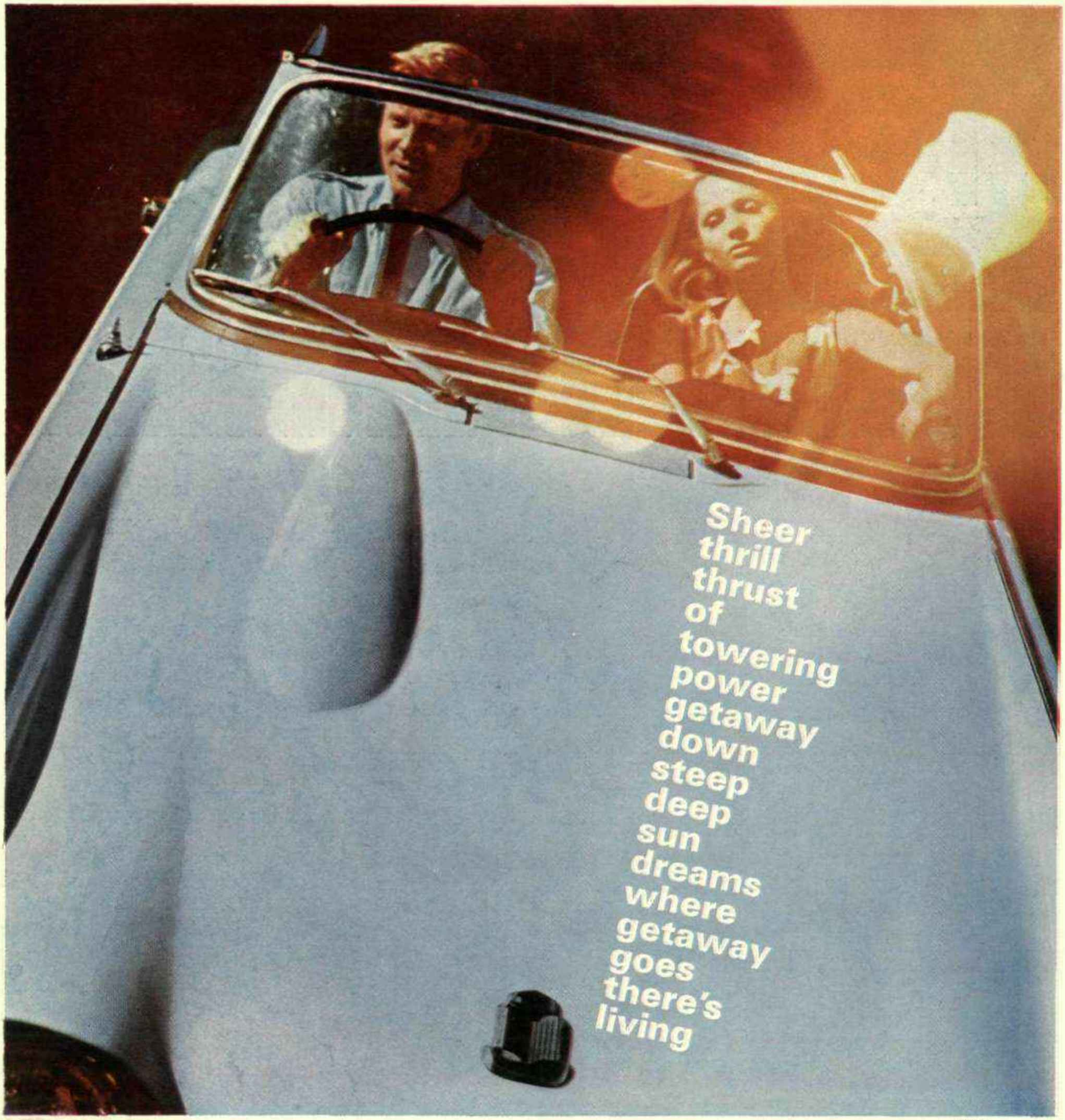
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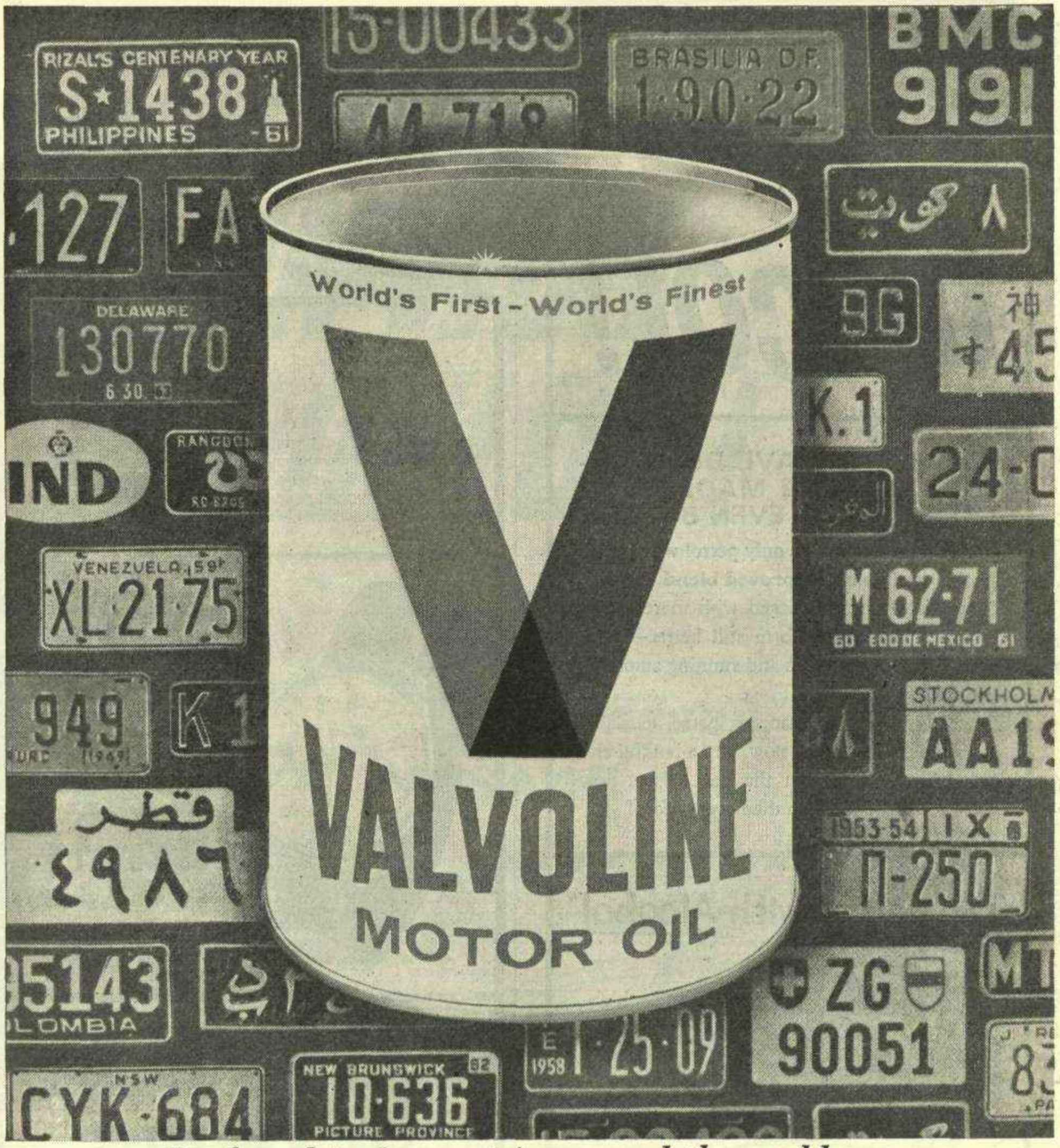


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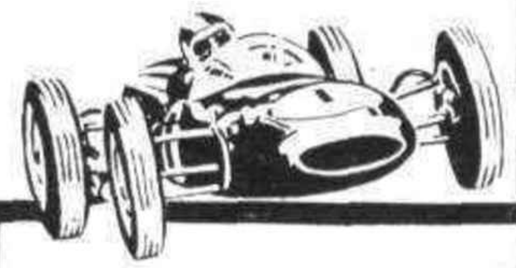
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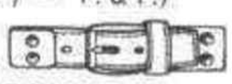
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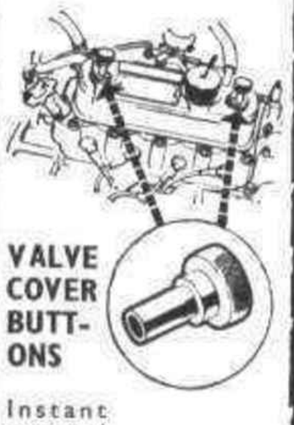
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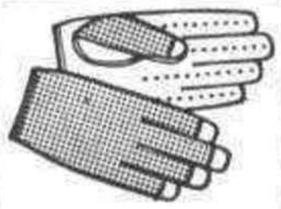
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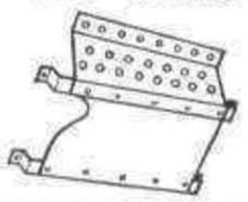
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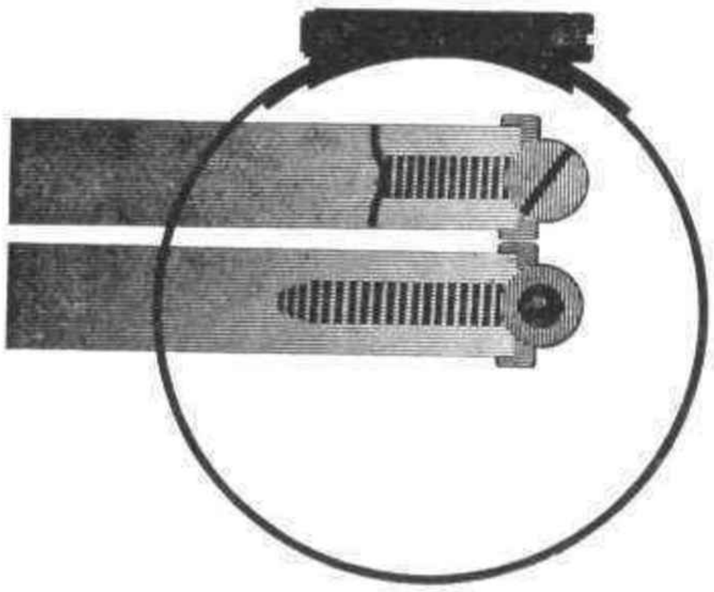
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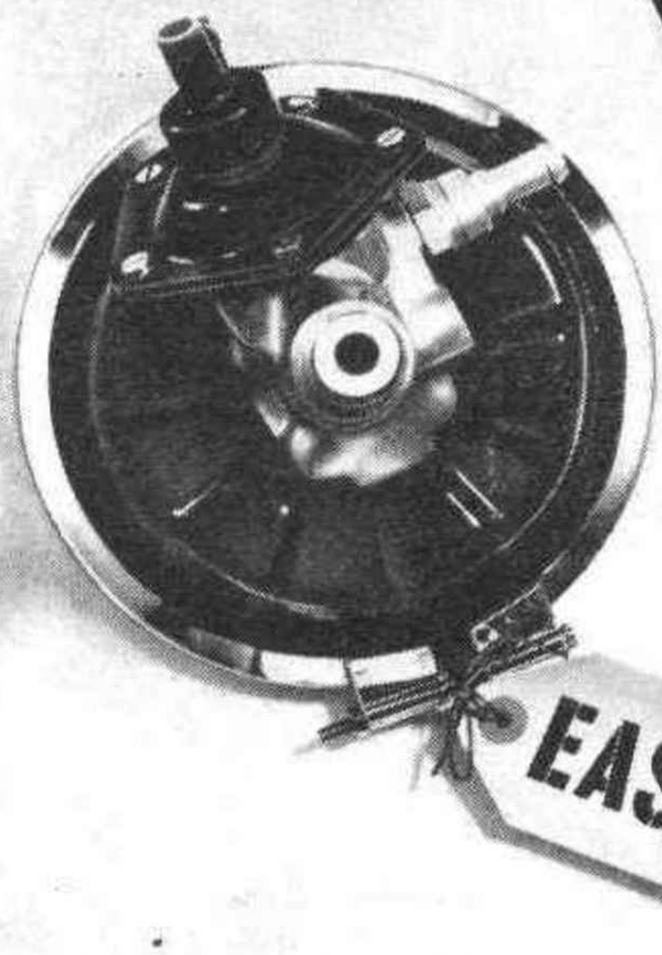


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VOL. XLI No. 7 Monaco G.P., Belgian G.P., Le Mans Reports JULY 1965

MOTOR SPORT

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

MATTERS OF MOMENT

CLARK'S GREAT INDIANAPOLIS VICTORY

At a time when British trade can do with a boost and we are not even present on the space-race starting-grid, let us rejoice over the great Indianapolis victory of the Lotus-Ford Type 38, so ably and bravely driven by Jim Clark.

The Indianapolis 500, the semi-track race run at what were regarded in Europe as prodigious speeds, had been an American-driver monopoly since Dario Resta (Peugeot) won in 1916 (he was an Italian, although domiciled in England) and an American-car monopoly since a disguised 8CTF Maserati won in 1940. It is a race that before this year had never been won by a British driver or a British car. It was a tough, rough, accident-prone contest which beat every European driver and car that attempted it. As the years went on, speeds rose, and the Offenhauser engine seemed invincible, the chance of a British victory seemed ever more remote—until Colin Chapman decided that Lotus, powered by Ford, should bring the spoils home across the mill-pond. In three short years he has vanquished the Americans on their own ground, won this difficult race by a clear margin entirely convincingly at over 150 m.p.h., and has changed America's conception of how an Indianapolis racing car should be built.

This, following Hill's B.R.M. three-in-a-row Monaco victory for B.R.M., has set "the green" on the highest pinnacle. Sales of British cars and of Fords must surely rocket in the States as a result and there will be many Americans anxious to commute in Lotus Elans and Ford Cortinas as from now on. . . .

MOTOR SPORT offers the warmest congratulations to Colin Chapman for promoting the Lotus 38, to Ford for so effectively and reliably powering it with their twin-cam V8 racing engine, to the Firestone tyres which went through without a change, to Len Terry who designed the car, to David Lazenby who was the Project Engineer for the Indianapolis venture, as well as acting as chief mechanic for the "500" and who built and maintained it with the help of Graham Clode, Mike Underwood and Jim Smith, and to Jim Clark who shouldered the final responsibility with his usual skill and stamina. We have almost forgiven him for forsaking Monaco for the U.S.A.! It was an epic performance, of which every Briton should be proud. It should do our engineering morale and trade a power of good.

V.S.C.C. MIKE HAWTHORN TROPHY MEETING

Another opportunity to enjoy the variety and sound of historic racing cars in full cry will occur at Silverstone on July 31st, when the V.S.C.C. holds the above race meeting, with emphasis on racing cars up to 2½-litres built before 1953. Details from: T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berks—s.a.e. please.

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Front Cover Picture: WORLD CHAMPION.—John Surtees trying very hard to keep up with Graham Hill in the finishing stages of the Monaco Grand Prix. Unfortunately, the Ferrari ran out of petrol two laps from the end and Surtees had to push the car over the line.

IN THE COURTS

At Selkirk Sheriff Court a 21-year-old demolition worker, who had not passed his test, was fined £350 and disqualified for two years for using an uninsured, untested car with five mechanical defects. This must surely be the all-time-high (no accident occurred), but at Chester a third speeding offence cost a salesman £50, whereas at Widnes a youth who inflicted grievous bodily harm on a 46-year-old doctor was fined £40 and in Liverpool a drunk who jumped on a constable's back as he was arresting a friend was fined £12—so it can be expensive to be a motorist, even when sober and accident-free. You might think, however, that if someone got into your car with intent to remove it and no policeman was present you would be justified in taking some action. In the opinion of Croydon Magistrates' Court, not so. A 19-year-old car owner who pulled a Guardsman who was crossing the ignition wires of his car from the seat and punched him was fined £25—the intending thief got a complete discharge. If you want to steal a car, first join the Army!

On the brighter side, a radio astronomy expert at Jodrell Bank produced expert witnesses who convinced Stockton Heath Magistrates that there was doubt about the siting of the radar which had recorded a speed of 44 m.p.h., and they dismissed the case. Dr. Jennison, the accused driver, said "The public should be informed that the radar system is not a magic black box. Had the case gone against me I would most certainly have appealed. This is the first case of a driver caught by radar objecting on the grounds of secondary reflection." And a San Francisco lawyer is suing the Cadillac Division of General Motors for over a million dollars for alleged defects in his convertible!

Those who go to Blackbushe airfield for driving tests, drag meetings or what have you may care to know that the centuries-old

Continued overleaf

Motoring Sport Events For July

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 3rd ..	750 M.C.	Castle Combe	Chippenham, Wilts.	Race Meeting (*R.*)	1.00 p.m.*
July 3rd ..	Jaguar D.C.	Crystal Palace	London, S.W.	Race Meeting (*R.*)	2.00 p.m.
July 3rd ..	B.D.R.A.	South Marston	Swindon	Drag Meeting (*C.*)	10.00 a.m.
July 3rd ..	S.U.N.B.A.C.	Ragley Park	Alcester	Hill-Climb (*N.B.*)	2.00 p.m.
July 3rd ..	500 M.R.C. of Ireland	Kirkistown	Newtownards	Race Meeting (*C.*)	1.30 p.m.
July 3rd ..	M.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	10.30 a.m.
July 3rd ..	B.A.R.C.	Croft	Darlington	Race Meeting (*C.*)	2.00 p.m.
July 3rd ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*R.*)	2.00 p.m.
July 3rd ..	Montagu Motor Museum ..	Montagu Motor Museum	Beaulieu	Annual Auction	2.00 p.m.
July 3rd/4th	**A.C. de Champagne**	**Reims**	**Reims, France**	**Reims 12-Hours** (*INT.*)	**midnight**
July 4th ..	Seven-Fifty M.C.	Montagu Motor Museum	Beaulieu	Austin 7 Rally	11.00 a.m.*
July 4th ..	B.S.A. F.W.D. Club	Stanford Hall	Rugby	*Concours*	2.00 p.m.
July 4th ..	Cirencester C.C.	Long Newnton	Tetbury	Autocross (*R.*)	2.30 p.m.
July 4th ..	Chiltern C.C.	Stokenchurch	High Wycombe	Autocross (*R.*)	2.00 p.m.
July 4th ..	Airedale & Pennine M.C. ..	Croft	Darlington	Sprint (*R.*)	2.00 p.m.
July 4th ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	11.00 a.m.
July 4th ..	London M.C.	Water Oakley	Maidenhead	Driving Tests (*R.*)	10.00 a.m.
July 4th ..	W. Hants. & Dorset C.C. ..	Hyde Country Club	Wareham/Bere Regis	Autocross (*R.*)	2.00 p.m.
July 4th ..	Mid-Cheshire M.C.	Great Warford	Knutsford	Autocross	1.30 p.m.
July 4th ..	Hagley & Dist. L.C.C.	Vono Ltd.	Tipton, Staffs.	Driving Tests (*R.*)	1.00 p.m.
July 4th ..	Herts. C. A. & A. C.	Brands Hatch	Farningham	Sprint (R)	1.00 p.m.
July 7th ..	Bournemouth M.C.	Bowenswaine Farm	Horten Inn, B.3078	Autocross	2.00 p.m.
July 10th ..	**A.C. Trento**	**Trento-Bondone**	**Trento, N. Italy**	**Hill-Climb** (*INT.*)‡	**1.00 p.m.***
July 10th ..	**R.A.C.**	**Silverstone**	**Towcester**	**British G.P.** (*INT.*)	**10.15 a.m.**
July 10th ..	W. Hants. & Dorset C.C. ..	Wiscombe Park	Honiton, Devon	Hill-Climb	2.00 p.m.
July 11th ..	Darlington & Dist. M.C. ..	Croft	Darlington	4-Hour Relay	2.00 p.m.
July 11th ..	Jaguar D.C.	Brands Hatch	Farningham	Sprint (*R.*)	1.00 p.m.
July 17th ..	B.R.S.C.C. (N.W.)	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
July 18th ..	Herts. C.A. & A.C.	Eelmoor Plain	Aldershot	Sprint (*C.*)	12 noon*
July 18th ..	Burnham-on-Sea M.C.	Castle Combe	Chippenham	Sprint (*C.*)	12 noon*
July 18th ..	B.A.R.C. (N. Thames)	Pirbright	Aldershot	Production Trial (*C.*)	11.00 a.m.
July 18th ..	**K.N.A.C.**	**Zandvoort**	**Zandvoort**	**Dutch G.P.** (*INT.*)	**1.00 p.m.***
July 18th ..	B.A.R.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	2.00 p.m.*
July 22nd ..	Jersey M.C. & L.C.C.	Bouley Bay	Jersey	Hill-Climb (*N.B.*)†	1.00 p.m.
July 24th ..	**Aston Martin O.C.**	**Silverstone**	**Towcester**	**Race Meeting** (*INT.*)	**12 noon**
July 24th ..	Sevenoaks & Dist. M.C. ..	Valence School	Westerham	Hill-Climb (*R.*)	2.00 p.m.
July 24th ..	Bristol M.C. & L.C.C.	Dyrham Park	Bath (A.46)	Hill-Climb (*R.*)	12 noon*
July 25th ..	W. Essex C.C.	Stapleford	Abridge	Hill-Climb (*R.*)	1.00 p.m.
July 25th ..	Wilton Works M.C.	Wilton Castle	Middlesbrough	Driving Tests (*R.*)	2.00 p.m.
July 26th ..	**A.C. Torino**	**Cesana-Sestrieres**	**Turin, N. Italy**	**Hill-Climb** (*INT.*)‡	1.00 p.m.
July 31st ..	V.S.C.C.	Silverstone	Towcester	Vintage Race Meeting	12.30 p.m.
Aug. 1st. ..	**A.D.A.C.**	**Nurburgring**	**Adenau**	**German G.P.** (*INT.*)	**1.00 p.m.***

*Recommended time for spectators. ‡Qualifies for European Hill-Climb Championship. †Qualifies for R.A.C. Hill-Climb Championship.

MATTERS OF MOMENT—continued from previous page

"Whyte Lyon" at Hartley Wintney, a little further along A30, has been most tastefully revamped by Chef & Brewer, and is a good place for an omelette, steak or grill, or drinks in the Portcullis, Countryman, Fisherman's, Minstrels, Gunroom or dimly-lit gallery bar in the roof of the old barn. Open for lunch and dinner every day, "The Whyte Lyon" takes last orders at 11.30 p.m., or at 10.30 pm. on Sundays. Personally recommended.

Belgian Grand Prix Reflections

BY winning this year's Belgian G.P. Jim Clark now has his name in the record book four times, on each occasion finishing first and in consecutive years, so that by any standards he must be considered a first-class Grand Prix driver. The Spa-Francorchamps circuit is an easy one to drive round slowly, but a very exacting one to drive round fast, and lap speeds approaching 140 m.p.h. are fast. On each of the winning occasions Clark has driven Lotus cars and the power unit has been a Coventry-Climax V8, while this year it was the new 32-valve version.

The earlier Climax engines were reaching their limit as regards r.p.m. and cylinder filling, and the four valves per cylinder layout was adopted with these two considerations in mind. With four small valves instead of two big ones it was possible to get a lighter valve gear mass and to improve the porting and breathing and raise the maximum engine speed to 10,500 r.p.m., this higher speed also being encouraged by a change in the bore/stroke ratio from 2.675×2.03 in. to 2.850×1.790 in. This new valve layout enforced a different shape of combustion chamber, from a dome to a pent-roof, as shown in the accompanying photograph, and at the same time the pistons had to be vee-shaped on the top surface, with four indentations to provide clearance for the valves, with the 12-to-1 compression ratio. In conjunction with the higher r.p.m. and increased loadings on the camshafts the drive to the four overhead camshafts has been changed from a simple roller-chain system to a gear drive, this being cleverly designed to fit into the existing castings. This 1965 Mark IV Coventry-Climax engine, which develops 210 b.h.p. at 10,500 r.p.m., ran in its first race at Goodwood on Easter Monday, fitted to Clark's Lotus 33, and though it won the race, it would not have done had the race been one lap longer, for it suffered an internal breakage just after crossing the finishing line! It next appeared in Jack Brabham's car at Monte Carlo, but had an unfair time, being driven without an r.p.m. indicator and also losing oil from a leak at the rev.-counter drive. It broke a connecting-rod due more to lack of oil than over-revving, it was felt afterwards when the wreckage was dismantled. The third appearance of this Mark IV engine was the Belgian G.P., where it won handsomely, and while not as fast as the best B.R.M. in practice this was more due to Lotus troubles than Coventry-Climax troubles.

Jim Clark's four wins in a row must be impressive, even though last year's victory was a lucky one, but the performance by Stewart cannot be overlooked or brushed aside as luck. On some circuits this could be true, but not at Spa, where many an up-and-coming Grand Prix driver has been disillusioned in the past and, sadly, some have been killed or injured. To scratch round Brands Hatch or Oulton Park on the door handles is not very difficult, or as Frank Gardner says, to do a "balancing act" round the grass tracks of Silverstone or Goodwood is skilful but not really motor racing. At Spa you have to *average* a speed about equal to the *maximum* reached on most English circuits, if you are going to do any good or make an impression. The long downhill right-hand bend at Burneville, which has a blind approach under a bridge, is taken at around 140 m.p.h., and the equally blind ess-bend in the gently descending Masta straight is approached at close on 160 m.p.h., and many a well-known driver has frightened himself through this left and right kink. A top driver will take the two right-hand curves on the return leg from Stavelot absolutely flat-out in top gear and though he may not consider it difficult, few of the top drivers made their first Spa appearance in a works B.R.M. that was capable of making fastest practice lap. There can be no doubt that Stewart is a "natural" high-speed driver, like Clark, for he does not appear to have to work at it like some drivers, as was instanced by the complete lack of

Continued on page 568

LE MANS 24-HOUR RACE

The Giants Destroy Themselves

LE MANS, FRANCE, *June 19-20th.*

THERE were 51 starters in the Le Mans race, but to all intents and purposes it was a straight fight between Ferrari and Ford, with an equal number of cars on each side, for the Americans really put in a lot of material this year. Ferrari relied on his works team, his agents and private owners, while Ford shared out their entries between Shelby, Ford-France, Ford Advanced Vehicles of Slough and Alan Mann, and loaned cars to people who had entries but no car, such as Rob Walker, whose Serenissima V8 Prototypes did not turn up. After scrutineering, the score stood at eleven a side, made up as follows :—

11 Ferrari—10 Prototypes, 1 GT car—all V12-cylinder engines.

No.	Drivers	Model	Engine	Entrant
17.	Bonnier/Piper	P1	2 o.h.c. 4.4-litre	Hoare-Maranello Concessionaires
18.	Rodriguez/Vaccarella	P1	2 o.h.c. 4.4-litre	Chinetti-N.A.R.T.
19.	Surtees/Scarfiotti	P2	4 o.h.c. 4.0-litre	S.E.F.A.C. Ferrari
20.	Parkes/Guichet	P2	4 o.h.c. 4.0-litre	S.E.F.A.C. Ferrari
21.	Gregory/Rindt	LM	2 o.h.c. 3.3-litre	Chinetti-N.A.R.T.
22.	Bandini/Biscaldi	P2	4 o.h.c. 3.3-litre	S.E.F.A.C. Ferrari
23.	Bianchi/Salmon	LM	2 o.h.c. 3.3-litre	Hoare-Maranello Concessionaires
24.	Mairesse/" Beurlys "	GTB	2 o.h.c. 3.3-litre	Ecurie Francorchamps
25.	Langlois/" Elde "	LM	2 o.h.c. 3.3-litre	Ecurie Francorchamps
26.	Dumay/Gosselin	LM	2 o.h.c. 3.3-litre	Dumay
27.	Boller/Sperry	LM	2 o.h.c. 3.3-litre	Scuderia Filipinetti

11 Ford—6 Prototypes, 5 GT cars—all V8-cylinder engines.

No.	Drivers	Model	Engine	Entrant
1.	Miles/McLaren	GT40	7-litre push-rod	Shelby American
2.	P. Hill/Amon	GT40	7-litre push-rod	Shelby American
6.	Bucknum/Muller	GT40	4.7-litre push-rod	Scuderia Filipinetti (Shelby American)
7.	Bondurant/Maglioli	GT40	4.7-litre push-rod	R. R. C. Walker (Shelby American)
9.	Gurney/J. Grant	Cobra coupe	4.7-litre push-rod	Shelby American
10.	Johnson/Payne	Cobra coupe	4.7-litre push-rod	Shelby American
11.	Sears/Thompson	Cobra coupe	4.7-litre push-rod	A.C. Cars Ltd. (Alan Mann)
12.	Schlesser/A. Grant	Cobra coupe	4.7-litre push-rod	Ford France (Alan Mann)
14.	Whitmore/Ireland	GT40	4.7-litre push-rod	Ford Advanced Vehicles, Slough
15.	Trintignant/Ligier	GT40	4.7-litre push-rod	Ford France
59.	Harper/Sutcliffe	Cobra coupe	4.7-litre push-rod	Scuderia Filipinetti (Alan Mann)

Among the rest of the runners were an Iso-Grifo, with fibreglass body and i.r.s., a brand new " birdcage " Maserati with a 5-litre V8 engine in the back, two 8-cylinder Porsche coupes, a 6-cylinder Porsche in a 904, the Dino 166 Ferrari, the Rover-B.R.M. turbine car, a trio of works Alfa Romeo GTZ, Austin Healey Sprite, an M.G.-B, and numerous Triumph Spitfires and Renault-Alpines.

For the first time in history the first evening of practice had to be abandoned, because of a young tornado that swept across the Sarthe, but the next evening was fine and dry, and the works Ferraris set the pace, with Surtees putting in a lap at 3 min. 38.1 sec. However, the Ford coupes were not far behind, though the 7-litres were not handling too well. The abandoned practice session was replaced by an additional one on Friday evening, but being the night before the race a lot of people did not bother to practise, being content with Thursday's times, and these included Surtees, so that Ford were able to take the honours and, having got the 7-litre mid-engine coupes to handle properly, Phil Hill shattered everyone with a lap in 3 min. 33 sec.—227.509 k.p.h. (approx. 141.5 m.p.h.).

The weather for the race was perfect and in the opening hour the two 7-litre Ford GT Prototype coupes, driven by McLaren and Amon, ran away from everyone, the two 4-litre Ferraris of Surtees and Guichet being unable to keep them in sight, though they could cope with the 4.7-litre Fords quite easily. The lone Ferrari GTB was no match for the Cobra Daytona coupes, especially that of Dan Gurney, who was up among the Prototypes. The speed of the 7-litre Ford V8 Prototypes had to be paid for by fuel consumption and they both stopped to refuel after a little over an hour. Although they regained their lead when the Ferraris stopped to refuel, from this point onwards the Ford Prototype challenge fell apart and by the third hour Ferraris were going strongly in the first five places, followed by the Ford 7-litre of Miles/McLaren that was in trouble with its Dearborn-built gearbox. By this time numbers 6, 7 and 15 had retired with mechanical troubles, in engines and gearboxes, and the second 7-litre had been delayed by a deranged gear-selector mechanism. As the Fords fell by the wayside the Cobras moved up and Gurney was in fifth position as darkness began to fall, behind the two 4-litre works Ferraris, Surtees/Scarfiotti leading, then the Bonnier/Piper 4.4-litre, followed by the works 3.3-litre P2. By quarter-distance, 10 p.m. Saturday, there was only one Ford left, the 7-litre of Hill/Amon, and it was a long way down the list, but going fast, and Hill set a whole row of record laps, ending with 3 min. 37.5 sec.—222.803 k.p.h. Ferraris were now in the first six places, as Gurney's Cobra lost a lot of time when its oil pressure dropped dangerously low. By 11 p.m. it was all over and the last Ford Prototype had gone out with clutch trouble, but all the Cobras were still running, and the score was Ferrari 11, Cobra 5.

Before midnight the Ferrari confidence was shattered when Surtees had a long pit-stop to replace a broken front coil-spring, the English 4.4-litre was delayed by a broken exhaust manifold, and their 275LM had its gearbox burst asunder. As the works Ferraris ran into trouble, the agents' cars moved up, and as they went out the private owners took over. By 1 a.m. there was panic in the Ferrari pits for the P1 and P2 models were running into trouble with cracked brake discs, as they were using a new type of disc with radial ventilation slots. One by one they ran into trouble, until Dumay/Gosselin in the private 275LM found themselves in the lead. Meanwhile the Cobras were falling apart, and the score at 2 a.m. on Sunday morning was Ferrari 9, Cobra 3, but both sides had sick cars. Ronnie Hoare had now lost both of his cars, the P1 exhaust manifold breaking up completely, while the three works P2 cars and the Chinetti P1 were all in brake disc trouble and the pits were trying to sort out enough non-perforated discs to get at least one car going. Number 12 Cobra went out with a broken crankshaft damper, and 59 with a loss of oil pressure, while the Gurney/Grant car was still running with low oil pressure and Sears had an accident with number 11, which smashed the radiator. A new one was fitted at the pits and he rejoined the race. As the Ferraris and Cobras ran into trouble, the Porsches moved up into the picture, and at 4 a.m., just before dawn broke, the order was Ferraris in the first four places and then two Porsches, the 906 of Klass/Glemser and the 908 of Linge/Nocker. This was half-distance and the yellow 275LM of Dumay/Gosselin was two laps ahead of the red 275LM of Gregory/Rindt, with the yellow GTB of Mairesse/" Beurlys " in third place and leading the GT category. All three works Ferraris were back in the race, but a long way behind, and running on a miscellaneous collection of solid and perforated discs, and there were 26 of the original 51 still running, but not all of them 100% healthy. The Rover-B.R.M. driven by G. Hill/Stewart had shown signs of running too hot and its performance had been cut down to that of an Alpine-Renault, in order to try and finish. Slotemaker crashed one of the Triumphs, another went out with engine trouble, and Zeccoli put an Alfa Romeo GTZ in the sand at Mulsanne, where it was abandoned; Baghetti drove the Dino 166 hardly any time at all before the engine broke, and Siffert hit the bank at Tertre Rouge and broke the radiator on the V8 Maserati. The score for the giants was Ferrari 8, Cobra 2.

With clear skies and a warm sun rising, the situation was that Ferrari drivers who would not normally be in the running were in the first three places, with the three factory cars charging along in pursuit, trying to make up the time lost due to the brake trouble, and hoping that no further troubles would appear. Their hopes were in vain, for the 3.3-litre went out with engine trouble and the 4-litre of Surtees/Scarfiotti had a gearbox bearing break up and leak oil onto the external clutch at the back of the box. A very long pit stop saw the bearing replaced and the clutch renewed, and Surtees joined the race again, to do hardly any laps at all before a gearbox shaft broke, and that was that. The tired and weary mechanics had barely finished the Surtees car, when the N.A.R.T. 4.4-litre came in with the same trouble and they had to start all over again. While all this was going on the Parkes/Guichet 4-litre was in trouble with its gearbox breaking up and they were driving without some of the lower gears, and the engine had an internal water leak. The Belgian car driven by Dumay/Gosselin was still leading, chased by Gregory/Rindt, both in 275LM Ferraris, while the GTB Ferrari was still third, but overheating a bit.

By 8 a.m. Ferrari were reduced to a very dodgy eight cars and Cobra one, as the Gurney/Grant car had gone out with engine trouble caused by the crankshaft damper breaking up, as on Cobra number 12, for when these big V8 engines run unbalanced they shake themselves to bits. By mid-morning the score was down to 7 to 1, with some sick cars amongst the seven and the lone Cobra in a pretty dilapidated state. The lone works Ferrari was limping along in third place, behind the two LM Ferraris, so that Maranello were still in a position to win, through their private owners. The Porsche ranks were also diminishing as cars went out with engine breakages and oil leaks, so that by mid-day on Sunday there were only 17 cars left running and four hours still to go, with the giants' score at 6 to 1.

At lunch-time the battle between the private LM Ferraris was getting close and held more than passing interest for it was the focal point of the great tyre battle that has been raging all this season. The Belgian Ferrari was on Dunlop and the American one on Goodyear, so there was quite a stir when the yellow car struck a hard object and burst its right rear Dunlop while going down the straight. By the time it had limped round on the rim, had a new wheel and tyre fitted and straightened out the bodywork damage, the Goodyear shod car was well in the lead, having changed tyres to play safe. With two hours to go to 4 p.m. on Sunday afternoon, and the end of another " Grand Prix d'Endurance," Ferrari cars were still in the first three places, thanks to the American and Belgian teams, and the sick works car had dropped back another place. The little British cars had outlived their French rivals, all the Alpine-Renaults having retired, but now one of the Austin Healeys went out. 3 p.m. came and still they fell, the heat of the afternoon being great, and the last works Ferrari succumbed. Score 5 to 1. Slowly the last hour passed and the LM Ferrari of Masten Gregory and Jochen Rindt headed towards victory, followed by the thirteen other survivors, all of whom can be proud of the achievement to finish the 24 hours of Le Mans.—D. S. J.

Results :

XXXIII LE MANS 24-HOUR " GRAND PRIX D'ENDURANCE "
Warm and dry

* **1st** :	M. Gregory/J. Rindt (Ferrari 275LM) (Chinetti-N.A.R.T.)	4,677.11 km.—194.880 k.p.h.
2nd :	P. Dumay/G. Gosselin (Ferrari 275LM) (Marquet-Dumay)	4,602.60 km.—191.775 k.p.h.
3rd :	W. Mairesse / " Beurlys " (Ferrari 275GTB) (Ecurie Francorchamps) ..	4,562.05 km.—190.085 k.p.h.
* **4th** :	H. Linge/P. Nocker (Porsche 8-cyl. P) (Porsche Engineering)	4,507.50 km.—187.813 k.p.h.
5th :	G. Koch/A. Fischaber (Porsche 904GTS) (Porsche Engineering)	4,366.66 km.—181.944 k.p.h.
6th :	A. Boller/D. Spoerry (Ferrari 275LM) (Scuderia Filipinetti)	4,354.16 km.—181.423 k.p.h.
* **7th** :	P. Rodriguez/N. Vaccarella (Ferrari 365 P1/P2) (Chinetti-N.A.R.T.)	4,300.19 km.—179.175 k.p.h.
8th :	J. Sears/R. Thompson (Shelby Cobra Daytona) (A.C. Cars Ltd.)	4,076.12 km.—169.838 k.p.h.
* **9th** :	J. de Mortemart/J. Fraissenet (Iso Grifo-Chevrolet V8) (Iso Grifo Bizzarini) ..	4,063.57 km.—169.315 k.p.h.
10th :	G. Hill/J. Stewart (Rover-B.R.M. turbine) (Owen Racing Org.)	3,815.36 km.—158.973 k.p.h.
11th :	P. Hopkirk/A. Hedges (M.G.-B) (British Motor Corporation)	3,794.75 km.—158.115 k.p.h.
*12th :	P. Hawkins/J. Rhodes (Austin Healey Sprite) (Donald Healey Motors) ..	3,726.43 km.—155.268 k.p.h.
*13th :	J. Thuner/S. Lampinen (Triumph Spitfire coupe) (Standard-Triumph) ..	3,673.77 km.—153.074 k.p.h.
14th :	J. Piot/C. Dubois (Triumph Spitfire coupe) (Standard-Triumph)	3,525.67 km.—146.903 k.p.h.

Winner of Index of Performance : H. Linge/P. Nocker (Porsche 8-cyl.).
Winner of GT Category : W. Mairesse/" Beurlys " (Ferrari GTB).
Winner of Index of Energy : Koch/Fischaber (Porsche GTS).
* *Class winners.*

Fastest lap : P. Hill (Ford 7-litre), on lap 59, in 3 min. 37.5 sec.—222.803 k.p.h. (*new record*).

51 *starters* — 14 *finishers.*

BELGIAN GRAND PRIX

Scotland Forever

SPA, BELGIUM, *June 13th.*

THE factory teams were out in force for the Belgian Grand Prix on the 14.1-kilometre Francorchamps circuit, through the wooded hills and valleys near Malmedy and Stavelot, and the Royal Automobile Club of Belgium assured each team two starting grid positions, irrespective of the fact that three of the number-two drivers had never been to the Spa-Francorchamps circuit before. This caused a certain amount of dissatisfaction among the private teams and independent runners, as there was starting money for sixteen cars only and twelve of these were works cars, but the R.A.C.B. originally said they would only invite six private entries to compete for the four paid starting places during practice. When the official list of runners was published it was found that ten non-works cars had been invited, with only four to qualify. In consequence of this there was a certain amount of lobbying in the paddock on Friday afternoon and none of the private entries turned out for practice, leaving the track clear for the twelve invited factory drivers.

B.R.M. had three cars, the spare development car with the non-plated wishbones having an earlier type of gearbox with different ratios to the two regular cars, and Graham Hill and Stewart were the drivers. Team Lotus were back on the strength again, with Clark and Spence, and they had three cars, one with a 32-valve Coventry-Climax V8 engine, one with the latest pattern 16-valve V8 engine, these two having low-level exhaust systems, and the third with an earlier V8 Climax engine with the high level, cross-over exhaust system. All three cars were in the process of being converted to knock-off hubs, with similar pattern 13-in. alloy spoked wheels to those used with bolt fixings. Cooper had only two cars, the 1965 chassis, with external side fuel tank in place of a scuttle tank, for McLaren, and a 1964 car for Rindt, and Brabham also had only two cars, for himself and Gurney, both using 16-valve Climax engines as their 32-valve engine had broken while running on the test bed. Ferrari had the same three cars as at Monaco, the two V8-engined ones for Surtees and the flat 12-cylinder car for Bandini, and extra fuel tanks had been mounted in a rather temporary fashion above the engines. Honda had the three cars used at Monaco, but, needless to say, they had new drive-shaft universal joints and revised gear linkage after the Monaco debacle.

From 5 p.m. to 7 p.m. the twelve works drivers practised unhampered by any slower cars, and young Stewart caused quite a stir by breaking the 4-min. mark for a lap, after only a few laps of reconnaissance on his first visit to the rapid Spa circuit. The lap record of 3 min. 49.2 sec. was set up by Gurney in last year's race, but by any standards an under 4-min. lap is good going. Next surprise was Ginther, who screamed the Honda round in 3 min. 57 sec. and began to set the pace for the day, getting down to 3 min. 55 sec., but then Graham Hill got under way, and still on top of the field after his Monaco drive he was in great form and took the lead away from Honda. Surtees was soon challenging him, with the V8 Ferrari, and Clark joined in with the 32-valve Lotus-Climax, its large megaphones making a terrific noise, and they were soon approaching the existing lap record, but it was difficult to see how Gurney was going to be able to join them, for his car was not much improved from last year, the only real change being that he was running on Goodyear tyres. Without the latest Coventry-Climax engine he could hardly hope to keep pace with Clark, Hill and Surtees, and after a short rest Stewart went out again and joined the " big boys " by getting under 3 min. 50 sec. Clark had barely started to get wound up when an oil leak developed in the pipe to the radiator, and that put paid to any more practice with the 32-valve engine and he had to make do with the flat-crank 16-valve engine. Ginther very nearly joined the " big boys " by getting the Honda round in 3 min. 50.3 sec. but his team-mate Bucknum was still trying to get used to the high-speed cornering involved at Francorchamps. Graham Hill was working away consistently and wound up with f.t.d. at 3 min. 48 sec., a speed of 222.631 k.p.h. average (approx. 138 m.p.h.), but he was almost overshadowed by his " Scottish Apprentice " who got down to 3 min. 49.5 sec. on his first meeting with a real Grand Prix circuit, and he seemed quite unabashed by it all, though he did admit it was " a wee bit fast." There was a mild gloom in the Honda camp when they found that bits of tread had come off their Goodyear tyres, but it proved to be caused by excessive camber on the rear wheels, rather than tyre failure, and was corrected before the second practice. This caused the Brabham team to worry a bit, but they had bigger worries when Jack Brabham's engine broke. The 12-cylinder Ferrari was disappointing, for it had been detuned a bit to get better fuel consumption, and with Bandini not really liking the high-speed swerves it only just got below 4 min., so Surtees was happy that Enzo Ferrari had not decided to give him the 12-cylinder car.

Next day all was well in the private-owner camp for the R.A.C.B. agreed to accept six qualifiers. As Stoop's Lotus 33 was not yet repaired after its Monaco harbour plunge, and Mairesse took one lap in one of the Centro-Sud B.R.M.s and decided to go and race a B.M.W. saloon at Nurburgring, this meant that it would be six out of eight to get starting money, the other two starting for nothing if they wanted to. This scratch for " the scratch " involved Attwood and Ireland in Tim Parnell's Lotus-B.R.M.s, using the spare that had been built up for Monaco, as Attwood's crashed car was still being rebuilt. Ireland was " standing-in " for Hailwood, who was in the I.O.M. for the T.T. races. Rob Walker had his Swedish and Swiss drivers, with their respective Brabhams, a Climax V8 for Bonnier and a B.R.M. V8 for Siffert. Anderson (Brabham-Climax V8) and Gardner (Willment-Brabham-B.R.M. V8) completed the regulars, but in addition there were two Centro-Sud B.R.M. V8s, the old 1962/3 space-frame works cars, driven by Lucien Bianchi and Masten Gregory.

Weather conditions were good for racing, being dry and cool with complete cloud cover, and from 3 p.m. to 5 p.m. there was some pretty rapid motoring going on. The B.R.M. pair were really cracking and both got below the lap record, but Hill's progress was stopped by clutch-slip on his regular car, so he switched to the practice car and proceeded to go even quicker. He did a great number of laps altogether but nevertheless got really wound up and whittled his time down to an incredible 3 min. 45.4 sec.—225.199 k.p.h. (approx. 140 m.p.h.)—and this with a maximum of 162-165 m.p.h. and during the lap you have to take a bottom-gear hairpin bend at 40 m.p.h. This gives some idea of the speed at which fast corners are taken on the Francorchamps circuit. Team Lotus were still having troubles, Clark's car being halfway through a conversion to knock-off hubs which was causing wheel fitting problems, and the 32-valve engine was not convincing him about its power output of 210 b.h.p. With one thing and another he was spending more time in the pits than out on the track and could never get a series of flying laps, most of them being " starting " or " stopping " laps. He managed one isolated quick one in 3 min. 47.5 sec., which got him second f.t.d., but it was 2 sec. down on Hill's best. The new Scots laddie was still staggering everyone, doing a best of 3 min.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Surtees	Ferrari V8	3. 49.5	3. 51.0
2	L. Bandini	Ferrari flat-12	3. 58.5	3. 54.0
3	—			
4	B. McLaren	Cooper-Climax V8	3. 51.3	3. 52.2
5	J. Rindt	Cooper-Climax V8	3. 56.5	3. 53.3
6	—			
7	G. Hill	B.R.M. V8	**3. 48.0**	**3. 45.4**
8	J. Stewart	B.R.M. V8	3. 49.5	3. 48.8
9	—			
10	R. Ginther	Honda V12	3. 50.3	3. 49.0
11	R. Bucknum	Honda V12	3. 59.9	3. 52.3
12	—			
14	J. Brabham	Brabham-Climax V8	4. 11.1	3. 51.5
15	D. Gurney	Brabham-Climax V8	3. 50.3	3. 49.2
16	—			
17	J. Clark	Lotus-Climax V8	3. 49.7	3. 47.5
18	M. Spence	Lotus-Climax V8	3. 56.9	3. 52.6
19	—			
20	J. Bonnier	Brabham-Climax V8	—	3. 49.7
21	J. Siffert	Brabham-B.R.M. V8	—	3. 50.7
22	I. Ireland	Lotus 25-B.R.M. V8	—	3. 57.4
23	R. Attwood	Lotus 25-B.R.M. V8	—	3. 53.2
24	R. Anderson	Brabham-Climax V8	—	3. 59.8
25	P. Hawkins	Lotus 33-Climax V8	NON-STARTER	
26	F. Gardner	Brabham-B.R.M. V8	—	3. 59.4
27	L. Bianchi	B.R.M. V8	—	3. 59.0
28	W. Mairesse	B.R.M. V8	NON-STARTER	
29	M. Gregory	B.R.M. V8	—	4. 02.8

48.8 sec. in the number two B.R.M. without apparently straining himself. Ginther joined the " big boys " with 3 min. 49.0 sec., the Honda going now like everyone had expected it to go last year, and Gurney equalled his own lap record of last year. Rob Walker was delighted with his two drivers, for they were not only well ahead of the other private runners, but also ahead of a lot of works cars, and by getting a " tow " in Gurney's slip-stream Bonnier had joined the under 3 min. 50 sec. brigade. Tim Parnell's drivers were the next " qualifiers " and the last two were Bianchi and Gardner, the two unfortunates being Anderson and Gregory.

The race was due to start on Sunday at 3.30 p.m. but by mid-day there were ominous clouds gathering and by the time the cars were being got ready to assemble on the grid the rain started to fall. Most team managers had decided to use rain-tyres, the Dunlop runners being on yellow spot R6, with the exception of Ireland and Spence who decided to stick to R7 tyres, the new pattern ones. Surtees was using the newer of the two V8 Ferraris, and Graham Hill was driving the spare B.R.M. that was really meant for development work. It was decided that the ratios in the older gearbox were advantageous, so Stewart's car had been fitted with one in place of the new and lighter gearbox. All the Lotus works cars had been changed to knock-off hubs and Clark was driving the 32-valve Climax-engined car, and Spence had the next best one with the flat-crank 16-valve engine. Centro-Sud decided to start Gregory anyway, even without starting money, but Anderson decided to pack up and go home, his failure to qualify being due to minor troubles that he would have found out about had he not gone on strike on Friday.

By 3.30 p.m. the roads were very wet and the 19 starters went off in a flurry of wheelspin and spray that almost obliterated everything. The B.R.M. pair, being on each side of Clark on the front row, had hoped to " shut the door " on the Lotus as they went over the Eau Rouge bridge, but it didn't quite come off. Hill sat it out with the Lotus right to the bridge and took the lead up the hill, followed by Clark, Stewart and Surtees, and the rest of the field in a cloud of spray, with visibility down to nil. Driving close in these conditions at 80 m.p.h. is one thing, but at 140 m.p.h. is different altogether, and down the Masta straight they all kept a respectable distance from each other, except Clark who took his Lotus through the spray from Hill's B.R.M. and into the lead. By the end of the lap he had a substantial lead over the B.R.M., and following Hill came Stewart (B.R.M.), Surtees (Ferrari), Ginther (Honda), McLaren (Cooper), Bonnier (Brabham), Gurney (Brabham), Siffert (Brabham), Brabham (Brabham) Attwood (Lotus), and the rest, with one missing, for Gardner had stopped out on the circuit when the distributor cap had come adrift on his B.R.M. engine. The passing of the field on this opening lap was accompanied by another downfall of rain, and fluctuating showers were covering the whole circuit.

STARTING GRID

↑

7 G. Hill (*B.R.M. V8*) 3 min. 45.4 sec.	17 J. Clark (*Lotus 33-Climax V8*) 3 min. 47.5 sec.	8 J. Stewart (*B.R.M. V8*) 3 min. 48.8 sec.
10 R. Ginther (*Honda V12*) 3 min. 49.0 sec.	15 D. Gurney (*Brabham-Climax V8*) 3 min. 49.2 sec.	
1 J. Surtees (*Ferrari V8*) 3 min. 49.5 sec.	20 J. Bonnier (*Brabham-Climax V8*) 3 min. 49.7 sec.	21 J. Siffert (*Brabham-B.R.M. V8*) 3 min. 59.7 sec.
4 B. McLaren (*Cooper-Climax V8*) 3 min. 51.3 sec.	14 J. Brabham (*Brabham-Climax V8*) 3 min. 51.5 sec.	
11 R. Bucknum (*Honda V12*) 3 min. 52.3 sec.	18 M. Spence (*Lotus 33-Climax V8*) 3 min. 52.6 sec.	23 R. Attwood (*Lotus 25-B.R.M. V8*) 3 min. 53.2 sec.
5 J. Rindt (*Cooper-Climax V8*) 3 min. 53.3 sec.	2 L. Bandini (*Ferrari flat-12*) 3 min. 54.0 sec.	
22 I. Ireland (*Lotus 25-B.R.M. V8*) 3 min. 57.4 sec.	27 L. Bianchi (*B.R.M. V8*) 3 min. 59.0 sec.	26 F. Gardner (*Brabham-B.R.M. V8*) 3 min. 59.4 sec.
29 M. Gregory (*B.R.M. V8*) 4 min. 02.8 sec.		

Non-starter : R. Anderson (*Brabham-Climax V8*), 3 min. 59.8 sec.

Having got the lead Clark made the most of the clear road ahead and out-paced everyone, explaining after the race that it was so treacherous and slippery that it was a case of continually lifting his foot off the accelerator pedal; the skill being to lift off just that bit *less* than all the others, rather than opening it *more* than his rivals. After only three laps he was well up into the hills of Burneville before Graham Hill's B.R.M. rounded the hairpin at La Source, and it was obvious that the B.R.M. number one driver was very unhappy, for Stewart was closing up on him. On the next lap the " apprentice " went by his master, into second place, and Hill began a steady decline that was to move him slowly down the field. His B.R.M. that had handled perfectly in the dry was impossible on the greasy surface and it was all he could do to keep it in a straight line, let alone corner fast, so he resigned himself to having a miserable race. Less placid drivers would have given up or come into the pits to complain, or just retired and blamed the brakes or the engine. The whole field had settled down into a procession, spaced out with about 300 yards between cars, and it looked as though no one wanted to get too close to the cloud of spray in front of them, except Stewart who would have liked to have seen a spray cloud in front of him, but Clark was so far ahead that the water had settled before the B.R.M. arrived. Some idea of the conditions can be gained from the fact that Clark was lapping in 4 min. 21sec., some 30 sec. slower than in practice, and at that he was leaving everyone behind and making them look like amateurs. They all had their personal reasons for not keeping up, of course, but the truth was that Clark had forced his way into the lead on the opening lap. If we had twelve cars as good as a Lotus 33-Climax and twelve drivers as determined and skilful as Clark we would get some terrific Grand Prix racing! Surtees finished lap six by coasting into the pits to retire the Ferrari V8 with a broken engine, and this let Ginther into fourth place with his Honda, which was pretty impressive, but he was passed by McLaren (Cooper) on the next lap, the New Zealander doing one of those quiet unflurried drives that was taking advantage of other people's troubles, and the slippery conditions slowing everyone to an equal pace, for in the dry the Cooper seems unable to challenge the other works cars for speed.

Gardner had got his car going again and returned to the pits and then done some hesitant laps before retiring due to ignition trouble, and on lap seven Bonnier called at the pits with a misfiring engine, and though he kept going out for single laps he finally had to give up as the trouble lay in the ignition system and could not be found. Rindt had his rev.-counter fall out of the dashboard, and made a pit-stop to have some new clamps fitted, and Gregory stopped at the Centro-Sud pit, but none of these were serious contenders in the race. Gurney was getting nowhere, for, like Graham Hill, his car was being a pig on the slippery surface, but Brabham was gradually closing up on Ginther's Honda. The other Japanese car, driven by Bucknum, was steadily losing speed, going slower each lap until it finally stopped out on the circuit, coming to a grinding halt with trouble in the transmission. Attwood was leading all the private owners very comfortably and even a stop to collect a rain visor from the pits did not lose him his eighth place, ahead of Siffert and a very depressed Bandini who was trailing along in the 12-cylinder Ferrari, this not being his idea of racing at all. Gurney had virtually given up and stopped to have a private chat to his mechanic, and this allowed Clark to lap him, and while others were being troubled by spray thrown up by cars in front of them Clark seemed to whip by people with no trouble at all, lapping the slower cars relentlessly.

It was raining at some point on the circuit all the time, and at the pits the sun shone very briefly, accompanied by falling rain, a terrific flash of lightning and a clap of thunder. Next moment all was grey and rain fell steadily. In spite of all this Clark was averaging over 190 k.p.h. (118 m.p.h.) and was nearly three-quarters of a minute ahead of his fellow Scot of the rival B.R.M. team. Hill was grimly hanging on to third place, but McLaren had him in sight and Brabham was trying to see both of them, having got past Ginther's Honda. At half-distance, which was 16 laps, Clark was 43 sec. ahead of Stewart, these two being way out on their own, the new Scots lad's performance becoming more and more impressive as you realised who was behind him, plus the fact that it was his first race at Spa and his first race in the wet with a B.R.M. Then came Hill (B.R.M.), McLaren (Cooper) and Brabham, all more or less in the same cloud of spray, followed by Ginther who was losing ground to them and was soon to be lapped by Clark. In seventh place was Spence, hampered by being on the R7 Dunlops, which only come into their own on a really flooded track, rather than a slippery one, but he was just managing to stay ahead of Attwood. The rest of the runners had been lapped by the leader, who seemed untroubled by the spray, for on lap 17 he passed Spence and Attwood in one go, and was lapping in 4 min. 15 sec. Gurney came in for another chat with his mechanic and Graham Hill

Continued on page 571

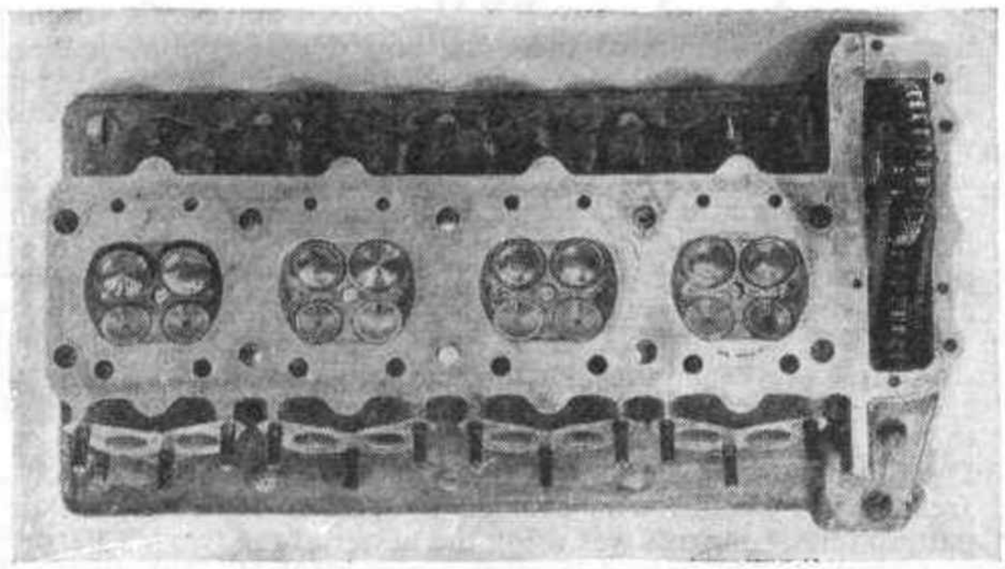
BELGIAN G.P. REFLECTIONS—continued from page 564

perspiration, nervous tension or fatigue after his very fast practice laps, his best lap getting him on the front row of the grid. Many other well-known drivers were hot and sweaty after trying for a really fast lap, and they were not on the front row of the grid. Over the years B.R.M. have employed a lot of number two drivers, but never have they had one who backed up the number one driver quite so well, and in such a short time. Whether Stewart is "running" before he has really learnt to "walk" only time will tell.

The problems that beset Graham Hill in the race were most unfortunate and could not be blamed on anybody, but must be put down to his own choice being unorthodox. On a dry circuit Graham Hill likes his car to ride firmly, not have too much roll, and to be capable of being provoked into a violent tail slide, or over-steer position at will. This is one reason why he was so fast round the Gasworks hairpin bend at Monte Carlo and why you will see him taking Paddock Bend at Brands Hatch, or Woodcote or Goodwood, in a full-lock slide. This condition is achieved by a combination of a number of variables, such as tyre pressures, shock-absorber settings, spring characteristics and anti-roll bar strengths, as well as such fine details as camber angles and toe-in on the wheels. All these things add up to "setting up the car for the circuit" and is the whole point of practice. That Graham Hill had arrived at the right combination of adjustments on Saturday was indicated by his lap time of 3 min. 45.4 sec., over 2 sec. faster than Clark and all the rest. The rain on Sunday made the circuit very slippery rather than soaking wet and in these conditions Hill's B.R.M. was relatively uncontrollable and there was nothing he could do about it, apart from spending an hour experimenting with various adjustments. Any violent application of throttle would make the rear wheels slide outwards and he lost all confidence in the handling of the car, but it is to his great credit that he kept going, suffering the embarrassment of being overtaken by all his rivals one after the other!

In the Ferrari camp there was a certain air of coolness, for after the Monaco race, where Surtees ran out of petrol right at the end of the race, and lost a certain second place, an English newspaper published an article that was very derogatory to Ferrari, and the impression given was that Surtees wrote the article. At the time he was in Canada winning the Mosport race with his Lola-Chevrolet sports car and this article caused quite a stir in Milan and Modena, and caused some pretty cutting replies to appear in the Italian papers. On the face of it all one got the impression that Surtees had fallen out with the Ferrari team, and I am sure many of the people in the team believed this, but what they did not know was that Surtees did not write the article, it was written by an irresponsible journalist who added it to the article Surtees did write. The whole trouble stems from the popular press getting interested in motor racing. Each paper wants to boast that they have a well-known driver writing for them, and if they can get the reigning World Champion they are one-up on rival papers. This is achieved by paying money and successful drivers invariably fall for it, regardless of the possible pitfalls. If the driver in question is not very good at writing or is very busy, a staff journalist will write the article, 'phone the driver and read it to him and, if he agrees, it appears under his name as if he had written it. This is all right up to a point, the point being when the driver cannot be contacted or there is a printing panic; then an irresponsible staff man might slip an extra paragraph in without getting anyone's permission, and then the trouble starts. One ex-World Champion driver got caught by this some time ago, fortunately without serious consequences, but he was so incensed by the poor ethics of the whole affair that he virtually tore up the contract and stuffed it down the Editor's throat. Being committed to engagements in Canada and England, Surtees could not get to Modena to refute the allegations made, so naturally the Ferrari team did not greet him with open arms when he met them at Spa.

There were some happy, smiling Japanese faces at Spa during practice, and the race for that matter, for Ginther had the Honda V12 going really well and, while not yet a winner, it was certainly competitive. It showed its possibilities very briefly at Monza last year and it was unfortunate that the team had to make its first appearance in 1965 at Monaco, for the whole effort there was pathetic, but at least they learnt some lessons. The showing at Spa was much more like everyone expected and 3 min. 49 sec. in practice by Ginther is not to be overlooked, for it means that one of the really top-class drivers might have got it on the front row of the grid. For Ginther to be in the second row, alongside Gurney and just behind Hill, Clark and Stewart was no mean effort, and in the race the important aspect was that it finished



FOUR VALVE.—The latest Coventry-Climax Grand Prix engine has four valves per combustion space, two inlet and two exhaust, and this illustration shows the layout in one cylinder head. The eight inlet ports are paired by cast Y-pieces into four pipes leading from the fuel injection nozzles and ram intakes.

with no stops and no obvious troubles. After Monaco I suggested that Honda had a lot to learn; they still have a lot to learn, but are making progress, unlike the A.T.S. team, for example, that arrived in Grand Prix racing with a fan-fare of trumpets, knowing nothing when they came and possibly even less when they disappeared shortly afterwards.

There was a bit of a "storm in a teacup" over the question of qualifying and starting money for the private entrants, which basically amounted to the fact that the organisers considered they had a certain amount of money to distribute as starting money, and by the unofficial agreements made with the manufacturers this permitted sixteen people to be paid varying amounts the World Champion getting maximum and the struggling private owner at the end of the list getting minimum. Now twenty-two people wanted to take part, and the organisers would have liked twenty, so you would think it would be a simple matter to divide 20 into the total sum available, instead of 16, keeping the same proportions between a top driver and a bottom driver. This was not possible because of a rather dubious agreement drawn up by teams like Lotus, Brabham and B.R.M. whereby they demand a fixed price for their entries, irrespective of whether the organising club can afford it or not. Quite beside the point, this is part of the reason why all the small races have gone to Formula Two or Three and the Grand Prix cars no longer run on some of the more interesting circuits in Europe. This financial agreement is fine for those in the "ring," and Honda have just been invited in, but it is very hard on people like Rob Walker and Tim Parnell, who run serious teams costing nearly as much as a factory team to operate.

I am not suggesting that some of the money should be skimmed off at the top of the list and spread down to the lesser lights, without some reservation, but there certainly ought to be a more even share-out of the money that is available. It would be a simple matter for the number one driver of each works team to estimate the *minimum* required lap time for qualification, for they are going to have to lap the slower drivers, and then anyone who gets below "bogey time" is in and the total available starting money is shared out among those who are fast enough, the others not being allowed to start. As it is at present, you may take the fastest four or six non-works cars, but this does not guarantee that the last one is going at a reasonable pace. Another point that a lot of people overlook is that the private owner has little hope of ever winning any prize money, whereas the top drivers have every chance, and also the top drivers are bound to get more money in the way of retaining fees from accessory companies and so on. I am not denying the fact that they earn this money, for it is hard to become a works driver and even harder to remain one, and once you've lost your job with a factory team you are not much use for anything else. The private teams have been getting a pretty rough deal all along and the affair at Spa was the final straw.

If there is ample money for everyone, and at some circuits and in some clubs the word ample means "excess," then the more successful drivers and team may well skim the cream off, for their position at the top is not an easy one, but when there is a shortage and I feel there are going to be further shortages in the near future, then it seems reasonable to me to expect everyone to give a bit back. This may be naive and I know that motor racing is big-business, and big-business is ruthless, but it could strangle itself with its own greed if it doesn't watch out.—D. S. J.

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CONTINENTAL NOTES

WITHOUT question the event of past weeks was Jim Clark winning the Indianapolis 500 Mile Race in a Lotus 38-Ford V8, beating the American track specialists at their own game, fairly and squarely. As he has beaten the Grand Prix world fairly and squarely on numerous occasions, he must surely be accepted as the best in the world. Certainly the best of today, if not of all time, for when you start adding up all the great accomplishments he has achieved he gets a remarkable score, and I am not counting first places, nor seconds or thirds, but individual driving feats. To my mind there are only two things that Clark has still to achieve and they are a resounding win at the Nurburgring and an impressive performance in an open-road race like the Targa Florio. He has made impressive performances at the Nurburgring, as anyone will agree who saw him driving the original Lotus 23 in the 1,000-kilometre race, when he ran away from the opposition, or earlier when he drove the Aston Martin DBR1 of the Border Rievers. If you look back to Le Mans races, when he was driving a Lotus Elite, you will find that it wasn't Stirling Moss who was first away in the Le Mans start, it was Jim Clark, but it usually went unnoticed for in those days Moss was at the top of the line of cars, with the works cars, where everyone's eyes were focussed, while Clark was down among the rabbits.

Clark's victories can all be found in the record books and there are a lot of them, including seven Grand Prix events in a row in 1963, remember, but the outstanding things about his driving are those that don't get in the history books. Like Moss, Fangio, Ascari and Nuvolari (before that time is out of my knowledge), he seems to excel in doing the impossible and is seldom beaten until the finishing flag falls. And how many times has he been leading a Grand Prix race when his Lotus-Climax has let him down and brought about his retirement from a race. I have long been a Clark fan, and I still get letters from readers who write to disparage him and his driving, but I know there are many more who do not need to write, for like me they are sure in their knowledge that he is the best driver in the world. The weekend after the Indianapolis race he won a Formula Two race and the weekend after that he won a Formula One race. Three assorted victories in a row and in each event the opposition was the best possible. No one can dispute the fact that Clark is a good driver, even his rivals don't do that, but it is a personal matter of opinion as to whether he is the best that motor racing has ever seen. I haven't overlooked the fact that Colin Chapman supplies Clark with cars, and Coventry-Climax, Cosworth and Ford supply him with engines, while ZF and Hewland supply him with gearboxes and Dunlop and Firestone supply him with tyres. All those people supply their goods to other drivers as well, but it is Clark that gets the results.

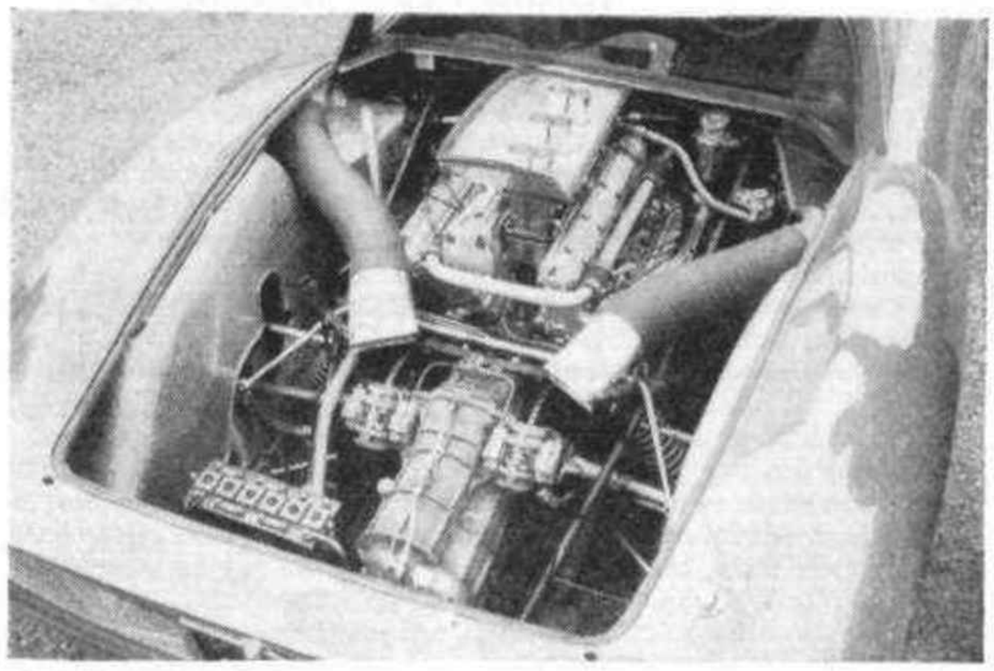
Before leaving Indianapolis it is interesting to review the results as they affect Lotus, from information supplied by the Lotus Press office. First was Clark driving a Lotus 38, designed and built this year. Eighth was Bobby Johns driving a similar car, and the third 1965 car was driven by Dan Gurney, but his Ford V8 engine broke. Second was Parnelli-Jones driving a Lotus 34, this being the basic car driven by Clark last year. It was sold by Ford of Detroit to J. C. Agajanian and called the Agajanian-Hurst Special, Hurst being a firm who make automotive parts and sponsor a lot of different types of racing. Fifth was a Lotus 29, one of the first attempts at an Indianapolis car by Colin Chapman, and was driven in the 1963 race by Dan Gurney, then using a push-rod Ford V8 engine, but this year using a 4-overhead camshaft Ford V8 engine like all the other Lotus cars; it was entered as the Jerry Alderman Ford-Lotus. It was rather nice that the winning car was entered as a Lotus-Ford by Team Lotus, but with the financial backing of Detroit there was hardly any need for additional sponsorship. It is reported that the winning car has been put in the Ford museum in America. Do I hear cries from the V.S.C.C. of "so soon, it has only done one race." That is true, but it is now an historical piece of machinery, for it is the first rear-engined car to win Indianapolis, the first Ford-engined car to win Indianapolis, it took the first British driver to victory (not English, nor European!), it was the first car to beat the Offenhauser Meyer-Drake-engined cars since 1946, and it was built last winter for just that purpose. A truly classic piece of machinery that some people will not recognise for another ten or twenty years.

* * *

Another mechanical advent of recent weeks that might well set a new standard was the appearance of the Ferrari Dino 166 in Prototype GT form. Its performance at the Nurburgring was outstanding and made one realise that design and development in this category has been a bit slow and retarded. The basic idea behind the Dino is that it will be put into production by Fiat so that vast numbers can be built and thus the engine will be homologated for use in the proposed new Formula Two. Whether this comes about remains to be seen, but the Prototype car has certainly made people sit up and take notice. It is in effect an early 1961 Ferrari Grand Prix car with a 2-seater coupé body. The chassis is a tubular space frame and suspension is almost identical to the current Grand Prix cars. The engine is a 65-degree V6 of 77 × 57 mm. bore and stroke, giving 1,592 c.c., and it has four overhead camshafts, and with a 9.8-to-1 compression it is said to give 190 b.h.p. at 9,000 r.p.m., running on petrol. This engine is in unit with a 5-speed gearbox and the whole assembly is mounted behind the cockpit, as in a G.P. car, while there are disc brakes mounted inboard at the rear, and normally at the front. Most GT type engines of 1,600 c.c. are lucky to develop 150 b.h.p.,



PROTOTYPE?—The Dino 166 Ferrari with 1,600-c.c. racing engine is a very small coupe based on the lines of the larger Prototype Ferraris as regards body shape, while chassis and suspension come from Grand Prix knowledge, as do the cast alloy wheels.



NOT FORMULA ONE.—The 65° 4-camshaft engine of the Dino 166 Ferrari and the 5-speed gearbox with inboard disc brakes is derived directly from Grand Prix racing. The chassis and suspension are also from the same source. The air ducts on each side blow cold air onto the brakes and a spare wheel sits above the gearbox.

so it is not surprising that the Dino 166 makes them all look obsolete and even causes trouble to 2-litre Prototype cars. Even if it never sees the light of day as a production car, or even if it is entirely different when it does, the first Dino 166, the true Prototype car, is a very interesting technical exercise and may well start a fashion. I have always thought that the Mark I and II Coventry-Climax V8 engines would make splendid small GT car engines. Perhaps if Lotus do not get a Ford Grand Prix engine for 1966, they might get interested in GT Prototype racing with a miniature Lotus 30 coupé in the 1,600-c.c. class, for I am sure that if Cosworth were given permission by Coventry-Climax to develop the V8 as a production unit they could do so very easily.

To return to Ferrari and GT racing, the controversial 275LM seems to have been suspended for a while and all production efforts have gone into the front-engined 275GTB Berlinetta. It is produced in two forms, touring and competition, the main difference being that the touring one has a steel body and the competition one an aluminium body, and at Sergio Scaglietti's body-building works there is a long production line with anything up to 25 or 30 cars completed and on their way to Maranello to receive the engines and gearboxes, any time you call in.

Many years ago Ferrari made it clear that the number in front of any model designation was the capacity in c.c. of one cylinder of the engine, *e.g.*, 250GT was a 12-cylinder 3,000 c.c. When he started building the mid-engined LM coupé (Le Mans) it had a 3,000-c.c. engine, so the car was called 250LM, but later the engine was enlarged to 3,300 c.c., so the name should have been 275LM. However, at the time he was trying to convince the F.I.A. that he had built 100 examples of this car, and he was having trouble proving more than 20 or 30, so he insisted that they were all the same and called 250LM, hoping that people would forget that the first half-dozen or so were 3-litres and not 3.3-litres. Some people have fallen for this and still refer to the car as a 250LM, but personally I refuse to bow down to the whims of a bad-tempered, but brilliant, Italian, and abide by his original ruling of cylinder capacity; hence 275LM and shortly there will be a 330LM, which will have a 4-litre engine. All the foregoing will account for the discrepancies in last month's MOTOR SPORT, where eagle-eyed readers, and we have a lot of them, will have noticed that David Piper's car was referred to as a 250LM in captions and a 275LM in the text. The photographic and production staff occasionally have a dabble at caption-writing and they made a nonsense of it.

* * *

On a similar subject there is the Porsche GT which used to be called the 904, was changed to 914, and is now back to 904. This is the very functional fibreglass-bodied coupé with the long-developed 4-camshaft Carrera engine behind the cockpit, but in front of the rear wheels, unlike production road-going Porsches in which the engine is still way out the back. The original conception was the 904GTS along with the 901, which was the 6-cylinder production car, but the latter had to be changed to 911, at the request of Peugeot who reckoned to have a monopoly on car numbering with a zero in the middle, *vide* Peugeot 404, 204 etc. It was reasonable to assume that the 904 should be changed to 914 and the new competition 6-cylinder version to 916, but it seems that Peugeot are only excited about production cars, not competition cars, so as from now the fibreglass competition coupé, which finished second in the snow of the Monte Carlo Rally, can be called a Porsche 904 once again, and the new one, when it reaches private hands will be a 906.

Porsche do have trouble, for some time ago they called one of their models the "Continental" and got into difficulties with Lincoln Cars, the name being synonymous with the American firm, or so they said. The only satisfaction the Stuttgart firm can have is that the name Porsche is so well known that even the giants of the industry have heard of them. If a small and unknown firm were to call a model "Phantom" I don't suppose anyone would care, but if a significant firm were to do so there would be a scream. Porsche are very significant and it is a name that is respected the world over.—D. S. J.

BELGIAN GRAND PRIX—continued from page 567

finally had to give best to McLaren, but he had by no means given up and hung on to fourth place as long as he could, though Brabham was obviously going to catch him shortly. Attwood caught Spence and was making steady progress towards catching Ginther, while Clark lapped Brabham, which delayed the Australian's progress towards fourth place, for when he could only see spray he eased off. The incredible Clark then lapped Graham Hill and three laps later he lapped McLaren, and he was now well over one minute ahead of Stewart and the two Scotsmen were the only ones on the same lap. About this time Ireland arrived at the pits with Bucknum on the back of his car, the Honda driver having been stuck out on the circuit when his Honda broke down, and then Attwood was missing. He crashed on the Masta straight, having got into difficulties coming out of the ess-bend in the middle of the straight. His Lotus-B.R.M. hit a telegraph pole, virtually broke in two and then caught fire, and he was very lucky to escape with minor burns.

With the end almost in sight Clark went by the pits to the accompaniment of the sound of clutch-slip and there were two uncomfortable laps while he nursed the clutch, during which time Stewart closed the gap to 31 sec., not by going faster but because Clark was going slower. However, the Lotus driver had plenty in hand and anyway the signs of clutch trouble disappeared and he finished the last two laps going as strongly as ever. It had been a remarkable demonstration of the prowess of Jim Clark, Team Lotus and Coventry-Climax, and an equally interesting demonstration of how easily other drivers and teams can get caught out by freak conditions. At the end Stewart was the only one to complete 32 laps like the winner and his performance was such that no-one can overlook it or brush it aside as luck. When his team leader Graham Hill had stumbled, he had stepped into the breach in an outstanding manner.—D. S. J.

Spa Spouts

The talk of resurrecting Hadrian's Wall is not true; but Scotsmen in first and second places in a G.P. is too much. We thought the Americans were going to replace the English.

* * *

It is interesting to listen to the reasons given by other drivers as to why they don't win at Spa.

The International make-up of drivers in the first four rows of the starting grid was interesting. Two Scots, two Americans, two English, and one each from Sweden, Switzerland, New Zealand and Australia. Seems no-one has a monopoly. And five makes of car.

* * *

Was it 1962 when I said "The driver who wins at Spa is a real Grand Prix driver?" Since then only Clark has won G.P. races on this circuit.

* * *

The next Formula One cars should be exciting to watch at Spa, the 3-litre engines giving 400 b.h.p. won't allow the cars to be driven "flat out" most of the way round.

* * *

If there is a better Grand Prix circuit than the Spa-Francorchamps one then it would be nice to hear about it.

* * *

Bucknum spectated at the ess-bend in the Masta straight after his Honda broke down. He was impressed by "the confidence" of drivers like Clark and Stewart. Question? Were there any other drivers like Clark and Stewart?

Results:

BELGIAN G.P.—Formula One—32 laps—451.2 kilometres—Wet

1st: J. Clark (Lotus 33-Climax V8) (Team Lotus) 2 hr. 23 min. 34.8 sec.—188.550 k.p.h.
2nd: J. Stewart (B.R.M. V8) (Owen Racing Org.) 2 hr. 24 min. 19.6 sec.
3rd: B. McLaren (Cooper-Climax V8) (Cooper Car Co.) .. 31 laps
4th: J. Brabham (Brabham-Climax V8) (Brabham Racing Org.) 31 laps
5th: G. Hill (B.R.M. V8) (Owen Racing Org.) .. .. .. 31 laps
6th: R. Ginther (Honda V12) (Honda Motor Tokyo) .. .. 31 laps
7th: M. Spence (Lotus 33-Climax V8) (Team Lotus) .. .. 31 laps
8th: J. Siffert (Brabham-B.R.M. V8) (Team Walker) .. .. 31 laps
9th: L. Bandini (Ferrari flat-12) (S.E.F.A.C. Ferrari) .. .. 30 laps
10th: D. Gurney (Brabham-Climax V8) (Brabham Racing Org.) 30 laps
11th: J. Rindt (Cooper-Climax V8) (Cooper Car Co.) .. .. 29 laps
12th: L. Bianchi (B.R.M. V8) (Scuderia Centro-Sud) .. .. 29 laps
13th: I. Ireland (Lotus 25-B.R.M. V8) (Team Parnell) .. .. 27 laps

Fastest lap: J. Clark (Lotus 33-Climax V8), on lap 23, in 4 min. 12.9 sec.—200.711 k.p.h.

Retired: F. Gardner (Brabham-B.R.M. V8), lap 3, ignition system; J. Surtees (Ferrari V8), lap 5, engine; J. Bonnier (Brabham-Climax V8), lap 9, ignition; R. Bucknum (Honda V12), lap 9, engine; M. Gregory (B.R.M. V8), lap 12, fuel pump and shock-absorbers; R. Attwood (Lotus 25-B.R.M. V8), lap 28, accident.

19 starters—13 finishers.

THE V.S.C.C. AT OULTON PARK

THE beautiful setting of Oulton Park, the scene of the V.S.C.C. Richard Seaman Trophies Meeting, was set off to perfection by sunny weather, and a splendidly varied day's racing was run off successfully, if somewhat behind schedule.

On the Friday Cameron Millar rolled his ex-Hunt Maserati 250F which he was driving for the first time and which was timed at 115 m.p.h. through the Knicker Brook ¼-mile in a gusty wind. Millar was soaked in fuel and had a tyre mark on one shoulder but escaped broken bones; he talks of repairing the mechanical damage in time for the V.S.C.C. Silverstone races.

After the parade of *Concours d'Elegance* cars Sheffield's limit 1932 D-type 850-c.c. M.G. with J4 body led throughout to win the first race from Peters' scratch 3½-litre S.S., which displaced Copson's limit Riley for third place. A similar 5-lap handicap followed, a generous start enabling Venables-Llewelyn's Speed 25-powered Alvis Silver Eagle to win very easily. He was followed over the finishing line eventually by Hutchings' 328 B.M.W. and Martin in Freeman's Spa Aston Martin.

The first of the day's big races, the Seaman Trophy Vintage Race, was led for three laps of the 12 by G. St. John's 35B Bugatti, but it couldn't hold its water, and Burton in Sir Ralph Millais' Sunbeam "Tiger," its throttle linkage now properly constituted to enable George to use all its 320 or so horses from the twin-blower 4-litre V12 engine, went into the lead and was able to tour home, to win at 75.16 m.p.h. After St. John had retired on lap five, Sowden's great 8-litre Bentley (declared as 8,425 c.c.) took second place, and as Arnold-Forster was taking it carefully in deference to his "hot" 5-litre Delage, McCosh's 4½-litre Bentley moved up into third place, with Footit's A.C./G.N. a gallant fourth. Edwards' Ulster Aston Martin won on handicap, from Harry Rose's blower 4½ Bentley. So the once-so-unreliable "Tiger" had done it again, although it only did 92 m.p.h. through the "trap," against 104 by McCosh, 103 by Sowden, 100½ by Horton's 35B Bugatti.

One of the highlights of the afternoon was the 5-lap Morgan Race and the Morgan 3-Wheeler Club deserves the warmest praise for fielding representative Morgan models, from 1927 Aeros to a 1939 F-Super, beautifully turned out and sensibly driven in spite of not being permitted the traditional acrobatic passengers. In their special enclosure these fascinating cyclecars were formed into a long line, the talk was enchantingly Morgan, the tents went up, repairs were completed. The V.S.C.C. had very evidently done the right thing in having the 3-wheeler fraternity as their guests. . . . The race itself was a grand battle between Cameron's well-known 1933 Matchless Super Sports and Guess' 1934 model of this type, until the latter retired on lap four, leaving Cameron to notch up another victory and Caroline to bring his 1927 Aero-J.A.P. home second, well ahead of Musselwhite's 1932 J.A.P. Super Sports. The winner averaged 63.04 m.p.h., while fastest time, 80 m.p.h., was clocked by Edmunds' 1930 J.A.P. Super Aero. The Morgans are not to be scorned!

The most eventful race was the 20-lap Seaman Historic Trophy Race. After three exciting laps Lindsay got the lead in the E.R.A. "Remus," in spite of being on a high axle ratio which pulled down the performance. Waller challenged until he had to come into his pit with nothing more serious than No. 3 plug lead adrift. This gave a determined Bertie Brown in the ex-Howe E.R.A. second place, Doc. Taylor third in the 3.3 Bugatti, followed by Freeman's stripped sports Aston Martin and Morris in Blight's twin-carburetter Talbot 110. Corner's *monoposto* 2.9 Alfa Romeo had to stop for water (it had trouble with an inoperative water pump in practice), Dunham, at his wife's insistence, making a welcome reappearance in his 1938 Speed 20-powered 12/70 Alvis single-seater, broke a push-rod, and many cars overheated. Waller, back in the race on lap six, drove with determination to win back his second place by lap 14, Brown, who was closing on Lindsay, having spun off at Island Bend on the previous lap, perhaps baulked by a slower car. So Lindsay won by 51.8 sec., at 77.74 m.p.h., in the best gentleman-driver tradition, being timed down Knicker Brook at 104.6 m.p.h., as was the 3.3 Bugatti (Waller had done 110.5 here, and fastest lap at 80.68 m.p.h., Brown's E.R.A. 107 m.p.h.), his fourth victory in this race. It was historic car racing at its best. On handicap Freeman's Aston Martin won from Brown in the ex-Dobbs' 1.8-litre Riley.

More gentle, but interesting, a huge field of "chain-gang" Frazer Nash and G.N. cars contested their usual 5-lap handicap, which Arnold-Forster's alloy-bodied 1925 Anzani-'Nash won, from the very fast A.C./G.N. to which it had given 2 min. 40 sec. start, Smart's blown Norris Special being third.

Emphasis was on pre-war racing cars, because the later historic racing cars get their turn at Silverstone, but a 10-lap All-Comers' Race was well supported by post-war makes, although Millar had eliminated his 1956 Maserati and the Bergel/Lindsay entry was sick, with water mixing with the oil in its sump. However, the Connaught/Cooper-Bristol challenge was met by the Crabbe and Spero Maseratis. Crabbe, driving as sensibly as he had at Goodwood, led easily for eight laps, then a cross-threaded plug blew out and he was down on power, which gave Jim Spero his chance. He pulled well away in his father's ex-Gould Maserati 250F, winning by 27.4 sec., at 79.89 m.p.h., Wilks' Cooper-Bristol second, Salvage's Connaught third. Spero also pulled out fastest lap, at 81.61 m.p.h.; no details of "trap" times were released. Of the pre-war contingent, Waller's E.R.A. came in fourth, Lindsay, fifth on lap two, stopping to deal with a faulty pin in the S.U. piston of "Remus." Margulies' Connaught lost its water after leading for part of the first lap.

Three 5-lap handicaps concluded a most enjoyable day's sport. Miss Rose's Derby Bentley nearly won the first, until caught by the Bugattis of St. John and Eckersley, and Barraclough's Bentley, on the last lap. In the next race the Sunbeam "Tiger" unfortunately refused to leave the grid, Wilks' Cooper-Bristol came through fast to catch Stephen's smart Alvis Speed 20 tourer with 4.3-litre engine on the last lap, Hutchings' B.M.W. being third, holding off Salvage's Connaught. Around 7 p.m., those who stayed to the end saw Abrahams' Singer Junior racer take a big handicap start and lead until swamped by the Venables-Llewelyn Alvis—how well these hybrid Alvis cars motor!—on lap four, Miss Rose finishing second, Fitton's Austin 7 third.

It had been vintage racing at its best, so that when the latest Le Mans news was announced it seemed ridiculous to hear of Fords leading Ferraris—surely the Bentleys must be leading the Lorraines?—W. B.

Results:

Seaman Trophy 12-lap Vintage Race:
1st: G. Burton (1925 4-litre s/c. V12 Sunbeam) .. .. 75.16 m.p.h.
2nd: F. A. Sowden (1930 8½-litre Bentley).
3rd: A. H. McCosh (1926-8 4½-litre Bentley).

Seaman Trophy 20-lap Historic Race:
1st: The Hon. P. Lindsay (1936 1½-litre s/c. E.R.A.) .. 77.74 m.p.h.
2nd: P. Waller (1936 1½-litre s/c. E.R.A.).
3rd: W. A. Taylor (1934 3.3-litre s/c. Bugatti).

All-Comers' 10-lap Race:
1st: J. P. Spero (1953 2½-litre Maserati) .. .. .. 79.89 m.p.h.
2nd: W. E. Wilks (1952 2-litre Cooper-Bristol).
3rd: R. E. Salvage (1960 2-litre Connaught).

Oulton Oddments

Maurice Falkner arrived in his Porsche, Pomeroy in his Rolls-Royce Silver Cloud, Crozier in his Ferrari. The "Double Diamond"-publicity vintage A.C. Six and Knutsford Motors' model-B Ford coupé were in the Paddock, the latter less gimmicky than the former, with big bottles on its running-boards.

* * *

There were four Stars in the Parade, Lodmore's o.h.v. 2-litre having interesting square-section inlet manifolding. Deakin drove a rare touring 1938 4½-litre 6-cylinder Lagonda, Chris Shorrock his magnificent 1922 30/98 Vauxhall.

* * *

Neve's 1914 T.T. Humber was again the only Edwardian racing—it was timed at 80.4 m.p.h. for the ¼-mile, against 81.8 by a 3½-litre S.S.100. Blight's very smart Talbot BGH 23 was able to hold the 328 B.M.W. on initial acceleration. Vincent's twin-cam Salmson ticks-over nicely, perhaps due to its modern carburetter.

MINIATURES NEWS

Lesney's June "Matchbox" models were a 120 : 1-scale London Routemaster 'bus with stairway, B.P. transfers, etc. (No. 5, 2s.), and a Pontiac Grand Prix sports coupé with tow-hook, opening doors, windows, central console, etc., to 72 : 1-scale, at the same modest price (No. 22). Spot-On have issued a very fine big-scale Tri-ang Model of a l.w.b. Land-Rover with trailer, having a detachable canopy and hinged trailer tail-gate (No. 308).—W. B.

Robert Daley does for motor racing, in his much-publicised and admittedly magnificently-illustrated "The Cruel Sport," what Hemmingway did for bull-fighting in "Death in the Afternoon," but the presentation will no doubt be too lurid and in places too exaggerated for our more discerning readers. Published by Studio Vista Ltd. at 63s., glossy paper would be a help to the many full-page pictures.

Some people pay more than £6,000 for a sports car. Others prefer to spend £1,107 for an Austin Healey.



Even the rich ones.

At a recent count there were close to 20 people in Britain lucky enough (and wealthy enough) to own one of the fastest sports cars in the world. It costs more than £6,000.

A great many more motorists content themselves with a sporting 122 mph (the top speed of the Austin Healey 3,000) at a fraction of the price—£1,107.3.9, including £192.3.9 purchase tax.

Much has happened to the 3000 in the past year. Brake horsepower is up from 137 bhp at 4,750 rpm to 148 bhp at 5,250 rpm. Gear ratios and the twin carburettors have been modified to accommodate the extra power. Walnut and leather facings and a fold-away rear seat add luxury and convenience to an already superb interior.

Production of the first 3000 series (Mark I) was begun in 1959. Since then the Austin Healey has accumulated thirty-four class wins in competitions around the world. This year's version (Mark III) won the Spa-Sofia-Liège Rally outright.

Its 2,912 cc engine will never win you a Grand Prix. But acceleration from zero to 50 miles per hour (with disc brakes for safety) takes a mere seven seconds. And response from third gear is breath-taking.

Who needs to win a Grand Prix when an Austin Healey can do all that?

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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



VINTAGE RENAULTS at Acton on the occasion of the recent Rallye Renault. *In the foreground is P. Hoyland's* 1928 9/15-*h.p. tourer, which was best car in the vintage class and H. F. Wellham's* 1930 *Vivastella breakdown truck, unfortunately with non-original wheels.*

THE RENAULT RALLY AT ACTON (May 30th)

It is always encouraging when a manufacturer shows interest in the older models on which present prosperity has been built, and congratulations are due to Renault Limited of Acton for the support it received for the first *Rallye Renault*, from entrants, modern owners of Renault cars, and the public. It was the idea of Mr. Ronald, was ably compèred by Alan Dakers, and backed by Regie Renault of Billancourt.

Veteran and Edwardian Renaults have survived far better than vintage ones, because although the latter were very durable cars their depreciation rate was high. So the 1899-1919 class attracted 33 cars, the 1920-1939 class only eight. In addition, the Montagu Motor Museum sent its 1906 20/30 limousine, and Mr. Welham allowed the children to take rides in his two ½-scale Renaults built for his grandchildren in 1932/33 and propelled by Renault dynastarters.

While the entrants were judged in a *Concours d'Elegance*, on engine, body and chassis tidiness and originality, by M. Sedgwick, M. de Castelet and W. Boddy, Renault Ltd. put on a film show for their guests (which my wife and daughter reported as excellent) and took organised parties round their parts stores and service department and a display of the Renault range of cars. Incidentally, the Judges had a panel of experts from the works to assist them, comprising Messrs. Fisher, Spooner and Wilson, one of whom remembers the red-flag days and buying an "old" 4½-h.p. Renault for £11, and all conversant with the old Renault models.

The cars in the rally set a very high standard. The oldest entries were five 1901 voiturettes, the single-cylinder De Dion Bouton-engined cars. Mrs. Fotheringham-Parker's 1903 2-seater and H. F. Welham's 1904 model-X tourer with Bleriot head- and sidelamps were present, but not all the early models were runners, at least two having disconnected water pipes. Downs' 1905 20/30 tourer had a Simms-Bosch magneto, Dr. Marsham's 1906 Model-AH 2-seater a Rushmore Searchlight to show it the way, Cleland's 1908 Model-AX Renault carried a petrol-can labelled "Anglo's Autobus Spirit" and had P. & H. lamps, and a scruffy 1908 *Taxi de Grande Remise* with, surprisingly, a Van-vooren body, belonging to Regie Renault and M. Mansion of Paris, was on modern coil ignition.

Mrs. White's 1909 model, with Nirona headlamps and Howes & Burley sidelamps, had a non-standard Zenith carburetter, as had Pell's Renault, which sported Napier lamps by S. F. Edge & Co. Holland's 1910 Model-AX 2-seater was in fine if very brassy condition, Rose's car had a wagonette body, and Lane's 1908 long-chassis 20/30 a lofty landaulette body by Starey's & Woolley's of Nottingham and a huge hand-cranked Klaxon horn hanging from the roof. The best car in the class was Holland's, second place going to Victor Bridgen's well-known 1911 20/30 limousine landaulette.

In the vintage class, where Crabbe's 1924 Forty-Five predominated and two 1937/38 Model-BCF2 12.1-h.p. saloons were too untidy to be judged, it lay between a couple of very nice 1928 9/15 tourers, a notably original dashboard on one of them helping to weigh the decision, and a vivid yellow 9/15 cloverleaf. A 1924 8.3 was regrettably an absentee. It was a close thing but the Judges favoured Hoyland's 1928 9/15 from Sheffield. Some of the Renaults had come vast distances, Cleland from Edinburgh, Skerman driving his 1911 Model-AX 2-seater up from Newton Abbot. Alan Dakers promised that another of these *Rallye Renaults* will be held next year, perhaps with driving tests, and that soon the venue is to be extended to Paris—judging by the manner in which Crabbe's 45 crawled away Western Avenue bound for Peterborough it will hardly get home before it is time to set off again on the next rally!—W. B.

Results :

Class 1, 1899 to 1919 : 1st, L. Holland (1910 Model-AX 2-seater).
2nd, V. E. Bridgen (1911 20/30 h.p. limousine/landaulette).

Class 2, 1920 to 1939 : 1st, P. Hoyland (1928 9/15-h.p. tourer).

V.S.C.C./V.C.C. EDWARDIAN LIGHT CAR RALLY (June 13th)

This year the delightful fixture organised by Milner and Clarke for vintage light cars was reinforced by a V.C.C. class for Edwardians, which included Sir G. Tuttle's veteran Humber, but, even so, was outnumbered by the vintage light cars. Pre-war small cars had a choice of class, so that whereas Sir A. Coryton's very fine 1913 G.W.K. supported the V.C.C., Ellington Robinson's equally impressive 1914 Perry, with diminutive twin-cylinder engine, was put in the light-car class. Buckle and Boddy were given the difficult task of judging the *Concours d'Elegance*, finding Condon's 1923 A.C. just better than Jacobs' very smart 1929 Chummy Austin. The light cars were a representative array, from the Perry and Hicks' 1919 Stellite to Hill's 1930 A.J.S., by way of Walker's 1920 Calcott tourer, Savage's very nice 1921 Rover 8, Riddle's well-known G.N. with cyclops headlamp, and Cameron's A.B.C. hoodless 2-seater with aero-screens, the early metal fan but, alas, a modern Solex carburetter. Redman's Trojan had its floor removed to reveal its remarkable engine, Tennant arrived late in his Ariel Four, delayed by mild ignition trouble which was to delay him slightly on the road section, and Woodburn's orange Sports Gwynne 8 was looking very smart. Jarrett had a saloon body on his 1927 1½-litre Riley Heavy Light Car, and Parks, of course, has built a top on his heavily-burdened Singer Junior.

Any further reporting is rather curtailed by the fact that we manned Control Point 5 for 4¼ hours but less than half the entry found us. Mann arrived long before anyone else in his covetable Straker-Squire, pulling up on locked wheels, but had missed Control 4. The Calcott came in quietly and efficiently, but had approached Control 1 from the wrong direction. The Gwynne was clean, except for a wrong answer to a question on the score card, and went away to a throaty note from its fishtail.

Baily in his typically Edwardian hoodless Sunbeam had no navigator but had missed only Control 4, a point which had to be located on a "shortest distance" basis without a map reference; Dighton's 9/15 Humber, brakes squealing, hadn't found this one,

nor had the Ariel, its axle humming and gears grating in true early light car style, but Cardy's Chummy, emitting typical Austin 7 noises, was clean, and so was Riddle's G.N. cyclecar, making the village street revert to a long-past age as it crackled out of sight. Tim Carson came to see us, in someone's Derby Bentley, Warden's healthy-sounding 9/15 Humber had missed Controls 3 and 4, as had Holton's 8/18 Humber with two passengers in its dickey, and the saloon Riley. The A.J.S., out again with rebuilt back axle, its brakes squeaking loudly, hadn't reported to Control 2; the Singer Junior, Parks giving a correct hand signal as he stopped for us, had missed 2 and 3. Rendall's 1928 Austin 7 was o.k. except for a wrong approach to the first Control. No-one else checked with us, although several competitors went by on the main road.

But that evening A30 was enlivened by homebound vintage light cars, although the A.B.C. soon elected to go on a trailer behind a VW and, as Boddy said, if he wasn't in a vintage car, at least his Mini-Cooper was a light car.

EDWARDIANS :
First Class Award : A. J. B. Baily (1914 Sunbeam).
Second Class Award : P. A. Mann (1918 Straker-Squire).
Third Class Awards : E. Richardson (1911 Renault) and H. R. Timmis (1910 Mercedes).

LIGHT CARS :
Ledy Rachel Trophy (best performance) : 1st : Cardy (1925 Austin).
First Class Awards : E. Riddle (1921 G.N.) and A. W. K. Condon (1923 A.C.).
Second Class Awards : D. Woodburn (1925 Gwynne) and D. Walker (1920 Calcott).
Third Class Awards : D. T. R. Dighton (1928 Humber) and G. E. Hicks (1919 Stellite).

Vintage miscellany.—Whitby's of Leicester, Ford distributors, have a very presentable 1924 model-T Ford tourer, marred only by advertising matter on its sides, which, exactly 40 years after it was last taxed and used on the roads of Leicestershire, passed its M.O.T. test with no trouble at all. A 1933 model-AA Ford one-ton truck is still in regular service in Sandy, Beds., and passes its M.O.T. tests easily in spite of having 530,000 miles behind it—it had its story in the Spring issue of *Challenge*. Anthony Heal has entered the ranks of traction-engine enthusiasts—he has bought a McLaren. Vintage racing scenes, including the Austin winning the 1930 " 500," have been painted by Dion Peers for a series of advertising circulars issued by CIBA Laboratories Ltd., the link being high compression and high blood pressure! The class winners at the National Alvis Day were D. Grange (12/60), R. Parker (4.3) and A. Buck (TA14), the driving test classes being won by S. Fletcher (12/50), H. Pryke (Speed 20), A. Buck (TA14) and B. Ledwith (Silver Eagle Special). A reader who went to Holland recently in a friend's 1924 Morris reports a 60-day licensing scheme in that country for vintage cars, costing only about 45s. for this period. An interesting car seen on the visit was a 1932 all-independently-sprung 1½-litre Stoewer d.h. coupé. A piece in the *Rhyl Journal & Advertiser* refers to the first car in Rhyl, an Arnold dog-cart ordered in November 1897 and delivered to a Mr. C. H. Palethorpe early in 1898. An 80-year-old retired bank cashier in Mears Ashby is still using the 14/28 Morris-Oxford tourer he bought new in 1927. The Montagu Motor Museum has cancelled its 5-Litre Rally, scheduled for August 1st.

A Talk with

C. M. C. TURNER

THE 1927 J.C.C. " 200 " at Brooklands was a smoky race. R. F. Oats' O.M. was flagged in for emitting a smoke-screen so dense it endangered other drivers and just before that a column of black smoke from the Byfleet side of the Track denoted the demise by fire of C. M. C. Turner's Gwynne.

A chance telephone call some time ago informed me that Mr. Turner was to be found in Kent and thus I was able to discuss his streamlined Gwynne and his motoring career. While still at Cambridge, he built his own car, in 1920/21, using an a/c s.v. vee-twin Blackburne engine driving through a G.W.K. friction transmission, necessitating a rather lofty seat, to a chain-driven back axle. The suspension was ingenious, consisting of model-T Ford front springs mounted in line with the chassis to act as cantilevers, the free ends bearing on sliding shoes which provided additional damping under heavy loadings. Mr. Turner joined the Wolseley Co. while his cyclecar was under construction, so endowed it with a Wolseley body. At the time, of course, Wolseley's were making " that ghastly Ten " and the Hispano-Suiza-like Fifteen.

Mr. Turner's first motorcycle was a single-gear Rover which, because it had a bent frame, he fell off every time it rained. This was followed by a New Imperial.

Cars followed—first a 10.4 Citroën tourer, then an Angus-Sanderson tourer with an alarming affinity for shedding a front wheel, and a Wolseley Stellite which, being in bad condition, " was a shocking car."

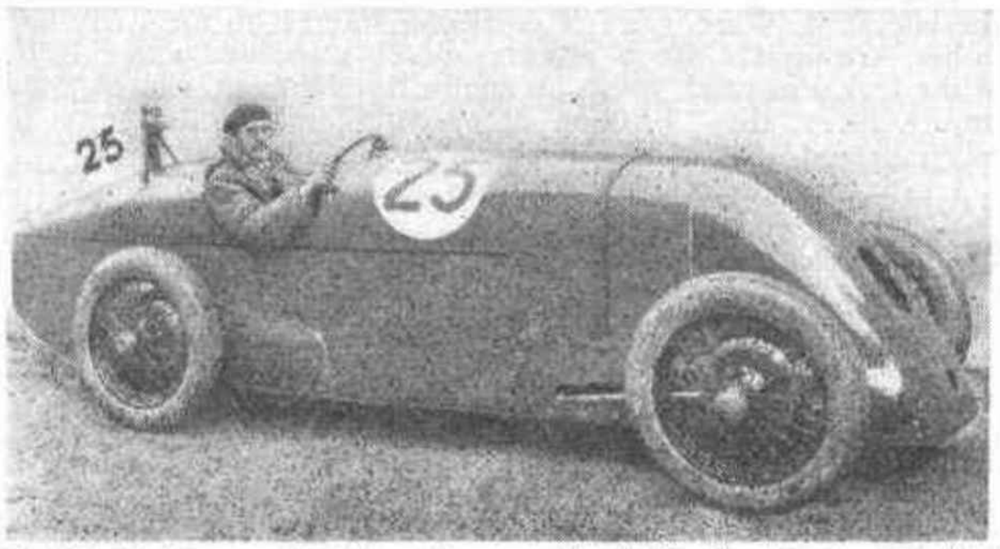
The first Gwynne 8 was then acquired, a tourer, with which its owner " was frightfully smitten." It was used for M.C.C. and other trials, until it deposited its pistons in the sump, scoring the bores. It was replaced with a Gwynne 8 Sports Model, in dark blue, with aluminium top decking, bought in Birmingham.

Mr. Turner was an amateur enthusiast when, for the 1926 200-Mile Race, he got Gwynne's to build him a proper racer. The side-members of a Gwynne 8 were modified to pass beneath the back axle, which was sprung on Gwynne 14 front springs adapted as cantilevers, while the axle casing was cast in light alloy. Laystall provided a special crankshaft with cased-in bob-weights on the webs, and a special camshaft, and the block was bored out from 55 mm. to 60 mm., giving a capacity of 1,087 c.c. Carburation was by twin S.U.s, the Skinner brothers coming down to Brooklands to tune them, and a huge fuel tank formed the undershield of the car, petrol feed being by hand pump, supplemented by a wind-driven pump out-rigged above the tail. The 3-speed gearbox was retained but a very fine fabric streamlined body was built for the car by Gordon England, and the radiator and dumb-irons were cowled in with alloy sheeting. A modified Rover front axle fitted with Whitehead brakes having special ribbed drums provided retardation suitable for the " road " circuit the J.C.C. had devised for the race.

At this time Gwynne Cars Ltd. were building only a handful of cars a week. E. Cole was Works Manager, Mr. Willment the Chief Engineer and Mr. Longstaff the Chief Draughtsman. Gear-cutting was done by the Crown Works at Acton and there was a small foundry apart from the main factory at Chiswick Wharf. They built their own bodies. Mr. Turner financed the racing project himself but Gwynne's were enthusiastic, bench-testing the engine and towing the car to the Track behind their works hack, although its owner drove it on the road once, being rewarded by a jammed clutch spigot in a traffic hold-up on Kingston Bridge.

The engine was tried out in Mr. Turner's sports Gwynne, and would only do 80 m.p.h. Obviously something drastic must be done! So the c.r. was raised to around 10 to 1 and a change made from petrol to Discol. The Gwynne was then capable of 92 m.p.h. and finished 12th, and 6th in its class, in the 1926 " 200," at 58.91 m.p.h. It was driven in other J.C.C. races, and, for the 1927 " 200 " the engine was put on the new-fangled Ethyl leaded-fuel. This was too much for it! The six studs securing the block sheared and although it didn't fly through the bonnet as happened to Duff's giant Fiat " Mephistopheles " in 1922, it wobbled about, causing the carburetters to spill fuel and start the fatal fire. The chassis was saved, and sold.

By this time Mr. Turner had joined Gwynne Cars, his task



C. M. C. Turner in his well-streamlined Gordon England-bodied Gwynne, which caught fire during the 1927 J.C.C. 200-Mile Race. The structure above the tail is the wind-driven fuel feed pump.

being to design a new 14/40 Gwynne. The Gwynne 14 had an aluminium crankcase, magneto ignition, cantilever back springs and a square radiator, being superior to the Gwynne 10, with its cast-iron crankcase and coil ignition. Alas, Neville Gwynne perhaps tiring of having all manner of special-bodied Gwynnes built for him, the little concern folded up in 1928. Only about a trio of the last-batch 14s had been made; Mr. Turner wonders if one can possibly have survived? He recalls taking an all-weather model down to Cornwall and having to dismantle the gearbox on Bodmin Moor.

Of Mr. Turner's personal cars, a handsome 14/40 Sports Sunbeam, which was " very refined " but had only a 3-speed gearbox, cantilever rear springs that were too flexible and an oil-pump which starved the big-ends on l.h. corners, was replaced by a Type 30 Bugatti 2-seater. This was " hardly ever on eight cylinders " although a Benton & Stone Autostat to heat the mixture thermostatically greatly improved things. Gwynne's put on a fixed screen and doors but the hydraulic brakes never worked properly, " pressing the pedal, you merely went faster," the master cylinder being too large. Then, after a " not very satisfactory " blown Lea-Francis, Mr. Turner had two " quite unburstable and delightful " Diattos, a very sporting 1925 car with a bad vibration period and a less-handsome 1926 model with bigger crankshaft, which cured this trouble. It was not very fast—about 75—but had very good acceleration and brakes, and coped with a Land's End Trial. Finding these Italian cars noisy, a " most unsatisfactory " 3-litre Bentley was acquired, followed by a Norton motorcycle and a " simply disgusting " 1932 Aston Martin, " capable of only 75 m.p.h. and with positively dangerous brakes." A 3-litre Invicta provided " the most stupendous acceleration " at the expense of twisting half-shafts into a resemblance of barley sugar and cracking its differential casing, but three 30/98 Vauxhalls, the last one with Delage front axle, provided good travelling, as did D. H. Cirrus-Moth GB-EBVD in another sphere.

There was also a 1½-litre Triumph Gloria, " charming up to a point," until it went all wrong, because, pretending to be a sports car it was driven accordingly, which the pistons and timing gears couldn't stand, while the propeller shaft suffered from whirl. So, on the eve of war, Mr. Turner had that third 30/98. Today he runs an A40, soon to be replaced by a Mini, and is completing in his home workshop a supercharger he began making in 1928.—W. B.

VINTAGE POSTBAG

Austin v. the Flat-Twin

Sir,

Sir Herbert Austin may not have liked 2-cylinder engines, and I know many people would agree with him without even a trial drive, but surely in this age of higher and higher engine speeds there is much to be said for the unhurried gait of the 2-cylinder, even if it is only a sense of high-geared well-being and unflappability in the best vintage tradition to contrast with the undignified scurry of today. Moreover, the cost of any major attention to the engine is practically half that of a 4-cylinder, and the way is open to a simplicity of design that must appeal to any man who likes to work on his own car. From the purely technical aspect there are also advantages that some engineers would go so far as to say fulfil an ideal, though it is not a particularly cheap engine to produce.

What a pity it was that those in charge of Jowetts after the last war did not fully share their founders' faith in the flat-twin: it would not have let them down, and nor would their customers. In fact the mistake was tacitly admitted and steps taken to rectify it by the introduction of the CD Bradford whose i.o.e. flat-twin was to power a 2-door saloon in addition to commercial versions. Had this project been ready a year earlier, perhaps the company would have survived and I know that I, for one, would now be the proud owner of a Bradford saloon.

Harrow Weald. JOHN MCEVOY.

[I tried to save the prototype of this i.o.e. Bradford private car project, which had rubber suspension, when Bristol-Siddeley took over the Jowett factory. Alas, it vanished before I could do so.—ED.]

* * *

" The Vintage Years of the Morgan 3-Wheeler "

Sir,

It was of great interest to read your article " The Vintage Years of the Morgan 3-Wheeler."

Your references to the various successes and record attempts of the late E. B. Ware, were of particular interest to me. My late father, Arthur H. Church, was very closely associated with E.B.W. at the J. A. Prestwich works on engine development, chassis/body improvement, the " burning of much midnight oil " prior to meetings and as passenger/mechanic to him for many years.

I look forward to your continued account of those wonderful " Moggie days."

Cheshunt. GEOFFREY C. CHURCH.

[We thank the mauy readers who have expressed their enjoyment of this article, which is continued in this issue—Ed.]

* * *

Roesch Talbot Road-holding

Sir,

I have read the correspondence re Roesch Talbot Road holding with some considerable interest. I have owned my Talbot 90 (GO 8057) for 34 years, repeat 34 years, and my Talbot 75 saloon for 15 years.

The " 90 " has taken me in complete safety for more than 200,000 miles and I have never had an anxious moment due to the road-holding. And this covers a personal age range from 19-53 with the same car.

This was the car driven by Georges Roesch himself in the " Tour of Celebrities " at Goodwood in 1955. It has had two major overhauls in 34 years, one in 1935 and the next in 1953.

I have owned many other cars in addition to the two Talbots and at the present time I have an E-type Jaguar and Daimler SP250. But there is some real character in the Roesch Talbots.

Leatherhead. JOHN D. HARRIS.

* * *

Bad Show, Henlow

Sir,

I have just returned, horrified, from the " Concours " of vintage motor cars held at Henlow R.A.F. base in Bedfordshire, advertised in your June calendar of Veteran and Vintage events.

The *Concours* seemed to consist of four vintage cars and a fire engine amongst a few modern cars.

I was glad that there were no more vintage cars, because the treatment to which these vehicles were subjected was absolutely appalling. The organisers of the event, apart from charging visitors an extra shilling over and above the general entrance fee to the airport, showed no interest in the conduct of the spectators, with the result that the ignorant offspring of irresponsible parents were allowed to jump all over the cars, blow the horns, switch the lights on and off, and jerk the steering wheels to and fro violently.

The genuinely interested visitor dare not venture near to the cars for fear of getting a horn-blast in one ear and an airborne child in the other—they were jumping out of the cockpits by standing on the door-tops.

It seemed that there was not one parent there who was interested in teaching his children a sense of respect for other peoples' property, let alone teaching the difference between a kiddy-car and a rare and valued piece of machinery.

I left, wondering if, like everything else, the case of the last generation must be sacrificed to blind indulgence by the present generation of every misguided whim of the future generation.

Luton. J. M. G. LEEDER.

* * *

The Fastest Edwardian

Sir,

I am not surprised to learn from Oliver Heal's letter that the 10½-litre Fiat has been up Prescott in the very capable hands of his father, quicker than the Itala in mine. It was always the faster car of the two, and only since the war was it allowed to decline into the deplorable state which we have witnessed all too often. But the event he quotes was an international meeting of which I have no record, and of course, Edwardian class records are only set up at Vintage Club meetings.

London, S.W.1. CECIL CLUTTON.

[Could the Lorraine-Dietrich " Vieux Charles Trois " have been even faster ? It, too, has deteriorated until it is in no state to prove anything. But I think we may see the Fiat, driven by Frank Lockhart at this montn's V.S.C.C. Silverstone meeting.—ED.]

RALLY REVIEW

ACROPOLIS RALLY

GENERAL CLASSIFICATION

1st :	C. M. Skogh/L. Berggren (Volvo Amazon)	453.66
2nd:	E. Carlsson/T. Ahman (Saab Sport)	462.53
3rd:	R. Trautmann/Mme. Claudine Bouchet (Lancia Flavia) ..	576.63
4th :	A. Andersson/G. Palm (Saab Sport)	734.61
5th :	D. Glemser/M. Braungart (Mercedes 230SL)	1,049.40
6th :	P. Vanson/J. P. Joly (Citroën DS19)	2,329.26
7th :	S. Zasada/K. Osinski (Steyr Puch)	3,110.47
8th :	G. Pianta/—— (Lancia Flavia)	3,233.51
9th :	J. Eneqvist/K. Ehrman (Volvo PV544)	3,422.34
10th :	K. Rudiger/G. Gunter (Wartburg)	4,983.74

THE Greek Automobile Club used to have a European Championship hill climb at Mount Parnis just outside Athens but the distance that competitors had to travel to the event plus the fact that at that time there was no properly made up road through Yugoslavia nor a good ferry from Italy gradually caused the entries to diminish and now the Mountain Championship is decided on climbs spattered around the Alps and the Dolomites. However, they do still have a European Championship Rally—the Acropolis—and naturally they do not want to lose this as well.

Over the past few years, despite a constant struggle to keep the entries coming in, the Acropolis has become a better and better rally until now in its present form it is one of the best in Europe and probably the world. The formula for this success is a rally which uses many miles of rough unsurfaced roads split up into sections which are just about on in the time allowed provided that the driver can drive that fast on the loose and that the car gives no trouble. In case more than one crew gets to the finish unpenalised on the road—in the past two years only half a dozen or so of the crews reaching the finish have been without road penalty—there are about fifteen special stages on the route of the rally. All but two of these are on tarmac and the average speed set for them are such that even the fastest cars and drivers are bound to incur penalties. There is a very small handicap applied so that the smaller cars do not have to make quite such fast times as the bigger cars but the twisty and rising and falling inclines on most of the stages are a handicap in themselves to the big cars.

The almost impossible road section plus the special stages are enough to sort out the rally without anything else but the club still retains the three short but classic hill climbs that have been part of the route for many years. These are at Soulion (*not* Sounion though it isn't far away), Portaria and Delphi and provide a small proportion of the penalty marks as well as a further insurance against a tied result. The only other competitive parts of the Acropolis Rally do not really affect the results much and are more in the way of a publicity gimmick for the Athenian crowds. One is a driving test held at the foot of the Acropolis as the cars arrive at the finish while the following day, those of the finishers capable of driving some more miles go out to Mount Parnis for a hill climb and to Tatoi airport for a circuit race. I should add that Tatoi is not the main airport for Athens and is only a military base so that instead of interrupting the commercial passenger services to hold a motor race, only the country's contribution to Western defence suffers. None of these supplementary tests really affects the overall result but they do attract vast crowds who get a chance to see the rally drivers and cars. Last year over 20,000 people turned up at the driving test and it had to be cancelled as there was no space left in which to hold it but though the crowds were equally large this year, many police managed to keep them under control. A funny side to all this crush and eagerness to see the rally was that several years ago when the rally badly needed publicity, the club's press officer, John Kapsis, was pleading with the national daily papers to give it a mention while this year he was trying to get them to mention it a little less so that the crowds would not be too big.

The rally itself, as I have already suggested, was really one of the best events to have been held this year and the entry was also of high quality. The Germans were represented by Eugen Böhringer and Dieter Glemser in Mercedes as well as four works Wartburgs from the Soviet side while Sweden had Saabs for Erik Carlsson, Pat Moss, Ake Andersson and Olle Bromark and Volvos for Tom Trana, Carl-Magnus Skogh and Sylvia Osterberg. The Gallic crews were quite well represented with Lucien Bianchi, Jean-Claude Ogier and Patrick Vanson in Citroëns and René Trautmann in a Lancia Flavia. Two further works Flavias were driven by Giorgio Pianta and Peter Jopp while British interest centred on the lone works Cooper S of Timo Makinen and the four works Rovers of Anne Hall, Logan Morrison, Andrew Cowan and Roger Clark. A sprinkling of private entrants from Britain, Scandinavia, and naturally, Greece completed the field, but two that perhaps deserve to be singled out are George Raptopoulous and Zobieslaw Zasada. The former is probably the quickest rally driver in Greece and he and his D.K.W. have a truly great local reputation and as has happened for several years, he was going remarkably well until the D.K.W. stopped, though this time it was engine trouble. Someone nothing seems to stop is the incredible Mr. Zasada who hails from Poland and drives a fantastic little car called a Steyr Puch. He and his car came to our notice last year when he won the Polish Rally against strong opposition while this year he has had good results in the Monte Carlo, the Tulip and now the Acropolis and the Geneva.

On the rally, probably the biggest surprise was the poor showing of the Citroën and Rover equipes who had all their official works entries fall out. This was particularly bad luck for Rover who lost Anne Hall and Roger Clark very early on through assorted bumps and scrapes, and then mechanical failure of the De Dion rear axle seized Andrew Cowan while he was lying fifth overall and a Greek lorry pushed Logan Morrison off the road. For Citroën, the misfortunes centred on engine failure for Ogier and a most unusual failure for Lucien Bianchi who had his oleo-pneumatic suspension puncture on what was not a really rough section.

René Trautmann was using the front wheel drive of his Lancia to good effect to keep up with the Scandinavians who with Böhringer and Glemser were making most of the running. Then all of a sudden, Böhringer and Trana were both out, the Mercedes with engine trouble caused by a faulty thrust bearing and the Volvo with a broken differential in the rear axle, while further on, Glemser took a wrong turning and lost twenty minutes on the road. With the disappearance of the two ex-European Rally Champions and the heavy penalty occurred by the 230SL of Glemser, the Cooper S of Makinen took over the lead and dominated the rally until the ferry crossing to the Peloponnese when the hammering that the car was taking began to tell. To start with, the sump guard failed to stay attached to the car and the Finn had to drive one section without it and then after it had been replaced, the rear sub-frame cracked in half and lowered the suspension until the wheels were rubbing the bodywork. The *coupe de grace* was administered when the car caught fire only one section away from the finish when the B.M.C. mechanics were trying to weld the sub-frame into one piece again.

Perhaps the biggest fault with the hydro-elastic Cooper S that Makinen was using was the rapidity with which the universal joints where the drive is taken out of the gearbox were disintegrating and having to be replaced by the mechanics. It was the fact that the sump guard had been removed during the ferry crossing to facilitate their replacement that the car had to run without it for a couple of sections. This problem, troublesome as it was on the Acropolis, seems to have been solved or at least alleviated by using a different grade rubber in the suspension units and fitting competition restrictor valves to the hydro-elastic units, for the similar car that Paddy Hopkirk used on the Scottish, gave practically no trouble at all in this respect.

With the slowing of Makinen and his untimely exit so close to the finish, the rally turned out to be a very closely run match between two—dare I say it—veteran drivers, Carl-Magnus Skogh and Erik Carlsson who finished only a matter of seconds apart with the decision just going to Skogh. Little needs to be said about the talent of these two drivers or on the reliability and speed of their cars, Volvo and Saab, to indicate that this Swedish finale was not entirely unexpected. It was a little more of a surprise to find René Trautmann third in the Lancia as these cars have not proved to be fantastically reliable, but the Frenchman's driving talents are as undisputable as those of the Swedes that defeated him and it is to be hoped that the Italian firm will take heart at this result. His team-mates, Pianta and Jopp, were also going very well but Jopp was forced to retire with ignition failure while Pianta lost time after crashing on the very last special stage.

Continued on page 580

REFLECTIONS ON THE MONACO G.P.

THE decision by Clark and Gurney to compete in the Indianapolis 500-mile race in preference to the Monaco G.P. upset some people and surprised others. It really should not have been a surprise, for both are professional racing drivers and for either of them to become the first road-racing-type driver to win Indianapolis, apart from the vast bag of gold, would be an important and satisfying occasion, whereas to have won at Monaco would have been just another Grand Prix victory and the collection of points towards a rather nebulous World Championship. In addition to their not entering for Monaco there was the withdrawal of the two Team Lotus cars that Spence and Rodriguez were to have driven. This was logical really, for neither driver would have been in the running for victory unless drivers like Surtees, Hill and Brabham retired, and a works team should not go racing with the failure of others as its only hope of winning, not a works team like Lotus, that is, that normally sets the pace with its number-one driver. As the organisers were not prepared to offer Lotus the same terms as B.R.M. or Ferrari, it was obvious that Lotus would not go to Monaco for they had little to gain and a lot to lose, for it's the easiest place to crash a car and write it off.

In the recent vapourings after the announcement by Coventry-Climax of their withdrawal from Grand Prix racing, many people said that it would be the end of Lotus, Brabham and Cooper, and that without them Grand Prix racing would die. These people could not agree that racing would be of any interest with only works teams from Ferrari and B.R.M. They should have been at Monaco, for there were no works Lotus, only one Brabham of any seriousness, which retired before half-distance, and only one works Cooper, which was never in the picture. It was one of the most exciting races there have been and for most of the 100 laps it was a straight fight between B.R.M. and Ferrari. In those two teams there were some very strange team tactics, or perhaps a complete lack of any tactics, but whatever it was the outcome was odd. In the opening phase Stewart was following Hill so closely that at times he was almost touching his leader's rear tyres, and while this looked most impressive and convinced everyone that the B.R.M. team were going to run away with the race, it did not seem very wise on a circuit like Monte Carlo with so many blind corners. Maybe Stewart just wanted to show that he was as fast as Hill, or maybe he was getting a tow, and only by keeping that close could he keep up, but it would have been better team tactics if Stewart had dropped back and stayed just ahead of the Ferraris, not exactly baulking them or slowing them up, but at least taking their concentration away from Graham Hill, who could have then built up an even bigger lead.

Luckily for B.R.M., Stewart was forced to drop back when lapping Bucknum's Honda, as passing at Monaco is difficult, and obviously Hill nipped by when there was only room for one car and Stewart had to wait, thereby losing ground, and Hill did not slow down and wait for him. Had they been as close as they were on the opening laps, when Hill came upon Anderson in the *chicane* the result might have been a B.R.M. nose-to-tail shunt as both cars took to the escape road. If your rivals are hard on your heels then both team cars have to go as fast as possible, but when all the opposition is dropping behind it seems pointless for both team cars to go at the same pace and so close. Graham Hill's misfortune, which dropped him to fifth place, was just the sort of stimulus to bring out the best in him, for it was not his fault and he didn't make a mistake, it was just an unfortunate set of circumstances, but enough to make him niggly rather than bad-tempered, and a niggly driver invariably pulls-out-all-the-stops and excels. On the other hand, Stewart made a mistake when he spun and lost the lead, though his supporters said there was oil on the corner, but they could not explain why Bandini, Brabham and Surtees did not spin as well, for they were right behind Stewart. Although he recovered from the spin without damage and resumed the pace for a while, he did not keep it up nor did he regain ground like Graham Hill or stay with his leader when he went by.

In the Ferrari team there was a very noticeable lack of team spirit and co-operation. In practice Bandini in the 12-cylinder car was consistently faster than Surtees in the 8-cylinder car, so that one wonders why Mr. Ferrari does not give Surtees the 12-cylinder, for he can obviously drive faster than Bandini and at Monaco he could have got pole-position if he had driven the 12-cylinder car. From practice times it was no surprise that Bandini led Surtees on the opening lap, and with Brabham mixing it with them you could hardly expect the Italian to slow up and let his team leader get in front. For a long time they had no option but to both go as fast as they could, but after Stewart's spin and Brabham's retirement they had the race in the bag, with Bandini first and Surtees second, the wrong way round by status levels, but nevertheless Ferrari cars first and second. The only disturbance was Graham Hill, who was chasing them and gaining ground rapidly. It would have been the easiest thing in the world for Surtees to have eased up a bit and slowed Hill, without deliberately baulking him, thus letting Bandini get away. If Bandini and Surtees had been working together instead of racing each other they could have sewn-up Graham Hill very neatly, though it would have been hard work, for Hill was very determined.

Older readers will recall the day the Vanwall first showed its superiority at Reims and how the Ferrari team got together and crowded Harry Schell so that their leader, Fangio, could get away from the faster Vanwall, or how that very powerful Vanwall team of Moss, Brooks and Lewis-Evans worked so beautifully together in 1957 at Monza to hold Fangio and his Maserati in their grip, knowing that if he slipped away they would never catch him. Those days of team spirit seem to have disappeared, it's now " everyone for Champion," and this was very obvious at Monaco. Surtees seemed to make very little effort to prevent Hill from getting past, but once Hill had gone by he then stayed with him, and even got alongside once or twice and harried him. Bandini was not so easy to deal with and he did a Jack Brabham, and got on with his race apparently oblivious of what was happening behind. The attitude was " I am leading this race and I'm not easing up or moving over; if you want to come by then it's up to you to find a way through." A perfectly reasonable attitude for a racer who is out in front, but not for anyone being lapped or at the back of the field. Needless to say, Graham Hill found a way through and I doubt if he said " Excuse me " as he elbowed his way by, but this was motor racing, not an old ladies' tea-party, as some drivers treat motor racing.

That Surtees and Bandini do not show much " team spirit " is not surprising, for there is no love lost between them and they even stay in different hotels. In the past they used to drive together in long-distance races, but Bandini could never keep up the pace that Surtees set, and many times it was a miserable and morose Surtees that sat in the pits and watched the lead he had built up dwindle away while Bandini was driving. Now they no longer drive together in long-distance events.

The Honda team still have a lot to learn before they will win many motoring races, and one thing is to know the rules. At the start of a race if an engine doesn't fire, two mechanics can push-start it while it is still on the " dummy grid " and get it running, but before it can join the starting grid proper it must be stopped and restarted on the starter motor. This is to allow for just such a situation as developed with Bucknum at Monaco. His engine got too rich and white vapour was coming out of the exhausts but it would not fire and he realised what had happened. He waved to his mechanics, expecting them to push-start the car to clear the rich mixture and allow him to restart and join the grid. Instead, four of them fell on the car and started taking out the sparking plugs. By the time the start-line marshals had convinced them that only two mechanics were allowed to work on the car and Bucknum had convinced them he wanted a push, they had got two sparking plugs loose and the starting flag was up. In a mad scramble they tightened the plugs and put the engine cover on, pushed the car and cleared the rich mixture, it started on the starter and Bucknum joined the race, but it was a lot of unnecessary flap.

Although in the report the Station Hairpin and the Gasometer Hairpin are referred to, and probably will be for many years to come, those terms are now inaccurate for the Gasworks has been demolished as has the Station. The railway line has been put in a tunnel running under the town, although the bridges and arch-ways are still there. In neither case has the demolition altered the characteristics of the corners, and driving round the circuit you might not notice the change, but photographers were quick to see the loss of two classic backgrounds for their photographs.

Louis Chiron and his organising committee did a lot of work and

PUT A TIGER IN YOUR TANK



–Jim Clark did

At INDIANAPOLIS. He won a great victory in his **LOTUS-FORD** on Esso Fuels and Lubricants. *Congratulations Jim!*

Happy Motoring with New Esso Extra

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string-pulling to assemble a splendid array of historic racing cars, all in working order, and many driven by ex-Monaco G.P. winners, but unfortunately the whole thing was spoilt by poor management. The idea was to have a two-lap parade of these cars and drivers in order of years, followed by famous drivers now retired and present-day drivers who have won at Monaco. During practice days the cars were beautifully displayed on a platform behind the Casino in a large car park, but half the cars had no notices to say what they were, and there was no indication that they were there anyway, knowledge getting round by word of mouth. The cars were a 1954/55 W196 Mercedes-Benz, a 1937 W125 Mercedes-Benz, a 1932/33 Monza Alfa Romeo, a 1951 Alfa Romeo 159, a 250F Maserati, the Lotus-Climax with which Moss won in 1961, a Type 35 Bugatti and two sports cars that won in 1952, a V12 Ferrari and a 6-cylinder Gordini. With the exception of the Bugatti, which was a rough old lot, they were all immaculate, the Moss Lotus even having its original number on it. In the parade they came round out of order and there was no way of knowing who the drivers were, except for the enthusiasts who could recognise Chiron, Lang, Fangio, Manzon, Farina and Moss. To actually see and hear a 159 Alfa Romeo running again, with Fangio in the cockpit, was wonderful, and the sound of the 5.6-litre supercharged 8-cylinder Mercedes-Benz as Lang accelerated up the hill to the Casino was quite something, so that it was a pity that the whole thing became a shambles with some of the racing cars getting mixed up in a parade of 204 Peugeots.

However, the parade of cars that never fails to impress the enthusiast at Monaco is the one outside the Hotel de Paris, the Hermitage or the Casino every night. At first it looked as though this year's "one up" car was going to be the 275 GTB Ferrari Berlinetta, but there were at least six in town, three all in the same parking row one evening. Then it looked as though it might be the ASA 1000 coupé from Milan, with the little Ferrari engine, but there were three of those. It finally settled on the Lamborghini 350 GT, of which there were two. The odd thing was that wherever there was a row of exotic high-performance machinery there was inevitably a VW on the end of the row. On Saturday night parked side by side were an E-type Jaguar, a Lamborghini, a 330GT Ferrari, an Aston Martin DB5, a Corvair Monza, a 4-door Maserati V8 and a Pontiac Bonneville, and, of course, a VW. The locals have to park somewhere! Other cars to delight the enthusiast were 300SL Mercedes-Benz, 507 B.M.W., Porsche 911, Mercedes-Benz 600, Ferraris of all types, Maserati GT coupés, and many lesser but rare machines.

In his book on the Monaco Grand Prix, Peter Garnier says that some years ago the racing drivers "used to be gentlemen trying to be mechanics. Now they are mechanics trying to be gentlemen." I wonder if they have tried so hard that they have succeeded and are now driving like gentlemen, instead of like racing drivers, for a year or two ago most teams produced special precautions for the bumping and boring that inevitably takes place on the small street circuit. There were shortened nose cowlings, bumper bars in front of the radiators and even bumper bars behind the gearboxes, and it was reckoned that anyone who went to Monaco with their normal Grand Prix car was asking for damaged bodywork, and it was very true. This year there appeared to be no extra precautions taken and the only damage was done in the Formula Three races.—D. S. J.

RALLY REVIEW—continued from page 577

In all, the Acropolis Rally was an excellent event enjoyed by all who did it and there can be no doubt whatsoever that this is now one of the prime events in the calendar.

SCOTTISH RALLY

GENERAL CLASSIFICATION

1st	R. A. Clark/J. Porter (Cortina GT)	3,153	penalty	marks
2nd	I. D. Lewis/R. Turvey (Hillman Imp)	3,708	,,	,,
3rd	W. L. Morrison/J. Syer (Rover 2000)	3,944	,,	,,
4th	J. Tordoff/N. Thomas (Cortina GT)	4,597	,,	,,
5th	Miss R. Smith/Mrs. S. Taylor (Hillman Imp)	4,932	,,	,,
6th	T. Paton/S. Parker (1071 Cooper S)	5,129	,,	,,
7th	J. Partridge/D. Rowe (970 Cooper S)	5,143	,,	,,
8th	R. Clift/B. Lockyear (Cortina GT)	5,191	,,	,,
9th	E. Moorat/B. Crawley (Cortina GT)	5,282	,,	,,
10th	R. Charleton/Mrs. E. Charleton (Anglia 1200)	5,293	,,	,,

THIS year, for the first time, the Scottish Rally was supported and officially recognised by the trade, so that it was no great surprise to find strong teams from Ford, B.M.C., Rootes and Rover competing as now, if they had a good result, they were at liberty to advertise it. This is because of an arrangement similar to that found in racing, where only certain events are recognised by the Society of Motor Manufacturers and Traders and only results in those events can be used as the basis for an advertisement. Despite these works cars and drivers it was a privately owned and entered car that won and, not only that, it was the same driver and navigator that won last year and the car was of the same type and had the same registration number as last year.

However, how much Roger Clark and Jim Porter in their Cortina GT can be considered as private entrants is debatable. The Royal Scottish Automobile Club refused to consider as a private entrant anyone who had any connection at all with the motor trade, which, in fact, disqualified Clark as he sells cars for a living. The same exclusion applied to fourth-place man, Jack Tordoff, also driving a Cortina GT, and to sixth-place man, Tom Paton in a 1071 Cooper S, who both earn their living the same way, so that the private entrant's prize went to John Partridge in a 970 Cooper S, who happens to be a farmer. Now perhaps that is taking things a little too far, but it does raise the interesting question of what comprises a private owner. To start with, he must obviously own the car that he is entered in, but how do you find out if the works have supplied him with an engine or a gearbox that he might not have been able to come by had he not been looked favourably upon by the team manager? As it happens, Roger Clark is at present contracted to the Rover works team but as they had not intended to supply him with a works Rover for this event, he was presumably free—under the terms of his contract—to drive his own Cortina GT, which he did and most successfully. It was no doubt his reputation as a works driver and his previous success in this event that prompted Ford to put him in their second team entry and to provide him with the same service as the works cars, and a very sensible arrangement it turned out to be. A team manager would be stupid indeed if he refused service to a car which was of the same make as his works cars and was doing well on the rally, but was entered by a private owner.

Such pre-rally assistance and rally service does make some private entrants less private than others, but it has been going on for many years now and it doesn't seem likely that any organiser can think up anything foolproof to differentiate between those private owners without assistance and those who do it all off their own bat. When tyres, brake pads, lights and various other bits and pieces are available at rally discounts (and without these discounts it is difficult to see how a lot of people could be going rallying at all) it becomes impossible to define a private owner.

Be that as it may, within a fairly limited definition, Roger Clark was a private owner and he did very well indeed to beat the works entries that did go on the Scottish Rally. The four works Fords suffered great misfortunes in that three were eliminated by virtue of having left the road while the remaining car of Henry Taylor broke two differentials in the course of the rally and was much delayed having them replaced. The leading contenders for supremacy with Clark after the works Fords had dropped from contention were B.M.C.'s two winners of the Monte Carlo Rally, Paddy Hopkirk and Timo Makinen. Makinen had elected to drive a Healey 3000 and, in fact, outlasted Hopkirk in the Mini-Cooper S, but while the Cooper S was running it gave no trouble, while the Healey had first an ignition fault and then lost its sump shield. In the case of both cars, however, it was the final drive that failed, with the Cooper S coming to a halt on the third day while comfortably in the lead, while the Healey went through to the fourth day and was overhauling Clark rapidly after losing time on the road as a result of having the sump guard fixed.

Rootes had a fairly mixed bag of luck after their Tulip victory, with one works Imp retiring with mechanical failure in the engine and the other two finishing first and second in their class, and in most creditable second and fifth places overall. Tiny Lewis' second place overall is very creditable in the Imp, especially as he was recording stage times that were very little slower than those of the fastest cars. As far as the Tigers were concerned, suffice it to say that the works one driven by Andrew Cowan suffered a variety of mechanical misfortunes and retired, while the privately entered one of John Melvin managed to finish despite much the same sort of troubles.

The Scottish was a good rally this year and there can be little doubt that participation by the works teams will have encouraged the organisers to make it even better next time.—J. D. F. D.

A TAXATION ANOMALY WHICH SURVIVED THE BUDGET

THE motor vehicle "road fund" tax in this country at the time of writing is levied on a flat-rate basis irrespective of engine power, rated or otherwise. The horse-power tax is a thing of the past. Not quite though! Although the graded h.p. tax was changed to a flat-rate tax in 1953 (then £12 10s. a year), a curious anomaly remained, *i.e.*, cars of under 6 h.p. R.A.C. rating and of 6-7 h.p. under this h.p. assessment, registered on or before January 1st, 1947, were still taxed on these h.p. ratings.

It would be extremely interesting to know how the mind of the Civil Servants responsible worked, to permit this curious distinction. Perhaps an expert on economics or social science will be able to explain?

The horse-power tax was imposed initially in 1910, on a sliding scale ranging from 2 gns. to £42 per annum, the criterion being the R.A.C. horse-power formula. In 1921, for the brave new post-Armistice World, the Government simplified this to £1 per R.A.C. h.p. This was reduced to 15s. per h.p. in 1935, rose to 25s. per h.p. in 1940.

By 1947 the powers-that-were had at last been persuaded that the outdated h.p. rating was restricting the development of British power units, by encouraging small bore-dimensions and thus long-stroke engines of limited piston speed. They changed the taxation basis to engine capacity, at the rate of £1 per 100 c.c. However, as it was obvious that the new short-stroke high-speed engines would be very much more powerful than the old long-stroke engines, the h.p. tax was retained for cars registered before January 1st, 1947. I do not recall whether this remained at 25s. per R.A.C. h.p. or was raised. But it was logical to assume that if a new 2-litre car had to pay £20, it would be fair to charge the owner of, say, a vintage 3-litre Bentley the same amount, and a vintage 2-litre Lagonda owner £16 5s.

Once before, the authorities had appreciated that engine development had meant greater power from a given engine size and had introduced a tax rebate on engines made before 1915, but this was swept away with the flat-rate tax.

However, the system of imposing different types of taxation, on pre- and post-1946 cars, was cumbersome and involved complication on application forms and confusion in the tax offices, so the following year a flat rate of £10 was levied on all post-1946 cars. This was a step in the right direction and in 1953 a further simplification was achieved by charging all cars the flat-rate tax of £12 10s., raised to £15 in 1961 and to £17 10s. by the recent Socialist Budget.

This is where the aforesaid fascinating anomaly arises—cars of up to 6 h.p. rating were still taxed under the archaic R.A.C. formula and so were cars of 6-7 h.p. Why? This was a sop to small-car users and possibly intended as a vote-catcher. But if so, it was directed at a remarkably small minority of car owners. The Austin 7, which the authorities may have had in mind, went out of production before the war, and the baby cars of 1953 were all rated at 8 h.p. or over. (Even in the summer of 1927, in the hey-day of the h.p. rating, only nine 6-h.p. and 937 7-h.p. were registered, compared to 6,450 of 8-h.p. rating.) Could it be that someone in Whitehall wanted to appease these baby car owners and assumed they were all of Austin 7 size and that the "7" represented the taxable h.p.? (In fact, even the original Austin 7, of 54-mm. bore, was rated at 7.2 R.A.C. h.p.) But if so, why the *two* exceptions to the flat-rate tax, of under-6 h.p., and 6-7 h.p.?

In any case the Austin 7 had a 56-mm.-bore engine, rated at 7.8 h.p. and, as the Government, with typical grab-grab instincts, had long ago insisted that 0.1 h.p. or over counted as a whole and was to be charged as another £1, even the humble pre-war 747-c.c. Austin missed this odd tax concession and in 1953 had to pay £12 10s. So if this was the car singled out for financial aid, the authorities were wide of the mark!

When I was an Austin 7 owner, I used to ponder on how I could take advantage of the tax concession! It seemed that one could get a free rebore by linering-down the engine to qualify for the under-6-h.p. tax-rate. Unfortunately this meant not only paying for the liners but having special pistons made, as no standard ones were sufficiently small, which would not only have cost more than the money saved on the licence but, as the liners would have to be fairly thick, might have introduced overheating and distortion problems into the bargain. Reluctantly, this Boddy-economy had to be abandoned. . . .

When the recent Budget again raised the flat-rate tax I assumed the authorities would take the opportunity of killing these inexplicable concessions. Not a bit of it! Cars registered before January 1st, 1947, and of under 6, or 6-7 R.A.C. h.p. rating still receive this fascinating concession. Although the rates have gone up, from £10 15s. and £12 10s. respectively, to £12 10s. in both instances (electric cars formerly charged £9 a year also now pay £12 10s.), this concession saves a fiver a year for owners of certain single- and 2-cylinder veterans, the earlier flat-twin Jowetts, the 7/12 and 7/17 Peugeots, the very smallest pre-war D.K.W.s, if any remain, and half-a-handful of obscure small cars possibly long since extinct even in V.S.C.C. circles. I should be sad to see it repealed. But, please can *someone* tell me why it was introduced and for what reason it is retained in 1965?—W. B.

66th GOODWOOD MEMBERS' MEETING (May 22nd)

Good weather, a good attendance, too many non-starters, sums up the last but one B.A.R.C. Meeting counting towards the 1965 MOTOR SPORT Brooklands Memorial Trophy. Burnard's 2-litre Simca Abarth, from the back of the grid because it hadn't practised, ran away with the 10-lap GT race, beating a trio of Diva 1100s driven by Alexander, Mockford and Sir J. Samuel, although for some inexplicable reason Burnard's enormous lead was suddenly demolished by Alexander to 1.2 sec. over the line.

An exciting 10-lap Saloon Car Race saw Calcutt's Hillman Imp on the front row of the grid but it only lasted two laps before the fuel pump packed up. After many incidents Cox's A40 split the Odor Cooper-S domination by finishing second, behind Wilding, ahead of Kirby. Rayner's early-style Ford Popular had a Cosworth-tuned engine and 5-speed gearbox! The F.3 Scratch Race was ruined because Cole (Brabham-Ford) was penalised 60 sec., for jumping the start. Actually two other cars left early but Cole suffered under the old school penalty of being *seen* to break the rules. As the one-minute signal was given at anything from 30 sec. to 1½ min. before flag-fall during the afternoon, start-jumping was understandable. They gave the race to Bell (Lotus-Ford), from Payne (Lotus-Ford) and Sullivan (Repco Brabham-Ford).

Another 10-lap GT race saw the Elans of Burnand and Fallek act as giant-killers, slaying the E-types, the former winning by 14 sec. after ten laps! O'Connell's Jaguar-engined A.C. was second, however, until its clutch gave out on lap nine.

Cave's astounding A40 ran off with the second Saloon Car Race, even Dodd's 3.8 Jaguar being 11.8 sec. behind at the finish. Drury's 1,718-c.c. Anglia finished third, beating Runham's ex-Coombes/G. Hill 3.8 Jaguar before the Jaguar's engine blew-up.

Lacey's Merlyn-Ford took the Sports and "Clubman's" Sports Car Race from Sawyer-Hoare's smart Lotus 23, Rose-Gold's Lotus 7 winning the "Clubman" category in spite of spinning in practice. Racing ended with a couple of 5-lap handicaps, Miles in the Cave A40 winning the first, Sawyer-Hoare having the second one in the bag from the third lap in his Ford-engined Lotus.—W. B.

Results:

10-lap GT Race:	R. Burnard (Simca-Abarth 2000)	84.40 m.p.h.
10-lap Saloon Car Race:	R. Wilding (Austin-Cooper S) ..	79.24 m.p.h.
10-lap F.3 Race:	D. Bell (Lotus-Ford)	92.82 m.p.h.
10-lap GT Race:	H. Burnand (Lotus Elan)	89.28 m.p.h.
10-lap Saloon Car Race:	M. Cave (Austin A40)	86.02 m.p.h.
10-lap Sports Car Race:	C. Lacey (Merlyn-Ford)	89.22 m.p.h.
5-lap Handicap, A:	R. Miles (Austin A40)	80.45 m.p.h.
5-lap Handicap, B:	C. Sawyer-Hoare (Lotus-Ford)	87.49 m.p.h.

Fastest lap of the afternoon: Bell (Lotus-Ford), 94.94 m.p.h.

ROSEMARY SEERS ELECTED TO R.A.C. ASSOCIATE COMMITTEE

Miss Rosemary Seers, well-known rally competitor who is now Press Officer of Lotus Cars, is amongst the ten people elected to the R.A.C. Associate Committee to represent individual Associate Members and Associated Clubs. Miss Seers was nominated by the Guild of Lady Drivers.



Right: David Seigle-Morris, John Sprinzel and admirers.
Below: The E-type gets the off.



Cinturato: the ultimate Test

Take a road tyre - have it tested on the track - by professional drivers - in fast cars. Tell them to take it to the limit. And then report. That is the ultimate test for a tyre. It is precisely what we did with the Cinturato. And we did it at the first Pirelli Public Test Day, before 15,000 spectators.

This was the line-up:
The cars: 330 GT Ferrari, Maserati Mistrale, Rover 2000, Ford Mustang, Alfa-Romeo 2600 Sprint, Fiat 2300, BMW 1800 TI, Buick Riviera, Le Mans Aston-Martin, Reliant Scimitar, Marcos GT and an A.C. Cobra.

The drivers: Mike Salmon, Peter Jopp, Bill Bengry, John Sprinzel, Patsy Burt, M. Fois (Fiat's Chief Tester, England), Anita Taylor, Tom Rose, David Seigle-Morris, Jem Marsh and Ken Rudd.

The place: Brands Hatch.

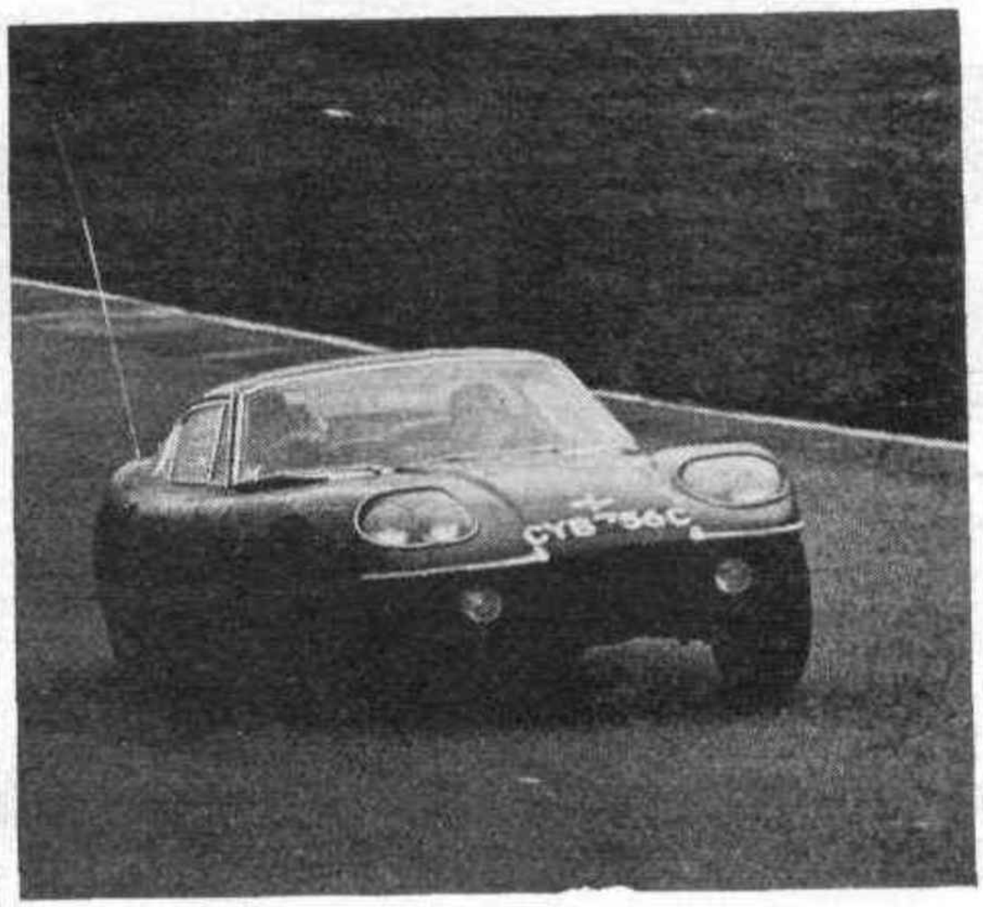
The result:
The typical reaction was very considerable surprise that a road tyre **could** behave so well under near-racing conditions. As **David Seigle-Morris** put it: '...I wasn't expecting them to be as good as that. They were approaching the handling of a racing tyre, not an ordinary tyre. I've had ordinary tyres on a track and you can't compare them with Cinturatos.'

Jimmy Stewart had the same experience in the E-type Jaguar: 'I was immediately impressed by the fact that the breakaway point from cornering very fast, or in other words putting the car into a four wheel drift, was very gentle - and it did give the impression that you were driving on racing covers. I was most impressed and the motor car at all times felt very safe indeed.'

And **Jem Marsh** in the Marcos GT? 'I think the Brands Hatch testing was highly successful. I'd never driven on a track before on Cinturatos... but after about ten, fifteen laps I was



Left: Ken Rudd in the Ace.
Below: Jem Marsh in the Marcos.



going round almost as quickly as I was with a racing tyre and also I felt incredibly safe... and compared with some of the other radial tyres it doesn't make your steering heavy.'

For **Ken Rudd** the track driving emphasised the versatility of the Cinturato: 'We came up from Worthing this morning in the Ace in about an hour... And all we had to do when we got here was: blow the tyres up, take the car straight off the road and go round the circuit. There's no doubt about it: you can go motor racing on Cinturatos just by blowing them up.'

The meaning for you

What does all this mean to the man who never drives on a track, but likes to drive briskly and skilfully?

It means that the Cinturato gives you an enormous margin of **safety.** When you fit Cinturatos you get roadholding that can cope with every circumstance. You get a completely **predictable** tyre. As Ken Rudd puts it: 'Predictability is the basic quality you need in road driving - when the unexpected is always lying round the corner. On Cinturatos you feel you can always know just where your car is going to go and what is going to happen to it. Whereas with quite a few other tyres I've tried I find that the quality of predictability is, to say the least, a little missing. I wouldn't willingly go back to anything else.'

Write now to the Pirelli Performance Bureau, 343 Euston Road, London NW1 for your free copy of the Cinturato Test Reports: 1, 2 and 3.

PIRELLI
CINTURATO
THE FABULOUS TYRE WITH
THE BUILT-IN SAFETY BELT

ANOTHER RALLY VICTORY FOR ROOTES



Outright win for

1ST SUNBEAM TIGER

International Police Rally 1965

690 miles against 92 other cars—without a single penalty point!

Driven by John Gott, Chief Constable of Northants, navigated by Sgt. D. E. Nicholson.

The Sunbeam Tiger's victory is a resounding one. Starting and finishing in Liege, Belgium, May 29-30, and competing against civilian and military police teams from seven countries, **the Tiger was the only car to finish the 24-hour rally unpenalised in the road section, while on two of the speed hill climbs it established the fastest recorded times.** That's the rally-winning form of the Sunbeam Tiger that takes it way out in front with sports enthusiasts.

Tiger top in USA, too! Santa Barbara Road Races, California, May 29th, Sunbeam Tiger driven to top place in Class B Production race by Jim Adams for Hollywood Sports Cars—135 mph on the straight, average speed 101 mph.

And then on to Canada! The same Tiger that won at Santa Barbara was air-lifted – by the Flying Tiger Airline –, to Mosport, Ontario, for the Player's 200 meeting over Whit weekend. Result – another win over 15 laps in Canada's top production car race, with Jim Adams leading the Tiger in 8 seconds ahead of its nearest competitor.

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THE CIRCUIT OF MUGELLO

June 6th

ALTHOUGH the race on the circuit of Mugello, north of Florence, had International status the entry was almost entirely National, the exception being Mike de Udy and David Piper with the former's Porsche 904. However, the entry was not the important part of the race, it was the circuit and character of the event that was significant, for it was open-road racing in the heart of Italy. At one time there were numerous open-road races on long mountainous circuits such as the Grio di Calabria, the Coppa Dolomiti, the Giro di Umbria, the Grio di Toscana and so on, as well as the Giro di Sicilia and the legendary Targa Florio, and they all built up to a climax that was the Mille Miglia, or 1,600-kilometre race around the whole of civilised Italy. After the 1955 Le Mans catastrophe the Italian Government put on a righteous front, like the French, the Swiss and the Germans, and said in a loud voice " No more racing on public roads," but like all the other Governments, except the Swiss, they had second thoughts and added " Well, at least not for sports cars of more than 2-litres " and later they thought again and added " except for the Mille Miglia and certain other exceptional races," so that within a few months everything returned more or less to normal. Then came the 1957 Mille Miglia accident and as the smell was now on their own doorstep the Italian Government said " All racing on public roads will stop," and this time it did, so that all the long-distance open-road races died with the exception of the Targa Florio which put up the plea that it was a closed circuit race, and anyway it was in Sicily. On the Adriatic coast the Pescara Club got away with some " closed circuit " races on their long mountain circuit, but all the true open-road races, or Giro's, died.

Now in Firenze, or Florence as the English insist on pronouncing it, the Automobile Club had been active in reviving an open-road race on a circuit in the mountains between Firenze and Bologna near Barberino di Mugello. This long-distance mountain race had been going strongly in the nineteen-twenties, until 1929, but after that the Fascist Government controlled Italy and Count Ciano wanted an important race in his area and prohibited the Circuit of Mugello and inaugurated the Coppa Ciano at Livorno, not far from Florence. It was not until 1955 that the Firenze Automobile Club were strong enough to revive a race on the Circuit of Mugello, though they had organised the Mille Miglia control at Firenze. It was unfortunate that they held their event just before the fateful Le Mans of that year, so that the revival of Mugello was dead almost as soon as it was born. After that came 1957 and the end of all hopes for Mugello, added to which came the growth of popular motoring in Italy and the virtual impossibility of closing the public roads for motor racing due to the chaos and inconvenience it would cause the non-sporting section of the community. However, this increase in private motoring brought good with it for it made essential the construction of new motor-roads, or Autostrada, and eventually the Autostrada between Bologna and Firenze was completed, which meant that traffic over the old road across the Raticosa and Futa mountain passes dropped to a minimum. It is certainly true that out of evil will come good, for with the rise in motoring population came the Autostrada and with the coming of the Autostrada the old road was not so vital and the Firenze Club set in motion the wheels to get it closed for a motor race. From the top of the Futa pass down almost to Firenze was one leg of the historic Circuit of Mugello and in 1964 they got permission to close the roads for a small National event for GT cars, reliving once again all the glories of the Circuit of Mugello.

This year they got International status for the race, as well as it counting towards the GT Championship for Class II cars and with the success of this year's event they hope to get promoted to a full-blooded event the equal of the Targa Florio, in status if not in fact, for nothing can hope to challenge the Targa Florio in character and tradition. The work done by the Firenze Automobile Club might well encourage other clubs who have been forced to remain dormant since 1957, and where the ever-extending Autostrada are making the old roads superfluous, there may well be other opportunities for reviving open-road racing. Few drivers who have taken part in a race on the ordinary Italian public roads, closed to normal traffic, will deny the satisfaction and feeling of real motor racing, just as anyone who has seen a racing car in full flight on the everyday roads will never be really satisfied with artificial circuits, however good they may be. The granting of an International permit to the XII Circuit of Mugello may well be the turning point in a revival in Italian motor racing circles.

This year's event was open to Touring Cars, Grand Touring Cars, small sports cars, small Prototypes and the special Italian class for LM Ferraris, and it gathered 55 starters, from Alfa Romeo Giulia TI saloons to LM Ferraris, and including two Alfa Romeo GTA saloons and a GTZ from Auto-Delta, while the sports category allowed the local lads with old Oscas, Birdcage Maseratis and the odd special to have a bash. Naturally, the powerful and strong 275LM Ferraris were unchallenged, Mario Casoni setting a cracking pace, relieved briefly for one lap by Antonio Nicodemi, for it was an 8-lap race on a circuit of 66.2 kms. (41 miles) in length. The circuit is roughly oval in shape, run anti-clockwise, like the Targa Florio, and it goes over the Passo del Giogo by way of an endless number of hairpin bends on a narrow rough road that would give the R.A.C. kittens and make the G.P.D.A. call a strike. Then it descends the other side of the pass on an equally tortuous road to the village of Firenzuola, and on the way down there is no room whatsoever for mistakes, nor is there anywhere for a " second chance." On a slightly wider road it then climbs to the top of the Futa Pass and descends towards Firenze on the old Mille Miglia route, but running the opposite direction to that used in the last years of that famous race. At the village of Novilo the circuit leaves the main road at a hairpin and starts off again up towards the Giogo Pass, the start and finish being at this hairpin. While the outward run to Firenzuola is slower and more nadgery than Targa Florio going, the return down the Futa is very much faster so that the average speed is very similar to the Targa Florio. It is accelerating hard down a mountain side in a Ferrari or something similar that brings out the best in true racing drivers, and at places on the descent of the Futa the faster cars must have been reaching 120-130 m.p.h. When the Italians talk about a descent they mean a mountain-side, not something like the slopes of Brands Hatch or Oulton Park.

We watched part of the race on an uphill section that led into a fast blind bend round a brick wall, and later moved to a downhill section approached through a blind left-hander and the difference between those who knew where they were going and those who didn't was as night and day. With a lap time of 35-40 minutes you have to be patient if you have a particular favourite, although cars are passing pretty regularly, having started at 30-second intervals, and there was plenty of interest in the various classes. Although there is no handicap in this sort of event, the slower cars go off first so that there is great interest among the spectators as to who is leading on the road, and whether the fast cars that started at the back can catch the slower cars that went off first. By viewing the whole entry as a handicap you also get a good overall picture of the race and a white Alfa Romeo Giulia TI Super saloon driven by a lad from Como had the crowd around us on their toes, for he was obviously not going to be caught by Casoni in the LM Ferrari. This Enrico Pinto's driving of the Alfa saloon would have done credit to the British saloon racers and when he went by to end his eight laps, still ahead of the LM Ferrari, he got a rousing cheer, for there were many seemingly faster cars, like Alfa GTZ and Ferrari GTO that were caught by the LM well before the end.

There was one swarthy little Italian, who must have been a Firenze taxi driver, who was almost off the ground with excitement and satisfaction at the sight of the leading LM Ferrari hurtling down the hill and taking a long left-hand bend with its inside front wheel trying to lift off the ground. After it had gone he would settle down on the grass bank for a nap, occasionally cocking an eye at a passing car, sometimes with disdain, other times with mild interest, depending on what it was and how fast it was going, but he never failed to anticipate the arrival of Casoni, at which he would jump up and almost hug himself with joy. We watched all this and thought how nice it was that the passing of a raucous and noisy 12-cylinder Ferrari could give one person so much enjoyment, and then realised that this was probably happening all round the 66-kilometre circuit, for 70,000 people had paid to watch this race, and most Italians just love Ferraris and the noise they make.

The Auto-Delta Alfa Romeo team ran into various small troubles so that Pinto, with his private Giulia saloon, beat them all in the general classification and he finished a worthy 4th overall, having driven the whole eight laps himself. David Piper started off well, leading his class, on the first time he had raced a Porsche, but was delayed by the petrol tank coming adrift and jamming the steering. De Udy took over for the second half of the race, but on the last lap the front suspension collapsed, as it did on an Italian-owned 904 Porsche. The circuit was very hard on the cars, but the three LM Ferraris that started finished 1-2-3 in fine condition.

The race was run without incident or difficulty which should auger well for the future of the Circuit of Mugello, for we can stand a lot more of this open-road racing.—D. S. J.

Results :

CIRCUIT OF MUGELLO—8 laps at 66.2 kilometres per lap—529.6 kms.

1st : M. Casoni/A. Nicodemi (Ferrari 275LM) 4 hr. 59 min. 08.2 sec.—106.245 k.p.h.
2nd : M. Grana/C. Toppetti (Ferrari 275LM) .. 5 hr. 03 min. 37.8 sec.
3rd : O. Sigala/L. Taramazzo (Ferrari 275LM) .. 5 hr. 14 min. 01.2 sec.
4th : E. Pinto (Alfa Romeo Giulia Super) .. 5 hr. 24 min. 23.2 sec.
5th : C. Zuccoli/P. Rava (Alfa Romeo GTZ) .. 5 hr. 25 min. 17.2 sec.
6th : R. Ricci (B.M.W. 1500TI) .. .. .. 5 hr. 32 min. 39.4 sec.
7th : T. Zeccoli/R. di Bona (Alfa Romeo GTA) .. 5 hr. 40 min. 24.0 sec.
8th : G. Maestrini/C. Fabri (Porsche 904GTS) .. 5 hr. 42 min. 26.8 sec.
Numerous other cars still running at end.
Fastest lap : M. Casoni (Ferrari LM) on 7th lap, in 35 min. 52.4 sec.—110.738 k.p.h.

XXIII MONACO GRAND PRIX

Brilliant Graham Hill

MONTE CARLO, *May 30th.*

THIS year the Indianapolis race, which has now become of great interest to Europeans, was held the day after the Monaco Grand Prix, so there was no possibility of any drivers competing in both events, as in past years. Consequently Jim Clark and Dan Gurney did not enter for the Monaco race and Team Lotus proposed to replace Clark with Pedro Rodriguez and Brabham replaced Gurney with Denis Hulme. With the starting grid limited to sixteen cars the organisers guaranteed certain places to each factory team, depending on their drivers' results in the 1964 Championship, the remainder of the positions being decided by practice times. Team Lotus wanted guaranteed starts for Spence and Rodriguez, but the organisers would only guarantee one, so Team Lotus withdrew their entries and did not go to Monaco. This reduced the field to seventeen cars, so that the three practice periods only had to eliminate one car.

On Thursday afternoon there was one and a half hours of practice, during which everyone should have become adjusted to the circuit ready for the two shorter periods the following days. Just as the circuit was opened for practice the rain began to fall and got worse as the afternoon went on, so that only those drivers who were quick off the mark got anything like a reasonable lap time, the rest being impossibly slow in the soaking circuit. For a lot of people the problem was to keep all the cylinders working, for spray was getting everywhere and most of the entry sat despondently in the pits, but it was noticeable that number one works drivers Graham Hill and Surtees were splashing round pretty consistently. The B.R.M. team of Hill and Stewart had three cars at the circuit, all of the latest type with central exhaust system, and Ferrari had two V8 cars for Surtees and a flat 12-cylinder car for Bandini; Surtees having different types of Dunlop tyre on the two V8-cylinder cars. Jack Brabham's own car was fitted with a new four-valve-per-cylinder Coventry-Climax V8 engine, while Hulme had an earlier unit, as did the two works Coopers, driven by McLaren and Rindt. The Japanese Honda team were out in strength, having three cars at the pits for drivers Bucknum and Ginther, these cars being improved versions of last year's car. The rear suspension has been simplified and is now on the lines of a Lotus or Brabham and Dunlop have been discarded for brakes, wheels and tyres. Girling disc brakes are used, Honda alloy wheels and Goodyear tyres, while fuel tanks have been built in the sides of the cockpit giving a slightly fatter section. The transversely mounted V12-cylinder engine still uses Japanese fuel injection into the ports with a system of wires and pulleys to connect the throttle slides and the mixture strength control, while the battery has been moved within the wheelbase from its previous position on an outrigger behind the rear suspension. The non-factory entries consisted of Anderson with his Brabham-Climax V8 and Hawkins with Stoop's Lotus 33-Climax V8, combined under the mantle of D.W. Racing Enterprises Ltd., both cars being painted green with a central white stripe. Gardner was driving the Willment Brabham-B.R.M. V8 and Rob Walker's team was his usual pair, Bonnier and Siffert. The Swedish driver was in the Brabham-Climax V8 and Siffert was making his re-entry to racing after his Goodwood crash, still suffering from a painful foot. His Brabham-B.R.M. V8 had to be completely rebuilt after the accident and was now virtually brand-new. To complete the list Hailwood and Attwood had the Parnell team cars of ex-works Lotus 25 chassis with B.R.M. V8 engines and Hewland gearboxes. From a collection of bits and by fabricating many parts themselves the team had built up a third car to the same specification, to be used as a training car and a spare. With only seventeen entries there was not the usual panic and scrambling to qualify as there was only going to be one unfortunate driver.

Before breakfast on Friday morning there was an hour of practice and the weather was perfect, with dry roads and sunshine and everyone began to charge around to record good times for the two-by-two starting grid. The B.R.M. team seemed to be fairly free of troubles or complication and it was noticeable how forceful Stewart's driving was, his speed in jumping from one pedal to the other being outstanding. Into the Station hairpin he would be on the accelerator right to the last moment, and then well and truly on the brakes, whereas other drivers would back off the throttle progressively as they came down the hill. Out of the right-hander onto the sea front it was the same; no hesitation with stamping the throttle open, or with changing gear, the only question being whether the B.R.M. would stand up to this sort of forceful driving. Graham Hill was going equally fast, his power-sliding round the hairpins being a joy to watch, while Brabham was employing the same tactics the 32-valve Climax engine opening up splendidly out of the hairpins. Bandini was obviously in the same happy and uninhibited mood as Stewart, the flat 12 Ferrari engine going well, but Surtees was not completely happy and both his cars seemed fluffy on pick-up. The Hondas were clearly unsuited to the circuit, being all revs. and gears, both of which are undesirable at Monte Carlo and there was precious little time for them to re-adjust themselves.

With the good circuit conditions it was no surprise that lap times were well below previous years, the record standing at 1 min. 33.9 sec. to Graham Hill during last year's race. Brabham improved on this and then Hill went one better, but right at the end of practice Stewart shook everyone, including himself, with a lap in 1 min. 32.9 sec. Bandini was also well below the old record, and having seen these four at various points on the circuit it was no surprise that they were the fastest. Deceptive in his smoothness and appearance of not going fast was Attwood, who got down to 1 min. 34.5 sec. in the Parnell Lotus-B.R.M. V8, to lead all the non-factory entries and a number of works drivers as well. The Hondas were desperately slow and seldom running on twelve cylinders.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday
1	J. Brabham	Brabham-Climax V8	1. 50.2	1. 33.7	1. 32.8
2	D. Hulme	Brabham-Climax V8	1. 46.4	1. 34.8	1. 35.3
3	G. Hill	B.R.M. V8	**1. 37.1**	1. 33.1	**1. 32.5**
4	J. Stewart	B.R.M. V8	1. 40.2	**1. 32.9**	1. 33.1
7	B. McLaren	Cooper-Climax V8	1. 38.1	1. 35.9	1. 34.3
8	J. Rindt	Cooper-Climax V8	1. 44.2	1. 37.5	1. 38.0
9	R. Anderson	Brabham-Climax V8	1. 40.8	1. 37.4	1. 35.5
10	P. Hawkins	Lotus 33-Climax V8	1. 47.9	1. 37.0	1. 40.1
11	F. Gardner	Brabham-B.R.M. V8	1. 56.9	1. 37.0	1. 36.2
12	J. Bonnier	Brabham-Climax V8	1. 42.0	1. 36.7	no time
14	J. Siffert	Brabham-B.R.M. V8	1. 40.9	1. 36.6	1. 36.0
15	R. Attwood	Lotus 25-B.R.M. V8	1. 40.7	1. 34.5	1. 33.9
16	M. Hailwood	Lotus 25-B.R.M. V8	1. 45.4	1. 37.4	1. 36.5
17	L. Bandini	Ferrari Flat-12	1. 37.5	1. 33.2	1. 33.0
18	J. Surtees	Ferrari V8	1. 49.3	1. 34.0	1. 33.2
19	R. Bucknum	Honda V12	1. 51.3	1. 37.8	1. 37.0
20	R. Ginther	Honda V12	1. 42.5	1. 39.7	1. 40.3

On Saturday afternoon there was the third and final practice session, again an all too short hour, and on the opening lap Bonnier's car laid a stream of oil round the circuit, which did not help matters. It soon dried up and conditions were splendid, so that there was some pretty intensive motoring going on to get on the front of the narrow starting grid. The V8 Ferraris were now going well, but the flat 12 sounded even better and the 32-valve Climax engine almost split the ear-drums when Brabham stood on the loud pedal. With Stewart holding pole position Graham Hill pulled out all the stops and had a real go, with the result that he got down to 1 min. 32.5 sec. and Brabham could see a possible win on the horizon so responded accordingly and clocked 1 min. 32.8 sec., these two being on the front row of the grid. While other drivers were under-steering themselves off course at the Gasometer hairpin, or like Surtees and Bandini were rolling round in a neutral attitude, Hill and Brabham were flicking their cars into a tail slide in the approach to the hairpin, putting on opposite steering lock and applying full power almost from the apex, the others being a long way out of the corner before they could apply any power. These two had obviously got their cars adjusted to a nicety for the special conditions that prevail at Monaco. Stewart did not improve on his previous time, but Bandini did, which got him ahead of his team-mate Surtees on the V8 Ferrari. The unobtrusive Attwood did it again, equalling the existing lap record, and making sixth fastest time. The Hondas were lucky to be firing on more than 10 cylinders due to injection problems and were bog-slow compared to the other works teams, though Rindt in the second works Cooper never got into the pace that McLaren set. In the final count it was Rindt who got left off the starting grid, for though he was faster than Ginther the Hondas were guaranteed two places irrespective of times.

SMITHS out in front in the INDIANAPOLIS 500



SMITHS congratulate Jim Clark on his magnificent win in the Indianapolis 500.
His Lotus-Ford, like the Lotus-Cortina Sports Saloon and Lotus Elan, is equipped with instrumentation from SMITHS.
SMITHS instruments help to keep the world's fastest cars where SMITHS instruments have always been—out in front.

SMITHS MOTOR ACCESSORY DIVISION

STARTING GRID

3 G. Hill (*B.R.M. V8*) 1 min. 32.5 sec.	1 J. Brabham (*Brabham-Climax V8*) 1 min. 32.8 sec.
4 J. Stewart (*B.R.M. V8*) 1 min. 32.9 sec	17 L. Bandini (*Ferrari 12-cyl.*) 1 min. 33.0 sec.
18 J. Surtees (*Ferrari V8*) 1 min. 33.2 sec.	15 R. Attwood (*Lotus 25-B.R.M. V8*) 1 min. 33.9 sec.
7 B. McLaren (*Cooper-Climax V8*) 1 min. 34.3 sec.	2 D. Hulme (*Brabham-Climax V8*) 1 min. 34.8 sec.
9 R. Anderson (*Brabham-Climax V8*) 1 min. 35.5 sec.	14 J. Siffert (*Brabham-B.R.M. V8*) 1 min. 36.0 sec.
11 F. Gardner (*Brabham-B.R.M. V8*) 1 min. 36.2 sec.	16 M. Hailwood (*Lotus 25-B.R.M. V8*) 1 min. 36.5 sec.
12 J. Bonnier (*Brabham-Climax V8*) 1 min. 36.7 sec.	10 P. Hawkins (*Lotus 33-Climax V8*) 1 min. 37.0 sec.
19 R. Bucknum (*Honda V12*) 1 min. 37.0 sec.	20 R. Ginther (*Honda V12*) 1 min. 39.7 sec.

Non-starter : J. Rindt (*Cooper-Climax V8*) 1 min. 37.5 sec.

On Sunday afternoon the weather was awful for Monte Carlo, but perfect for racing. It was dry and cool with complete cloud cover so that the usually bright town took on a grey drab colour. After the arrival of the Prince and Princess of Monaco and a rather disorganised parade of historic cars and drivers, the 16 starters in the 100-lap Grand Prix lined up on the " dummy grid." At the given signal 15 of them moved forward to the proper starting grid, leaving Bucknum still trying to start his Honda engine which had got over-rich. The field roared away at the flag-fall and Bucknum joined in a few seconds later and straight away the two works B.R.M.s dominated the scene, leading the two Ferraris and Brabham. After everyone had gone by on the opening lap Ginther came into the pits with a broken universal joint in a drive shaft on his Honda. Graham Hill set a hard pace and Stewart sat in his slipstream, these two leaving everyone behind in a fine display of team power and strength. Bandini led Surtees and Brabham was being harried by McLaren and Attwood; then came Anderson, Siffert and Hulme in a close bunch, Gardner and Hailwood together, Bonnier and Hawkins with Bucknum bringing up the rear. The two B.R.M.s were pulling out nearly a second a lap over the two Ferraris and it looked like being a complete *tour de force* for the Bourne team. Stewart was running almost too close to his team leader, but seemed determined to keep up with him, even after hitting a kerb with his nearside rear wheel on one lap. However, after 12 laps they lapped Bucknum and Stewart got held up by the Honda, so that once past there was a more reasonable gap between the two B.R.M.s, their lead over the Ferraris increasing all the time, though Brabham was closing up on Surtees who seemed unable or unwilling to get in front of Bandini. There was a wisp of smoke coming from Brabham's new Climax engine, due to a bolt coming out of the rev.-counter drive letting oil onto the hot engine and this later developed into serious trouble.

At 20 laps the order was Hill (B.R.M.), Stewart (B.R.M.), Bandini (Ferrari), Surtees (Ferrari), Brabham (Brabham), Attwood (Lotus), McLaren (Cooper), Hulme (Brabham), Anderson (Brabham), Gardner (Brabham), Siffert (Brabham), Bonnier (Brabham), Hawkins (Lotus) and Bucknum (Honda), the last two having been lapped, while Hailwood had retired with gearbox trouble. Shortly after this Anderson was obviously in trouble and dropped back and on lap 25, as Hill came out of the tunnel, Anderson was going slowly towards the *chicane* leading on to the quay, a universal joint breaking up in a drive shaft. He was nursing the car back to the pits for repairs when Hill arrived at full bore and found Anderson's car going slowly through the corner. There was no room for the two cars so Hill sensibly took to the escape road, but this meant that he had to get out and push the car back before he could rejoin the race. Meanwhile, Stewart went by into the lead, followed by Bandini, Surtees and Brabham, so that Hill finished the lap in fifth place, with a very black and angry look on his face and his moustache fairly bristling. This little shuffle inspired Brabham and as Bonnier was lapped by the leading group the Australian nipped ahead of Surtees and began closing on Bandini, but the Italian was not impressed and took no notice of Brabham's waving fist. Stewart had a comfortable lead, but on lap 30 he threw it all away by getting into a wild spin coming out of Ste. Devote corner and travelling backwards up the hill at high speed before coming to rest on the footpath. This let Bandini into the lead, so he obviously was not going to let Brabham past as easily as Surtees had done. Stewart rejoined the race just ahead of Graham Hill, and the two embarrassed and slightly angry B.R.M. drivers were now 4th and 5th instead of 1st and 2nd.

Gardner dropped out with a broken engine bearer, which also ruined the B.R.M. crankcase, and Bucknum retired the second Honda from last place when the gear-lever linkage became dearranged. Anderson was repairing his drive shaft and Attwood was still leading McLaren and the rest of the field. On lap 34 Brabham took the lead from Bandini and went round the Gasometer hairpin in the biggest full-lock slide imaginable so that had the 12-cylinder Ferrari been able to out-accelerate the Brabham there would not have been room to get by. Surtees seemed content to sit back in third place, even though Graham Hill was now wound up into a furious pace and was bearing down relentlessly on all and sundry, his young Scottish team-mate being the first victim. One look in the mirrors was enough and Stewart moved over and waved Hill through, making no attempt to try and keep up with him, for it was obvious that in the opening laps Hill had been taking things comfortably. It was a different story now, and when Surtees saw him coming up in his mirrors he made a bit of an effort to get by Bandini, but the young Italian was too busy hanging on to Brabham to take much notice of this. Unbeknown to anyone Brabham was having a bad time, for the loose rev.-counter drive had finally broken the cable so he was driving without knowing what r.p.m. his engine was doing. Being in the lead he could not ease up, for he had the Ferraris and B.R.M.s chasing him, and he tried to judge his 10,500 r.p.m. by ear when accelerating through the gears. For fifteen laps he did this, but without an instrument it was impossible not to over-rev. in the heat of the battle and finally the Climax engine succumbed and broke and Brabham coasted into the pits, letting Bandini back in the lead once more. Hill was now pressing the two Ferraris very hard and Stewart was quite a way back. McLaren had got in front of Attwood again and they were 5th and 6th, with Hulme some way behind them and Siffert, Bonnier and Hawkins were still in, while Anderson had rejoined the race.

On lap 44 as Attwood braked for the Gasometer hairpin his left rear suspension broke and the wheel and brake came off so that his foot went down and hit the accelerator. The car shot forward and went straight up onto the straw bales, the driver being unhurt, but he was very lucky for he had gone straight across in front of McLaren's Cooper that was just turning into the hairpin. While the crowd and the Marshals were just getting over this flap Hulme arrived, about to lap Hawkins, and at the same time Bandini, Surtees and Hill arrived at the hairpin in a struggling bunch and for a moment there was complete chaos with cars all over the place. Nobody did anything silly and it all sorted itself out, but it was hair-raising to watch from close quarters. All this excitement and the race had not reached half-distance!

At the 50-lap mark Bandini still led in the 12-cylinder Ferrari, hotly pursued by Surtees in a V8 Ferrari and Hill had the nose of his B.R.M. right on their tails. Stewart was a lonely 4th and McLaren was 5th and about to be lapped. Then came Hulme and Siffert, with Bonnier, Hawkins and Anderson bringing up the rear. Graham Hill was pressing relentlessly and on lap 53 Surtees could no longer keep him at bay and the B.R.M. was between the two Ferraris. If Surtees had given up easily to Hill's pressure Bandini had no intention of doing the same and he hung on to the lead splendidly, but by the determination in Hill's driving it seemed unlikely that the Italian would keep up the pace, always assuming that the cars would stand the pace. Surtees made a few feeble attempts to worry Hill, but to no avail, and the B.R.M. was right behind the 12-cylinder Ferrari, the driver waiting his chance to pounce. On lap 64 as they braked for the Gasometer hairpin Hill looked all ready to take Bandini, and sure enough on the next lap the B.R.M. was in the lead, but Bandini didn't give up and fought hard to stay with the B.R.M. No one could challenge Hill in the mood he was in and the B.R.M. was going splendidly and it pulled away remorselessly from the two Ferraris. These three were the only ones in the race, the rest having been left far behind, and Hill had been lowering the lap record continuously. Surtees now

began to challenge Bandini and on lap 78 he chopped his way past his team-mate, which seemed a bit late in the day for such tactics. He obviously wasn't going to make up anything on Hill for the B.R.M. was going as well as ever and on lap 82 Hill set a new all-time lap record in 1 min. 31.7 sec. Bandini now eased off and reduced his maximum r.p.m. by 1,000, as there was a risk of running out of fuel having kept up such a searing pace for so long. At 1,000 r.p.m. below maximum the Ferrari engineers had calculated the fuel consumption during practice laps, compared to laps at maximum r.p.m. and rather than risk running out or making a pit stop Bandini settled for third place and eased off.

At this point there was a bit of a furore at the *chicane* for Hawkins struck the wooden barrier at the entry and spun through the straw bales and over the edge of the quay and into the harbour. The Lotus sank to the bottom and the rugged Australian bobbed to the surface and struck out for shore, while boats went to his rescue. Graham Hill stayed firmly in the lead and though Surtees was able to keep the gap constant at a few seconds, showing that there was not much to choose between the two cars, he could not close the gap. Bandini dropped well back, conserving fuel, and Stewart was nearly a whole lap down, in 4th place. McLaren was still a steady 5th and Hulme had to stop at the pits as his right rear wheel was wobbling badly. Two of the four fixing studs had sheared right off so he sat and waited for Hill to start his last lap before he set off slowly to drive round to the finish.

Hill almost lapped his team-mate and as he started his last lap Surtees was seen coasting down the straight behind the pits, he coaxed the Ferrari round to the finishing line, to complete his 99th lap but there it expired, out of petrol, the injection system being completely dry. Graham Hill completed his 100th lap of the tortuous city circuit, a very tired but happy man, having driven one of the best races of his career to win the Monaco G.P. for the third year running. Bandini came in second, followed by Stewart, while a sweat-soaked and bedraggled-looking Surtees was an unhappy 4th.—D. S. J.

Results :

XXIII MONACO GRAND PRIX—Formula One—100 Laps
314.5 Kilometres—Cool and Dry

1st : G. Hill (B.R.M. V8) .. .. 2 hr. 37 min. 39.6 sec.—119.637 k.p.h. *(new record)*
2nd : L. Bandini (Ferrari Flat-12) .. 2 hr. 38 min. 43.6 sec.
3rd : J. Stewart (B.R.M. V8) .. .. 2 hr. 39 min. 21.5 sec.
4th : J. Surtees (Ferrari V8) .. .. 99 laps
5th : B. McLaren (Cooper-Climax V8) .. .. .. 98 laps
6th : J. Siffert (Brabham-B.R.M. V8) .. .. .. 98 laps
7th : J. Bonnier (Brabham-Climax V8) .. .. .. 97 laps
8th : D. Hulme (Brabham-Climax V8) .. .. .. 92 laps
9th : R. Anderson (Brabham-Climax V8) .. .. .. 85 laps
Fastest lap : G. Hill (B.R.M. V8) on lap 82, in 1 min. 31.7 sec.—123.647 k.p.h. *(new record)*

Retired : R. Ginther (Honda V12), drive shaft, lap 1; M. Hailwood (Lotus 25-B.R.M. V8), gearbox, lap 11; F. Gardner (Brabham-B.R.M. V8), engine mounting, lap 29; R. Bucknum (Honda V12), gearchange linkage, lap 33; J. Brabham (Brabham-Climax V8), engine, lap 43; R. Attwood (Lotus 25-B.R.M. V8), accident, lap 44; P. Hawkins (Lotus 33-Climax V8), accident lap 80.

16 starters — 9 finishers.

* * *

Monte Mutters

The Ferraris used fibreglass nose cowlings at first, but the 12-cylinder showed signs of overheating so a shortened aluminium one was used in the race, with a larger opening, the V8 retaining its fibreglass nose.

* * *

There was some discussion as to whether Hawkins used an Australian crawl or an American crawl to return to the edge of the harbour after his dive. Whatever it was it was an impressive and powerful stroke. Exactly ten years ago Ascari went in at the same place in a Lancia.

* * *

Anyone who thinks that a Ferrari *v.* B.R.M. battle next year, without Lotus, Brabham and Cooper will be dull, should have been at Monte Carlo.

* * *

It must be admitted that two of the fastest drivers in the world, Clark and Gurney, were not in the race.

MONACO F.3

As has become traditional Saturday saw a Formula Three event on the famous street circuit, the huge entry being divided into two heats, the first 11 from each race going into the final. The first Heat saw Mairesse in an Alpine-Renault jump into the lead, but the British F.3 regulars gradually wore him down with their more powerful Ford engines. In the second Heat Pike (Brabham-Ford) set a very fast and smooth pace until Bondurant in a Tyrell Cooper-B.M.C. got by Revson into second place and began to close up on the leader. With only a lap and a half to go Pike spun and Bondurant struck the Brabham, both cars being eliminated.

In the final Cardwell (Brabham-Ford) looked to have the race in his pocket when he spun on what he thought was water from a crashed French-owned Cooper, but in fact it was oil. This left the race to the American Revson in a Ron Harris Lotus-Ford and Irwin in a Merlyn, the former coming home the winner.

Results :

MONACO F.3—24-lap Final

1st : P. Revson (Lotus-Ford) .. .. 41 min. 54.2 sec.—107.886 k.p.h.
2nd : C. Irwin (Merlyn-Ford) .. .. 42 min. 01.3 sec.
3rd : A. Dean (Brabham-Ford) .. .. 42 min. 17.7 sec.
4th : C. Crichton-Stuart (Brabham-Ford) 42 min. 17.9 sec.
5th : M. Bianchi (Alpine-Renault) .. 42 min. 48.8 sec.
6th : W. Mairesse (Alpine-Renault) .. 42 min. 50.7 sec.

Fastest lap : R. Bondurant (Cooper-B.M.C.), in second Heat, 1 min. 41.2 sec. —111.879 k.p.h. *(new record)*

INDIANAPOLIS 500-MILE RACE (May 31st)

ON his third attempt Jim Clark won the annual American classic race on the rectangular Indianapolis track. In 1963 he finished a close second in a rear-engined Lotus with aluminium push-rod Ford V8 engine, in 1964 tyre trouble put him out after challenging for the lead in a Lotus with aluminium 4-camshaft Ford V8 racing engine, and this year in a Lotus 38 with the latest 4-camshaft Ford V8 engine and running on Firestone tyres everything went according to plan and he won the race at record speed, having led for 190 of the 200 laps.

Qualifying trials had been held at record speeds with A. J. Foyt taking pole position at 161.233 m.p.h. for the four laps with a Lotus-Ford V8, Clark second at 160.729 m.p.h., and Dan Gurney third at 158.898 m.p.h. in a similar car. Another Lotus-Ford V8 was in the middle of the second row of the start, driven by Parnelli-Jones, so it was not surprising that Lotus cars dominated the race.

Although the end of the classic front-engined 4-cylinder Offenhauser Roadster Indianapolis car was in sight in 1963, this type of car managed a win last year, but this year saw it virtually dead and buried, the highest placed to qualify being in the fifth row of the three-by-three starting grid, this same car, driven by Gordon Johncock, finishing fifth out of the eleven finishers. Slowest of the 33 starters was a rear-engined 4-cylinder Offenhauser car with a speed of 153.774 m.p.h., and among the starters were two Novi V8-engined cars and the two B.R.P.-built cars with Ford V8 engines. In three brief years Indianapolis has witnessed a complete change about in design, and Clark's win this year with the Lotus 38-Ford V8 has established the pattern just as Cooper-Climax did in Grand Prix racing in 1959.

In the race Foyt retired with transmission trouble shortly after half-distance, Gurney went out with engine trouble at 115 miles, Masten Gregory retired one B.R.P.-Ford V8 with loss of oil pressure and Johnny Boyd retired the other one with rear-end trouble. The 4-w-d. Ferguson-Novi V8 went out with an oil leak and the Hydro-elastic B.M.C.-suspended car with rear-mounted Offenhauser engine driven by Walt Hansgen retired through overheating.

Jim Clark is the first European driver to win the Indianapolis 500-mile race since 1916 but star of this year's race was possibly young Mario Andretti, an Italian living in America who was making his first Indianapolis attempt. Driving an American-built car with rear-mounted Ford V8 engine, he made fourth fastest qualifying speed at 158.849 m.p.h. and finished third in the race, earning all the prizes for the best newcomer to the race.

Colin Chapman and Jim Clark as Entrant and Driver collected well over £50,000 in prize money between them, as well as a great deal more in bonuses and goods, which may explain why they turned their backs on the Grand Prix of Monte Carlo with its £700 prize money.

Results :

49th INDIANAPOLIS—500 Miles—200 Laps—May 31st

1st : J. Clark (Lotus-Ford V8) 242.504 k.p.h. (150.686 m.p.h.) *(new record)*
2nd : R. Parnelli-Jones (Lotus-Ford V8)
3rd : M. Andretti (Brawner-Ford V8)
4th : A. Miller (Lotus-Ford V8)
5th : G. Johncock (Offenhauser-Roadster)
6th : M. Rupp (Rear-engined Offenhauser Sp.)
7th : D. Branson (Rear-engined Ford V8)
8th : R. Johns (Lotus-Ford V8)
9th : A. Unser (Lola-Ford V8)
10th : E. Johnson (Offenhauser-Roadster)
11th : L. Sutton (Rear-engined Ford V8)
Fastest lap : A. J. Foyt (Lotus-Ford V8), on lap 91, at 253.705 k.p.h. (157.646 m.p.h.)

Variety

The Editor Samples Some Two-Stroke Motoring in an Auto-Union D.K.W. F102 and a Saab Sport, and Two-Pedals a General Motors' Pontiac Parisienne



THEY COME IN ALL TYPES AND SIZES!—The all-automatic, power-equipped Pontiac Parisienne in company with the Fiat 500D which has been serving the Editor admirably as second-string transport and general standby.

THERE have been rumours lately that D.K.W. and Saab are pulling out of the two-stroke market—which would leave Wartburg in E. Germany as the only car manufacturer to continue to use engines functioning on the simple Schnürle principle of charging through the crankcase. I think the true story is that, although both Daimler-Benz, who own Auto-Union, and the Svenska Aeroplan Aktiebolaget, which builds the Saab, have been negotiating for four-stroke poppet-valve power units (the former they say with VW, Saab with Standard-Triumph in this country), even if such engines are adopted for certain D.K.W. and Saab cars it is highly unlikely that two-stroke models, which these companies have championed so ardently, will entirely disappear from their catalogues.

At all events, it made a good excuse to go motoring behind a couple of two-cycle engines.

The Auto-Union F102

I used to like the little D.K.W. Junior, because it was a well-presented, spacious and quiet-running small car. The Auto-Union D.K.W. which I tried this time was the latest, very lush F102 model, for which Daimler-Benz claim all manner of advantages, like a blend of good looks, comfort, space, performance and economy with elegant, wind-cheating lines, sensible bolt-on wings, disc front brakes, underbody protection and fitted carpets, while reminding us that the 3-cylinder 1,175-c.c. engine runs like a six and has a short stroke (dimensions : 81 × 76 mm.) for long life. This engine develops 60 (P.S.) b.h.p. or 69 (S.A.E.) b.h.p., is lubricated by automatic fresh oil injection, and mated to a gearbox having Porsche-type syncromesh on all four forward gears.

While I am not a two-stroke fanatic, I confess this f.w.d. D.K.W. grew on me. It has a very acceptable paint finish, comfortable seats with adjustable squabs, that of the front passenger's seat locking to prevent it folding under heavy braking, an accurate Vdo clock, and an enormous luggage boot behind the 2-door body. I *disliked* the odd-shaped steering wheel, the excessive understeer, the awkward control for the 2-speed screen-wipers, the unlockable cubby-hole and absence of door pockets—although there are map holders on the scuttle.

In contrast to the good finish there is skimping in certain respects, the speedometer being calibrated in steps of 20 m.p.h. and its odometer having no tenths, for instance, yet twin interior lamps, roof grab-handles incorporating sliding coat-hooks, arm-rests and a steering-lock are provided.

The steering-column gear-lever has long movements, particularly into third, although this is no longer particularly inconvenient. On the road the F102 accelerates well, stepping off in typical two-stroke fashion, so that one tends to go straight into top from 2nd gear. The suspension is primitive, the steering, geared 3½-turns of its oval wheel lock-to-lock, is nothing out of the ordinary, the brakes are reasonable, the roof line too low for tall people.

The usual, lockable free-wheel one expects on a two-stroke car is fitted, but even with this in operation for most of the 760 test-miles, I could not get better than 26.2 m.p.g. (admittedly the 7.5-to-1 c.r. made possible the use of mixture-grade fuels), added to which the level in the engine oil tank had dropped by the equivalent of 2½ pints of two-stroke lubricant in this distance. According to the thermometer the engine ran cool, and, incidentally, snatched badly if the fuel level fell to a gallon or less, so that few owners would exploit the overall fuel range.

The doors had lockable quarter-lights as well as main windows shaped to obviate draughts when slightly open, there are wrap-round bumpers, winkers on the tops of the front wings, and the lamps were Hella, the car being shod with 6.00 × 13 Metzeler tyres.

On the whole, although I liked the F102, I felt one would need to be a considerable D.K.W. enthusiast to spend £976 on one in this country. And I shall expect a much more covetable new model from this branch of the famous German company in due course.

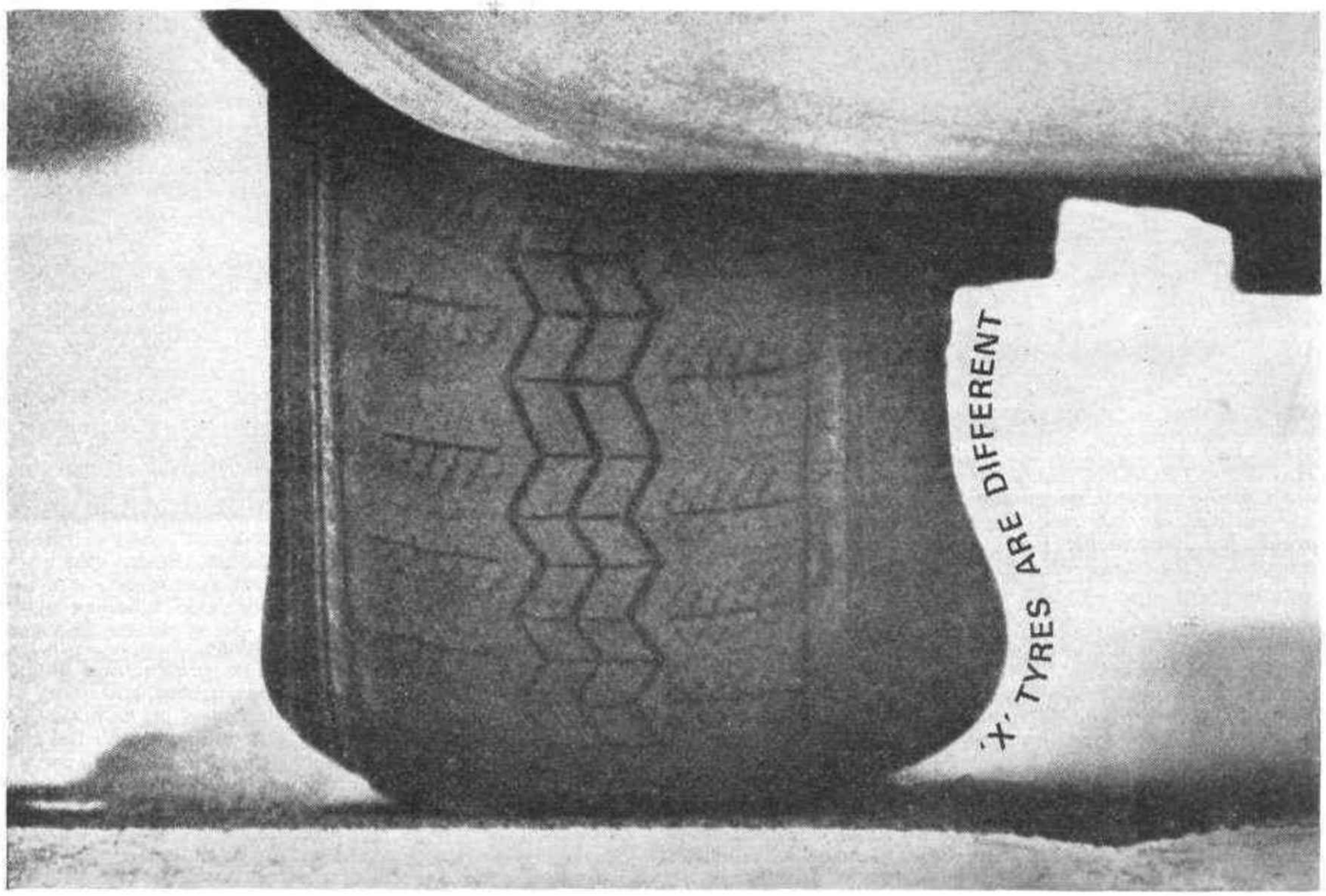
The Saab Sport

The Saab is no stranger to MOTOR SPORT. We visited the factory where these rugged Swedish cars are made in 1960 and later that year published a road-test report on one of the first Saab 96 r.h.d. models to reach this country. The Proprietor of this paper was for some years a staunch Saab supporter, graduating from a series of Auto-Unions before elevating to a B.M.W. 1800, and two years ago I gave my rather lukewarm appraisal of the underpowered Saab station-wagon.

The Saab with which I renewed acquaintance in May was the 4-speed 55 (net) b.h.p. Saab Sport. As an 841-c.c. 2-door saloon capable of a top speed of over 90 m.p.h., 65 in 3rd gear, and the notable Saab ability to go round corners as fast as the driver is brave enough, or skilful enough, to drive it, this is a very



The Auto-Union D.K.W. F102 is a handsome looking car, able to compete with the best of the four-cycle bunch! This is the 2-door version; a 4-door saloon is available for £1,065.



What happens when you brake at speed?

You're driving quite fast. Suddenly you have to brake: the wheels are held back but the car is carried forward by its own impetus. This places more load on the front tyres, less on the rear ones: the front tyres flex more, the rear less.

In ordinary tyres these changes in the degree of flexion cause the tyre tread to squirm on the road, weakening its grip.

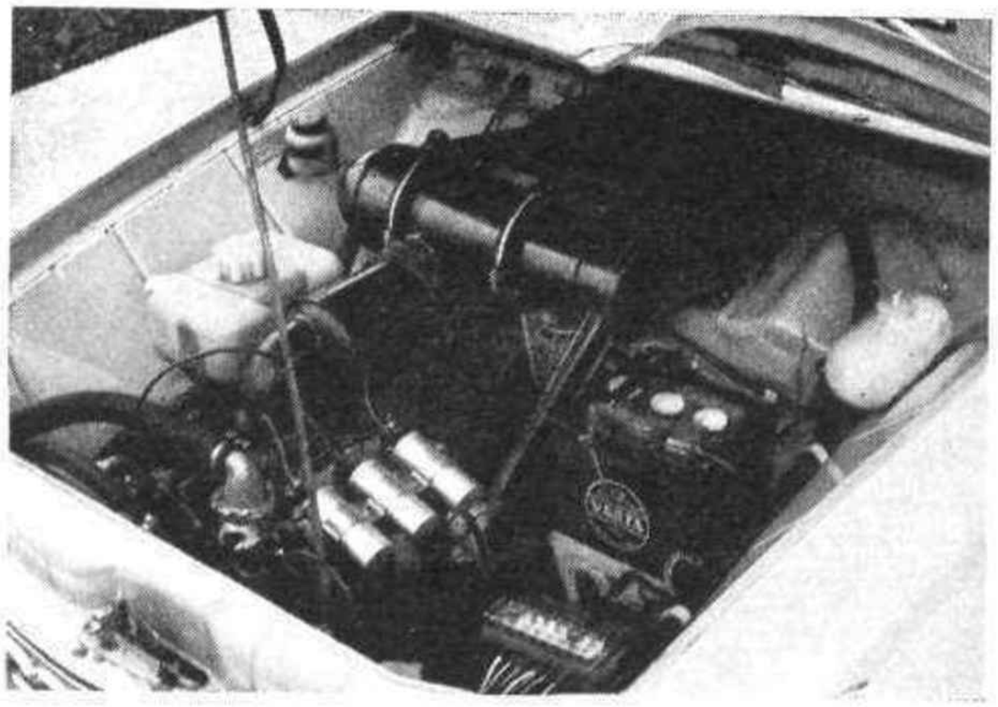
In 'X' tyres the walls are so supple and the tread so firmly braced that the effect of flexing is confined to the walls . . . the grip of the tread is unaffected. **With Michelin 'X' the whole surface of the tread stays firm on the road.**

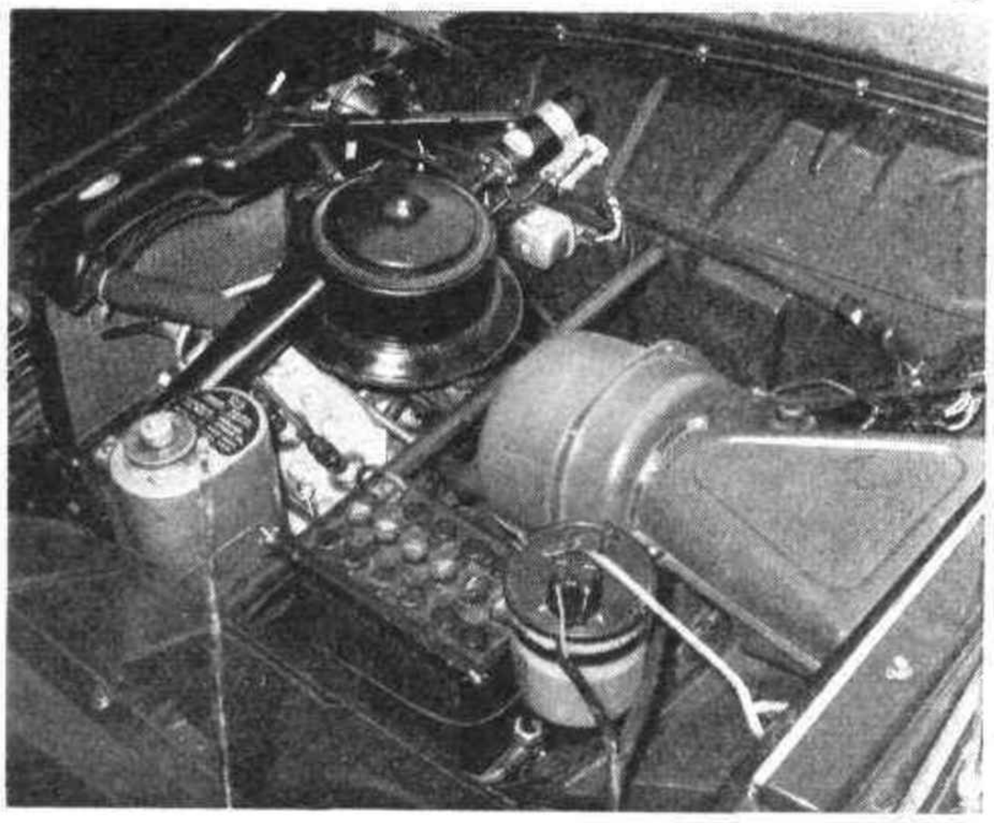
MICHELIN 'X'

The world's leading radial tyre

THIS IS THE SIGN OF TYRE SERVICE MICHELIN FULL TYRE SERVICE

8/3





BOTH TWO-STROKES, but different in detail. On the left, the Auto-Union engine with an ignition coil for each cylinder; on the right the curiously-inclined and deeply-buried Saab Sport power unit, which has conventional single coil and distributor ignition. In both cases the oil reservoirs can be seen beside the engines.

quick car on long journeys. It has all the now well-known Saab conveniences of Reutter reclining seats, a comprehensive heating and ventilating system, mud-flaps, external mirrors, a deceptively receptive luggage boot, anti-draught windows with de-misters, excellent finish, and a tastefully and fully equipped facia with Vdo instrumentation, with, in addition, such rally-extras as co-driver's headrest, adjustable pads on the seat squabs to give extra support to back or shoulders, accurate clock with seconds-hand, a rather thick non-flexible wood-rim steering wheel (one large manufacturer doubts the behaviour of wood-rims in a crash, however), Hella fog- and spot-lamps, etc. There are rear extractor vents, long a feature of Saab bodywork, now so effectively adopted by Ford

Unfortunately there is some evidence of lack of planning. Thus, very comfortable and efficiently supporting as the seats are, the squab rake would benefit from more precise adjustment, the off-set pedals partly negative the comfort of the driving stance, the speedometer needle frequently obscures the reading of the trip mileometer (presumably a Halda would be fitted for serious rallying) and the body shape, the new grille apart, is unchanged and never was conducive to good visibility. I must confess, however, that due to the Saab's compact size, I never found the complete blanking of the n/s. area, by high scuttle and rear-view mirror, any serious disadvantage.

There is a Rolls-Royce kind of presentation about a Saab, which its fine finish, excellent interior trim, and items such as the bottles-stowage under removable covers on each side of the rear compartment, pockets in the front doors and on the edges of the front-seat cushions, oddments stowage in caravan-type wells below the token back seat, high-quality minor controls, the 12 electrical fuses, and the mystique of the 3-cylinder Schnürle-cycle power unit emphasises.

In use, however, you need to be an addict to appreciate this unusual car. In the first place, there is the usual two-stroke characteristic of lack of power unless the revs. are maintained. Any enthusiast worthy of his string-back gloves shouldn't mind plenty of gear-changing. But on the Saab there is nothing much below 4,000 r.p.m. and the engine stops accelerating abruptly at 6,000 r.p.m. (the red section, on the inner scale of the tachometer, starts at 5,600, continuing to 7,000 r.p.m.), so that there is a useful power range of only 1,500 r.p.m., which keeps the driver busy changing down, and up again when peak speed is abruptly reached, which can be an embarrassment when passing at over 55 m.p.h. The situation is worsened because the wide gear ratios mean that the engine rushes into the red at a mere 40 m.p.h. in 2nd gear, although 3rd is good for 65 if the full 6,000-r.p.m. are used. Then this matter of keeping up the revs. means that you may select 2nd gear before a corner a normal car would accelerate from in 3rd, only to find all the Saab-horses have been doped and won't come to life until bottom is used.

The traditional free-wheel enables the good but not outstanding steering-column gear-change to be used freely rather like a pre-selector but continual resort to it, and the lag before the power comes jerkily in, is distasteful. On the other hand, if the free-wheel is locked there are other two-stroke unpleasantnesses revealed, like transmission snatch and four-stroking fussiness on the over-run. . . .

In any case, the instruction book directs you "to drive as much as possible on the free-wheel, even downhill," and petrol thirst was still so phenomenal for an 841-c.c. engine that few would care to ignore this advice, which it is claimed ". . . cuts down fuel consumption and engine wear."

The presence of half-a-dozen spare Champions in the driver's door pocket—I quickly looked to see whether I had been insulted but all was well—they were the hard UK-16V grade!—suggested temperament, but the Saab Sport never needed a plug change, nor did I have any difficulty starting it, hot or cold. When revving, the engine, which, incidentally, is canted over at a remarkable angle, is extremely smooth and its Carlsson-yowl is more noticeable to those without—in fact, cruising at nearly 80 m.p.h. in the 4.3-to-1 top gear, conversation can be made in normal tones between driver and occupants. Fast cornering is the front-drive Saab's *forte*, aided, no doubt, by Pirelli Cinturato 357 tyres. Even here, however, body lurch on rough surfaces



SMARTENED UP.—The Saab Sport is enhanced by the new slim radiator grille, to line up with the re-positioned radiator.

makes rally-style driving a busy experience, and on bad surfaces the wheels hammer the car unmercifully through the medium of hard suspension. The ride, in fact, cannot be called particularly good, except from the "glued-down" angle. The steering, high-geared at 2¾ turns, lock-to-lock, is accurate, smooth rather than light, and transmits kick-back only when considerably provoked. But it does convey engine vibration and scuttle shake.

The brakes, Lockheed discs on the front wheels, stop the Saab very effectively indeed, given a good prod, and for normal retardation they have been considerably improved, being lighter and more progressive than those of earlier Saabs. The hand-brake, which parks well above the floor, can also do its share of stopping the vehicle.

In what, at the price, should be a well-planned luxury small car, the Saab displays small but sad indications of a lack of planning. For instance, the ignition-key cannot be removed until the gear-lever is in reverse, which usually entails re-starting the engine to get this gear to engage. The big covered ash-trays on the doors can be detrimental to knuckles, the cord which releases the ingenious bonnet hangs down by the front passenger's legs, which could be dangerous if mistaken for some other control, the roof light is on the n/s., the free-wheel control can only be reached by stopping the car, tachometer and speedometer read abnormally fast, the fairly generous cubby-hole is obstructed by a de-mister duct, the r.h. stalk (controlling winkers, headlamps flashing and dip) is rather too short, the Sakerhetssolskydd safety vizors lack a vanity mirror, and the headrest needs a screwdriver for adjustment. The bonnet rises up before hinging from the front, to give splendid accessibility of the engine and components, and full marks go to the efficient screen-wipers and washers. A cigarette-lighter is provided and the test car had an aerial but no radio.

Disturbing to the thrifty is the manner in which the casually-calibrated fuel gauge, which swings meaninglessly over a quarter of the dial (it is, however, supplemented by a low-level light), goes down. Indeed, after 158 miles it was time to refuel, the absolute distance a tankful took me being 185.7 miles. Local driving brought petrol consumption as high as 19.6 m.p.g. and the overall figure was 20.9 m.p.g.—and I had been asked to feed it 100-octane. Expensive! The engine was run at a decent heat, too, the thermometer reading 190°F. Lubrication of the engine is now automatic, a "steam-gauge" on the 7-pint reservoir, calibrated clearly to show how much oil has been consumed, how much is left, showing that fractionally less than two quarts of Saab oil had been used in 450 miles.

Very individual, fast for its size, the Saab Sport has surely met its match in the 1,275-c.c. Mini-Cooper-S, from both the sales and rally viewpoint? Thinking in terms of *sport*, one would have to be truly a two-stroke fanatic, and terribly keen on durability and an element of luxury, to pay £1,139 for a Saab Sport capable of 85 m.p.h. but only 21 m.p.g., when a Mini-Cooper-S costing £778, also renowned for cornering power and stability, will give 96 m.p.h. and 30 m.p.g.

The Pontiac Parisienne

I have left all too little space in which to discuss an enormous, all-automatic Pontiac Parisienne in which I gained another taste of trans-Atlantic style motoring the other day, but will console myself with the thought that it is similar in layout and *decor* to the Chevrolet Impala Sport reported on in the February issue.

The windows had electric lifts, rather inconveniently arranged, because all save the control for the driver's were on the n/s. There was the usual vague but entirely effortless power steering (4-turns, lock-to-lock, half-a-turn lost motion), very sudden but undeniably powerful power brakes, a non-committal fuel gauge, and a fine Fisher body capable of seating the largest family and accommodating all its chattels.

Performance there was to excess, instrumentation included a clock with seconds' hand, there was a commodious cubby-hole, the lid of which tended to stick, sill door-locks, and this 195-b.h.p. monster rolled on Goodyear 7.35 × 14 4-ply-rating cushion tyres.

The Pontiac Parisienne Sport Sedan has been restyled for 1965, as our picture shows. I grew quite partial to the car, but would have liked it better if it hadn't stalled occasionally and if the electric window lifts hadn't failed on a wet night. The price here comes out at £2,290 2s. 11d. Petrol consumption averaged 14.1 m.p.g., but this was driving it with abandon. Even so, the gasolene tank holds sufficient for some 232 miles. After 780 miles the long dip-stick uncoiled to show that a pint of oil had been used. This is a motoring way-of-life very different from ours, but unbeatable in terms of space, smooth V8 power and effortless high-performance.—W. B.

8-CLUBS AT SILVERSTONE

ONE should see at least one Club Meeting at Silverstone a year, so naturally I chose the 8-Clubs Whit-Saturday racing, arriving as the series of half-hour High-Speed Trials were finishing. It was the usual dear old Silverstone, *sans* tunnel and with the Press Box locked, but the sun shone and the spectators saw some very exciting racing, all races over five laps.

Yardley led the 750 Formula Scratch Race all the way, his Complexity finishing 19 sec. ahead of Goldthorpe's W.E.V., which, however, fought off Bennett's Austin Special by a mere second. The winner averaged 69.58 m.p.h. and made fastest lap, at 71.29 m.p.h. Only one car, Clayton's Vitesse Mk. 2R had the now-permitted 600-c.c. o.h.v. Reliant engine.

The last lap of the following handicap was terrific, Evans' M.G. Midget holding the lead it had established on lap three, but Greenaway's M.G.-A trying to take Wolchover's Austin Healey 3000 on the inside at Woodcote, only to slide wildly, although still retaining third place. Stephenson's Wells also spun in taking avoiding action. Evans drove very well indeed and deserved his easy victory, at 66.23 m.p.h. On the very first lap of the next scratch race Holford's Turner spun at Woodcote and collected Downie's blown Austin-Cooper-S which went on with a dented o/s. front wing, this shunt sending Cole's Marcos momentarily into the ditch. Meanwhile, the Hon. B. Fielding was out in front in his Morgan Plus Four powered by a Daimler 250SP V8 engine with four double-choke Webers. However, Calvert's A40 with 1,650-c.c. Ford engine, starting from the back of the grid, was in second place after three laps, and taking Woodcote for the last time it pushed Fielding onto the grass, to win from the Morgan-Daimler, at 76.65 m.p.h. (best lap, 79.08). Behind these two another battle raged between Riley's oversize 1,293-c.c. Cooper-S with double-choke Webers and Wiles' ordinary Mini-Cooper with Downton-tuned 1,132-c.c. engine, which finished in that order.

Chamberlain's Cooper-Jaguar won the next handicap, at 79.21 m.p.h., from Riley and Fielding, and then came a scratch race in which the first three places remained the same from the first lap—Groombridge's Centaur-B.M.C. winning at 73.02 m.p.h. from Hands' Austin Healey 3000 and Fithern's Mini-Cooper. Small drove very well to lead all the way in the 1172 Formula Scratch Race, lapping Miss Kemp's Lotus 7 before winning by 21 sec. in his Milmor V, at 78.61 m.p.h. He lapped, with a s.v. Ford engine remember, at 80.18 m.p.h.! A spin at Woodcote cost Day's A.D.S. second place, which went to Wild's D.R.W. Mk. 1, cornering wide, but ahead of Bryant's Lotus 7. Another very polished performance was seen when Hands' Austin Healey 3000 led the next handicap from flag-fall, to win at 73.28 m.p.h. He was aided by a generous handicap and in spite of lapping at 83.89 m.p.h. Granville-Smith's Cobra had to settle for third place, beaten also by Downie's Cooper-S, who, not content with the 1,275-c.c. engine, has placed a Type 142B Shorrock supercharger, driven by toothed belt and blowing at about 10 lb./sq. in., ahead of the engine beside the oil-cooler.

The scratch race which followed produced a most exciting race-long duel between Wolchover's Austin Healey 3000 and Stephenson's Ford 10-engined Wells, the latter making up for slightly inferior speed by faster cornering, finally to cross the line the winner by one-fifth of a second, at 69.31 m.p.h., also making fastest lap, at 71.64 m.p.h. Soper's clean Ford Cortina GT was third. Granville-Smith's Cobra hard-top won the last scratch race, a long way ahead of Lord Cross' open Cobra after O'Connell's A.C. Aceca-Jaguar 3.8 coupé had spun, and the last handicap was won by Imrie's Tojeiro-Bristol, from Dempsey's A.C. Ace-Bristol and O'Neill's Austin Healey 3000. It had been a packed day of splendid racing, with all manner of cars competing, including Gale's Lancia Aprilia with boot-lid and window-glass removed to lighten it(!), Fois in Pirelli overalls and a Fiat 850 with double-choke Weber, special exhaust system and lowered suspension, Noad's Oraska-VW with twin Solex and raised c.r., Shirley's Triumph Vitesse with S.U. carburetters and Konis, Bunce's Tornado Talisman powered by Ford—in fact, by a twin-cam Elan engine, Hartley's Ford Anglia with big American carburetter and Cortina GT manifolds, etc., etc.—W. B.

The Things They Say: "... it is about time that they took some lessons in how to present the product."—Henry N. Manney, writing in *Road & Track* about Alfa Romeos.

* * *

"Speed has been singled out, not because it is the most dangerous, but because it is the easiest to denounce in moral terms."—A. J. P. Taylor campaigning in *The Sunday Express* for a law to wake up the dawdlers.

THE A.D.A.C. 1,000 KILOMETRES

A Ferrari Demonstration

ADENAU, GERMANY, *May 23rd.*

AS a race the A.D.A.C. 1,000 Kilometres at Nurburgring was a bit of a farce, but as a demonstration of the power and force of Ferrari in motor racing it was most impressive. The only driver among the 126 taking part who was capable of challenging John Surtees, given an equal car, was Graham Hill, but as he was driving a 3.3-litre Ferrari, against the 4-litre of Surtees, the outcome was inevitable. On driving Surtees was in a class of his own, and his 4-litre 330P/2 Ferrari Prototype was equally unchallengeable, as we had already seen at the Le Mans test weekend and the Monza 1,000-kilometre race. Consequently the only hope of the Nurburgring providing an exciting race was by reason of default or the untoward. From the start of the 44-lap race to the finish Surtees gave a magnificent demonstration of his prowess on the difficult Nurburgring, and of the might and power of 4-litre Ferrari, and he was very ably supported by Ludovico Scarfiotti who shared the driving, while the Ferrari mechanics refuelled the car and changed the rear wheels and tyres in double-quick time, so that they only lost the lead very briefly to their number two car, a 275P/2 3.3-litre, driven by Parkes/Guichet, the two red cars dominating the race. Surtees drove the first fourteen laps, during which he pulled out a fantastic lead over everyone else and then Scarfiotti did fourteen laps, by which time any opposition there might have been had fallen by the wayside or become demoralised, and Surtees then did another twelve laps, leaving a joyous Scarfiotti to do the remaining five laps and bring the car in to the finish. The second works Ferrari ran with equal clockwork-like precision, except for a brief moment of panic when Parkes got involved with a slower car and damaged the right-hand front corner of the bodywork and had to stop to have it hammered clear of the tyre and have a new wheel and tyre fitted, but all this did not endanger his second place.

This easy demonstration run by the Ferrari team in the overall picture was not evident in practice or on paper, for Ronnie Hoare the English Ferrari agent had managed to borrow a factory 275P/2 identical to that of Parkes/Guichet and it was entrusted to Graham Hill/Jackie Stewart, but after only ten laps it expired out on the circuit with electrical trouble that left it without any ignition and a flat battery, so any challenge it might have provided to the second works Ferrari was gone, and Stewart did not even sit in the car on race day. There should have been some serious opposition to the Ferraris from Ford, for the Dearborn entry looked pretty fearsome on paper, but was a bit of a shambles in sober fact, the total force being divided three ways instead of being united. Ford Advanced Vehicles of England, under the direction of John Wyer, entered the green open GT40 Prototype with 4.7-litre Ford V8 engine and ZF gearbox, the Halibrand wheels used in the Targa Florio having been replaced by the original Rudge-type wire-spoke wheels. It was driven by Attwood/Whitmore and though it started off in 5th position and moved up to 3rd by default it was never a serious challenger and finally succumbed with engine bearer breakages. Shelby American entered two Ford GT40 coupés, modified in many ways and painted blue with a white stripe, and one had a 5.3-litre Ford V8 engine, but even with Phil Hill driving it it was no match for the 4-litre Ferrari with Surtees at the wheel. However, it did hold second place in the opening laps, but was 30 seconds behind in three laps, such was the pace that Surtees set. It lasted a bare seven laps before a drive shaft broke, and, as the 5.3-litre engine had twisted one in practice, this was no great surprise. The second Shelby entry was a similar coupé with the more normal 4.7-litre engine and was driven by Chris Amon in the opening stages, but was running on seven cylinders, which seems to be a Ford V8 habit. Although a fair way back it held 3rd place, and with the loss of the 5.3-litre car it was decided to switch the Phil Hill/McLaren team over to the smaller engined car at the refuelling stop and to try and get it on to eight cylinders. Unfortunately, when the signal was given to Amon to stop next lap, he was busily engaged in lapping a slower car and did not see the sign, so that he went on for the sixteenth lap and ran out of petrol almost in sight of the pits. He courageously pushed the car to the pits, but a lot of time was lost and after refuelling Bruce McLaren went off in it, but was way down the scoreboard. In the general excitement it was apparently forgotten that it had been running on seven cylinders and it continued that way. McLaren was lapping steadily around 9 min. 43 sec., when he suddenly appeared after 9 minutes on the twenty-ninth lap, firing on all eight cylinders for no apparent reason, and continued to do so. Surtees had set up a new GT lap record of 8 min. 50.5 sec., but even so, 9-min. laps by the Ford were good going. From this point on it ran perfectly and Phil Hill took over and continued the good work so that the car climbed back up the leader board and finally finished 8th overall. Afterwards it was discovered that a plug lead was broken through to the inner wire and had been shorting on the engine until, by chance, it was shaken clear of any metal parts. As the distributor and leads had been taken off a Cobra that had been crashed the previous week-end it is likely that the initial flaw had been occasioned then. The third Ford entry was from Ford-France and was another coupé GT40 with 4.7-litre engine and it was in 1964 trim, with wire wheels and white paint with blue stripes. Driven by Trintignant/Ligier it was never in the picture and finally went out with broken engine bearers, though the drivers blamed the gear selectors, for when the engine dropped slightly and twisted the gearbox they could not select gears.

If the main race was a foregone conclusion the various class battles were the complete opposite and the biggest surprise came in the 2-litre Prototype class, where Porsche normally have things all their own way. Apart from a class win usually being a Porsche certainty, the faster of the 2-litres is often well placed in the overall picture and should the giants stumble then it is safe to assume that a Porsche will step into the breach, especially at the Nurburgring. Surtees and Scarfiotti gave a very impressive demonstration with the 4-litre Ferrari, but it almost paled into insignificance compared with the relative performance of the 1,600 c.c. Ferrari Dino coupé, driven by Bandini/Vaccarella. This two-seater coupé "Grand Prix" car staggered everyone by its performance and set a new standard. It also made it very obvious that technical progress in GT Prototype racing has been lagging, for the 65-degree 4-camshaft V6-cylinder engine dates back to 1958 in basic design. This little red coupé with its yellow Grand Prix alloy wheels went so fast that a lot of people refused to believe it was only 1,600 c.c. As the class limit was 2,000 c.c. it did not matter much to Ferrari whether they were believed or not. On the opening lap it lay 8th overall and then moved up into 6th place, where it stayed, headed only by its big brothers and the two Shelby Fords. It was leading all the GT cars, of any capacity, all the LM Ferraris, all the Porsches, both 8-cylinder and 6-cylinder, and was undoubtedly the star of the show. As other cars struck trouble it moved up into 3rd place, was pushed back into 4th place by Whitmore in the open Ford, and then became 3rd again when the Ford retired. For a long while the Ferrari team were on top of the world with their 4-litre Prototype in first place, their 3.3-litre Prototype in second place and their 1.6-litre Prototype in third place with Porsches, Fords, Cobras, Alfa Romeos and everyone else behind them. Then there was a moment of panic when the Dino started to misfire and Bandini came into the pits. There was no undue noise, no smoke, no loss of oil pressure, everything seemed to be working properly so off he went again, but the misfire was still there and it remained to the end of the race, so that one of the Porsches was able to take 3rd place, and the Dino finished 4th. It later transpired that a piece of rubber from a seal in the air intake system had gone down one of the downdraught Weber carburetters and partially blocked a jet. But the Dino Ferrari had certainly made its mark.

In the Porsche camp all was far from well, for the team were upset by the death of Edgar Barth on the eve of the race, after a long illness, and in practice the open 8-cylinder Porsche, that went so well in the Targa Florio, had gone off the road for no apparent reason and wrecked itself. Bonnier and Rindt were driving the 8-cylinder coupé and though they finished 3rd it had not been easy, for the carburation was wrong and the engine cut-out on snap throttle openings. Davis and Mitter drove a 6-cylinder coupé, as did Nocker and Klaas, and Maglioli and Linge, these racing versions of the 911 6-cylinder engine having two sparking plugs per cylinder. Although the Porsches were going well and they all finished the race they were overshadowed by the Dino Ferrari, while the Davis/Mitter car was delayed by electrical faults. The works Abarth 1,600 c.c. that had gone so well in the Targa Florio lasted no time at all in this race and a works sponsored 2-litre B.M.W. fibre-glass coupé was withdrawn after some unsatisfactory practice.

Outclassed by the big factory Prototypes, but having to run in their class, were five LM Ferraris, of which the Piper/Maggs one and the Mairesse/" Beurlys " one were the quickest. The Belgian one was delayed out on the circuit when the fuse for the petrol pumps fell out of its holder, but later a split pipe on the oil radiator and a noise in the gearbox caused its retirement. The Piper/Maggs car was up to 6th place and going well when the left rear wheel broke most of its spokes and burst the inner tube. Maggs changed the wheel out on the circuit, with the tools carried in the car, but on his way to the pits a steering link came loose and these delays put the car right back. In the closing laps the rear tyres were getting very thin and Piper toured round to finish in 16th position, whereas he might well have been 4th overall had the wheel not collapsed. At some point near the end of the race Bandini ran over one of the broken spokes from Piper's wheel and it stuck in one of the Dino's tyres and was not discovered until the car was in the *parc-ferme* after the race.

The big GT class was an all-Cobra affair with the two blue Daytona coupés run by Alan Mann putting up a performance that was as impressive as the Ford GT Prototypes were chaotic. Driven by Bondurant/Neerpasch and Sears/Gardner the two coupés ran like thundering great locomotives, never missing a beat, always being on time, making routine stops for fuel and driver changes and finishing 7th and 10th overall, the first pair winning their class and also leading all the GT cars throughout the race, Bondurant in particular driving a most impressive race.

In the 3-litre GT class Peter Sutcliffe had a well-deserved win with his green GTO Ferrari, ably assisted by Peter Lumsden but they had to drive most of the race without using the clutch when changing gear. It had started to slip and they found that by ignoring it completely, except for starting away after a pit stop, it gripped all right. Their chief opponent was the Dawney racing 1964 GTO Ferrari driven by Salmon and Kerrison but it was put out when the nut on the end of the left-hand half-shaft came undone. A group of five Porsche GTS coupés made up the 2-litre GT class, with Ben Pon and Gerhard Koch driving a factory car. They were well ahead and creeping up the scoreboard in the overall picture when the gearbox mounting broke, which delayed them for a long time, and though they were able to continue it was only at a reduced speed, so that a private GTS Porsche won the class. In the 1,600 GT class the Auto Delta works Alfa Romeo team were in trouble with their fibre-glass bodied GTZ coupés, for one was written off in practice by Frenchman Jean Rolland, and on the first lap Businello had his windscreen broken and was delayed while the bits were removed and also the rear window and he and Zuccoli had to drive it as an open car. The third car of the team, driven by de Adamich/" Geki," went as an Alfa Romeo GTZ should go, except that the exhaust system kept falling off and at one time it returned to the pits with the tail pipes on the passenger's seat. The only opposition came from privately-owned Alfas and Lotus Elans, so between stops the factory car was able to lead the class. The Luxembourg driver Wagner crashed his GTZ and was killed.

In the smallest class the Sicilian drivers Calascibetta/Virgilio repeated their splendid Targa Florio drive by bringing their factory Abarth-Simca 1300 home in first place. A B.M.C.-entered M.G. Midget coupé driven by Hedges/Greene ran well and finished 4th in the class, while the Triumph Spitfire of Bradley/Prophet had a rear wheel break off.—D. S. J.

Results :

A.D.A.C. 1,000 KILOMETRES—Nurburgring—44 laps—Warm and Dry

*1st	:	J. Surtees/L. Scarfiotti (Ferrari 330P/2) 6 hr. 53 min. 05.4 sec.—145.9 k.p.h.	
2nd	:	M. Parkes/J. Guichet (Ferrari 275P/2) 6 hr. 53 min. 50.2 sec.	
*3rd	:	J. Bonnier/J. Rindt (Porsche 8-cyl. P) 7 hr. 00 min. 59.6 sec.	
4th	:	L. Bandini/N. Vaccarella (Ferrari Dino 166) ..	43 laps
5th	:	U. Maglioli/H. Linge (Porsche 6-cyl. P) ..	43 laps
6th	:	P. Nocker/G. Klaas (Porsche 6-cyl. P)	43 laps
*7th	:	R. Bondurant/J. Neerpasch (Shelby-Cobra Daytona)	43 laps
8th	:	C. Amon/B. McLaren/P. Hill (Shelby-Ford GT40)	43 laps
9th	:	C. Davis/G. Mitter (Porsche 6-cyl. P)	42 laps
10th	:	J. Sears/F. Gardner (Shelby-Cobra Daytona) ..	42 laps
*11th	:	A. Fischhaber/U. Schutz (Porsche 914GTS) ..	42 laps
12th	:	J. Schlesser/A. Simon (Shelby-Cobra Daytona) ..	42 laps
13th	:	G. Biscaldi/G. Baghetti (Ferrari GTB)	41 laps
14th	:	M. Abels/G. Selbach (Porsche 914GTS) ..	41 laps
*15th	:	P. Sutcliffe/P. Lumsden (Ferrari GTO)	41 laps
16th	:	D. Piper/A. Maggs (Ferrari 275LM)	40 laps
*17th	:	A. de Adamich/" Geki " (Alfa Romeo GTZ) ..	40 laps
*18th	:	S. Calascibetta/G. Virgilio (Abarth-Simca 1300)	39 laps
19th	:	E. Furtmeyer/H. Schultze (Alfa Romeo GTA) ..	39 laps
20th	:	A. Schmalbach/M. Schiek (Abarth-Simca 1300)	39 laps
21st	:	B. Degner/F. Kalkuhl (Porsche 914GTS) ..	39 laps
22nd	:	P. Ettmuller/P. Harper (Ferrari 275LM)	39 laps
23rd	:	W. Lindermann/M. Ramminger (Ferrari GT) ..	39 laps
24th	:	H. Dechent/R. Huhn (Abarth-Simca 1300) ..	38 laps
25th	:	B. Pon/G. Koch (Porsche 914GTS)	38 laps
26th	:	J. Springer/K. v. Wendt (Lotus Elan)	38 laps
27th	:	A. Hedges/K. Greene (M.G. Midget)	38 laps
*28th	:	C. Baker/J. Moore (Austin Healey Sprite) ..	37 laps
29th	:	R. Businello/T. Zeccoli (Alfa Romeo GTZ) ..	36 laps
30th	:	J. Komusin/S. Mullers (Alfa Romeo GT) ..	36 laps
*31st	:	P. Otto/H. Gilges (Martini-B.M.W. 2-cyl.) ..	31 laps

*Class winners.

Fastest laps :

Over 3,000-c.c. Prototypes : J. Surtees (Ferrari 330P/2) 8 min. 50.5 sec.—154.6 k.p.h. (*new record*)

Up to 2,000-c.c. Prototype : J. Bonnier (Porsche 8-cyl.) 9 min. 11.5 sec.—148.9 k.p.h.

Up to 1,300-c.c. Prototype : M. Bianchi (Alpine-Renault) 10 min. 24.3 sec.—131.5 k.p.h.

Up to 1,000-c.c. Prototypes : R. de Lageneste (Alpine-Renault) 10 min. 38.1 sec.—128.6 k.p.h.

Over 3,000-c.c. GT : R. Bondurant (Shelby-Cobra) 9 min. 30.9 sec.—143.8 k.p.h.

Up to 3,000-c.c. GT : M. Salmon (Ferrari GTO) 9 min. 39.0 sec.—141.8 k.p.h.

Up to 2,000-c.c. GT : B. Pon (Porsche 914GTS) 9 min. 29.2 sec.—144.3 k.p.h.

Up to 1,600-c.c. GT : A. de Adamich (Alfa Romeo GTZ) 9 min. 54.6 sec.—138.1 k.p.h.

Up to 1,300-c.c. GT : H. Demetz (Abarth-Simca) 10 min. 17.9 sec.—132.9 k.p.h.

Nurburg Notes

Rally driver Peter Harper co-drove the Ferrari LM of Scuderia Filipinetti. It was delayed by radiator trouble.

* * *

The Baker/Moore Austin Healey Sprite coupé was alone in its class after the Alpine-Renault broke down, and had a trouble-free run, apart from slight starter-motor trouble at one pit stop.

* * *

Two Iso Grifo coupés took part, one with fibre-glass body with i.r.s. in place of the normal de Dion rear end. The standard one ran out of petrol and the new one was too new and was withdrawn after the tyres had rubbed holes in the fibre-glass.

* * *

At the last moment the Shelby Fords and the Alan Mann Cobras decided to run on Firestone tyres, the French-entered Ford stayed on Goodyears and the English-entered Ford was on Dunlops.

* * *

There was the usual collection of slow or badly prepared English club-racers having their first try at long-distance International racing. Some of them should have stayed at home.

A New Approach

Ever since the advent of *Which?* car tests, certain motor journals have become more critical in their road-test assessments and have evolved elaborate schemes for making comparisons between different cars, blinding their readers with science or pseudo-science. In America there has been a fresh approach, in the form of a motor magazine which publishes very revealing findings about road-test cars. It eschews advertising but obtains the cars it tests from manufacturers' Press fleets. Its recent objects were summarised in some of its article headings. It would be unfair to the paper, though perhaps more satisfactory for the car manufacturers, to give the answers, but the very nature of the captions at least shows how automobile thinking is trending in the States—" Volvo 544—Best Obsolete Car on the Road?", " Comet & Fairlane—Sisters Under the Skin, is one a Wallflower?", " Jaguar *vs.* Corvette—completely different but very much alike. Which for you?", " Cadillac, Continental, Imperial—America's Finest Automobiles. You Don't Say!", " Corsair Corsa—Will it Overcome Corsair's Poor Reputation?", " Pontiac GTO—Is This the World's Worst Car?", " Plymouth Valient—Most Under-rated?", " Chevrolet Impala—Does it have anything but Sexy Styling?", " Ford Falcon—Is it really the Modern Model-A or has it gone High Hat?", " Rambler Ambassador—Still for Old Men?", " Should You Trade Your VW for an M.G.?", " Buick Owners Diary—how one buyer coped with his lemon." And so on.

Tony Hegbourne

Following his accident at Spa, when he suffered severe injuries included a fractured spine and leg, Tony Hegbourne wishes to thank all those who have written, for their letters of encouragement to him whilst he was in hospital at Verviers, Belgium.

FERODO FIRST

MONACO GRAND PRIX

1ST

GRAHAM HILL

B.R.M.

A brilliant hat-trick for driver, car– and Ferodo . . .

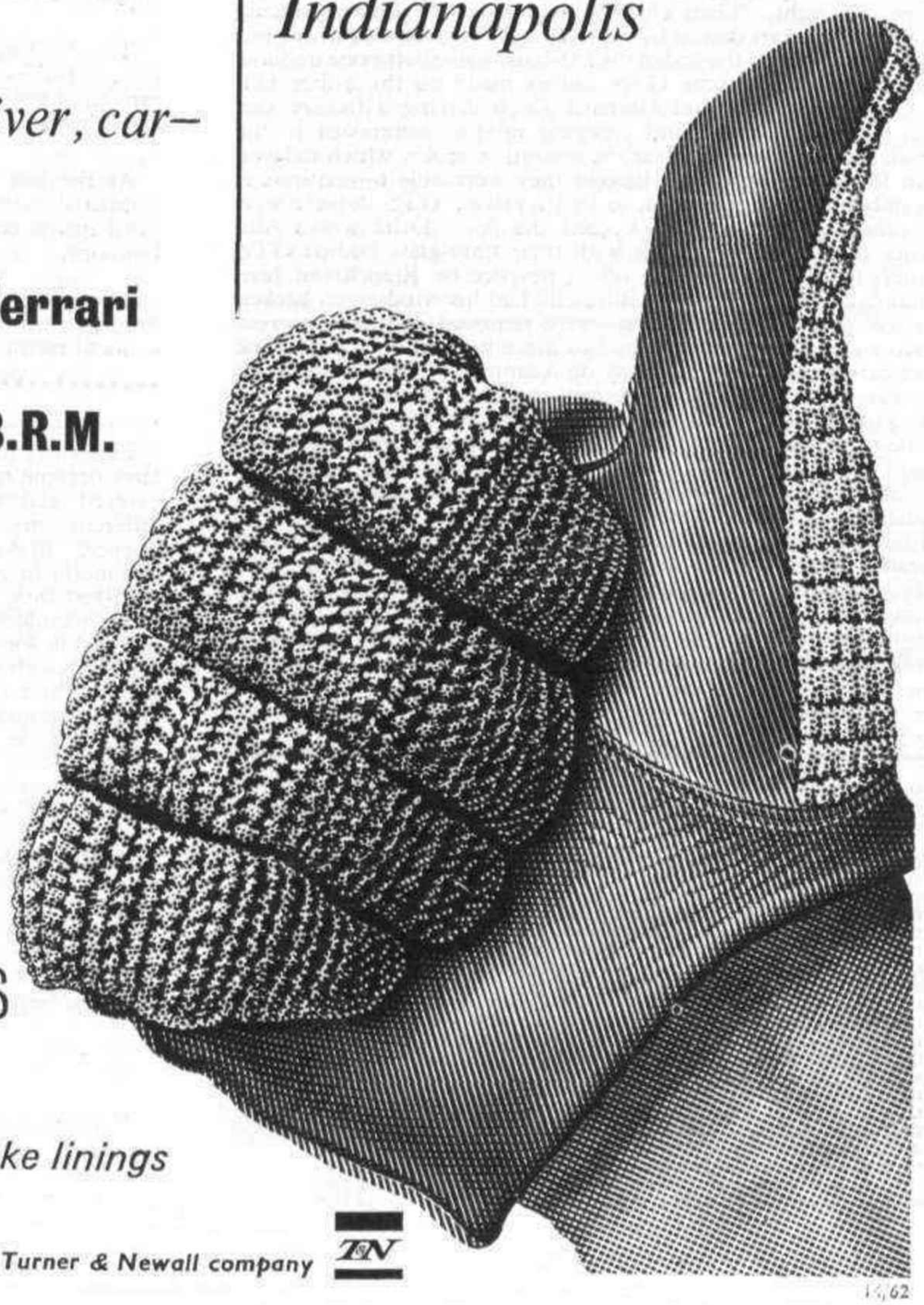
2nd Lorenzo Bandini - Ferrari

3rd Jackie Stewart - B.R.M.

Results subject to official confirmation

INDIANAPOLIS 500

Congratulations to Jim Clark and the Lotus Ford team on their famous victory at Indianapolis



fit race-proved

FERODO

Anti-Fade Linings for Drum and Disc Brakes

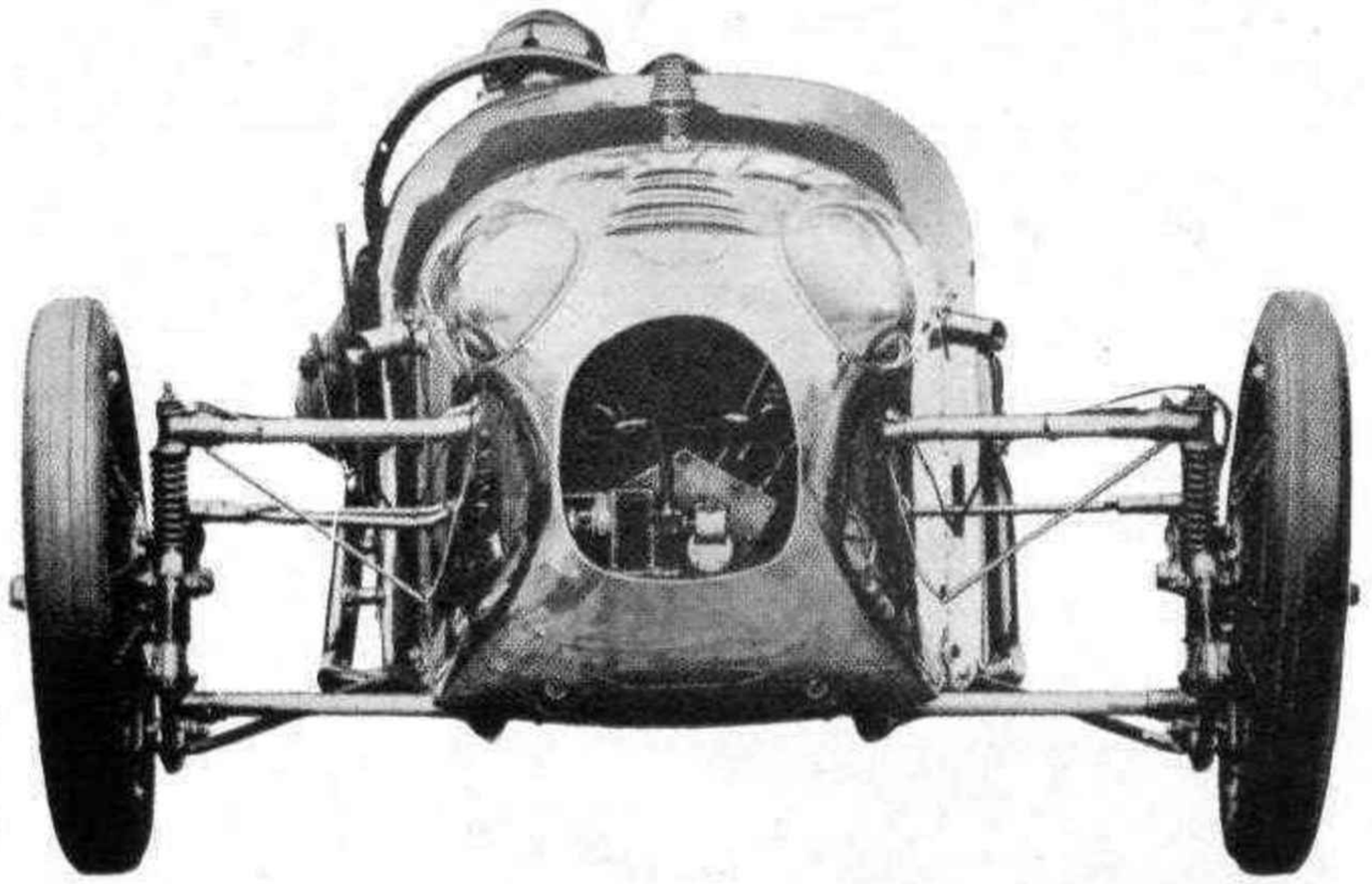
Britain's largest manufacturer — the world's largest exporter of brake linings

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

14/62

THE VINTAGE YEARS OF THE MORGAN 3-WHEELER

(Continued from the June issue)



FIRST TO EXCEED "THE TON."—Harold Beart's Morgan-Blackburne which took records at Brooklands at over 100 m.p.h. during the 1925 season, and averaged 91.48 m.p.h. for an hour. The protruding pipes gave a mild boost effect to the carburetter air intake.

1924.—By 1924 the popular four-wheeler was very much established and the 3-wheeler was more than ever forced to base its appeal on sporting performanee and low running and first costs. Morgan faced the light car opposition with five basic models, ranging from the a/c. 976-c.c. Popular (£110) to the 1,098-c.c. s.v. Aero (£148), a single-seater o.h.v. racing version of the latter being listed at £160.

The Aero was a truly sporting proposition, with petrol and oil fillers inline along the brief bonnet behind the tall radiator cap. The cockpit, protected by two adjustable aero-screens, was pretty stark. The dashboard had a central oil drip-feed, its exposed pipe running under the scuttle, a Lucas ammeter-cum-switch panel on the left, a speedometer on the right, Bowden levers clipped to the steering wheel, ship's-type ventilators on the scuttle, and a snake bulb-horn lying along the o/s. mudguard.

Normally, Morgans still had 700×80 tyres, a 6-ft. wheelbase (the Family model was a foot longer), two speeds of 4½ and 8 to 1, and the simple chassis was said to weigh 2¾ cwt. The chassis backbone ran above the floor and the brake-lever was clipped to it, exposed cables running forward to the front brakes, if fitted, and providing some degree of compensation. Ignition was by M.L. magneto and there was a choice of Amac or B. & B. carburetter. "Omega" of *The Auto* was still attacking the Morgan, stating at the time of the 1923 Show that he was puzzled "that sensible people, with babies, could ignore the appeal of the 4-wheeler against the 3-wheeler, price for price and running-cost for running-cost."

Certainly the £165 Austin 7 was now very firmly established, and well publicised by racing successes. (The Trojan 2-stroke cost £157 10s., the Rover 8 £160, an A.V. cyclecar £105, a Tamplin £120, the revised 4-cylinder G.N. £250, while amongst 3-wheelers the Bramham cost £145, a Scott-Sociable £135.) There were three vehicles costing less than £100, namely the belt-drive Bleriot-Whippet (£82 19s.), Gibbons (£65), Harper (£80 17s.), and L.A.D. (£60.) The Morgan was to outlive them all. . . .

The Light Car & Cyclecar published a survey of readers' experiences—shades of *Which?*—to indicate the comparative cost of running a cyclecar versus a light car. From this it was estimated that running costs over 6,000 miles, including a J.C.C. subscription, would work out at £54 12s. 3d. in a Morgan, £68 15s. 5d. in a Rover 8, £65 18s. in a Jowett and £65 14s. in an Austin 7. (Petrol was 1s. 6½d. a gallon, oil 6s. 9d. per gallon, tax £4 on a 3-wheeler, £9 on the Rover.) The fuel and oil m.p.g. were: Morgan 50/1,540; Rover 43/740; Jowett 42/1,500; Austin 45/1,800. Repairs equalled 3s. a week, a comprehensive Lloyd's policy £8 5s.! A tiny point in Morgan's favour—Frank Spouse, who drove a T.B. 3-wheeler in trials, had been appointed sole Morgan Distributor for Scotland!



A side view of H. Beart's 107 m.p.h. Morgan. It was developed from the car he raced during 1924.

At the 1924 Scottish Show all the Morgans on view had w/c. Blackburne engines, the new o.h.v. version of which gave approx. 35 b.h.p. and was supplied to the Morgan Co. with the flywheel balanced with the engine. A funnel-like air-intake was used close up behind the radiator.

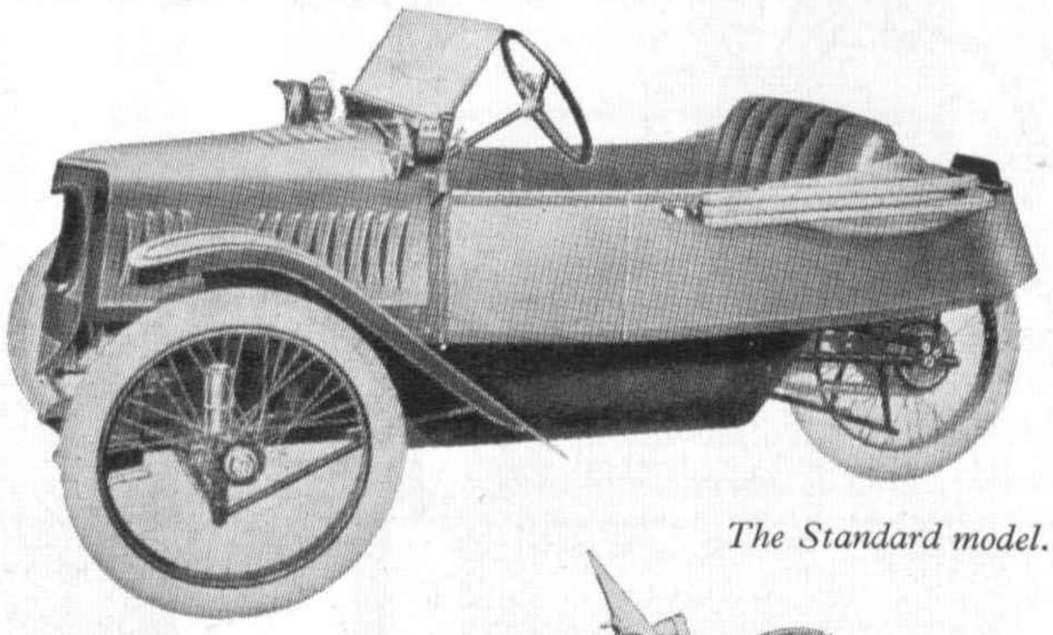
In the J.C.C. General Efficiency Trial E. B. Ware's s.v. De Luxe Morgan (ME 4835) again made the best performance, gaining 330 out of a possible 385 marks. A Gwynne 8 was second (321 points), G. N. Norris' w/c. o.h.v. Aero Morgan Blackburne with oversize tyres third (306 points). Ware recorded the best petrol consumption, speediest acceleration in top speed and won the brake test. Norris made best time on the "Brooklands' Test Hill, best acceleration "through the gears" (his two speeds!) and fastest lap of the Track. This time the actual figures were not published and there was some controversy as to the validity of the various tests and the manner in which they had been organised. *The Light Car & Cyclecar* was tactless enough to suggest that the little 269-c.c. tiller-steered Harper Runabout, a 3-wheeler with single front wheel, could have won. This brought long and involved correspondence from H. F. S. Morgan and the Rev. H. G. Morgan, from which I will refrain from quoting at this late date.

At Brooklands, Norris' Morgan-Blackburne won a 5-lap Passenger Handicap from scratch, at 87.22 m.p.h., during the B.M.C.R.C. Easter Meeting. H. F. S. and G. H. Goodall tied for fastest cyclecar time at Kop Hill (28.6 sec.), and H. F. S., driving a Standard model Morgan, made f.t.d. in the acceleration test in the Midland C.C. Economy Car Trial. But at the Neath & Dist. M.C. Margam Park Speed Trials, Parsons' Morgan repeatedly gave best to Sgonina's G.N. In Malay, an Anzani-Morgan made f.t.d. in the passenger class of the speed trials.

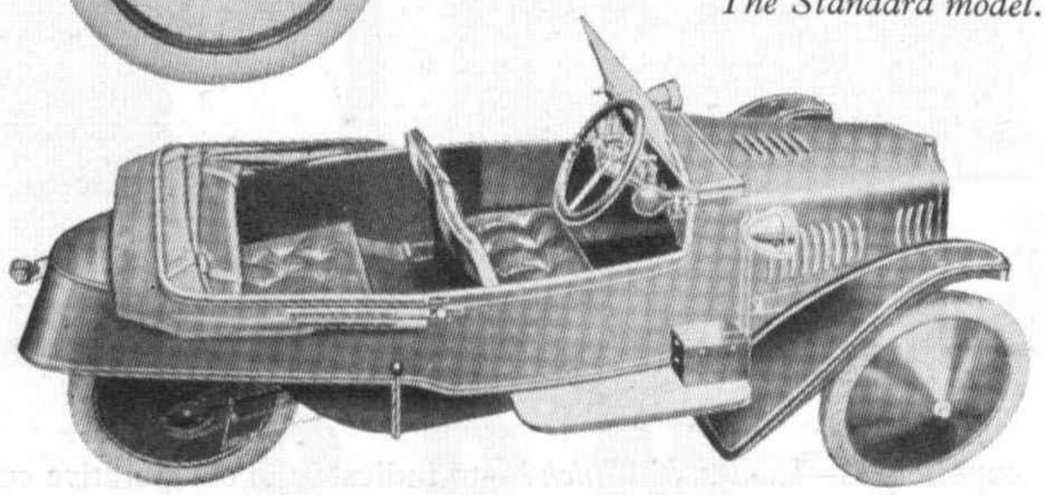
Although a busy manufacturer, H. F. S. continued to drive in a variety of events, but the J.C.C. took him to task for not supporting theirs. Harold Beart, the Croydon Morgan agent, had begun his Brooklands career, finishing a good second to Dunfee's Salmson in a J.C.C. race.

The Morgan was again prominent in the A.C.U. 1,000-Mile Stock Trial (it was barred from the R.A.C. Six Days), being the only competing machines to be driven North to the start, accompanied by an A.C.U. observer—the motorcycles all went by

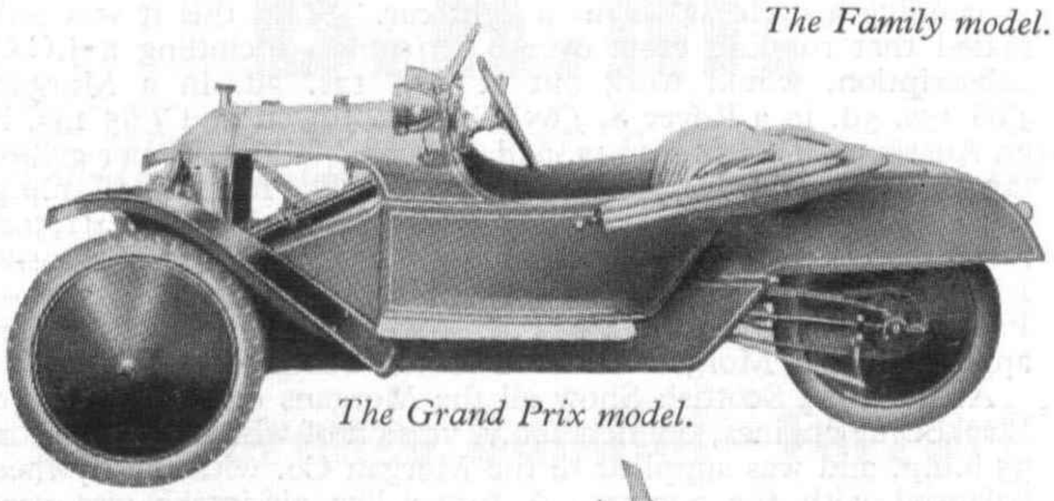
The Morgans of 1924



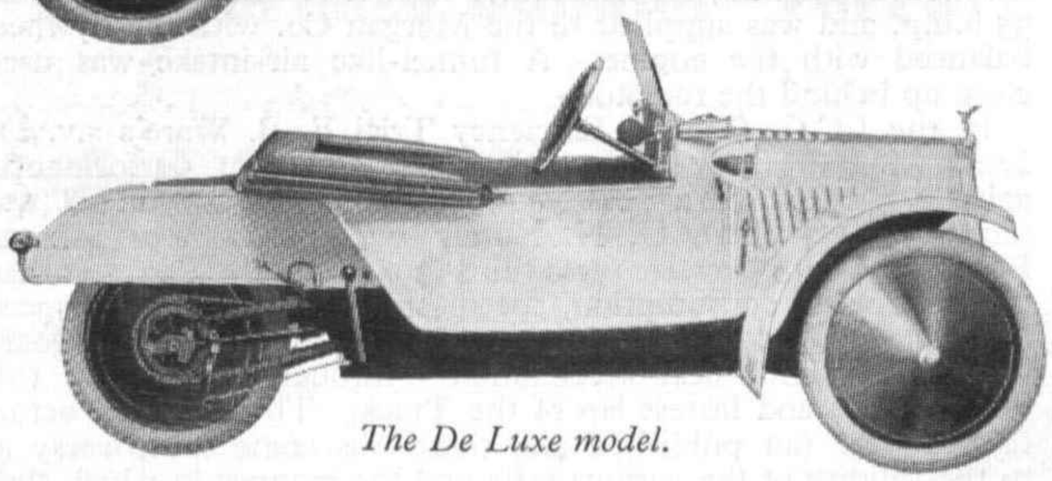
The Standard model.



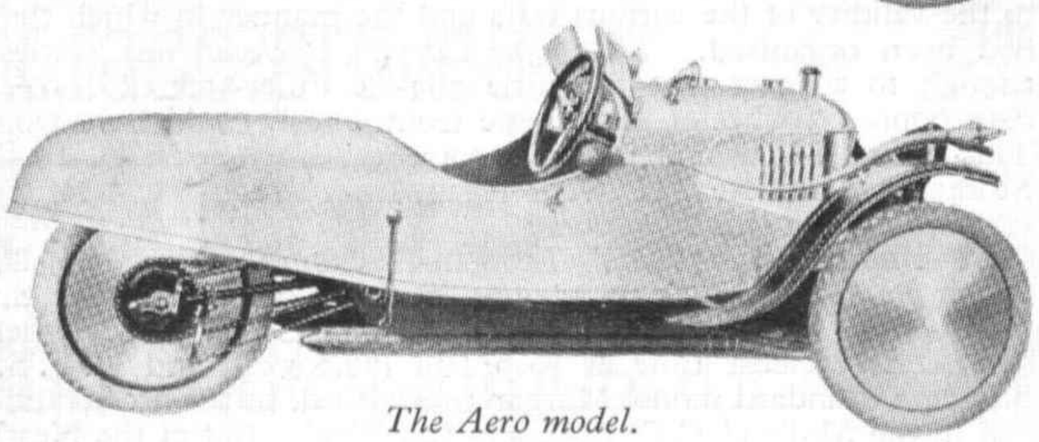
The Family model.



The Grand Prix model.



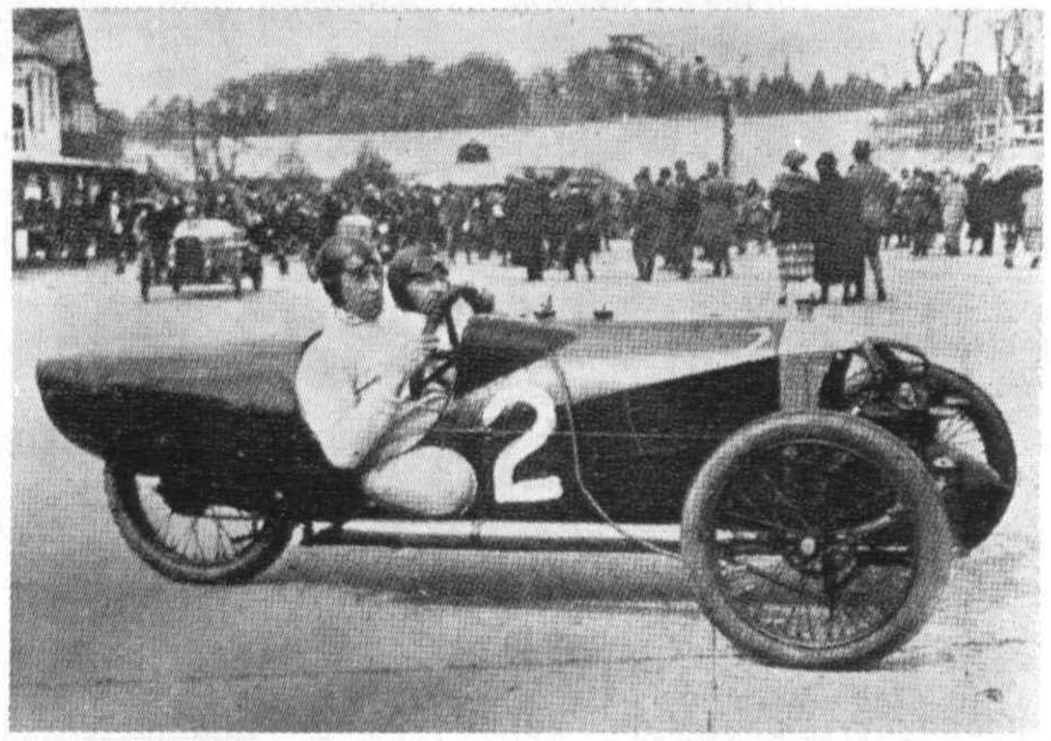
The De Luxe model.



The Aero model.

train! This time H. F. S., accompanied by his wife in matronly dress, who helped polish the car before the start, drove a s.v. Aero-J.A.P. (NP 3871), Goodall a s.v. Aero-M.A.G., Carr a Standard-model Morgan-Blackburne (NP 4080). All three won gold medals. All used standard ratios of $10\frac{3}{4}$ and 5 to 1

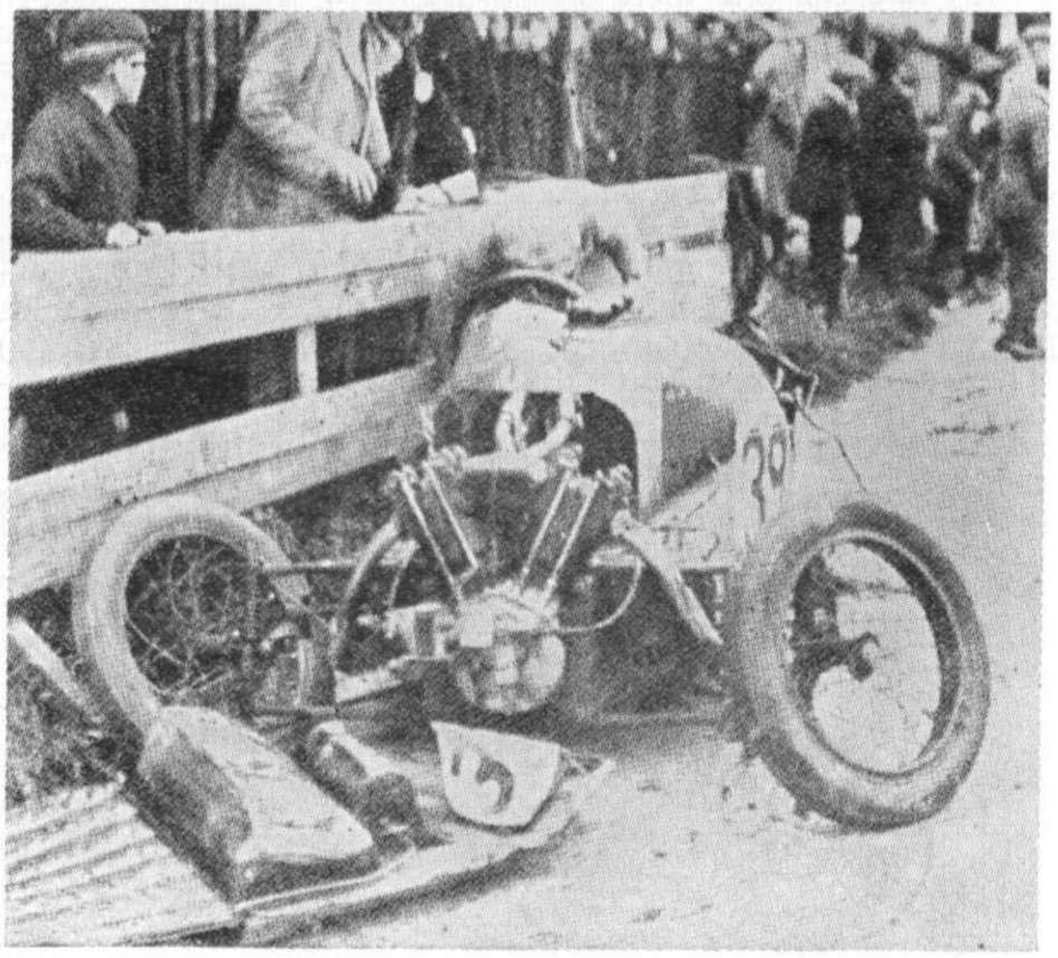
In France the Darmont-Morgan was in active production at Courbevoie, and at speed trials in the Forest of Senart near Paris Dhome's French Morgan, Darmont's very slim single-seater 750-c.c. Darmont-Morgan and Pierpont's 750-c.c. 2-seater Morgan set new records over the f.s. kilometre, respectively at 97.23, 125.742 and 119.8 k.p.h.



WELL-KNOWN MORGAN EXPONENTS.—E. B. Ware and his passenger Allchin, in their 1922 s.v. Morgan-J.A.P. They were both badly hurt in the accident depicted below.

Indeed, successes continued to come in from all quarters, so that my ambition to quote them all, with Reg. Nos. of the successful Morgans, is defeated by space restrictions. For the Hereford Speed Trials H. F. S. used a Morgan-Blackburne with new, enlarged front brakes, and covered the ½-mile, from a f.s. of 50 yards, at 70.2 m.p.h., beating Goodall's red Morgan and even Harvey's new racing Alvis. In Tcheco-Slovakia (contemporary spelling) Meyer's o.h.v. Aero won its class in the Kralon-Pole-Sobesice hill-climb. Beart won at Brooklands from a McEvoy-Anzani to which his Morgan-Blackburne gave 3 sec. start, at 84.7 m.p.h., but in another race had fuel-feed trouble, leaving N. A. Lowe's similar car to beat Baragwanath's P. & P. combination, although Spring's Norton and sidecar was the winner. At the Madresfield Speed Trials H. C. Lones won his class in a stripped o.h.v. Aero and Norris easily won a 50-Mile B.M.C.R.C. Handicap in which an Austin 7 was competing, after Beart had retired with plug trouble. In the Scottish Six Days' Trial, H. F. S. won a silver cup in his smart blue 8-h.p. Morgan-J.A.P., he and Mrs. Morgan attired in spotless white and the car still carrying Reg. No. CJ 743, Spouse, now Aero-Blackburne mounted, a silver medal, but Carr's Morgan-Blackburne De Luxe (NP 65) retired after hitting a wall on Tornapress. R. R. Jackson had made an appearance in sprints, in an Aero-Blackburne (NP 3394), Bullough was going well at Southport, R. T. Horton was driving

Continued on page 605

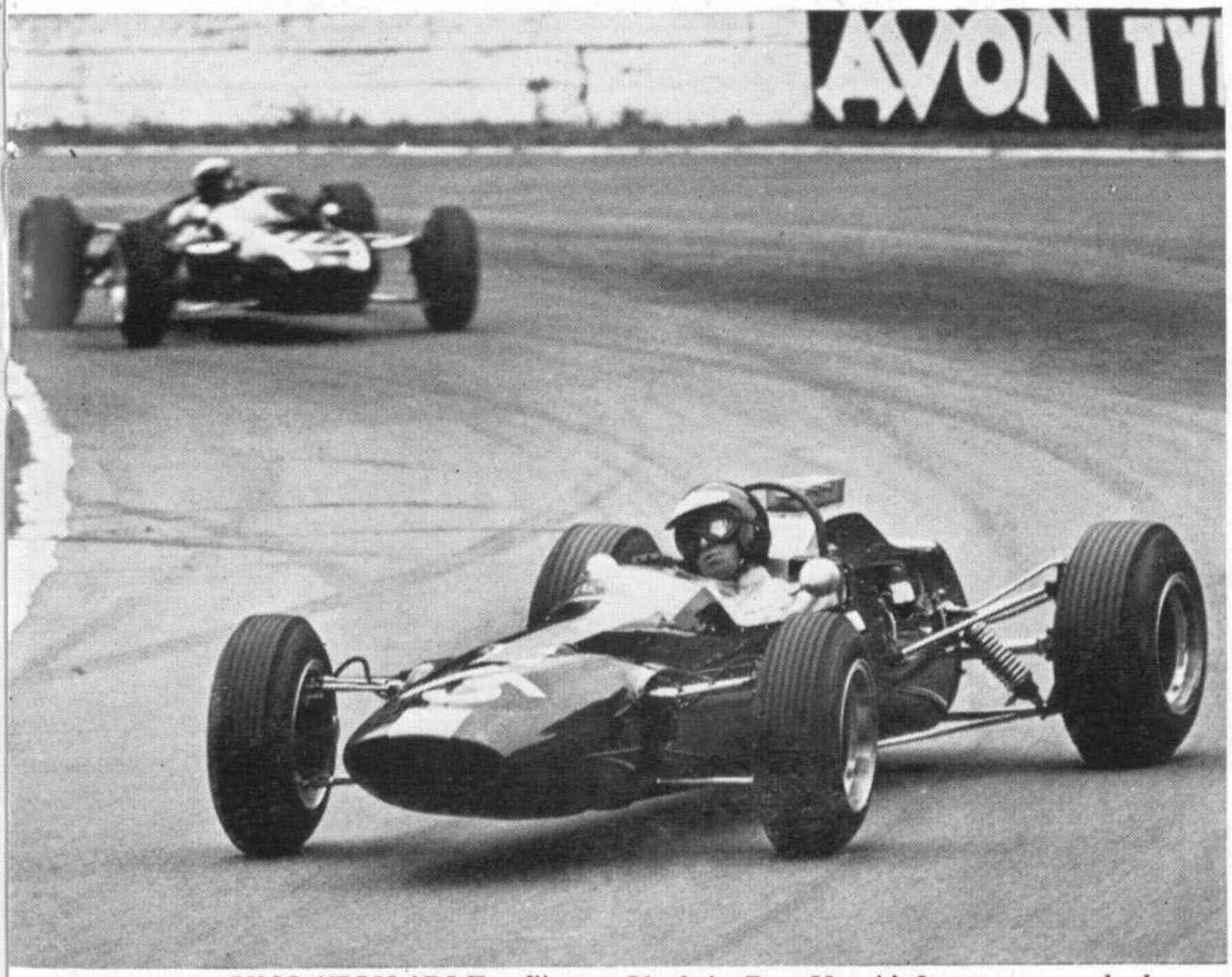


DISASTER.—Ware's o.h.v. Morgan-J.A.P. after its crash in the 1924 J.C.C. 200 Mile Race, which resulted in a ban on 3-wheelers racing with 4-wheelers at Brooklands.

Pictorial Review



M.G.-B. BATTLE.—The John Rhodes/Warwick Banks M.G.-B. closes on the similar car of Trevor/Anita Taylor during the Guards 1000 race. The Rhodes/Banks car won the event overall being first in the first half and fourth in the second.



UNCATCHABLE.—Jimmy Clark in Ron Harris' Lotus 35 won both heats of the London Trophy at Crystal Palace. During the first heat Jackie Stewart (Tyrell Cooper) challenged but retired, lacking gears.



FOLLOW-MY-LEADER.—A tight bunch of F.2 cars form a string through North Tower Curve at Crystal Palace during the Whit Monday London Trophy Race.

SECOND by 0.1 sec. after six hours of racing on the Nurburgring was the Ford Mustang of Roy Pierpoint/Jochen Neerspasch. Counting towards the European Touring Car Challenge the Mustang's performance does not qualify it for points as it finished behind a smaller capacity car.



WHITMORE AGAIN.—Sir John Whitmore gave another demonstration of his prowess with a Lotus-Cortina by winning the Nurburgring 6-Hour Race on June 13th and setting a new outright saloon car record into the bargain.





▲ *NUMBER ONE.—Winner all the way at Nurburgring in the 1,000-kilometre race was the 4-litre 330P/2 Ferrari Prototype, driven by World Champion John Surtees and Ludovico Scarfiotti.*



OBSOLETE?—Although the 2-litre 8-cylinder works Porsche was driven into third place by Bonnier and Rindt in the 1,000-kilometre race, it could not challenge the little 1,600-c.c. Dino Ferrari, which set a new standard of GT Prototype performance. Bonnier is seen cornering hard on the South Curve. ▲



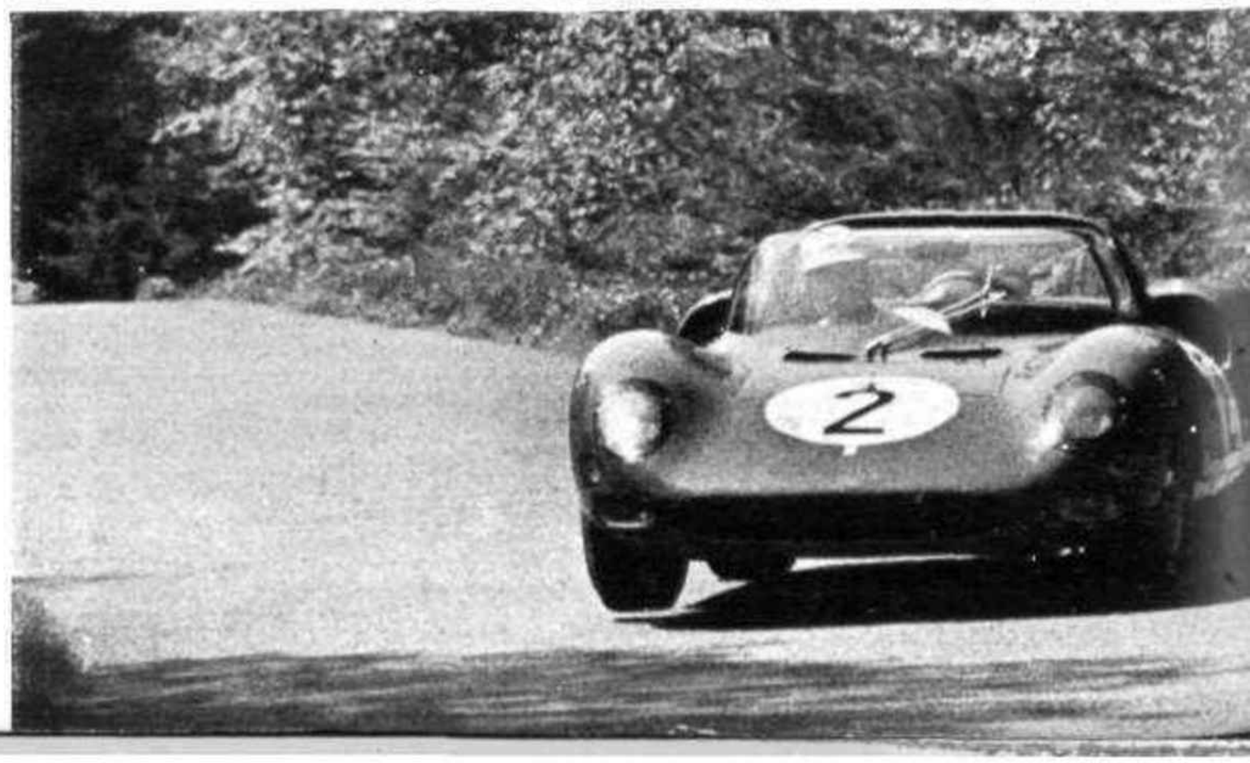
▲ *MIXED BUNCH.—(Right), Bondurant (Shelby-Cobra coupé) holds his position outside Mairesse (Ferrari 275 LM) while Bandini (Ferrari Dino follows them into the South curve after the pits area at Nurburgring. Eventually the little Dino coupé got the better of its larger rivals.*

NURBURGRING
1,000 Kms.

ALTITUDE.—The odd appearance of the open Ford GT40, driven by Attwood, is occasioned by the fact that both back wheels are well clear of the ground over one of the Nurburgring's many humps, so that the suspension has dropped down to the limit of its travel. ▼



NUMBER TWO—The second works Ferrari which finished second in the 1,000-kilometre race was a 3.3-litre 275P/2 Prototype, driven by Parkes and Guichet, and here the English driver is seen pounding along with one front wheel well clear of the ground. ▼



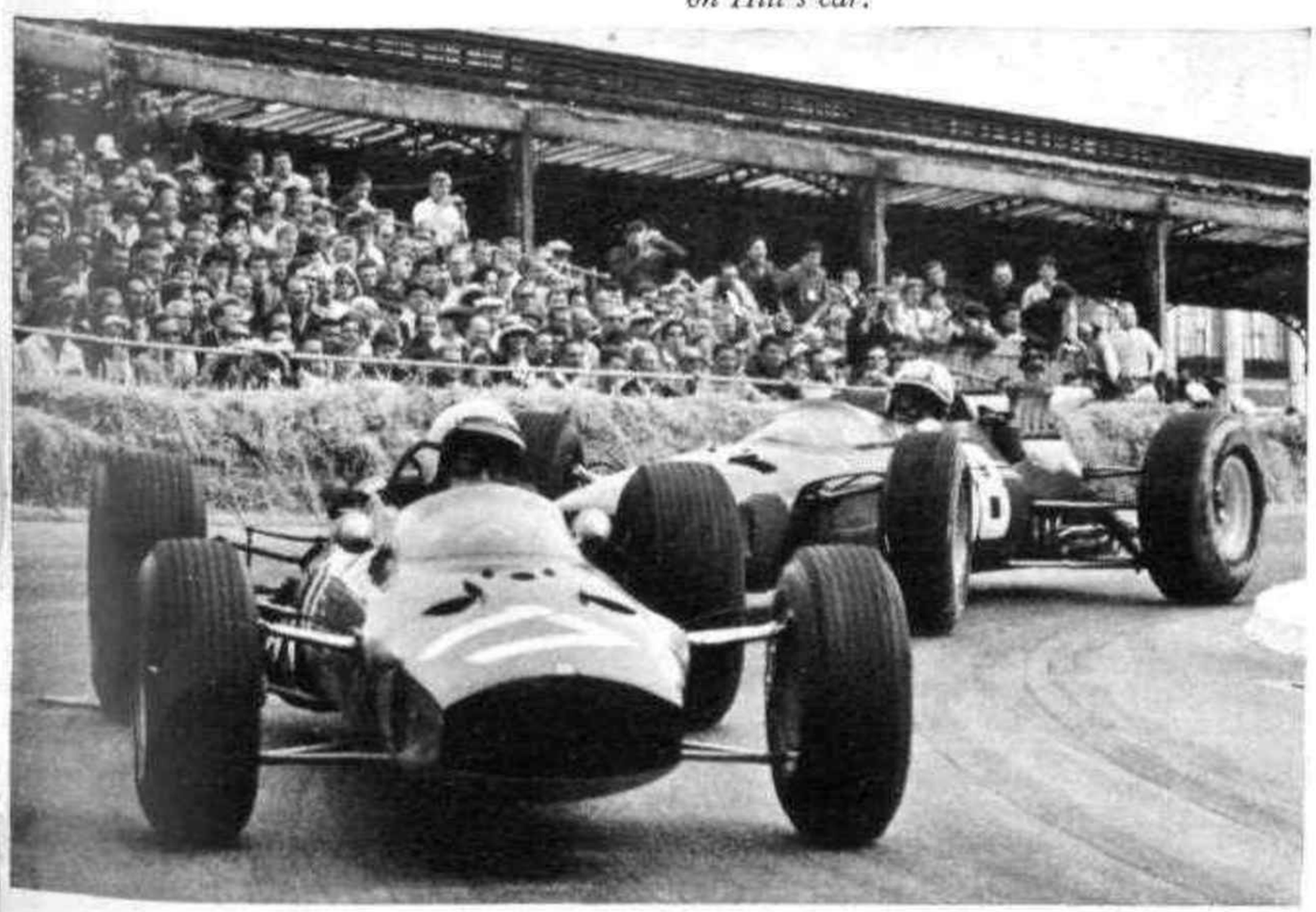
MONACO G.P.



▲ *OPENING LAP.—Hill (B.R.M.), Stewart (B.R.M.) and Bandini (Ferrari) are seen leaving the Tobacconist's Corner at Monte Carlo. By the third lap the two B.R.M.s had left the Ferrari and the rest of the field behind. Some idea of the cornering forces involved can be seen by the angles of the front wishbones on Hill's car.*



▲ *ROYAL BACKGROUND.—With the Monaco Palace in the background Bucknum takes his Honda V12 round the bend leading into the Casino square. On the outside of the bend can be seen the steel safety guard-rails.*

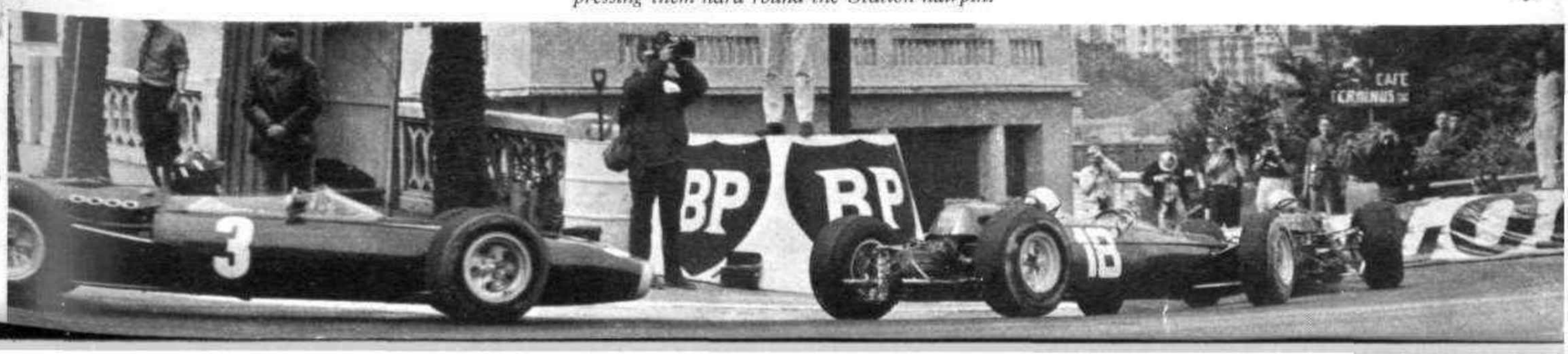


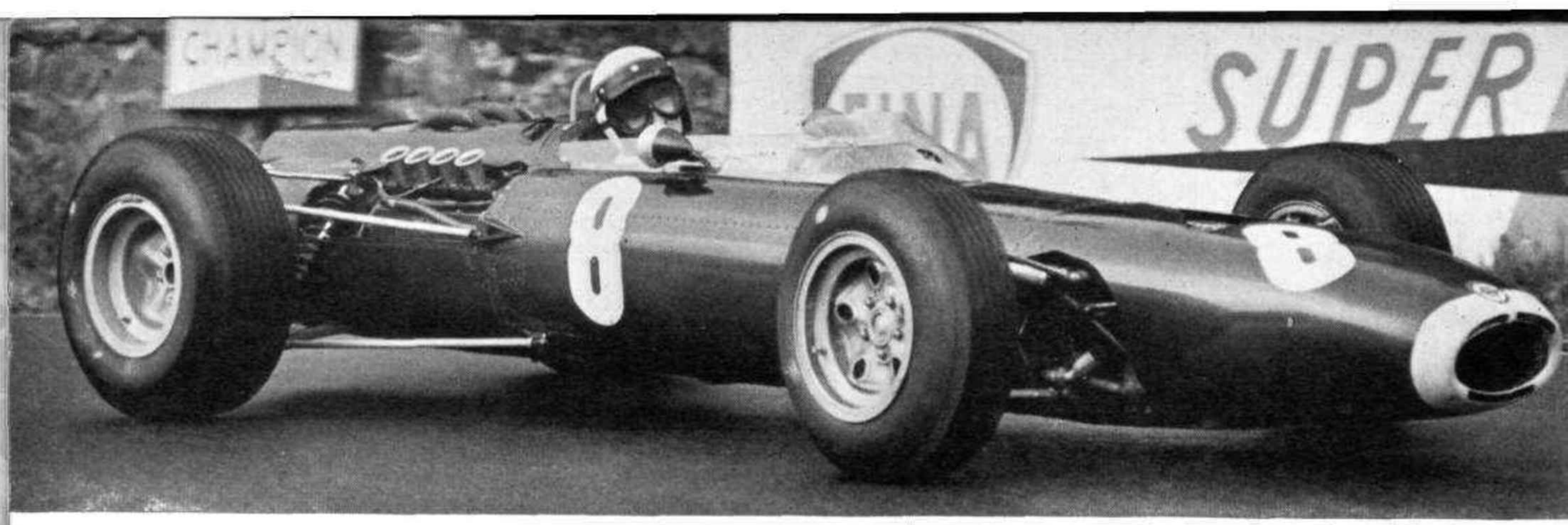
◀ *HARD TRIER.—Lorenzo Bandini in the flat 12-cylinder Ferrari drove a spirited race and here leads team-mate Surtees out of the Station hairpin. The nose of the 12-cylinder car has been cut back to get extra cooling.*

ELEVATED BRABHAM.—With every chance of a victory Jack Brabham had a real go at Monaco and is seen with both front wheels well off the ground as he takes the hump out of the Casino square. A broken con-rod put him out of the race. ▼



BLOCKAGE.—After losing the lead Graham Hill was faced with the problem of getting by the two works Ferraris and had they been co-operating with each other his task might have been impossible. As it was he out-drove both of them in turn in a fine display of determination and here he is pressing them hard round the Station hairpin. ▼





BELGIAN GRAND PRIX

CONFIDENT.—Jackie Stewart made an enormous impression at Spa by reason of his smooth and confident driving on the high-speed course. Here he accelerates out of La Source hairpin in the number two B.R.M. V8.



THE MASTER.—Jim Clark excelled at Spa, as he does on most circuits, his driving in the wet making everyone else look like amateurs. This view of his Lotus 33-Climax V8 gives a good idea of the skating-rink surface.

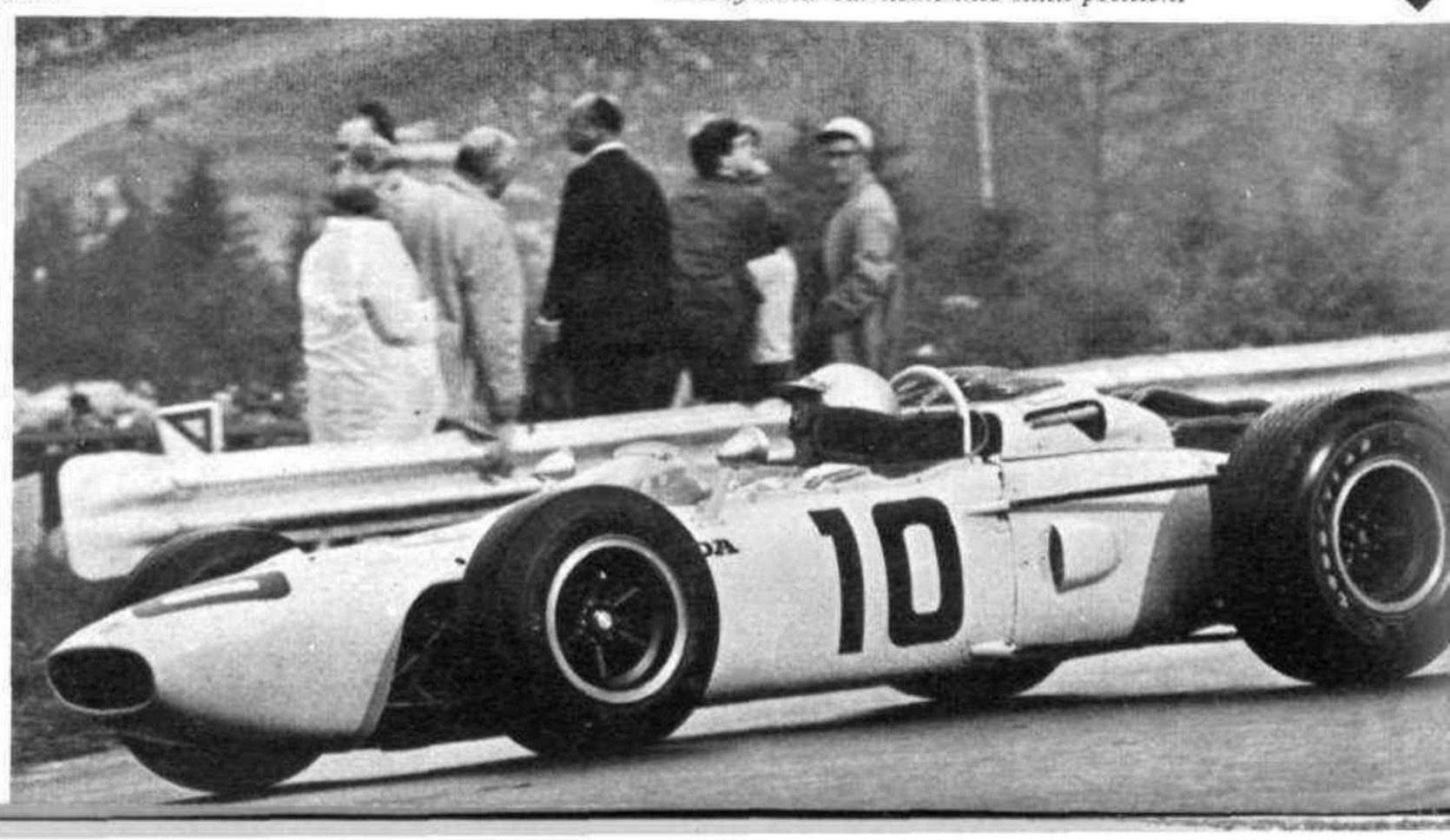


CLOSENESS.—McLaren (Cooper) chases Graham Hill (B.R.M.) down the hill towards the grandstands and pits, shortly before taking third place in the Belgian G.P., the B.R.M. being troubled by the slippery surface.

HOT SEAT.—Having given up racing at Spa, Ireland gave Bucknum a lift back to the pits sitting on the engine cover of his Lotus-B.R.M.



MORE LIKE IT.—The Honda performance at Spa was quite impressive, compared with previous efforts, and Ginther brought his V12-cylinder car home into sixth position.





▲ *THE 1965 LE MANS race was the first one since 1949 to be won by a private Ferrari entry—the North American Racing Team 3.3-litre 275LM coupé (above) of Jochen Rindt and Masten Gregory. (The winner of the 1949 race was Luigi Chinetti, who runs the N.A.R.T.) The car took the lead with three hours to go.*

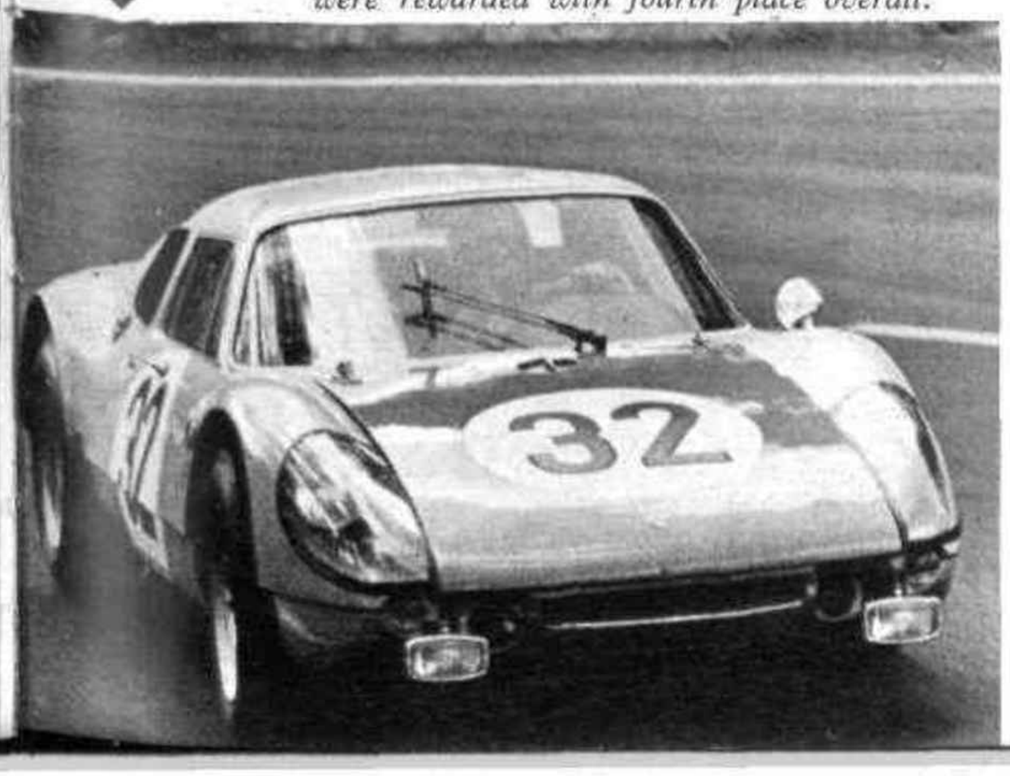


▲ *THIS YEAR'S FORD CHALLENGE to Ferrari at Le Mans was spectacularly fast but ended after only a few hours. The car above, in the hands of Chris Amon, led the race in the early stages. Last of the Fords to retire, it broke the lap record of 3 min. 37.5 sec. (139.251 m.p.h.) in the hands of Phil Hill.*



▲ *FOR A LONG TIME this Belgian 275LM Ferrari, driven by Dumay/Gosselin, contested the lead with the Rindt/Gregory car, a tyre blow-out forced them into second place overall.*

▼ *THE GERMAN DRIVERS Herbert Linge and Peter Nocker drove their 6-cylinder Porsche prototype well and were rewarded with fourth place overall.*



▼ *ONLY ONE GT FERRARI raced at Le Mans, this Ecurie Francorchamps car driven by Mairesse/Beurlys. It was the first race in which a GTB ran in the GT category and yet it won the GT class and finished third overall.*



CASTROL WINS

GENEVA RALLY

OUTRIGHT WINNER

BMC MINI COOPERS

(ALSO TOURING CATEGORY - 1000-1300 C.C. CLASS)

Rauno Aaltonen/Tony Ambrose

ALSO 1ST GRAND TOURING CATEGORY - OVER 2500 C.C. CLASS

AUSTIN HEALEY 3000

Donald and Erle Morley

(Subject to Official Confirmation)

Castrol MOTOR OIL

Britain's most successful motor oil!

THE MORGAN 3-WHEELER—continued from page 598

a Morgan in trials. The Morgan Club was holding social runs, as it does today, eleven members rallying to the "Red Lion," Hatfield, for a run to Bedford, and a 500-c.c., using one twin Blackburne o.h.v. cylinder, ran in the French Cyclecar G.P. Someone had rigged up an Aero with streamline prow, disc wheels, searchlight and Motometer, etc.

Then, in the J.C.C. 200-Mile Race a most unfortunate blow befell Morgans, and, indeed, the whole sporting 3-wheeler world. The Morgan had never been particularly fortunate in this long-distance Brooklands race. For 1924 three cars, outwardly like Aero models, but with the big (external) silencers now demanded by the Track authorities, were entered, the "works" cars with Blackburne engines, for Norris and Beart, Ware's naturally J.A.P.-powered. Although these 2-seater Morgans were reported as capable of lapping at around 90 m.p.h., they had much trouble in practice, Ware's engine blowing gaskets, the driving chains breaking, and one car having a narrow escape when a steering arm broke. In the race Ware's engine refused to pick-up, and when it did get going, a top-gear dog broke and had to be changed. Norris, however, was duelling with Zborowski's Salmson, which it passed, only to coast in, the top-gear chain having broken. Beart was delayed long at *his* pit while a flat rear tyre was changed, after which his engine resolutely refused to start.

Then it happened! Ware had got going again, lapping probably at over 85 m.p.h., but on his 33rd lap his rear wheel appeared to be wobbling. (Parry Thomas, having troubles of his own in the Marlborough-Thomas, had reported a smell of scorching rubber when he overtook Ware.) Two more laps, and the Morgan suddenly swerved as it was crackling across the Fork, hit the fence and spun round, flinging out the occupants before it overturned. Ware and his mechanic, Allchin, eventually recovered, but Ware died some years ago.

The race went on, the Salmsons victorious in spite of overheating. Beart, understandably, stopped to increase the clearance between the tail of his Morgan and the tyre! This accident caused the J.C.C. to ban 3-wheelers not only from the 1925 200-Mile Race (which incorporated artificial corners) but from their High Efficiency Trial (also over a "road" course) which replaced the General Efficiency Trial and which Morgan was naturally anxious to win for the third time in succession. The B.A.R.C. was firmly behind the ban.

Meanwhile, H. Beart beat Norris in the B.M.C.R.C. 3-wheeler Championship race, averaging 83.99 m.p.h. for three laps and later he broke Class H2 records in his o.h.v. Aero-Blackburne, at speeds of 96.33 m.p.h. for the f.s. kilometre to 89.88 m.p.h. for 10 miles.

Commercially, the year ended well for the Morgan Motor Co. Correspondence in *The Light Car & Cyclecar* from owners who purported to have been held up in their 40/50 Mercedes and 50-h.p. Daimlers "by those beastly 3-wheelers" resulted in a lively response in favour of the Morgan (could H. F. S. or his father have compiled both sides of the argument?), and for 1925 improvements were made and prices drastically reduced—in time for competition from the 4-cylinder D'Yrsan tricars, the chassis of which was very like that of the Morgan, but used a conventional gearbox with reverse gear. At the Motorcycle Show on Stand No. 53 a canary-yellow Grand Prix Morgan with spotlamp between its aero-screens attracted attention. Spiral-bevels running on double-row ball-bearings, a higher bonnet forming a straight-line to the scuttle, and the latest J.A.P. engines and bodywork improvements were adopted. 20 in. × 3½ in. Dunlop S.S. balloon tyres with flared front mudguards, and metallic-lustre paintwork were available on the Aero model, in which flexible exhaust pipes ran into external silencers, this arrangement costing £1 extra.

The Standard model now cost £95, or £105 with Lucas dynamo lighting set, the w/c. Grand Prix-J.A.P. with electric lighting £128, the De Luxe £120 or £130 in w/c. form, the Family £3 more than the De Luxe, and the Aero was priced at £135 with J.A.P., £140 with o.h.v. Anzani, and £147 with racing Blackburne engine. All the Aeros would exceed 70 m.p.h. and you could get a hood for them for £3. Front brakes cost £6, wheel discs £2 10s., hood covers 15s., a speedometer £4, special colours £2, and the oversize Dunlops £2 per wheel extra. The Standard model was supplied only in grey at normal cost, but, like the Family, had slightly raised body sides (as had the G.P.), the other models being in a choice of grey, red, blue, purple or green. Incidentally, the 1925 Austin 7 cost £155, the Carden £90.

By the end of 1924 Morgans held all the British Class H1 and H2 records, the fastest being Beart's one-way f.s. mile, at 97.32 m.p.h. (mean = 94.21 m.p.h.), and the year closed with H. F. S. in the chair at the Morgan Club dinner at Ye Olde Cock Tavern, Fleet Street, which 70 people attended.



Morgan 3-wheelers lined-up for a race on Southport sands.

1925.—For some time controversy raged about the J.C.C. ban, but the Club remained adamant and it was not until four years hence, with the formation of the New Cyclecar Club, that 3-wheelers were to race against 4-wheelers at Brooklands, and only last month that the V.S.C.C. relented sufficiently to allow Morgans to race, on their own, at one of their meetings. . . .

This did not deter Morgan drivers from competing in any events open to them. Goodall, for instance, drove a Standard model (NP 636) *sans* bonnet, to take a "silver" in the Victory Cup Trial, in which H. F. S. gained a "gold" and Chippendale's Morgan overturned without damage in the brake test. And in the last of the public road speed trials, Goodall's Morgan "Jim" won its class at Hereford, being 1.4 sec. faster than Taylor's Brescia Bugatti, the fastest 4-wheeler, and in those near Tavistock on the same day, H. Dobbs' Morgan Blackburne beat Grogan's Frazer Nash.

As ever, the "Land's End" attracted Morgan exponents, Maskell running a stripped Aero (XR 11), the trilby-hatted Marshall a Standard (CJ 5649), a dozen Morgans winning between them four "golds," three "silvers" and a "bronze." The rest retired, as did a lone D'Yrsan. In the 1925 A.C.U. Stock Trial Carr drove a s.v. w/c. Standard (AB 9602), Goodall a w/c. Aero-Anzani (AB 16); both taking gold medals.

About this time experiences of readers and professional testers began to be published. Gordon Oxenham wrote of his 1925 w/c. Grand Prix-J.A.P., which would do 60 m.p.h. when the engine was clean, 56 when it was "full of carbon and pulling a load of 20-stone." It gave 60 m.p.g., climbed Brockley Hill at about 35 m.p.h., Kop Hill at 20-25 m.p.h. *The Light Car & Cyclecar* reported on the latest Aero-Blackburne (XX 8647), which weighed 7 cwt. 1 qtr. 21 lb. and developed over 40 b.h.p. at 4,500 r.p.m. This gave an easy 70 m.p.h. "on reasonably smooth roads. The tester decided that "the anticipation of a skid (on tramlines) was more terrifying than its reality" but that "getting away in low gear on a greasy road tends to throw the rear of the car sideways until the back wheel can obtain sufficient grip to drive the machine." The hood was criticised for cutting off all visibility to sides and rear and making hand-signalling impossible, the fabric-lined cone clutch was fierce until treated with engine oil, and overall fuel consumption was about 45 m.p.g., while roughly 2,000 m.p.g. of oil was obtained, at about 20 drips per minute from the Best & Lloyd drip-feed. (The handbook recommended 30, but owners used anything from 15 to 90 d.p.m.) The direct steering was disliked and it was thought that a simple form of reduction gear would be a distinct advantage. (From driving my 1927 Family Model I couldn't agree more, but it was many years before the Morgan Co. relented and fitted a reduction box, or a reverse gear!) As tested, the Morgan cost £167.

Up at Southport, Bullough in what I suspect was the ex-Hughes Morgan, A. Moss (Stirling's dad?), Ron Horton (in OM 4000) and S. Keary were successfully mixing it with the G.N.s, which tended to be superior. Morgans were out in force in the "Edinburgh," even to Hall's 1912 model (CB 88) bought for £12 a few days beforehand. It did not gain an award, but neither did H. F. S. However, the other Morgans collected six "golds" and two "silvers." In the International Six Days' Trial Carr's lone Morgan (NP 15, with spare wheel carried in a well in the n/s. running-board), teamed with an Ariel and a Humber motor-

FIRESTONE TYRES WIN

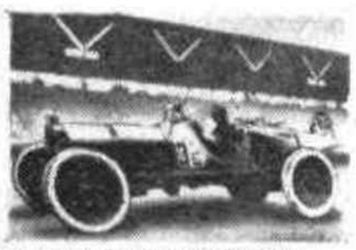
Indianapolis 500-Mile Race for 42nd Consecutive Time

☆ First 7 on Firestone — only 2 cars on other tyres finished the race ☆

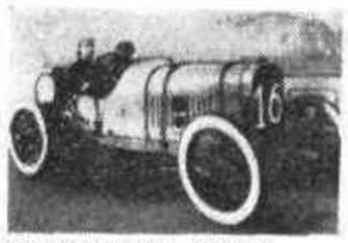
This year's win marks Firestone's 42nd consecutive victory in the Indianapolis 500-mile Race—a remarkable unbroken run that dates back to 1920. In this world-famous race, cars run 200 laps on the 2½-mile asphalt oval track at speeds up to 180 m.p.h. Only the strongest and safest tyres in the world can survive this torturing test.

Out of this unparalleled racing experience, Firestone has developed safer tyres for your car. The same Sup-R-Tuf miracle rubber and tough Firestone body construction that are used in race tyres are built into Firestone car tyres to give extra mileage and extra safety.

The next time you need tyres get Firestone, the tyres that are raceway proved for your highway safety. See your Firestone dealer.



1911 RAY HARROUN
74.59 m.p.h.
120.015 k.p.h.



*1913 JULES GOUX
75.93 m.p.h.
122.171 k.p.h.



*1920 GASTON CHEVROLET
88.62 m.p.h.
142.589 k.p.h.



1921 TOMMY MILTON
89.62 m.p.h.
144.198 k.p.h.



1922 JIMMY MURPHY
94.48 m.p.h.
152.018 k.p.h.



1928 LOUIS MEYER
99.48 m.p.h.
160.063 k.p.h.



1929 RAY KEECH
97.58 m.p.h.
157.006 k.p.h.



1930 BILLY ARNOLD
100.44 m.p.h.
161.607 k.p.h.



1931 LOUIS SCHNEIDER
96.62 m.p.h.
155.461 k.p.h.



1932 FRED FRAME
104.14 m.p.h.
167.561 k.p.h.



1938 FLOYD ROBERTS
117.20 m.p.h.
188.574 k.p.h.



1939 WILBUR SHAW
115.035 m.p.h.
185.091 k.p.h.



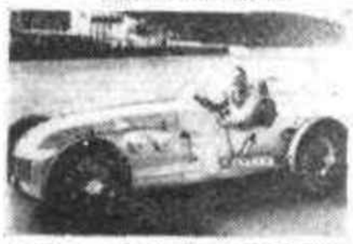
1940 WILBUR SHAW
114.277 m.p.h.
183.871 k.p.h.



*1941 MAURI ROSE, FLOYD DAVIS
115.117 m.p.h.
185.223 k.p.h.



*1946 GEORGE ROBSON
114.8 m.p.h.
184.713 k.p.h.



1950 JOHNNY PARSONS
124.002 m.p.h.
199.519 k.p.h.



1951 LEE WALLARD
126.244 m.p.h.
203.126 k.p.h.



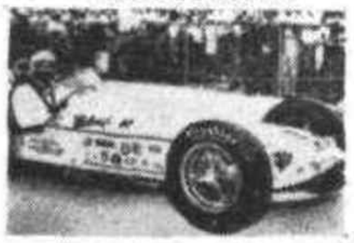
1952 TROY RUTTMAN
128.922 m.p.h.
207.435 k.p.h.



1953 BILL VUKOVICH
128.74 m.p.h.
207.142 k.p.h.



1954 BILL VUKOVICH
130.840 m.p.h.
210.521 k.p.h.



1958 JIMMY BRYAN
133.791 m.p.h.
215.269 k.p.h.



1959 RODGER WARD
135.857 m.p.h.
218.594 k.p.h.



1960 JIM RATHMANN
138.767 m.p.h.
223.276 k.p.h.



1961 A. J. FOYT
139.13 m.p.h.
223.86 k.p.h.



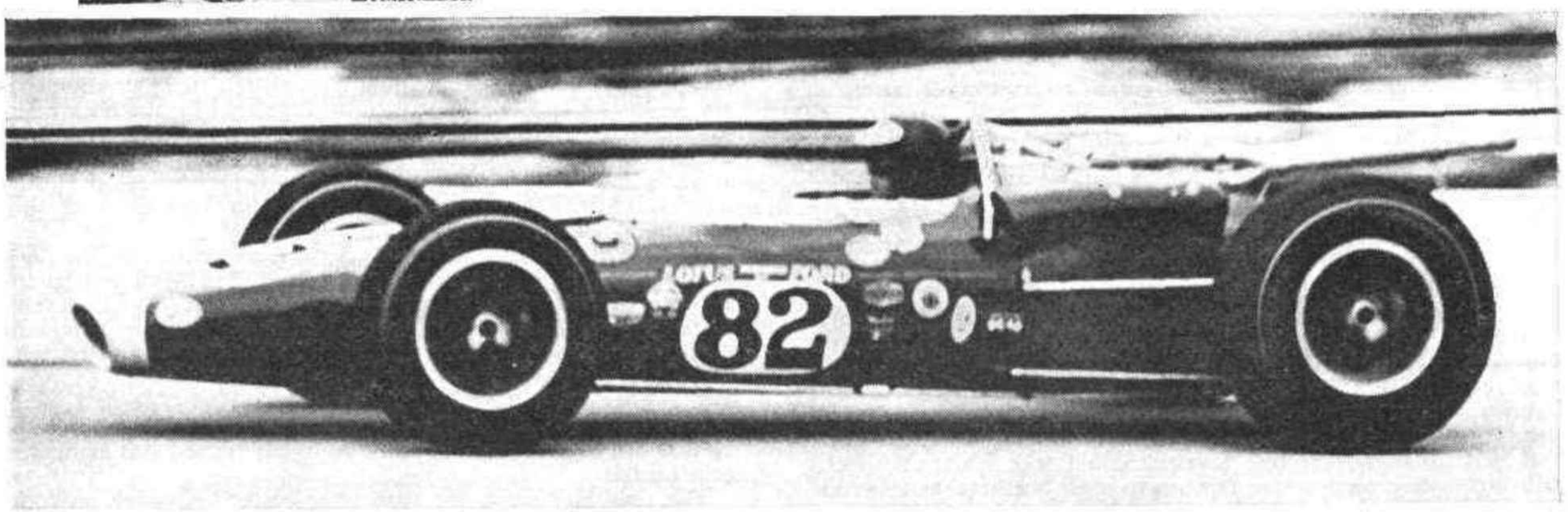
1962 RODGER WARD
140.292 m.p.h.
225.730 k.p.h.

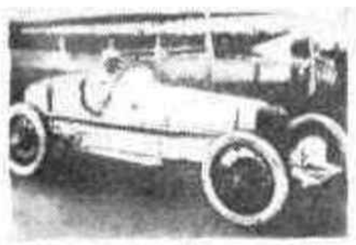
***No races in 1917, 1918, 1942, 1943, 1944, 1945**



JIM CLARK
1965 winner at 150.686 m.p.h. (242.454 k.p.h.) says:

"I ran on Firestone tyres because I knew I could count on them. They did a wonderful job!"





1923 **TOMMY MILTON**
90.95 m.p.h.
146.338 k.p.h.



1924 **L. CORUM, JOE BOYER**
98.23 m.p.h.
158.052 k.p.h.



1925 **PETE DE PAOLO**
101.13 m.p.h.
162.718 k.p.h.



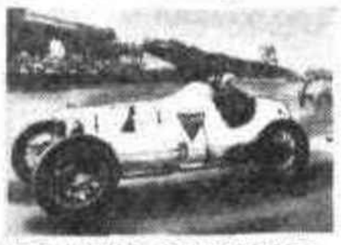
1926 **FRANK LOCKHART**
95.9 m.p.h.
154.303 k.p.h.



1927 **GEORGE SOUDERS**
97.54 m.p.h.
156.941 k.p.h.



1933 **LOUIS MEYER**
104.16 m.p.h.
167.593 k.p.h.



1934 **BILL CUMMINGS**
104.86 m.p.h.
168.719 k.p.h.



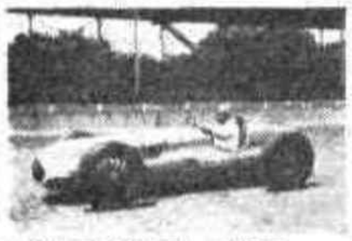
1935 **KELLY PETILLO**
106.24 m.p.h.
170.940 k.p.h.



1936 **LOUIS MEYER**
109.06 m.p.h.
175.477 k.p.h.



1937 **WILBUR SHAW**
113.58 m.p.h.
182.750 k.p.h.



1947 **MAURI ROSE**
116.33 m.p.h.
187.174 k.p.h.



1948 **MAURI ROSE**
119.813 m.p.h.
192.779 k.p.h.



1949 **BILL HOLLAND**
121.327 m.p.h.
195.215 k.p.h.



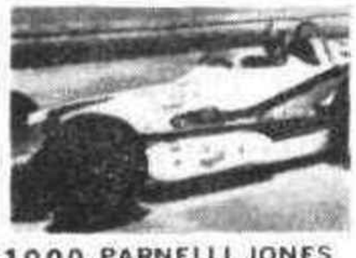
1955 **BOB SWEIKERT**
128.209 m.p.h.
206.288 k.p.h.



1956 **PAT FLAHERTY**
128.49 m.p.h.
206.740 k.p.h.



1957 **SAM HANKS**
135.601 m.p.h.
218.182 k.p.h.



1963 **PARNELLI JONES**
143.137 m.p.h.
230.307 k.p.h.



1964 **A. J. FOYT**
147.350 m.p.h.
237.086 k.p.h.

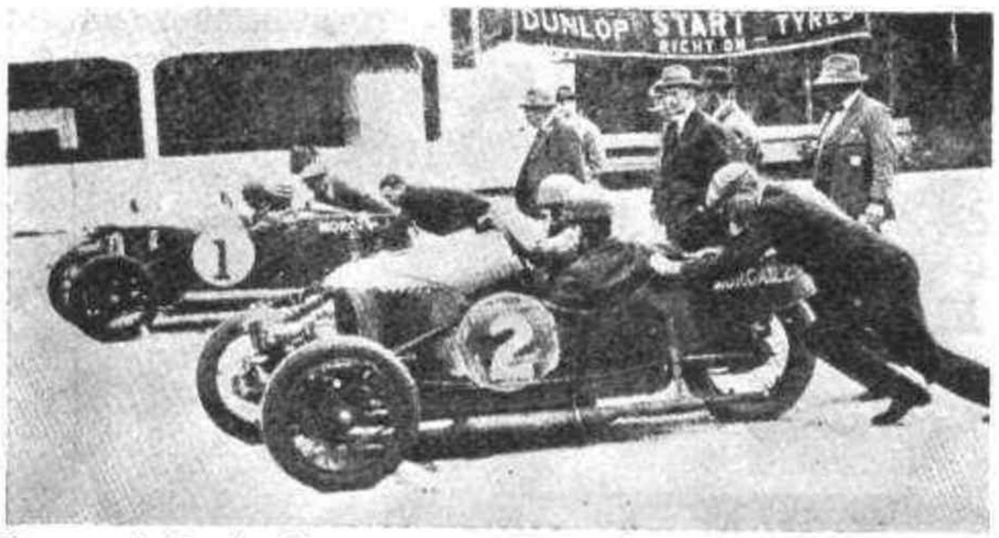


WHEREVER WHEELS ROLL...



Firestone

IS YOUR SYMBOL OF QUALITY AND SERVICE



Beart and Norris about to contest the Cyclecar Championship at a 1924 B.M.C.R.C. Meeting—Beart gained an unexpected victory at 83.9 m.p.h.

cycle, won the B.M.C.R.C. Championship, and 13 Morgans took part in the Morgan Club's own trial, in the Hatfield area, for two cups presented by H. F. S. (where are they now?)—why doesn't the present Morgan 3-Wheeler Club repeat it? *The Motor Cycle*, commenting on Carr's performance in the Six Days', remarked that he lost one time mark only and climbed all the hills splendidly, adding "His passenger deserves special praise."

Meanwhile, Harold Beart had evolved a very special racing Morgan at his Croydon works. The frame was strengthened and each rear spring had seven graduated leaves, a single Hartford shock-absorber being mounted over the rear wheel on a bracket above the bevel box and a stirrup secured to the fork-ends. At the front cast-steel sliding axles replaced the normal bronze ones, so that forward-projecting brackets could take Hartford shock-absorbers anchored at the bottom to steel brackets, and swivelling with the wheels. The axles slid on hardened and ground Ubas-steel pins screwed-in and grease-gun lubricated. Spring-loaded ball-joints on the track-rod, and a Ford epicyclic reduction gear on the top of the steering column, further improved control. A 4-to-1 ratio was achieved, with a forged-steel drop-arm slightly longer than standard.

The rear wheel was brakeless, the foot-brake having been dispensed with, and was shod with a 27 × 4.20 Dunlop. The front tyres were 26 × 3.75 Dunlops, on wellbase rims.

This Beart Morgan had ratios of 5.95 and 3.33 to 1, a magneto button on the top of the external gear-lever facilitating gear-changing without the need to slip the clutch or ease the throttle. A spring-loaded selector mechanism prevented the dogs coming out of mesh. Chains and bevels were oiled, *via* a drip-feed and copper pipes, from a pressure-fed tank. The engine was a 1924 w/c. o.h.v. 85 × 96.8 mm. (1,096 c.c.) Blackburne with racing cams, c.r. increased by machining the heads, a B. & B. "mouse-trap" carburetter controlled by a foot accelerator, and M.L. magneto. A bowl behind the air intake, fed by two projecting pipes, maintained atmosphere pressure to the carburetter irrespective of speed. Fuel was carried in a tank under the frame, supplemented when required by a tank in the body, giving a combined capacity of approx. 14-gallons. The large oil tank fed two drip-feeds, adjustable by the riding mechanic, and the radiator was special. No attempt was made to reduce weight but the body, which cowled-in the engine, weighed only 43 lb.

This fascinating Morgan could do over 60 m.p.h. in low speed, and 100 m.p.h. in top at about 4,300 r.p.m. on the tachometer, which was driven from the bevel-box countershaft. Yet in a season's Track work, it averaged 24 to 25 m.p.g. Beart brought it out in July at Brooklands and set Class H2 records for 5 miles and 10 miles and the equivalent kilometre records, the 5-kilometre record being at fractionally over 100 m.p.h., *the first time a 3-wheeler had been timed at this speed, officially or unofficially.* A *one-way* kilometre was clocked at 104.63 m.p.h. and the f.s. 5-mile record fell at 99.67 m.p.h. In August Beart took the f.s. kilometre and mile records at 103.37 and 102.65 m.p.h., respectively, and the following month captured the 50-kilometre, 100-kilometre and one-hour records, his speed for the hour being 91.48 m.p.h. In October Robin Jackson filled in, as it were, with the s.s. kilometre and mile records in his Morgan-Blackburne, at 64.04 and 71.03 m.p.h., respectively. Beart also raced Horton for the B.M.C.R.C. Cyclecar Championship, starting slowly but winning by six yards, at 83 m.p.h.

"Shacklepin," who wrote "Cyclecar Comments" in *The Light Car & Cyclecar*, bought an Aero-Blackburne in April and, giving his experiences after 7,000 miles, complained of clutch slip oil running down the tappet rods, and an inadequate dynamo output, but generally praised the car, which had been fitted with Bentley & Draper shock-absorbers to the back wheel. Morgans met 4-wheeled cars again in the M.C.C. High-Speed Trial at Brooklands and, required to average one m.p.h. more than a 1½-litre car to get a "gold," nine Morgans started and eight won gold medals.

The only alterations for 1926 were better bodywork on some of the touring models, the De Luxe model having 1-in. higher body sides and, in company with the Family model, a better hood and 2-pane screen. The latest 1,086-c.c. J.A.P. engine with big valves was available for the Aero and the new Blackburne engine had stronger valve gear with the cups in the top of the push-rods instead of in the rockers. All models now had dynamo lighting sets, and an electric horn was fitted to all except the 980-c.c. Standard model. Front brakes, now only £4 extra, were by no means universal. The 1926 prices were £115 for the a/c. De Luxe, or £125 in w/c. form, £123 for the w/c. Grand Prix-Anzani, the Family costing £116 with a/c., £126 with w/c. J.A.P. engine. The Aero cost £130 with s.v. w/c. J.A.P., £135 with Blackburne and £142 with Anzani engine. The Standard still sold for £95. Thus the Morgan challenged the Austin 7, now down to £149, while interest in 3-wheelers was by no means waning, for the famous Malvern make was joined at the 1925 Motorcycle Show, where it occupied Stand No. 32, by the flat-twin w/c. Coventry-Victor and the Omega-J.A.P.

(*To be continued*)

GOODWOOD ON WHIT-MONDAY

GOOD weather, good racing, and a good crowd summarises the B.A.R.C. Whitsun Meeting. Racing opened with a 10-lap F.3 race for the Reg. Parnell Trophy, which Pike threw away by losing his Brabham-Ford at St. Mary's on the first lap, Courage's Brabham-Ford running away from Crichton-Stuart's Brabham-Ford to win easily, and set a new F.3 lap record of 97.08 m.p.h. Third place was very closely contested by a string of six cars, headed by Cole's Brabham-Ford until Knight, right on form, displaced it in his Cooper-B.R.M. two laps from the finish.

The Historic Racing Car event had a big if somewhat straggly field, suggesting that more starting money for fewer cars might be a good bet for next year. Colin Crabbe, in his second real motor race, drove his Maserati 250F with the most commendable restraint, yet sufficiently fast to take the lead on lap three when Allart in Margulies' Connaught came into its pit, and to hold it thereafter. It was truly unfortunate that, under the impression the race was over, he eased up too soon and was overtaken on the last lap by Salvage's Connaught, which won by a second. The Hon. Patrick Lindsay drove his E.R.A. "Remus" superbly, finishing third, and winner of the pre-war class, well ahead of Wilks' Cooper-Bristol, Cottam's Connaught, Bergel in Lindsay's own Maserati 250F and other post-war machinery. Coles' s/c. J4 M.G. won the sports-car class; fastest lap was by Allart's Connaught, at 86.06 m.p.h. Crabbe was getting 6,300 r.p.m. down Lavant straight and the other Maserati 250F 6,500 r.p.m., or some 130 m.p.h., these cars using only 2nd, 3rd and top, and taking St. Mary's in top gear.

The big race of this warm afternoon was the Whitsun Trophy Race over 21 laps, for Sports and GT cars. As the flag fell, Coundley in the McLaren-Elva Oldsmobile got away well, whereas Salvadori in a Ford GT spun his wheels. The opening laps were a battle between Coundley and Nathan's Brabham BT8 Oldsmobile, but Coundley pulled away and when Nathan came in with a sick engine the McLaren-Elva was about half-a-lap ahead of Salvadori. It stayed that way to the end, with the remaining places unchanging, in the order—Mac (Shelby Cobra), Lumsden (Jaguar E), Lepp (Lotus Elan) and Sparrow (Shelby Cobra). Coundley thus won his second most important race, compensation for all-night work by his mechanics, who also had the transporter break down on them.

Continued on next page

WHITSUN WITH A VIVA

THE Whitsun week-end found me using, not a Jaguar E-type, Porsche or Lotus which some of you might have expected, but a humble Viva. This came about because I had asked Vauxhall Motors to let me refresh my memory of their smallest model in anticipation of testing one of these cars with tuned engine and stiffer suspension—MOTOR SPORT was the first journal to publish a road-test report on the Viva, but that was two years ago. On the way to collect it the Thursday before the holiday the Editorial Morris 1100 developed drive-shaft trouble and as B.M.C.'s London depot hadn't the necessary spares in stock to effect a prompt repair, and another test car had failed to materialise, I found myself faced with a busy week-end—and this Viva.

Driving home, I reflected that failure of the universals or drive shafts on a f.w.d. car which could cause a front wheel to lock without much warning is horrid to contemplate and, while I am a front-drive advocate, for a time I saw the logic of those motorists of another age who refused to have anything to do with the then-new front-wheel-brakes on the grounds that anything that might lock up the wheels by which the car steered wasn't on. Here, for the timorous, is ammunition in argument against the old-fashioned front-engined/rear-driven car by those who favour either rear engine/rear-wheel-drive, or front engine/front-wheel-drive cars. The missing link, as it were. Disturbed by what might have happened if I had not heeded clonkings from up-front, and mindful of how a colleague's M.G. 1100 locked up, I felt happy in the knowledge that this de luxe Vauxhall Viva was steered and retarded but not driven through its Michelin-shod front wheels. . . .

On the Friday, starting only just before the ridiculous 50-m.p.h. universal speed-limit came into force, I set off on a round journey of 320 miles to take part of the family to our country place. The forecast traffic congestion never materialised, nor can I agree the few drivers were observing the foolish 50, if one excepts a tanker and a 'bus which were obviously doing sixty. On the way home, at the improbable time of 7.30 p.m., South-bound traffic was doing four rather than 40 m.p.h. along the long approach to Gloucester and round its ring-road, in spite of the efforts of the police. I have met this clog-up previously, at about the same hour on a week-day afternoon.

Anyway, I experienced no hold-ups apart from the expected congestion through Newbury on the outward journey. On the Saturday it was up to Silverstone for the 8-Clubs' Meeting, but I have a back-route from Hampshire to the circuit, so this was an extremely pleasant run.

On Whit-Sunday I ventured into Kent to reminisce about Brooklands, which meant taking the notorious A25 from Guildford through Dorking, Reigate, Redhill and Westerham to join A20 (a small queue here was soon cleared by traffic police) for Maidstone and my destination seven miles beyond. But, on this hot Bank Holiday Sunday it wasn't notorious at all—traffic flowed serenely and there were scarcely any hold-ups. That afternoon we came home through Tunbridge Wells and East Grinstead, to rejoin the outward route at Reigate—again, no hold-ups. This seemed too good to last and I expected trouble on Whit-Monday, when I was due at Goodwood. But, apart from a little delay crossing A3 at Petersfield on the outward journey (there was a policeman there by the afternoon), again all was plain if 50-m.p.h. sailing, with almost all drivers keeping to this unnecessary speed-limit, except those doing 40 m.p.h. or less.

The Viva, if modest in performance, and conventional (even to a prop.-shaft!) in specification, served admirably. Its overall fuel consumption was a truly commendable 40.1 m.p.g., it asked for no oil, and at a time, following a run of misdemeanours in other cars, when above everything I wanted reliability, it gave the impression of being reassuringly durable. Rather soggily sprung, a bit noisy when accelerating, with somewhat austere seats, the Viva gave the impression of being a *dependable* car, and its gear-change is delightful, its steering, clutch and brakes outstandingly light. After all, this little Vauxhall is a General Motors' product sired by Opel in Germany and I have faith in the ability of American cars to keep on keeping on and in German quality. . . .

Whitsun over and the rains returning, it was down to Wales to retrieve the holidaying members of my family. The Viva with full tank can do this and get more than halfway back before refuelling, and its big luggage boot is useful on such occasions. Once more—no congestion, except for a certain stickiness I have learnt to expect in Hereford at going-home hours. But traffic coming in the opposite direction round Gloucester at 7 p.m. was again in a snails-procession, in spite of the presence of an impressive number of policemen. It comes along A40 presumably bound for South Wales, but why it grinds to frequent standstills on the wide, well-marked Gloucester ring-road on week-day evenings is, to me, a mystery. It pays to avoid this area at such times. So here was a Whitsun with 1,200 miles covered in a useful, uncomplaining 1,057-c.c. British saloon, which inherits interesting rear springing and ingenious valve gear from the Opel Kadet. I didn't see any accidents. Surely those stupid broadcasts about road-deaths over holiday week-ends should cease? Far better to dole out a little praise to heavily-taxed motorists who have had no more accidents than at previous holiday week-ends, or normal ones for that matter, in spite of the vast multiplication of vehicles in the last few years, and who collectively show much restraint and remarkable skill in coping with Britain's shockingly inadequate roads.—W. B.

TRACTION ENGINE RALLIES

Many MOTOR SPORT readers enquire about that now-traditional English summer entertainment, the Traction Engine Rally—at some of which vintage and veteran cars parade. We give below the dates of some future rallies, as announced in *Steaming*, the journal of the National Traction Engine Club :—

July 3rd/4th : Rempstone, Loughborough; N. of England Club, Birtly. July 10th : Brettenham Park, Stowmarket; Horsham, Sussex; Gringley-on-the-Hill, Bawtrey (and 11th). July 17th : Hannington, Northants*. July 17/18th : Applelord, Abingdon*; Chatteris, Ely*; Bellamour Park, Colton, Staffs. July 24th : Ashcross, Taunton*; Carshalton, Surrey*; Kegworth, Derby* (and 25th). July 31st/Aug. 1st : Bedford, Woburn Abbey*. *N.B.*—Some of these may be provisional but those marked * have been confirmed.

WHIT GOODWOOD—continued from previous page

The Saloon Car Race, over 15 laps, endorsed my contention that it takes a Ford Mustang to win these British saloon-car races, Salmon's smart car of this make and type winning by 26.2 sec. from Drury's 1,718-c.c. twin-cam Ford Anglia and Peer's 1,800-c.c. Ford Anglia, although Doc. Merfield had his Ford Cortina V8 up in second place, before it shed the n/s. front wheel, and even Merfield can't go on racing on three wheels. Cave's irrepressible A40 led its class. Cooper spun his Mini-Cooper-S 90° out of the *chicane*—no mean feat!—and Dodd's 3.8 Jaguar fought off Swanton's Anglia.

Interest was added to the last race, a 10-lap Formule Libre affair, because Lindsay was driving his Maserati against the modern cars. Coundley led away but the McLaren-Elva broke its back axle on the first lap, letting Bloor's Brabham-Ford into first place, followed by Dean's Lotus 30. This lasted for three laps, then these two were eliminated in a spinning incident, giving the lead to Sparrow's Cobra from Bell's twin-cam Lotus-Ford. Lindsay was by then in fifth place but sensibly going straight on at the *chicane* when the o/s. front brake grabbed; he was black-flagged, spoiling his race and spectator interest in his progress. It would surely have been kinder to have let him finish under a penalty, rather than bring him in but I suppose the official concerned would have black-flagged the aeroplane which had nosed over on landing if it had been possible to do so. When Bell came in on lap seven Lanfranchi's ex-B.R.P. F.1 Lotus-Climax became second, ahead of Bennett's Brabham-Ford (so Lindsay could have finished fourth, even deducting the small advantage his s.o. episode might have given him).—W. B.

Results :

Whitsun Trophy Race :
1st : J. O. Coundley (McLaren-Elva Oldsmobile) (Entrant : John Coundley Racing Partnership) .. .. .. 98.67 m.p.h.
2nd : R. Salvadori (Ford GT) (Entrant : F. English Ltd.).
3rd : R. Mac (Shelby American Cobra) (Entrant : The Chequered Flag Ltd.).
Fastest lap : Coundley, 101.41 m.p.h.

F.3 Reg Parnell Trophy Race : P. R. Courage (Brabham-Ford) (Entrant : C. Lucas (Engineers) Ltd.) .. .. .. 95.87 m.p.h.

Historic Racing Car and Vintage Sports Car Race : R. E. Salvage (Connaught) .. .. 81.94 ,,

"Spring Grove" Saloon Car Race : M. Salmon (Ford Mustang) .. .. 88.00 ,,

Formule Libre Race : J. M. Sparrow (Shelby American Cobra) (Entrant : Radford Racing) .. .. 92.51 ,,

LETTERS FROM READERS

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

WHAT'S A "BOY RACER"?

Sir,

Please define a "boy racer," an Editorial expression which has long intrigued me. It conjures up the familiar picture of a small tin box, adorned with black and white chequered tape, the front number plate painted on the bonnet, lots of badges, a spotlight on the roof, bogus knock-off hub caps and twin tail pipes. These pathetic attempts to make it different from its countless brothers should excite pity rather than sneers, but some embellishments are psychologically dangerous.

Accessory shops stock mud-flaps bearing the words "You have just been Mini-ed." This childish gimmick could easily incite some immature personality to give chase, thereby disobeying that part of the Highway Code which forbids competition with other road users. He would also doubtless add to the toll of the roads.

Now sir, you apply this presumably derogatory expression "boy racer" to Vintage machinery—lately to an Alvis with Brooklands silencer. Surely there were Alvis cars at Brooklands fitted with the regulation track silencer. Would you classify a "Le Mans Replica" Bentley as a "boy racer"?

Glasgow. B. KELLY.

[A "boy racer" is a description I coined to imply someone who has cut about a perfectly decent car so that, in its owner's opinion, it looks like a racing car. A "Le Mans Replica" Bentley is a legitimate vintage car—a cut-and-shut Bentley with, for example, an unnecessarily long bonnet, ridiculously abbreviated body, oversize tyres, racing roundels, outside exhaust pipes, that kind of thing, particularly if driven by an "unknown" in white overalls, constitutes, for me, a "boy racer." But then we do foolish things before we mature—I confess to driving a Derby Bentley in tennis shoes, in the mistaken idea that I was a very fast young man.—ED.]

* * *

THE IMPOTENT A.A.

Sir,

Are we really stark, staring bonkers, or just punch-drunk? Here we are, motorists and industry alike, confronted by another outrageous attack by a profligate Government. And what does our "greatest" motoring organisation do? Recruits an ex-civil servant from a department noted for its negative, outmoded and ineffective performance, to advise on road planning problems. Meanwhile, the idiot politicians thrash around with the finesse of a wounded hippo, to find a way of despoiling us still further. But not a squeak from the Lords, Bishops and friends of the Establishment who preside over the so respectable A.A. Presumably they are preparing a diplomatically worded statement for submission through the proper channels.

I believe that motorists would leave the A.A. in their thousands and swarm to support a vigorous, militant body which would fight autophobia in any Government with the weapon which politicians fear—skilful and fearless propaganda.

Gidea Park. H. S. WILDMAN.

* * *

THAT FIAT 500 CULT

Sir,

I should like to offer a hearty if belated endorsement to J. Westall's eulogy on the Fiat 500D which appeared in your February issue.

While I cannot claim Mr. Westall's quite phenomenal 56 m.p.g. I would say that my experience of this remarkable little car is much the same as his. I, too, suffer a guilt complex in regard to buying a non-British machine—my second foreign car in point of fact. I would be delighted to "Buy British" if only the trade had anything comparable in performance and cost to the little Fiat.

Underseal, a really comprehensive tool kit, excellent finish—all these and quite phenomenal starting from cold, come to the fortunate owner of this cheapest of small motor cars. A pity the B.M.C. cannot or does not do likewise.

Like you, Sir, I can truthfully say that I have no axe to grind in extolling the Duova.

Singapore. C. E. CREASLEY.

* * *

A TAXATION RACKET

Sir,

More publicity should be given to the swindle perpetrated by the Treasury under the recent Budget on motorists whose tax fell due at the end of March and who did not happen to apply before April 7th (within the 14-day period). I was one of these and was charged at the new £17 10s. rate.

I maintain that as soon as I used my car after March 31st a contract existed to grant me a licence at the then-current rate, subject to my applying within 14 days. To increase the price in this way during a period of "grace" is iniquitous.

An acquaintance of mine was similarly overcharged when he had actually been prevented from making an application before Budget Day because his registration book was unusually delayed in the hands of the local authorities during notification of change of ownership of the vehicle.

Is this the meaning of "social justice"?

Maidenhead. C. W. ROBERTSON.

* * *

POSITIVE EARTH CORROSION

Sir,

As selling organisation for "Bodyguard" sacrificial anodes, we were interested in your correspondent's remarks regarding positive-earth corrosion.

It is an established fact that the positive or anodic side of a D.C. circuit is sacrificial to the negative or cathodic side.

When subjected to electrolytic conditions, i.e. ranging from complete saturation to slightly damp air on a car body which is wired positive to earth, the areas which sacrifice themselves to the cathode in terms of rust are where water can collect and remain (thereby serving as the electrolite) until naturally drying out.

Inside the bottoms of doors are particularly prone to corrosion, the areas adjacent to negative connections, for instance the rear lamp back plates which seem to trap water are prone to corrosion.

It is of the greatest importance that the sacrificial anodes are of a high degree of purity; ordinary commercial quality is not of much use. As far as we know the reason for the change from negative earth to positive earth was to improve the efficiency of the car's electrical system. Whether car manufacturers were aware that body corrosion would occur with positive to earth installations we do not know, but in our opinion it was a genuine effort on their part to improve the efficiency of the electrical system. Until it is possible to dispense with car batteries which provide for the lighting and starting equipment, we are of the opinion that the fitting of sacrificial anodes are the only satisfactory way of dealing with the problem.

Berkhamsted. A. J. REID,
Step Industrial Equipment Ltd.

[We have received a great many erudite letters on this subject which is now closed.—ED.]

* * *

ALFA ROMEO EXPERIENCES

Sir,

All you say about the Alfa Romeo Giulia TI is correct but the real truth is implied in your last two paragraphs. I have owned one for 15 months (24,000 miles).

None of you testers has ever (to my knowledge) referred to the guarantee period of six months only. This is mentioned in the service voucher book. Being slow at this sort of thing, and reading the instruction book only, I found out after a piston seized at 5,500 revs. This happened 23 days after the six months were up and the bill, including towing back to London (there aren't many dealers, you know), came to nearly £50. A.R., after much pressing and delay, contributed nearly £12.

Prior to this the gearbox had been off three times for synchro trouble (all within six months, fortunately) and many other more minor repairs/replacements had been done. Since then there have been many more extremely annoying and expensive troubles, so that the car has been to one garage or another practically every fortnight. This all culminated in three broken piston rings (I shudder to think what the bill will be), now repaired, yet the car is still using oil at a great rate so that it will have to go back for the service it deserves, once again before its proper time.

The cost of buying this Giulia, plus its repair and maintenance over the 15 months, has been greater than the total my partner has spent on buying, repairing and maintaining his 3.4 Jaguar and he has had that six months longer.

The Giulia, by all technical accounts, ought almost to be able to do what D.S.J. described so well in his article "Journey to Sicily." (Why doesn't Mr. Chapman make a car for children with

legs?) Anyway, it should be capable of going all day at around 5,500 revs., so they say. I'm afraid I have no longer the confidence in the car to try a journey to Shrewsbury now—other than in my wife's Mini-Cooper.

Horley. PETER WATKINS.

Sir,

May I add a postscript to my letter in the June MOTOR SPORT ? In it I said that the clutch cable breaking in the road test Giulia TI saloon must have been an unlucky chance in a thousand. Within hours of writing the letter exactly the same thing happened to my Alfa Romeo Sprint GT !

The clutch is operated by a multi-strand Bowden cable led through a fairly tight right-angle bend and in my case all the strands had sheared. I was ignominiously towed in and my local garage kept me on the road by brazing the cable until the new spare arrived. This came from Thomson and Taylors very quickly and the price was extremely reasonable.

The cable is only used on r.h.d. models and is therefore probably a design afterthought. It is beautifully made, like all Alfa bits and pieces, and the only snag is the tight turn in the run.

Incidentally, one of your readers has kindly sent me a recipe for curing the flat spot at 2,750 r.p.m. in a painless manner (i.e. no cost) and this I intend to put into effect in the near future.

Alverstoke. A. DUNHILL (CDR., M.V.O., R.N.)

Sir,

I have read with relish your comments on Alfas, plus the explanation from Thomson & Taylor. I purchased an Alfa Romeo Spyder 2.6 about a year ago from Taylor & Crawley. Apart from the fact that it took me nearly six months to get over-riders (two contusions to the front grille forced this upon me), I discovered pitting on the chrome cluster surround to the rear lights and reflectors. This was followed by a similar malady to the chrome strips round the windscreen and deep rust on the supporting bars to the hood. In addition, I was gathering an excellent crop of mildew inside, while the paint was peeling off the edges of both the driver's door and the passenger's door.

Plug trouble was a built-in accessory which I managed to get over fairly simply by buying new plugs. However, when the rust became slightly embarrassing, I took the matter up with T. & C. They said that I should go along to Chipstead in the Lower Richmond Road. So I went along and saw a representative of the firm, who said " right, I'll make a note of this and send comments to Alfas." This apparently he did because Alfa wrote back to me and more or less said "more bloody fool you for not complaining about these items while the car was in warranty."

I digested this for some time and then wrote back saying that if all the complaints had appeared while within warranty, I would naturally have taken steps, but as I could not have foreseen rust appearing after warranty expiration, I could not very well have complained.

Any time you want to have a look at the 2.6 after one year, you are welcome to do so. I am, of course, consoled that Alfa and their distributors are vitally concerned with every customer's satisfaction.

Bramdean. L. R. P. LANDSBERG.

* * *

A CHANGE OF FACE

Sir,

I seem to remember that after the last war the Labour Government replaced the existing scheme of different rates of motor tax depending on the engine size with a flat rate irrespective of size.

It now seems that the present Government consider this unfair, and are seeking to reintroduce a differential rate.

Could someone please explain why what was right at first is wrong now ?

Chesterfield. D. P. ADAMS.

* * *

TOWARDS THE POLICE STATE

Sir,

If my memory is accurate, there have been earlier references to the Buckinghamshire Police in your columns. You may be interested in an incident I had with one of their mobile drivers near Wendover when I was stopped without, so it seems to me, any legitimate excuse at all.

I came up behind this officer, who was driving a white 2.4 Jaguar, as we entered Wendover from Amersham. He was plainly not going anywhere in particular, giving the most exaggerated hand signals I have seen in 20 years' completely clean driving, and taking far longer than a private motorist would to turn right into the town even when the road was clear. We then followed him through and out the other side where he continued steadily along, and, I thought, when this de-restriction sign just ahead comes up, I will be able to pass. I had two of my three small children with me. We had a picnic-hamper, were in good time, in no hurry at all, but the police car, obviously, was in even less hurry.

The de-restriction sign drew close to the front of the police car and I pulled out smoothly and overtook it. The road was wide, with room for four cars abreast, the police car was into the near-side, and there was no traffic approaching whatever. The whole thing was done easily, with no flamboyance, and in my opinion lawfully. However, immediately we passed, almost as if he had visualised the whole episode like the spider and the fly, the officer blew his horn. I drew up at once and both cars were then within the de-restricted zone by at least 100 yards. The officer asked if I normally overtook cars at 31 m.p.h. in a restricted area and I replied that, in fact, we had left the restricted area, and that my move had been perfectly safe, legitimate, and what any driver would do. In any case, having followed what was obviously a police car since before entering the town, I would hardly have done anything questionable right in front of it. We had, incidentally, just passed two cars very badly parked in an earlier, very narrow, section, neither of which aroused the officer's interest at all, though both caused serious obstruction.

I was handed a booklet and told to study it and all the pictures of accident disasters in which people had been killed. I suggested that these could hardly have happened on a broad, straight road at 30-odd m.p.h. outside a speed limit and was referred to one which happened at 45. To this I replied that it had clearly been in pitch darkness from the photograph. I was told that if I was not prepared to accept a caution, though what for I can hardly say, the matter would be argued in the magistrate's court. Living so far away, no one would choose that without a single adult witness to call on, so I shut up.

But in 20 years I have never known, or heard of, anything so extraordinary. All the particulars were taken down, occupation demanded, with as reproachful a manner as if I had driven through the town at 60 knocking down all the old ladies. I have owned Riley, Alvis, Aston Martin and Jaguars without any police clashes or a single accident and am over 40. For two years I have had what they call a careful driver's insurance policy. I also took unkindly to the officer's remarks about Jaguars, such as " all accidents in Jaguars are 200% worse than other cars " (even apparently at 31 m.p.h.) and " Just because you have a Jaguar doesn't mean you can do what you like." It would be interesting to learn that the Coventry factory had asked the Buckinghamshire Police for an explanation of this hostile attitude.

It all seemed to me very belligerent and over-zealous and I can only repeat the circumstances of the incident which was safe, legitimate, but, so it seems, contrary to this officer's private reaction to motorists and their cars.

[Name and address supplied.—ED.]

TAILPIECE



And then there were (nearly) eight. . . .!

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ALVIS FIREFLY ENGINE—plus 4, new standard pistons, complete. Offers to : 39, Cemetery Road, Ipswich [1036

UNIQUE P.V.T. 3½ ROLLS BENTLEY, 1935 Park Ward Sports saloon fitted I.F.S. 1936. Two owners. Exceptional condition. 130,000 m. Under 5,000 m. since £350 complete engine and other overhaul. Black, silver wheels. £230. Tel.: St. Mary Bourne 268 (Andover). Write Box No. 1014. [1037

ALVIS TC/21, 1953 convertible. Recent bill for £260+ spent on engine etc., good condition. Tel.: South 2952. [1039

1923 45 h.p. RENAULT 9½-LITRE, with tourer body. This very rare specimen is completely original and in excellent condition. This is a unique opportunity to obtain a vintage masterpiece, £4,000. 37, Main Street, Baston, Peterborough. Tel.: Greatford 288. [1040

RILEY MERLIN, 1936. M.O.T. tested, perfect runner, B.R.G., good tyres. £55. Gorman. May Cottage, Old Lane Gardens, Cobham, Surrey. [1041

RARE 1939 short chassis 4.3-litre 2-seater Alvis, body by Carlton Carriage Co., upholstered in pigskin. Fitted new engine and 3.8 C.W. & P. In immaculate condition. Shattering performance. I am not asking a silly price for this unique car. Full particulars and photo to serious enquirers. Tel.: Peterborough 71820, after 7 p.m. [1042

ALPINE MK. 1, engineer maintained, new " X "s, floor change, complete brake overhaul, uses no oil, possibly best example in county. Must be seen to be appreciated. Photos and full data S.A.E. £225. Mr. Knight, 47, The Lawn, Harlow, Essex. [1043

SUNBEAM RAPIER, 1963, June, convertible, 11,000 miles, one owner, immaculate. £695. Tel.: UPLands 4914, ROYal 9421. [1044

DISMANTLING. 1949 Triumph Roadster 2000. Offers for parts to: 8, Queen Alexander Road, North Shields, Northumberland. [1045

XK 140. Special equipment, 1955. Fixed head. Wire wheels, power brakes, radio etc. Quite exceptional, 45,000 miles. £240. Lugg, Cotswold Brow, Bownham, Nr. Stroud, Glos. Tel.: Amberly 3270. [1046

ROTTING IN CORNWALL. Please tow one away at your own price, before vandals destroy them: Model B Ford, good nickel/brass lamps; 1932 Austin, 12 h.p., 6-cyl.; 1935 Vauxhall, 27 h.p., 4-speed model; 1935 Armstrong sportsman's coupé. D. H. Lister, Old House, Connor Downs, Hayle, Cornwall. [1047

B.S.A. SCOUT SPARES. Engine, pre-select gearbox, tyres etc., all cheap. Daniel, 220, Greenford Ave., Hanwell, London, W.7. [1048

M.G.-A TWIN CAM COUPE, late 1959. White, red flash, 40,000 miles. Very good condition. All extras, £385 o.n.o. Levin, 4, Amersham Hill Gdns., High Wycombe. Tel.: 470. [1049

ALVIS TC 21/100, D.H.C., Dec. 1954. Wire wheels, bonnet A/scoops. Beautiful car. No offers, £300. Box No. 1011. [1050

ARMSTRONG SIDDELEY 25 h.p. limousine, July 1940. Face forward occasionals, leather to front, West of England cloth to rear, heater. 59,000 miles. A smart elegant carriage in deep blue and black. Offers invited. Mitchell, Dean Villas, Walsden, Todmorden, Lancs. Tel.: 778. [1051

1933 DAIMLER LIGHT FIFTEEN. Total mileage 46,000. Millington, Olive Grove, Stourport, Worcs. Tel.: Stourport 2322. [1052

CORTINA GT. Cylinder head (gas-flowed and fully modified), modified camshaft, two twin-choke 40DCOE Weber carbs., exhaust manifolds. Lawrencetune equipment, total cost new approx. £100, will accept £50. Robson, Old School House, Houghton, Heddon-on-the-Wall, Northumberland. Tel.: Wylam 3387 (after 6 p.m.). [1053

1937 DAIMLER, 3½-LITRE straight 8 E type. Attractive saloon coachwork by Daimler. Requires silencer and minor detail attention. £75. Siddall, Briarlea Cottage, Victoria Road, Mortimer, Berks. [1054

BRISTOL 401 with 403 modifications. New gearbox, 9,000 miles. Good body paintwork, tyres etc. £240 o.n.o. Tel.: Bookham 4766 (Surrey). [1055

BRABHAM HERALD, Stage II 1,220 c.c. Climax. Exciting, but economical car. Firm's car forces sale. £375. Blackmore. Tel.: Essex 223, business hours. [1056

RACING 3.8 MK. 1 JAGUAR. Docile family car on road, and splendid for teasing E-types. Winner on track. Refitted, ready to race. £750 cash. Tel.: Haslemere 3402. [1057

JAGUAR, 1961 MK. II 3.8 automatic. 16,000 miles, one owner, opalescent silver grey, red upholstery, turbo discs, radio. Mechanic-maintained, body showroom condition. Owner gone vintage. £800 o.n.o. Yates, Butler's Farm, Beenham, Berks. Tel.: Woolhampton 3330. [1058

TR2, overdrive, " X "s, new electrics, steering. Resprayed red, good weather equipment, very sound, M.O.T. £180. Whitehead, Church House, Hermitage Road, Higham, Kent. Tel.: Shorne 2862. [1059

1928 ROLLS-ROYCE 20 h.p. Hooper saloon. Upholstery poor, mechanically good, M.O.T., completely rewired. £125 o.n.o., also spares. White, 28, Durdham Park, Tel.: Bristol 6. [1060

1960 MINOR 1000, convertible de luxe. 26,000 miles from new. Extras include factory modified engine, twin carbs., high compression head etc., boosted brakes, twin spots, reversing light, five push-button radio, straight-through exhaust, oil gauge, ammeter, rev. counter, Cinturato tyres and two extra wheels fitted with town and country. Immaculate condition. Offers around £400. Griffith. Tel.: Boxmoor 518. [1063

FOR SALE—*continued*

BENTLEY, 1931 4-LITRE. Mulliner sportsman's 4-door saloon. In *Concours* and original condition. Only 71,500 miles driven genuinely from new. £850. Box No. 1010. [1061

RILEY 9, 4-seater tourer. £65. M.G.-A 1939, £25. Thomas, Hatchmead, Burley, Hants. Tel.: Burley 2243. [1062

TRIUMPH TR4 COUPE, 1964, as new (no exaggeration), 12,000 miles only. Red/black, surrey top, heater, underseat; never raced, rallied or hard-driven. Regret, must sell this pampered beauty owing to work overseas; £750 for quick sale. H.P. arranged. Tel.: office hours : Birmingham East 1911, ask for Goodger. [1064

F.N.-B.M.W., 329/55 CABRIOLET. Engine and wiring stripped, rest excellent. Sell or break, spares. Gilford, Toddington Nurseries, Toddington Lane, Littlehampton. [1065

IMPECCABLE M.G. TC, 1949, in outstanding condition, with new hood, sidescreens, two new front tyres, two good rears. Wheels just rebuilt. New pile carpet, safety belts, two fog lights, one spotlight, sealed beam headlights, new floor, decoked 1,500 ago. Uses no oil. Finish in B.R.G. cellulose, and sparkling chromium. £200 o.n.o. Possibly H.P. Apply : G. J. Garrett, c/o J. G. Trott Eng., Summerhouse Terrace. Tel.: Yeovil 21674. [1066

XK 120 SUPER SPORTS. Carmen red. Most extras. Excellent condition, taxed. Seen Birmingham or London. £200. Fisher, London. Tel.: Gulliver 3484 office hours. [1067

BENTLEY 4½-LITRE, 1928, 2-seater open sports. This car has just had £1,200 spent on a complete renovation by very well known firm of specialists and is in excellent condition. New upholstery and trim, resprayed B.R.G., very well shod and is one of the most magnificent specimens available. A very substantial price is required for this ultimate in vintage motor cars. Sensible and genuine offers to : Box No. 1009. [1068

JAGUAR MK IX. Rear axle comp., £40; power steering, £30; automatic gearbox, £30; torque converter, £15. Many other parts also. All in mint condition. Fogarty, N35, Chace Guildhouse, Coventry. [1069

DUNLOP RACING TYRES, 5.50 × 16 in., set incl. tubes, £20. C. W. Ellison, The Cottage, Hampstead-Norris, Nr. Newbury, Berks. [1070

JAGUAR XK 150, 1958. Overdrive, radio, spots etc. 1961 braking system. £100 overhaul, latest pistons, lead indium bearings, four new Avon Turbospeeds and batteries. £375. Tel.: Birmingham, SHE 4446. [1071

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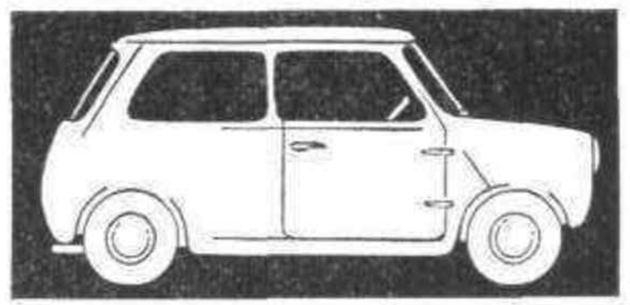
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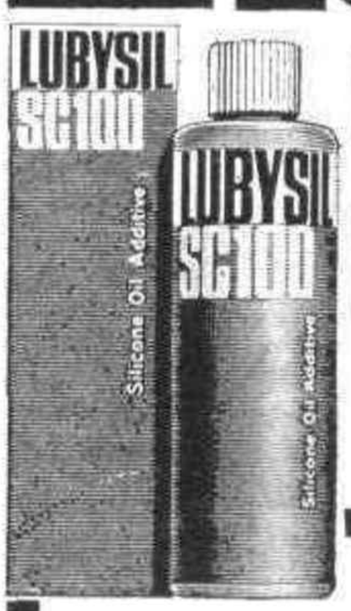
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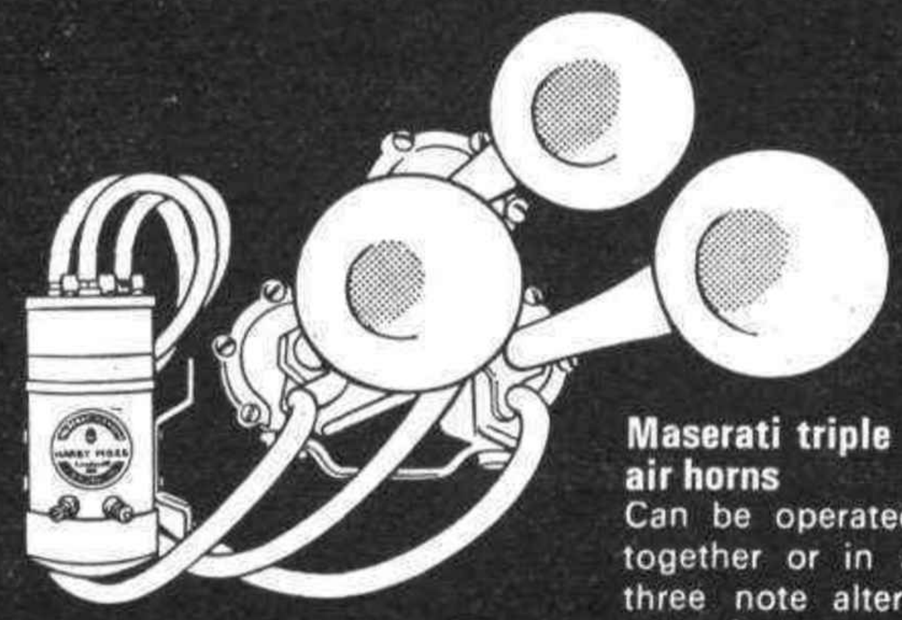
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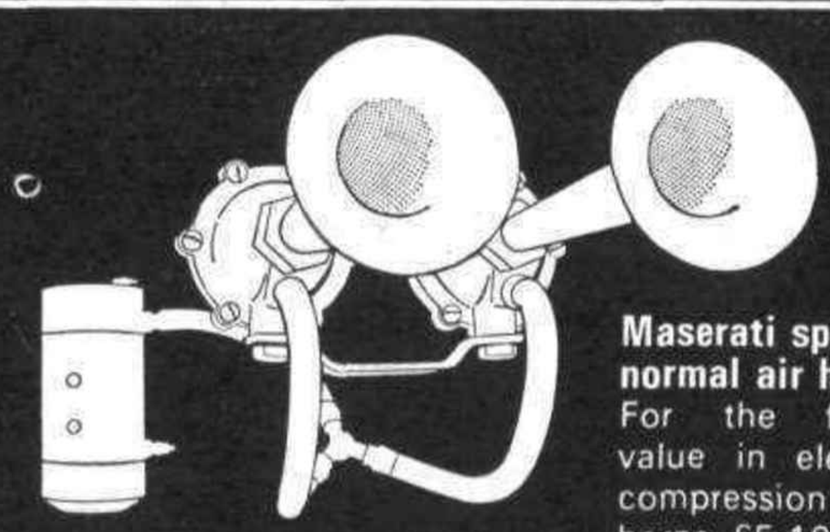
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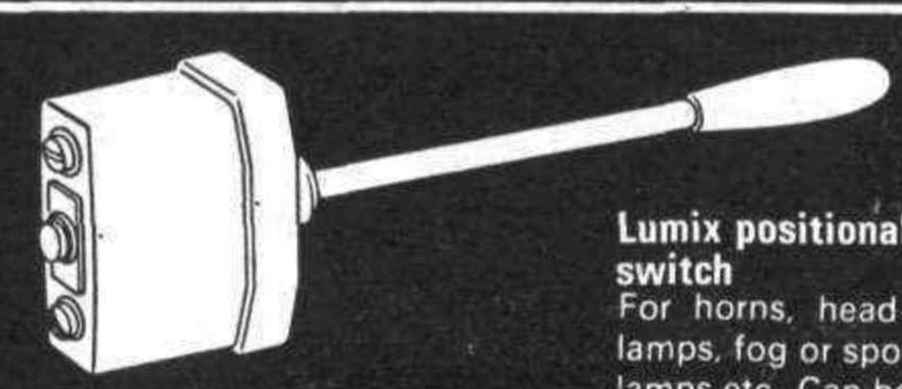
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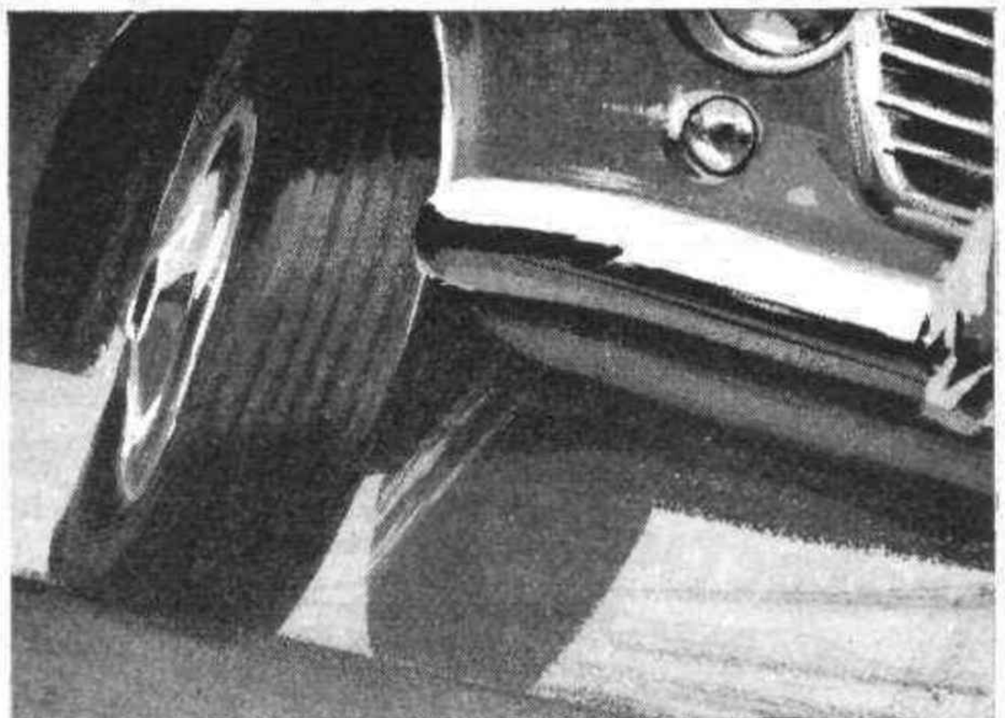


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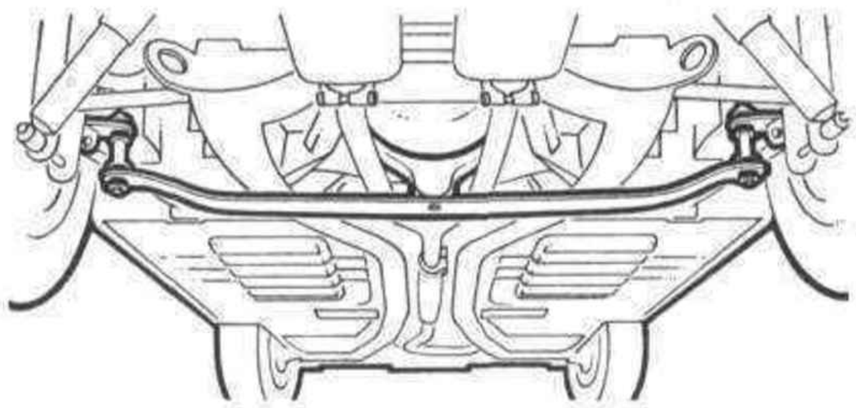


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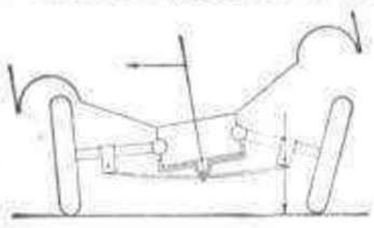


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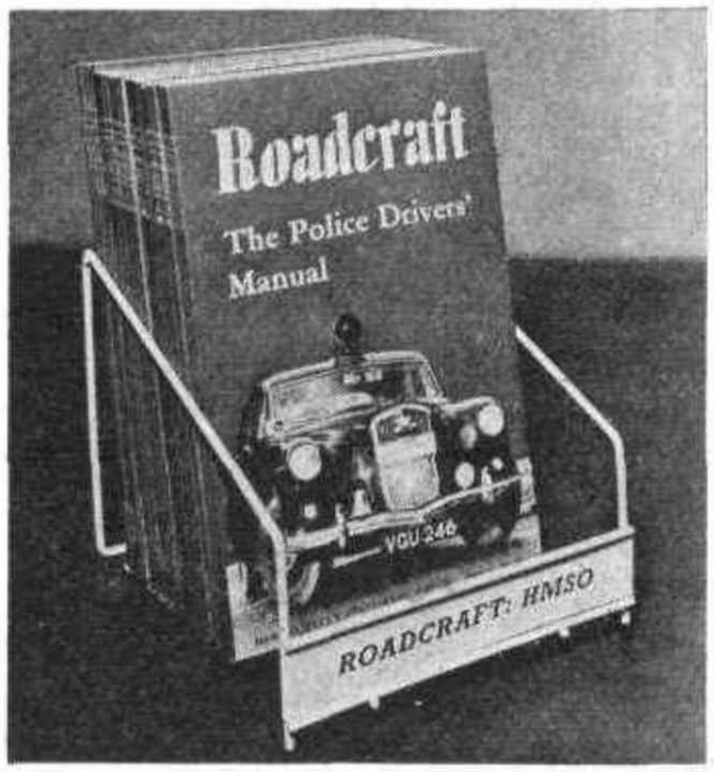
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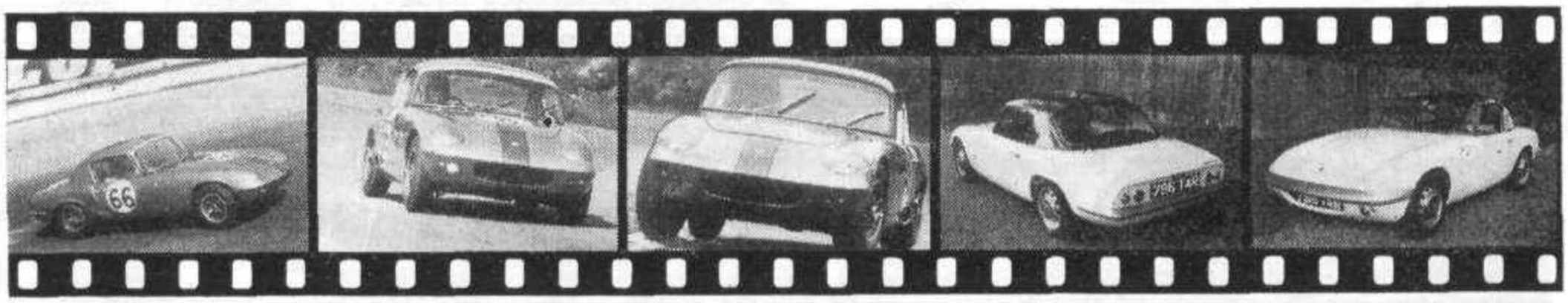
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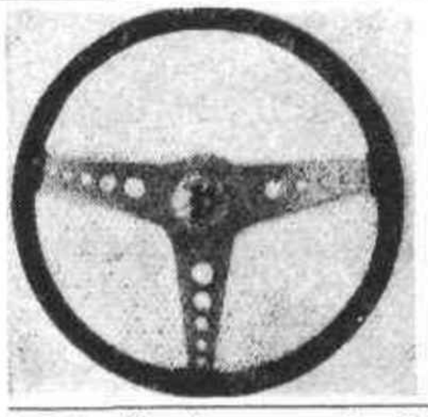
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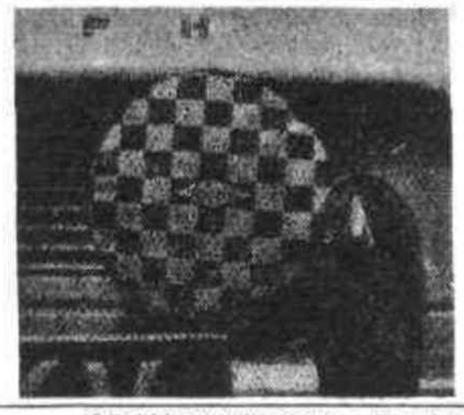
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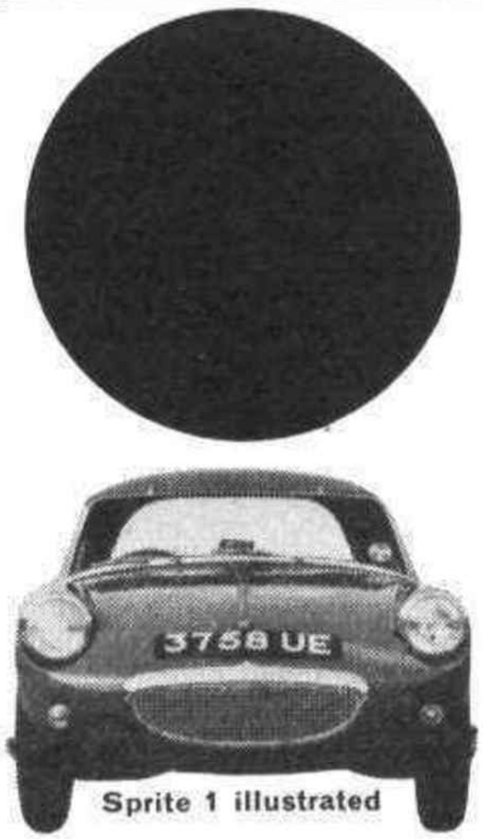


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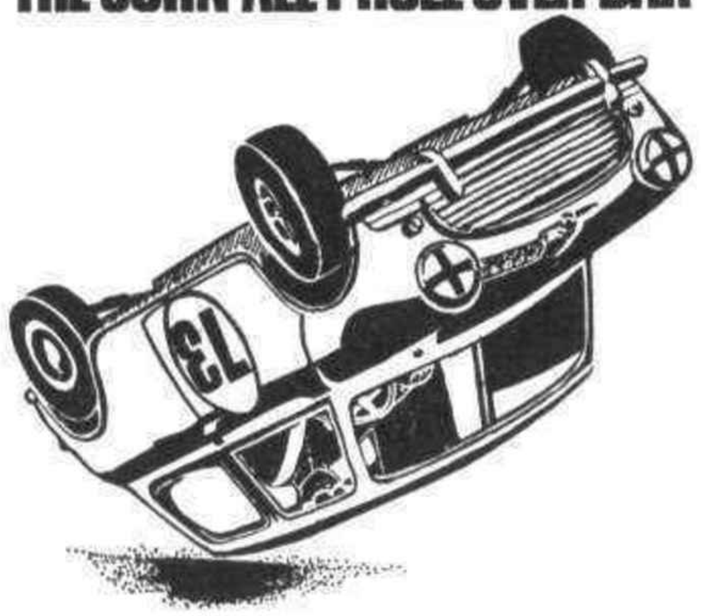
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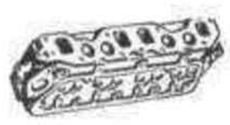
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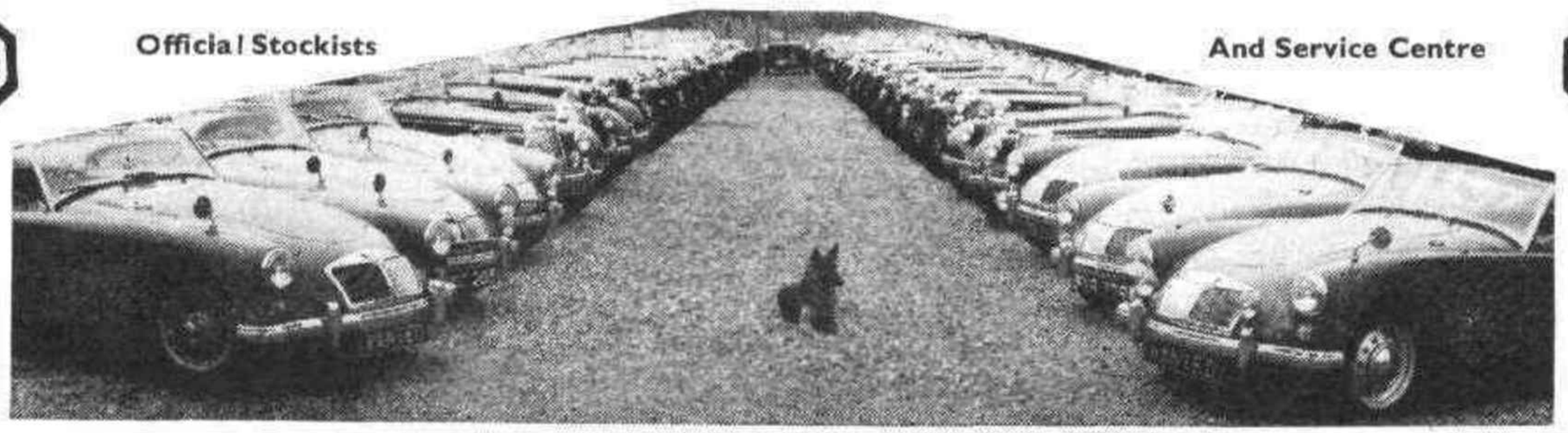
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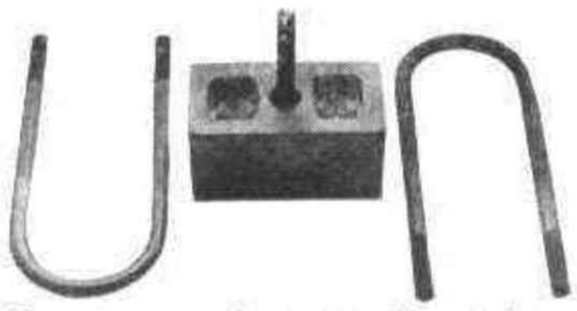
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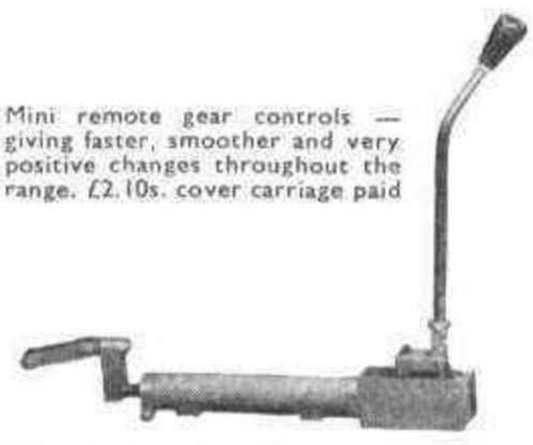
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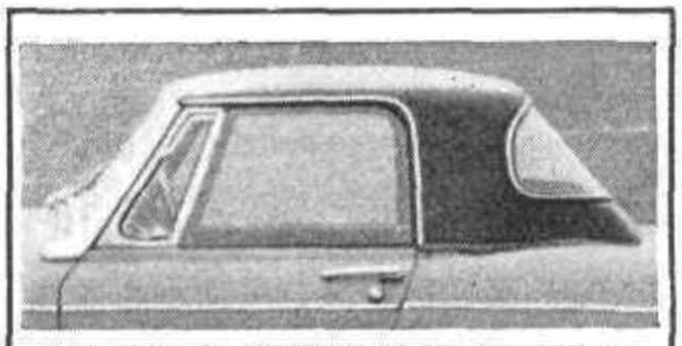
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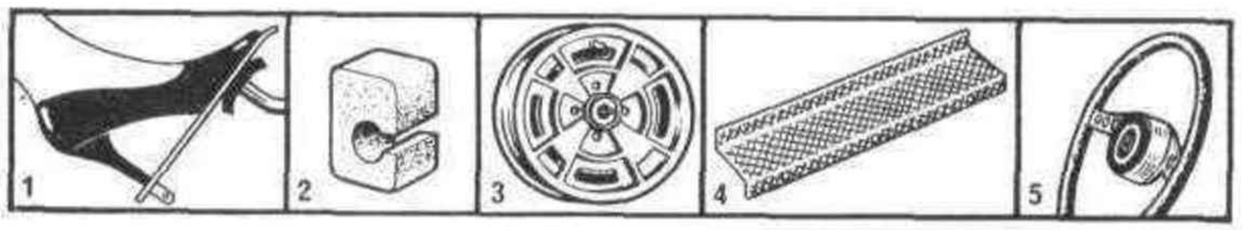
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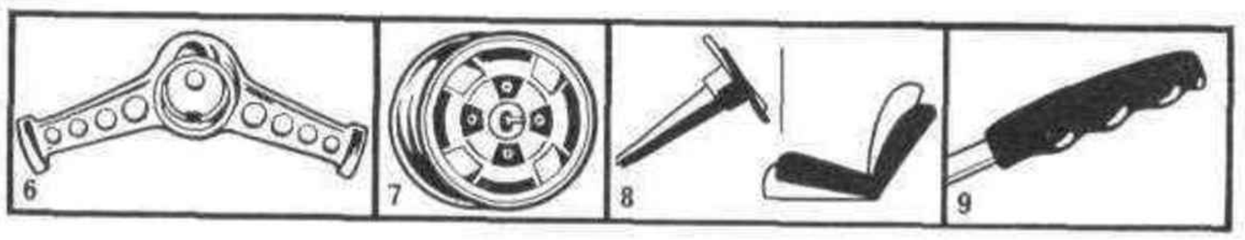
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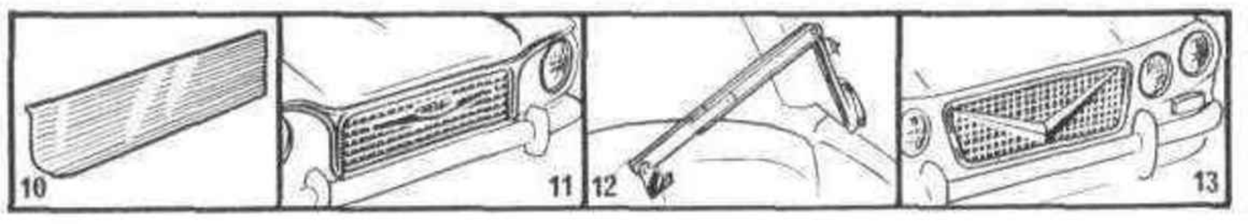
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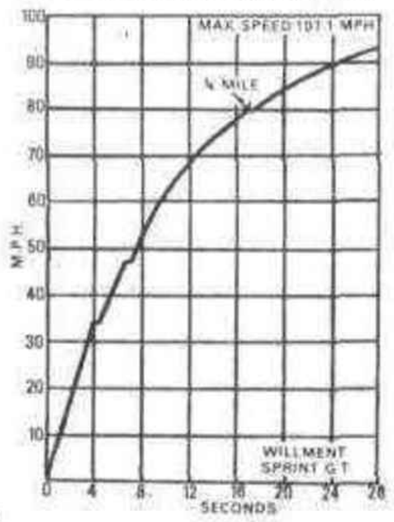
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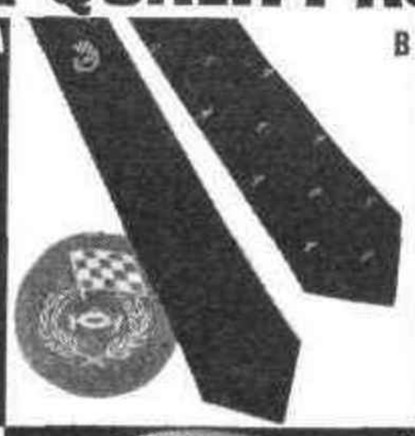


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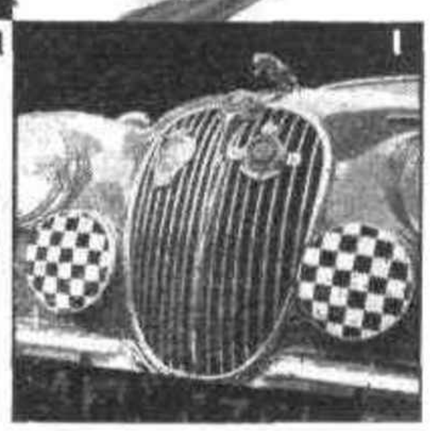












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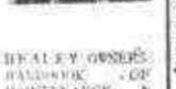
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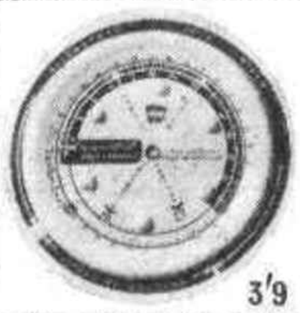
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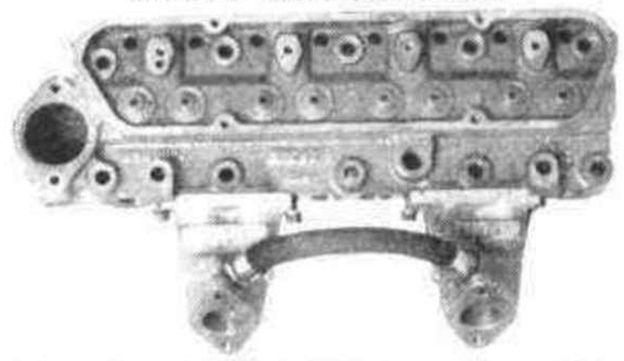
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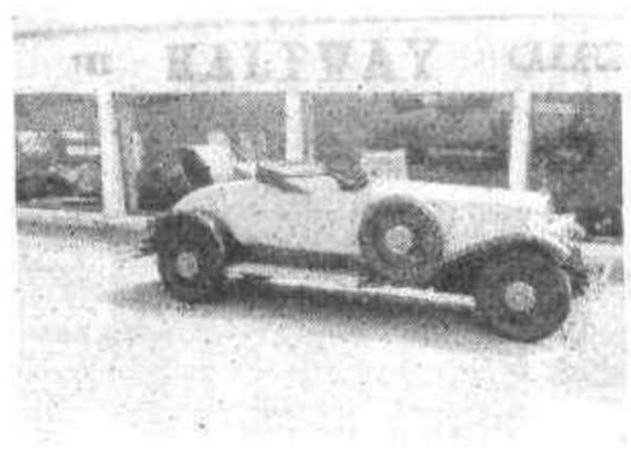
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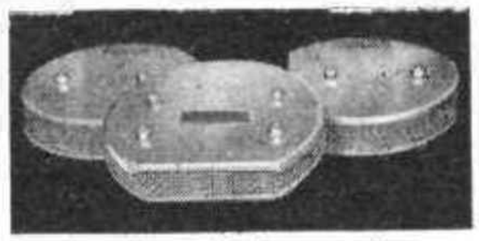
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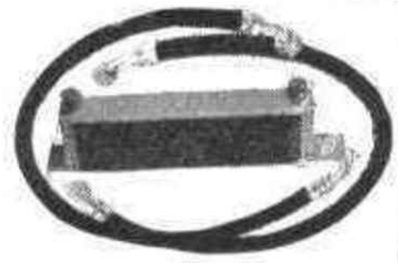


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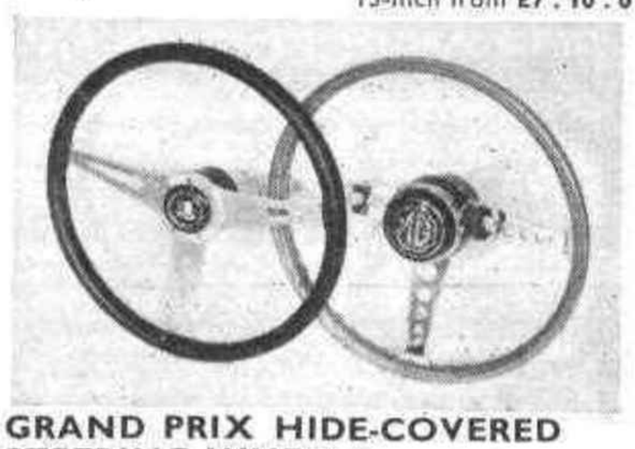
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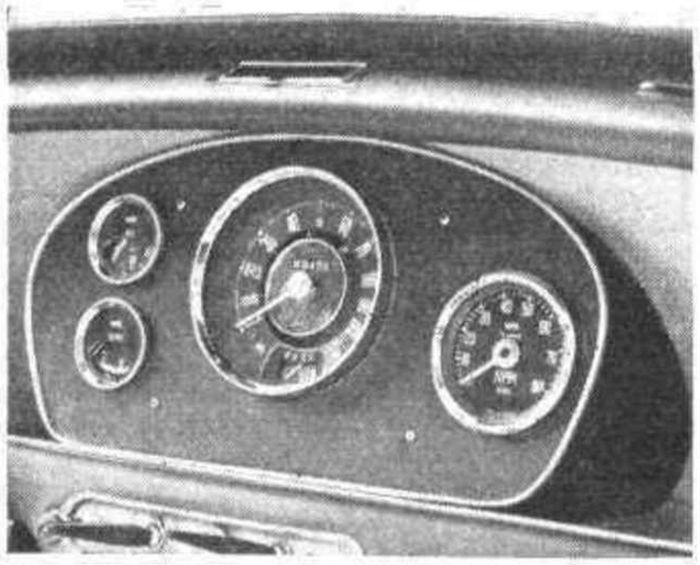
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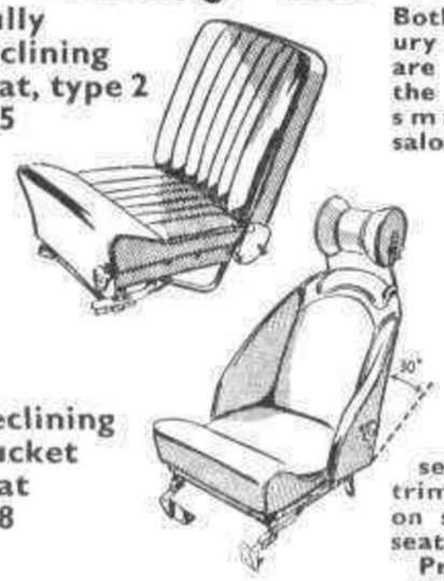
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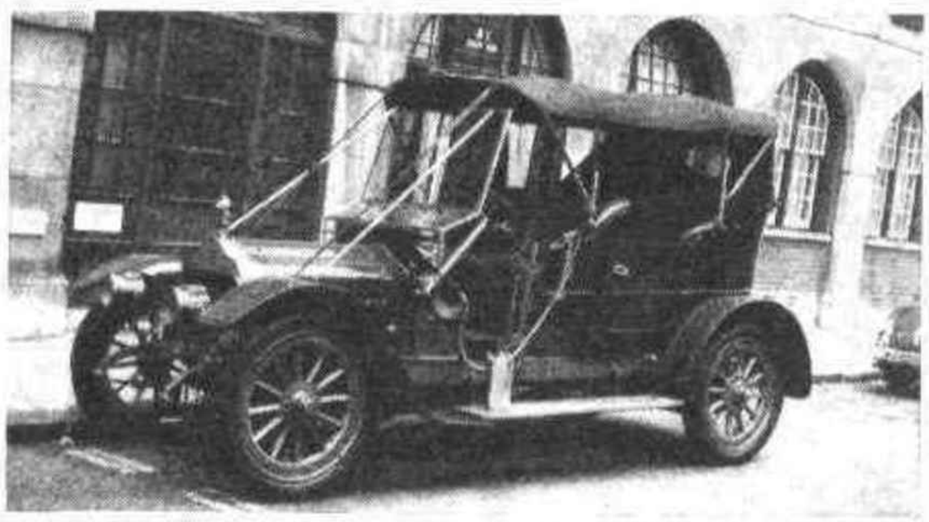
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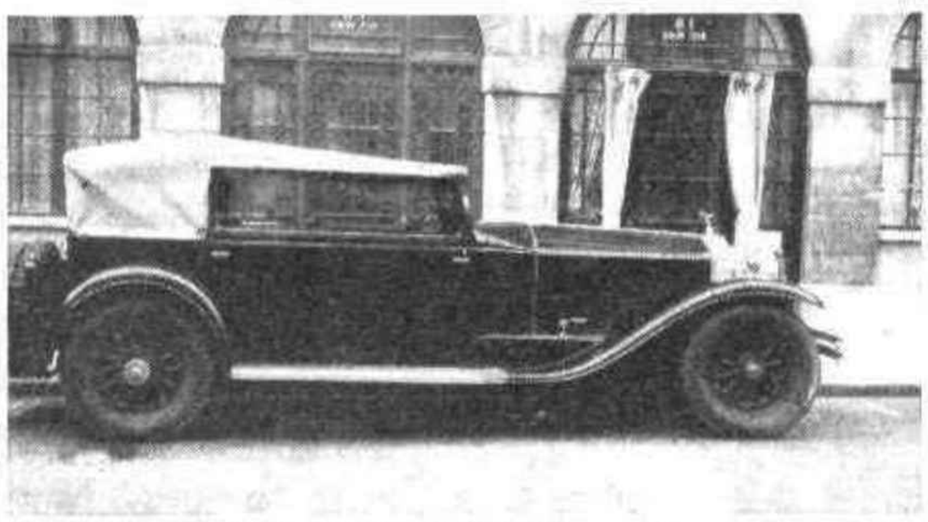
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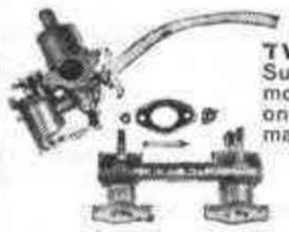
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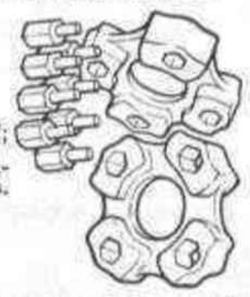
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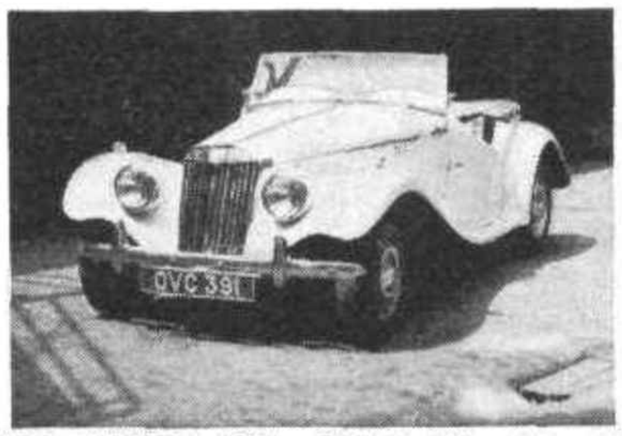
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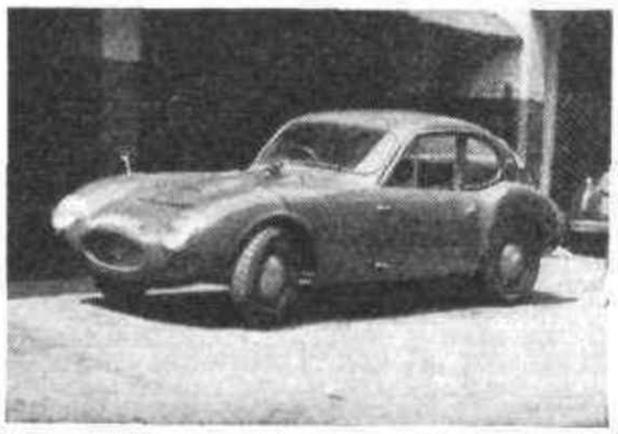
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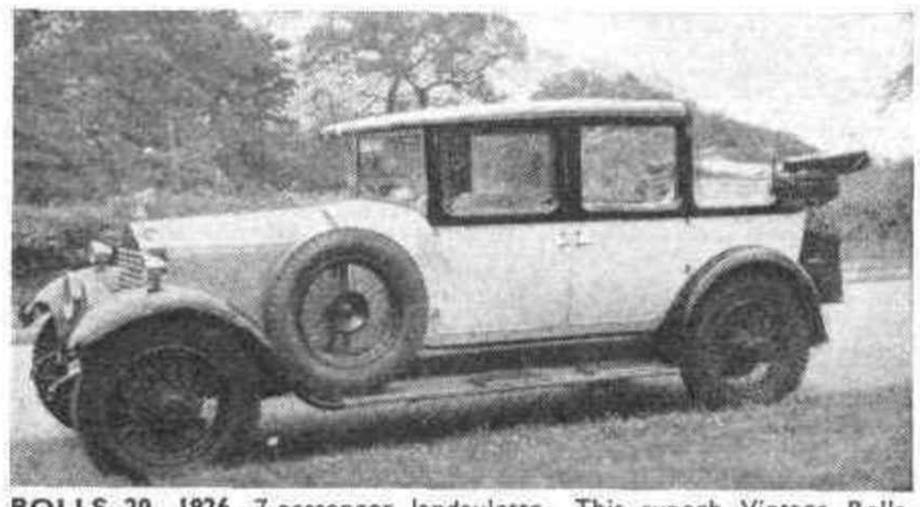
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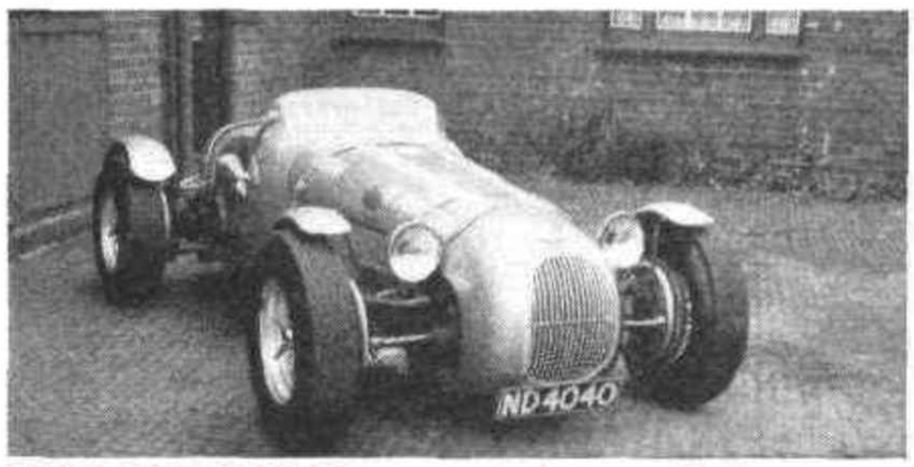
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£395 TRIUMPH TR3A, 1960. Finished in pale blue, contrasting trim; woodrim wheel, luggage rack.

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FOR SALE—*continued*

OLYMPIC RILEY 1.5, 1962. 13,000 miles only. Immaculate. 0-90 in 29 seconds and 38 m.p.g. Seat belts. Very little used because it is one of three cars in use. £375 o.n.o. Loader, "Heusden House," Gerrards Cross. Tel.: 4160. [1323

ALVIS TA14 23625, 1950, saloon, light green. Rebuilt engine, new tyres. Mechanically excellent, body sound. Mild tittivation by enthusiast will make specimen car. £85 o.n.o. Tel.: Norwood Hill (Surrey) 433, or write, Box No. 1035. [1324

ROLLS-ROYCE 20/25, 1934, close-coupled foursome drophead coupé by John Charles. This is a scarce model, and a handsome motor car in beautiful condition which attracts much admiration. It will be sold for the highest offer over £800. Box No. 1041. [1325

AUSTIN 7, 1933, Wyder saloon. Completely original, immaculate, with spares. £125 o.n.o. Dames-Longworth, Tel.: Twycross (Leics.) 382. [1326

M.G. TD. Good condition. Four new "X"s, all extras. Sell £210, or will exchange late Mini car/van with cash adjustment. Hull, Gore-End, Woolton Hill, Newbury. [1327

FRAZER NASH, 1927/37, Riley-engined rebuild. Good condition. Needs attention rear axle. Large stock desirable parts. Offers over £250. Sambrook, Box No. 1042. [1328

HERALD TWIN S.U. conversion. Inlet and 4-branch exhaust manifold complete. £18. Tel.: Congleton (Cheshire) 3011. [1329

M.G. TC, 1949. £170 o.n.o. S.A.E. for details. Pitman, 49, Newton Gardens, Newton, Nottingham. [1330

SPECIALIST'S CAR. M.G. TA Tickford. Professionally fitted 1,560-c.c. VA engine. 1964/65 garage bills £110. Body good and sound. Cover. £125. "Somerfields," Peak Drive, Fareham, Hants. Tel.: 4540. [1331

ROLLS-ROYCE 20/25, 1933, saloon by Rippon Bros. Excellent condition. Mascot, tools, handbook. Taxed, tested. Engine overhauled 1963. £215. N. R. Stephens, 1, Clarendon Street, Dukinfield, Cheshire. [1332

MORRIS-COOPER, November 1963, green/white. Underseal, electric fan, twin spots, mirrors, belts, etc., etc. £430. Tel.: Birmingham, ACO 4253. [1333

1935 AUSTIN 12/4 heavy saloon, clean and good running order, six good tyres. M.O.T. Dec. £30. Fowler, Westfield, St. Margaret's Road, Altrincham, Cheshire. Tel.: ALT 2984. [1334

M.G. TA, 1937. Austin 1,200-c.c. engine 10,000 miles; h.c. head, flowed exhaust, twin carbs. Completely rewired; double-dipping headlights. Body recently painted red. £115 o.n.o. Brookes, 60, Whitedown Road, Tadley, Hants. Tel.: Reading 55811, ext. 6221 (8.30-4.30). [1335

BENTLEY, 1936, Park Ward saloon. Immaculate condition; chauffeur maintained. £350. Clark, 8, The Drive, Hove. Tel.: 39277. [1336

1960 SPRITE. Wireless, heater. Resprayed. New battery, tyres. £255 o.n.o. Tel.: Ripe 373 (evenings). [1337

AUSTIN MINI-COOPER, 1963. Seat belts, new "X"s. £350. 25, King Harry Lane, St. Albans. [1338

AUSTIN HEALEY 100/6, 1958. W/w's, 6-port head, "X"s, tonneau. Immaculate old English white/midnight blue. Heater. £320 o.n.o. Tel.: St. Albans 55800. [1338A

M.G. TD, 1954, black. Recently new valves, guides, dynamo and battery. Good body and mechanics. Luggage rack. £325. Box No. 1062. [1398

AUSTIN-COOPER, 1962, GREEN. Oil cooler, high axle ratio, new "X" tyres, immaculate. Never raced. £330. Clark, 6, Four Acres, Great Chesterford, Essex. [1399

FOR SALE—*continued*

DB ASTON MARTIN. Special aluminium drophead 2-seater body fitted, ivory and black trim, rebuilt last 20,000 miles, including new engine and gearbox. Most attractive car, including spare engine and gearbox and many other spares. Space needed, so will go to first offer of £350. 79, Athenaeum Road, N.20. Tel.: HILlside 2449. [1397

SPRITE Mk. II, 1962. Light blue. Tonneau, heater. Excellent mechanical condition, 17,000 miles. £345. Partington, Tarn Corner, Hindhead, Surrey. Tel.: Hindhead 841. [1400

M.G. TF 1250. Ivory/cream. Tonneau, "X"s, etc. Good condition and enthusiastically maintained. £275. J. E. Hockley, 22, Fiddicroft Avenue, Banstead, Surrey. Tel.: Burgh-Heath 53831. [1401

BENTLEY SS, 1949. Good condition throughout. Early return overseas forces sale. £195 o.n.o. Green, 64a, Portland Road, Edgbaston, Birmingham 16. [1402

1932 ASTON MARTIN Inter/Le Mans. New rods, mains, ends, gears, etc. Rechromed, excellent hood, tonneau and body. £275. Tel.: Brentwood 7000, Ext. 2866 (Anderson). [1403

MORRIS MINI SALOON, 1961. 100 m.p.h. plus. Balanced engine, Cooper gearbox; excellent condition. £245 cash. Davies, 550, Chester Road, Aldridge, Staffs. Tel.: STReetly 7755. [1404

JAGUAR XK140 fixed-head coupé, 1957. Unique, immaculate example. Genuine total mileage only 48,000. Full equipment, radio and automatic aerial, undersealed, overdrive. Dark green cellulose and upholstery as new. This car has been kept in centrally heated garage most of its life. Offers in excess of £350 required. Smyth, Pusey Furze, Buckland, Near Faringdon, Berks. Tel.: Buckland 243. [1405

XK150, '58, D/H. New brakes, tyres, batteries 8,000 miles ago. Excellent in white, blue hood and interior. £460 or offer. Keen. Tel.: Wimbledon 6646. [1406

ASTON MARTIN DB4, May 1961. Frame No 600/R. Primrose. Immaculate condition and fully maintained. Recent replacement clutch. Radio and electric aerial. £1,850. Write: "White Ladies," Blagdens Lane, Southgate, N.14. Tel.: PAL 3457. [1407

JAGUAR XK120 sports, good condition; good tyres, recent respray grey, twin exhaust, detachable steel hard-top if required. £135 o.n.o. Tel.: Elmswell 399 (Suffolk). [1408

IMMACULATE 1961 (MAY) 3.8 Jaguar. Wire wheels, Konis, overdrive, luggage rack, extras. £695. 6, Westhill Road, S.W.18. Tel.: Vandyke 1607. [1409

1935 RILEY 15/6. Mechanically sound, body fair, many spares. £35 o.n.o. Harris, 8, Stuart Close, Great Baddow, Essex. Tel.: Chelmsford 72109. [1410

VINTAGE AUSTIN TOURER. Heavy 12/4 with dickey seat. New clutch, rewound magneto. Completely reliable and a good looker. New job—must sell. View weekends. £85. Tel.: Bywood (Surrey) 2734. [1411

FALCON CARIBBEAN, red/black, tuned 1172. Tubular chassis, new "X"s, plus all usual mods. Needs wipers and speedo. Running but not registered. £180. Brooker, 97, Chalklands, Bourne End, Bucks. [1412

1¼ in. S.U. CARB. and twin inlet and 3-branch exhaust, £9 10s. 1¼ in. S.U. carb. and twin inlet manifold, £5. 1¼ in. ram tubes, 25s. pair. To suit B.M.C. "A" series. Will split. Armstrong, 3, Stanham Road, Dartford. Tel.: 26666. [1413

ALFA ROMEO—1750 twin cam s/c open 4-seater, first registered July 1929. Running gear and clutch overhauled, repainted. £750 Tel.: (office hours) WOOlwich 8822. [1414

FOR SALE—*continued*

20 MONTH OLD Volkswagen d/l. Absolutely immaculate. Must regretfully sell as wife, baby and kitchen sink leave no room for driver. £475. Tel.: CHI 3084. [1415

MERCEDES-BENZ ROADSTER, 1937, 170V; dickey seats. Maroon and vermilion, concealed hood, sidescreens, white tonneau cover, red hide, re-chromed, flashers, spare unused continental tyre, r.h.d. Overhauled Stuttgart factory 1952, fitted post-war synchromesh box, aluminium cylinder head, re-bored, large half-shafts, swing axles. Present owner 11 years, in stable three Mercedes. Reliable running order, scrupulously maintained. Only survivor, six imported. Strikingly elegant. Opportunity collector. Price £555 includes stock reserve spares. Exchange 190SL. Johnson, St. Nicolas, Gyllyngvase Road, Falmouth, Cornwall. Tel.: 846. [1416

M.G. TD II, BLUE. Immaculate throughout. Exceptional value at £195. Thomas, 1, Oxford Road, Birmingham (tel.: Erdinton 7193). [1417

ALVIS, 1952, TA21 Tickford drophead, black and silver. Radio, belts, tonneau, recent work on engine, brakes and suspension. Bills. Smart car in good general condition. £130. Tel.: Chesham 2287. [1418

MERCEDES 220A—2- (occasional 4-) seat drophead coupé in the style of the celebrated Gary Cooper and Bing Crosby cars; fitted new hood, Telefunken radio, reclining seats. Cellulosed navy blue with tan hide interior, unmarked chrome. A most beautiful car with real character. £475. 4, Headfort Place, S.W.1. Tel.: BEL 8839 (day), or SYD 3704 (evenings). [1419

XK150S 3.4 F.H.C. (August 1959), with two carbs. First class condition bodily and mechanically. Ivory with red upholstery, overdrive, c/w wheels, s/belts, woodrimmed s/wheel, turbospeeds; 23 m.p.g. average. Stork necessitates sale. £490 o.n.o. Tel.: Brookwood 2529 (evenings). [1420

SHORROCK SUPERCHARGER for Herald 1200 (complete with manifold, gauge, instructions, etc.), as new. £35. Tel.: BOW 7779 (after 7.30 p.m.). [1421

ROLLS-ROYCE 20/30 LIMOUSINE, 1933. Black, 7-seater. Perfect running order, all original fittings. £300 o.n.o. Tel.: Ashstead 5431. [1422

LEA-FRANCIS 2½-LITRE sports, taxed and tested, and quantity of spares. £225. 4, Christchurch Road, Cheltenham. [1423

1955 AUSTIN HEALEY 100/4. Clean car, sound engine, new tyres; tested and taxed. £195. Consider part-exchange TR3 or M.G.-A requiring attention. Child, The Glen, Little Burstead. Tel.: Billericay (Essex) 593. [1424

1946 DAIMLER DB18 saloon, 25 m.p.g. Genuine 58,000 miles. Good history, excellent condition. Snip at £75. Elderly owner giving up motoring. Oakley, 28, Church Street, Liskeard, Cornwall. [1425

M.G. MIDGET, 1962, black, 26,000; new tyres and tonneau, no competition use. £395. Brown, 5, Clarendon Road, Sevenoaks, Kent. [1426

MINI-GHOST! 1924 Rolls-Royce 20 h.p., very "period" landaulette. Simple restoration. £365 o.n.o. Tel.: Didsbury (Manchester) 2050. [1427

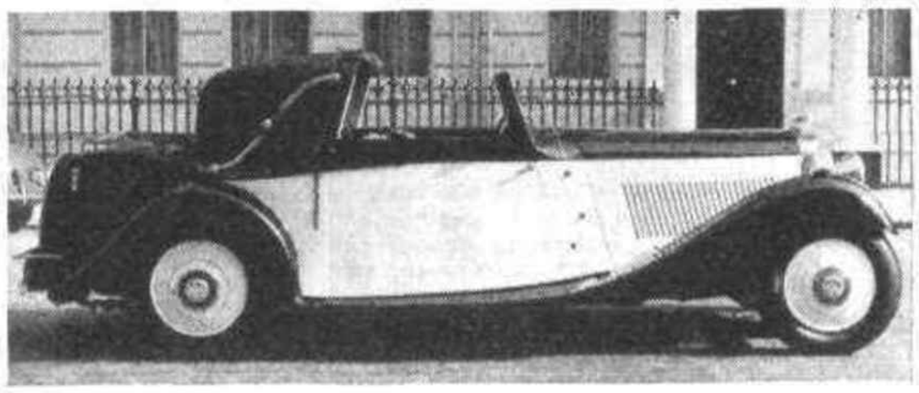
1949 TRIUMPH ROADSTER 2000. New engine, gearbox and steering. Good condition. £95. Bond, 72, Livingstone Road, Gravesend, Kent. [1428

M.G. Y-TYPE, 1949. Mechanically excellent, body sound but starved of paint. £70 o.n.o. Bond, 36, Hivings Park, Chesham, Bucks. [1430

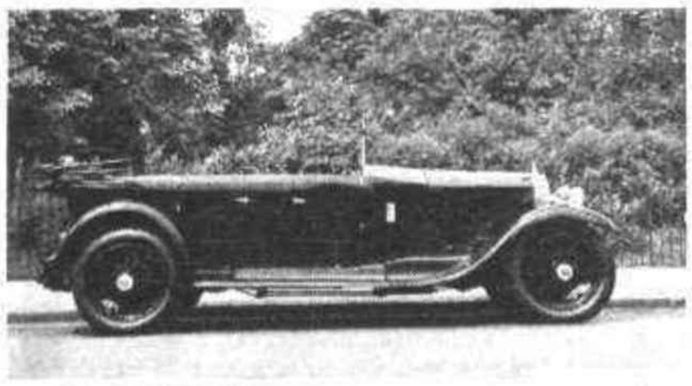
D. MARGULIES LTD



1929 4½-litre BENTLEY 2-seater. Outstanding example; full details on request.



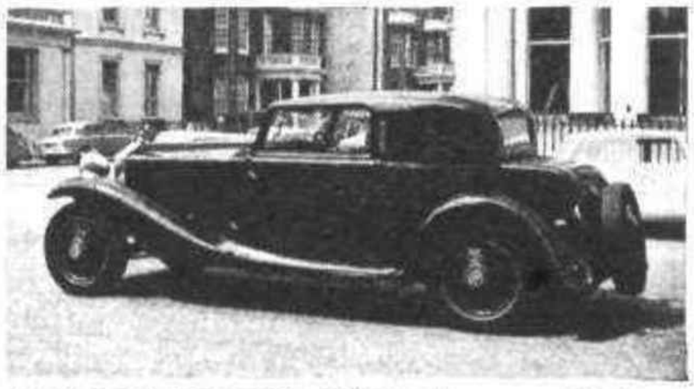
1934 3½-litre BENTLEY, Gurney Nutting "Owen" Sedanca coupé. Finished in black and ivory with red leather interior; full details on request.



1929 ROLLS-ROYCE 20 4-seater open tourer by Watson. Finished in dark green and black with black leather trim. New weather equipment. Very handsome Vintage tourer; full details on request.



1961 ALFA ROMEO Giulietta sprint coupé. A one-owner car in outstanding condition. Rear seat conversion **£735**



1934 ROLLS-ROYCE 20/25 2-door coupé by Freestone and Webb. Known history, good original order **£495**

1933 ROLLS-ROYCE Phantom II sports saloon by Gurney Nutting. Photo in June issue **£1,895**
1930 INVICTA 4½-litre high-chassis 4-seater drophead coupé by Carlton **£395**
1932 ASTON MARTIN Inter/Le Mans long-chassis, 4-seater open tourer. Very original order **£345**
1961 FIAT 1500S 2-seater Spyder by Farina. Maserati twin o.h.c. engine, 39,000 miles. Excellent order **£795**

1951 'A' type CONNAUGHT. Very competitive historic racing car ... **£1,250**
1949 BENTLEY, Park Ward drophead coupé, with power operated hood. 88,000 miles. Bills for recent major overhaul; at present being recellulosed ... **£795**
1957 (Oct.) MERCEDES-BENZ 190SL. A very attractive car in quite immaculate order **£825**
1961 (Dec.) LOTUS Elite. Bills for complete engine rebuild. White with red trim **£650**

We will be closed from 19th July until 26th July for Annual Holidays

36 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 KNightsbridge 7332

FOR SALE—*continued*

ROLLS-ROYCE, 1928, TWENTY; fitted 20/25 engine and replica body with swept boot. Spare 20 engine, carb., starter, dynamo. Well maintained. Sale due illness. Photo available. £100. Duffett, 5, High Street, Fareham, Hants. [1429

JAGUAR XK140 F.H.C., 1957. Excellent condition, new "X"s, radio, etc. £270, will haggle. Tel.: Newark 3019. [1431

SUNBEAM ALPINE, 1960, red. Wire wheels. £425, H.P. arranged. Tel.: Matching (Essex) 345. [1432

MORRIS MINI COUNTRYMAN, 1962, red. £325. H.P. arranged. Tel.: Matching (Essex) 345. [1432a

2-LITRE S/C LAGONDA low-chassis tourer. All parts, now dismantled, broken chassis Jan. 1931. Also 3-litre parts. Fisher, 130, Hollingbury Park Avenue, Brighton. Tel.: 56315. [1433

THOSE SEEKING SPLENDID EXAMPLE 2½ Riley R.M.F. who failed miserably to notice last month's generous offer contact Barnard, Rudgwick (tel.: 514), Horsham, Sussex, without fail. [1434

HARD-TOP, TONNEAU, LUGGAGE RACK for TR2—offers? Frost, 168, Victoria Avenue, Borrowash, Derby. [1435

RILEY KESTREL SPRITE, SS 27 K, 1936; black with red leather interior. Bodywork and mechanics in very good condition. £150. Diffey, 38, Parma Crescent, London, S.W.11. [1436

JAVELIN—M.O.T. 15.6.66. Works engine 14,000 miles. Sound condition throughout. £60. 2, Alma Street, Cradley, Staffs. [1437

BERKELEY, 1959, 4-wheeler. 492-c.c. 2-stroke. Just rebored. 35,000 miles. £95 o.n.o. Tel.: Egham 3039. [1438

UNIQUE AND IMMACULATE piece of vintage touring machinery. Only £150. Tel.: Pinner 1494. [1439

H.R.G. 1,500 c.c., very beautiful aerodynamic model. £317. Bills for £370. Layard, Greenways, Tisman's Common, Rudgwick, Sussex. [1440

1926 MORRIS COWLEY—not in running condition. Suit enthusiast. Lawson, Chardlings Farm, Bagley Wood, Oxford. [1441

JENSEN INTERCEPTOR DROPHEAD coupé, 1951. Aluminium alloy bodywork. Close-ratio gearbox. Extras, including radio. Impressive performance with comfort. B.M.C. spares. Good condition. £150 o.n.o. Guest, Fairhaven, Rotherfield, Sussex. [1442

1961 VOLKSWAGEN. Red. Excellent. Must go, although my wife is heartbroken. £375 o.n.o. Tel.: Leeds 655528. [1443

T.V.R. Mk. III, 1,800-c.c. engine. Registered 1964. Cross-flow head. Twin 45 Webers. Seat belt, wire wheels, luggage rack, oil cooler, o/drive. White with black leather. 11,000 miles only. £795. Berwicks of Bradford Limited, Canal Road, Bradford. Tel.: 25522. [1444

LANCIA AURELIA 6th Series GT. A magnificent example of this famous *marque*. £675. Betteridge, 2, The Garth, Yarnton, Oxon. [1445

ALFA ROMEO 6C 2500 Sport. A carriage of great luxury and distinction. D.O.H.C., i.f.s., i.r.s. Magnificent and unique 6-seat drophead coupé by Touring of Milan. Good order. Recently appeared in TV film. Good spare engine. 100 m.p.h., 24 m.p.g. Service books. Must be sound investment, £350. Seys, Cockhaise Mill Farm, Lindfield, Sussex. [1446

RED M.G. MIDGET. Hard-top, tonneau, belts, fog lamp, heater. One cautious owner. Excellent condition. 1963, 19,000 miles. Tel.: GIB 3459. [1447

ALFA ROMEO, 1959, Sprint Veloce, red. Twin Webers, tuned exhaust. 108 b.h.p. at 7,500 r.p.m. L.H.D. 30 m.p.g. at 100 m.p.h. Engine rebuilt 5,000 miles ago. Need more room for business use. £600. Low, Tel.: Horsham 2185 (evenings and weekends). [1448

1955 CONSUL convertible, every extra, immaculate. £145 o.n.o. Tel.: Scarborough 63019. [1449

1937 OLDSMOBILE f.h. coupé. Rare American classic. Fantastic original condition but requires respray. Cannot obtain garaging facilities, therefore reluctantly offer for sale, £150. Require cheapish transport, W.H.Y.? Tel.: BAY 9021 or REG 3378. [1450

BENTLEY, 1936, 3½-LITRE Park Ward sports saloon. Regularly serviced; laid up during war. Selling on account of illness. Good tyres, battery, etc. Grey, black wings. Major Dixon, Sheephouse Farm, Henley-on-Thames. [1451

1935 SUNBEAM 23.8, aluminium saloon. Mechanics perfect. Body good, some work required. Offers. Box No. 1065. [1452

CLEARANCE: Everything must go. Emigrating August. 1940 Brescia GP works 328 B.M.W., registration LTC 9; offers over £450. 1936 Lagonda LG45 d.h.c.; new bearings, rings, head; £225. 1937 LG45 saloon, fitted 3.4 Jaguar engine; offers. 1960 3.8 Jaguar, overdrive, undersealed, new clutch, £550. Also vast quantity pre-war spares for Firefly, Daimler 18, F Magna, Lanchester: gearboxes, radiators, cylinder heads, etc. Silver Ghost wheels. New 17-in. Pirelli tyres. Zephyr engine, Mays head, new gearbox. Horridge, "Burnell," Manchester Road, Heywood, Lancashire. Tel.: Heywood 60695. [1453

INVICTA, 1930, low chassis open 4½-litre "100 m.p.h." model. One owner seven years. Completely reconditioned; rebuilt balanced engine for racing but never raced; spare engine; rebuilt wheels, windscreen, brakes and linkages, twin Scintillas, carburetters, radiator, Zeiss lamps, etc. Bills for over £800. On cover of the *Motor* May 30th, 1964; ex-Arthur Dobson car. Many spares. One of the few really good remaining examples of this very desirable and very fast (110 m.p.h.+) vintage car. £1,250; no offers. Seen London. Box No. 1064. [1454

1929 9/28 HUMBER saloon. Radiator rebuilt, lamps refurbished. £60. Seddon, 110, Boundary Lane, Congleton, Cheshire. Tel.: 2748. [1455

BENTLEY Mk. VI, 1949, S.S. Grey. Sound condition. £220. Rickard, 4, Winckley Road, Preston, Lancs. [1456

ETA 1. 1951 3-LITRE Alvis saloon. Recently modified TC21 specification. Usual extras. Black, metallic grey. Four good Durabands. Evans, Aberclydach, Gilwern, Abergavenny. Tel.: Gilwern 363. [1457

M.G. TC, 1948. Green. Recon. engine. Mechanically excellent. New 16-in. rears; re-upholstered. Taxed till Nov., M.O.T. Extras. £185. Tel.: HOG 0597. 15, Sinclair Road, W.14 (evenings). [1458

1960 ANGLIA 105E de luxe, white/blue. Safety belts, underseated. Excellent condition. £285. Tel.: Littlehampton 677. [1459

1911 R.-R. Silver Ghost Hooper double enclosed limousine, V.C.C. dated. *Concours* condition inside and out. Bottle green with black wings and lined wooden wheels. Interior retrimmed to original specifications. Conolly hide front, West of England cloth plus silk in rear. Offers over £4,000. Tel.: Bollington 2104. Box No. 1063. [1460

M.G. TC, 1946. 1,000th made. Sound, original. Good weather equipment. Heater. £118. 92, Wingate Road, Luton. Tel.: 21151, extension 300 (business). [1461

RILEY FALCON, 1937, 1½-litre. Immaculate. White. Stoneguard, windtones, heater, spot, demisters. Enthusiast maintained. £180. Coutu, 33, Grove End Road, Farnham, Surrey. Tel.: 3656. [1462

PORSCHE 1500 53/4 f.h.c. Exceptional mechanically, body fair. L.H.D. £350. Byne, 16, Northgate Street, Ipswich. [1463

BRISTOL 401 sports saloon. Fully modified to 403 specification. In most fabulous condition, having cost £1,000 over the last two years. Truly maintained to a fantastic degree of perfection. Grey with light hide interior. Many extras. To a good home please. £300. Tel.: Uxbridge 34144. [1464

TORNADO TALISMAN, late 1962, low mileage, B.R.G. Cosworth 109E engine, 110 m.p.h., +40 m.p.g. Exhilarating performance. Must be seen and tried to be appreciated. £525. Tel.: Southend 77760. [1465

M.G. TF 1500, 1955. Ivory. New hood, tonneau, "X"s. 52,000 miles. M.O.T. certs. £350. Tel.: Palmers Green 7532 (evenings). [1466

ASTON MARTIN DB4, 1961, metallic mid-blue/ivory upholstery, chrome wire wheels. In immaculate condition, one owner, 26,000 miles. New tyres, brake pads, etc. Condition is as new. £1,650. P. Brewer, Rel.: Prestbury (Cheshire) 68157 (day), or Marton Heath 350 (night). [1467

AUSTIN HEALEY 100/4 BN1. Wire wheels, overdrive, tonnea, spot and fog lamps. Mechanically and bodily excellent. New electrics, gearbox and hood recently. Offers around £220. Hardwick, Southcroft, Brookside Close, Rugby, Warwicks. Tel.: 4084. [1468

AUSTIN HEALEY 100/6, BN4. Overdrive, tonneau, wire wheels, heater, spots. Good condition. Available July 7th. £310 o.n.o. The White House, Clayton West, Nr. Huddersfield. [1469

BRISTOL 400. "X" tyres; relined brakes; new big-ends and mains. £150. After July 4th: Tel.: Rochdale 47366 (7 to 10 p.m.). [1507

1952 MORGAN +4, fast, immaculate. £155. 1, Keswick Avenue, Flixton, Manchester. [1508

RILEY 1½-LITRE, 1949—excellent condition, well shod, heater. Nearest £100. Tel.: ARNold 8225. [1509

TRUE CONNOISSEURS will appreciate this! 1939 Wolseley 25 2-door coupé, rich maroon finish. Most carefully used and scrupulously maintained by one owner since 1940. 53,000 gentle miles. Beautifully made leather hood with chrome-edged rear window—real leather interior, original carpets; unworn tyres, heater, new battery, spotlight, fog light; spares include: brand new springs, brake drums, radiator, filters, etc. Must sell, room needed. £195. Grange Farm, Bredon, Tewkesbury, Glos. Tel.: Bredon 366. [1510

CRASHED M.G. TD1. Rebuilt apart from bent chassis and king-pin. Engine professionally rebuilt and tuned, new radiator, new hood, four slightly worn Cinturatos, sliding windscreens, belts, spots and reverse lights, washers. No garage, otherwise would rebuild. £125, or will break if necessary. Johnson, 64 Edward Road, East Croydon, Surrey. Tel.: ADD 5347 (evening), RIV 4242 (day). [1511

A.C. ACE, 1955. B.R.G. Very good condition. Recent mechanical overhaul. £330. Also multitude of spares, including engine, gearbox, transmission, complete front and rear axles, wheels, seats and body panels. Bishop, "Greenways," Sudbrooke, Lincoln. Tel.: Scothern 229. [1512

HITCHIN 3444

C. J. BENDALL LTD.

FOR UNUSUAL AUTOMOBILES

HITCHIN 3445







ROLLS-ROYCE Silver Wraith Park Ward sports saloon, no division, 1954, 4½-litre engine, synchromesh transmission. Black, brown hide interior. Two owners only and mileage of 60,000 almost certainly genuine. A very fine specimen. **£1,275**

BENTLEY 3½-litre 1935, Park Ward coachwork, black, brown hide interior. Far superior both bodily and mechanically to most pre-war Bentleys. **£395**

ROLLS-ROYCE Silver Dawn, 1954 (registered Nov. 1953), automatic, duo grey, red interior. New whitewall tyres. Mileage approximately 110,000, no particular history known, but obviously one exists as the car is first-class both mechanically and bodily. **£1,375**

ROLLS-ROYCE Silver Wraith Park Ward sports saloon, identical to photograph above, but 1952 and in duo green with brown hide interior, but in equally fine condition. **£1,075**

ROLLS-ROYCE 25/30 Thrupp and Maberly owner/driver sports alsoon, 1938. Midnight blue, brown hide interior. (See last month for photograph). An excellent specimen. **£445**

We are negotiating for an outstanding **Silver Wraith** H. J. Mulliner coachwork, 1953. One owner from new and complete history. In quite remarkable condition for its age.

ROLLS-ROYCE 25/30 Arthur Mulliner sports saloon, 1936. Attractive lines. Bodily very fair, but engine indifferent, hence realistic price of **£175**

ROLLS-ROYCE 20/25 Park Ward swept-tail limousine 1935. Very sound chassis, but only average coachwork, hence price of **£145**

BENTLEY S1, 1959, standard coachwork in Golden Sand and Sable, beige interior. Mileage 95,000, but an outstanding example of a late series 6-cylinder, power steering etc. **£2,175**

BENTLEY S1, special light-weight Mulliner coachwork, late 1957. Power-steering, h.c. engine, recent overhaul brakes and steering. Genuine mileage 62,000. Light on dark grey, grey interior. (See last month for photograph). Now outstanding value at the reduced price of **£1,725**

BENTLEY R-Type synchromesh, 1954. This absolutely outstanding car in black with red interior has had one owner, has covered 98,000 miles and had a complete engine and transmission overhaul at Crewe 4,000 miles ago and is probably the finest R-Type available in the country. **£1,150**

ALFA ROMEO 2600 sprint coupe, 1963, 25,000 miles, mushroom with beige interior, superb radio. Identical with current model costing over £3,000, but L.H.D. (conversion can be arranged) hence realistic price of **£1,545**

AUSTIN A99 Westminster, 1961. Duo grey with grey interior, radio, moderate mileage. A rather special car with tuned engine, 4-speed floor-change, electric overdrive. Selectaride shock absorbers, rev.-counter, etc. Has done 5,000 miles with our own staff, so we know it is good. **£475**

CADILLAC Eldorado Convertible, 1956. All electric and power equipment, two owners. 59,000 miles. Striking appearance in cream with maroon hood. Excellent mechanically and bodily, originally costing over £6,000, now outstanding value at **£550**

DAIMLER Majestic Major, 1961. Silver grey, red interior power-steering, automatic, radio etc. 37,000 miles and one owner only. A first-class example of this high quality, high performance car, offered at a realistic price of **£985**

DAIMLER One-O-Four sports saloon, 1959. Bronze with beige interior. Daimler transmission major engine overhaul just completed. An outstanding specimen of its kind. **£495**

DAIMLER D.E.27 6-cylinder 4-litre, 1950, full 7-passenger limousine by Barker, leather throughout. Very fair order both mechanically and bodily and remarkable value at **£145**

JAGUAR Mk. IX saloon, 1959. Overdrive, power-steering, radio, record player. Recent new engine and gear box suspension and brakes just overhauled and just repainted Birch grey, maroon interior and quite remarkable value at **£325**

Another, similar year but automatic. A fair car but with faults, hence price of **£135**

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TRIUMPH TR4A, May 1965. Red with black trim. This car has covered only a nominal mileage and is naturally in faultless condition. It is fitted with overdrive, wire wheels, heater, tonneau, laminated screen and a three-waveband radio and represents a considerable saving on new at **£1,065**

JAGUAR E-type roadster, 1961, in Carmen red. Fitted with radio, heater, etc. Excellent condition **£965**

AUSTIN HEALEY Prototype, 1963, in white with blue stripe. A unique and very attractive motor car built by the Donald Healey Motor Company. Outstanding performance is provided by a 1,622 c.c. M.G.-A unit and a full case history of the car is available on request. It has covered only 11,000 miles and is obtainable for a fraction of the original cost at **£595**

AUSTIN HEALEY 3000 Mk. III, March 1965, in red with red trim. A rare opportunity to obtain a very low mileage 3000. This car is equipped with overdrive, wire wheels, RS5s, tonneau, adjustable steering and many other extras. Still under B.M.C. Warranty it represents excellent value at... ... ... **£1,095**

TRIUMPH TR4, 1962. Red with black hard-top, wire wheels, overdrive, Cinturatos, etc. ... **£635**

Choice of four other TRs from **£425**

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ALFA ROMEO Sprint GT, 1965. A faultless example finished in red with black trim. This car has covered only a very low mileage and represents a considerable saving on new at **£1,685**



FERRARI 250GT, 1958 (reg. 1961). A unique opportunity to own a Ferrari at a very reasonable price. This beautiful motor car is finished in green and is excellent value at **£1,200**

JAGUAR 3.4, 1962. A most impressive motor car in deep green. Exceptional condition and fitted with many extras **£800**

LOTUS Elan, 1963. White with black trim. A fine opportunity for some "self-Elanalysis"... ... **£875**

JAGUAR E-type F.H.C., 1962. A particularly fine specimen in blue with midnight blue trim **£1 185**

M.G.-B, blue. A choice of two: 1964 and 1962. Both represent excellent value at **£795** and **£665** respectively.



Jaguar E-type F.H.C., 1963. A one-owner car finished in grey with red trim. Radio, etc. **£1,195**

AUSTIN HEALEY 3000 Mk. III, 1964. A low-mileage, one-owner car in red with red leather trim. It is fitted with overdrive, radio, heater, twin spots and many other extras and represents excellent value at **£995**

Also a choice of three other 3000s with overdrive, wire wheels, etc., from **£495**

M.G.-B, 1964, in white with black trim. Fitted with overdrive, wire wheels, heater, etc. **£765**

M.G.-B, 1963, in two-tone grey with red trim, tonneau, heater, etc. A very attractive motor car at... **£675**

TRIUMPH TR4, 1963, royal blue with white detachable hard-top, soft-top, overdrive, radio, heater **£695**

TRIUMPH Spitfire, 1963. A choice of two in wedgwood or lime green. Fitted with hard-top and numerous extras **£495**

AUSTIN HEALEY Sprite Mk. I, 1960. A choice of three of these ever-popular sports cars in grey, blue or green, all with various extras at **£295**

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M.G. J2. Original and fully restored condition. Three years' work, hence £115. Tel.: BYR 1318. 82, Sandringham Crescent, South Harrow, Middlesex. [1200

M.G.-A 1500, 1957. Hard/soft-tops, tonneau, radio, heater, rack, etc. Outstanding condition, best over £240. 12, Fraser Terrace, Perth. Tel.: 21863. [1201

CRASHED FIREFLY tourer. Front needs lifting to tow. What offers? Tel.: Shurlock Row 421 (Berks). [1202

VINTAGE RILEY ALPINE, 1930/31. Taxed. 4, Hazel Street, Audenshaw, Manchester. [1203

SINGER LE MANS, 1934. Engine rebuilt 800 miles ago. New hood, six new tyres; rewired; new battery. Photograph to serious enquirers. M.O.T. £110 o.n.o. Brandonville, Shibdon Bank, Blaydon, Co. Durham. [1204

TR3A SCOTLAND, 1959. Overdrive, wires, h/s.-tops. £350. Tel.: Earnock (Hamilton) 587. [1205

1926 RILEY MONACO Series I. A good example of this rare series. Finished in red and black. Rewired and recent engine rebuild. £275. Lawson, Junction Farm, Lostock Hall, Preston. [1206

SPRITE, DEC. 1959. Much modified, with Derrington Stage II head, etc. Wood-rim, heater, "X"s. New gearbox; spots, reversing lamp. £275 o.n.o. Knott, Emborough P.O., Emborough, Nr. Bath. Tel.: Stratton-on-Fosse 221. [1207

DAMAGED! 1957 2.4 Jaguar. Front wing, door only damage. Engine completely overhauled. Overdrive. Drivable. £86. S.A.E. Box No. 1025. [1208

ROLLS-ROYCE. Magnificent V12 Phantom III. Private owner invites propositions approaching £2,000. Box No. 1026. [1209

1930 HILLMAN 14. Big-end gone. Bodywork good except running-boards. Offers. Box No. 1027. [1210

ASTON MARTIN DB2, 1953. Stored seven years. Vantage engine. Offers over £150. Box No. 1028. [1211

BRISTOL 406. Overdrive, discs all round, seat belts, radio. All standard fittings on this 2.2-litre 1958 full 4-seater GT saloon. Unworn Cinturatos. Bristol agent maintained. Now replaced by S1 Bentley, softer on owner's aging bones. Offers around £1,000 for quick sale. Tel.: Primrose 4043 (evenings), or Box No. 1029. [1212

1955 MORGAN +4 2-seater sports. Well shod, new hood, heater and washers. £220, will haggle. A. R. Sadler, Tel.: Hellingly 476. [1213

ROLLS-BENTLEY, Park Ward sports saloon, 25 h.p., 6 cyl. Black/silver, green leather. Enthusiast maintained, over £700, including complete engine overhaul. History, manual, radio, many extras. Taxed to August M.O.T. First £250. Must part. Tel.: Nottingham 88160. [1214

FORD 100E ENGINE block and clutch, requires rebore, £10. D. Purt, 269, Gooding Avenue, Leicester. [1215

SHORROCK SUPERCHARGER for M.G. ZA, ZB, £35. Wanted: 1¼-in. twin S.U. or Webers conversion for Rapier. 80, Crostons Road, Elton, Bury, Lancs. [1216

BERKELEY BANDIT, only two ever made. Ford 105E engine, independent suspension all round, disc brakes, new Pirelli Cinturatos. £265. Anthony, 240, Bromsgrove Road, Halesowen, Birmingham. [1217

1935 SINGER LE MANS—breaking for spares, engine dismantled. Please write to Roger Courtier, The Moors, Haytor, Newton Abbot, Devon. [1218

M.G.-A 1500, 1958. Red/red. Heater, radio, wing mirrors, tonneau, sliding screens. £295. Inchbrakie, The Chase, Kingswood, Surrey. Tel.: MOGador 2689. [1219

LOTUS SUPER SEVEN, 1340 Cosworth, c.r. gears. Yellow. New weather equipment. £475 o.n.o. Lonsdale, Tel.: WES 6709. [1220

SHE'S GOOD LOOKING, my Alvis "Grey Lady" saloon, 1953 Earls Court Show car. Recon. engine. Seen Basingstoke or Northampton. Best offer. I. H. Carey, Lauriston, London Road, Basingstoke. Tel.: 232. [1221

M.G. TF 1250. Green. Excellent bodywork, hood. Good mechanics and interior. Heater. New exhaust. £325 o.n.o. Tel.: EDmonton 8477. [1222

ROLLS-ROYCE 20/25, 1932, limousine, complete with mascot and M.O.T. V.G.C. £250. Tel.: HIL 0524. [1223

SPRITE, 1960, Mk. I. White. Extras include hard-top. Immac. condition. £320. Tel.: HIL 0524. [1224

SPRITE, 1959. White. Hard/soft-tops, tonneau. 2,000 miles since recon. engine. Raised compression, "X"s, w/wheel, extra instruments. £270 o.n.o. Nash, Tel.: BAYswater 7864. [1225

LANCIA SPYDER B24 2/3-seater by Pinin Farina, Italian red, black trim. Engine overhaul 1965. Beautiful example of this rare model. Reluctant seller with family would consider exchange with estate or saloon. H.P. can be arranged. *Circa* £550. Tel.: Popesgrove 5031, Perivale 9621, or write, Box No. 1043 [1226

MANGOLETSI, TWIN S.U. carbs., and manifold, for 1964 Victor, 2,000 miles only. £30 o.n.o. "Anwyn," Elwy Gardens, Llandudno. [1227

"MOTOR SPORT"s, November 1956 to December 1964, two missing. Offers. Tel.: Chiswick 1088 (evenings). [1228

1935 ROLLS-ROYCE 20/25 black sedanca-de-ville by Mulliner. Engine good, body requires some renovation and respray. Heater, fog light. £200. Tel.: Birmingham GRE 4204 (office hours). [1229

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M.G. PA, 1935. Reconditioned engine. Resprayed red. Reasonable hood and sidescreens. £120 o.n.o. Evenings and weekends. Keeling, 14, Seaview Road, Brightlingsea, Essex. [1230

M.G. PA. Rebuilt; new battery, hood, tonneau; resprayed; engine overhauled, rebore. £90 o.n.o. Marks, 13, Broadway, Swinton, Yorks. [1231

LANCIA AURELIA B20 2500 GT, regd. 1959, r.h.d. Opalescent blue. Radio, heater, etc. £375, or consider smart sports car. Tel.: Reading 81961. [1232

SINGER GAZELLE, 1957, o.h.c. convertible. £140. Exchanges. 500, Archer Road, Stevenage, Herts. [1233

1932 SUNBEAM 18.2-h.p. d.h. coupé. Reasonable condition. £80. Barr, Tel.: Wolverhampton Codsall 208. [1234

T.V.R., 1961, M.G.-A engine, extras. Metallic blue, black leather. £435. Lobar, 59, Bucklesham Road, Ipswich. [1235

TR3A, RED. Registered March 1962. Wire wheels, Michelin "X," anti-roll bar, adjustable steering, power brakes, heater, tonneau. Genuine mileage only 15,800. Original in all respects. Absolutely as new, £525 o.n.o. Boulton, Fairfield, Madeley, Crewe. [1236

ASTON MARTIN DB2, 1953, "Vantage" engine, in excellent condition. Well shod, with relined brakes and finished in red cellulose. Besides all the Aston refinements, extras include fog and spot lamps, washers, flashers, etc. This car gives terrific performance with road-holding to match, coupled with reasonable economy. Two distinguished owners. Sole reason for selling, larger Aston now required. Cost £2,800, price £340. Herring, 19, Woodlands Road, Little Bookham, near Effingham, Surrey. [1237

M.G. PA 2-seater. Red. Good throughout. New M.O.T. £45. Many M and P-type spares, also excellent Wolseley Hornet engine. 7, Tintagel Close, Luton. Tel.: 53815. [1238

LANCIA APRILIA, 1937. This is an immaculate, original and rust-free example, having had only two owners from new. Everything works. Exceedingly quiet engine with very good oil pressure. The original upholstery is almost unmarked. Whole car as new. £250 o.n.o. Airey, The White House, Near Cheriton, Alresford, Hants. Tel.: Bramdean 234. [1239

PAMPERED XK120, 1954 drophead. Absolutely immaculate throughout in ivory. Extras include Maserati horns, radio, heater, dual exhaust, luggage rack. £225. J. Aldersiade, 103, St. John Street, London, E.C.1. Tel.: Clerkenwell 4651 (day), Stamford Hill 8237 (evenings). [1240

£199 FOR MERCEDES 300 saloon, 1953, l.h.d. Regularly maintained in excellent condition. Must sell, going abroad. S/L. Fogden, Officers' Mess, R.A.F., High Wycombe, Bucks. [1241

AUSTIN NIPPY. Fair all round condition. Rebore April 1965. Bowdenex brakes. Good tyres. Many spares. M.O.T. £70 o.n.o. Tel.: HILside 1501 (Birmingham). [1242

M.G. J2. Just reconditioned engine; resprayed; new hood, interior, hydraulic brakes; good tyres. £120. J. Wibberley, Trescott, Compton, Wolverhampton. Tel.: 61046. [1243

CHANGING BREED and require space. M.G. T.C. 1947, immaculate condition mechanically and bodily. Many extras. M.O.T. £150 o.n.o. TA crankshaft and radiator, plus many other TA and TC spares. Also Morris E-type hood and sidescreens, as new. 1, Third Avenue, Sundon Park, Luton, Beds. [1244

MORGAN +4 (1957), TR3 engine, V.G.C. New tyres. Tel.: Melton Mowbray 3804. [1245

AUSTIN HEALEY SPRITE, 1959, Mk. I. Excellent condition, good tyres, hood, battery, etc. Undersealed, tonneau, heater. £280 o.n.o. Tel.: West Chiltington 3275 (Sussex). [1246

1950 ALVIS TA14 saloon. Superb condition. Offers! Tel.: BUC 8170. [1247

AUSTIN HEALEY 3000, 1960. Ivory black. 25,000 miles. Excellent condition. M.O.T. Heater, radio, overdrive, wire wheels. £430. Tel.: Highbury 2910 (Birmingham) (any time). [1248

B.M.W. 501 V8 2.6-litre blue sports saloon, July 1956. Genuine thoroughbred. 100 m.p.h., superb handling. Station-finder radio. Demonstrate/deliver 200 miles. L.H.D., but only £250. Tel.: Tealby (nr. Lincoln) 292. [1249

A.C. COBRA, Oct. 1964, 5,000 miles only since new. Perfect condition. £2,150. Genuine inquiries to Denton, Greywalls, Farndish, Wellingborough. Tel.: Rushden 3495. [1250

M.G. TF. Beautiful example, original finish. Recon. engine, heater, rack, "X"s. History. £340. Exchange M.G.-A f.h.c. Machin, 3, Eastcott Close, Blackfirs, Congleton, Cheshire. [1251

SHORROCK SUPERCHARGER, B.M.C. 'A' series. Approx. 4,000 miles, as new. £35 o.n.o. Edmonds, 14, Underlane, Plymstock, Plymouth. [1252

XK140 D.H.C. in excellent condition. Orient red, "C" type head, new RS5s, radio with twin speakers, heater, twin spot and fog lamps and many other accessories. £295. Going abroad soon so must sell. Will arrange demonstration near London. Please write to P/O R. G. Pike, Officers' Mess, R.A.F. Chivenor, Barnstaple, Devon. [0751

MORGAN 4/4, 1939. Recon. engine, 2,000 miles, new radiator, good condition. £160. 108 Ridgeway Drive, Bromley, Kent. Tel.: Kip 6535. [1253

FRENCH CITROEN ID19, August 1960, r.h.d. Body/works, excellent. 67,000 miles. £395. Owner going abroad August. Tel.: Loxwood 207 before 3 OR 16, Millais, Horsham. [1254

M.G. MAGNETTE, 1954, Overseas job alone separates us. Meticulously serviced. Lively acceleration to 80+ m.p.h. New gearbox, tyres. Seat covers. Licensed to March '66. £170. Flint. Tel.: Abingdon 294. [1255

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TRIUMPH Spitfire Mk. II. Various colours and specifications available from stock or for earliest delivery **List**

AUSTIN HEALEY Sprite Mk. III. A comprehensive selection of colours and specifications available for immediate delivery ... ... **List**



AUSTIN HEALEY 3000 Mk. III. Examples in red, white or black with various extras are now in stock or available for earliest delivery... **List**

BOND Equipe GT4S. Available in conifer, cherry, white or wedgwood with various specifications. ... **List**



ALFA ROMEO Sprint GT in red **List**

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MINI-COOPER 'S'. Both engine sizes in a variety of colours are readily available ... ... **List**

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TRIUMPH TR4A. Various colours and specifications from stock or available for earliest delivery... **List**

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TRIUMPH Herald convertible in a variety of colours available for immediate delivery ... ... **List**

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AUSTIN HEALEY 3000 Mk. III. Various colours and specifications available for immediate or earliest delivery. Please telephone for details. **List**

FOR SALE—*continued*

PACKARD PATRICIAN convertible, 8 cyl., automatic. Electric power-operated hood, seats, windows, aerial, brakes and steering; S.S. radio. Special Italian Farina 6-seater body and wire wheels, new 820×15 tyres, superb interior. Ex-M.G.M. Studios, cost 620,000 Belgian francs. As quiet as a Rolls. Gift, £350. Catton Grange, Norwich. Tel.: 46862. [1513

S/ALPINE, 1960, convertible. Overdrive, heater, new tyres; overhaul. £350. Merifield, 43, Sutton Road, Bournemouth. Tel.: Winton 1204. [1514

ALFA ROMEO GIULIETTA T.I., September 1961. Excellent condition. White. One owner, 34,000 miles. £650. Knightsbridge. Box No. 1074. [1515

1963 LOTUS CORTINA, 16,000 miles. New SPs, seat belts. No accidents. Rear axle to 1965 specification. Superbly maintained and in excellent condition. £675. Sims, Tel.: Teddington Lock 1234. [1516

1949 A.C. saloon, in excellent condition. Many extras, radio, heater, etc. £145. 24, Elm Tree Road, Cosby, Leicestershire. [1517

SPRITE Mk. III, 1964. As new. Spot, flashers, etc. £525. Guarantee. Can view Chesterfield, Hamble, Truro. Owner going abroad. Tel.: Hamble 3045 (6-7). [1518

M.G. TC. *Concours d'Elegance* condition. Body rebuilt, engine reconditioned, new tyres, 16-in. rears, new hood and screens. £225. Tel.: CROydon 1618 (after 6 p.m.). Inspection also available in Rochester. [1519

1947 ALFA ROMEO 2500 6C, in splendid condition, £195. Surrey. Box No. 1075. [1520

AUSTIN-COOPER, 1962, 27,000 miles. Immaculate black bodywork, good engine, tyres, etc.; radio, heater. £320 o.n.o. Also Austin Healey Le Mans, 1954; wire wheels, overdrive. Good all round condition. Blue/white. Heater, radio, usual mods. £190 o.n.o. Spencer, Tel.: Brentwood 7000, ext. 2908. [1521

BEAUTIFUL RILEY roadster in scarlet (1951). Rare model in exceptional condition. 2½-litre 2/3-seater, 100 m.p.h., 27 m.p.g. £250. Exchange interesting 4-seater car (repairs considered). Brooklands Lodge, Holywell Green, Halifax. Tel.: Stainland 2460. [1522

FAST MORRIS 1100, 1963. Red with white Webasto roof. Alexander stage 2, Weber or twin S.U.s, Blaupunkt radio, Restall seat, servo, instruments, new " X "s, etc. 25,000 miles, 1,000 since major rebuild, inc. Cromard liners. £500. Seen Slough or Twickenham after July 9th. S.A.E. full spec. Owner now has Alfa. Box No. 1076. [1523

1939 M.G. TA Tickford d.h.c. £53 just spent on engine. Good condition. £100 o.n.o. Crossley, Tel.: Oxford 56011. [1524

LAGONDA LG6, Oct. 1939. Very good condition. £165. Field House, Longwood, Huddersfield. Tel.: 52680. [1525

1963 TRIUMPH SPITFIRE. Brilliant red. Racing mirrors, wheel trims, etc. Mileage 21,000. Reluctant sale at £460 o.n.o. Fennessey, 18, Tanhouse Lane, Wokingham, Berks. Tel.: Wokingham 2500 (office). [1527

36,000 ONLY, 1958 Citroën DS19. New Michelin " X "s. £265. Leighton, 35, Christchurch Road, S.W.2. Tel.: TUL 0449. [1528

REBUILT BUGATTI T35 G.P. (Alfa Romeo twin-cam engine), with Bugatti engine parts including T-35B roller crankshaft. Offers. S.A.E. 11, Boundary Close, Tilehurst, Reading. [1529

ROLLS P. III SPARES. Full range, good condition, reasonable prices. S.A.E. please. 10, Orchard Close, Long Ditton, Surrey. Tel.: Emberbrook 6034. [1531

FOR SALE—*continued*

AUSTIN SEVEN, 1935, 4-seat tourer. An unusual car, enthusiast maintained. New hood, good tyres. Girling brakes, good bodywork, excellent appearance. Rebuilt tuned engine. Many spares. £75 or near offer. Taylor, 53, Carlton Road, Hale, Cheshire. [1532

1962 AUSTIN HEALEY 3000, 2/4-seater. Red. Wire wheels. 23,000 miles. £625. Burgoyne, " Lingmell," Seascale, Cumberland. [1533

PORSCHE 1600, 1957. Radio, " X "s, w/r, wheel, spots, headrest. Abarth exhaust. £450. Chorley, 18, Ridge Croft, Stone, Staffs. Tel.: 3159. [1534

LAGONDA 3-LITRE Tickford saloon, 1955. Fitted works replacement engine 4,000 miles ago. Just serviced and tuned by Aston Martins. Total mileage is 42,000 and the car is in excellent condition. £525. Patrick Ward, Tel.: Ravensbourne 8828. [1535

ALVIS TA14 CHASSIS, good condition, towable, £30. Four brand new 450/500×20 Dunlops, two unused 32×4, offers. 83, Sandford Road, Chelmsford, Essex. [1536

M.G.-A 1600 roadster, 1960. Black/red trim. Heater. 36,000 miles, very good condition. £360. 18, Brooklands Avenue, Great Wyrley, Nr. Walsall. [1537

TWIN S.U. and manifold for Herald, £13 10s. or reasonable offer. Tel.: Chorleywood 2873. [1538

TWO MICHELIN " X "s, 155×14, barely used, £4 each o.v.n.o. Tel.: Chorleywood 2873. [1538A

FORD V8 ENTHUSIAST must sell two out of three. 1935 Model 48, better than new, one owner, taxed, £95. 1950 Pilot, highest standard, many extras, taxed, £95. 1949 Pilot, purchased for spares to above, runner, nothing drastically wrong, £30. Also 1950 Morris Oxford, £45. Tel.: Erith 34091. [1539

LOTUS CORTINA, 1964 (July), one owner. Radio, heater. Immaculate, never raced or rallied. £795. Tel.: Oxshott 2355 (evenings). [1540

TR4, 1962. Genuine 19,000 miles. Exceptional condition. White. With many extras. Detailed information of maintenance from new is available. Stork forces sale. £620. Tel.: Kintbury (Berks) 397. [1541

TR4, 1962. Red. Hard/soft-top, tonneau, wire wheels, radio, heater. New engine 2,000 miles only. Immaculate. £690. Tel.: Crawley 27466 (evenings). [1542

ROCHDALE OLYMPIC. M.G.-A 1600 engine, c.r. gears, " X " tyres. Well trimmed. Microcell seats, heater and washers. Perfect white paintwork. Fast, comfortable, economical and attractive. £435. Thurner, 5, Smithbarn, Horsham. Tel.: 4701. [1543

M.G. TF, 1954. Superb condition. New " X "s, hood, recent overhaul. Best offer over £310. Tel.: Knowle 2414, or view: 23, Wychwood Avenue, Knowle, Warwickshire. [1545

750 SPECIAL. Neat aluminium body. Hydraulics. Stiffened chassis. Mostly new parts. Registered 1961. Stored since completion. £60. After July 6th. Ball, 91, Elm Bank Gardens, S.W.13. Tel.: Prospect 2518. [1546

ASTON MARTIN drophead 3-litre, YMD 170. Owned by David Brown for five years, followed by Reg. Parnell, Dr. M. A. Brooks, and W. Woodhouse of Aston Martins. 88,000. Many bills. Complete history can be substantiated by Astons. £400. Take vintage. Credit possible. Tel.: M. Dokk-Olsen, Luton 55054 (office hours). [1547

1951 BRISTOL 401. Bristol red. Superb bodywork, engine rebuilt with new crank from makers 5,000 miles; close-ratio gearbox, new battery; well shod. £240 o.n.o. Tel.: PER 8408. [1548

FOR SALE—*continued*

FALCON CARIBBEAN red bodyshell. As new. Offers. Mullett, 9, Mardale Avenue, Dunstable, Beds. [1549

M.G. ZA, 1955. Taxed. Reliable but not perfect. Open to reasonable offers. Lancs area. Box No. 1078. [1550

SUNBEAM ALPINE SPECIAL, 1954. Red. Excellent condition. Thoroughly checked and serviced by reputable garage. Five almost new tyres. New battery and exhaust. Rev.-counter, overdrive, heater, tonneau cover. Safe, sound, swift, over 100 m.p.h. £210. Pierce, Westwood, Hollins Grove, Darwen. [1551

1929 GEN SERIES, 20-h.p. chassis. Instruments and wings only. Unused and carefully stored since complete chassis overhaul by Rolls-Royce, Crewe. Total mileage from new believed to be 75,134. Offers around £200 please, to Wybrew, Castle Douglas. Tel.: Kirkpatrick-Durham 277. [1552

1936 4¼ BENTLEY, Park Ward sports saloon. Sliding head. Mechanically perfect. £295 o.n.o. Mellor, 647, Rochdale Road, Royton, Lancs. Tel.: Main 2706. [1553

SUNBEAM ALPINE Series II, 1961. Overdrive. One owner. Carefully maintained and driven. Extras include heater, tonneau, underseal, belts. Owner emigrating. £495 o.n.o. 67, Miller Drive, Fareham, Hants. [1554

ROVER 2000. White, black leather, with harnesses. Available August when nine months, approx. 9,500 miles. An excellent example and rare opportunity at £1,095. 65, Streetbrook Road, Solihull. [1555

XK150 F.H.C., 1960. Carmen red. W/w., radio, heater, Cinturatos, high axle. Excellent condition—bodily and mechanically. £575. Baxter, The Crescent, Morecambe. Tel.: 910. [1556

TURNER, 1960. 948 c.c. Blue. Hard- and soft-tops. Heater, radio, w/s. washers, Cinturas. Recent engine overhaul, big-ends, relined brakes, new dynamo. First-class performance. £275 o.n.o. Lt. Stephens, H.M.S. Collingwood, Fareham, Hants. Tel.: Fareham 4241. [1557

M.G. YT. Rare 1950 4-seater tourer. New hood, screens. TD engine, i.f.s., hydraulic jacks. M.O.T. May 1966. Also immaculate Wolseley 6/80. Henderson, Highfields, Headless Cross, Redditch. Tel.: 4393. [1558

LEA-FRANCIS 12/40, 1933. " P "-type 4-seater tourer. The last 12/40 " Leaf " manufactured. " Duo " gearbox. Recent extensive rebuild at great cost, including professional coach-painting, new hood and re-upholstering in leather. Now in mint condition. £275 o.n.o., or would consider exchange Alvis Speed 20 d.h.c. or saloon in similar condition. For further details, Tel.: Bristol 656911 (after 6.30 p.m.). Genuine inquiries only please. [1559

XK120 SUPER SPORTS roadster, white. No longer as new or even immaculate, but in excellent all round condition. Fitted power brakes, new exhaust system, steering swivels, etc. M.O.T. and taxed till Sept. £90 o.v.n.o. Call or write, Tulk, 18, Roseholme, Off Lower Fant Road, Maidstone, Kent. [1560

TC M.G., 1949, B.R.G. Engine overhauled, excellent body, interior restored. New sidescreens, carpets, etc. Offers around £200. North, Tel.: Penn (Bucks) 3259 (after July 9th). [1561

HEALEY 100/6, BN4, 2/4-seater. Metallic maroon/ivory. Fitted with hard-top (£86), soft-top, tonneau, overdrive, wire wheels, spots, reversing light, etc. £300 o.n.o. Must sell. Further details: Tel.: Southampton 57761. [1562

M.G. TD II, 1953, red, excellent condition. Stork forces sale. £240. Springett, 4, Redhill Gorse, Stafford. [1563

M.G. TA, 1938. Fair, well-shod 18-in. rears, TD panel and instruments. £75 o.n.o. 15, Sewell's Walk, Lincoln. Tel.: 20981. [1564

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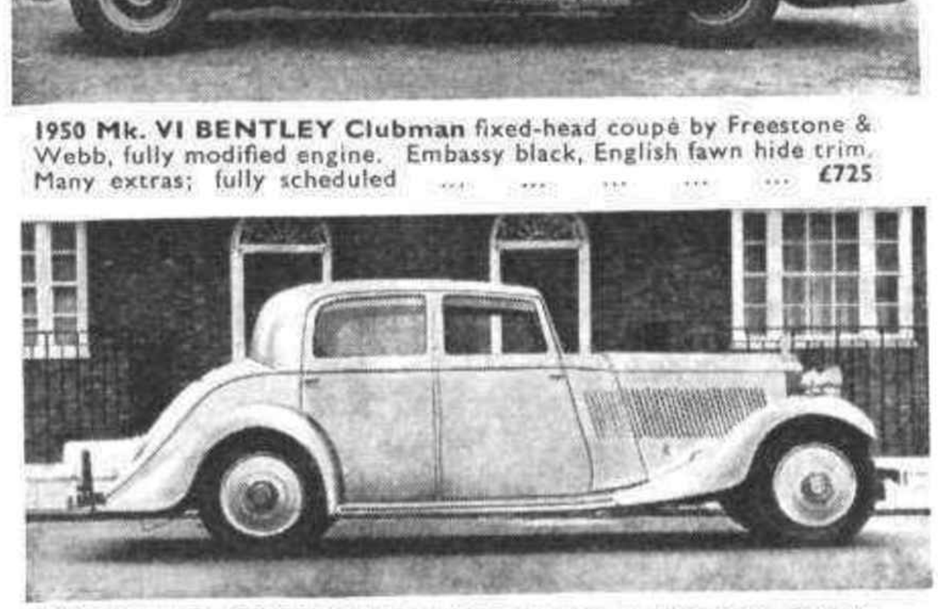
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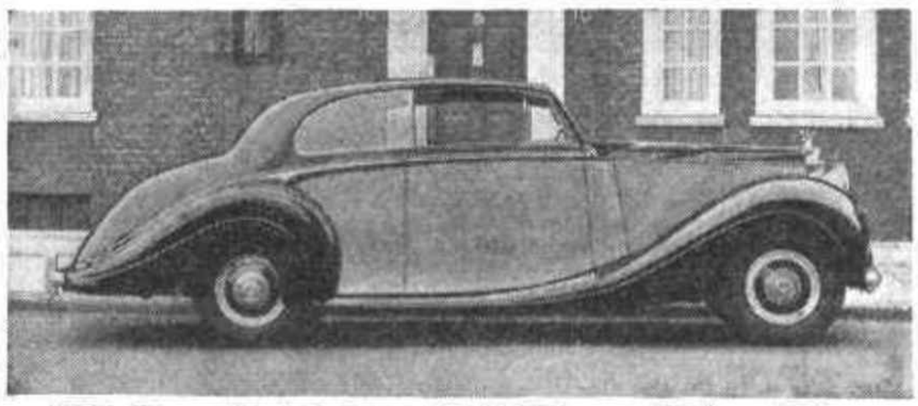
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1950 Mk. VI foursome drophead coupé by Abbott, fully modified engine; documented history; blue/champagne hide; power hood and windows; exceptional chassis **£895**



1950 Mk. VI BENTLEY Clubman fixed-head coupé by Freestone & Webb, fully modified engine. Embassy black, English fawn hide trim. Many extras; fully scheduled **£725**



1953 Silver Wraith ROLLS-ROYCE special 2-door **Clubman** coupé, custom built by Freestone & Webb. Every conceivable extra luxury fitting. Raven black and old gold. Blue chip investment **£1,650**

1935 ROLLS-ROYCE 20/25 4-door sportsman saloon by Barker, maintained by R.-R. agents. Shell grey/blue hide. Small and close coupled; fully scheduled **£575**

ARRIVING SHORTLY:

1936 Rolls-Royce 25/30 Sportsman saloon by Park Ward; a recorded 17,300, repeat 17,300 miles; in unbelievable condition for the year. Details to serious enquiries only.

1939 Rolls-Royce Wraith saloon by H. J. M., fine original condition, Perspex roof panel, **£725.**

We wish to buy for cash GOOD Rolls-Royce and Bentley saloons, coupés and dropheads.

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E. & F.F.

FOR SALE—*continued*

JAGUAR 3.4, 1959. White. New engine, new Pirelli cinturatos. £400. Genuine reason for sale. Tel.: RX8 54305 (evenings). Rainham, Essex. [1690

JAGUAR XK120C f.h.c. This car is unquestionably one of the finest available anywhere, having covered only 67,000 miles from new. Fitted with a "C"-type engine and finished in black with beige hide, it is completely original throughout. £279, part exchange and H.P. considered. Tel.: Epsom 26015. [1565

1934 RILEY NINE Kestrel, good condition. Also Pratt trailer. 20, Tilling Road, Thornbury (Tel.: 2567), Bristol. [1566

M.G. MIDGET, 1963. Heater, tonneau, etc. 18,000 miles. Immaculate. £455. Judson, Tel.: Southampton 56545/Farnborough 2189. [1567

LAGONDA RAPIER, 1935, Maltby d.h.c. Rare model in good original condition, used daily. £145. Comley, Frensham Walk, Farnham Common, Bucks. [1568

1960 MODEL Austin Healey. Overdrive, heater, wire wheels, hard-top, etc., etc. Liverpool area. £400 o.n.o. Box No. 1081. [1569

ASTON MARTIN, 1958, DB2/4 Mk. III saloon, B.R.G., grey leather. True GT with fold-down rear seats. Low mileage on new engine. Genuine example with exciting performance; specialist maintained, excellent condition. £850. J. N. Hunt, Church House, South Grove, N.6. Tel.: MOU 9933. [1570

MORGAN S.S., 1936. J.A.P. and Matchless engines (o.h.v.). M.O.T. V.G.C. £125 o.n.o. 99, Birmingham Road, Allesley, Coventry. Tel.: Allesley 321. [1571

1949 ALVIS TA14 saloon. Reconditioned engine and gearbox. Body fair. M.O.T. Must sell, £40 o.n.o. 99, Birmingham Road, Allesley, Coventry. Tel.: Allesley 321. [1571A

MORGAN 4/4. Red. Late 1962, in first-class condition. Low mileage. Many extras. H.P. arranged. £395. 25, Birchfield (off Longsight), Bradshaw, Bolton, Lancs. [1572

BARGAIN. BRISTOL 2-litre 401. Less than one-tenth of original price. £265. Tel.: Caldy 7992. 87, South Parade, West Kirby, Cheshire. [1573

JAGUAR XK120, 1954. Resprayed dark green. Engine and bodywork excellent condition. £195. Tel.: Wargrave 433. [1574

PORSCHE SUPER 90, 1960, 356B. Superb throughout. Owned by Porsche Club member, Concessionaire maintained. Recent complete check (incorporating latest type clutch, new cylinders, tyres, Konis), ready for several years' trouble-free Motoring. Leather seats, Blaupunkt. £975. 15, Woodside Close, Tolworth, Surbiton, Surrey. Tel.: ELMbridge 4512. [1575

M.G. TC. Excellent condition. Resprayed. £175 o.n.o. J. Green, 156, Wolfs Wood, Oxted, Surrey. [1576

PEERLESS 2-LITRE GT Mk. 2, privately registered Jan. 1959. TR works, interior fair; Michelin "X" all round. Photos sent on request. £325. J. D. Calloway, 84, Sunninghill Avenue, Hove, 4, Sussex. Tel.: 775646. [1577

AUSTIN HEALEY 3000, 1961, 2/4 seats. Black/red. Overdrive. Perfect. £500. Dawes, Tel.: Rickmansworth 74323 (9-5 p.m.). [1578

LAGO-TALBOT d.h. coupé, 1950. Red—white power hood. Professionally fitted 3.4 Jaguar engine and gearbox. New tyres and battery. Believed only example in Britain. £175. Hayes, Westenden Farm, Hellingly. Tel.: 280. [1579

SWALLOW DORETTI, 1955. New: hood, big-ends, mains, clutch, half-shafts, battery. Above average condition. First with £200 gets bargain. Ham, 1, Brandhall Court, Warley, Oldbury, Worcs. [1580

MERCEDES 220SEB, late 1960. Blue. Low mileage, beautiful condition. Blaupunkt radio. £895. 20, Osborne Road, Potters Bar (Tel.: 58664), Herts. [1581

VOLKSWAGEN. Rare sports convertible coupé body. Rebuilt with £400 of new 34-b.h.p. engine, chassis, hood, front axle, headlamps, gearbox, etc. Owner emigrating July, hence £250. 20, Osborne Road, Potters Bar (Tel.: 58664), Herts. [1582

M.G. TA, 1937. Red. New big-ends. Used daily but now stork forces sale of old friend. £100 o.n.o. 49, The Hill, Wheathampstead, Herts. [1583

XK150, S/E., d.h. coupé, 1959. Complete engine rebuild 1,000 miles ago. Radio, heater, overdrive, fogs, wire wheels, new discs. Offers over £300. Smith, Woodlands, Rudyard, Staffs. Tel.: Leek 3547 (daytime). [1584

A. HEALEY BN1, 1955. Mechanics good. Body needs attention. £150 o.n.o. Tel.: LIV 1596. [1585

FIAT 750 ABARTH, white. Five as new "X"s. 40 m.p.g.—90 m.p.h. £275. T. Airey, New Cheriton Cross Roads, Nr. Alresford, Hants. Tel.: Bramdean 234. [1586

TURNER CLIMAX FWA 1,098 c.c., Stage 3, 90 b.h.p. Wire wheels, disc brakes plus servo, anti-roll bar, hard- and soft-tops, tonneau. Offered in road/race trim, further details: R. Joseph, Lambourne House, Milton Keynes, Newport Pagnell, Bucks. [1587

1939 ALVIS 12/70 tourer. New hood and battery. Good condition. Reliable. £85. McGhie, Tel.: Cobham 4591. [1589

AUSTIN MINI, 1960. Low mileage. New gearbox and clutch just fitted (must sell to pay for these); radio, "X"s, belts. Excellent condition. £260. Tel.: Altrincham 4150. [1590

BARGAIN OF A lifetime. 1963 reg. (believed 1960/61 model) small engined Studebaker Silver Hawk. Engine: 6-cyl., 2.9-litres—26 m.p.g.; excellent running order. Bodywork: absolutely in 1965 cond. (lime green with shiny chrome); black leather trim. Genuinely looks worth £1,000. Given away at £225. Tel.: DID 5142. [1591

M.G. TC, 1946. Red. Engine rebuilt 3,000 miles ago; new clutch, king-pins, bearings, dynamo, etc.; new Vinyl hood and sidescreens, tonneau. Excellent appearance. M.O.T. December. £150 o.n.o. Lattin, Goffs Oak, Easton, Winchester. Tel.: Winchester 4140 (day). [1592

BENT LOTUS 7, Cosworth 1500, needs new body. Dundas, Haven, Woodlands Drive, Barnston, Cheshire. [1593

JAGUAR XK150 f.h.c. (late 1959), in Sherwood green. Brand new "X"s, silver wire wheels, overdrive. Fitted radio, twin spots. Taxed to Dec. Very good condition throughout. One lady owner since new. Genuine reason for sale. Photos available. £465 o.n.o. J. Snowden, Flat 2, 5, Regent Terrace, Bridlington, Yorks. Tel.: 3158. [1594

1951 BENTLEY Mk. IV. In fine condition. £420. B. Warnes, 37, Hasker Street, S.W.3. Tel.: KNI 2023. [1595

R.-R. WRAITH, 1939, Hooper touring limousine, fawn; 132,000 miles. R.-R. and Jas. Young maintained. Exceptional preservation. Laid up pending engine overhaul. Rest perfect. Seen London. Best offers. Box No. 1082. [1596

BENTLEY, 1935, 3½-LITRE Park Ward drophead coupé, in excellent mechanical and external condition throughout. Three owners since new—two since 1936; total mileage 99,000; full history for inspection. Engine overhauled recently. Complete with full equipment: fitted suitcases in boot, outside luggage rack, and spare wheel cover. Owner has another Bentley and is unable to use this quiet and delightful car adequately. Seen and tried London or Bentley test and report arranged. Write Box No. 1083. [1597

1937 BENTLEY 4¼-LITRE Mann Egerton 4-door saloon, finished in black with blue trim. New tyres. Very well maintained, sound condition throughout. Apply J. E. Handley, "Lanscowne," Saltfleetby, Louth, Lincs. Tel.: Saltfleetby 278. [1598

FOR SALE—*continued*

T.V.R. Mk. II, registered Nov. 1960. M.G.-A 1600 engine. Offers over £250. Little Dean, Nursery Lane, Stockton Brook, Stoke-on-Trent. [1599

TR2, 1955, red. Heater, works recon. engine, special manifold, "X"s. £150 o.n.o. Tel.: Chute Standen 614 (Wilts) or Hayle 3049 (Cornwall). [1600

JAGUAR XK140 drophead coupé, 1956. Unmarked dove grey cellulose. Michelin tyres, "C"-type head. No flamboyant extras, just a rock-steady 130-m.p.h. Motorway cruiser. Entirely rust free and in superb condition throughout. £245. C. Andrews, 140, Hill Lane, Southampton. Tel.: 25647. [1601

AUSTIN SEVEN. Unusual 2-seater drophead, registered 1939. Good runner but no M.O.T. Quantity spares, including complete engine. No reasonable offer refused. Tel.: Skelmersdale (Lancs) 4051 (evenings). [1602

FAST THOROUGHBRED MOTORING, £35. Alvis TA21 3-litre, 1951. Good runner. M.O.T. Tel.: Newport (Salop) 2340. [1603

A.C. BUCKLAND tourer, 1949. M.O.T. Very good all round. £125 o.n.o. Woodcock, 41, Denning Road, N.W.3. Tel.: HAM 1921. [1604

A.C. ACECA, 1955, metallic maroon with matching interior. Wire wheels, alloy body, radio, heater, etc. £350 o.n.o. Pattison, 38, Briarwood Avenue, Gosforth, Newcastle-upon-Tyne. Tel.: Gosforth 58544. [1605

SPEED 25 ALVIS, 1936, drophead; Charlesworth body. In very good overall condition. Respray, new king-pins, shock-absorbers—the lot, only a year ago. Engine in first-class condition; run as second car, always kept under cover. £200. J. B. Walker, 40, Brigsley Road, Waltham, Nr. Grimsby. Tel.: Waltham 3145. [1606

BRISTOL 401. Maroon. Superb condition, engine recently overhauled. Radio, heater. £260. Tel.: Walton-on-Thames 20818. [1607

1964 ALPINE GT. Red. 12,000 miles. £40 extras. Taxed June 1966. £790 o.n.o. Dodwell, Tel.: Chester 35712. [1608

ROLLS-ROYCE, 1928, 20-h.p. Cockshoot-bodied owner-driver saloon. First owner gave up ownership after 35 years of considerable care and then passed on to another world. Mechanically faultless for further decades. Complete with klaxon and wind horns and most of original tool kit. £400. Also R.-R., 1929, 20-h.p. limousine, requires interior renovation to landaulette, and exhaust repairs to complete. £150. Box No. 1086. [1609

BENTLEY PARK WARD f.h. coupé, 1950. Sand and sable. £550. K. R. Westwood, 350, Bearwood Road, Smethwick, 41, Staffs. [1610

ROLLS-ROYCE 25/30 saloon, 1935, in very good condition. Rolls-Royce Phantom II—vintage 1929 hearse, worth re-bodying. K. R. Westwood, 350, Bearwood Road, Smethwick, 41, Staffs. [1611

1931 ROLLS Mulliner limousine 20/25, £175 o.n.o. 44, Wellington Park, Bristol. Tel.: 36950. [1612

M.G. TF, 1954. Good condition throughout. Heater, tonneau, spot. £275 o.n.o. Tel.: Hemel Hempstead 55019. [1613

EX-WORKS 328 B.M.W., 1939. Team car. Qualifies P.V.T. Completely rebuilt engine, refinished. Retrimmed leather. Rewired wheels shotblasted, stoved, reshod, original specification. £350. Mr. Blott, Tel.: Orpington 31345 (office), Orpington 26097 (home). [1615

M.G. TD2, B.R.G. New tyres. Reliable. Genuine reason for sale. £185 o.n.o. Tel.: SYD 7694. [1627

M.G. Y-TYPE. Heater, spotlight, twin carbs. M.O.T. £110, or exchange for larger car. 32, Ratcliffe Drive, Huncote, Leicester. [1626

ALVIS TOURER, 1934. New fabric body in *concours* condition. 9, Stamford Avenue, Coventry. [1625

M.G. NA MAGNETTE, 1936, 2-seater sports. Recon. dynamo, petrol pump, back axle. Over £60 recently spent on original engine. Body excellent. New sidescreens, four good tyres, re-upholstered throughout. Enthusiast's car. £95. 7, A.M.O., Betsy Lane, Bransgore, Christchurch. [1624

LANCHESTER LD10, 1949. Only 40,000 miles, yes 40,000 genuine miles! Absolutely immaculate. Faultless mechanically, and faultless bodily inside and out. Offers to P. Elliott, 61, Dunkeld Road, Sheffield, 11. [1623

3-LITRE BENTLEY ENGINE, rebuilt, new side plates, the lot, minus crankshaft and rods. £100 o.n.o. Tel.: Frobisher 2710 (after 7 o'clock), Sulkin. [1622

1957 AUSTIN HEALEY BN2. Immaculate condition. New Cinturatos, hood, etc. Bargain, £250. Tel.: Hemel Hempstead 53368. [1621

TWO 6.00×16-in. Michelin "X" tyres/tubes, almost new, 10 gns. Tel.: Teddington Lock 4361. [1620

NORDEC SUPERCHARGER KIT for B.M.C. series "B" engine, £35. J. Ray, 34, Trinity Avenue, Northampton. [1619

M.G. TC, 1949, immaculate condition. Many extras. £150. Smith, 55, Ridgeway Drive, Dunstable. Tel.: 64534. [1618

T.V.R., 1960. Pranged 700 miles after rebuild, heartbroken. Tuned reconditioned 105E unit. New Cinturatos and w/s. wheels, etc. Offers or perhaps break, part exchange, W.H.Y.? 60, Headley Way, Oxford. [1617

1931 TL12/60 ALVIS Beetleback, in first-class condition. Recently had a £240 engine rebuild. Bills available. Price £350. Tel.: Freeland 671 (after 8 p.m.). [1616

1955 +4 MORGAN, TR3A unit, 2-str. Extensive £200 overhaul. Excellent mechanically and tough (though rough) bodily. £235. Huntsmans Cottage, Windlesham, Surrey. [1628

SPRITE, 1961, soft-/hard-tops. £335. Newton Dunn. Tel.: Lords 0554 (after 5th.). [1629

1948 2½-LITRE RILEY. Excellent running order, M.O.T.C. New battery, newish tyres, new roof 1961. Well maintained by enthusiast. £45. Ceresa, 399, Durnsford Road, Wimbledon, S.W.19. [1630

UNCOMPLETED TR2 with 3A front. Rebuilt engine and carbs., good mechanics with no body damage. All parts to finish, just needs time spent on interior and rewiring departments. £145. White Picketts, Chandlers Lane, Yateley. Tel.: 3159. [1631

150 B.H.P. V8 O.H.V. Oldsmobile Automatic, 1952. Vivid performance. £75, or exchange smaller interesting car. 161, Hollins Lane, Accrington, Lancs. [1632

ONE ROYAL OWNER. Aston Martin, 1955, 3-litre DB2/4, B.R.G. 13,000 miles. Stored eight years. Special Series engine; radio, air horns. Collectors dream. Immaculate, repeat, immaculate. £1,000. Offers. Tel.: Byfleet 45595. [1633

F.N.-B.M.W. 320/1, 1940 convertible; reg. KMT 6. M.O.T. October. Running order, new battery; impressive appearance, good leather upholstery. Potential collector's showpiece. Photos available. Offers invited (would consider exchange immaculate Citroën roadster or similar). Box No. 1087. [1634

TWO APRILIAS, '37/'38: both good bodies, require some mechanical attention. Bits include new pistons, bearings. Will sell cars together or separately. Offers or enquiries to G. Russell, Halmyre Deans, West Linton, Peeblesshire. [1635

A.C. GREYHOUND, 1953, 2-litre saloon. Well maintained. £150. Primrose, 53, Pettits Lane, Romford. Tel.: 66306 (evenings, weekends). [1636

FOR SALE—*continued*

M.G. TD2. Very recent rebuild, above average condition. £210 o.v.n.o. Laws, Jeffries, Bourne End, Bucks. Tel.: 345. [1637

BRISTOL 400, taxed and M.O.T. Excellent mechanically, smart bodywork. £200 o.v.n.o. Mr. P. J. Bloor, 28, Mornington Road, Sneyd Green, Hanley, Stoke-on-Trent. [1638

BERKELEY B95. Works reconditioned engine, gearbox and clutch 4,000 miles ago. Good condition throughout. £190 o.n.o. Full details and photographs from: D. Huddleston, 42, Grosvenor Road, Whalley Range, Manchester 16. [1639

1936 BENTLEY 4¼ Park Ward sport saloon. Excellent condition, any trial or inspection. £200. Apply: R. W. Gibbins, 57, Streathbourne Road, Balham, S.W.17, or tel.: BAL-9367 after 7 p.m. [0658

SUNBEAM TALBOT. Must now use company—provided new Morris Oxford. Pathetic compared with my fast 1953 Talbot 90. Superb engine and interior, sunshine roof. £90 o.n.o. Write: Burtt, 31, Redcliffe Close, Old Brompton Road, S.W.7. [1669

AUSTIN HEALEY BN1 100/4, pillarbox red. Le Mans mods. (115 m.p.h.), 22-24 m.p.g. Overdrive, wire wheels, all-round servo assisted discs, etc. Good condition. £260 o.n.o. Neale. Tel.: Reading 73854. [1670

"MOTOR SPORT," vols. 6, 7 (bound); 1948-1963 (unbound); odd copies 1937-1944. Buganties, 1937-1964, unbound. V.S.C.C. Bulletin, 1947-1962, unbound. R.-R. Bulletin, 1954-1998, unbound. Divide. Offers. Taylor, Aston, Market Drayton, Salop. [1671

FRAZER NASH CHAIN GANG competition 1½-seater. New tyres, engine 6-cylinder (unknown make). £225. Would take pre-war open American in part exchange. Foley. Tel.: Cunningham 9703. [1672

HISTORIC EX-WORKS XK120 SS aluminium lightweight competition 3.8. Konis, 15 in. w/wheels, R6 tyres, many records and racing history. One of only three cars; unique investment opportunity. Also has discs, 30-gal. Le Mans tank, competition torsion bars, competition clutch, etc. Sell £800 or best offer or exchange vintage of p.v.t. sports/racing car. Foley, 12, Pindock Mews, London, W.9. Tel.: Cunningham 9703. [1673

H.R.G. 1500 c.c., 1947. Extensively overhauled and resprayed. Sensible offers. Webberley, Hulme Wakefield House, Congleton, Cheshire. Tel.: Congleton 2931. [1674

TR3A, 1958, BLUE. Overdrive, Mangoletsi head, Konis, w/rim, spots, mirrors. £250. Pilkington, 23, Southport Road, Ormskirk, Lancs. Tel.: 3209. [1675

FORD THAMES GT. Aquaplaned 100E overhauled 2,000 miles ago and Murray overdrive gives 90 m.p.h. or all week cruising at 75. Michelins, spot and fog. Must be a bargain at £95. Fox, 18, Beech Grove, Bradford 3. [1676

RARE SS ONE, '35. Has to go. Details: Hill Corner, Prestbury, Cheshire. [1677

WHAT HAS FOUR WHEELS and flies? My M.G. TC. You can own this X.P.A.G.-engined Mini-eater for £200 o.n.o. Eight-port head thrown in for Cooper devouring. 43, Ash Tree Way, Shirley, Surrey. [1678

1933 P.V.T. SINGER Le Mans sports coupé. £85. 92, Staines Road, Hounslow, Middx. [1679

M.G. TF 1500, RED. New hood, tyres. Heater, rack, radio. Offer over £300. After 12th July. Tel.: Dronfield (near Sheffield) 7761. [1680

DELLOW, 1951. Immaculate B.R.G. Twin S.U.s. Only used week-ends—no competitions. Undoubtedly one of finest remaining. £180. Exchange Alvis 12/50. Box No. 1080 (Bournemouth). [1681

LANCIA APRILIA, 1939. Above average, history known. New "X"s, drive shafts, spares, tools, literature. £130. Robinson, 2, Chase Close, Nuneaton. [1682

£125. 1951 RILEY 1½-litre. Immaculate condition, very sound. Tilston, "Hinderton Ridge," Fiveways, Neston, Wirral, Cheshire. [1683

SINGER LE MANS coupé, 1935. Good original cond. Taxed, ins., M.O.T. £80. Tel.: Swansea 25155. [1684

M.G.-A, 1960. Soft-top, new wire wheels, Cinturas, extras. Full history. £400. Tel.: Heathfield 3168. [1685

ROLLS-ROYCE, 1933, 20/25 saloon. Taxed, M.O.T. Mechanics, body, tyres very good condition. Stored for last 10 years. £225. Tel.: Gloucester 24552 (evenings). [1686

MUST SELL my two very original Austin 10/4s. Both taxed, tested and in good condition throughout. Good batteries, tyres. Old car enthusiasts only. 1: RN 3199, 1934, £65. 2: TJ 2654, 1933, £60. Also 1933 Riley Monaco: M.O.T. £30. Ellor, 11, Rutland Avenue, Poulton-le-Fylde. [1693

WANTED

CHILD'S OCCASIONAL SEAT to fit tunnel Mk. I Sprite. K. Gray, 16, Franklin Crescent, Northampton. [1339

WILSON P/S. GEARBOX or manual box for M.P.H. Riley. Wish to contact other M.P.H. owners. 256, Douglas Lane, Pleasant Hill, California, U.S.A. [1340

WANTED: ROLLS-ROYCE P. II. Would prefer drophead Continental but would consider other models. Must be in excellent condition. Write, William M. Cooley, Architect, 532, Busse Highway, Park Ridge, Illinois, 60068, U.S.A. [1341

£5 REWARD given for information leading to successful purchase of pre-war 3½-litre Jensen tourer; any condition considered. Walker, 49, Corser Street, Stourbridge. Tel.: 3347. [1342

ROLLS-ROYCE 25/30 Gurney Nutting drophead. Very high price paid for specimen car. View Home Counties early August. Details now to Browne, 365, Dupont, Toronto, Canada. [1343

RILEY 2½-LITRE d.h.c., *circa* 1950, preferably good condition. State price. Box No. 1012. [1344

WANTED: "MOTOR SPORT," January 1964. Offers? Sandy Needham, 14, Carden Place, Aberdeen. [1345

ANY COMFORTABLE SEATS for TR4, later TR4 type, Rallye, Restall, etc. Also wanted: wire wheels conversion, oil-cooler kit, brake booster. Good condition, please. R. Shaw. Tel.: HAMpstead 4842. [1346

REGISTRATION NUMBERS CMP, CP, IMP, IP, single or distinctive numbers with or without vehicle. Parkinson, G.P.O. Box 8, Stockport, Cheshire. [1347

XK120 3.31 : 1 SALISBURY axle, matching speedometer, hard-top. Must be perfect. Evans, 49, Bellevale, Liverpool, 25. [1348

JULY 1957, January and August 1958, *Motor Sport* wanted. Will buy or swap February 1957, Jan./April/Oct./Dec. 1959, or January 1960. M. B. Gardiner, Central Motors, London Road, Kettering. [1349

WANTED: 1935 BENTLEY 25.3-h.p., in good or poor condition for spares. M. Shapland, 50, Freehold Road, Ipswich, Suffolk. [1350

AUSTIN 7 CHUMMY, 1922-1925, wanted, or introduction to same. Enthusiastic price paid. A. J. McKay, 15, Kirkdale, Sydenham, London, S.E.26. Tel.: FOR 5557. [1352

LAGONDA V12 or LG6 wanted. D.H. coupé or short saloon. Car must be basically sound, both mechanically and bodily, but one requiring reasonable attention would be considered. Late model LG45 (Sanction III) d.h. would also receive consideration. Fullest details to S. W. Peck, Braecote, Gateside Road, Barrhead, Glasgow. [1353

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JAGUAR XK150 3.8 f.h. coupé. Suede green. An outstanding example of this much sought after model. Overdrive, wire wheels **£665**

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LOTUS-CORTINA, 1964. One owner, 10,000 miles only. Carefully maintained. Fitted radio, record player, etc. Cost over £1,000 ... ... **£795**

LOTUS Elite, 1962. White with black trim. Excellent mechanically and appearance. Definitely one to try **£695**

M.G. Midget, 1963. A lovely West Country car, tremendous in B.R. Green. Fitted radio, heater, tonneau, seat belts and twin spotlights **£495**

M.G. Midget, 1961. Red with black trim. Fitted tonneau, heater, spot and reversing lights. Good tyres. Well above average **£395**

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M.G.-B roadster, 1963. Excellent in signal red with black trim. Fitted wire wheels, Pirelli Cinturas, heater, etc. **£695**

M.G. TF 1250, 1954. Black with red leather. Fitted heater, full tonneau, Michelin 'X' tyres, chrome luggage carrier... ... ... **£325**

M.G.-A 1600 f.h. coupé 1961. Red/black. Radio, heater, seat belts, etc. A very lovely car indeed... **£495**

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M.G.-A 1600 roadster, 1960. Must be one of the nicest available. Signal red/beige trim. Fitted wire wheels, heater, etc. **£445**

M.G.-A 1600 roadster, 1960. One owner from new. Signal red with black trim. Compare the price... **£375**

M.G.-A 1600 roadster, late 1959. Superb in iris blue with black leather. Heater, tonneau, chrome luggage carrier... ... ... **£395**

M.G.-A roadster, 1956. Turquoise blue. Radio, heater, tonneau. A very excellent car for the year ... **£295**

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Red with black trim. One owner, hard- and soft-tops, tonneau, heater, twin spots, rev. light, badge bar, racing mirrors **£545**

TRIUMPH Spitfire, 1964. One owner. Really attractive in Wedgwood blue, set off by wire wheels. Also heater, Pirelli Cinturatos, tonneau **£585**

TRIUMPH Spitfire, 1963. One owner, moderate mileage. Wedgwood blue. A very nice car all round. Value at **£495**

TRIUMPH Vitesse convertible, 1963. One owner, superb throughout. White with black flash. Radio, heater, etc. A great saving... ... ... **£545**

TRIUMPH TR4 roadster, 1964. One owner, white with black trim. Fitted overdrive, wire wheels, heater, etc. Excellent value... ... ... **£795**

TRIUMPH TR4 hard-top coupé, (Oct.). 1963 Fitted overdrive, wire wheels, woodrim wheel, leather trim **£765**

TRIUMPH TR4 hard-top coupé, 1963. Unmarked in Wedgwood blue. Surrey soft-top. Excellent state of tune **£745**

TRIUMPH TR4 roadster, 1962. White with black trim. You will not drive a nicer example of this year **£645**

TRIUMPH TR3A roadster, 1961. Primrose yellow. Fitted overdrive, wire wheels. Well maintained by true TR owner **£545**

TRIUMPH TR3A roadster, 1960. Wedgwood blue. Very difficult to fault. Fitted overdrive, wire wheels, heater, Michelin 'X' **£495**

TRIUMPH TR3A, 1958. British Racing Green. Overdrive, tonneau, heater, spotlights. Well cared for **£365**

TRIUMPH TR3, 1957. Fitted overdrive, Michelin 'X', heater, etc. Recent overhaul. Well tuned car ... **£295**

T.V.R. Grantura, 1960. Immaculate in red with beige trim. M.G.-A 1600 engine. Wire wheels, heater. Must be seen **£445**

T.V.R. Grantura, 1959. Ford 105E engine. Light blue/black trim. Very bright car, lovely performer ... **£375**

DAIMLER SP250, 1962. British Racing Green. A well cared for example, obviously had an easy life. Hard- and soft-tops **£695**

DAIMLER SP250, 1960. Red with beige trim. Tonneau, heater, recent set of tyres. Try this one ... **£495**

MORGAN 4/4 Series II. Cream with red trim. Recent overhaul work carried out. Lovely car for the money... ... ... **£245**

MORGAN 4/4, 1949. Fine little car for the enthusiast. Good tyres. Recent engine overhaul **£65**

SUNBEAM Alpine, 1960. Carnival red. Hard- and soft-tops, Michelin 'X', heater. Very pleasant car **£425**

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AUSTIN HEALEY 3000 convertible, 1964. One owner, 14,000 miles only. White with black trim. Overdrive, wire wheels, radio, tonneau, etc. ... **£995**



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Carnival red. One owner, low mileage. Hard- and soft-tops, overdrive, wire wheels, radio, spots, luggage carrier... ... ... **£675**

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SUNBEAM-TALBOT Mk. III saloon. Immaculate condition essential. Similar sized Jaguar, Riley, or W.H.Y.? considered. About £250. Write: Sadler, 60, Fitzroy Crescent, Woodley, Reading, Berks. Or call or will view S.E. England after July 9th. [1354

WANTED: M.G. TC. Must be outstanding bodily and mechanically. £200-£250 cash available. Must be delivered. Will pay for delivery expenses. Or Lotus Seven, £300-£350. R. Aschmann, Le Chalet Hotel, Guernsey. Tel.: St. Martin's 8367. [1355

ROLLS-ROYCE, BENTLEY, 1930s, drophead, sedanca or sports saloon, good or excellent condition, wanted mid-August. Please send full details, loan of photo, telephone number, to Milburn, 50, Plasturton Avenue, Cardiff, Wales. [1356

ALVIS, 1927-30, 12/50 Beetleback, in good and original condition. Bullett, 19, *Naseby Road*, Solihull, Warwickshire. Tel.: 1953. [1357

URGENTLY: GOOD ALLOY "Special" or Lotus Seven, any condition, damaged or unfinished, trailer. Details, Pearce, 25, Brading Avenue, Southsea. Tel.: Portsmouth 31600. [1358

CRAZY ABOUT AUSTIN Sevens. Chummy tourer wanted. Unmodified and running. Promise not to resell. 20a, Waterloo Street, Clifton, Bristol. [1111

LOTUS XI WANTED, cash waiting. A. McArthur, 36, Seaview Terrace, Edinburgh, 15. [1359

ROLLS-ROYCE, any model, any condition, but prefer Ghost. Please supply details, including serial number, size of tyres and style of body. Box No. 1024. [1360

JAGUAR S.S.100 drophead with 3½-litre engine. Top amount paid for good car. Photo and details to Box No. 1020. (Near London.) [1361

REGISTRATION NUMBER required. Very brief. Any combination. Please telephone particulars, TED 2382. [1362

***COOPER 500** with or without engine. Details and price.* Schofield, Braeside, Delph, Nr. Oldham. Tel.: Delph 397. [1364

VS OR VCJ registration letters with a distinctive numeral if possible. Smith, 23, Seymour Avenue, Worcester. [1363

LANCIA LAMBDA. Previous owner wishes locate PD 2575. Interested in purchase any uncut example in reasonable order. Goodman, Church Hill, Belbroughton, Worcs. [1366

WANTED FOR CASH: I wish to purchase any one of the following vehicles: R.-R. touring car, vintage Bentley, Invicta, or any other decent vintage sports car, any Edwardian or veteran vehicle. Will also consider classic P.V.T., *i.e.*, V12 Lagonda, etc. Work not objected to. 104, Hook Rise North, Tolworth, Surrey. Tel.: Lower Hook 5624. [1367

A.C. 2-LITRE ENGINE in good condition. Please state condition and price. Trewella, Hutton-Dene, Stamford Road, Bowdon, Cheshire. [1368

ASTON—BORRANI or chrome wheels (w/rim narrow hub type); 16×650 racing tyres; speed equipment for late 3-litre with discs. *1, The Oval, Wallasey, Cheshire.* [1369

RILEY ULSTER IMP c.r. crash gearbox or E.N.V. 75 c.r. preselector box, Merlin 9 crank and rods, four Amal carburetters and manifold. Shortland, 69, Orchard Drive, Woking, Surrey. [1370

TR4 OR M.G.-B. See exchange. Smith, N.20. [1363

ROLLS 20/25 or 25/30 saloon. Private buyer. 19, Oakleigh Park North, N.20. [1372

4½-LITRE OVERDRIVE BENTLEY drophead, in condition to pass stringent mechanical and body inspection. Stason, Curzon House Club, Curzon Street, London, W.1. [1373

REGISTRATION LETTERS AHH or JHH, AH or JH 111, or any combination JH. State price required. Romiley Garage, Compstall Road, Romiley, Cheshire. [1374

ROLLS-ROYCE SILVER WRAITH, 1945-1955, or Silver Dawn wanted by private buyer. Cash. Box No. 0920. [0375

REGISTRATION LETTERS GDR or DR wanted with single or distinctive numeral. Please state price. Box No. 1056. [1375

REGISTRATION LETTERS NCO wanted. Please state price. Number unimportant but 405 preferred. Box No. 1055. [1376

WANTED: ALTA, BUGATTI, Lombard for vintage racing, incomplete considered. Box No. 1057. [1377

WANTED FOR ALPINE Series 3, really good condition black hard-top. Box No. 1053. [1378

"BUGANTICS" wanted. Complete set or single copies prior to 1954. Box No. 1052. [1379

ALFA ROMEO straight eight, *circa* 1933, 2.3-litre, Castagna coachwork. Please send details, photo. Box No. 1051. [1380

WANTED: OPEN BENTLEY 3 or 4½, preferably V.D.P. body. Would consider one needing either body or mechanical rebuild. Box No. 1050. [1381

STEAM CAR WANTED, preferably pre-1914 but consider others, any condition, any price. Box No. 1049. [1382

REGISTRATION LETTERS MHD or MD wanted, single or distinctive numeral. Box No. 1048. [1383

BENTLEY 4½ or 3-litre car, or chassis suitable for rebuilding. Any condition, with or without engine. Box No. 1044. [1384

REGISTRATION LETTERS RD with low or distinctive numeral. Box No. 1046. [1385

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. 1045. [1386

LANCIA AURELIA GT. Any condition considered, must be reasonable price. Box No. 1047. [1387

SUPERCHARGER FOR HERALD 12/50-1200. Brown, 36, Woodhouse Road, Kilburn, Derby. [1388

PORSCHE 356A. Cash available. Details, mileage, price. Dr. Gray, General Hospital, Cheltenham. [1389

WANTED: BROOKLANDS RILEY or similar car for V.S.C.C. racing. Lock, 31, Witherley Road, Atherstone, Warwicks. [1390

WANTED: T.V.R. or M.G.-A f.h.c., cash. 7, Cauldwell Close, Monkseaton, Whitley Bay. [1391

WORKSHOP MANUAL, 1937 Rover 12. Derricott, 103, Tipton Road, Woodsetton, Dudley, Worcs. [1392

WANTED: M.G. TF 1500 engine spares; Laystall head, w.h.y.? Homer, 12, Willmott Close, Sutton Coldfield. [1393

ROCHDALE OLYMPIC. Must be first-class Phase II model. Exchange new sunshine Mini? Farrer, 81, Havant Road, Hayling Island, Hants. [1394

LOW MILEAGE MORGAN or something bigger and older if very good. C. P. Dawson, Butterhouse, Dobcross, Nr. Oldham. [1395

WANTED: 16-in. WIRE wheels for M.G. TC. Three needed but five considered at reasonable price. Molloy, France Lynch, Stroud, Glos. [1396

SPEEDWAY RUDGE, J.A.P., Douglas and any other Dirt Track machines or engines. Box No. 1054. [1351

ROLLS-ROYCE SILVER GHOST wanted. Tourer preferred. Over £2,000 offered for right car. Hart, 6a, Church Lane, Ormesby, Middlesbrough. Tel.: Park End 635. [1176

MORGAN +4 4-seater with TR engine. About £200 cash offered. Tel.: KNightsbridge 5911 (9 a.m.-7 p.m.). [1690

WANTED: RILEY 9 exhaust form camshaft complete with rev-counter drive spigot, high output piston-type oil pump, and Gamecock remote gear change. Pitcher, Little Ridge Farm, Baldslow, St. Leonards. Tel.: Hastings 51326. [1530

GIULIA TI. Good general condition essential. Thurner, 5, Smithbarn, Horsham. Tel.: 4701. [1544

WANTED—*continued*

WANTED: MODEL A FORD Phaeton or A-400, any year from 1928—1931. Would also like both left and right front wings for 1930 Ford Phaeton, with wheel wells. Need also front bumper, luggage rack and luggage trunk. Would like to receive wings and bumper in excellent condition if possible. E. A. Kelly, Box No. 283, R.A.F., Alconbury, Hunts. [1645

ROCHDALE OLYMPIC WANTED—Low mileage Riley 1.5 preferred, but phase 2 considered. Can exchange 1963 Austin Cooper. Box No. 1091. [1647

ASTON MARTIN DB2/4 Mk. 3 engine. W. Koby, 12, Cross Street, Reading. Tel.: 55601. Evenings Wokingham 2669. [1648

WANTED: H.R.G. non-Aero. Cash or exchange M.G. TC. Price, 9, Imperial Crescent, Doncaster. Tel.: 2345. [1649

WANTED: DB2 OR DB2/4 D.H.C. Tel.: Ashton 1113 (nr. Manchester) [1650

VINTAGE BITS. Pear-drop side lamps, rear lamp, dashboard—hand-pump, windscreen frame, horn. C.A.V. switch box and ammeter, instruments for 1921 Vauxhall. Walker, 101, Thornhill Road, Ponteland, Newcastle. [1651

SPRITE III, MIDGET II, engine and gearbox. Immediate cash. 55, St. Michael's Cres., Pinner, Middx. [1652

M.G. SPORTS WANTED—Pre-war. Any model. State condition, price. Box No. 1090. [1653

INLET MANIFOLD for a Standard Vanguard (Phase II, 4-cyl.) engine to take two 1¾ in. S.U.s. Box No. 1085. [1654

POST-WAR JAGUAR 3,500 c.c. engine, must be complete with sound accessories. R. Holmes, 112, Queens Court, Queensway, London, W.2. [1655

S.S.100 HOOD FRAME, condition immaterial. R. Holmes, 112, Queens Court, Queensway, London, W.2. [1655A

BENTLEY PRE-1930, 3 or 4½-litre tourer, mechanically sound, will not export. Tel.: Northbourne 3471. [1656

MICHELIN X or Cinturatos 5.600 × 15. Brown, 1, Main St., Woodhouse Eave. Tel.: 455 nr. Leicester. [1657

FOR 1957 SUNBEAM Mk. III. Floor-mounted gear lever conversion, also tachometer, complete. Box No. 1088. [1658

RADIOS: Blue Spot, Motorola, Blaupunkt or similar. Reasonable prices please. Tel.: FOO 6077. [1659

TWO WHEELS for Lancia Astura, 1934. McDonald, Romanno Bridge Hotel, West Linton, Peebleshire. [1660

100E TUNING MODIFICATIONS, complete engine considered. Also 4-speed box. Details—Halley, 46, Baberton Cres., Juniper Green, Midlothian. [1661

HARD-TOP TO FIT Austin Healey 100/4. Write stating condition and price to: M. B. Wood, 23, Church Street, Houghton-le-Spring, Co. Durham. [1662

VINTAGE BENTLEY 4½ Speed 6, 6½ or 8-litre. Condition must be good bodily and mechanically. Details and photographs to: Kitchin, 35, Mattock Crescent, Morecambe, Lancashire. Tel.: 20. [1663

ASTON MARTIN. Long wheel base, 1934 to 1936. Condition must be good mechanically and bodily. Details and photographs to: Kitchin, 35, Mattock Crescent, Morecambe, *Lancashire. Tel.: 20.* [1664

STARTER MOTOR and dynamo for Bugatti Type 40. Possible interest in other parts. Help appreciated. Box No. 1084. [1614

MISCELLANEOUS

JOWETT CAR CLUB. Details: N. H. Spawton, 18, Partridge Croft, Coventry, Warwicks. [1470

NUDE CLUB NEEDS new members—so do we! We cannot print what we really do, but if you have either a Fairthorpe or a Turner write to Barry Gibbs, 235, Tring Road, Aylesbury, Bucks—and find out. [1471

YOUNG AUSTRALIAN ENTHUSIAST wishes to correspond with fellow British enthusiast. Please write to Mr. P. R. Bailey, 1, Kathleen Street, East Preston N.18, Melbourne, Victoria, Australia. [1472

BUGATTI PAINTINGS, four originals, dated 1935, three colour, one black/white. £40, no offers. Tel.: LOW 5624 (Surrey). [1473

***JAGUAR W/RIM STEERING** wheel (new), £4.* Tel.: LOW 5624. [1473A

1930 PANHARD LEVASSOR, 6-cyl. manual or other information urgently required. Box No. 1013. [1474

MOTOR TUNING BUSINESS (small old established, for sale cheaply on retirement). 2,000 sq. ft. On Surrey/Middlesex borders. Rent £14 per week. £4,500 for name, goodwill, plant, tools, fixtures, etc. S.A.V. (about £1,000). Reply Box No. 1066. [1475

MOTOR BOOKS: Magazines, Show catalogues, books. List, 20, Brampton Road, Carlisle. [1476

A.C. ACE. C.L.W. crankshaft. Requires regrind. £8 to clear. Box No. 1067. [1477

TRADE U.S. CUSTOM coachbuilders' nameplates for similar British and European. Gegen, 5221 N.W. 5th St., Miami, Florida, U.S.A. [1478

YOUNG MAN, 22, Mini owner, seeks to acquire friends interested in cars. London area. Box No. 1068. [1479

ROAD TRAFFIC LAW BOOKS, 2 vols., cost £12, accept £5. Tel.: ENF 5999, or 38, Crosspath, *Radlett, Herts.* [1480

AERI AND IAER. This unique pair of registration numbers now available. Propositions invited. Rumfitt, Old Orchard, Fovant, Wilts. [1482

VOLKSWAGEN OWNERS, are you interested in joining The Volkswagen Owners' Club (Great Britain)? If so, please write for details, quoting M/S, to P.R.O., "Millstone," Hollybush Lane, Eversley, Hants. [1483

ALTA CONVERSION (Minor s.v.), good order, £22 10s. Mr. Reed, 12, Danesbury Park Road, Welwyn, Herts. Tel.: Welwyn 4107 (evenings). [1484

RLY 9 REGISTRATION NUMBER for sale. Offers to Box No. 1051. [1485

LEA-FRANCIS O.C. Annual Meeting and Driving Tests, Stanford Park, Nr. Rugby, Sunday, July 11th, 12 noon onwards. Vintage and post-war cars. Everyone welcome, Leaf owners or not. Details from Hon. Gen. Sec., R. S. G. Traves, 36, Landgate Road, Handsworth, Birmingham, 21. [1486

BOUND AND LOOSE, *Motor Sport* 1929-1956, *Autocar* 1900-1965, *Motor Cycle* 1933-1938. Manuals, catalogues 1912-1954. S.A.E. Graham, 75, Verulam Road, St. Albans. Tel.: 56670. [1487

RAILTON OWNERS' CLUB—Membership invited and extended to Hudson and Brough Superior owners. Monthly Bulletin publication. Maintenance manual. Spares Registrar. Entry application form from Antony Hyde East, Membership Secretary, 60, Chertsey Street, Guildford, Surrey. [8977

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MISCELLANEOUS—*continued*

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EXCHANGE 1965 VOLKSWAGEN 1200, red, 3,000 miles, mint condition, SP41s, and host extras, no competitions, for mint overdrive TR4, M.G.-B. Box No. 1071. [1491

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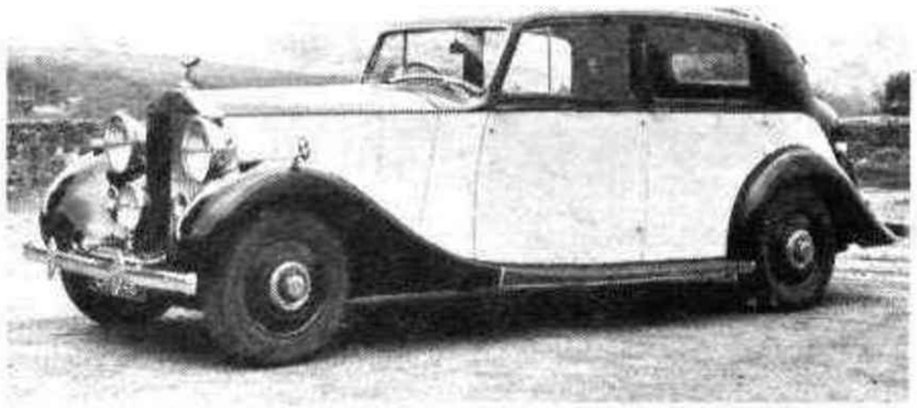
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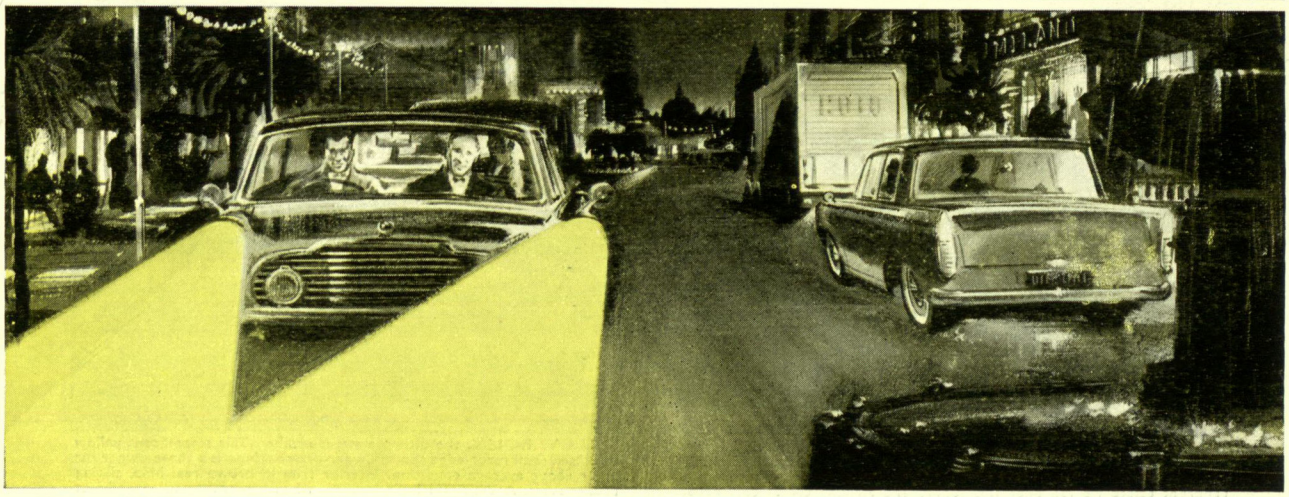
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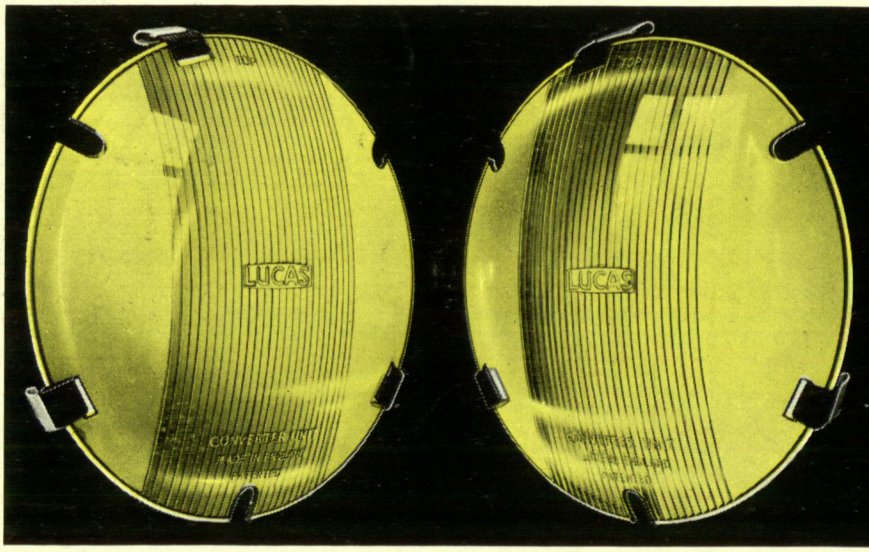
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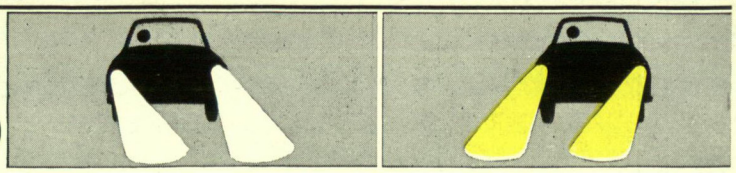


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