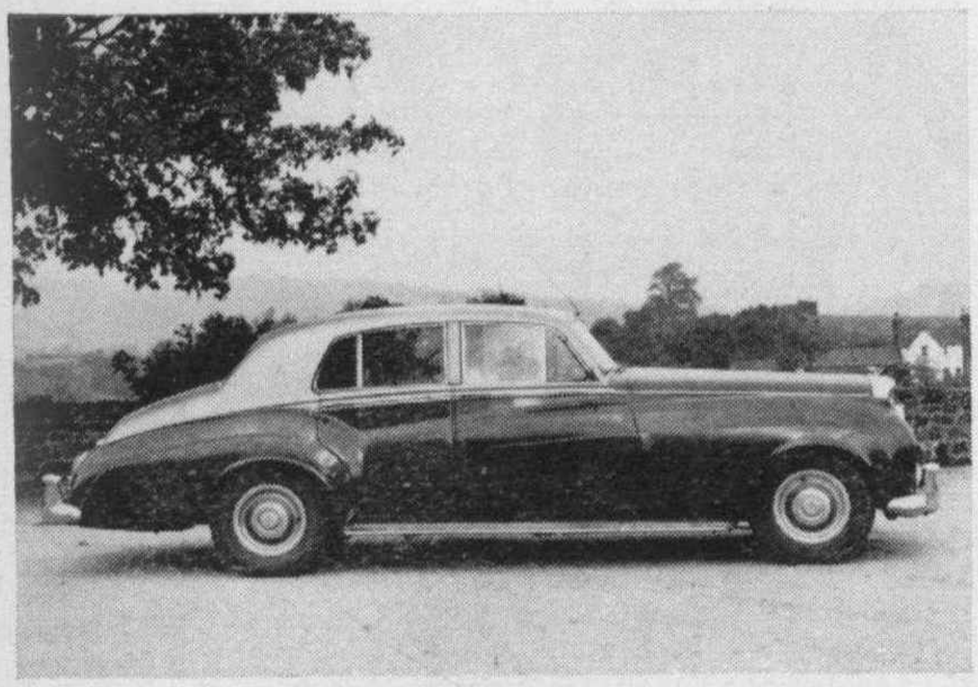
The rally winning wonder! • Two stroke • three cylinders in line • front wheel drive—fantastic road holding • free wheel • hydraulically operated single dry-disc, cushion-centre clutch • independent front suspension—by coil springs • hydraulic shock absorbers front and rear • twin circuit braking for ultra safety • seating and luggage space for five • designed aerodynamically • safety steering column • underbody coating • safety dashboard.

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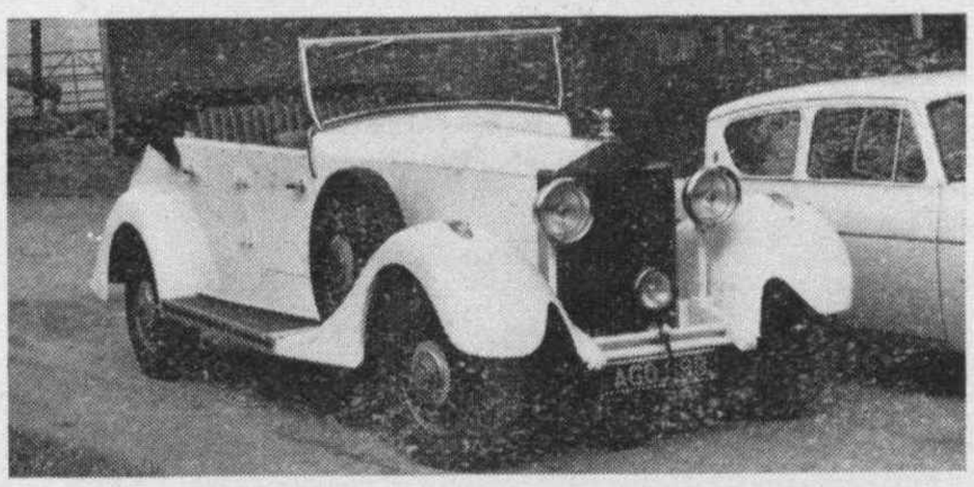
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Offer Two Cars of Distinction and Quality



**1955 S1 Bentley,** finished in dual grey with Cambridge blue line and soft grey hide interior trim. Moderate mileage. A bargain at **£1,275.**



**1934 20/25 Rolls-Royce** open touring car by Kitchener & Woodiwiss. Newly finished in off-white with scarlet wheels and scarlet trim. New radiator matrix, nearly new tyres. **£1,175.**

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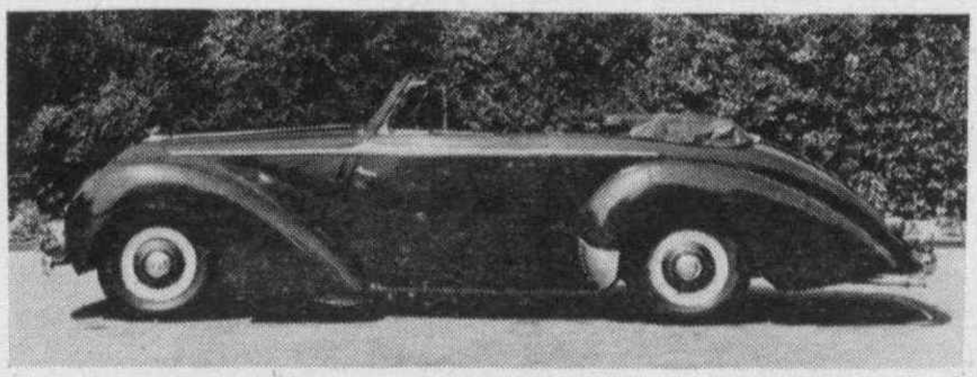
SLOane 0611 — SLOane 0612



**1935 BENTLEY 3½ litre** sports saloon by Freestone & Webb. Very good original condition throughout due to previous owners' fastidious care **£750**



**1931 ROLLS-ROYCE 20/25** sports saloon by Barker. In good mechanical order but needs attention to body and interior. Choice of six similar cars from ... ... ... ... ... ... ... ... ... ... **£295**

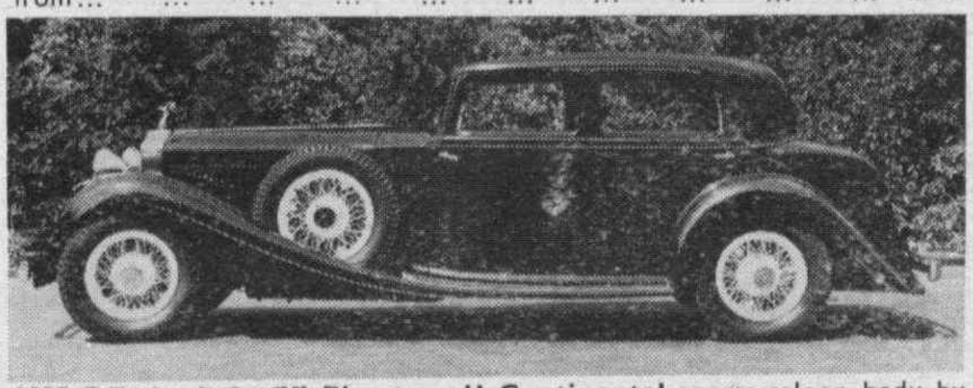


**BENTLEY Mk. VI** with coachwork built to order of Prince Bernhardt of the Netherlands. Fully modified engine. Recent repaint in Regal red with new hood. Unique and attractive car ... ... ... ... ... **£1,250**

**1949 Mk. VI** drophead coupé by Park Ward. Modified engine, manual gearbox, power hood, painted Embassy black ... ... ... ... **£995**

**1953 (Nov.) 'R'-type** Standard steel saloon. Bigbore engine, automatic transmission, in dawn blue with blue interior. Excellent condition throughout ... ... ... ... ... ... ... ... ... ... **£885**

**1954 'R'-type Continental** with fastback body by H.J.M. : 4.8 engine-manual gearbox. Painted in Embassy black with sage green leather and black carpets. Beautiful order throughout ... ... ... ... **£2,225**



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**1954 ROLLS-ROYCE Silver Wraith** touring limousine by H.J.M. Beautifully low and classic razor-edge line. Painted in Embassy black with cloth upholstery throughout. Chauffeur maintained ... ... **£1,950**

**We are gathering a stock of used Rolls-Royce and Bentley Motor cars that are mechanically sound but need attention to the body and/or the interior. These cars range from £200 and are in stock with an eye to the impoverished enthusiast.**

## 13-15 HOLBEIN PLACE, SLOANE SQUARE, LONDON, S.W.1.

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# First with 'Liquid Tungsten'

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And 'Liquid Tungsten'?
The most positive answer yet to the great problem
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how to make it completely soluble in Castrol oil.
It's not just an ordinary additive.
'Liquid Tungsten' is an integral part of Castrol oil.
There for the life of the oil.
There to provide continuous protection against
frictional wear and loss of performance.
That's the message about New Formula Castrol.
Got it?
Get it.

# CASTROL

**FIRST MOTOR OIL WITH 'LIQUID TUNGSTEN'**

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