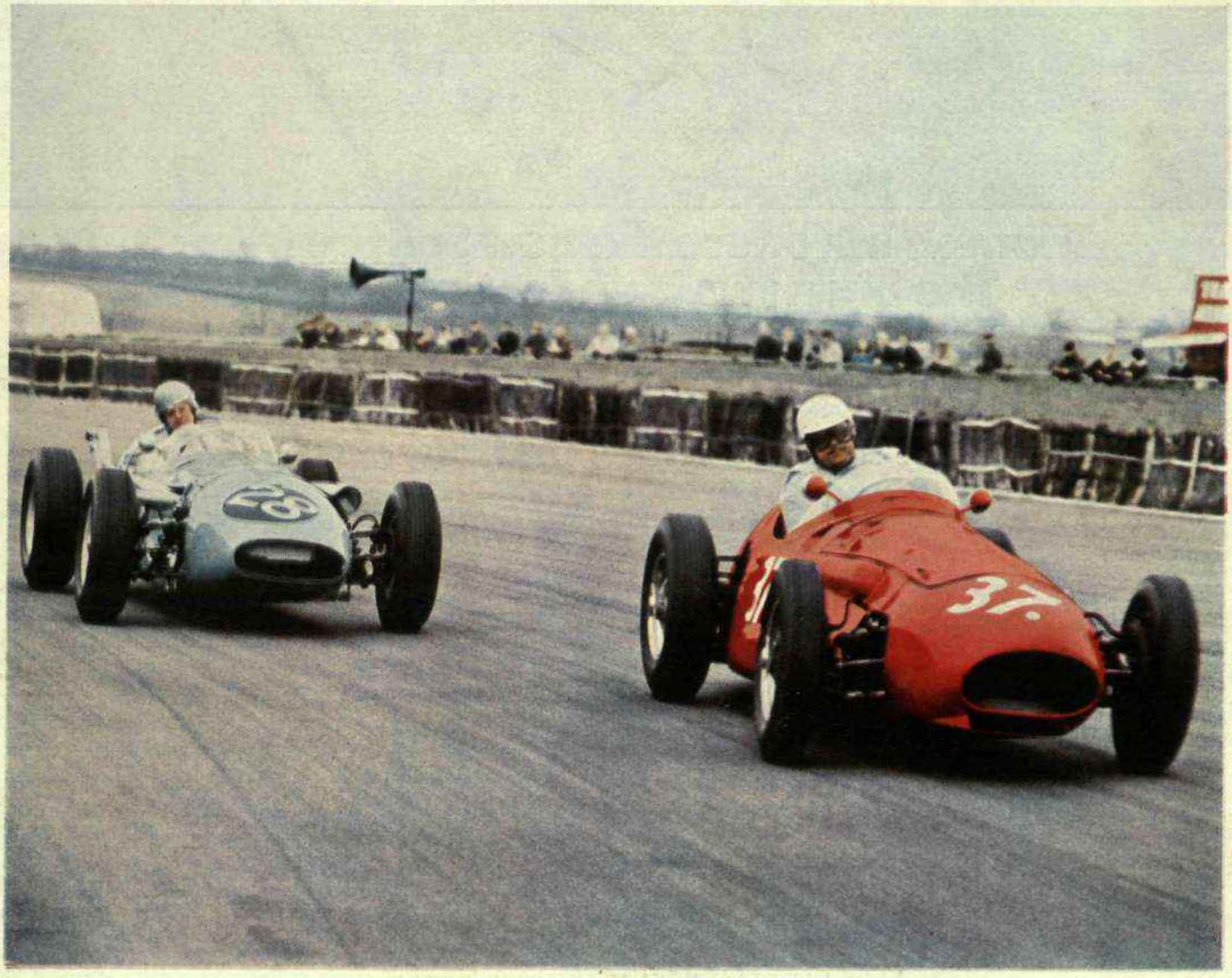
Vol. XLIII No. 6 TWO SHILLINGS June 1967

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



Triumph introduce the new Spitfire Mark 3
The big news is under the bonnet!

New 1300 engine puts the Spitfire in the 100 miles an hour class

Without adding a single inch to its inspired Michelotti shape, the Triumph Spitfire has grown into a genuine 100 mph sports car. For under the Spitfire's up-and-over bonnet there's a lot more engine. Just as remarkably accessible as before except that it's now 12% more powerful—with 1,296 cc's purring out an effortless 75 brake horse power.



Makes overtaking safer

In a crowded, 70 mph limit land, it becomes even more important to have ample reserves of power for safe overtaking. Because the new Spitfire engine has a lot of power in the critical 'middle range' between 40 and 70 miles per hour you can overtake swiftly, safely and without strain. Actual figures are: 0-50 9.0 secs, 0-60 12.5 secs. In top gear the Spitfire Mk. 3 will go from 20-40 in 10.0 secs, 30-50 in 9.5 secs and 40-60 in 9.5 secs.

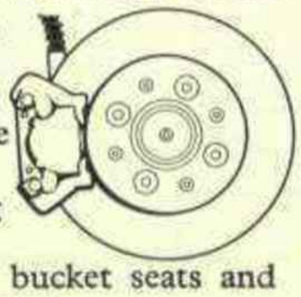
Sleek new front. Snug new hood

Subtle restyling has given the Spit a sleek new front with a raised bumper position for better protection. Overriders now have solid rubber insets. Nasty weather forecast? There's a snug new hood which you can whip over your head in *under* a minute. When not in use it stows neatly away out of sight. In the rear—a full wrap-around window.



Spitfire safety starts from the ground up

Spitfire safety is built into the car. With a sturdy steel girder chassis. With 4-wheel independent suspension. With robust front discs—self-adjusting and 9 inches in diameter. With a traffic-conquering 24-foot turning circle.



With an adjustable steering column designed to telescope on serious impact. The Spitfire also boasts twin reversing lights, sporty, 3-spoke steering wheel, wood grain veneer instrument panel, contoured bucket seats and soft padding in all the right places.

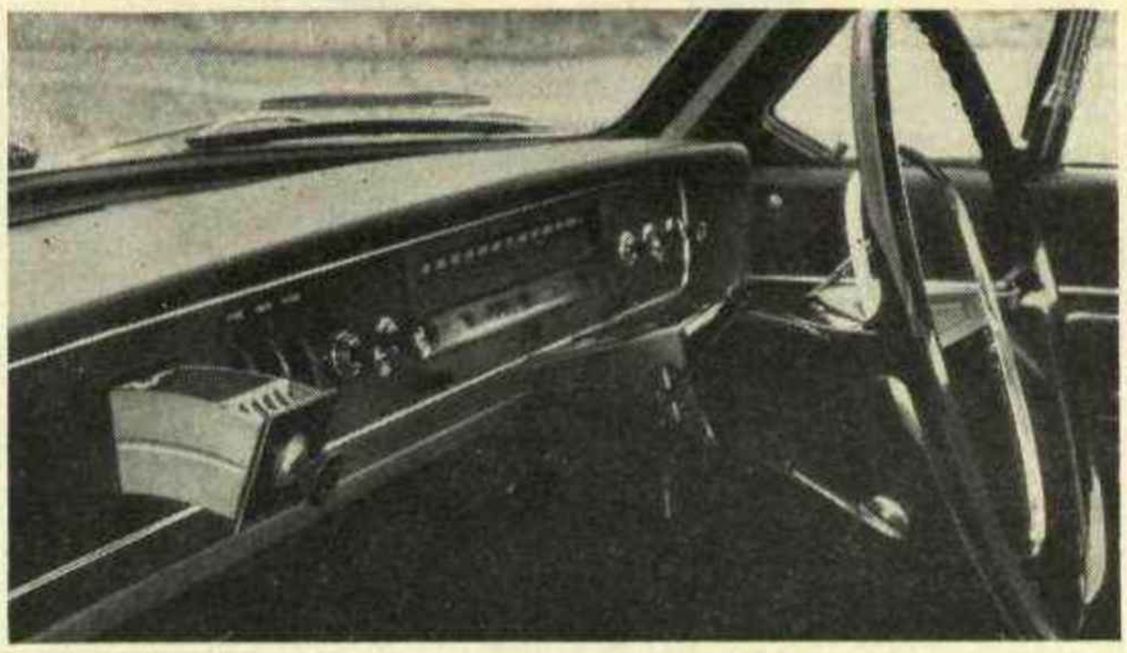
Special insurance rates for Spitfire drivers

Standard-Triumph have made arrangements with Northern Star Insurance—a leading tariff company—to provide special insurance facilities for Spitfire drivers at favourable rates. Ask your Triumph dealer all about it. Now come and discover the most exuberant Spitfire ever. £717 inc. tax. (Hardtop model £751).

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The sleek, smooth Volvo 144S is the car for people who are fussy about the things that matter, and demand thoroughness in every detail. Thoroughness for which Volvo are famous.

Volvo have put into the 144S all the care in the world. The result: it moves you fast, stops you fast with disc brakes all round. It's more comfortable than any other car of its class: it has adjustable, fully-reclining front seats designed by an orthopaedic surgeon, Thermostatically controlled heating and ventilation. Easily seats 5 people. Turning circle of only 30 ft. Compare the economy features, too: up to 30 to the gallon. Sealed for life lubrication. Sealed cooling system. Large wheels giving longer tyre life. The Volvo 144 has more safety features than any other car in the world. Such as energy absorbing front and rear ends. Collapsible steering column. Burst proof door locks. And a unique dual-circuit brake system.

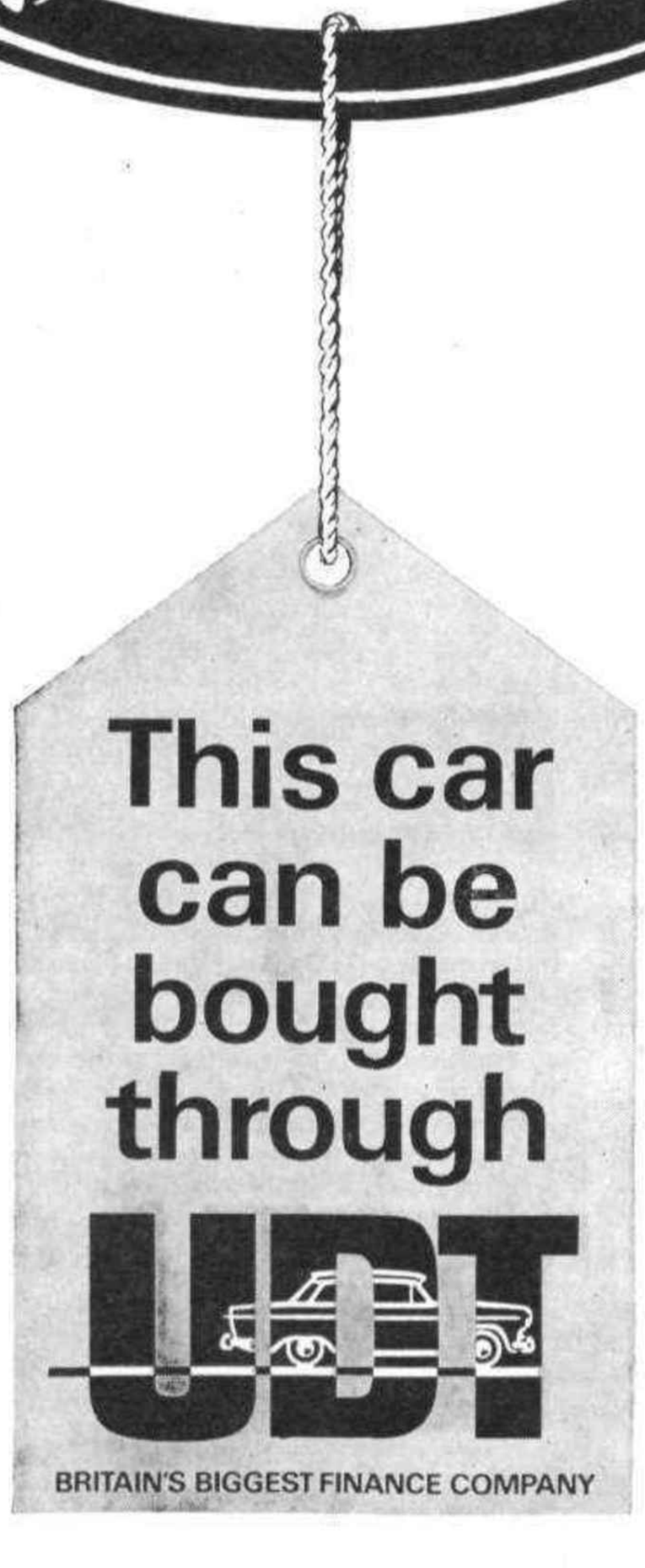
Your local dealer will be pleased to arrange a test drive. There are four models: The 144S with or without overdrive (115 BHP) and the 144 manual or automatic (85 BHP). Prices from £1,353. (No import duty – Sweden is one of our EFTA partners. Volvo, in fact, spend some £14 million each year in this country.) The 120 series (including the Estate car) and the 1800S are unchanged. Prices from £1,064. Only Volvo, with all this safety and reliability, can give you a year's free comprehensive insurance with reduced premiums thereafter!

NEW VOLVO 144

Created in Sweden with all the care in the world



For the address of your local dealer please write to: VOLVO CONCESSIONAIRES LIMITED, P.O. Box 7, Tower Ramparts, Ipswich. LONDON SHOWROOM: 26B ALBEMARLE STREET, W.1

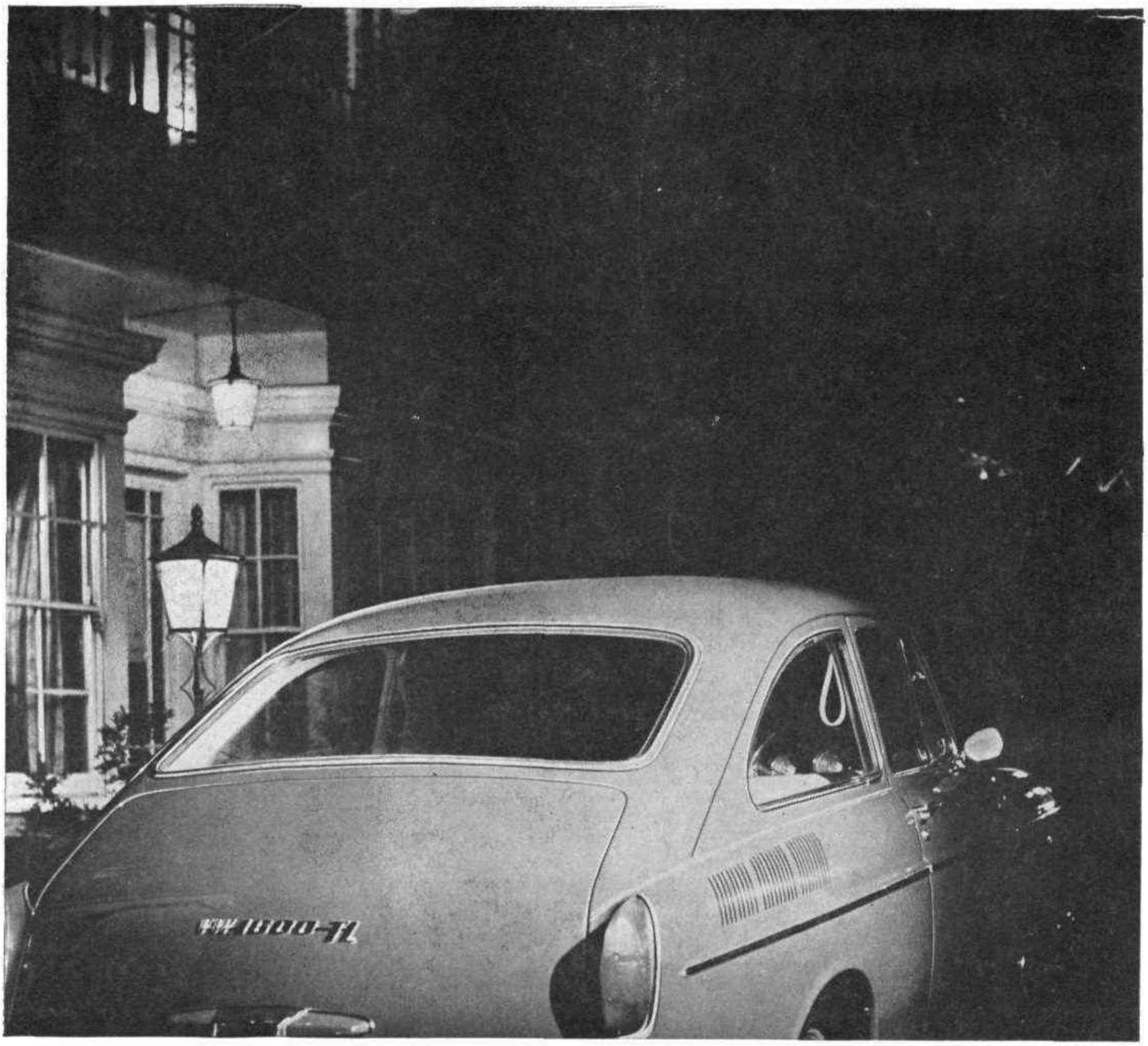


For car finance consult your local UDT dealer. He will tell you all about credit terms and the money saving UDT Tax Relief Plan. Ask him for the leaflet that explains just how he and UDT can help you.

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For this is a modern quality car in the best possible sense of the words.

You get an extremely tough air-cooled 1600 c.c. engine that's the next best thing to perpetual motion. You get disc brakes on the front. And superb independent suspension that we've even managed to improve on just a little this year.

You get a distinctive car that makes liberal use of expensive lightweight alloys. A car that's rear-engined as most racing cars are becoming. A car, in fact, that's technically modern, as opposed to cars styled modern when they're way behind the times.

Test drive the VW 1600 Fastback soon. And take your wife (or your girl friend) along.

The more you both look into this car, the more you'll both find to like.

Recommended retail price £966.12.4. inc. P.T. Test drive the Fastback at your VW dealer's and while you're there, see the 2 new Beetles and Variant estate car.

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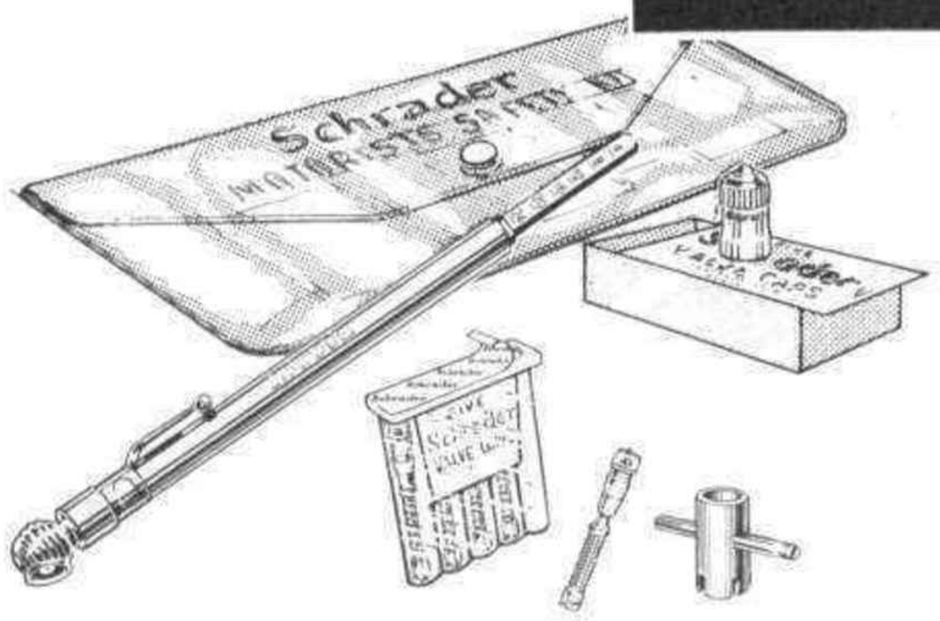
CHOOSE THE SCHRADER GAUGE FOR ACCURATE TYRE PRESSURES

A Schrader pencil type Pressure Gauge is complete in its own protective case. A Schrader gauge is worth protecting for it is the sure guide to correctly inflated tyres, so essential for perfect braking, acceleration and road-holding. The Schrader 7750T is sturdily made with a ball foot which slips easily onto the valve. The square indicating bar is calibrated 4 - 50 lb. in 1 lb. units in clear, easy-to-read figures. Choose Schrader and be sure of tyre pressures that are accurate. Look for the gauge in the special tear-off display pack.





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Here is a complete kit for the careful motorist. A neat wallet contains a pressure gauge, a valve repair tool, 5 cores and 5 caps. In one package you have the means of keeping your tyre valves in first class condition. The repair tool can be used for five different valve operations: (1) core removal, (2) repair cap threads on stem, (3) ream valve mouth, (4) repair core threads inside stem, (5) deflator.

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Terrific grip in the wet! Plus up to 80% more mileage.

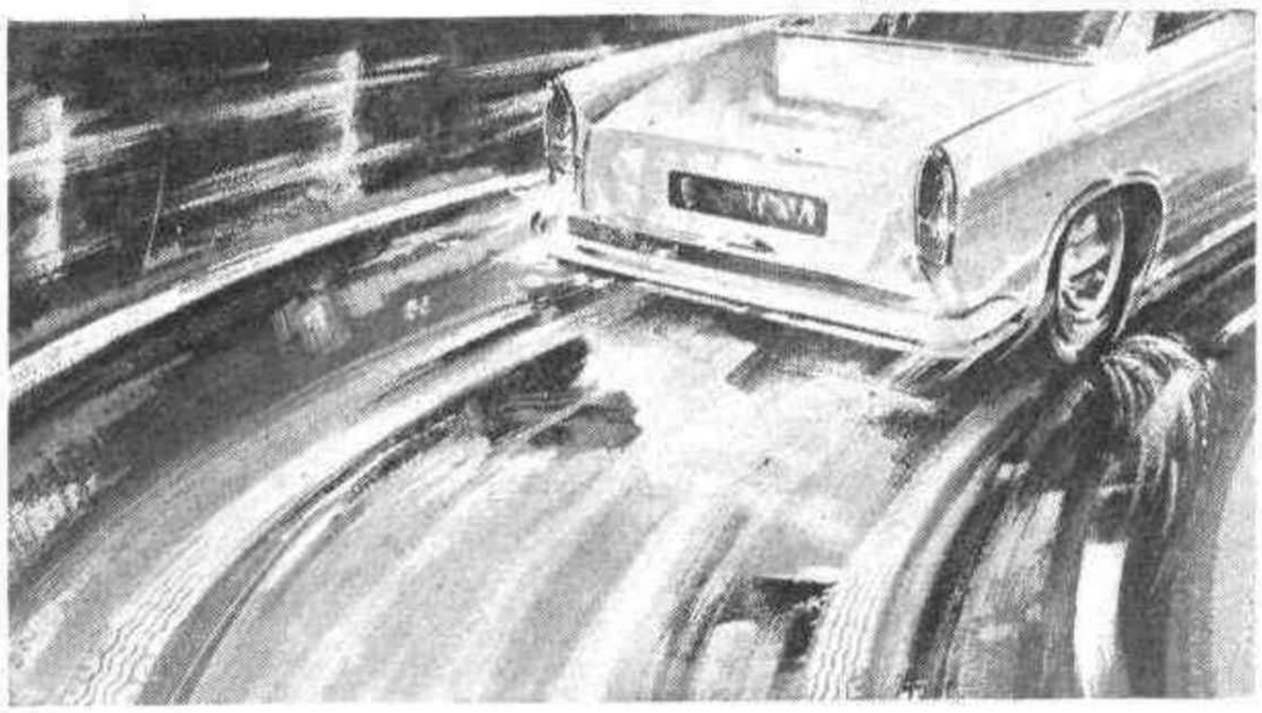
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SUPER MILEAGE
New F100 radial construction and unique Sup-R-Tuf rubber compound give much more mileage than ordinary cross-ply tyres.

PETROL SAVINGS
More miles per gallon due to less rolling resistance.



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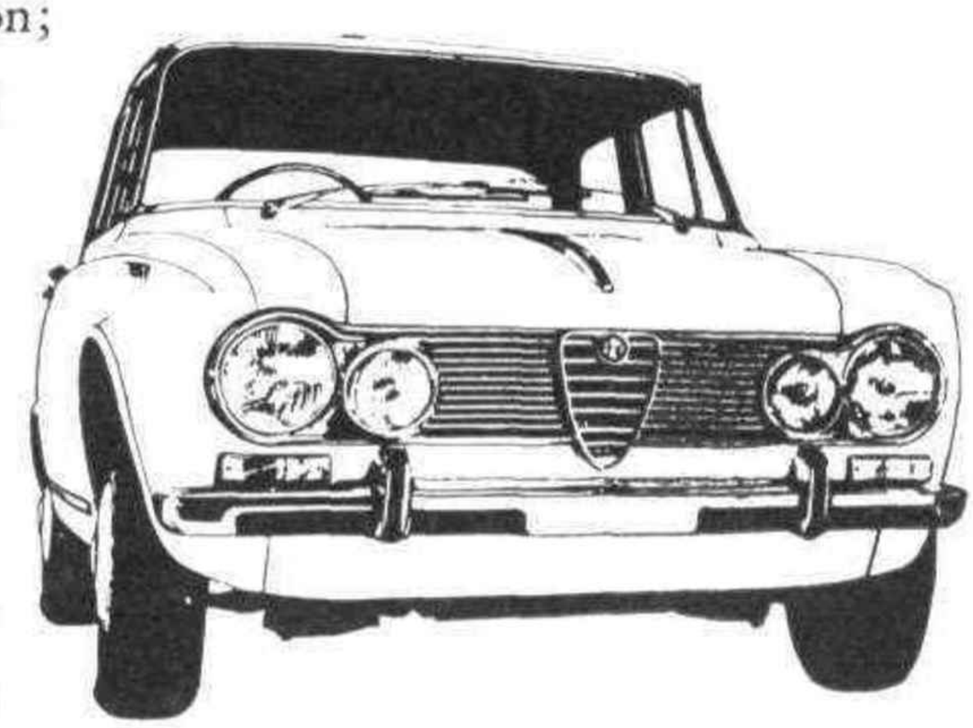
Morgan

Has it ever struck you that you (yes, you) can probably afford an Alfa Romeo?

A lot of people go around thinking that all Alfas are fabulously expensive. This one (the Giulia Super) isn't. It costs £1599·12·10.*

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Is the Giulia Super a sports car that looks and handles like a saloon? Or a saloon that handles and performs like a sports? Take one on the road— and decide for yourself.

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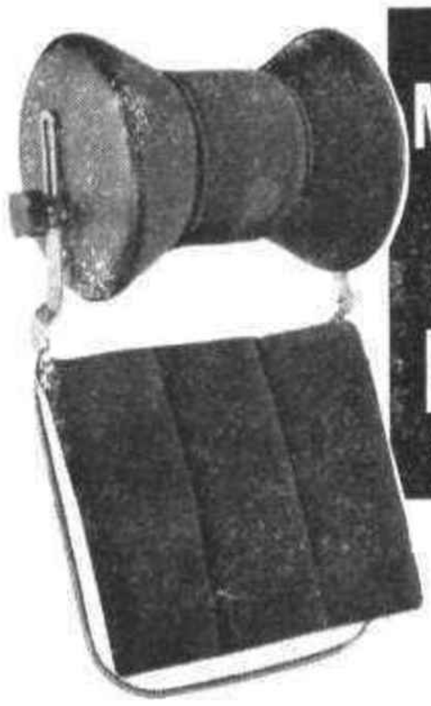
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Made in soft cloth, immensely strong, stain and water resistant, firm fitting yet simple to remove. Retail: **£3.19.6 Black, £4.10.0 Other colours**
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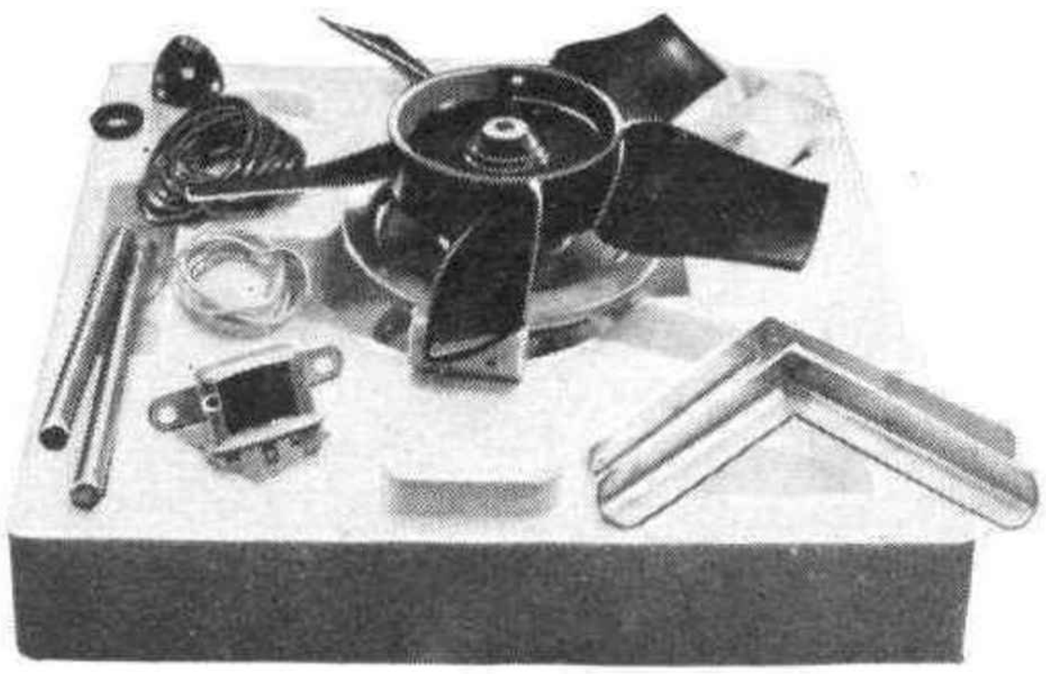
A luxury headrest trimmed in material as above but colours to follow car trims. Designed for Rover 2000, Jaguar 'S' types, 420 saloon. Made specially to fit contours of the seats. Mk. 10 or 420G.
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MOTOR SPORT

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

VOL XLIII No. 6 JUNE 1967

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

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BONHILL STREET,
LONDON, E.C.2

Telephone : 01-628 4741

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FRONT COVER PICTURE : MASERATI *v.* ASTON MARTIN.—*After a comparatively dull* F.1 International Trophy Race the historic racing cars made the spectators sit up, as Crabbe (Maserati 250F—No. 37) and Brewer (G.P. Aston Martin—No. 28) fought a race-long duel. These 2½-litre cars crossed the line almost together, the Aston Martin being declared the winner.

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MATTERS OF MOMENT

■ FORD CORSAIR 2000E *v.* THE "WINDSOR CASTLE"

There was a time when long-distance record attempts on the road were considered very good publicity value, and they included the London–Monte Carlo runs, the Cape Town record and so on. In recent years official bodies have frowned on such stunts, which is a pity. This did not stop Ford of Britain issuing lots of pre-run information about an attempt by Ken Chambers and Eric Jackson to beat the liner "Windsor Castle" from Cape Town to Southampton. They called it the "most adventurous Show-the-Flag export demonstration of 1967" and it had the backing of Castrol, Shell and Firestone. As Jackson expected to smoke 60 cigarettes a day during the drive, it is surprising they did not also have the backing of a tobacco company! The Corsair had to beat the time of 11½ days which the 37,640-ton liner normally takes for the 7,000-mile sea-crossing. Average speeds on the 4,000-mile trans-Continental run from Cape Town to Kasindi were to be held if possible to 50-55 m.p.h. The car, carrying 7 cwt. of food, water and equipment, and 50 gallons of petrol, was largely standard except for a larger fan, an oil-cooler, duralumin sump and gearbox shields, and rally-type lamps and equipment. It was emphasised that otherwise it was like any V4 Corsair that you can buy from Ford dealerships from Kinross to Kuala Lumpur. We understand that the "Windsor Castle" wasn't hotted-up in any way.



Ford sounded enormously confident about the outcome of this very strenuous and adventurous run, which, if it came off, will have taken the mickey out of Union Castle, who make the claim that, except for flying, there is no quicker way of going from Cape Town to England than in their ships—they should perhaps have added, unless you can drive like Chambers and Jackson and have a Corsair V4. It was due to start on May 10th at Cape Town and finish 9,752 miles later at Southampton on May 22nd, so by now you will know how this Ford Corsair UVW 999E fared. Whether, in fact, it is quicker by car or better to take the boat!

■ FILLING STATION FASHIONS

When we wrote in last month's Editorial that in spite of price reductions and star ratings, perhaps the girls who serve the petrol will continue to be one of the biggest factors in the sales' success of given brands, we did not know that BP, Shell and National Benzole had been busy designing new uniforms for their male and female petrol pump attendants.

BP announce new clothing for staff at their 4,500 filling stations, in all-British cloth. There are 22 variations and the girls can choose from Judy neckline blouses with three quarter-length sleeves in light yellow or grey, silver grey hip-fitting tailored skirts, slimline slacks, charcoal grey loose fitting jackets, neat dresses, dustcoats and a "Happy Harry" bib and brace with crossover straps and the latest bell-bottom trousers. There is also a jaunty jockey cap, woollen bob cap for cold weather, and a heavy pullover. Shell announce a wide range of forecourt uniforms in Continental blue and light blue, of man-made fibres. National Benzole girls can choose from cream blouse, dark blue tailored skirt, slimline dark blue slacks, dark blue jacket and dress, tailored zippered boiler suit in dark blue, white dustcoat, dark blue loose-fitting pullover, cream turtleneck sweater, with jockey cap and bob cap, largely made from Terylene cotton. BP make the point that buttons have been eliminated to prevent scratching of car paintwork.

All very new and gay. But it is what is inside the clothing that will sell the petrol!

■ BREATHALYSERS FOR BRITAIN

Public opinion about citizens' rights and liberties does not seem to matter much to our Rulers. Opinion was against breathalysers, not because any sane person would condone drunken drivers but because, with the crime-wave soaring and murder all too commonplace, the police should not be encouraged to add to the time they spend playing with radar-meters by lining up innocent motorists and forcing them to blow up little plastic bags. None of this has stopped Mrs. Castle

Continued on next page

Motor Sport Fixture List For June

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list** ★
C. = Closed Event. C.I. = Closed Invitation Event. R. = Restricted Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
June 3rd ..	Singer O.C.	Castle Combe	Chippenham	Sprint (*R.*)	13.00
June 3rd ..	Chislehurst M.C.	Dartford Heath	Dartford	Rally (*R.*)	21.30
June 3rd ..	Omagh M.C.	Syonfin	Fintona (Co. Tyrone)	Hill-Climb (*R.*)	13.30
June 3rd/4th	South Bucks M.C.	Alexander Engineering	Haddenham	Rally (*R.*)	00.01
June 4th ..	**R.A.C. West**	**Zandvoort**	—	**Dutch Grand Prix** (*INT.*)	—
June 4th ..	Lincoln & Dist. M.C.	Cadwell Park	Horncastle	Sprint (*C.I.*)	13.00
June 4th ..	Daimler & Lanchester O.C.	Alton Towers	Leek	Rally (*C.*)	13.30
June 4th ..	East Anglian C.C.	Wigborough Wick	Clacton-on-Sea	Autocross (*R.*)	14.00
June 4th ..	Liverpool M.C.	Sandhill Farm	Rainhill	Autocross (*R.*)	14.00
June 4th ..	B.A.R.C. (S.W.)	Otterwood Farm	Beaulieu	Autocross (*R.*)	13.30
June 4th ..	**A.C. di Milano**	**Monza**	—	**Race Meeting—F.3** (*INT.*)	**15.30**
June 4th ..	E.M.I. M.C.	Charville Lane	Hayes (Middx.)	Autocross (*R.*)	14.00
June 4th ..	Shenstone & Dist. C.C.	Curborough	Lichfield	Sprint (*R.*)	14.00
June 4th ..	T.E.A.C./M.S.A.C.	Brands Hatch	Farningham	Race Meeting (*R.*)	14.00
June 4th ..	B.A.R.C. (Yorkshire)	Charrington's Brewery	Tadcaster	Driving Tests (*C.I.*)	13.00
June 4th ..	Farnborough Dist. M.C./Guildford M.C. ..	Eelmore Plain	Aldershot	Rally (*R.*)	10.00
June 4/9th ..	**R.S.A.C.**	**Blytheswood Square**	**Glasgow**	**Scottish Rally** (*INT.*)	—
June 6th ..	B.A.R.C. (Yorkshire)	Harewood	Leeds	Practice Hill-Climb (*C.*)	17.30
June 7th ..	Burnham-on-Sea M.C.	Westonzoyland Airfield	Bridgwater	Driving Tests (*C.I.*)	18.45
June 10th ..	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (*R.*)	14.00
June 10th ..	Ulster A.C.	Bishops Court Airfield	Co. Down	Race Meeting (*R.*)	14.15
June 10th ..	Singer O.C.	Castle Combe	Chippenham	Sprint Meeting (*R.*)	—
June 10/11th	**A.C. de l'Ouest**	***Le Mans***	**Sarthe**	***Le Mans* 24-Hours** (*INT.*)	**16.00**
June 10/11th	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb (*NAT.*)	13.00
June 10/11th	Furness Dist. M.C.	R. W. Symonds Ltd.	Barrow-in-Furness	Rally (*C.*)	22.30
June 11th ..	Fairthorpe S.C.C.	Blackbushe Airport	Camberley	Slalom Sprint (*R.*)	—
June 11th ..	B.A.R.C. (E. Midlands)	Manor Farm, Cadeby	Market Bosworth	Autocross (*R.*)	14.15
June 11th ..	Chiltern C.C.	Studley Green	High Wycombe	Autocross (*R.*)	14.00
June 11th ..	West Essex C.C.	Whitepost Farm	North Ockendon	Autocross (*R.*)	14.00
June 11th ..	East Anglian M.C.	Technical College	Colchester	Driving Tests (*R.*)	13.30
June 11th ..	Mini Seven Club	Brands Hatch	Farningham	Race Meeting (*R.*)	14.00
June 11th ..	B.A.R.C. (S.W.)	Collingbourne Kingston	Andover	Hill-Climb (*R.*)	14.00
June 11th ..	Airedale & Pennine M.C.C.	Baitings Dam	Ripponden	Hill-Climb (*R.*)	14.00
June 11th ..	Darlington & Dist. M.C.	Croft	Darlington	Relay Race Meeting (*R.*)	—
June 11th ..	V.W. O.C.	Tweedsmuir Camp	Elstead	Driving Tests (*C.*)	12.00
June 11th ..	Yeovil C.C.	Haselbury Park	Crewkerne	Autocross (*R.*)	14.00
June 15/18th	**A.C. de Suisse**	**Geneva**	**Geneva**	**Geneva Rally** (*INT.*)	—
June 17th ..	V.S.C.C.	Oulton Park	Tarporley	Race Meeting (*C.*)	12.15
June 17th ..	Burnham-on-Sea M.C.	Castle Combe	Chippenham	Sprint Meeting (*R.*)	—
June 18th ..	**R.A.C. de Belge**	**Francorchamps**	**Spa**	**Belgian Grand Prix** *INT.*)	**15.00**
June 18th ..	B.A.R.C. (S.E.)	Rottingdean	Brighton	Autocross (*R.*)	14.00
June 18th ..	Harlow & Dist. A.C.	Overhall Farm	Sawbridgeworth	Autocross (*R.*)	13.00
June 18th ..	London M.C.	Brands Hatch	Farningham	Race Meeting (*R.*)	14.30
June 18th ..	Evesham A.C.	Long Marston	Stratford-on-Avon	High-Speed Trials (*NAT.*)	—
June 18th ..	B.A.R.C.	Silverstone	Towcester	Race Meeting (*C.*)	14.00
June 18th ..	Singer O.C.	Iver Heath	Uxbridge	Driving Tests (*C.*)	11.00
June 24/25th	B.H.R.A.	Santa Pod	Wellingborough	Drag Racing (*C.*)	12.00
June 25th ..	West Lancs. M.C.	Kirkby	Liverpool	Autocross (*R.*)	13.00
June 25th ..	Vickers Armstrong M.C.	France Farm	Blandford	Autocross (*R.*)	14.00
June 25th ..	Chislehurst M.C.	Burstow Park	Horley	Autocross (*R.*)	13.30
June 25th ..	M.G. C.C. (S.E.)	Firle	Selmeston	Hill-Climb (*C.I.*)	13.30
June 25th ..	B.A.R.C. (Yorkshire)	Harewood	Leeds	Hill-Climb (*R.*)	12.30
June 25th ..	Alvis O.C.	Alvis Ltd. to Rover Works	Coventry–Solihull	*Concours* and Driving Tests (*C.*)	10.30
June 25th ..	B.A.R.C.	Mallory Park	Kirkby Mallory	Race Meeting (*C.*)	14.15
June 25th ..	T.E.A.C.	Lydden Hill	Canterbury	Race Meeting (*R.*)	14.00
June 25th ..	North Staffs. M.C.	Childs Ercall Airfield	Market Drayton	Driving Tests (*R.*)	11.00
June 25th ..	Fiat M.C./C.O. M.C.C.	Brentford Market	Hounslow	Driving Tests (*C.*)	10.30
June 27/30th	**London M.C.**	**Fortes Excelsior Hotel**	**Manchester Airport**	**Gulf London Rally** (*INT.*)	—
June 28th ..	Dunfermline C.C.	Public Park	Dunfermline	Driving Tests (*R.*)	19.30
July 2nd ..	**A.C. de France**	**Le Mans**	**Sarthe**	**French Grand Prix** (*INT.*)	—
July 2nd ..	B.A.R.C.	Brands Hatch	Farningham	Race Meeting (*R.*)	14.30

MATTERS OF MOMENT—continued from previous page

from ordering a million of these toys. So in future British motorists may find themselves stopped so that their breath can be tested with German breathalysers which have cost us £200,000. If these go green arrest will follow, but a nicotine test comes in another colour. One hopes that all constables operating these things will have been tested for colour blindness! It is significant that these devices are not regarded as sufficiently accurate for them to be used as evidence in Court.

What is also significant is that when the *Daily Express* announced the pending issue of these foreign blow-up bags to car and motorcycle patrols of 100 British Police Forces, nowhere was mention made of roadside tests being taken by anyone other than *drivers*, a term used six times in the report. Apparently either the authorities think only motorists get drunk, or else the rights of untaxed cyclists and pedestrians are to be respected and their drunken antics overlooked.

■ MR. BASIL TYE AND THE R.A.C.

In the issue of MOTOR SPORT for February 1967, we published an article in Racing Notes under the heading "Isle of Man Activity." This article made reference to the proposed racing in the Isle of Man and the 1966 Bahamas Speed Week, responsibility for permits at which was attributed to the R.A.C. and their representative there, and a comment was made to the effect that it looked as though something nasty was going on behind the scenes at the R.A.C.

The R.A.C. and Mr. Basil Tye, the R.A.C. representative concerned, have drawn our attention to the article which we now realise reflected adversely upon them both. As a result we now wish to take this early opportunity to apologise to the R.A.C. and Mr. Tye for the comments we made, which we acknowledge went too far, and for any distress or embarrassment the article may have caused them.

■ BROOKLANDS DIAMOND JUBILEE

All roads should lead to Brooklands on June 11th, when the gates of the old, historic Track will be once again opened to the public for the Godalming Round Table rally and demonstration of Brooklands' racing cars and motorcycles. Tickets are restricted, so should be applied for immediately; those who take a chance of getting in without them may find the gates, which open at noon, soon closed against them. At least 80 famous Track vehicles are scheduled to appear (although many which should be represented will be absent), with many more amongst the 500 or so pre-1940 cars which will form a static display. The latter date from 1898 onwards and 140 of them will entertain the public by undertaking driving tests. The first racing car demonstration is due to commence at 2 p.m. Everyone not at Le Mans who enjoys the sight and sound of old racing cars will presumably want to be at Brooklands on this anniversary Sunday, so application for admission (£1 per car, proceeds to charity) should be made NOW to Godalming Round Table, Crownpits Lane, Godalming. The route out of London is down the Kingston By-Pass to Esher, after which it should be A.A. signposted.

51st TARGA FLORIO

Porsche Win Again

CEFALU, *May 14th.*

THAT Porsche won the annual dice round the Sicilian mountains was no surprise for they invaded the island in force, determined not only to win the 2-litre Prototype class but also the overall classification. For this purpose they had three new cars with the 910 type of space frame chassis and fibreglass bodywork, fitted with 2.2-litre versions of the horizontally opposed 8-cylinder air-cooled engine that dates from their abortive Grand Prix days, now much improved and running on Bosch fuel injection. The drivers for these cars were Mitter/Davis, Herrmann/Siffert and Hawkins/Stommelen. In the 2-litre Prototype category and also acting as "back-up" cars to the 8-cylinders, were three 910 cars with 6-cylinder fuel-injection engines, driven by Cella/Biscaldi, Neerpasch/Elford and Maglioli/Schutz, the last two being so tall that they had to run with the roof of the cockpit removed. Ferrari sent one 330P4 car for Vaccarella/Scarfiotti, an open model said to be the Daytona-winning car, and an 18-valve, fuel-injection Dino V6 for Klass/Casoni. They loaned their "apprentice driver" Williams to a private team to drive with Venturi in a 12-valve carburetter Dino V6. Backing up the works P4 against the Porsche team was the Filipinetti 330P3/4 driven by Muller/Guichet, while in opposition to everyone was the 2F Chaparral that raced at Spa, complete with "wing," driven by Phil Hill/Sharp, an entry that was admired by everyone for its sporting attitude of "Hell, let's have a go at the Targa Florio while we are in Europe."

The Scuderia Autodelta were out in force with an entry of four Tipo 33 cars, challenging the Porsche team strongly and also in the running for an overall win. These were driven by de Adamich/Rolland, Bonnier/Baghetti, "Nanni Galli"/Giunti and "Geki"/Todaro, and were all of the standard V8 engine, 6-speed gearbox pattern, with large air intake above the open cockpit. All the other classes were pretty poorly supported, though there were three of the new 2 o.h.c. 4-cylinder Fiat 124 Sports taking part. British entries were "sporting" rather than "competitive" and comprised two B.M.C. entries, one an M.G.-B hard-top and the other a special lightweight M.G.-B GT coupé with overbored engine of 2,004 c.c., the first driven by Hedges/Poole and the second by Hopkirk/Makinen. The "dayglow" works Austin Healey was driven by Aaltonen/Baker and a private Sprite by Wheeler/Davidson, Epstein and Dibley had the former's Mk. III Lola-Chevrolet coupé and Worswick and Bond had one of the former's collection of ex-works Austin Healey 3000 "iron sports cars." There were five Renault-Alpines competing, all entered by Regie-Renault, ranging from a production Group 4 coupé 1300 through an R8 with Gordini twin-cam engine to the 1½-litre Group 6 Prototype car.

This year the Friday practice was obligatory and times were recorded for everyone, whereas in previous years practice was optional, but even so the race was run in the usual way of starting the small cars first and everyone going off at 20-second intervals as from 8 a.m. on Sunday morning. The practice day was blazing hot and most drivers contented themselves with one lap, so that by midday everyone had had enough. Needless to say, Vaccarella was fastest in 37 min. 12.4 sec. in the P4, closely followed by Scarfiotti (who had been training with a Fiat Dino coupé) in 37 min. 53.6 sec. Gunther Klass having left the Porsche team after a dispute proceeded to "needle" them by making third fastest time with the works Dino Ferrari (38 min. 13 sec.) while Leo Cella was next and faster than all the other Porsche drivers on his first outing with the German team (38 min. 34 sec.). Then came Phil Hill with the Chaparral in 38 min. 39.6 sec. and of particular interest was de Adamich with an Alfa Romeo 33 in 38 min. 46.4 sec. However, the Alfa Romeo team were not too happy as two of their cars broke the front suspension and another broke in unofficial practice so a wire-cable "safety device" was fitted for the race, to catch the hub and stop it breaking away completely! Also the gear-change mechanism was not all that could be desired. Apart from these troubles they were certainly going fast.

All the week the weather was superb and Sunday was no exception, the sun burning down on the 72-kilometre Sicilian mountain circuit making it very warm work for the drivers, especially those in the works coupés. Racing the Targa Florio does not call for "aerodrome type" driving, on the limit of adhesion and with scientific exactitude but calls for sufficient speed and stamina to stay ahead of the opposition and above all else the ability to stay on the road and not make too many mistakes or break the machinery. It is a driving challenge rather than a racing challenge and you cannot see the opposition for it may have started 20 or 40 seconds ahead of you, or the same distance behind you. A driver just has to drive as hard and safely as he can, especially in the opening laps. Providing neither driver did anything silly it looked a foregone conclusion for the P4 Ferrari and all round the circuit there was wild enthusiasm for the local star Nino Vaccarella and everywhere were signs saying "Viva la P4." It was Vaccarella who led on the opening lap, followed by Mitter (8-cylinder Porsche) and Muller (Ferrari P3/4), but on the second lap there was a gentle "crunch" right in the middle of the village of Collesano as the P4 slid into a low stone wall on a 25-30 m.p.h. hairpin and broke both off-side wheels and the front suspension. Vaccarella had "goofed" and you could almost feel the hush that fell over the circuit as the locals realised their hero was out of the race before it had really started. Little Herbert Muller from Switzerland, who won last year, took the lead on lap 2 with a record lap in 37 min. 09 sec., for Mitter's 8-cylinder Porsche also failed to complete the second lap, ending up in a ditch. In the 2-litre class the situation was no better, for Klass led de Adamich by one second, but his enthusiasm also got the better of him and he struck the end of a bridge on the second lap.

Just as it was getting under way the race seemed to have fallen apart at the seams with three of the top runners derelict by the roadside. The Herrmann/Siffert 8-cylinder Porsche was in trouble with its gear-change and Hawkins was not really in his stride with the third 8-cylinder car. The 2-litre Porsches could not match the pace being set by de Adamich and the Alfa Romeo 33, and Phil Hill was being careful with the Chaparral as the team only have two cars in Europe and cannot afford to bend one before Le Mans. Muller continued to dominate the race until he handed over to Guichet, but meanwhile Hawkins was under way and had caught the leading Alfa Romeo but Cella was not far behind. On the third lap Bonnier had suffered a suspension breakage, as expected, and he toured back to the pits with the left wheel trailing and "Nanni Galli" was in trouble with misfiring on his Alfa Romeo. After the two drivers had each done a lap the Lola broke its Hewland gearbox and had been having oil surge problems so it was withdrawn and the standard M.G.-B was off the road. With Guichet not going as fast as Muller in the leading Ferrari, and Stommelen keeping up the pace that Hawkins had set, the 8-cylinder Porsche was closing on the P3/4 Ferrari and equally there were changes in the 2-litre class, for Schutz had taken over from Maglioli and was gaining on the leading Alfa Romeo as Rolland was not lapping as quick as de Adamich. The rest of the runners in the 2-litre class were having a hard time keeping up within 10% of the leaders and in the other classes entries were so small that it was a question of the survival of the fittest. The Ford France GT40 of Schlesser/Ligier retired when the former bent the front suspension on a rock, leaving the class to their second car driven by Greder/Giorgi. Journalist and Goodyear P.R.O. man Cahier and ski-champion Killy were leading their GT class with a 911S after the Buchet/Garant 911S Porsche dropped out and Maglioli's young brother was leading the all-Lancia Fulvia GT class.

By the time Muller got back into the Filipinetti Ferrari, it was behind the Stommelen/Hawkins Porsche, and equally Schutz was ahead of Rolland, but Muller had not completed his seventh lap when their was a horrid grinding from the ZF gearbox/axle unit and he limped back to the pits to retire, leaving the 8-cylinder Porsche in the lead. The 2-litre Porsche and 2-litre Alfa Romeo made routine stops but both broke down on the eighth lap, the Italian car with broken front suspension and the German car with a suspected broken gearbox, so now the other two Porsches took over second and third places and the Chaparral was a slow fourth. At least it was still all in one piece, but on its ninth lap Sharp, who was driving, felt it begin to weave about when a rear tyre picked up something off the road and began to deflate. By the time he had stopped the tyre was a mangled mess and as the

Continued on page 485

ANTELOPE "KNOCKS OUT" SIMONIAN IN E.A. SAFARI

Natural hazards fail to halt Ford/Castrol triumphs

Nairobi, March 27th

SEVERAL hundredweight of hartebeeste (locally known as kongoni) cost Jack Simonian his late-won lead in this year's Safari. Jack's Cortina beat Bert Shankland's 404 into second place as dusk fell on the penultimate day of the rally, and by supper-time in Nakuru he was six minutes ahead.

Bounced off road

But later in the night a kongoni trotted out of the darkness straight into his path. Simonian swerved, and the speeding Cortina bounced off the road and out of the lead.

Stone-throwing spectators

The Safari is tough enough as it is without the danger of stones being hurled at competing cars by spectators along the route. This outbreak of hostility, apparently sparked off by high entrance fees on the starting-ground, resulted in several arrests—and a cut lip for one competitor.



A kongoni, snapped during a practice run by none other than Simonian himself. "It has a nasty look in its eye" says Jack, convinced it's the *kongoni.*

BMC BREAKTHROUGH IN "TULIP"

Castrol smooths the way over tough Dutch Roads

The 19th International Tulip Rally, always highly popular with British teams, proved a triumph for BMC/Castrol cars. Timo Makinen was winner for the Touring class in his Mini, with BMC team-mate Rauno Aaltonen



just behind him in second place. Run through some of the most beautiful—and punishing—country in Europe, the Rally yielded BMC 2nd and 3rd placings overall and the team prize.

RESULTS

FORD/CASTROL

RESULTS
E.A. SAFARI
23-27 MARCH 1967

FORD
OVERALL PLACINGS

2. V. PRESTON
(Lotus Cortina)
3. P. HUGHES
(Ford Cortina GT)
4. J. SIMONIAN
(Ford Cortina GT)

FAVOURITE DISAPPEARS INTO DITCH

Another casualty of the Safari was 'Softly-Softly' Söderström's Ford, which was leading strongly in the early stages of the race. The car shot at 90 m.p.h. through some unexpected roadworks and disappeared neatly into an enormous hole. When the dust settled the suspension was found damaged and Söderström retired from the rally.

LATEST

Much speculation aroused during past month by spectacular trial performance of John Surtees in Lola – Aston Martin T 70 Coupé. Car's lubrication is by Castrol. Lola, third fastest car on Test Days, strongly fancied if going is wet.

BRITISH SALOON CAR CHAMPIONSHIPS

Three rounds of this Championship have been held so far at Brands Hatch, Snetterton, and Silverstone on Easter Monday (it snowed—spinning cars were a major hazard!) Significant successes have already been recorded by Castrol-lubricated cars, including two successive wins in the 1,000 c.c. class by current champion John Fitzpatrick in his Broadspeed Anglia.



A Broadspeed Anglia.

PADDY'S IRISH LUCK HOLDS

'Twas the fifth Circuit of Ireland for Paddy Hopkirk this year, and the veteran Emerald Isle driver lost no time in leaving everyone behind. "It was more like the Monte than the Circuit" said Paddy afterwards, "What with heavy snow and gale-force winds." He led from the first stage despite running out of petrol driving on a wrong road: the luck of the Irish held, and he found an isolated filling station in the nick of time. By the time the prizes were awarded on Tuesday evening Hopkirk was halfway across the Atlantic to Sebring, with the congratulations of BMC and Castrol still ringing in his ears.



NEW MG WINS AT SEBRING "FIRST TIME OUT"

Excellent BMC/Castrol results

Sebring, April

A steely sky and warm, windy weather, and restless plumes of dust hung over this year's Sebring preparations heightening the usual air of anticipation before a big race.

Anxiously awaited was the MGB GT of Paddy Hopkirk/Andrew Hedges making its first appearance on the world racing scene. Paddy quickly set about proving the astonishing performance of this Castrol-lubricated car, moved into 11th place overall. Timo Makinen and John Rhodes, in another MG, zoomed in an easy second in the 1,300-2,000 c.c. GT class. The amazingly rapid Sprite of Aaltonen: Baker won the 1,300 c.c. Sports Prototype class event. All BMC entries used Castrol oil; its exclusive "Liquid Tungsten" ingredient showed amazing resistance to the abnormal stresses and temperatures of endurance racing.



A Winning Oil!

Major international rallies are the proving grounds of a great oil like Castrol. See what it can do for your car's performance —and how it keeps wear right down!

CASTROL

BRITAIN'S MOST SUCCESSFUL MOTOR OIL

CONTINENTAL NOTES

AFTER the victory by the Ford "Mirage" in the Francorchamps 1,000-kilometre race the question a lot of people were asking was "What is a Mirage ?" Put into simple terms it is an improved Ford GT40, but not improved in the same way as a Mark II or so radically redesigned as a Mark IV. It will be recalled that when Ford first started in European racing they took over Eric Broadley and his Lola project and gradually developed that design into the 4.7-litre Ford coupé that eventually went into limited production as the GT40 and was homologated with the F.I.A. as a Group 4 sports car (50 examples built in 12 months). The building of the prototype cars was done at Slough, west of London, by Ford Advanced Vehicles under the direction of John Wyer and this firm also built the Group 4 Ford GT40s sold to the racing fraternity and other private owners. F.A.V. also ran a customer service, giving assistance at the more important races. Meanwhile the Mark II Ford was being developed from the basic design of the Mark I, the principal change being the installing of a 7-litre Ford V8 engine. This called for a stronger gearbox, bigger drive shafts, larger brakes, wider wheels and so on and so on until the 4.7-litre Mark I or production GT40 had little in common with the 7-litre Mark II. Concurrently an entirely new project was under way which was the J-car that appeared at Le Mans test week-end in 1966 and which used a bonded honeycomb material for the chassis and had little in common with the Mark II other than the 7-litre engine. This project became the Mark IV that is being raced this year. The Mark III is an improved road-equipped version of the GT40, such as you or I might buy for everyday use.

Last winter Ford Advanced Vehicles came to an end as a subsidiary of Ford U.S.A. and J. W. Automotive Engineering was formed by John Wyer and John Willment, keeping the same staff and factory and continuing with the building and supplying of GT40 cars and parts, as well as undertaking other projects. One of these is the Ford "Mirage" which was commissioned by the Gulf Oil Company who wanted to run a racing team. Last year the Essex Wire Company of America did the same thing and Wyer and his workers looked after the three GT40 cars run by that group. Gulf wanted something more sophisticated than a Group 4 sports car, that at best could only hope for a class win, so J. W. Automotive Engineering came up with the "Mirage." The basic chassis is a GT40 but it is built to a lighter specification and being in the Group 6 prototype class any little details could be altered and improved while they were working on the chassis. The basic 4.7-litre Ford V8 engine was used at first, later enlarged to just over 5 litres and at Spa they had a 5.7-litre engine, which is another series of Ford engine altogether. An entirely new body was designed, taking full advantage of the Le Mans regulations and the car looks very similar to the Mk. III Lola or the Mk. IV Ford, both of which adhere to a "Le Mans pattern." The main advantage in the new body shape is a reduction in frontal area. A name other than Ford GT was needed for this project and "Mirage" was decided upon as it was easily pronounced in all normal racing countries, especially France for Gulf had their eye on Le Mans. While John Wyer and his men looked after the design and construction, David York took over team management, having looked after the Essex Wire Team last year.

At the Le Mans test week-end the cars made a promising first outing and after that they ran at Monza where only Ferrari 4-litres were superior and then at Francorchamps, with the 5.7-litre engine in the new car, only Chaparral was superior in practice, while in the race and rain, the "Mirage" notched up its first victory. The most significant thing about that race was the fuel consumption of the 5.7-litre "Mirage" for it went much farther than the works P4 Ferrari and the Chaparral on a tankful of fuel. This could well put the "Mirage" in a strong position for a Le Mans victory, for it obviously has nearly the speed of the big works cars and could go through with two less stops. The cars are painted pale blue with an orange stripe on the centre line and are a most interesting development project.

* * *

While on the subject of Group 6 cars and long-distance racing it might be as well to sort out the Ferrari situation. Last year the factory team ran 4-litre cars in open and closed form, known as P3. The V12 engine had 4 overhead camshafts with inlet ports in the centre of the vee and the exhaust ports on the outside in an orthodox 2-valve-per-cylinder arrangement. Coupled to this was a Ferrari 5-speed gearbox with the rear disc brakes mounted "inboard" on each side of the gearbox. Suspension followed what is now orthodox Grand Prix practice and the chassis frame was a mixture of stressed skin and tubes. For this year the P4 was introduced which was a logical development of the P3, the engine still being a 4-litre or Type 330 by Ferrari designation of the capacity of one cylinder, and it still had 4 overhead camshafts, but there were 3 valves per cylinder, two inlet and one exhaust and the inlet ports, fed by Lucas injection, were situated between the pairs of camshafts. This new engine was coupled to a new Ferrari 5-speed gearbox and the rear brake discs were moved outboard to the hubs, with suitable alterations to the suspension members. A lower and smoother bodywork was fitted, either open cockpit or coupé. The P4 is essentially a factory team car for this year and certain private owners were sold improved versions of last year's P3 cars. Outwardly these cars look like P4 cars, having the same coupé bodywork, but they differ mechanically for they have the 1966 type 4 o.h.c. engine, with carburetters feeding the inlet ports in the vee of the unit, but they have the P4 suspension improvements and the P4 outboard brake discs, and the gearbox is a 5-speed ZF unit. In consequence they are not P3 cars, nor are they P4 cars, as the factory team cars, so have to be termed 330 P3/P4. As with the Ford "Mirage" these 1966/67 Ferraris seem to be less thirsty than the works P4 cars and not lacking much in speed, so their chances at Le Mans are also high. They are run by various Ferrari agents or supporters of long standing and there are four of them, a bright yellow one for the Equipe National Belge, a red and pale blue one for Ronnie Hoare and his Maranello Concessionaires in London, a red, blue and white one for Luigi Chinetti and his North American Racing Team, and a red and white one for the Swiss Scuderia Filipinetti.

* * *

From things past and present to things of the very near future brings us to a magnificent document from Ford (England) entitled "First ever Ford Formula I Engine" in which is described in great detail the 3-litre V8 engine that Keith Duckworth and his Cosworth Engineering firm have designed and built for use in the 1967 Lotus Grand Prix cars to be driven by Clark and Hill for Team Lotus. At the time of writing the first engine is expected to be at Zandvoort on June 4th, in the new Lotus Grand Prix car, and, knowing the abilities of Duckworth, Costin and Chapman, it should be a most interesting newcomer to the Formula One scene. The 1,600 c.c. Cosworth-Ford FVA engine was the beginning of this joint project, which is to culminate in the 3-litre Grand Prix engine. In November 1965, with Coventry-Climax having given up racing engine production, Ford agreed to spend £100,000 on an engine project for the exclusive use of Team Lotus, the work to be done by Cosworth Engineering and for it to take a two-part form. A 4-cylinder Formula Two engine was initiated, to be available to other constructors and the result of this was to determine the second part which was the Formula One engine for Lotus. We have already seen the remarkable success of the 16-valve FVA engine, so it is not unreasonable to expect similar results from the 3-litre V8 and certainly no one will underestimate any of the men involved in the project. In view of the financial size of the project Ford quite rightly insisted that Team Lotus had a number two driver who could support Clark to the full, which is the reason that Graham Hill was signed up for he is a number one driver and Team Lotus are now stronger than anyone.

It is refreshing that a big manufacturer is giving such support to Grand Prix racing and more so that they are prepared to disclose all the details of the new power unit long before it has even appeared at a circuit. Some manufacturers are reluctant to disclose any details of a new engine or car and seem to think that someone will rush away and copy them. This is a ridiculous outlook for anything that appears in the paddock must be obsolete as far as the Research and Development department are concerned for you do not design engines and cars overnight, and twelve months is good going from initial drawing board work to an appearance at a race track. If you are going about the job properly then during that twelve months you are working on development and new designs for the next twelve months. Any really competent racing design team will tell you that what they have in the paddock is not secret, but what is being built for the next race, or what is on the drawing board for next year, is secret. Racing people who make a big fuss about letting you see what they are using at a race are usually those who have no "forward thinking" projects on the go and are just hoping some bright idea will turn up and are afraid that you will find out that they have run out of ideas.

When the new 3-litre V8 Cosworth-Ford engine appears, at Zand-

voort we hope, there will be no mysteries for Ford have told us all about it. What they have not told us is the line of development on which they are going, in order to keep the engine in front and to increase the output from the initial 380 b.h.p. at 9,000 r.p.m. to well over 400 b.h.p. The engine is a 90-degree V8 all-aluminium unit of bore 85.7 mm. and stroke 64.8 mm. giving 2,993 c.c. capacity. Compression ratio is 11 to 1 and four valves per cylinder are used, in pairs at an included angle of only 32 degrees. The four overhead camshafts are driven by a train of gears from the front of the crankshaft and operate the valves through piston-type tappets. The inlet ports are in the vee of the engine with the exhaust ports on the outside and there is a single 10 mm. sparking plug in the centre of each combustion chamber. A 12-volt Lucas transistor ignition system is used and Lucas fuel injection system, both ignition and fuel metering units being in the vee of the engine and driven from the timing gears. On each side of the crankcase are oil and water pumps and these are driven by a single long cog-belt drive in triangular form. As the engine will form part of the stressed structure of the car, lugs are cast into the front for attaching it to the bulkhead behind the driver's seat and at the rear for attaching the suspension members.

While appreciating the desire of the Public Affairs Staff of Ford (England) to provide everyone with as much information as possible it is a pity that their copy-writers do not know a bit more about motor racing. They say " Previous designs have always called for the engine to be carried within a space-frame or a monocoque body. Now for the first time the power unit will be the strength section of the car. Both the body and rear suspension are hung around the engine." Have they not looked at an H16 B.R.M. or the first of the monocoque V8 B.R.M. cars, or the Lancia D50 and various other cars that never reached completion ? The interesting thing is that up to now no one has made a 100% success of this principle of using the engine as a stressed member, but Chapman could prove the exception to the rule. Then there is the description of the layout, whereby the shortness of the engine allows space for a large fuel tank ahead of the engine and behind the driving seat, as if this was master planning by Duckworth. In 1933 Dr. Ferdinand Porsche designed the Auto-Union racing car with its fuel tank in the same place and for the same reasons of minimum change of weight distribution. Another part of this epic reads " It was not until 1959 that Jack Brabham won the World Championship for Britain in a Cooper and since that historical date British cars or drivers have remained unchallenged." A dogmatic and sweeping statement if ever there was one. In 1958 Mike Hawthorn was World Champion driver (in a Ferrari) and Mr. Vandervell's Vanwall cars won the Manufacturers' Championship for Britain, or are memories really that short ? All that Brabham and his Cooper with the Coventry-Climax engine did in 1959 and 1960 was to carry on the good work that Hawthorn and Vandervell did in 1958.

If Clark and Hill and the Lotus-Cosworth-Ford V8 drive the opposition into the ground in the same way that Moss and Brooks did with the Vanwalls, for Tony Vandervell's personal pleasure, then I shall be delighted and I hope that in nine years' time I will not forget it.

* * *

Just twelve months ago when I was at the Lamborghini factory at St. Agata, near Bologna, there was only one Miura in existence and a lot of people still considered it to be a Motor Show gimmick. The Miura is the very low two-seater coupé with the V12-cylinder engine mounted transversely behind the cockpit, the 5-speed gearbox being integral with the crankcase so that all the gears, from the camshaft drive train to the final drive train are all running in the same plane, with no need for right-angle gear drives or crown-wheels and pinions. At that time work was proceeding on the finalising of the detail design, especially as regards the engine/gearbox unit, with a view to production. When I was there recently there was a production line of six or seven cars on the go, some twenty had already been delivered and a new factory was being completed so that a re-organisation of the present one could take place and make room for an extension to the output of the Miura, the production for the next two years having already been ear-marked. The amount of detail design work that has gone on is formidable, for it involves not only the details of the car, but also of the machine shop and machine tools, such as the jigs and fixtures for boring the camshafts and for machining cylinder lines in groups of three. Lamborghini makes most of the mechanical components of the car, having despaired of getting satisfactory service from many specialised suppliers. The machine shop is an engineer's delight and the work on the combined cylinder block and gearbox/final drive casting is fascinating. One of the problems with a mid-engined coupé is luggage space and on the Miura it is solved by building a compartment into the hinged tail that covers the engine unit, so that it is completely insulated from the mechanical components and the lid opens like any sports car and forms the extremity of the bodywork. Another interesting point is the row of tumbler switches, for lights, etc., which hang down from a panel in the roof. With the modern reclining driving position it is becoming increasingly difficult to reach forward to switches on the instrument panel so that the positioning in the centre of the roof panel makes good sense.

A year ago the Lamborghini Miura seemed to be a dream car, but it is now well in production and power units were being assembled in impressive numbers for such an advanced and complex machine. In Italy it sells for about £800 more than the orthodox front-engined 2+2 coupé, so it is not surprising that many people are interested in this new form of travel.

* * *

In France the racing world is agog with the news that Matra are planning a Grand Prix car and especially that the Government are loaning them a vast sum of money for the project. The agreement is that if the project is successful the money must be paid back, but what is interesting is the definition of successful. It is not a question of Matra winning Grand Prix races, but whether the results of their efforts in Grand Prix racing bring them improved business in the commercial world. In other words, if the commercial profits of the large Matra concern increase as a direct result of their racing successes then the Government want the money back. If they win all the Grands Prix races but show no rise in overall profits then they need not pay the money back. What we would describe as being " on indefinite loan." It is hoped that the engine will be undergoing tests by the end of the year and the car will be ready to start at Monaco 1968, and it is thought that the engine design is already well under way. It is likely to be a 12-cylinder engine, but not a " double up " of a V6 engine recently announced by a small French tuning firm, nor, it is reported, is the long-awaited B.R.M. " customer " engine.

As regards the chassis Matra have shown in Formula Two and Formula Three that they know most of the answers already and a lot of Formula Three drivers who have been trying to catch Jaussaud and Pescarolo will tell you that the Frenchmen only win because the Matra handles better than a Brabham or a Lotus. It could be that the two Frenchmen are better drivers, but that is another story. Unlike some French racing efforts in the past the Matra must be taken seriously for it has technical and material facilities far beyond the reach of some Grand Prix teams, and they have the personnel to use the facilities.

* * *

In closing I must record, with deep regret, the death of Lorenzo Bandini, after the crash at Monte Carlo. Bandini was not over-popular with a lot of people because he was very Italian in outlook and everything he did was for Italy and Ferrari. In this polyglot world of present-day motor racing he was an exception, with this insular attitude, but I always admired him for it. He may not have had the skill of a Clark or a Surtees but he had a courageous attitude to his profession of racing driver and always did his absolute best. I recall the time when he had his first drive in a works 12-cylinder sports Ferrari, on the difficult Pescara circuit. It was his " moment of truth " for he could either win or do something foolish with his first really powerful car. He won. At the Nurburgring he drove an old V8 B.R.M. for the Centro-Sud team and made a faster practice lap than the works drivers with the latest factory cars. He did not blind himself with science, he just thrashed on with courage and enthusiasm. Another pleasing aspect of Bandini was his mechanical aptitude, which he demonstrated only two days before his fatal crash. He made a mistake in practice and broke the Ferrari steering. Instead of leaving the derelict car by the roadside, as most drivers would, and walking back to the pits, he found some baling wire, borrowed some pliers and effected a splendid jury-rig that enabled him to drive the car slowly back to the pits. His attitude was " well, of course, the mechanics want it back to see what I have broken."

There has been much criticism of the way the accident at Monaco was handled, but it has come from people who were not on the spot or were not involved with the organisation. There are bound to be criticisms of the handling of any accident, and accidents will always happen in racing, but let us hope that those whose responsibility it is will deal with the matter and not be influenced by onlookers who may not know the full facts and especially photographers and film people who make a profit from such unhappy incidents. Bandini will be missed by us all.—D. S. J.

TULIP RALLY

GENERAL CLASSIFICATION

1st :	V. Elford/D. Stone (Porsche 911S) (GT)	3,432.0 marks
2nd:	T. Makinen/P. Easter (B.M.C. Cooper S) (T.)	3,478.3 ,,
3rd :	R. Aaltonen/H. Liddon (B.M.C. Cooper S) (T.)	3,491.4 ,,
4th :	B. Waldegard/L. Helmer (Porsche 911) (T.)	3,495.7 ,,
5th :	J. Vernaeve/M. Wood (B.M.C. Cooper S) (T.)	3,558.5 ,,
6th :	W. Gass/G. Frey (Porsche 911) (T.)	3,579.8 ,,
***7th** :	D. Friswell/C. Nash (Lotus Elan) (GT)	3,787.7 ,,
8th :	A. Krause/J. Brecheisen (Renault Gordini) (T.)	3,834.7 ,,
9th :	R. Slotemaker/R. Gorris (B.M.W. 2000 TI) (T.)	3,864.2 ,,
10th :	P. Harper/D. Pollard (Sunbeam Rally Imp) (GT)	3,916.2 ,,

* Amateur prize.

AS EACH of the 17 rounds in the European Rally Championship appears one can see changes in format as organisers struggle to please the increasingly professional competitors who are, at the same time, decreasing numerically. Changes in format mean tighter road sections, particularly during the night, while presentation changes include the abolition of co-efficients or marking on other comparative bases. The past two *Tulpen Rallyes* have seen drastic revisions. After Rosemary Smith's Imp won in snowy 1965, organiser Piet Nortier did away with the class-improvement system of marking and put everybody on "scratch" timing, fastest man to win. Despite the exciting battle last year between the Minis and Lotus-Cortinas, when Aaltonen beat Elford in group 2 and Makinen just beat Soderstrom in group 1, the 18 tests proved monotonously boring for the professionals though interesting for the hordes of amateurs out on their one international rally of the year. So, determined to please, the committee included some 200 km. of *selective* sections this year set at 70 k.p.h. Seven of these were to be on a loop to the south of Geneva in the Savoie region.

However, some late snowfalls made French police request route changes, so the loop was turned into 19 separate short sections, all set at 60 k.p.h., and with all time controls craftily situated at the foot of a pass. Although the best passes were deleted the minor ones can still prove "uncleanable" at 37.5 m.p.h. even to the best, for it only needs a puncture or some other small delay and those three or four minutes in hand are gone. So it was, and only 12 of the 183 starters managed to clean the Annecy-Rumilly loop, most of the damage being done by an unexpected patch of ice in the 90° left tunnel on the *Col de Croix-Froy*.

The latest format can be quoted a fair success for if the route didn't exercise the professionals that much, it really had the amateurs breathless, even though most managed to finish. Vic Elford's Porsche 911S set a hot pace from the outset and kept the lead all the way down to Annecy, over the usual Tulip tests in the Ardennes, Luxembourg and the Vosges. Of the *selectives*, only the *Lac d'Alfeld* (3.5 km. of the descent from the Ballon d'Alsace to Sewen) proved extra tough, with only Elford and Makinen (1293 Cooper S) cleaning it. It could be seen on the way down that the three works Minis of Makinen, Aaltonen and Belgian Julian Vernaeve were playing "tortoises" to the group 3 "hares" of Elford, Hanrioud and Zasada, while at the same time battling with the group 2 Porsche 911 cars entered by Swedish Scania Vabis for Waldegard and Ake Andersson. The latter has just left Saab, and the Porsches in the Touring category were developing 165 b.h.p., only some 25 less than the 911S models running in the GT section.

Both Hanrioud and Andersson crashed on the Croisette test before Annecy, then Elford lost three minutes in the icy tunnel but kept his excursion a secret to the finish. The route back from Rumilly was much the reverse of the route down. Makinen was going like the wind and nearly eliminated himself when a piston began chewing up oil rings. However, with a very soft plug fitted for the last test at Zandvoort, he finished just 45 seconds behind Elford, who incidentally had damaged his suspension in an excursion on the *Route de Mont* hill-climb, so conceding just one fastest time.

Aaltonen held off Waldegard's Porsche and Vernaeve, who always excels on the Tulip, just beat Wilfried Gass' semi-works Porsche 911 for fifth place, so the team prize went to B.M.C.—or should it be B.M.H.? With the lack of any other fast cars like Alfa Romeo, Ford or Lancia the rest of the field dissolved into the various class battles. The only works Renault Gordini 1300 demised with a blown head gasket but Krause's privately-entered car managed to beat Slotemaker's B.M.W. 2000 TI and Lambart's Opel Rekord 1900. Pat Moss-Carlsson suffered the agony of stripping the Saab V4's driveshaft splines on the start-line of the first test but went on to win the Ladies' Prize when the *Sun*-sponsored Cooper S of Carol Tyler shed its dynamo pulley. Andrew Cowan drove extremely well in the 875-c.c. group 2 Imp only to lose a wheel yards from the finish of the penultimate test, the stub-axle having sheared, but Peter Harper saved Rootes' face by hurling his Rallye Imp to third place in group 3, not that far behind the Lotus Elan of David Friswell, the best amateur entry.

Even with its new look the Tulip is still a battle of power-to-weight ratios and one wonders if next year will bring yet another change in format. It is on this sort of rally that one would really like to see in action my idea put a couple of months ago, that the European Championship might benefit more and mean something more if it was run for group 5 prototypes only, with all the other competitors running for separate class awards.

AUSTRIAN ALPINE RALLY

GENERAL CLASSIFICATION

1st :	S. Zasada/J. Dobrzansky (Porsche 911S)	2 hr. 02 min. 58.4 sec.
2nd:	L. Jonsson/L. Ericsson (Saab V4)	2 hr. 03 min. 50.6 sec.
3rd :	R. Bochnicek/G. Pfisterer (Citroën DS21)	2 hr. 04 min. 56.3 sec.
4th :	D. Lambart/H. Vogt (Opel Rekord)	2 hr. 04 min. 58.2 sec.
5th :	K. Reichel/D. P. Pohl (B.M.W. 2000 TI)	2 hr. 07 min. 50.0 sec.
6th :	R. G. Schachinger/M. Stepany (Volvo 122S) ..	2 hr. 09 min. 42.8 sec.
7th :	W. Roser/B. Andrieu (1300 S Gordini)	2 hr. 10 min. 23.1 sec.
8th :	A. Hallgren/R. Eriksson (Saab V4)	2 hr. 10 min. 34.7 sec.
9th :	W. Weiner/J. Loos (Citroën DS21)	2 hr. 10 min. 44.4 sec.
10th :	L. Wiener/A. Wiener (Glas 1304 TS)	2 hr. 11 min. 14.6 sec.

National Team Prize : Sweden (Jonsson/Ericsson, Hallgren/Eriksson, Blomqvist/Blomqvist).

WITH seventeen events in the European Rallies Championship calendar it stands to reason that several of these will suffer with a lack of entries, and I don't really mean quantity-wise so much as quality. Works teams can't possibly attend every event nor do they want to, which could be either that they don't sell cars in that country, or more probably because the competition budget doesn't allow them to.

Of all reasons the date factor was the one which effectively strangled the entry list on the 38th *Osterreichische Alpenfahrt*, it being incidentally the oldest rally in the calendar having been conceived in the "post *voiturette*" days of 1910. Last weekend's Acropolis Rally (last weekend's that is if you've bought your M.S. promptly !) took most of the energies of the works teams. In fact while the mild panic over the military coup was on, several "names" entered the luckless O.A.M.T.C. event but scratched just about a week beforehand when the rumour that all special stages were to be designated high-speed target zones was quashed !

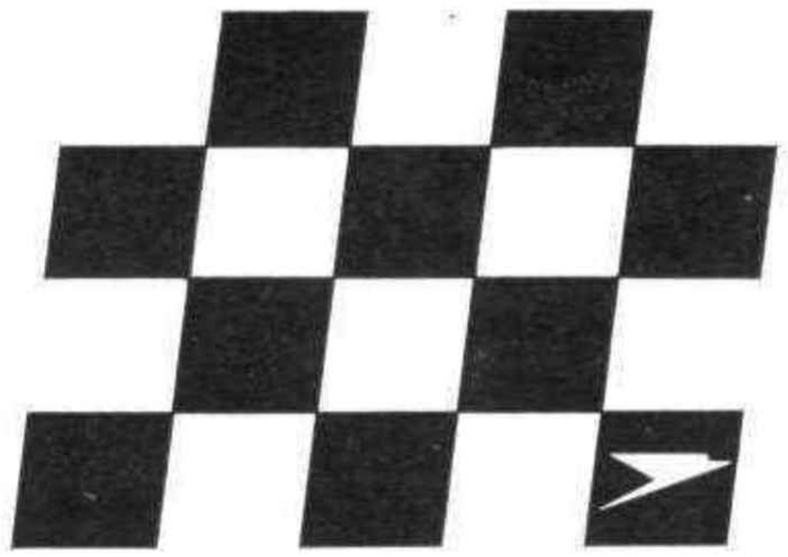
Joking aside, the *Alpenfahrt* does have an unfortunate date with it, being just after the Tulip Rally as well. Indeed an application will be made for it to be moved deeper into the summer for 1968. It can't be held earlier because most of the passes remain closed until quite late and in fact the very high Solker Pass, a favourite special stage, was still snow-blocked.

Especially as this was a very much improved Alpine, brought much in line with modern trends, such as "scratch" timing and prize monies, it was a pity that only 66 crews made the start at the picturesque town of Velden in South Austria's Karnten district (Corinthia), but still, those that did faced 1,100 miles in thirty-two hours of interesting if not over-demanding route (road sections have to be set at 55 k.p.h.) broken into two parts and interspersed with eleven stages over 100 miles of unmade roads.

The first part, which started on the Wednesday midnight, was a 27-hour long trek eastwards along the Jugoslavian border, past Klagenfurt, and then northwards in the direction of Vienna: three tests on the western side of the capital and so back south to Velden *via* the classic Turrach and Solker regions.

Nineteen hours rest later came the "third" night. Only 32 crews were left to face this five-hour dash over the Wurzen Pass into Jugoslavia's jagged Dolomites, over the two equidistant and highly exciting stages, finally returning *via* the Loibl Pass tunnel to Velden. Dust and navigation problems were the two main hazards, since over 50% of the route lay on un-tarred surfaces and the continuously choking dust curtain probably contributed as much to the "wrong-slotting" as did the not quite precisely accurate enough road maps.

The results show Porsche winning their third championship event. The *Tulip* and the *Lyon-Charbonniere* went to Bedfordshire's quickest



The teams lining up for the BOAC International 500 Race at Brands Hatch, on Sunday July 30, spell out an exciting day!

ALFA ROMEO	LOLA
ABARTH	LOTUS
FORD	BOAC VC10
FERRARI	MIRAGE
PORSCHE	MG
CHAPARRAL	MATRA

One of them, however, may not qualify.

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post-master, Vic Elford, but semi-privateer Sobieslaw Zasada scored this time. The Pole had crashed his own 911 S on the Tulip so Huschke von Hanstein kindly loaned him Hanrioud's ex-Monte and Tulip " S ". It wasn't quite the runaway victory though for three other crews made the main running, each being defeated by various circumstances, however. Zasada wasn't quite happy either since his suspension was lopsided. Also the 185×15 Dunlop M & S (German version of the SP44s) were rubbing in the wheelarches and the smaller size 165s had to be used on the rear as they are anyway on the front. Dr. Bobby Pilhatsch, local rally champion, set the searing pace but came to grief halfway through when a side-slide into a solid boulder loosened the transverse bar to which the front mounting points for the trailing radius arms are attached and the rear wheels began " bogeying." Pilhatsch had been vying with Walter Roser, an ex-Steyr Puch exponent making his return to the Austrian rally scene after a year's absence and he really was the hero of the event for four fastest, five second and one third fastest times went to his credit. The eleventh time disappeared when a wire jumped loose on the distributor and he lost fourteen minutes on a special stage, setting him back to seventh overall instead of easy victor.

Four Swedes attended in Saabs, two in V4s from the factory (Arne Hallgren, Lasse Jonsson) and two private Monte Carlo 850s (Torsten Palm, Stig Blomqvist). Jonsson showed more of his promising Swedish rally form and ended up second after getting lost for three minutes.

The only factory cars there were the Skoda 1000MBs and the East German rally winning 1,000 c.c. Wartburgs AWEs. The only crew to attend from England (Lyndon McLeod/Attis Krauklis) was put out quite early on when the Mini-Cooper S's battery cable welded itself to the exhaust.

* * *

Stop someone on the street, and you'll probably find that even if they have just the slightest interest in motoring they will be able to tell you that Jack Brabham was World Champion racing driver last year in Formula One and, then, they might even be able to tell you that he's Australian and uses Goodyear tyres. The question is why would most people be able to tell you this, and the answer lies deep in the realms of advertising. Anybody or anything that has had the slightest connection with the team effort will have forced the point home and, of course, the National press, radio and TV will have followed close behind. Marvellous, just what is needed, for these advertisers pay to support and without that immense help Jack would have been appreciably longer in climbing the proverbial hill. This is just one championship, but the example is there—the trade supports only in the hope of success!

The F.I.A. have approved twenty-six other such championships, but what do we hear of those others? The enthusiasts among us might search for the various hill-climb reports, or the results of events in the *Challenge Mondial* (Le Mans, Sebring, etc.), but tragically the largest single section of motoring sport, namely rallying, has assumed complexity beyond usefulness in its championship, the E.R.C. Usefulness to whom? None other of course than the aforementioned trade, who are always keen to participate in any form of what I call natural or " success " publicity, this being a favourite communication medium with their customers—us, you and me!

More people in Europe take an interest or get involved in rallying than they do in racing and karting, a fact which is especially true in Scandinavia and of late the Iron Curtain countries.

But, and it's a very big but, they—meaning the trade—must have something worthwhile to tell us, and as B.M.C. set such a scorching record in 1965 and '66, with seven outright wins in the former and six in the latter year, nothing short of complete success is advertisable. Here, then, we can move on to the main point, which is that the European Rally Championship should take on some of the significance that the F.1 Championship has and then the patient supporters would at least gain new interest, and perhaps the " refined " works teams would consider re-entering the fray.

We have at the moment in rallying six championships. One each for cars of Groups 1, 2 and 3. The ladies have a prize and so does the new idea of a best National team (only Sweden and Austria interested so far), while the R.A.C. offer their *World Rallye Trophy* as a manufacturers' prize.

Last year nobody took much interest in the E.R.C. until the closing stages when one or two people made quick point-gathering forays. The final positions showed the Swede Nasenius in control of Group 1 with his Opel Rekord, Zasada's " clockwork mouse " Steyr-Puch 650TR took Group 2 and the German Klass ran away with Group 3 in a Porsche 911s. The ladies' award went to Rosemary Smith and the Rallye Trophy to Ford. There wasn't a National Team Prize last year, neither was there a Manufacturers' Team Prize. Those results dribbled through and ended up of no publicity use to anyone, since no one car or driver could be acclaimed " best " or " first."

Now, two years ago when there were less than a dozen events a rule was made that there should not be more than twelve qualifying rounds to count, from which the seven best scores only would be taken. To accommodate the seventeen current events the present idea of letting only two Groups count on each rally was evolved. That is eleven each on Groups 1 and 3 and twelve on Group 2. It is fairly obvious also that each country had some say in which groups it was to run bearing in mind local conditions, *e.g.*, they just don't have that many Group 3 cars in Scandinavia!

The first step to be taken in the right direction will come into force for 1968. This will be the splitting up of Europe into four regions, each having four rallies with one region having five in it; the split hasn't yet been decided. In each region two of the events will count for the new drivers' championship and the other two for the manufacturers' championship. Ignoring the odd event, this effectively means eight events in each championship, with the best five scores being counted. The same points system will be kept as, unfortunately, will the three championships, but in 1969 the events will reverse roles. Manufacturers, who at the moment are losing interest in supporting the series will have a much more concise programme to follow, for they can either promote a certain driver or go all out to capture the manufacturers' cup. This might have the desired effect of a more equal spread of entries in the lesser Internationals, none of which can be dropped, incidentally, for the F.I.A. suffers rather like the United Nations!

Quite neatly this brings me on to the next important point, uniformity. Already during the course of this season we have seen four events change their format slightly to get in step with modern trends, which means a higher ratio of stage miles to liaison miles or if this is impossible, more varied and tight road sections as behind the Iron Curtain in the Polish and Czech rallies. Nevertheless, the results will always favour the most powerful cars, especially on classification-deciding hill-climbs, but publicity can still be made from results gained. One only has to look to Rootes and DAF for proof. Times on tight road sections or selective sections should be sensibly handicapped, as with the French Alpine idea of taking previously known times and then pruning, which would all help the smaller cars.

One or two other aspects need to be looked at. For example, it will never be possible, or desirable for that matter, to get all events to exactly the same format, but in order to equalise their severity, some coefficient, calculated from the ratio of starters to finishers, stage distance, surfaces used and mileage thereof, etc., etc., might prove beneficial—something akin to the *Shell Berre Challenge* points system. Incidentally, Vic Elford and David Stone are well ahead in that particular French competition at the moment.

Perhaps yet another way would be to grade drivers by experience and past results, as G.P. drivers are. National clubs would be responsible for the detail work and upkeep of records, and a G.P.D.A. of rallying might well be a good thing. This incidentally springs to mind as a good cure for the age-old organisers' headache of how to attract private owners without making it so attractive that thinly disguised works people turn out in their droves. In fact, a classification of " works," " semi-works " (*i.e.*, assisted or someone who has had some assistance), and " the rest " would stop organisers having qualms about making the route too tough for non-serviced privateers to figure in the results—they would be running in their separate classes or categories.

On uniformity some other aspects that need brushing up are scrutineering procedure, special stage timing, the publishing of regulations, standard entry forms and the rest, because after all nearly all the Internationals are run on an amateur basis, and although many of the clubs have managed to become exceedingly professional, so others still need much internal re-organisation.

So, although in days gone past factories may have entered rallies for development purposes, today's production cars undergo all major design and development in the laboratories, the rallies now being used mainly as advertising promotions, although of course much is still learnt from the " field " lessons.

The manufacturers want publicity, and so let us hope that 1968, and indeed the rest of this season, will re-arouse interest and that International rallying might gain some status instead of being six championships in twenty-seven.—A. E. A. K.

The Audi Super 90

THE Super 90 is a more urgeful version of the original Audi 70, the car Volkswagen have concocted out of the former Auto-Union-D.K.W., with Mercedes four-stroke engine. Using a British industrial process, Audis are assembled at Auto-Union's Ingolstadt works, which is 70% VW owned, at the rate of 350 a day. This latest version has 18 additional b.h.p. The engine is the best part of the car—smooth, quiet until it is really revving, prompt to commence on auto choke, and giving very good acceleration, from quick step-off to a s.s. ¼-mile in 18½ sec. It has been condemned in some quarters as notoriously thirsty but I got 27 m.p.g. from 4-star petrol and virtually no oil had been consumed in 425 miles.

The handling does not match up to this fine Heron-head 10.6 to 1 c.r., 90-b.h.p. engine, perhaps because it is mounted far forward and 62½% of the weight is over the driven front wheels. The steering becomes very heavy under strong understeer when cornering fast with power on, the four turns lock-to-lock are emphasised by an out-of-round wheel, and the 13 in. Metzeler cross-ply tyres howl all too readily. Fast open corners are happier terrain for an Audi than tight bends. The ride is pitch-free but lurchy. The steering-column gear-change has been improved but I did not like it. The brakes, inboard discs in front, are very powerful and progressive. The bonnet has to be propped up and the prop came off on the test car.

The Audi in this form is a 100-m.p.h. car, impressively engineered and beautifully (VW) finished. There are fully-reclining, comfortable front seats, although I prefer something smoother than the cloth/plastic cushions. Instrumentation is very simple (no odometer trip or decimal readings), with accurate Vdo clock, a combined temperature and fuel gauge, and l.h. stalk for turn indicators which, flicked, controls daylight-flashing or night-dipping of the powerful Hella lamps. The unlockable cubby just takes a Rolleiflex, boot and fuel filler have to be unlocked by key, the boot is enormous, but the imitation light-



grained wood of facia and decor is unfortunate—as someone said, like sitting in a coffin—in a modern, rather " tinny " car. Front passengers liked the generous seat area and leg-room. For a car aimed at " executive " motoring the heater controls are far too stiff and the rubber knob for the two-speed wipers is most unpleasant to use, but in torrential rain no water entered the car.

There is quite a lot of good detail and the appearance is impressive, with the four-rings Auto-Union insignia on the radiator grille. With better handling and a floor gear-lever I would be quite partial to this unusual German car. It costs £1,194 0s. 3d. inclusive of duty, and a sun-roof can be had for £59 6s. 1d. extra.—W. B.

51st TARGA FLORIO—*continued from page 477*

spare was for the front and not interchangeable he could do nothing but retire from the race. The third of the Alfa Romeos went off the the road with Todaro at the wheel, and the fourth one was spitting and banging its way round with something wrong in the ignition system.

Porsche were now in full command in the first three places, having been challenged on all fronts but having beaten the opposition down, and in fourth place was the old Dino Ferrari of Williams/Venturi, the last of the Maranello hopes. Hawkins was driving the last four laps in the leading car and was beginning to suffer from the noise and the heat and was losing concentration, but a violent bout of sickness made him feel better and he completed the tenth lap of the Targa Florio to win by 1½ kilometres, having eased up considerably on the last lap, having plenty in hand. His co-driver, young Rolf Stommelen had driven laps 4, 5 and 6, splendidly on his first time out in a really fast works car. In third place was Neerpasch and Elford, the Rally driver taking part in his first serious motor race and making a fine impression, as he has been doing in small-time saloon car racing with a Porsche 911.

It had been a Porsche day all round and the local populace streamed down off the mountains still rather bewildered at Vaccarella making such a silly mistake, but the feeling all over was that there was always next year. The Alfa Romeo 33 team had made a very good impression in their first European race and no doubt Porsche will be keeping a wary eye on the red cars from Milan. Another Targa Florio was over and everyone was hot and dusty, weary and tired, but it is always worthwhile and everyone will be back in 1968 for the 52nd Targa Florio.—D. S. J.

Results :

51st TARGA FLORIO—10 laps—72-kilometre circuit—Very hot

* **1st**	P. Hawkins/R. Stommelen (Porsche 8-cyl. 2.2-litre)—	6 hr. 37 min. 01 sec.—108.811 k.p.h.	
* **2nd**	L. Cella/G. Biscaldi (Porsche 6-cyl. 2.0-litre)	718.559	kilometres
3rd	J. Neerpasch/V. Elford (Porsche 6-cyl. 2.0-litre) ..	712.709	,,
4th	J. Williams/V. Venturi (Ferrari Dino 2.0-litre)	676.021	,,
* **5th**	H. Greder/J. M. Giorgi (Ford GT40)	654.958	,,
6th	H. Herrmann/J. Siffert (Porsche 8-cyl. 2.2-litre) ..	648.000	,,
* **7th**	B. Cahier/J. C. Killy (Porsche 911S)	600.176	,,
* **8th**	A. Girardini/Z. Filippi (Lancia Fulvia HF)	594.382	,,
9th	E. Worswick/R. Bond (Austin Healey 3000)	592.310	,,
* **10th**	R. Restivo/" The Tortoise " (Fiat 124 Sport)	583.793	,,
11th	D. Margulies/R. Mackie (Porsche 911S)	579.995	,,
12th	C. Maglioli/M. Crosina (Lancia Fulvia HF)	576.000	,,
13th	" Bigum "/B. Gusma (Alfa Romeo GSS)	575.772	,,
14th	M. Facea/" Opicina " (Porsche 911S)	572.838	,,
15th	" Ramon "/G. Rigano (Lancia Fulvia HF)	564.726	,,
16th	" Anphicar "/G. Garofalo (Lancia Fulvia HF)	548.989	,,
17th	" Harca "/" M. P." (Fiat 124 Sport)	533.370	,,

* Class winners.

There were numerous other competitors still running when the winner finished his 10 laps who were not classified as they were more than 10% behind their class winner, even though they were in reality around eighth or ninth overall. Among these were Munari/Andersson (Lancia Fulvia HF Special), " Nanni Galli "/Giunti (Alfa Romeo 33), Wheeler/Davidson (Austin Healey Sprite), Hopkirk/Makinen (M.G.-B Special). Equally, other competitors were included in the class results even though they had abandoned out on the circuit during their last lap or had retired at the pits. A confused result for those who did not win overall or win their class, which after all should have been the prime objective.

Fastest lap : H. Muller (Ferrari P3/4), on second lap in 37 min. 09 sec. (*new record*).

MONTAGU MOTOR MUSEUM (BEAULIEU) FIXTURE LIST

June 4th	Mercedes-Benz Car Club Rally.
June 18th	Citroën Car Club Rally.
June 24th	Morris 8 Tourer Club Rally.
June 25th	Court Solent Car Club Rally.
July 2nd	750 Car Club National Austin 7 Rally.
July 16th	Classic American Auto Club Rally.
July 22nd	Helicopters' Rally.
Aug. 6th	Austin-10 Drivers' Club Rally.
Aug. 20th	Graham Walker Memorial Run.
Aug. 20th	M.G. Car Club/T Register Rally.
Aug. 27th and 28th ..	Fire Engines Rally.
Sept. 17th	" Swap Meet."
Sept. 24th	Vintage " Car of the Year " Rally.
Oct. 1st	Steering Wheel League Rally.
Oct. 8th	Rolls-Royce Enthusiasts' Club Rally.

THE SIMCA 1501GLS ROAD TEST

Sir,

I feel that the public may be a little misled by some small inaccuracies which appeared in last month's road-test report on the Simca:

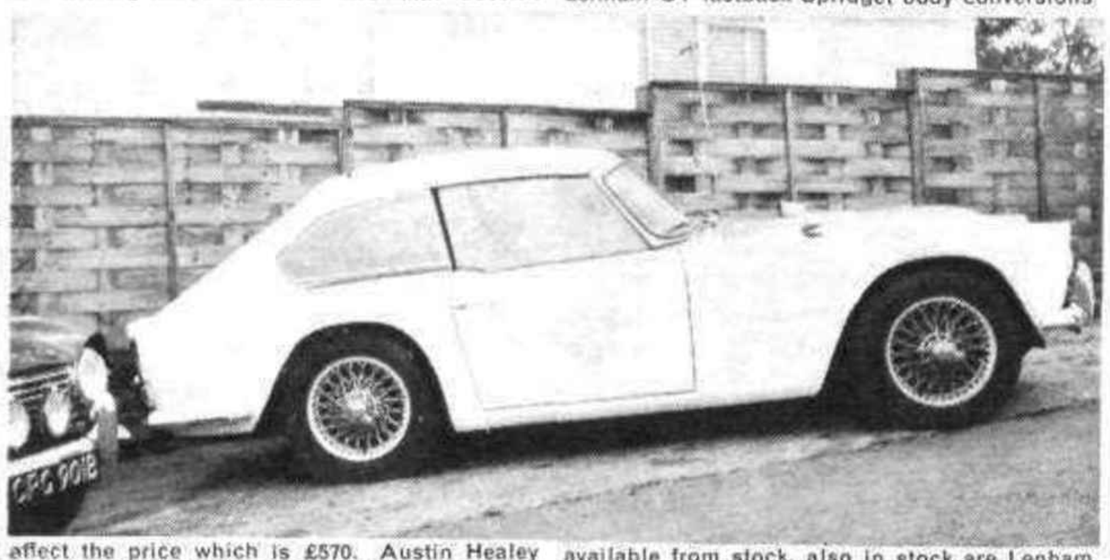
1. The two lidded glove boxes are not both unlockable; the passenger side is operated by the key which opens the boot and the car doors.
2. The steering-column lock is not fitted as standard equipment, neither are the reversing lamps (the reversing lamps are incorporated in the rear light grouping, but are not equipped with bulbs or wiring), the reason for this being that they were put on the car because it was thought that it might become a legal requirement in some countries for reversing lamps to be fitted as standard equipment in the near future.
3. There are fresh air vents through which air can be directed either up or down, and they can be turned to either hot or cold.

J. SPEED,
Sales Promotion Manager,
Simca Motors (Gt. Britain) Ltd.

London, N.W.2.

JOHN BRITTEN

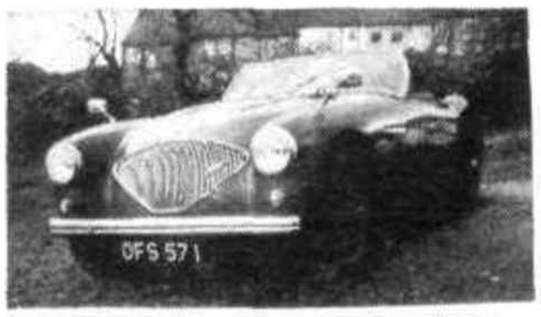
Sports cars on the Arkley hills, sure to give you all the thrills. Here, on a particularly hilly section of our garage, is a July 1964 Triumph Dove GTR4, white with red interior, full 4-seater, equipped with overdrive on 2nd, 3rd and 4th, wire wheels, push-button radio, Cinturatos, original fitted tool kit, with each implement in its own little sponge rubber nest, £730. MG Midget, 1966, racing green with black trim, wire wheels, oil cooler, extra instrument panel, £535. Sunbeam Alpine GT hard-top, Series IV, Nov. 1964, misty blue-grey with blue trim, one absolutely charming middle-aged owner, always a good idea to get a car which has belonged to someone like that—doesn't to a man in your position. All our cars have a 12,000-mile service and detailed workshop inspection before being offered for sale; you also get a parts and labour guarantee which does not exclude tyres, batteries, proprietary items and electrical equipment as so many do. HP with 3rd party insurance for denizens of the Home Counties. Vast stocks of tyres from 50% discount, many popular sizes of radials in RQ at around 40%, new perfect Cinturatos fresh from factory at 25%, Swedish Trelleborg T-band radials (optional equipment Saab/Volvo) 32½%, also T-borg X-ply 32½%, many more tyre bargains. Lenham GT fastback Spridget body conversions



affect the price which is £570. Austin Healey Sprite Mk I, 1960, Iris blue, dark blue interior, *new hood and sliding screens, Ashley bonnet,* £280. MG-B, December 1964, Tartan red, black leather, wire wheels, Cinturatos, radio, £610. Triumph Spitfire Mk II, 1966, signal red with red works steel hard-top, black soft-top, one owner, £595. MG Midget, 1963, 1098 motor, new G800 radials, Speedwell door locks, radio, one owner, £385. Triumph TR4, 1964, red, black hood and



trim, radio, £590. MG-B, 1967 model, Tartan red, black leather, wire wheels, low-line hood, has only been used in reverse gear, resulting in a minus mileage, £810. MG-A, 1960, red with *black leather, tonneau cover, £380. TR4,* 1963, white, overdrive, £540. MG-B, 1964, Iris blue, whole life spent in Devonshire, £610. TR4A, Oct. 1965, white, red trim, overdrive, grid, hard-top, soft-top, late property dentist of Cornish extraction, £795. MG-B, 1965, Iris blue, overdrive, alarm, 5-bearing crankshaft, oil cooler, belts, one owner, £695. Triumph Spitfire, 1963, white, radials, £390. Triumph TR4 coupé hard-top, 1964, Conifer green, black interior, overdrive, Cinturatos, radio, £640. We are now building a small collection of old-type sports cars such as



the 1956 Austin Healey BN2 pictured herewith. I am prepared to let you have it for £99. Austin Healey Sprite Mk III, 1965, Riviera blue, £465. MG Midget, 1965, Tartan red, black trim, radio, one lady owner, minus mileage, £495. Triumph TR4, 1964, baby blue with dark blue leather, hard- and soft-tops, overdrive, wire wheels, radial ply tyres, push-button radio, one loaded lady owner, £660. MG Midget, 1965, white, red trim, wire wheels, £490. Austin Healey Sprite, 1965, white, wire wheels, Downton head, four new SP41s which haven't yet been beyond our gates, £485. MG-B, 1966, Old English white, red interior, overdrive, wire wheels, twin Rectilux spotlamps, racing mirrors, Classic Bermuda hard-top, soft-top, SP41s, one owner, £860. MG Midget, 1965, EFG, black trim, one owner, £490. Stacks more but space prohibits. Getting back to the subject of older sports cars, this means that we are more anxious than previously to relieve you of yours in part exchange for something more appropriate



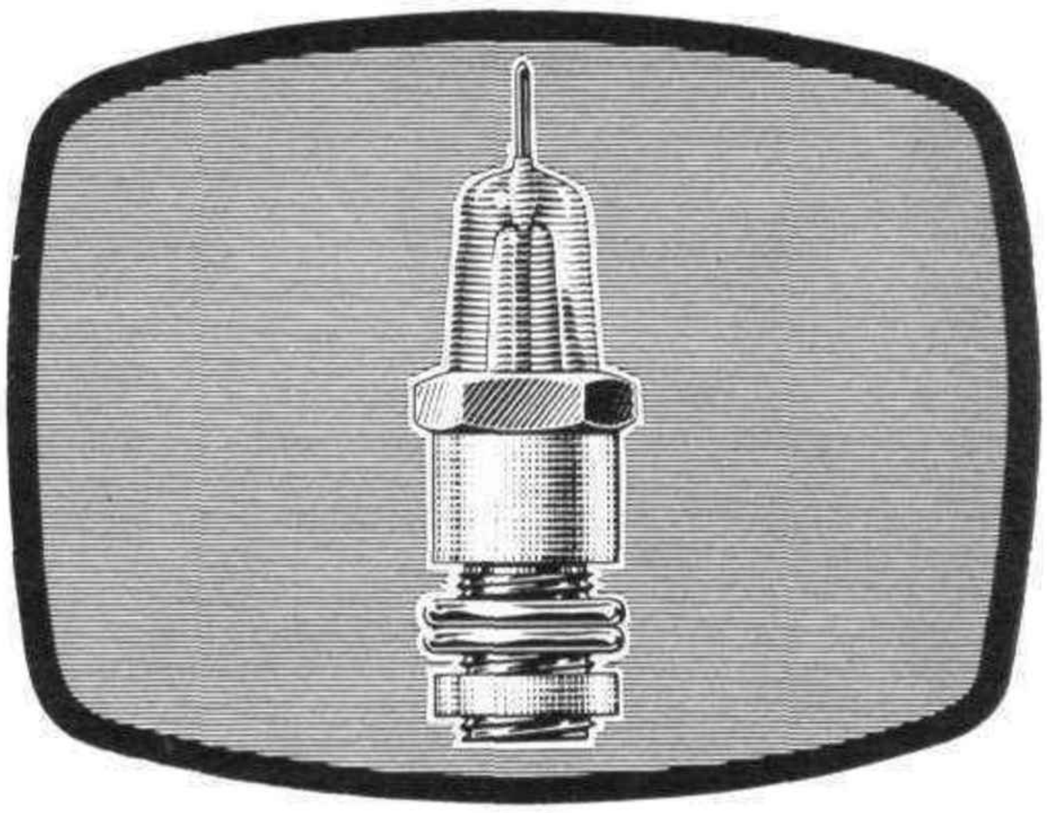
£30, which is a mere fraction of cost; would make your MG-B look interestingly low. New all-transistor car radios complete with speaker and universal fitting kit from £11.15.0. 'A' Series ribbed polished alloy rocker covers £3.19.6. I wish to buy a hot 1650 Ford engine or tatty twin-cam for the Cortina estate car I am buying next month, also close-ratio gearbox. Our workshops are equipped to undertake a limited amount of tuning and repair work on late model Lotus, MG, *Austin Healey and Triumph. Electronic engine* tuning, 1-day service, fixed prices. You will have noticed by now that we have two branches; you will find a good choice at both, but older cars at Arkley only; exotic machines (when available) at Moscow Road only, where we often have a few more cars stored in the workshop as well as what you can see in the showroom, so please don't hesitate to walk in and ask. Motor-racing enthusiasts must come and watch my



yellow 1,144cc Marque racing Midget (it was 1143cc but recent severe bore wear has coincidentally made its cubic capacity the same as *our phone number). Can be seen at Brands* June 4th, Snetterton June 11th, Silverstone or Brands June 18th, Mallory Park June 25th. Gold-blocked JB key fobs in black leather, please send 1s. stamps to show willing although they actually cost more. Although it takes me an entire month to write this advertisement I always manage to forget to mention something in the right place so, better late than never, I will mention that tyre enquiries should be addressed to Mr Tyred Tyler on Barnet 1146, servicing enquiries on Barnet 1144/5. Opening hours are 8.30 to 7pm Mon. to Fri., 8.30 to 6pm on Saturdays when we usually close the gates for an hour or so around, *paradoxically enough, opening time.* On Sundays we do not open at all. Always pleased to receive letters but do not usually find time to answer them. I would be very interested to hear whether readers of this column would prefer to have fewer words in larger print, or whether you prefer it as it is.

Sports cars, workshops & tyre shop: Barnet Road (A411), Arkley, Barnet, Herts. Barnet 1144.

Sports cars: 31 Moscow Road Bayswater W2. Park 2707



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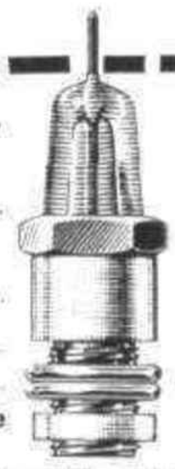
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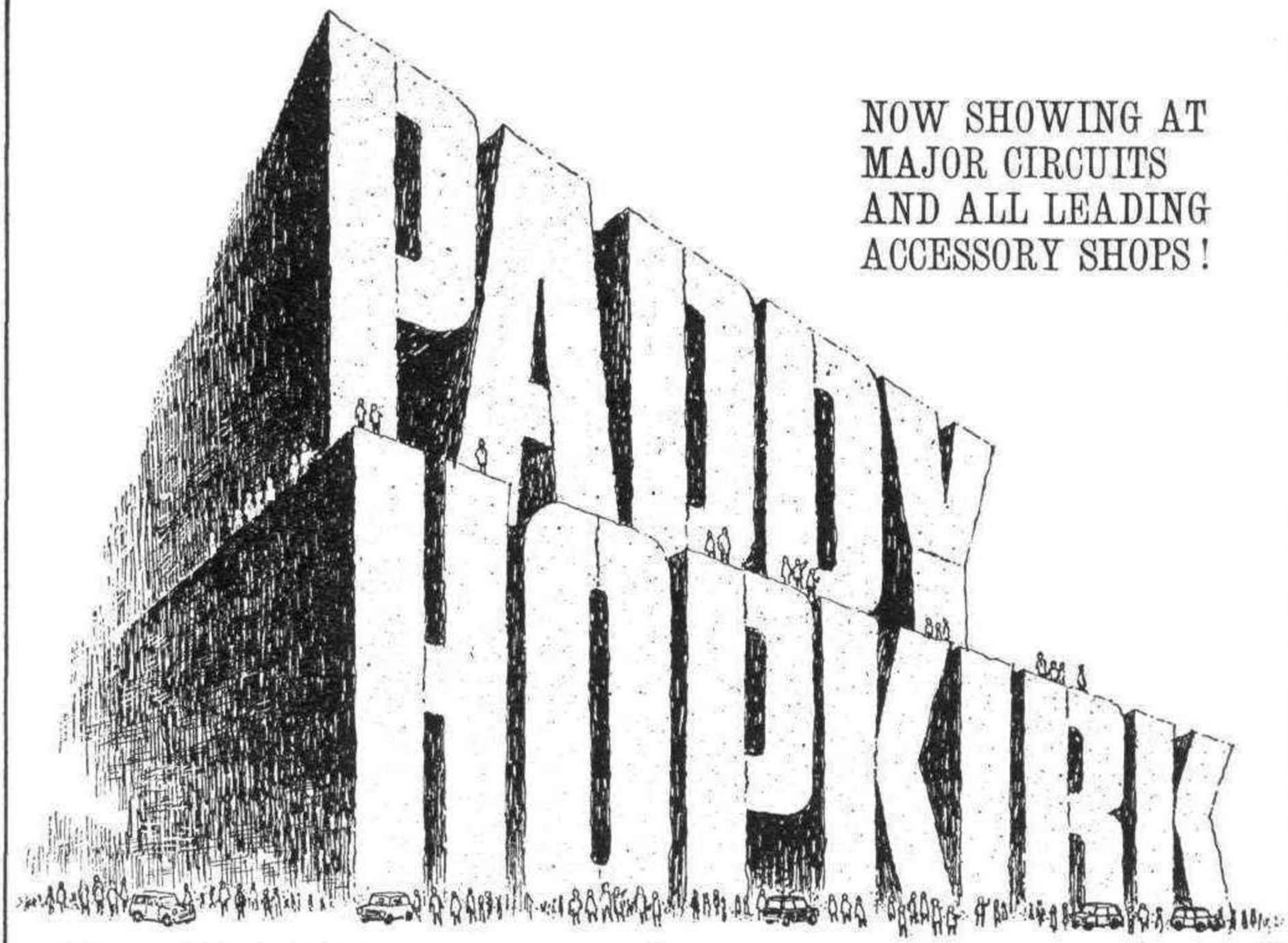
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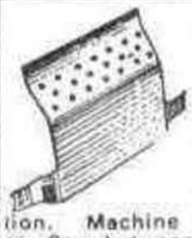
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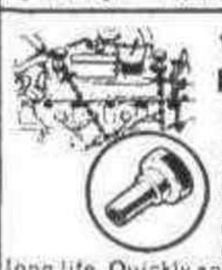
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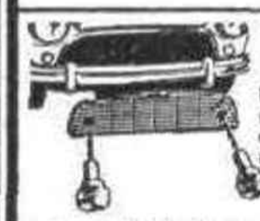
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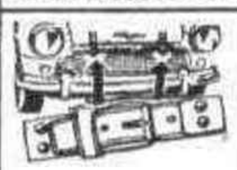
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FOR PREVIEW OF THIS BIG SHOW SEND 3/6 FOR CATALOGUE

TRIUMPH SPITFIRE TO MONACO

THE small sports car used to be an item peculiar to British manufacturers, surprising enough when you think that the Europeans have the best of the summer weather, but now that Fiat and Honda have weighed in with cars in the 800-850-c.c. category, both B.M.C. and Triumph have moved up a class to under-1,300 c.c. The choice of a new " Spridget " or Mark III Spitfire was clear enough for a Spring trip to the Monaco Grand Prix, and Coventry took the " ayes " when we formed other plans for the Sprite.

Development of the Spitfire's 1,296-c.c. engine has been rigorous, including outings at Le Mans and the Alpine Rally, and since it is very similar to the power unit in the front-drive Triumph 1300 there were no worries about it giving a trouble-free run. Fitted with the Mark II camshaft and a pair of S.U. HS2 carburetters, the engine develops 75 b.h.p. (rather a gross figure) at 6,000 r.p.m., compared with 67 b.h.p. of the 1,147-c.c. Herald-based engine. First gear still does not have synchromesh but an overdrive is fitted optionally. A diaphragm-spring clutch reduces the pedal pressure, and the brakes are improved with bigger front calipers similar to the system on the 1300 saloon.

Apart from raising the height of the bumper bars front and rear to give more protection, the lines of the car remained unaltered, and it would indeed be hard to improve the " pretty " appearance that has always made the Spitfire seem a " ladies' car." The optional detachable steel hard-top adds to the appearance, and while this can be removed easily by unscrewing six bolts, replacement proved very tricky indeed, first in replacing the rubber seal around the trailing edge and then lining up the bolt-holes, but this is presumably done but once a year with the advent of winter.

The suspension is not altered, featuring double wishbones and coil-springs at the front, totally exposed by lifting the one-piece forward-hinged bonnet, and swing axles at the rear suspended by a transverse leaf spring, radius rods and telescopic dampers. To make the most of the boot space for two people, the largest and heaviest suitcase was stowed behind the seats where, we reasoned correctly, it would be within the wheelbase and remove tendencies to bottom on undulating roads.

The 25-foot turning circle was used to good effect inside the British Railways ferry (even the hardened crew looked surprised), and once clear of Mrs. Castle's " sick-seventies " the Spitfire settled down at a comfortable 85 m.p.h. in overdrive top, feeling if anything over-geared as little more than 4,000 r.p.m. were indicated. Even with its extra power the Triumph felt somewhat heavy and lacking in sparkle, but it would hold high cruising speeds without tiring. The schedule involved a detour to Milan, so starting from Boulogne at tea-time, dinner was taken at Soissons and Geneva was reached after 12 hours of Continental motoring. As dawn broke, approaching the Mont Blanc tunnel, low cloud and a heavy snowstorm gave the driver more to think about in the mountainous region, but nine miles and 24 francs later the Italian frontier was bathed in chilly sunshine. Poor but scenic roads in the Aosta valley gave way to *autostrada*, and Milan was reached 18 hours after disembarkation.

If two people can travel 680 miles in a single journey in a small sports car (save only two meal stops), and arrive without being unduly tired, then the car can be rated seriously as a means of transport, not just as a debs'-delight. The seats are more comfortable than they seem at first acquaintance, except that, as those in the TRs have done for years, the back-rests yield when the car is cornered hard. Wind noise in the hard-top form is quite acceptably low, and there are no draughts. Although the engine buzzes rather when the rev.-counter is past 5,000, overdrive is quite relaxing on long journeys.

There used to be a very strong " all-independent " faction in the British Press, but it is debatable whether the swing-axle form of independent is better than a good live-axle. Well-laden as it was the suspension was quite harsh on bumpy French roads, though satisfactory on long waves and undulations. Sometimes though, when really bad surfaces were struck unexpectedly at speed, the rear wheels steered the car badly, almost to the point of taking control.

As discovered on the Cuneo-Monte Carlo section of the route from Milan, the Spitfire handles very well on true mountain roads, responding well to road-holding demands and impressing us by the amazing lock on hairpin bends. Again, however, road irregularities affect the transmission of power badly out of slow corners, and one can imagine the potential of the car should it be economically feasible for the next Mark 4 version to have the more sophisticated trailing-link suspension used on the 2000 saloon. A close-ratio gearbox would also be a boon in these conditions, in conjunction with a lower axle ratio.

After the race, the all-night 770-mile journey back to Boulogne was completed in a tedious 13-hour journey, performed faultlessly by the Spitfire though something of a strain on the occupants. The journey can be completed very quickly by using all the new motorways covering large parts of the north-south route. Including the new one from Avallon to the outskirts of Paris one may spend 24 francs in tolls, hardly justified unless at peak traffic periods or unless one is working on a very tight time schedule.

In the course of 1,960 miles from London and back the Spitfire used 208 litres and 12 gallons of premium fuel (not liking the best Continental grades generally), an overall consumption of 33.8 m.p.g. It also used 2 litres of oil, therefore returning a little less than 500 m.p.p.

On the return journey the car was driven harder, and was consequently rather more tiring. It was possible to establish the top speed at 97 m.p.h. in overdrive top, still with 1,500 r.p.m. in hand, and a good stretch of motorway with favourable gradient will see the speedometer top 100 m.p.h.—M. L. C.

COLORTUNE KIT

A kit to help the home-tuner select the best carburetter setting has been put on the market by Colortune. Costing 75s., it is suitable for variable jet carburetters of the S.U. or Stromberg type. It consists of an insert which screws into the plug recess, pre-igniting the spark in a clear chamber within which the quality of the mixture can be studied. A strong mixture burns with a white flame, a weak mixture burns blue.

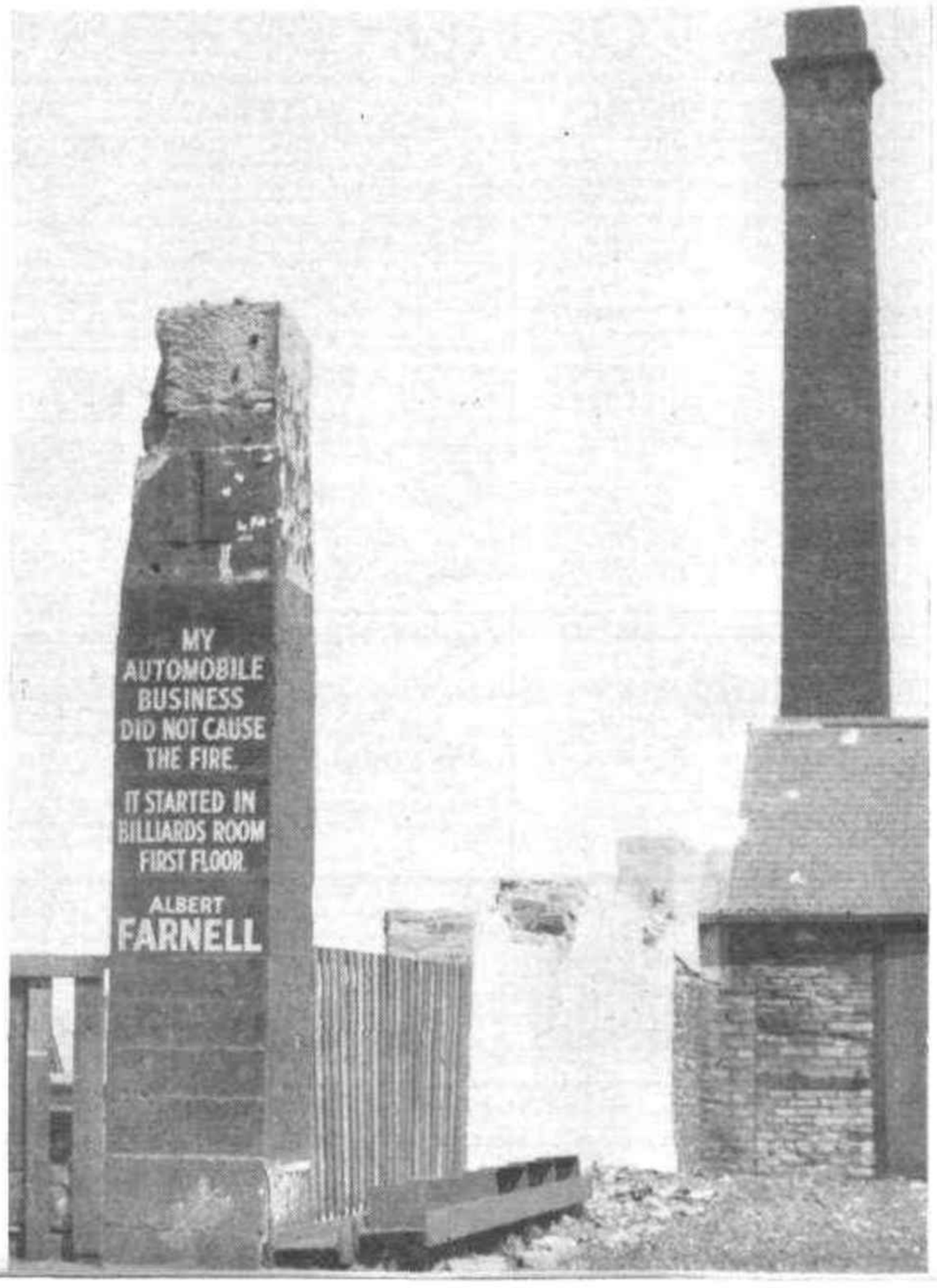
We tested the device on an 848-c.c. Mini, which has a single S.U. carburetter, finding that while it clearly indicated strong mixture it was not obvious when the mixture was too weak, and the instructions should have made it clear that the setting is correct when the flame just loses the white content. As it is, equally good results can be obtained by following instructions in the handbook for tuning by ear. It is probable, however, that the device would be more useful when tuning a pair of carburetters, especially Strombergs like those fitted on TR sports cars.

* * *

PRE-1949 SPORTS CAR CLUB

This Club has been founded in the North by three young men to preserve and restore older sports cars which, they maintain, lost their character after that time. Social and sporting events are planned. The chairman is Mr. Michael Hamby, " The Hollies," Rawson Avenue, Skircoat Green, Halifax.

Thereby hangs a tale . . .



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VETERAN — EDWARDIAN — VINTAGE

A section devoted to old-car matters



IRISH HISTORY.—This plaque was presented by Daimler-Benz A.G. of Stuttgart to commemorate the 1903 Gordon Bennett Race held on the Athy circuit and won by the Belgian, Camille Jenatzy, in a 60-h.p. Mercedes. It was unveiled on May 10th by Alice Caracciola (on right of picture), widow of Rudi Caracciola, the pre-war Mercedes-Benz racing driver.

THE V.S.C.C. SILVERSTONE MEETING (April 22nd)

WHILE the Americans were busy scratching the surface of the moon the Vintage S.C.C. was holding its opening race meeting of 1967, on a dull, cold day, which didn't daunt a very large crowd from attending. Moreover, rain held off until the racing was over and a programme of nine races and a one-hour High Speed Trial passed off without any accidents.

By far the best G.P. Itala Trophy Race for some years was seen as the vintage racing cars fought it out over 10 laps of the Club circuit —and this is saying something, because this is usually a splendid race. This time it lay between St. John and Corner in their Type 35 s/c. straight-eight Bugattis. St. John would take Corner on the inside at Woodcote but after this had happened on laps 2, 3 and 4 Corner got clear and held the lead to the finish, in his beautiful car with wire-laced undertray and alloy-spoke wheels. He led St. John over the line by 1.6 sec., with Kain's scruffy Type 35 Bugatti third, ahead of McCosh's 4½-litre Bentley, a mere 0.6 sec. separating these two. Moffatt, whose Bugatti has a new set of Dunlop 710×90 tyres this year, tried every trick to get through, sliding his corners, taking Kain on the outside, then coming through the traffic into third place on lap 4; he stayed there until McCosh and Kain got by on lap 8. It was a truly stirring race, Corner refusing to be ruffled by St. John, and averaging 75.97 m.p.h., with a fastest lap of 77.39 m.p.h. A great race! Corner also won on handicap, from Barry Clarke's little Austin 7.

By contrast the 15-lap All-Comers' Handicap was rather dull, and Cottam's Connaught was a non-starter, with a sticking valve. Lucas never had any bother and led throughout in the 1957 Maserati, but it was interesting to see how well Lord Clydesdale drove the Bergel 1953 Maserati. He held second place all the way, always in sight of Lucas. The first five places scarcely changed, Spero completing the Maserati 250F 1, 2, 3, in third place, but Brewer's Aston Martin overtook Le Sage's Lotus on lap 4, but in the end Le Sage got back into fourth position when the Aston Martin lost 3rd gear. Lucas averaged 85.5 m.p.h. and shared fastest lap with His Lordship, both doing 86.6 m.p.h. Best E.R.A. was "Hanuman" driven by Bill Morris, which finished sixth. But this race lacked the in-fighting that made the Itala Trophy so exciting.

The other important race was the Melville & Geoghegan Trophies contest for vintage sports cars, on a class handicap basis. For four laps Barry Clarke's very fast and steady 1929 Ulster-type Austin 7 led, but Jonty Williamson, who retired from the Itala Trophy, couldn't be denied, for he was flinging his 4½-litre Bentley about like mad, the car sliding about, its tyres screaming. At half-distance (five laps) he was in the lead, pursued by Sowden's 8½-litre 4-seater Bentley, which was second a lap later. Clarke kept third place until one lap from the end, when Boyce's 1928 Frazer Nash took him, as did Stewart's 3-litre Bentley on the final lap. But Clarke won his class, the other class winners being Boyce, Stewart and Williamson. Lord Strathcarron's Riley was absent, having thrown a rod in practice.

The first 5-lap Handicap was a walk-over for Barbet's Riley Special, which started life as a 1937 Monaco saloon but now has four Amals (Webers last year), a c.r. of under 7 to 1, a home-built two-seater body, strut-type dampers, a pre-selector gearbox and 5.50×15 Dunlops. Mrs. Freeman in the famous 2-litre Spa Aston Martin suffered the honour of being on scratch behind all the men, giving Barbet 85 sec. start, so she did exceedingly well to come home second, even if the Riley was then well out of sight. Robarts' 4½-litre Lagonda with sketchy two-seater body was third.

In the next of the 5-lap Handicaps Baylis' 1750 blown Alfa Romeo with beetle-back two-seater body, in spite of smoking rather heavily, took the lead on lap 2 and, although its mudguards hadn't been removed, it won comfortably from Mrs. Hoggs' Aston Martin. Cole's immaculate ex-Coram twin-cam 1924 200-Mile Aston Martin was just beaten for third place by Mrs. Cherrett, whose smart 1750 blown Alfa Romeo four-seater took it on the inside on the run home.

The next 5-lapper looked as if it would be another Alfa Romeo victory, Pilkington's 1750 blown car leading for the first three laps. But on lap 4 Barr's 4.3 Alvis Special got by and the handicapping resolved itself on the last lap, Archdale's odd-bod Frazer Nash being second, Stephen's "proper" 4.3 Alvis third, while Clinkard's 4.3 blown Alvis single-seater also passed the luckless Pilkington. It was the Race of the Pseudo Racers. Less expert handicapping marked the next 5-lap race, for Shoosmith's nice 6½-litre Speed Six Bentley took the lead on lap 2, pulling away farther and farther from Richardson in Mrs. Hogg's Aston Martin, although on the final lap Edwards' Ulster Aston Martin and Fuller's scratch 1937 4¼-litre Bentley Special came up to fill second and third places. Alfa Romeos were very well represented at the meeting even if they didn't know this in Milan. Baylis' 1750 blown car smoked on r.h. corners in this race, in which Young's 3.6-litre Lagonda demonstrated the meaning of understeer, and you could say Bell was drifting his 1924 aluminium duck's-back 12/50 Alvis. Glover drove a very smart 1927 beetle-back Alvis, with a "power scoop" on its bonnet—it rode home on a trailer, as did one of the Derby Bentley Specials.

The next Handicap was rendered interesting by the presence of five E.R.A.s but a 20-sec. start enabled Clinkard's 1953 blown 4.3 Alvis, pretending to be a Ferrari or something, to win fairly easily from Merrick's 1½-litre E.R.A., Kain, last year's MOTOR SPORT Brooklands Memorial Trophy winner, bringing his Bugatti into third place. Gahagan's E.R.A. got 5 sec. start from the others, as did Marsh's 1½-litre ex-Seaman E.R.A., and Marsh beat Gahagan, which is all wrong for a 2-litre, the bigger car not being in the pink—in fact, it is red, whereas historically it should be white!

The last race was Pilkington's, his Alfa Romeo leading home Boyce's Frazer Nash and Stewart's Bentley.

Results :

1908 G.P. Itala Trophy Race (10 laps—scratch) :
1st : N. Corner (1930 2.3-litre s/c. Bugatti) .. .. 75.97 m.p.h.
2nd : G. S. St. John (1929 2.3-litre s/c. Bugatti).
3rd : B. B. D. Kain (1926 2.3-litre s/c. Bugatti).

All-Comers Scratch Race (15 laps) :
1st : C. Lucas (1957 2½-litre Maserati) .. .. 85.55 m.p.h.
2nd : Lord Clydesdale (1957 2½-litre Maserati).
3rd : J. P. Spero (1953 2½-litre Maserati).

The Melville & Geoghegan Trophies Race (10 laps—class handicap):
1st: J. T. Williamson (1927 4½-litre Bentley) .. .. .. 72.09 m.p.h.
2nd: F. A. Sowden (1929 8½-litre Bentley).
3rd: A. K. McCosh (1926 4½-litre Bentley).
First 5-lap Handicap: D. G. Barbet (1937 1,087-c.c. Riley Special) 63.47 m.p.h.
Second 5-lap Handicap: D. Baylis (1929/32 1,750-c.c. s/c. Alfa Romeo) .. .. 62.98 ,,
Third 5-lap Handicap: H. F. Barr (1937 4.3-litre Alvis Special) .. 72.25 ,,
Fourth 5-lap Handicap: G. T. Shoosmith (1929 6½-litre Bentley) .. 64.87 ,,
Fifth 5-lap Handicap: B. H. Clinkard (1953 4.3-litre s/c. Alvis Special) .. .. 73.61 ,,
Fastest lap of the day: Lucas and Clydesdale (Maseratis): 86.66 m.p.h.

* * *

Silverstone Siftings

The course-opening car was R. A. Parker's very fine 4.3-litre short-chassis Alvis tourer, even the wheels of which are coloured to match the two-tone colour scheme—but what happens when you have a puncture and have to fit the spare?

* * *

The only Edwardian racing was the 1910 Fiat, Barker's Napier and Neve's T.T. Humber being non-starters. The G.N.s also rather fizzled, for Stretton's G.N. J.A.P., the old Rupert Instone Martyr, had its carburetter off in the Paddock and didn't run, and Skinner's delightful 2-speed J.A.P.-engined G.N. Phoenix lasted only two laps—but what fun these cars are. And the Chawner-G.N. was making its usual splendid noises.

* * *

One Ulster Austin 7, although fully road-equipped, went home in a transporter, which isn't nice!

* * *

On the starting-grid Sutton nonchalantly cranked up his Boyd Carpenter Austin 7 and in another race Quartermaine dipped the tank of his 30/98 Vauxhall and hastily sent someone for more petrol.

* * *

Sam Clutton drove the 10½-litre V12 Delage in the Italy Trophy Race but couldn't catch Nigel Arnold-Forster's Delage II, of half the cylinders and less than half the capacity. Another duel was fought by Kerr's ex-Powys-Lybbe 1930 12/50 Alvis, in holding at bay Warden's 1930 Frazer Nash.

* * *

A pleasing car in the Paddock was a 1927 Delage DM fabric saloon in apparently almost original condition. Rumsey ran a rare but slow 1934 sports 6-cylinder Singer two-seater, with slab tank.

* * *

One hour is a long way in the High Speed Trial but the only retirements were a 4½-litre Lagonda and a Frazer Nash, and the only cars which did not qualify were a 3.6 Lagonda, a Delage, the Singer Six, a 2-litre Lagonda, an O.M., and an Austin 7, although a Railton and a Riley had no laps in hand.

* * *

Points to date in the MOTOR SPORT Brooklands Memorial Trophy Contest: Boyce (Frazer Nash), 21 pts.; Barbet (Riley), Baylis (Alfa Romeo), Corner (Bugatti), Barr (Alvis), Williamson (Bentley), Shoosmith (Bentley), Pilkington (Alfa Romeo), 18 pts. each; Kain (Bugatti), 16 pts.; Merrick (E.R.A.), Mrs. Freeman (Aston Martin), Mrs. Hogg (Aston Martin), St. John (Bugatti), Archdale (Frazer Nash), Sowden (Bentley), Edwards (Aston Martin), 13 pts. each; Robarts (Lagonda), Mrs. Cherrett (Alfa Romeo), Stephen (Alvis), Fuller (Bentley), Stewart (Bentley), 8 pts. each. **Next round**: Oulton Park, June 17th.

* * *

Tony Brooks, who was commentating for TV, did some fast laps before the racing started in "Johnson's" ex-Gardner Alta-engined B-type Connaught said, erroneously apparently, to be the actual car in which he gained his famous victory at Syracuse in 1955. But all this was for the benefit of TV and ordinary reporters and photographers did not get much chance to ask Brooks how it felt to drive again in a Connaught or to take pictures of the occasion.

THE KODAK TROPHY HISTORIC CAR RACE

After a dull Formula One race at the 19th B.R.D.C. International Trophy Meeting at Silverstone on April 29th, watched by a crowd officially said to number 80,000 but in our estimation more like 30,000 or less, it was left to the historic racing cars to provide an exciting final race of the afternoon. Racing over 12 laps, Peter Brewer in the 2½-litre G.P. Aston Martin and Colin Crabbe in his Maserati 250F fought a race-long duel, with Crabbe sometimes ahead, only to be re-passed by Brewer. They were level on the last lap but the Aston Martin just scraped home first, by such a narrow margin that both drivers were credited with identical times, their average speed 94.9 m.p.h. Crabbe's car won the Australian G.P. in 1959 but the Aston Martin presumably never won a race until this one, although Salvadori drove it into second place in the International Trophy race that year. So Brewer is to be congratulated on getting it right—rather like the 1914 T.T. Humbers which never won a race until Wallbank did so at Brooklands in 1929 with one of them!

Charles Lucas was expected to win but his Maserati 250F broke a drive shaft in practice. The Speros sportingly helped him rebuild it overnight and, from the back of the grid, he was in third place after two laps, only to have the prop.-shaft give way. But he made fastest lap, at 98.48 m.p.h., before this happened. So the Hon. Patrick Lindsay went into, and held, this position, in the Maserati 250F which Ken Kavanagh crashed at Goodwood many years ago and for which Lindsay has made a new chassis. The car looked most un-Ferrari-like in its black paintwork.

Bergel followed Lindsay home in the Maserati 250F which he crashed in 1965 and which he and Lindsay used to share, and Le Sage's Lotus was fifth, ahead of Salvage's Connaught. Of the pre-war cars, Bill Morris had the E.R.A. "Hanuman" comfortably ahead of Kergan in E.R.A. R6B, these two holding off a Cooper-Bristol driven by Williamson, which had apparently been used for dirt-track racing in Australia. Gahagan's 2-litre E.R.A. was beaten by all the 1½-litre cars and toured round with dirt in the carburetter.

It was a really splendid race, with the old sights of plug-changing on the grid and the smell of methanol in the air. Alas, on the very last lap Eckersley's long-nosed ex-Anthony Brook Lotus swerved into Moffatt's Bugatti on the approach to Copse Corner, removing its n/s beaded-edge alloy wheel, Clifford's Connaught also being involved. Lt.-Comdr. Clinkard overturned his blown 4.3 Alvis Special in the ditch at another corner and was apparently taken to hospital but we do not know if he has the distinction of being the first customer for the International G.P. Medical Service in the Ford D1000 mobile hospital.

These historic car races are becoming quite popular. There was another at the Martini International Meeting at Silverstone on May 20th but our early printing schedules prevent me from reporting on it this month.—W. B.

V.S.C.C. OULTON PARK RACING ON JUNE 17th

The Vintage S.C.C.'s most important fixture of the season is due on June 17th, at the Oulton Park circuit. The races will include the Seaman race for vintage racing cars, the Seaman race for pre-war historic racing cars and an All-Comers' handicap which will include post-war racing cars down to 1952, of the calibre of Maserati 250F, Lotus and G.P. Aston Martin, etc. There will be the usual supporting short races and this year's special attraction is a race for solo vintage motor-cycles by the V.M.C.C. The setting at Oulton Park is ideal for vintage cars, which find the course very sporting and this is a meeting not to be missed. Apart from the racing there will be the traditional parade of vintage and p.v.t. cars entered for the *Concours d'Elegance*, enabling the spectators to see some of the best cars of the types the Club encourages.

Amongst the entries will be the 1924 G.P. Sunbeam "Cub" which Panks will drive. Admission costs 12s. 6d. per adult, the proceeds going to the circuit owners, but accompanied children in school uniform will be admitted free and there is no car park charge. Most of the races count towards the 1967 MOTOR SPORT Brooklands Memorial Trophy, for which Boyce and his 1928 Frazer Nash are in the lead.

V.S.C.C. CURBOROUGH SPEED TRIALS (May 14th)

Class 5: Racing Cars over 1,500 c.c.:
1st: H. S. Moffatt (1924 Type 35 Bugatti) (*Vintage and Handicap awards*) .. .. 45.2 sec.
2nd: B. B. D. Kain (1926 Bugatti) .. .. 45.6 ,,
2nd: A. S. Cottam (1953 Connaught) .. .. 45.6 ,,
Class 4: Racing Cars up to 1,500 c.c.:
1st: C. P. Marsh (1935 E.R.A.) .. .. 47.4 sec.
2nd: D. H. C. Hull (1936 E.R.A.) .. .. 47.8 ,,
Vintage and Handicap awards: M. Fitton (1929 Austin) .. .. 54.2 ,,
Class 3: Modified Sports Cars, all capacities:
1st: G. P. Footitt (1925 A.C./G.N.) .. .. 46.6 sec.
2nd: E. R. Fuller (1937 Bentley) .. .. 48.2 ,,
2nd: W. D. A. Black (1931 Alfa Romeo) .. .. 48.2 ,,
Handicap award: M. J. Hawley (1930/4 Riley) .. .. 54.6 ,,
Class 2: Standard Sports Cars over 1,500 c.c.:
1st: R. A. Pilkington (1931 Alfa Romeo) (*Handicap award*) .. .. 49.2 sec.
2nd: M. Villar (1933 Alfa Romeo) .. .. 51.0 ,,
3rd: B. Sismey (1934 Alvis) .. .. 51.6 ,,
3rd: P. M. Barker (1934 Railton) .. .. 51.6 ,,
Vintage award: S. J. Langton (1930 Invicta) .. .. 52.6 ,,
Class 1: Standard Sports Cars up to 1,500 c.c.:
1st: W. B. Fowler (1933 Aston Martin) .. .. 50.0 sec.
2nd: D. Edwards (1935 Aston Martin) .. .. 50.4 ,,
3rd: J. A. McEwan (1937 Riley) .. .. 50.6 ,,
Vintage award: J. V. Skirrow (1930 Frazer Nash) .. .. .. 51.4 ,,
Handicap award: R. J. Nice (1930 Austin) .. .. 54.6 ,,
Fastest time of day: H. S. Moffatt (1924 Type 35 Bugatti), 45.2 sec.

THE H.C.V.C. BRIGHTON RUN



OFF!—The Best brothers' 1915 WD Wolseley leaving Battersea Park at an early hour on Sunday morning, en route for Brighton.

The Historic Commercial Vehicle Run from London to Brighton is becon ing almost as much an institution as the Brighton Run for cars. This year it had two entries from abroad, the 1927 Scania-Vabis brewery truck from Sweden and a Triangle van of Tuborg Pilsner from Denmark. The public obviously love this event but traffic is nothing like so thick as for the car run, so congestion on the route cannot be held against it. This being so, it is quite unforgivable that the Metropolitan Police refused to permit the Run to start from the Museum of British Transport at Clapham—they allow protest marches which inevitably end in disorder and must cause them trouble but a rally of vehicles which thoroughly entertains the public and causes practically no congestion is banned by them. Who says the Police are not discriminating against the motorist ? Even when alternative starting points at Battersea and Epsom had been found, the Police insisted on very early starting times and a limit on the number of London starters—shame on them ! It is greatly to the credit of the Greater London Council of Parks Dept. and the Epsom Downs authorities that these other starting places were available and to local London Police stations that many of the traffic-lights along the London route were policed in favour of the old vehicles. As ever, National Benzole sponsored this popular and instructive Run but even their top-brass was unable to sway the decision of the Commissioner of London's normally-respected Metropolitan Force to try to ban the Run.

There were 150 entries, made up, in car parlance, of 63 vintage, 59 post-vintage or 30/40s, 22 Edwardians, and six post-war models down to 1945. Officially 28 non-started but as I saw at least two of those so listed at the finish, I prefer to ignore this list.

Last year I acted as one of the Judges but this time I could not resist the offer of a ride in the Best brothers' solid-tyred Wolseley with replica WD truck body.

Most of the vehicles on the Run have interesting histories. This Wolseley is no exception. It was a not-very-successful product of Vickers, at their Adderley Park works, to WD specification, presumably put into hasty production to meet the insatiable War Office demand for more and more new lorries. It is not known whether it served under fire in the Great War, although apparently the Australian troops were issued with Wolseleys. Afterwards it was used by a furniture firm at Slough until about 1925, when it was fitted with a caravan body by someone in Hockley. This necessitated making the chassis into a forward-control vehicle with side-biased radiator. The new body proved too heavy for the never very powerful engine and the caravan was left to rot. It was discovered by the enthusiastic Bests, who set about trying to discover what a forward-control Wolseley was all about. Eventually the truth dawned and they set about most painstakingly converting the controls and radiator back to the correct locations and making a new bonnet, cab with enormous cape-cart hood, and WD truck body.

Considering that they are not in the motor trade and only one of them has mechanical " green fingers " the result is extremely creditable. What they now have is a very good replica of a 34-h.p. Type CR Wolseley, the only known specimen, dated 1915 by the Wolseley Register. The design is quite straightforward, the 117 × 130 mm. 5.6-litre 4-cylinder side-valve engine having exhaust manifold and Y-type inlet manifolding on the n/s and magneto and water pump on the o/s. The carburetter is a very early S.U., which the Skinner Union restored free of charge and would like to have for their museum. The magneto is a Simms SR4. The engine has plain bearings and cast-iron 3-ring pistons. There is force-feed lubrication, with a glass gauge the only instrument on the dash, this enabling a check to be made that oil is flowing, because behind the glass there is an open tube from which a steady stream of oil is emitted when the engine is running. The small oil-filler on the n/s is labelled " Use Extra Heavy Wolseley Filtrate " but the Bests find that Castrol serves them well.

The plugs are Champion, in the centre of the heads, the cylinder blocks being in two pairs, the name Vickers appears on the tappet covers, and a fast-running cooling fan is driven by a flat belt. The radiator is in cast-alloy and sump and crankcase are also of aluminium. The drive goes through a smooth cone clutch to a 4-speed and reverse gearbox, for which a r.h. lever inside the push-on hand brake, which works very effective rear-wheel brakes, controls very slow gear changes, the lower ratios being on the outside of the exposed gate.

The wood-rimmed steering wheel is on a slightly raked column and beneath it for operation by the right hand are the ignition and hand-throttle levers. There is a bulb horn, a r.h. accelerator, a huge brake pedal marked " B " which operates a massive contracting transmission brake, originally with water cooling to combat inflammability, and a pivoted clutch pedal. That completes the controls.

The body is very imposing. There are racks on each side taking three 2-gallon Pratts petrol cans, tow hooks, WD gas headlamps and oil side and rear lamps. The substantial track rod is ahead of the front axle and has big leather gaiters over its joints, the scuttle bears an inscription " Load Not To Exceed 3 Tons " (in civilian guise 3½ tons was apparently permissible), the fuel tank is under the seat (consumption perhaps 8-10 m.p.g.) and the wheels, spoked not disc as on some WD Wolseleys, are shod with what could be the second set of solids the vehicle has had in its life, except on the n/s back wheel, where newer WD twin solids are to be found. When new the chassis, the only one of the Wolseley range to have a bevel-driven instead of a worm back axle, cost £764 10s.

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Dick Bird

It was this delectable and rare lorry that took me to Brighton. Apart from needing a split-pin in its fan pulley before it left Battersea Park it gave absolutely no trouble. All the hills, except Pyecombe and one or two of that calibre were climbed in third gear, these steeper gradients calling for second. The engine is governed to about 1,000 r.p.m. but the Wolseley grinds along stolidly at perhaps 15-20 m.p.h. Indeed, the journey, with two refuelling stops (for National Benzole, naturally) was done in roughly four hours. At the Purley refuelling stop we put in some water and later perhaps a quart of Castrol, until oil ran from the sump level tap.

As I have said, this is a really splendid piece of restoration and the Wolseley has successfully completed all but two "Brightons," the first, which it wasn't entered for, and last year's, when a carburetter float needle broke halfway and it was towed in by the Bests' Ford low-loader.

They were fortunate to find a second WD Wolseley chassis, under a pile of snow, in Birmingham, which it was hoped to rebuild in like manner. Unfortunately it was far gone, and a side member broke in shifting it, but it has provided useful spares. The silent-type timing chains of the engine, for instance, although these are badly worn and will probably be replaced by Reynolds roller chain on new sprockets.

While Norman Best made a fine job of driving the Wolseley, Bill Best started out on a very fine sleeve-valve Y-type Daimler lorry of *circa* 1915, which they have just added to their fleet and rebuilt. It is 100% original, having been stored in a barn at Upminster since 1928, after making runs to Covent Garden with loads of potatoes. It was discovered three years ago and is now as presentable as the Wolseley. Indeed, it is a far superior vehicle. But it was on its first outing in the "Brighton" and after its throttle connections had come off near Purley it resumed, only to have the h.t. leads in their bakelite conduit catch fire from exhaust heat at Redhill. That was the end of this year's run but the Best brothers, who had started from Hockley at 4 a.m., cheerfully set off to collect it from Brighton, returning home the same day. I feel sure it will get there next year.—W. B.

* * *

Brighton Breezes

Cole's 1918 Model-A10 Albion bore the legend "Regular Service—Leeds-London" and the slogan "As Sure As The Sunrise."

* * *

Blower's 1928 Model-A Ford *Life and Advent Gospel* van was covered in religious quotations.

* * *

Brittain's 1930 Albion-Merryweather fire engine had borrowed the old racing-car nickname "Mrs. Frequently."

* * *

Six-wheelers were driven by G. Budd (1929 Morris Commercial troop carrier) and C. Groombridge (1943 Studebaker US-6 × 4-48).

* * *

Wood's Model-AA Ford had a brightly plated radiator, whereas one 1939 Morris 10 cwt. van was in sorry condition.

* * *

Banfield's Merryweather fire-engine was towed in with a big-end going.

* * *

A rare entry was a 1910 Panhard taxi, a flat-rad. Morris-Oxford tourer was in use for selling programmes, and the arrivals included a 1929 Morris ice-cream truck and a Chater-Lea A.A. sidecar outfit. The Tate & Lyle McCurd 5-tonner was as usual quite splendid.

* * *

National Benzole again laid on refreshments for competitors and officials.

BILLY COTTON'S BROOKLANDS

Billy Cotton was one of the guests in the Eamonn Andrews ITV show on May 7th. To recall his Brooklands days there was an E.R.A. in the studio and Cotton was presented with a model of one of these cars. He did not have much to say about motor racing but at the end of the show he managed to get into the cockpit of the car—whether he ever got out again we do not know. Films of Brooklands were shown, and although they were a mixed bag, with Mountain races suddenly changing into outer-circuit events, the atmosphere of those days was effectively captured. Andrews said Cotton won the last race ever held at Brooklands, which is incorrect. That honour belongs to E. L. Baker in his straight-eight Graham-Paige. However, Cotton did win the last Mountain handicap, at 77.15 m.p.h., by one-fifth of a second from Maclure's Riley. He was driving his green 1½-litre E.R.A. Andrews mentioned that 17 E.R.A.s were built, confining himself, quite properly, to the Types A and B cars.

Another guest on the programme, Patrick Campbell, recalled seeing Carraciola driving a Mercedes-Benz at Phoenix Park. After the race he went round the circuit in his bull-nose Morris which he overturned at Mountjoy Corner!

BUGATTI'S TWIN-CAM ENGINES

In the March/April issue of *The Bulb Horn*, the magazine of the V.M.C.C. of America, Alec Ulmann, whose suggestion that W. O. Bentley cribbed from Birkigt's 1914 Hispano-Suiza overhead cam gear when designing his 3-litre Bentley engine was so badly received here, has looked at the theory that when the time came for Ettore Bugatti to go over to twin-o.h.c. valve gear from single-o.h.c., he copied the engine of the 1½-litre racing Miller.

This is generally accepted, the story that Leon Duray accepted three Targa Florio Bugattis and some cash for two f.w.d. Millers being substantiated by the discovery of two such Millers at Molsheim 13 years ago. Ulmann gives further reasons for thinking that Bugatti used the salient features of the Miller engine which Leo Goosens designed, and which, of course, was founded on the engines of the Henry Peugeot. The most significant, he considers, is the manner in which the sparking plug apertures are formed in the head, as conical funnel-shaped cups forced on a cylindrical extension of the combustion chamber and held in its upper end by being a force fit and rubber sealed from the water jacket. Ulmann has been told that the cylinder blocks had to be heated and the cups soaked in ice before they could be forced home.

How many owners of Type 51 and other twin-cam Bugattis have considered this point, as further confirmation of the Miller-crib theory?—W. B.

HIGH SPEEDS IN BELGIUM

As usual the Bentley D.C. was well represented at the speed trials held at Ghent during May by the R.A.C. des Flandres. Cars were timed over a two-way flying kilometre on a specially-closed section of autoroute. In spite of wind and rain the Hon. Patrick Lindsay clocked the truly remarkable speed of 159 m.p.h. in the Napier-Railton. This is considerably faster than the car's previously recorded highest speed at Brooklands, where it did just under 152 m.p.h. over a one-way kilometer in 1935.

Russ-Turner's ex-Birkin blower-4½ Bentley single-seater was timed at 111 m.p.h., Rose's Le Mans 4½-litre Bentley at 103 m.p.h., while Nutter's Speed Six Bentley did 98 m.p.h. and Brogden's 3/4½-litre Bentley and Rose's Le Mans 4½-litre Bentley (presumably the non-s/c car) both did 89 m.p.h. Lindsay must be extremely proud of the performance of the 1933 Napier-Railton, which made f.t.d. in spite of having Crabbe's Aston Martin 214, a Lamborghini and other fast modern cars amongst the opposition. It will lend glamour to the old monster's appearance at Brooklands on June 11th. The cars were warmed up on a public road, the carefree Belgian authorities looking the other way, and we gather that the sight of the 24-litre Napier-Railton threading its way at speed through the ordinary traffic of a Belgium road was indeed a sight to be remembered!—W. B.

AN EARLY DRIVING SCHOOL

A reader has sent in an interesting pamphlet relating to a pre-First World War driving school. It was Motor Schools Ltd., of Heddon Street, off Regent Street, which advertised a course of 12 driving lessons for £5 5s. and also ran technical courses which embraced lectures on the low-tension magneto, chain drive and other items which typify the period, including removal and replacement of tyres. The instructional team consisted of five dual-control cars with differing features of change-speed gear, etc., so that students became acquainted with different types of controls—modern schools please note! One of the team was "a powerful 30 h.p. car" which was at the disposal of "more experienced students, in order that experience may be gained in the handling of cars of this nature." The school was agent for the Pilot car, which had a 16/20 h.p. White & Poppe engine developing 21 b.h.p. at 1,360 r.p.m. and a West back axle. It would seem

that at least two of the touring cars and a taxi in the instructional fleet were these Silent Pilot cars. There was a lecture hall with various exhibits, some of which may have been Iris chassis.

The school also advertised a course in aeronautics in conjunction with its guinea course in motoring. This consisted of lectures by T. W. K. Clarke, B.A., A.M.I.C.E., "the well-known aviation expert," illustrated by his models of monoplanes and biplanes. Visits to aeroplane manufacturers were mentioned. But these courses were apparently not for the workers, because they were timed for 3 p.m. every Monday, Wednesday and Friday. Were any of our readers taught by M.S. Ltd ?—W. B.

THE HUDD MOTOR

No association as far as we can discover with the illustrated weekly Hudd, this refers to details of a flat-twin engine sent to us by a reader, which was advertised before the First World War. Described optimistically as "the best all-British petrol motor yet produced," the Hudd vibrationless motor had its own starting valve, sparking plug, ignition gear, compression cock and carburetter.

This flat-twin engine had its cylinders exactly in line. They had a bore and stroke of 3½ in. × 3 in. and an output of 5 h.p. at 1,000 r.p.m. was claimed. There were some novel aspects, such as two crankshafts geared together and a small-bore tube from one cylinder to the other "so as to exactly equalise the compression in both"! It was claimed that the Hudd had explosions more equal in both cylinders than in any other double-cylinder motor. The engine measured only 30 in. × 16 in. × 10 in. (deep) and it was said that it could be fitted parallel with the axle of a car and give splendid latitude to coachbuilders—there was no mention of a gearbox !

The Hudd compression tap had a steel ball in it to obviate air entering on the suction stroke, the Hudd ignition system incorporated centrifugally-controlled advance and retard and the Hudd carburetter was a constant-level spray instrument without a float-feed. These engines were priced at £60 each or less if a number were bought, and an 8 h.p. version and also 4-cylinder engines were mentioned. The Hudd starting valve sold for 12s. 6d., the Hudd plug for 6s. 6d., the Hudd compression cock for 5s., screwed de Dion thread, and the Hudd ignition gear was priced at from 21s. Like some of Hamley's stage tricks and illusions that intrigued me as a boy, it was price-on-application for the Hudd carburetter. It was all looked after by the Hudd Syndicate, of Furnival Street, London, E.C. Were any cars fitted with these Hudd motors ?—W. B.

V.E.V. Miscellany.—The Frazer Nash Section of the V.S.C.C. hopes to have a rally and parade of G.N.s at its Castle Combe race meeting on August 5th, including three 200-Mile Race replicas, Kim II, the Spider, a Vitesse and perhaps a pre-war belt-drive car. This is splendid, because although MOTOR SPORT suggested a G.N. rally many years ago in the course of an interview with Basil Davenport, it never happened, and the only post-war G.N. gathering was a lunch in London many years ago. Hampshire Education Committee has sanctioned a day devoted to lectures and films about vintage cars, at Totton Further Education Centre on June 17th, together with a *Concours d'Elegance*. We cannot help wondering how much people like Bernard Kain, Pat Lindsay and Arnold-Forster would gain from the hour-long lecture entitled "Preparation and racing of vintage cars"!

The Daimler & Lanchester O.C. has opened its membership to B.S.A. cars which have Daimler-type transmission. A stark two-seater Bentley was seen outside the Catherine Wheel at Kingston Blount recently, a pre-war Armstrong Siddeley was noticed motoring briskly through the Silverstone paddock on April 29th, and a l.h.d. Chevrolet "stove-bolt six" coupé was seen going well near Reading, but was actually a 1956 model. There was also a Crossley Ten saloon struggling through pouring rain near Chobham Common last month. Graham Hill was pushed in a 30/98 Vauxhall through Hyde Park by the Kodak girls to advertise the Kodak Trophy Race for Historic Racing Cars—why didn't the man *drive* it ?

A big pre-war Morris saloon was noticed at a garage on the Hereford-Worcester road recently and in Hampshire a 1934 Morris 10/4 saloon in good going order was sold for £1 and presumably scrapped. Nearby, someone has bought for 30s. a pre-war Morris Eight complete with M.o.T. certificate.

VINTAGE POSTBAG

The Power of the Duesenberg

Sir,

Anthony Blight asks if I really know the power output of the Model "J" Duesenberg engine and I have to answer truthfully that I do not. However, when I fitted my example into the 8-litre Bentley chassis I had to replace the original twin-choke carburetter and manifold as these were missing. I therefore fitted four horizontal choke S.U.s direct on to the siamesed inlet ports and this probably improved the breathing a little over the original. The S.U. company kindly let me put the whole car on their roller dynamometer in order to check mixture strengths throughout the power range. Unfortunately their dynamometer was only capable of absorbing 180 b.h.p. at the back wheels and my car reached this limit at 3,100 r.p.m. on full throttle. The manufacturer's maximum engine speed was 4,200 r.p.m. and I would think that another 40 b.h.p. would be a reasonable assessment of the power at this speed. That gives us 220 b.h.p. at the back wheels and perhaps 240 b.h.p. at the flywheel. The engine was extremely willing to go right up to its top speed and the breathing with four valves per cylinder and excellent porting would, I think, make the above figures logical.

My feeling is that with the original carburetter and inlet manifold the engine gave somewhere between 220 and 230 b.h.p. at 4,200 r.p.m.

Streetly. B. MORGAN.

Sir,

Your correspondent, Mr. Blight, asked for the b.h.p. of the J-type Duesenberg. As far as I know, the figures are as follows: In 1928, when 115 b.h.p. was news, a J-type produced 265 b.h.p. at 4,200 r.p.m. and the torque was 374 lb.-ft. at 2,000 r.p.m.

The engine was a d.o.h.c. straight eight of 6,885 c.c. (148 × 186) with a cast-iron cylinder head with four valves per cylinder. The c.r. was 5.2:1, which readily lent itself to supercharging.

In March, 1932, a centrifugal blower was introduced on the SJ-type. It was gear-driven to six times engine speed, giving 8 p.s.i. boost at 4,000 r.p.m.

The figures for the SJ were: 320 b.h.p. at 4,750 r.p.m. Performance figures were (are) 0-100 in 17 sec. and 104 in second gear, against 89 m.p.h. in second gear for the J-type.

By 1937, 470 Duesenbergs had been produced, including 35 SJs, at $13,000 a time! And the Weymann bodied SJs at 18 ft. 9 in. were surely the longest two-seaters ever!

Purley. A. M. DUNCAN.

* * *

Pre-war Aeroplanes

Sir,

With reference to the D.H. Tiger Moths used in the film "The Blue Max" in fact both the articles are correct. The facts are that several Tiger Moths were used in the film to represent both British and German aircraft; also a Tiger Moth was rebuilt as a Pfulz DIII.

I was happy to note the reference to the Northern Aircraft Preservation Societies R.E.-8 parts; what was not noted was the fact that they went to Stockport in company with a Bristol F.2b fuselage, which was collected from Weston-on-the-Green. This was one of six fuselages used for many years to roof a blacksmith's shop.

For those who may be interested, here is a list of the Societies' aircraft:

Avro Avian G-EBZM.
Avro Avian G-ABEE.
Pou du Ciel.
Mile Messenger G-ALAH.
Standard Training Glider.
A powered version of the above.
Bristol F.2b fuselage.

Also there is a third Avro Avian in Algeria which may be brought back as soon as money and transport is available to retrieve it from the middle of the Sahara, where it crashed nearly 30 years ago.

Derby. M. J. HUTCHINSON.

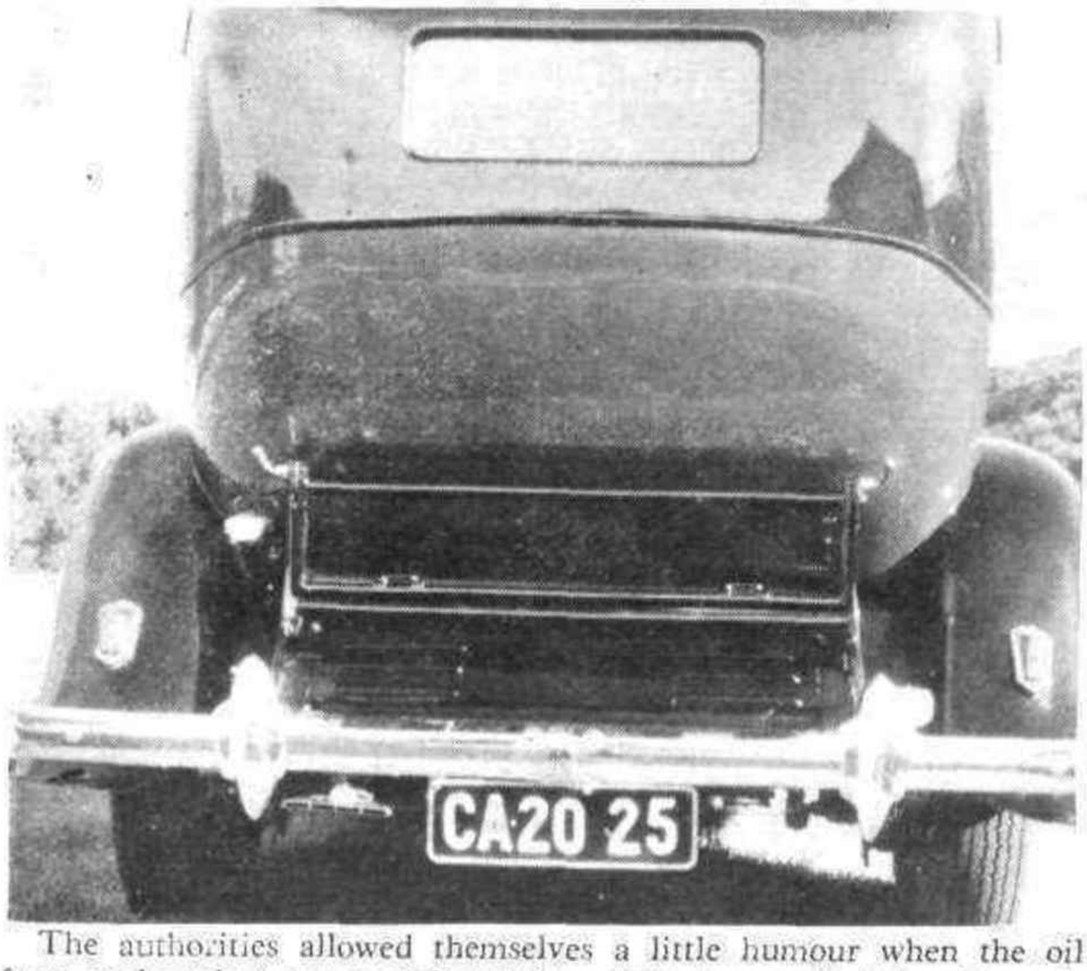
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Registering a Rolls-Royce—in Africa

Sir,

I venture to send you the enclosed rear-end view of my 1933 20-25 h.p. (chassis GLZ 37) Rolls-Royce with Barker limousine body, with "matching" number plate! In this country, the Province of domicile is indicated by the first letter—i.e. C for Cape, N for Natal, T for Transvaal and O for Orange Free State. The earliest cars to come to

the country were probably landed at Cape Town, and CA has been the Cape Town registration ever since. CB is Port Elizabeth, CC Kimberley, and so on. Inland centres have not followed this pattern, and Johannesburg for example, uses the prefix TJ.



The authorities allowed themselves a little humour when the oil from coal project was established in a little town called Sasolburg in the Orange Free State, by allocating to it the prefix OIL.

I brought my car to this country in 1965, and ran it as ALB 913 until the English licence expired. Then followed a few months of "wooing" the authorities until they finally consented to give me the appropriate CA 20 25. It may interest you to know that the annual licence fee for the car is £12, but in six years' time, when she has turned forty, no further licence fee will be payable. As far as I know, this concession is only applicable in the Cape Province.

Cape Province. P. A. SMITH.

* * *

The Faun

Sir,

With reference to your excellent picture of a Faun car in a German speed event of the twenties, I can add a few details about this little-known make, culled from my copy of "Autos in Deutschland, 1920-1939."

The standard model had an engine of 64 × 110 with push-rods of 24 h.p. at 2,400 r.p.m., and had semi-elliptic front and cantilever rear springs. Four-wheel brakes were fitted in 1925, but not in 1924.

The Faun sports car was built in 1925 and 1926 and had an over-head-camshaft engine of 66 × 110 mm., but the power developed is not quoted. It had four-wheel brakes and the wheelbase was shorter than on the standard model, and the track a little wider.

It is of interest that the car shown has ¼-elliptic front springs, and no front-wheel brakes, so it is probably 1924 or earlier. Construction ceased in 1927.

Selby. G. P. CLEMONS.

Sir,

I was delighted to see an illustration of the Faun car in your April issue. Your caption to this picture is somewhat inappropriate, as the Faun used to be a well-loved car in Central Europe during the 1920s, although I must admit that I have never seen the sports car. The touring car was a typical German medium-sized vintage car, robust, heavy, reliable and slow, and particularly well-suited to the atrocious roads of my country of birth, Bohemia.

I must, however, correct you on the data regarding the Faun Sport. The 64 × 110 mm. engine was used on the touring cars only, and had pushrod overhead valves. The Sport had a single o.h.c. engine, with a bore of 66 mm. and a stroke of 110 mm., giving a displacement of 1½ litres.

I wonder if some of the more-knowledgeable readers of MOTOR SPORT could solve this puzzle for me? A couple of years ago I had seen a car in Klagenfurt, Austria, which looked identical to the pre-war Fiat 1100 (Tipo 508 C), but the radiator badge stated that this car was a Csepel. I know that the Csepel works in Hungary manufactured all sorts of heavy machinery before the war, but not motor-cars as far as my knowledge goes, nor is any mention made of Csepel cars in Doyle's "The World's Automobiles." Could it possibly be that some patriotic expatriate Hungarian had a Csepel badge made to be fitted to his Fiat, or did Csepel build a few Fiat prototypes, in which case, this particular car must be a most rare and valuable specimen?

Cape. HERMANN SMETACEK.

* * *

The Brook's Super Sparker

Sir,

Your correspondent Mr. N. Buxton would like to know about the Brook's Super Sparker. He will be interested to know that this is the subject of British Patent (not Pattern!) No. 252,808 (not 252,608 as printed). This was applied for by Mr. J. A. Brook on March 10th, 1925, and the full title is "Improvements in or relating to devices for intensifying the spark and indicating the functioning of sparking plugs and magnetos for internal combustion engines."

This should answer the main points of Mr. Buxton's enquiry, but if he would like to know more he could obtain a copy of the Patent Specification which gives a full description with drawings, from the Sales Branch, Patent Office, Southampton Buildings, London, W.C.2, price 4s. 6d.

London, S.W.10. G. R. E. ARNOT.

SOME EDWARDIAN/VINTAGE FIXTURES

DATE	*ORGANISER*	*RENDEZVOUS*	*NOTES*
June 3rd ..	Festival Ad-Hocs/V.C.C., Reepham Rectory, Norwich.	Chapel Field Gardens, Norwich.	Festival *Concours*, Veteran, Edwardian, Vintage, 2 p.m.
June 4th ..	Festival Ad-Hocs/V.C.C.	Chapel Field Gardens, Norwich.	Run for cars above, *via* Aylsham to Cromer, then driving tests optional. Start midday.
June 4th ..	Lancashire Automobile Club/Blackpool Corporation/*Daily Telegraph*.	Town Hall, Manchester.	5th Manchester–Blackpool V. & V. Car Run, 9 a.m.
June 11th ..	Enfield & Dist. Veteran Vehicle Society (P. L. Harris, 20 Westmoor Gardens, Enfield, Middx.).	Verulamium, St. Albans.	Rally in aid of Fire Brigades Benevolent Fund.
June 11th ..	Railton Owners' Club (J. O. Dyson, Cranbrook, Leighton Road, Toddington, Beds.).	Finmere Aerodrome, Bucks.	11th National Meeting, *concours* and driving tests, 11 a.m.
June 17th ..	Hampshire Education Committee, Testwood Secondary School, Totton. (Hants. residents only.)	Totton, Hants.	One-day course, films, talks, *concours*.
June 18th ..	Rolls-Royce Enthusiasts' Club (Lt.-Col. E. B. Barrass, Lincroft, Montacute Road, Tunbridge Wells).	Royal Hospital, Chelsea.	Rally, 11 a.m.
June 18th ..	Wolseley Register (R. S. Burrows, 17 Hills Road, Cambridge).	Eathorpe Park Hotel, Eathorpe, nr. Leamington Spa.	Rally for pre-1940 Wolseleys. Veteran, Edwardian, Vintage and Georgian classes.
June 24th ..	Friends of Cathedral School (R. B. Coles, Westmead, Wimborne St. Giles, Dorset).	Salisbury Cathedral Close.	Veteran and Vintage Car and Motorcycle Rally, 2.30 p.m.
June 24th ..	Morris 8 Tourer Club (B. D. M. Hicks, 24 Boughton Lane, Loose, Maidstone, Kent).	Beaulieu, Hants.	Rally for all pre-war Morris cars.
June 24th ..	J. Rowland-Hosbons, Youghal Lodge, Uphill, Weston-super-Mare.	Western-super-Mare.	Vintage *Concours*, 2 p.m.
June 24/25th ..	Stamford & Dist. Spastics Society (Mrs. D. J. Simpson, 102 Casterton Road, Stamford, Lincs.).	Ryhall Grange, Stamford.	Stamford Carnival and Steam Engine Rally, Vintage and Veteran vehicles.
June 24/25th ..	Mr. Hammare, Woodcote, Warmoch Road, Polegate.	Lewes Road (A.27), nr. Polegate.	Polegate Steam Engine Rally, 11 a.m.
June 24/25th ..	Chiltern Traction Engine Club (I. D. H. Preston, Deep Mill Lane, G. Missenden, Bucks).	Raans Farm, Amersham.	Traction Engine Rally, Parade of Veteran, Vintage and Thoroughbred cars.
June 25th ..	A. J. Beagle, 71 Links Avenue, Gidea Park, Essex.	Debden R.A.F. Station, Essex.	Gala day of Motoring. Vintage and Veteran *Concours* and Parade. Also flying displays.
July 1st ..	Brotherhood's Works Sports Club (G. N. Jacklin, 651 Lincoln Road, Peterborough).	651 Lincoln Road, Peterborough.	Show of Veteran, Vintage and Thoroughbred cars.
July 8/9th ..	Somerset Traction Engine Club (entries by June 17th to R. Evis, Court House, Puriton, Bridgwater, Somerset).	Barwick Park, Yeovil.	Rally, Veteran and Vintage vehicles.
July 15/16th ..	Midland Festival of Steam (entries by June 8th to W. G. Pyatt, 99 Charles Street, Cheadle, Staffs.).	Bellamour Hall, Rugeley, Staffs.	Pre-1930 cars and motorcycles, pre-1940 commercials.

XXV MONACO GRAND PRIX

A well deserved victory

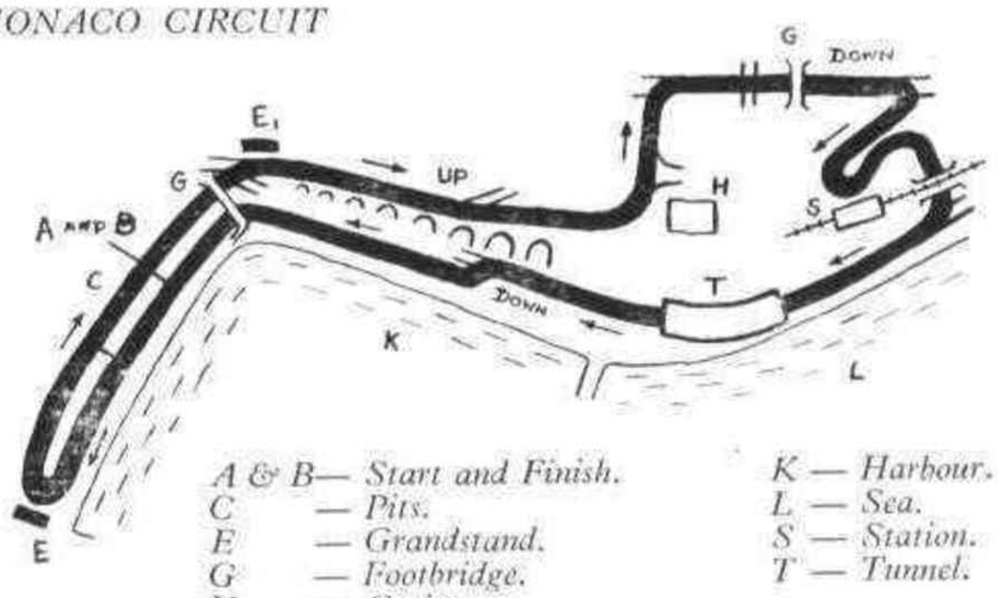
MONTE CARLO, *May 7th*

IT IS now just one whole year since the present Grand Prix Formula really got under way, for this time last year the Monaco Grand Prix saw the first big outing of the 3-litre Formula One cars and while 1966 saw some ups and downs 1967 is showing terrific progress. Although this year's Monaco G.P. was the first Championship event in Europe it was not the first in 1967 for back in the winter the South African G.P. was held, though in character it was a 1966 event. With the Monaco starting grid limited to sixteen cars, invitation entries were only given to manufacturers who have been building Grand Prix cars for at least three years, the rest of the entry having to fight among themselves during practice for the remaining places, and these included the A.A.R. Eagle-Weslake team and McLaren. The Owen Racing Organisation entered Stewart with a 2-litre V8 Tasman B.R.M. and Spence with a revised H16 B.R.M. as used at Oulton Park, and they had another similar H16 car for Stewart if he wanted it. Honda Racing entered Surtees and he had two V12-cylinder cars to choose from, both to the same basic specification but differing in detail, the spare one being virtually brand new. They both had entirely new 5-speed gearboxes with a rearrangement of the crown-wheel layout and the gear shafts, that provides lower friction losses and the whole unit was lighter than the previous one. They were also using new cast alloy wheels, with wider rims than before, now made in Japan whereas previous wheels were made by Halibrand in America. The Brabham team had their two 1966 cars for Brabham and Hulme, the leader having the "interim" engine, of old bottom end and new cylinder heads, but they had a brand new all-Repco engine in a box in case it was needed. This had a Repco-designed aluminium crankcase and block in place of the basic American block used in the past, and it had the latest cylinder heads with inlet and exhaust ports in the vee of the engine, but still with single overhead camshaft to each bank of cylinders.

The Cooper Car Company entered Rindt and Rodriguez with Maserati-engined cars, unchanged to any great extent from the end of last year, but they had a spare car, which was also a 1966 monocoque chassis, with a brand new Maserati engine installed. This used the bottom end of the current 12-cylinder engine but had interesting new cylinder heads with three valves per cylinder. There are two inlet and one exhaust and the angle between the inlet and exhaust valves is very small so that the two camshafts on each head lie close together and are under one cam cover, not unlike the Eagle Weslake cylinder head. The inlet ports, fed by Lucas injection, lie in the vee of the engine and the exhaust ports are on the outside, while the twin sparking plugs per cylinder are under the exhaust ports in the side of the combustion chamber instead of in the more usual central position. Exposed toothed-belts at the front of each inlet camshaft drive twelve-pole spark distributors, ignition being by Lucas transistor system. All three cars were using ZF gearboxes and new one-piece drive shafts with rubber "doughnut" couplings were being tried for the first time, in view of the hard life that the Monaco circuit gives the transmission system. There was also a smaller and lighter radiator being experimented with and some interesting new fabricated magnesium wheels, but these stayed in the garage and were not used.

With the V8 Cosworth-Ford engine not being ready Team Lotus had to rely on old material, Clark having the Lotus 33 from last year with 2-litre Coventry-Climax V8 engine and ZF gearbox and Graham Hill having the Lotus 33 with 2-litre B.R.M. V8 engine and Hewland gearbox. The Ferrari team had three entries but actually only took up two of them, for Bandini and Amon, both cars having the new 36-valve engines with central exhaust system, as first appeared at Brands Hatch earlier this season. They were fitted with new nose cowlings and cockpit surrounds with faired-in rear-view mirrors and very small Perspex windscreens. There were enormous air scoops to the front brakes, a small one to the driver's feet and at the back great fog-horn like air scoops to the inboard rear brakes. This made a total of eleven

MONACO CIRCUIT



A & B— Start and Finish. *K — Harbour.*
C — Pits. *L — Sea.*
E — Grandstand. *S — Station.*
G — Footbridge. *T — Tunnel.*
H — Casino.
Length — 3.145 km.

invited entries leaving five places to be decided among the remaining ten entries, but these were reduced to eight when neither Bonnier nor Ligier turned up with their private Cooper-Maseratis. The remaining eight comprised Gurney and Ginther with the two Eagle-Weslake V12-cylinder cars, as raced at Brands Hatch, looking resplendent in highly polished and chromium plated finish, with blue and silver bodywork; Siffert with the Walker/Durlacher Cooper-Maserati V12 fresh from a fine drive at Silverstone; McLaren with his compact little monocoque Formula 2-based car, with 2-litre B.R.M. V8 engine and Hewland gearbox, the car being fitted with a short nose cowling and pannier fuel tanks, so that it looked almost as wide as it was long; Anderson with his Brabham with 2.7-litre 4-cylinder Coventry-Climax engine; Courage with a 2-litre V8 B.R.M. car running under the Parnell banner; and two works Matra entries driven by Beltoise and Servoz-Gavin, those being Formula 2 cars with Cosworth-Ford FVA 16-valve engines and Hewland gearboxes and both cars had to carry ballast to bring them up to the minimum Formula One weight. Of these eight the fastest five during the three practice periods would join the select seven to make up the field for the 25th Monaco G.P.

Activity began on Thursday afternoon, with Rindt being first away in the Cooper with the new Maserati engine and Surtees was right behind him with one of the Hondas. Pretty soon everyone was under way and the only absentees were Clark and Hill, their cars not having arrived due to the transporter getting held up by a shipping strike in the Channel. The lap record for the Monaco circuit was set up last year by Bandini with a Ferrari in 1 min. 29.8 sec. during the race, and in practice Clark was the fastest with 1 min. 29.9 sec. so it was reasonable to view 1 min. 30.0 sec. as bogey time for the factory runners in view of the general progress over the past twelve months. The general pace while everyone was settling in was around 1 min. 35 sec., but gradually the tempo increased and it was Stewart who was setting the pace with the 2-litre B.R.M. McLaren had not gone far before a rear suspension mounting broke and that was the end of his practice, and Brabham was equally unfortunate as a connecting rod broke in his Repco engine. However, Hulme was in fine form and a joy to watch as he took the hairpins in a big tail slide, seemingly the only one who was enjoying the slow corners. Bandini was going well, as was Gurney, but Ginther could not match the pace of his leader, and Amon did not look too happy with the suddenness of the throttle response on the Ferrari. Spence was doing very well with the H16 B.R.M. and Stewart did a few laps in his H16 but was putting all his efforts into the smaller and lighter V8-engined car. While mechanics were checking over the Honda Surtees was concentrating on, he did a few slow laps in the newer car and by the end of the afternoon Stewart, in the V8 B.R.M. was the only one to get below 1 min. 30.0 sec. However, Hulme, Bandini and Gurney were not far behind, though Gurney sheared a welded joint in a drive shaft, fortunately without any damage, but it meant a close inspection of the other shaft and of those on Ginther's car.

Second practice was on Friday morning when most people were thinking about breakfast and this time the whole field were present, the Lotus cars having arrived in the night. All night work by the Brabham team had got the brand new 1967 Repco engine installed in Brabham's own car, but it had involved a lot of modifying and fabrication and he had to spend this practice period running-in the new engine. The whole pace of practice was much faster than the day before and a sense of urgency seemed to pervade everyone. Clark was

soon setting a furious pace with the Lotus-Climax V8 and Stewart was watching him all the way, but Surtees was getting the Honda going in a most impressive manner. Hulme was still working away with very serious intent as was Hill with the Lotus-B.R.M. V8, but trouble was rife, for Rodriguez had his normal Maserati engine break so his numbers were put on the experimental car with the new engine and he practised with that. Beltoise had hardly begun to practise when a rear suspension upright collapsed on him as he took a bend in the Casino square, and Courage overdid things and crashed the Parnell B.R.M. 2-litre V8. Bandini opened up a bit too soon at the Mirabeau hairpin and hit the wall, breaking his front suspension, and Stewart came to rest with bolts sheared in the final drive. Gurney had changed cars with Ginther, taking chassis number 103, and got well below 1 min. 30 sec. and by the time practice finished and the dust had settled there were quite a lot of repairs needed. Surtees had made fastest time in an heroic drive with the Honda in 1 min. 28.4 sec. and Stewart, Clark, Gurney and Hill had all broken 1 min. 30 sec. while many others were not far off. Stewart had done 1 min. 29.9 sec. with his H16 B.R.M. in only a very few laps and without making any adjustments so he was beginning to wonder whether he had been concentrating on the wrong car. Siffert was faster with the Walker/Durlacher Cooper-Maserati than both the works cars, which pleased the owners enormously, and he along with McLaren and Gurney seemed assured of a place on the starting grid.

It rained steadily on Saturday morning so it began to look as if Friday's time would be the fastest, but practice was not due until late afternoon, after two Formula 3 heats and before it began the circuit was nearly dry and the sun was shining again. There were no absentees for the mechanics had all slaved away and repaired the ravages of the Friday practice, Bandini's front end being straightened out, Courage's B.R.M. being put straight, Rodriguez having another engine installed in his Cooper, Gurney and Ginther changing back to their original cars, the spare Honda having a 1966 gearbox fitted as one of the new ones had broken and Stewart's B.R.M. transmission was repaired. The tempo of practice seemed to start up from where it left off the day before and there was some furious driving going on, the guaranteed starters trying to get on the front row of the grid and the non-guaranteed trying not to be left out. The Cooper team were not at all happy for the new engine in the Rodriguez car just would not function properly and Rindt hit a kerb " harder than usual " and broke a rear wheel as well as doing extensive damage to the chassis frame. Graham Hill broke the second gear in his Hewland gearbox and had to wait while his mechanics removed the broken bits and then continue practice without second gear. Bandini was none the worse for his mistake and was going faster than ever, beating the best time of the Honda with 1 min. 28.3 sec., while Clark and Hulme were very close with 1 min. 28.8 sec. The two Formula 2 Matras were being driven way over the limit to try and qualify among the tail-enders and Anderson equalled the best time put up by Courage with the B.R.M. and actually beat the best time of Amon, but he failed to make the select five by one-tenth of a second. Gurney was well qualified as was McLaren, but Ginther could not make the running, being slower than Anderson and the two Matras. As practice drew to a close and Anderson, Beltoise and Ginther realised they were not going to start, the wily old Brabham had been gradually extending his new Repco engine and on his very last lap did a fantastic 1 min. 27.6 sec. While this did not affect Bandini too much, he having been fastest up to this point, it knocked Surtees from the front row and relegated Clark to the third row along with Stewart, so that the first four cars were all full-blooded 3-litres and Hulme was quietly and confidently alongside the Honda on the two-by-two grid.

This year the timekeeper's box and the start and finish line had been moved from just after the Gasworks hairpin to just before Ste. Devote corner so that any last-minute dashes for the finishing line could now take place on the whole length of the pit straight. Conditions on Sunday were as good as could be desired as the cars lined up for the start, on the old starting grid so that when Chiron dropped the flag the sixteen cars had a flying start over the timekeeper's line. Stewart in the 2-litre V8 B.R.M. was on Firestone tyres, while the other two B.R.M.s were on Dunlop, the Honda had had an oil cooler fitted to the left side of the new gearbox, Bandini's Ferrari had the cockpit cover joint to the body sealed with red tape and Amon's car was sealed with blue tape. Both Brabhams were still on low-profile 15 in. Goodyear tyres, Rindt's Cooper chassis had undergone some major re-riveting during the night, and Hill's Hewland gearbox had been repaired. Gurney was still driving Eagle number 103 and it had been fitted with a very short nose cowling in case the normal long " beak " got bent in the opening lap scuffle. It was Bandini who led away and Brabham's car seemed to hesitate as it took off and as the sixteen cars streamed round the town on the opening lap the new Repco engine broke a connecting rod and when Brabham got to the Mirabeau hairpin he was throwing oil onto his rear tyres from a hole in the block! The engine was still running on seven cylinders and Brabham spun in the middle of the jostling throng and travelled backwards down to the station hairpin while nearly everyone scrambled past safely, the exception being Siffert, who in the process damaged his radiator. At the end of this exciting opening lap Bandini led from Hulme, Stewart, Surtees and Gurney, while Siffert limped into the pits and had his radiator changed and Brabham arrived to be rather surprised when he saw the hole in his brand new engine. What he did not realise was that he had laid oil on the course, which was being covered by cement dust while the pack were on their second lap. As the leading bunch approached the " chicane " there was a lot of slipping and sliding about and clouds of cement dust and Clark, who was just behind expected a multiple accident to happen so he deliberately went up the escape road. When he backed out to rejoin the race, everyone had gone and he was all alone at the back of the field of fourteen cars, which almost immediately became thirteen for the Cosworth engine in the Matra of Servoz-Gavin broke its injection unit driving belt. During this panic Hulme and Stewart had nipped past Bandini, so the order was now Brabham, B.R.M., Ferrari, followed by Honda, Eagle and McLaren. Gurney took his Eagle-Weslake past the Honda on the

PRACTICE TIMES

No.	Driver	Car	Thursday p.m.	Friday a.m.	Saturday p.m.
1	J. P. Beltoise	Matra-Cosworth FVA	1. 32.9	1. 52.5	1. 31.0
2	J. Servoz-Gavin	Matra-Cosworth FVA	1. 34.5	1. 31.8	1. 30.4
3	G. Ligier	Cooper-Maserati V12	NON-STARTER		
4	J. Stewart	B.R.M. V8	**1. 29.5**	1. 29.0	1. 29.1
5	M. Spence	B.R.M. H16	1. 31.1	1. 30.6	1. 30.8
6	P. Courage	B.R.M. V8	1. 32.1	1. 30.6	1. 33.7
7	J. Surtees	Honda V12	1. 31.3	**1. 28.4**	1. 31.5
8	J. Brabham	Brabham-Repco V8	1. 34.0	1. 39.5	**1. 27.6**
9	D. Hulme	Brabham-Repco V8	1. 30.2	1. 29.9	1. 28.8
10	J. Rindt	Cooper-Maserati V12	1. 36.8	1. 30.8	1. 31.1
11	P. Rodriguez	Cooper-Maserati V12	1. 42.7	1. 35.1	1. 32.4
12	J. Clark	Lotus 33-Climax V8	—	1. 29.1	1. 28.8
14	G. Hill	Lotus 33-B.R.M. V8	—	1. 29.9	1. 30.2
15	R. Anderson	Brabham-Climax 4	1. 32.6	1. 32.5	1. 30.6
16	B. McLaren	McLaren-B.R.M. V8	1. 33.4	1. 30.5	1. 30.0
17	J. Siffert	Cooper-Maserati V12	1. 31.7	1. 30.0	1. 30.1
18	L. Bandini	Ferrari V12	1. 30.4	1. 33.0	1. 28.3
19	L. Scarfiotti	Ferrari V12	NON-STARTER		
20	C. Amon	Ferrari V12	1. 34.1	1. 30.8	1. 30.7
21	J. Bonnier	Cooper-Maserati V12	NON-STARTER		
22	R. Ginther	Eagle-Weslake V12	1. 33.2	1. 32.2	1. 31.1
23	D. Gurney	Eagle-Weslake V12	1. 30.5	1. 29.3	1. 30.0
4T	J. Stewart	B.R.M. H16	1. 34.1	1. 29.9	—
7T	J. Surtees	Honda V12	1. 49.7	1. 43.1	1. 43.1
10T	J. Rindt	Cooper-Maserati V12	1. 35.6	—	—
11T	J. Rindt	Cooper-Maserati V12	—	—	1. 53.6

STARTING GRID

↑

8 J. Brabham (*Brabham-Repco V8*) 1 min. 27.6 sec.		18 L. Bandini (*Ferrari V12*) 1 min. 28.3 sec.
	7 J. Surtees (*Honda V12*) 1 min. 28.4 sec.	9 D. Hulme (*Brabham-Repco V8*) 1 min. 28.8 sec.
12 J. Clark (*Lotus-Climax V8*) 1 min. 28.8 sec.		4 J. Stewart (*B.R.M. V8*) 1 min. 29.0 sec.
	23 D. Gurney (*Eagle-Weslake V12*) 1 min. 29.3 sec.	14 G. Hill (*Lotus-B.R.M. V8*) 1 min. 29.9 sec.
17 J. Siffert (*Cooper-Maserati V12*) 1 min. 30.0 sec.		16 B. McLaren (*McLaren-B.R.M. V8*) 1 min. 30.0 sec.
	2 J. Servoz-Gavin (*Matra-Cosworth FVA*) 1 min. 30.4 sec.	5 M. Spence (*B.R.M. H16*) 1 min. 30.6 sec.
6 P. Courage (*B.R.M. V8*) 1 min. 30.6 sec.		20 C. Amon (*Ferrari V12*) 1 min. 30.7 sec.
	10 J. Rindt (*Cooper-Maserati V12*) 1 min. 30.8 sec.	11 P. Rodriguez (*Cooper-Maserati V12*) 1 min. 32.4 sec.

Not qualified : R. Anderson (*Brabham-Climax 4*) .. 1 min. 30.6 sec.
J. P. Beltoise (*Matra-Cosworth FVA*) .. 1 min. 31.0 sec.
R. Ginther (*Eagle-Weslake V12*) .. .. 1 min. 31.1 sec.

next lap and past the Ferrari on the lap after that, while Hulme was being pressed hard by Stewart. On lap 5 the Weslake engine broke the toothed belt driving the fuel pump and the Eagle lay stricken by the roadside after a short sharp race. Clark was driving hard to make up time for his error and had already passed Courage and Rodriguez, the Cooper-Maserati running on about ten cylinders by the sound of it. Rindt was hanging on to the leading bunch and got by McLaren for a couple of laps and at the end of the sixth lap Stewart crossed the line alongside Hulme, making his bid for the lead, which came off. The little Scot was in terrific form and Hulme could keep him in sight but not stay with him and a small gap began to appear between the two cars. Bandini was in third place, with Surtees right behind him, with McLaren and Rindt in the Honda's wake. This group had already outdistanced the rest of the runners who were being led by Hill in the Lotus-B.R.M. V8, but Amon who was next was about to be caught by Clark, who was making fastest race laps every time round, but nowhere near the lap record as the circuit was still slippery. At the end of lap 15 Hulme was leading and Stewart was seen travelling slowly along the harbour front, his crown wheel and pinion having broken up and the others went by him as he made slowly for the pits to retire. This put Bandini back into second place, still with Surtees just behind him, followed by McLaren. Rindt had gone out when his gearbox broke up and Clark had caught and passed Hill by this time, though with the drying track everyone had speeded up and Hulme now held the fastest lap at 1 min. 31.5 sec., but it was significant that Clark was the first to appreciate the changing conditions and increase his lap speed. By 20 laps Hulme was comfortably in the lead with some 15 seconds over Bandini, but Surtees could not get the Honda past the Ferrari and McLaren was still hanging on to them and going extremely well. The Honda was showing signs of tiring and as it went by on lap 27 there was an ominous trail of smoke coming from the engine and on the next lap McLaren took third place from the Japanese car. Clark was still making fastest laps and as he clocked 1 min. 30.6 sec. on lap 28, he caught right up with the ailing Honda and on the next lap Surtees waved him by as they raced down the promenade behind the pits. The smoke from the Honda was getting worse all the time and it was obviously not going to last much longer and it finally succumbed, with suspected broken piston on lap 33, stopping at the "chicane." At this point Hulme was rounding Saint Devote corner as Bandini was rounding the Tabac corner, so that there was just twice the length of the promenade between them. Clark was still going as fast as ever and now had his sights on McLaren and third place and by 40 laps he was right behind McLaren, having set up a new lap record on lap 38 in 1 min. 29.5 sec. and only Amon and Hill were still on the same lap as the leading foursome, the Lotus-B.R.M. clutch was playing up and Amon had got by on lap 23, but was making no impression on the leaders.

As Clark was completing lap 43 he hurled the Lotus into the Tabac corner and at that moment the right rear spring unit broke and the car spun into the wall and wrecked the rear suspension. Clark climbed out unhurt, but now a spectator, with the small consolation of holding the lap record. Bandini was now beginning to get his second wind and he slowly reduced the gap between the leading Brabham and his Ferrari down to 7 seconds, but Hulme was equal to the challenge and held his lead to around 8 seconds and it became a trial of strength with the rugged New Zealander coming out on top. At 50 laps, which was half-distance, the order was Hulme (Brabham-Repco V8), Bandini (Ferrari V12), McLaren (McLaren-B.R.M. V8), Amon (Ferrari V12) and Hill (Lotus-B.R.M. V8), all still on the same lap, Spence (B.R.M. H16), Rodriguez (Cooper-Maserati V12) and Courage (B.R.M. V8) being well behind, while Siffert was circulating having lost 19 laps while his water system was repaired. The deadlock between the two leading drivers continued for fifteen laps, with McLaren always in third place and Amon fourth, while Hill was lapped by the leaders. McLaren's engine began to lose power for his alternator was not balancing the consumption and his battery was running down and affecting the ignition. By 70 laps the deadlock had been broken, Hulme's superior physical condition obviously coming out on top and poor Bandini was beginning to flag and he began to show signs of tiredness and lack of concentration, occasionally being untidy and ragged on some corners. There was a mild panic at Saint Devote at this time, when Courage spun his B.R.M. and could not restart the engine so he had to abandon the car on the footpath, and on lap 71 McLaren's engine was sounding awful so he pulled into the pits and had a new battery fitted but this dropped him behind Amon and Hill, and two laps behind the leader.

On lap 82 as Bandini took the "chicane" the Ferrari struck the wooden barriers and was immediately out of control. It mounted the straw bales on the outside of the corner, a wheel was broken off, and the car landed upside down in the middle of the road with the driver trapped underneath. Almost instantaneously the car was a sheet of flame and by the time Bandini was extricated from the wreckage he was in a very serious condition, and subsequently died from his burns. This very nasty incident now left Amon in second place, nearly a lap behind Hulme who was driving as regularly and smoothly as ever, but on lap 91 the Ferrari suffered a punctured rear tyre, probably from running over something near the crash, and Amon wallowed into the pits to have it changed. This put him behind Hill, but still ahead of McLaren and in that order the race ran to its close at 100 laps. During the confusion of the accident Rodriguez had got his sick Cooper-Maserati ahead of Spence's H16 B.R.M., though opinion was sharply divided as to whether this was strictly correct. The Cooper had never fired on twelve cylinders all afternoon and the pit were reluctant to bring the car in, as knowing their Maserati engines they were pretty sure it was overheating and would not restart again.

The accident to Bandini threw rather a cloud over the finish of the race and detracted some of the glory that was due to Hulme, for he had driven with the will to win from the very first practice period and had shown outstanding stamina.—D. S. J.

Results :

MONACO GRAND PRIX—Formula One—100 laps—314.5 kilometres —Warm

1st : D. Hulme (Brabham-Repco V8—3-litre) (Entrant: Brabham Racing Org.) 2 hr 34 min. 34.3 sec.—122.143 k.p.h.
2nd : G. Hill (Lotus 33-B.R.M. V8—2-litre) (Entrant: Team Lotus) .. 99 laps
3rd : C. Amon (Ferrari V12—3-litre) (Entrant: Ferrari S.p A.) .. .. 98 laps
4th : B. McLaren (McLaren-B.R.M. V8—2-litre) (Entrant: McLaren Racing Ltd.) .. .. 97 laps
5th : P. Rodriguez (Cooper-Maserati V12—3-litre) (Entrant: Cooper Car Company) .. .. 96 laps
6th : M. Spence (B.R.M. H16—3-litre) (Entrant: Owen Racing Org.) .. 96 laps

Fastest lap : J. Clark (Lotus 33-Climax V8), on lap 38 in 1 min. 29.5 sec.—126.502 k.p.h. (*new record*).

Retired : J. Brabham (Brabham-Repco V8), engine, lap 1; J. Servoz-Gavin (Matra-Cosworth 1600), injection unit drive, lap 2; D. Gurney (Eagle-Weslake V12), fuel pump drive, lap 5; J. Stewart (B.R.M. V8), crown-wheel, lap 15; J. Rindt (Cooper-Maserati V12), gearbox, lap 15; J. Siffert (Cooper-Maserati V12), engine, lap 32; J. Surtees (Honda V12), engine, lap 33; J. Clark (Lotus-Climax V8), rear shock-absorber, lap 43; P. Courage (B.R.M. V8), spun and stalled, lap 64; L. Bandini (Ferrari V12), crashed, lap 82.

16 *starters.*— 6 *finishers.*

Monaco Murmurs

The race was run at a slightly slower average speed than last year, but then Bandini had been pressing the winner right up to the end.

* * *

In the opening phases of the race neither Hill nor Amon was in the picture, yet they finished second and third. The Monaco Grand Prix lived up to its reputation for being unpredictable.

* * *

After hitting the wall at Tobacconist's Corner Jim Clark was seen helping the marshals to sweep up the bits and pieces before walking back to the pits.

* * *

There were three New Zealand drivers in the first four to finish. The English are losing their grip on Grand Prix racing.

* * *

Exactly a year ago an H16 B.R.M.-engined car did its first practice lap. This year it did 96 laps while the winner did 100 laps and was still running at the end of the race.

Monaco Formula Three

In the usual way a very large entry was accepted for the F3 race on Saturday, before Grand Prix day, and this was divided into two 16-lap heats, the fastest eleven in each heat going into the final. As it was wet for the first heat and dry for the second the line up for the final over 24 laps was a bit muddled. The Matra drivers Jassaud and Pescarolo dominated both heats and final, to the surprise of some people but it must be realised that they have the backing of a powerful team and a large racing department and are works entries, whereas the opposition stemmed from small private teams and private owners. It did not help matters much when a number of the British entry had a multiple accident at the "chicane," in which Mac Daghorn was injured.

MONACO FORMULA THREE

1st : H. Pescarolo (Matra-Ford) .. .. .. 39 min. 40.3 sec.—114.157 k.p.h.
2nd : J. P. Jaussaud (Matra-Ford) .. .. .. 39 min. 40.9 sec.
3rd : D. Bell (Brabham-Ford) .. .. .. 40 min. 04.4 sec.
4th : J. Dubler (Brabham-Ford) .. .. .. 40 min. 22.3 sec.
5th : M. Knight (Brabham-Ford) .. .. .. 40 min. 27.0 sec.
6th : A. Rollinson (Brabham-Ford) .. .. 40 min. 41.0 sec.

Fastest lap : H. Pescarolo (Matra-Ford), 1 min. 36.6 sec.—117.207 k.p.h.

LETTER FROM EUROPE

[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W. B.,

Just recently we seem to have been in a bit of a muddle over here, for we had a race in Italy on a Tuesday, followed by a race in Belgium on a Monday. It was all very confusing because normally I can only keep track of the passage of time by the fact that race day means it is a Sunday and another week has gone by. To confuse matters even more I drove through three snowstorms on the way down to Monte Carlo, and in the month of May. I said things have been in a muddle ! However, I am happy to say that all is back to normal, races are now on Sundays, there isn't a cloud in the sky and the day before yesterday I got the E-type wound up to 5,800 r.p.m. in top for quite a long time. The actual m.p.h. is academic, but on a 3.07-to-1 rear axle it is fast enough and Jaguar owners will no doubt appreciate that the engine is running well to do this without any fuss and with 85,000 kilometres rising on the clock.

Since I last wrote to you I have been doing some of those interesting cross-country journeys, where by country I mean actual countries. Breakfast in Italy, lunch in Austria, tea in Germany and supper in Belgium, sort of thing, and I always enjoy such trips because it makes me appreciate the freedom of travel in Europe. There is no drama, no booking agents, boats or aeroplanes, just a passport and a Green Insurance Card and you can go anywhere as and when you feel like it. It is interesting to do one of these runs where the middle country is what I call " neutral," in other words it does not manufacture cars and is a relatively free market for those who do. One such trip was France, Belgium, Germany, another was France, Switzerland, Italy, and on these trips you are very aware of the complete change of scene as you cross the frontier. In France motoring is all Citroëns and Peugeots but no sooner had I got into Belgium, on a small back road, than I saw a Mustang and a Honda motorcycle. A few hours later, crossing into Germany life became all Volkswagens and Mercedes Benz, and so it goes on. The impression in Belgium is that no one has a monopoly; in Switzerland the accent is very much on German cars, but south of the Alps in the province of Ticino, where Switzerland projects down into Italy there was no monopoly and there were lots of British sports cars such as Triumphs, M.G.s and even a Lotus Elan, while Jaguar saloons seemed popular. While in that part, which to me is the nicest part of Switzerland and I always appreciated why Rudolf Caracciola made his home there, I saw a very smart 328 B.M.W. in the forecourt of a Fina petrol station. Needless to say I stopped and soon found that the owner was also the garage owner and he had just finished rebuilding the car. It was a completely standard 1937 car, but in nice condition and finding I was interested in such things the owner took me down into the basement where he had other cars, including an 8.9 h.p. Renault four-seater, a vintage de Dion Bouton tourer and a 1939 Maserati 4CL, one of the 16-valve 4-cylinder cars, but he was not having much joy with it as he could not get the proper alcohol fuel that he needed, which made me realise how fortunate our V.S.C.C. chaps are in being able to keep their pre-war racing cars running on the proper fuels, plugs, tyres, etc. Returning upstairs he let me drive his 328 B.M.W. and we motored off up the road for a short trip. It was very nice, but not as good as my own 328, for it did not have the close-ratio Hirth gearbox, nor the very wide bi-metal brake drums, but it was a good example of a standard production 328. Leaving him with some useful information on how he can find a Rolls-Royce, which he wants to buy as a birthday present for his father, I continued on my way to Italy.

While on vintage matters, a couple of weeks back I was motoring in the Alsace part of France so I made a slight detour to pass through Molsheim. As you approach the town from the south on the N.422 you suddenly see a large Bugatti badge beside the road, half-hidden by bushes, and round the next corner is the Bugatti factory, no longer building racing cars, but doing general engineering. It was Saturday afternoon so everything was closed, but there are still Bugatti badges on the entrance pillars and a large badge on the front of the factory. One thinks of Bugatti as having been a small concern, and by comparison with Citroën or Renault they were, but nonetheless it is a sizeable factory, especially when compared with today's specialist builders like Lotus, Cooper or Brabham, who are only carrying on doing what Bugatti was doing in the vintage years. I waited in vain for the sight of Jean Pierre Wimille coming out of the gates in a Type 59 on test !



" As you approach Molsheim on the N.422. . . ."

I called in at the Lamborghini factory to see how the production of the P400 Miura is getting along and was able to have a short sharp drive in the prototype car, that has now done over 100,000 kilometres of test driving, so it was not exactly representative. It was certainly impressive and had all the good characteristics of a GT40 Ford, with that same balanced feel you only get from a mid-engine layout. With its 4-litre V12-cylinder engine with 8,000 r.p.m. on tap the acceleration was of the type where you point the car and squirt it, but I did not like the steering as it had no " feed-back " qualities so it felt dead and the gear-change was not a patch on the ZF gearbox used on the production GT40, the Lamborghini lever movements being long and rather heavy. As I said, this was only the prototype car, which is now a general purpose hack car so it would not be fair to judge by it and anyway I only drove it for a few minutes. No doubt some skilful journalists would manage to write a complete road-test, including facts and figures, after such a run, but I prefer to view it like Alex Moulton put it when we all tried the T-type Rolls-Royce—" To get it in focus." Having done that one can then start to find out about a car. I consider I began to find out about the GT40 Ford after I had used it for a week, and I have found out about the E-type Jaguar after using it for two years, but " up the road and back " is just a matter of making contact, but very interesting contact even so.

A couple of weeks after driving the mid-engine Lamborghini I caught up with Mr. Lamborghini himself in a front-engined 2 + 2, with the same type of 4-litre 4 o.h.c. V12-cylinder engine, and this particular car was noticeable because it had cast alloy wheels as used on the Miura, instead of the standard wire wheels. We ran in company for quite a way and I recalled the time when you and I were motoring somewhere or other and we passed the time by thinking up people who could motor about in cars with their own name on the front. Not cars of the past, but those still in production today, such as Lamborghini, Ferrari, Ford, Morgan, Cooper and so on, but not Chapman in a Lotus, the manufacturer had to have his own name on the front. Apparently it is quite amusing when Commendatore Lamborghini drives back into Italy, from France or Switzerland, and shows his passport and car papers at the frontier for the name is the same on both and he is immediately swept through with salutes and smiles. It must be the height of one-upmanship.

Making the annual pilgrimage down to Sicily for the Targa Florio, by road as always, I was most impressed with the progress being made with the Autostrada that is running from Naples to Reggio Calabria, at the tip of the toe of Italy. While we talk about motor roads the Italians get on and build them and numerous sections in the mountains are already in use. In Sicily the Autostrada from Messina to Palermo is also taking shape, with vast bridges and viaducts appearing across many of the valleys. At the rate they are working it should be Autostrada all the way from Turin to Palermo by 1969, which does not sound much, but if you have a map of Europe handy it is well worth looking at it and compare the distance with our M1 or M2.

There are sounds of Porsches and Ferraris tearing off up the road, so I must go. It is Targa Florio time and I am writing this from Cefalu.—Yours, D. S. J.

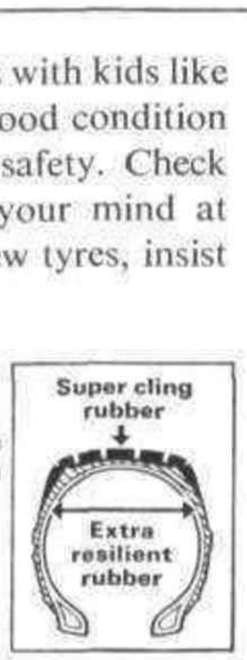


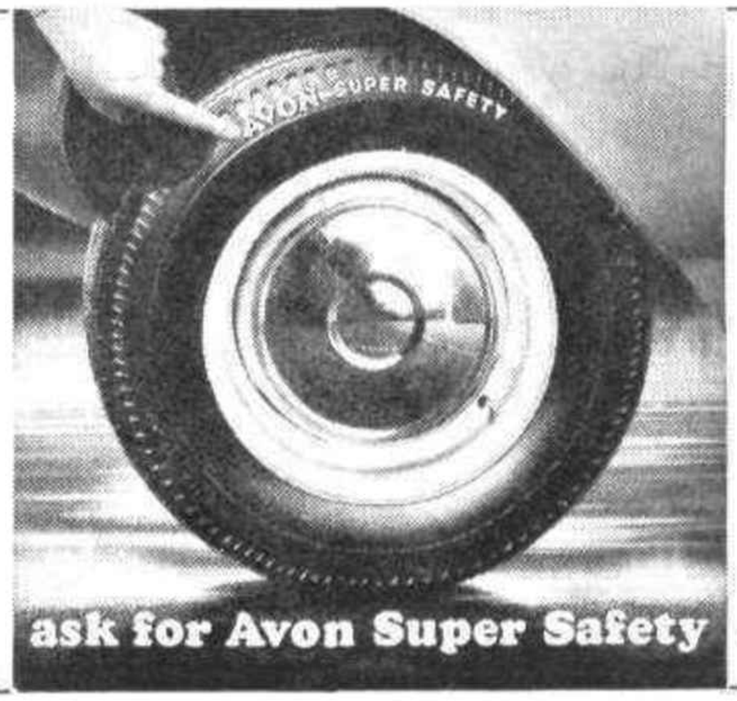
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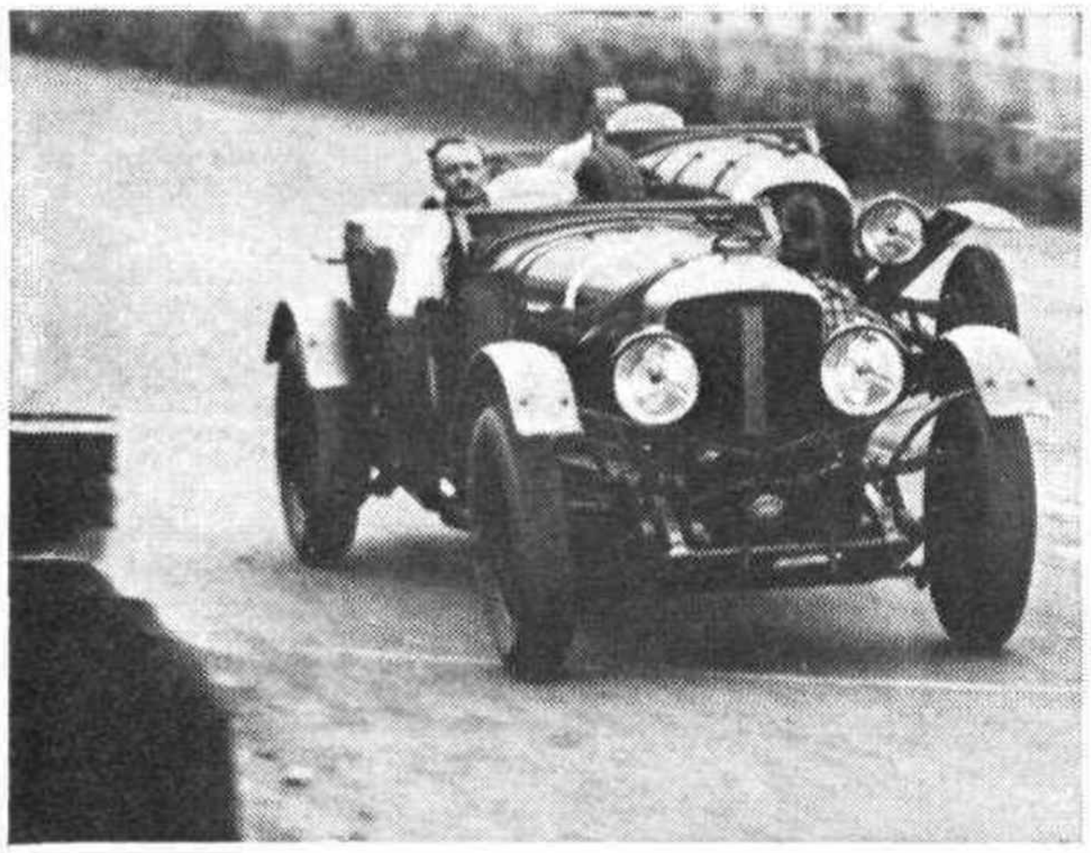


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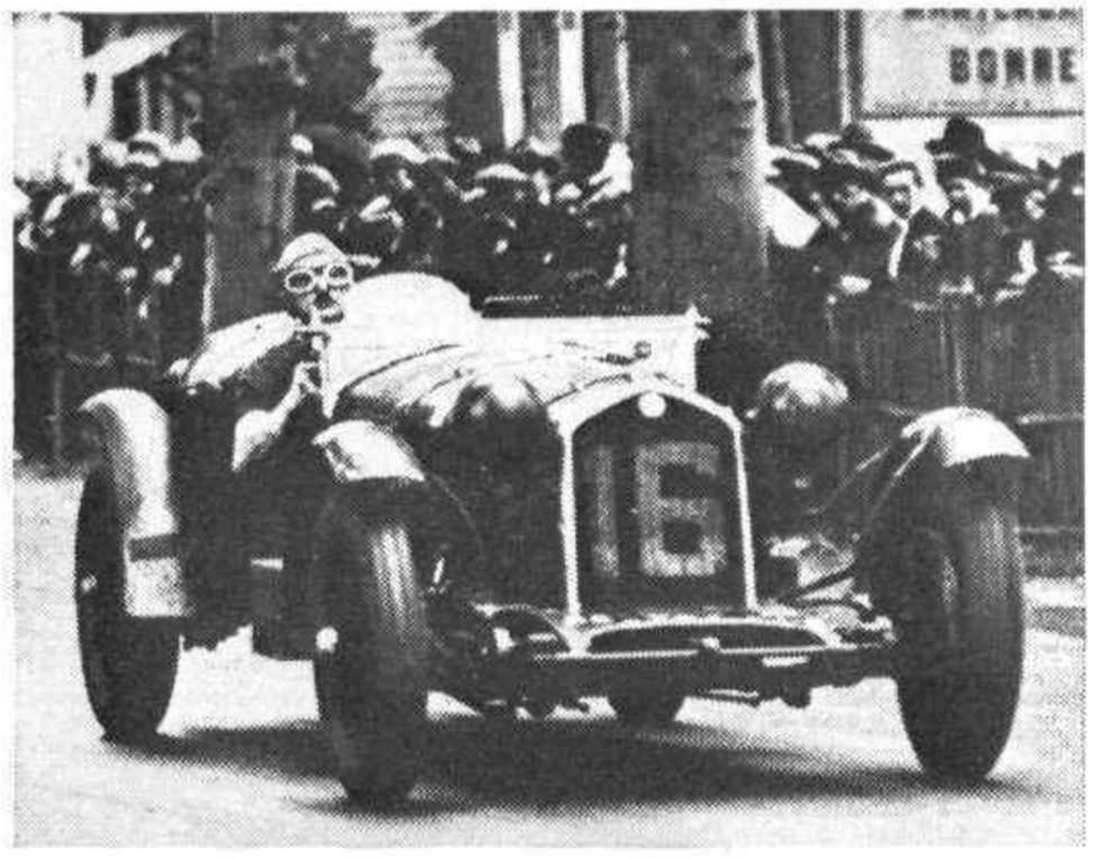
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For 40 years at Le Mans Shell and success have gone hand in hand



An age of Titans. The Bentleys put Britain on the motor racing map in the 1920's. A win at Le Mans in 1924 presaged a sequence of four consecutive wins 1927-30. In 1929 the Bentleys took the first four places, with the Barnato-Birkin 6.6 litre car, the immortal Old No. 1, taking, appropriately enough, premier place. "Les camions les plus vite" (as Bugatti called the Bentleys) put their faith in Shell oil throughout their racing career.



The years of the Alfa. Alfa-Romeo's victory with a 2.3 litre car in 1931 showed that the old order had passed. Henceforth, lighter cars, and impeccable road-holding were to win the day. Alfa-Romeo won at Le Mans from 1931 to 1934. In '33, Nuvolari and Sommer raised the winning average speed above 80-mph for the first time. However, one thing the nimble Alfas had in common with the massive Bentleys was lubrication by Shell.

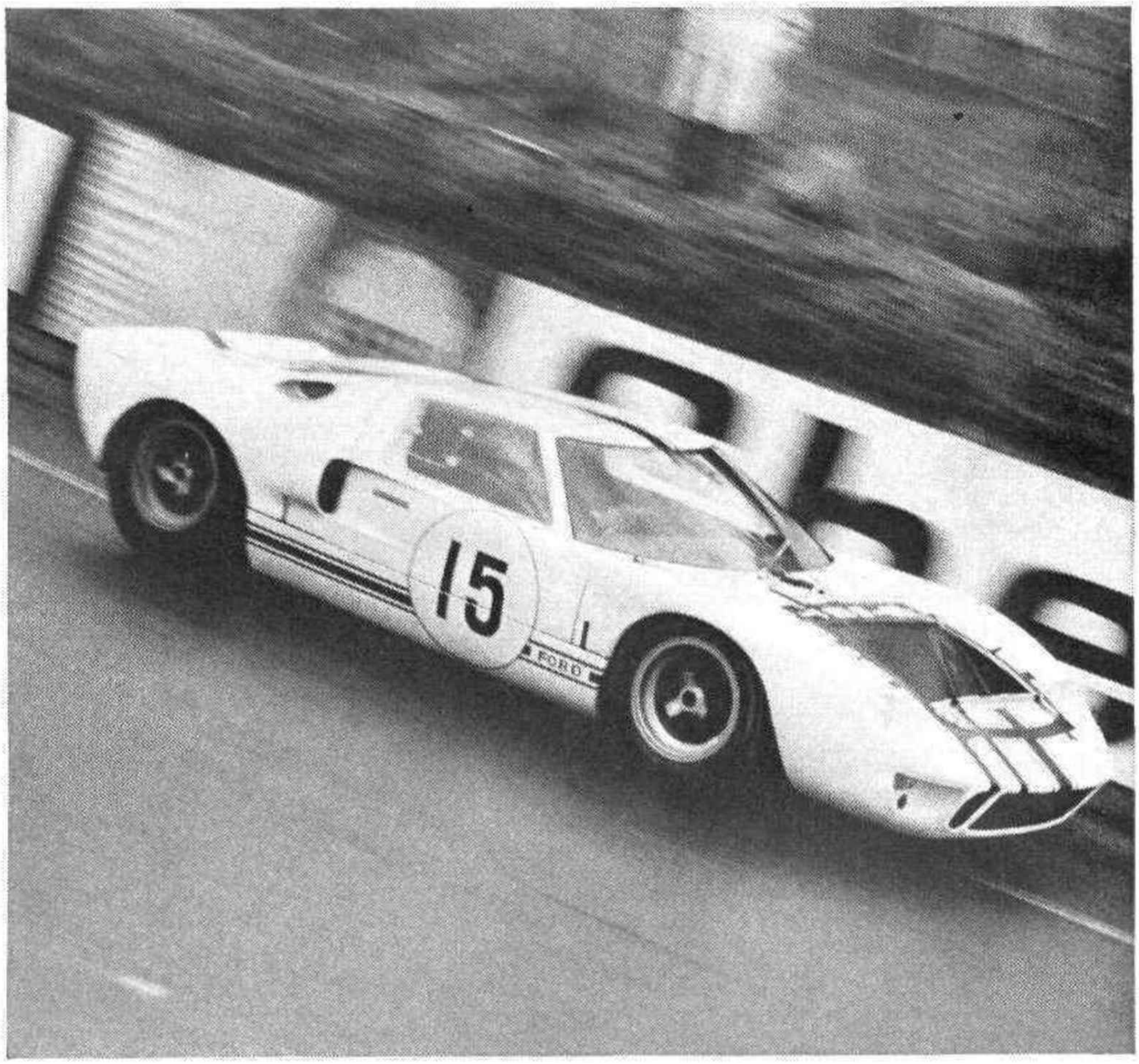


Jaguar, ambassador on 4 wheels. Nothing did more to raise the world-wide prestige of Britain's motor industry in the decade after the war than the Jaguar successes at Le Mans. 1951, 1953, 1955, 1956 and 1957 saw British Racing Green first over the line. The greatest race? Perhaps 1953 when the Rolt-Hamilton car took the winning speed over 100-mph for the first time. And once again, Shell oil had an important share in a succession of victories.



Ferrari score nine. The sixties, of course, have seen Ferraris victorious for six consecutive Le Mans, from 1960 to 1965. Ferrari first wrested the crown from Jaguar in 1954 when Gonzales and Trintignant finished only $2\frac{1}{2}$ miles ahead of the Rolt-Hamilton Jaguar after a 2,500 mile race, most of it in lashing rain. With nine Le Mans victories already to their credit, and looking for more, Ferrari today see only one serious competitor – Ford. Ferrari, like every team with a chain of victories to their name at Le Mans, use only Shell oil.

Have Ford found the winning line?



In 1966, Ford's massive investment in motor racing paid its greatest dividend with a decisive victory over Ferrari at Le Mans. This year, the Ford-Ferrari duel opened with a sweeping Ferrari win at Daytona, the entire Ford team having dropped out with transmission trouble. Ford were back on form at Sebring, but did not have to face an official works team from Ferrari. At Le Mans practice this Spring, the Fords reached a shattering 225-mph on the Mulsanne straight, but could not match the Ferraris's road-holding on the corners.

With the intense professionalism these two great teams bring to motor racing, it is not surprising that they come to a common conclusion about lubrication. Shell oil is their unequivocal choice.

Three out of five cars at Le Mans will run on Shell oil, including Porsche, Chaparral, Alfa-Romeo, and Alpine-Renault as well as Ford and Ferrari. 23 times out of 34, the race has been won on Shell oil. Le Mans is, more than anything else, a test of engine endurance and reliability. Draw your own conclusions.

Le Mans winners say Good-Mileage SHELL

THE COST OF MOTORING SPORT

6 : Rallying

IN ONLY one of the previous articles have we discussed a branch of motoring sport in which the driver can use his car on the road as well as in competitions, namely autocross, and the actual investment in " spare machinery " must be a real deterrent to most people who want to do something competitive but simply haven't got the money. Rallying was, of course, a thriving sport some years ago though the accent was on " navigators' nightmares " and as it became faster and more professional, with the accent on driver ability and car performance, so it became more anti-social. Public indignation took real forms when local residents formed road blocks, even fired air rifles at passing cars, so now, rightly, organisers are tending to take cars away to Forestry Commission land for the really serious stages, without needing the persuasion of the R.A.C.

One result of this is that it is more difficult and more expensive for anyone making a start, since all but the most innocent of night runs involve some rough roads which can be taken at five or fifty miles an hour but nothing between, depending on whether or not the car is fitted with a sump shield. This article, therefore, the last in this series, is not so much for the family motorist who might be tempted to try his luck on a club event as for the serious competitor who may be prepared to spend some money, perhaps £50 to start with, on preparing his car for a branch of sport which is as semi-professional (or professional) as racing. There is one consolation in that the car can be insured comprehensively while taking part in the road sections, though not whilst special-staging, so an accident might not be a financial disaster.

Many of the top rally drivers in this country are supported by a garage business; they need to be, since chasing points for an important series like the *Motoring News* championship involves a great deal of preparation and repair work. In terms of cash it can cost up to £1,000 to complete a full season of national and international rallies in this country alone in a Cortina-Lotus, a little less considering a Cortina GT, and perhaps £750 for a Cooper S 1275, though these rough estimates would be affected by a run of bad luck in the form of accidents or engine blow-ups.

To get some idea of the cost we interviewed John Bloxham, who works with his elder brother in the family garage business at Penn, Wolverhampton. Bloxham is, at the time of writing, leading the *Motoring News* championship with his Cooper S 1275, navigated by Richard Harper, organiser of the Express and Star Rally. In some ways the 24-year-old driver is not typical, since garage-supported crews are not in the majority, and cannot be expected to relate the cost accurately since they don't pay full price for parts or labour, but it is necessary to investigate successful teams because drivers who don't win always complain that the man who beat them spent more on his car !

The driver is typical, though, in the way he started off his career with a treasure hunt a fortnight after his 17th birthday, driving a Renault Dauphine. There were many more events in a variety of cars, outings normally plagued by bad navigating to begin with or navigator sickness later on, when the rallies got faster. Bloxham tended to concentrate on off-the-road events where his own skill was more at a premium, buying a Saab 60 for £750 in 1962 for autocrossing. This was the car that Carlsson drove in the TV mud-plugging event after the Monte Carlo Rally, a sure class-winner every time out. Shortly afterwards he made a very exciting acquisition, the Healey 3000 (URX 727) used by Pat Moss when she won the Liège Rally. This cost £1,250 and was used for a long time on rallies, sprints, autocross, and for towing a trailer carrying a 1,340 c.c. Lotus 7 to various track events. In a fast car like the Healey a pertinent subject of navigator responsibility arises, since a good map-reader will keep up a steady flow of information about the road ahead and help the driver along that much more quickly. Ultimately the driver is always responsible for keeping the car on the road, but a breakdown in the flow of information resulted in the Healey being inverted one night on a rally, luckily without much damage to crew or car. It cost about £200 to put the car right and after a few more outings it was part-exchanged through the business, with a few outright wins in club rallies to its credit and more pots from off-the-road competitions.

The Healey was replaced by a Lotus Elan, in road trim, with a Renault Gordini from stock doing service as a rally car—this managed two second places in rallies in 1964, when Bloxham and Vaughan Bond, his co-driver at the time, decided to launch into rallying properly. A Cooper S 970 was bought for the purpose, costing about £650—even after the Healey, Bloxham did not want the more powerful 1275, feeling that he wanted to learn front-wheel-drive by stages. A duraluminium sumpshield cost £10, extra lighting about £25, and an auxiliary petrol tank £11. Dunlop C44 tyres for the front wheels and SP41s for the rear cost £25, but preparation was still incomplete as on their first international rally, the Welsh, exposed petrol lines under the car were ripped off along the Dovey stage forcing their retirement.

Then followed the Gulf Rally and more club events before the R.A.C. Rally in November, when they competed in the best private-owner team to finish and collected a £50 bonus from B.M.C. This was just as well since the engine bearings had run, bringing a £42 bill for a reground crankshaft, engine rebuild, and a lightened flywheel. After the car's next outing, in the second Welsh Rally to be run in 1965, the engine was replaced by a 1275 unit which promptly ran its main bearings while under guarantee. The first big event of 1966, the Gulf, saw them retire again with a cracked sump, the normal sumpshield proving inadequate for the extra speed of the car. It was replaced by a replica of the works sumpguard, costing £35, made in steel this time and weighing half a hundredweight. Bloxham observed that the 970 had been light on tyres, but the 1275 wears the front tyres out on a big rally, or in about three club events, and with inevitable punctures taken into account a big rally can run away with £25 on the tyre budget alone.

Before the 1966 R.A.C. Rally the car was completely rebuilt, since Bloxham wisely follows the advice that it isn't worth starting an event if the car is not as perfect as possible, a maxim not always followed by other competitors through ignorance or foolishness, and they usually account for most of the retirements on the first night of a long rally. Even the best-laid plans go awry sometimes, for gearbox failure on the second night of the R.A.C. put paid to that run. Fortunately Richard Bloxham, John's elder brother, is just as keen on rallying and takes a service car so there isn't the usual bother of wondering how

Meticulous preparation is needed to equip a car for treatment like this. An expensive sumpshield is most necessary, as cars average 50 m.p.h. on forest roads



to get home that vexes some crews when they break down far from base.

Driving in the Welsh Rally in December, Bloxham and Harper finished 11th overall despite the driver being ill for the first 24 hours, and since then the crew have done three *Motoring News* championship rallies with a second and two third places to their credit. By now the Cooper is nearly 2½ years old, distinctly a veteran with paper-thin floors worn by stones on special stages, but still well polished, serviced, and ready to do more service through the year. Now it has a companion, a new Cooper S 1275, with Hydrolastic suspension, which is being kept in Group 1 trim for the Geneva Rally, Bloxham's first sortie abroad, and will eventually replace the veteran.

Bloxham does most of his own preparation, so despite his facilities no one could say he has an unfair advantage on rallies, especially since he concentrates more on the national or international events. Standard preparation each year for the R.A.C. Rally consists of new front and rear sub-frames, costing £13 10s. the pair, new shock-absorbers at £2 11s. each, new brake discs and drums, wheel bearings, wiper motor and spindles, tie rods, rear radius arms, and many more small items which bring the total bill for parts to something like £60. Entry fees for internationals range from £25 to £50, so with hotel bills for three nights, petrol for at least 2,000 miles, insurance and so on the cost will be at least £150 to start. Add to this the cost of running a service car and the price of repair work afterwards (which is never negligible), and it can be understood that big rallies are expensive pastimes. Even to do championship events, Bloxham reckons on £10 at least per event, plus the cost of tyres and repairs afterwards. Only once since his days with the Healey has he damaged a car whilst competing, a new wing for his Mini costing £7 10s. fitted.

In the course of time a good many "extras" have been fitted in the rally car. A roll-over bar is a good investment, costing £8 12s., and special seats costing £30 a pair are necessary, too. A list of acquisitions reads like this: laminated windscreen (compulsory), £10; competition exhaust manifold, £12; Downton cylinder head and engine modifications, £26; pair of 1½ in. carburetters, £20; competition-type 510 camshaft (standard on new Coopers), £6 16s.; oil cooler and larger radiator, likewise standard on new cars, £10 and £9 15s. respectively; wing valances, £5 5s.; straight-cut gears, £12; rev.-counter, £10; special steering wheel, £10. The water pump, costing £3 3s., is replaced every six months as a precaution, while the rubbers in the lower wishbones are replaced before each event as part of routine service which includes packing front and rear hubs with grease, re-shimming, and checking brakes and suspension. Add the cost of a new clutch each year, periodic attention to the engine and running gear, and it is not so much a question of how £750 is accounted for, as how the cost can be kept down to that level.

Despite the cost, Bloxham maintains that his real reason for rallying is the enjoyment, and the achievement of finishing in a good position. A lot of spectators who can understand the pleasure of racing fail to see any similar thrill in rallying, but it is there; a different sort of skill is needed, requiring different reflexes and foresight rather than fine judgement. Whereas in racing a driver needs to be very experienced before he can take part in international events, in rallying the entry will usually be accepted by the organisers, unless the list is fully subscribed. Motoring clubs often have enough enthusiastic members to volunteer their services, which keeps the cost down for the competitor, and Bloxham is grateful to the Owen Organisation M.C. for their wholehearted support which went so far as organising a jumble sale last year to give financial support to their members doing the R.A.C. Rally.

Anyone taking part in their first serious rally would be well advised to invest in a good sumpshield and make sure the suspension is perfect, for it goes a long way towards enjoyment to know that the car is not being damaged on unmetalled roads. Seat belts are another must, and if special stages are included a crash helmet will also be needed. Various extras will be added if and when the programme becomes more serious, spreading the cost, but it is not normally necessary to modify the engine until the driver himself is experienced and competent in the art of setting high averages on unknown roads.

There comes a time when, with the right amount of money and experience behind him the driver feels it is time to concentrate on winning instead of finishing . . . then it does become expensive.

M. L. C.

ALEY FIAT 124

STILL new to this country and seen but rarely, the Fiat 124 has already acquired a reputation as a roomy family saloon which performs well above expectations considering the 1,200 c.c. engine capacity. This much we confirmed while testing the car last year, before it was elected "the car of the year" by an international panel of journalists, and with some very mild tuning work by John Aley, in Cambridge, we renewed experience with the car.

No special claims for increased power or performance were made, the conversion simply consisting of elementary work on the cylinder head, cleaning and reshaping the combustion chambers, and altering the inlet manifold in order to improve the engine's efficiency. The cost of this work is £35.

If the unmodified car performs up to the level of an average 1½-litre model, the tuned version is streets ahead in terms of acceleration and maximum speed. The standing-start time to 60 m.p.h., for instance, can be bettered by a Cortina GT or a Cooper S 1275, but by no other 4/5-seat saloon of similar engine capacity, and the same applies to the maximum speed figure which was not, in any case, improved by the conversion. In fact the tuning only takes off the odd second here and there, at most about three seconds from the 0-80 m.p.h. time, but it is still worth-while to the man who puts performance at the top of his list and considers the cost in relation to the car's purchase price.

The engine is a 4-cylinder, 1,197 c.c. unit with cast-iron block and alloy eight-port head, equipped with a twin-choke Solex or Weber carburetter, developing 60 b.h.p. gross in standard form and a probable 60 b.h.p. net as tuned by Aley. As one would expect, the torque characteristic is not particularly good and the gears have to be used freely to get along quickly, though the conversion did help by giving a smoother flow of power in the middle speed range. One drawback is a pronounced flat-spot at low speed if the throttle is depressed suddenly. Unfortunately our test was speeded through as the car was needed urgently and the overall fuel consumption figure of 22 m.p.g. reflects a disproportionately high amount of motorway cruising, cross-country work and performance testing working to tight time schedules, and should not be taken as typical.

The Fiat 124 is a good car for high speed work, especially on good roads, being quiet and restful to drive, but we have reservations about it on less than perfect surfaces as the suspension feels over-sprung, in a manner peculiar to Fiat saloons, so that the car is affected by surface irregularities and needs a fair amount of concentration. The brake pedal, too, has a long and spongy action which allows it to reach the floor when the car is standing still, though this would lock the wheels if attempted while the car was going along.—M. L. C.

PERFORMANCE

Speed, m.p.h.	*sec.*
0-30	3.9
0-40	6.1
0-50	9.3
0-60	13.8
0-70	20.8
0-80	30.5
Speeds in gears:	*m.p.h.*
1st	30
2nd	47
3rd	68
4th	89

Fuel consumption: 22.1 m.p.g.



1,000 KILOMETRES OF FRANCORCHAMPS

A VERY WET BUT INTERESTING RACE

SPA, BELGIUM, *May 1st.*

TAKING place as it did, only a week after the Monza 1,000-kilometre race for Prototypes, Sports cars and GT cars, the Belgian event on the magnificent Spa-Francorchamps circuit stretched many of the teams to the limit as regards time and mechanics' work. In spite of this the entry was pretty good and certainly as interesting as Monza, if not as large.

The Ferrari factory sent only one works P4 coupé, similar to the Monza cars and to be driven by Parkes/Scarfiotti, while they assisted the Belgian Equipe National Belge with their P3/4 model and Maranello Concessionaires' similar car, these two having 4-litre engines with 4 o.h.c. like the 1966 works cars and ZF gearboxes, 1967 suspension details and 1967 coupé bodywork. They were driven, respectively, by Mairesse/" Beurlys " and Attwood/L. Bianchi, the former car painted yellow and the latter red and blue. The Chaparral team made the journey up from Italy to do battle once more, this time with car *2F001*, whereas they had used *2F002* at Monza. Apart from fairings around the struts of the adjustable " wing," the Spa car was identical in specification to the Monza car, with all-aluminium 7-litre V8 Chevrolet engine, automatic transmission and coupé body with " gull wing " doors, and Spence and Phil Hill were driving again. The Gulf Oil Company's Ford Mirage team, under the control of David York, were present with a brand-new car with a 5.7-litre Holman & Moody Ford V8 engine which was only completed on the morning of first practice and was to be driven by Ickx/Rees. The 5-litre car that this pair had driven at Monza, until an ignition failure put them out, was being driven by Piper/Thompson, their car being given a rest after the Monza race. Of particular interest were two Mark III Lola T70 coupés, both with Chevrolet V8 engines, in the hands of the new owners, Epstein and de Udy; Hawkins was partnering the former and de Klerk the latter, both cars looking like the works Le Mans car of Surtees, with Aston Martin engine. This car was entered but did not arrive as it was not yet truly race-worthy. Both these private cars were brand new and making their first appearance and the first European appearance of the T70 Lola in Group 6 form. To complete this big-car class of likely winners was the P40 Ford of Sutcliffe, fitted with a roof to its once open cockpit, with Redman as co-driver.

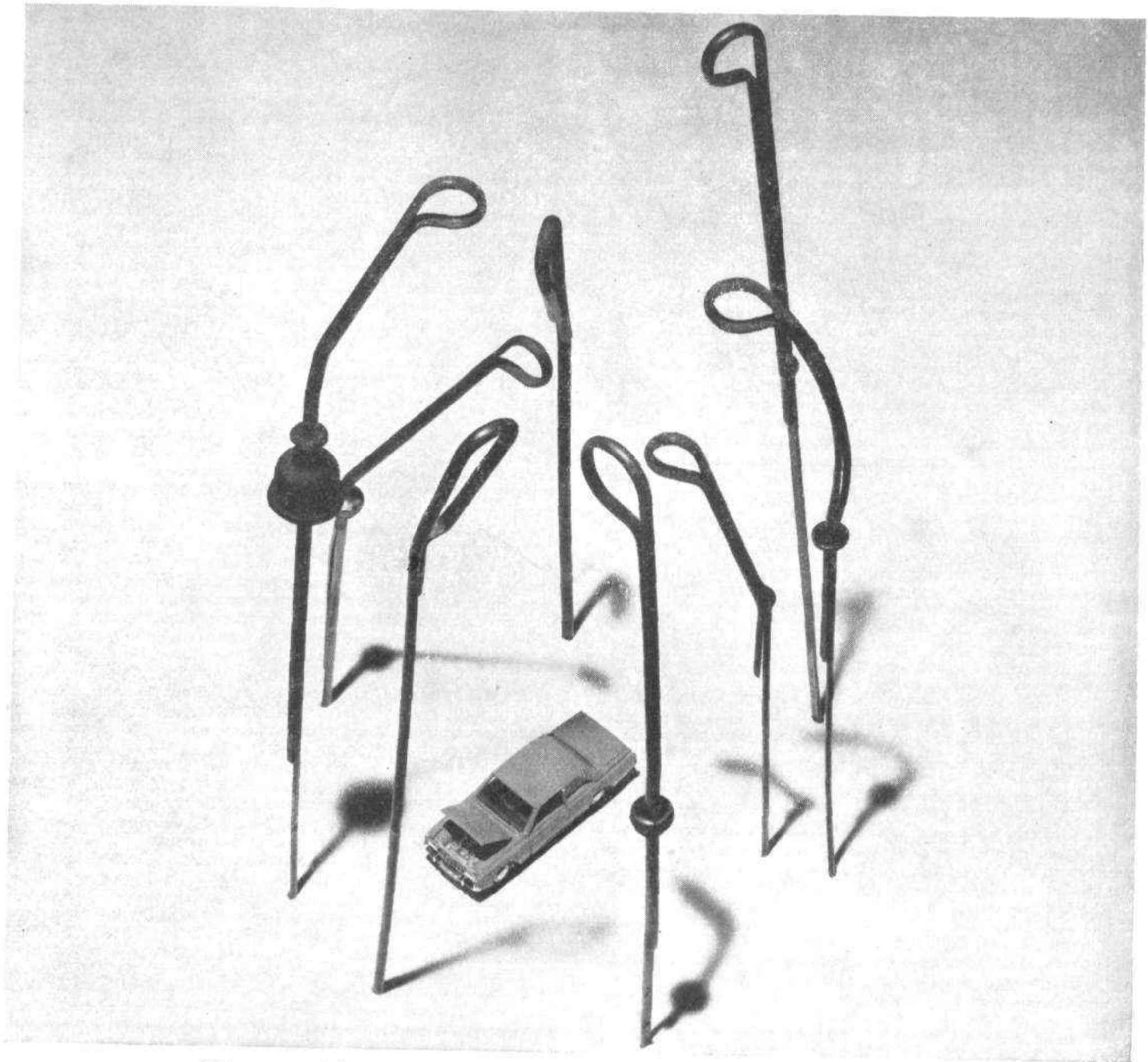
In the 2-litre Group 6 category Porsche entered two 910 coupés, another pair from those run at Monza, to be driven by Herrmann/Siffert and Koch/Mitter, the rest of the class being a fairly miscellaneous collection. There were two works Alpine-Renaults, one with 1,500 c.c. Gordini engine for M. Bianchi/Grandsire and a 1,300 c.c. version for Vinatier/Le Guellec. The Swiss pair Spoerry/Steinemann had their ex-works Porsche Carrera 6 doing its second 1,000-kilometre race within a week, Fitzpatrick and Eccles had the latter's Fiat Abarth 1600 coupé, there were two Belgian-driven Alfa Romeo TZ2 coupés and two brand-new English Group 6 cars. One was a Lotus 47 belonging to Chris Barber, to be driven by Hine/Derisley and the other a Ginetta mid-engined coupé with Lotus twin-cam engine driven by owner Harvey and Fox, but neither car had run before arriving in Belgium and suffered from the fact. The Group 4 sports category had a very small entry and even smaller turn-out, there being only three GT40 Fords, the Ford France car of Schlesser/Ligier, the green car of Nelson, with Widdows as co-driver, and the third one driven by Salmon/Oliver. The first two cars had both come up from Monza, doing their second 1,000-kilometre race in succession. In the small sports class Pike/Colin Davis were driving de Udy's Carrera 6 Porsche, Pon/van Lennap had an orange Carrera 6 from the Racing Team Holland stable, Huber/Peter had a similar car and Schutz/Neerpasch had the former's Carrera 6. Also in the class was the 1,150 c.c. Diva-Ford of Alexander/Famayle. There were only two big GT cars, the Ferrari GTB of Vestey/Gasper and a rough-looking ex-works Sunbeam Tiger of Tuerlinckx/Roets, while in the small class there was one 911 S Porsche, two Matra Djet coupés, an Alpine-Renault and the M.G.-" B " of Enever/Poole direct from its reliability run at Monza.

With the first practice on Saturday a lot of drivers were absent, racing at Silverstone, these including Spence, Parkes, Hawkins, Piper and Oliver, but their co-drivers made the most of the time. The Chaparral was particularly suited to the fast Francorchamps circuit and Phil Hill put in some impressively fast motoring. On the high-speed corners the added adhesion on the rear wheels provided by judicious use of the foot pedal controlling the " wing " enabled him to corner at a very high limit, while " trimming " the spoiler for straight-line running got the car up to its maximum down the Masta straight. Previous fastest-ever on the circuit was 3 min. 38 sec. by Surtees in a Grand Prix Ferrari in practice last year, and without much fuss Hill got down to 3 min. 35.6 sec. or 235.435 k.p.h. (approx. 146 m.p.h.) average for the lap, which is high speed motoring by anyone's standards. Next fastest was Ickx in the 5.7-litre Ford Mirage with 3 min. 39.5 sec. and these two cars were the only ones to break 3 min. 40 sec. The speed of the Francorchamps circuit can be appreciated by the average speed of the little Ginetta coupé which was being driven slowly round while the new owner broke it in and found his way round the circuit. Having " cruised " round in 5 min. 13.4 sec. just to see if everything was working properly he had averaged just on 100 m.p.h. for the lap ! The brand-new Lotus 47 set off to " cruise " round and a rear brake disc broke and scattered itself on the road !

On Sunday the Silverstone drivers arrived and the weather was warm and dry, but the Chaparral did not improve on its previous time, though Ickx took half a second off his best time with the brand-new Mirage, but the 4.7-litre Mirage was 10 seconds slower, behind the works Ferrari, the E.N.B. Ferrari and the Hawkins/Epstein Lola-Chevrolet which was going very well and giving no problems. Rees could not approach the times set up by young Ickx, and was even slower than the second Mirage which posed the team manager a tricky problem. The question of a difference of 15 or 20 seconds a lap between a pair of drivers was also worrying the Belgian Ferrari team and the Lola-Chevrolet, for owner Epstein did not have the experience of Hawkins. The other new Mark III Lola coupé was out of the race as de Udy had accelerated too sharply coming out of la Source hairpin and crashed, damaging the steering as well as knocking the beautiful glass-fibre bodywork about. The Dutch team's orange Porsche, driven by G. van Lennap, was going very fast down the Burnenville slopes when the tail section of the body blew open and the next moment the car was all over the road and crashed heavily, the Dutch driver being hurt, but not as badly as might have been expected. Pike was following close behind in de Udy's Porsche and ran into the wayward tail section, but fortunately without serious consequences. The Lotus 47 never did get sorted out and Hine and Derisley gave up the unequal struggle with continual brake problems and withdrew, while the Ginetta coupé was little better off, suffering from clutch slip and overheating, but it was made ready for the race. The Vestey/Gasper Ferrari GTB was withdrawn when it was found that the chassis was badly cracked, due to the Monza race no doubt, and when race day dawned wet and miserable Udo Schutz decided to take his Carrera 6 home as he could not see any hope of enjoying his day's racing.

Steady and continuous rain fell all Monday morning and the grey skies showed no sign of breaking and everyone settled in for a wet race, with much attention being given to windscreen wipers, tyres, and water-proofing and Jim Hall instructed his Chaparral drivers to " take it easy " and not use the adjustable spoiler as they had had no experience of racing " on the wing " on wet roads. Since last year a lot of the circuit had been resurfaced and built up with a three-inch ledge at the sides in order to prevent flooding and it was working out very well, even though it meant that drivers had to keep their wheels on the road at all times, and not use the edges of the road for fear of dropping over the ledge.

At 1 p.m. the field of 29 cars was lined up in rows of three-two-three, with Spence (Chaparral) Ickx (Mirage) and Parkes (Ferrari) on the front row, with Mairesse (Ferrari) and Hawkins (Lola) behind them. From the start Ickx shot into the lead with Mairesse right behind him and the two Belgians showed that they were complete masters of their National Circuit of Francorchamps. The Ferrari of Maranello Concessionaires of England, driven by Attwood, stalled just before flag-fall and would not restart, and being in the middle of the grid



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Attwood wisely left his door open so that those behind could see he was in trouble. When 28 cars had gone he coasted down to the bottom of the Eau Rouge hill and finally got the engine to start and joined the race 2 min. 48 sec. behind the leaders, or more than half a lap down. The race was over 71 laps so all was not lost and Attwood went off determined to make up the lost time. Having a clear but wet road in front of him Ickx set out to build up as much lead as possible, but Mairesse was determined not to let his young compatriot out of his sight and the blue Mirage and the yellow Ferrari soon left everyone behind. Parkes was holding third place, ahead of Spence and Hawkins, while Siffert in the works Porsche 910 was driving brilliantly and staying with the bigger and faster cars. By the end of the second lap Attwood had caught the tail end of the field and was soon going by the slower cars, but he was losing ground to the two Belgian-driven cars out in front, who were lapping at close on 200 k.p.h. (124 m.p.h.) in spite of the pouring rain and the fact that they had already caught up with the slower cars and were lapping them. The surprisingly large crowd, in view of the weather, were enjoying watching their two national heroes, one new and one old, out-driving everyone else in the bad conditions and though Ickx was leading all the time he could not get away from the tenacious Mairesse. After the dry practice performance of the Chaparral it now seemed disappointing, but Spence was obeying instructions and not driving into the unknown, so that after five laps Hawkins got by in the Lola-Chevrolet and began to press hard on the tail of Parkes in the works Ferrari, the Lola obviously handling extremely well in the wet, confirmation of what Surtees had demonstrated at the Le Mans test week-end. At seven laps Piper was missing with the 4.7-litre Mirage, having slid off the road in a big way just before Malmedy, coming to rest unhurt but well out in the fields and out of the race. At 10 laps the race had settled into a deadlock between the two Belgians a long way ahead of Parkes who seemed to have the dark green Lola of Hawkins behind and on both sides all at the same time, then came Spence in the Chaparral closely followed by Siffert in the 2-litre Porsche. After a long gap came Sutcliffe, all on his own, and the rest, led by Mitter (Porsche 910), had all been lapped. The Ginetta had expired on the fourth lap and the Pike/Davis Porsche went out with water in the ignition, and the Swiss Porsche was having the same trouble. Mauro Bianchi in the 1,500 c.c. Alpine had been going very quickly, ahead of Salmon and Nelson in their GT40 Fords, but it then started a long series of pit-stops with chronic misfiring.

While all was going well with the two leading cars the team managers were far less happy, for both knew that the respective co-drivers could not hope to keep up the pace, and refuelling stops and driver changes were becoming imminent. For David York it must have been a happy reminder of his Vanwall days to see one of his cars out in the lead, but the problem was, for how long. By 20 laps the rain had eased off and in the slightly improved conditions Mairesse made up some ground on the leading Mirage, the race average being 197 k.p.h. The Chaparral was the first to stop for fuel, after 17 laps, and when Phil Hill got in to rejoin the race the engine fired but refused to run. The trouble lay in the battery system and for 9 min. 20 sec. Jim Hall and the mechanics struggled to get the big Chevrolet engine going. It would give a great bellow from its exhausts and then die. When it did get going it was right out of the running, two laps behind, a great disappointment after the fine showing in practice, but a relief to the opposition needless to say. The Lola refuelled and Epstein took over, the leading Porsche did the same and Herrmann went away, Parkes came in with the P4 Ferrari and Scarfiotti took over with full tanks, and still the two Belgian-driven cars were going round, obviously much more economical than their rivals. It was 26 laps before the Mirage pulled in for fuel (Gulf petrol, of course) and David York now showed his hand by sending Ickx off again. Next lap Mairesse stopped to refuel the yellow Ferrari and team manager Swaters sent "Beurlys" off in the car. While the Mirage had been at the pits the yellow Ferrari had gone by into the lead and it was still leading when it left after its own pit-stop, but not for long. While "Beurlys" was getting accustomed to the wet conditions Ickx was able to continue at the same pace and he soon took the lead again and just ran right away from his rival. Everyone else had been lapped by the two leading cars and the pit-stops and driver changes had altered the whole picture, the 910 Porsche being third, the works Ferrari fourth, Sutcliffe fifth, the Attwood/Bianchi Ferrari a splendid sixth after its trouble at the start, the Lola of Epstein seventh, the second 910 Porsche eighth, and the Chaparral ninth.

Two hours had now gone by and regulations restricted drivers to a maximum duration without relief of three hours, so the leading Mirage team was going to have to face the moment of replacing the fast Ickx by the slow Rees, knowing that at the same time the E.N.B. would be putting Mairesse back in the yellow Ferrari. The hope was that Ickx would have built up enough lead to counteract the next move and as the third hour of the race approached, the situation became tense. Just before half distance the thirsty Chaparral was in for fuel and this time it restarted properly and Spence went off again, and at 35 laps Ickx was nearly a whole lap ahead of the Belgian Ferrari. At 38 laps the Mirage lapped the yellow car, but the end of the third hour was fast approaching and the Ferrari was first to stop this time, petrol being poured in and Mairesse was in the car and away, just as the Mirage team signalled Ickx to come in. The crafty York now played his master card, for instead of Rees being helmeted and ready to take over, it was Dick Thompson, the second driver for the 4.7-litre Mirage. Piper having crashed the second car early in the race it meant that Thompson had not yet driven, so rules permitted him to act as reserve driver for the leading car and while he was not as fast as Ickx, he was much faster than Rees, so this move was going to cut the handicap by 50% and he only had to drive for one hour and then Ickx could get back in the car to complete the race. This whole scheme was a fine example of knowing the rule-book and making the most of your team. However, it all proved to be unnecessary for on his very first lap after taking over, Mairesse slid off the wet road and crashed the Ferrari, fortunately without injury and this left the Mirage completely unchallenged. Having had to watch all his earlier efforts dwindle away it was not surprising that Mairesse restarted in a nervous state of mind and made a mistake.

While this tactical drama had been taking place much had been happening elsewhere, the slightly improved conditions had allowed Spence to start using the Chaparral's aerofoil and he very soon made the fastest lap, at 4 min. 03.5 sec. but hardly had he done this than he came coasting into the pits with the back end dripping in oil and the car was wheeled away with deranged transmission. Hawkins was back in the Lola-Chevrolet and making up time and the works Ferrari had spent a long time at the pits as top gear would not engage properly. The rain started again and Thompson was over a lap in the lead, with the Siffert/Herrmann Porsche second, the Attwood/Bianchi Ferrari third, the Sutcliffe/Redman Ford fourth, the Parkes/Scarfiotti Ferrari fifth, the Hawkins/Epstein Lola sixth, the rest being one or more laps even further behind. The Lola had had to make an unscheduled stop for oil as the pressure was fluctuating, showing signs of low sump level, but was running as well as ever. There was only one Group 4 Ford GT40 running, that of Salmon/Oliver, for the Ford France car had succumbed with a blown head gasket and the Nelson/Widdows car had stopped at Malmedy with a nasty clanking noise, which proved to be the result of a broken piston letting the rod come out through the crankcase side. Among the smaller cars the two TZ2 Alfa Romeos were running like clockwork and running very fast, the Trosch/Pilette car leading all the lesser machinery, the M.G.-"B" was as reliable but not as fast and the Porsche 911 S was faster than both of them but had a very slow co-driver and also had to have its fuel pump changed. It was altogether so erratic that both the Alfa Romeo and the M.G. were ahead of it, the Alfa being a lap ahead of the M.G. Much faster than any of these, while they were running, were the two Alpine-Renaults, but they did not run for long at a time, being plagued with minor mechanical troubles from plug fouling to windscreen wiper breakages. It was a good example of "Tortoise and Hare" and was important for the M.G. as it meant a class win for it.

Providing the Ford Mirage kept going it could not fail to win, and it certainly looked as though it would keep going and on lap 58 it stopped for its final refuel and Ickx took over to cruise round in full command, cruising being a relative term for he was still averaging over 193 k.p.h. (approx. 120 m.p.h.) and it was still raining. Two laps behind him there was a very different story, for Siffert (Porsche 910), Attwood (Ferrari), Parkes (Ferrari) and Hawkins (Lola) were all on the same lap. The English-owned Ferrari P3/4 had run a remarkable race after its bad start, and now with Attwood driving it was in third place and gaining on Siffert. Not far behind them Parkes and Hawkins were at it again, the Ferrari stop with gear-linkage trouble and the Lola stop for oil had evened things out and it was most impressive to see the green Lola coupé pressing hard on the tail of the works Ferrari until it found the opportunity to slip by. Hardly had it done this than it had to stop for fuel and oil, but Hawkins was soon charging along again. The Ferrari was also due in for a final fuel stop and the team manager put Scarfiotti in the car for the last few laps, thinking they were comfortably ahead of the Lola. He had underestimated Hawkins, especially in the pouring rain and the Ferrari lead disappeared visibly. Ahead of these two Attwood had got within sight of Siffert but neither

Continued on page 511



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THE 1,000 KILOMETRES OF MONZA

FAST AND FURIOUS

MONZA, ITALY, *April 25th.*

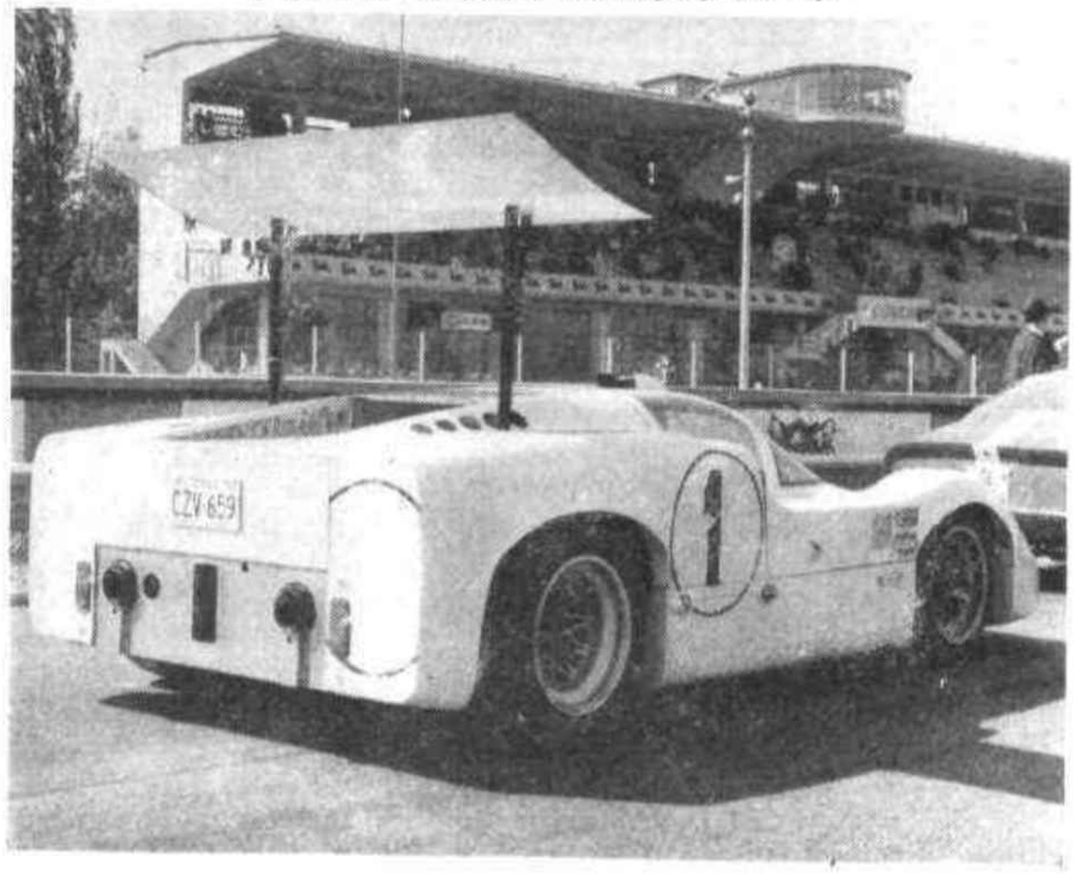
THIS year the 1,000-kilometre race, run on the combined road and banked track circuit at Monza, took place in glorious weather, unlike last year when it rained all day. It looked as though it was going to be a simple question of the Ferrari team drivers tossing a coin to see who was going to win, as the Ford team did not enter, but at the last moment Chaparral entered one car and this kept the Ferrari team on their toes. The race was open to Prototypes (Group 6) of up to 2,000 c.c. and over 2,000 c.c., Sports cars (Group 4) and GT cars (Group 3) of the same two capacity groups. There were two P4 coupés from the Ferrari factory driven by Parkes/Scarfiotti and Bandini/Amon, two P3 coupés, which are last year's works cars fitted with ZF gearboxes, outboard brakes and P4 bodywork, one driven by Muller/Vaccarella for the Filipinetti team and the other by Rodriguez/Guichet for the N.A.R.T. Opposing these red cars were the two pale blue Ford Mirage cars of the Gulf team, that appeared at the Le Mans test week-end, now having 4.7-litre Ford engines enlarged to 5 litres. The lone Chaparral 2F coupé, with aerodynamic "wing" over the tail was driven by Phil Hill/Spence and showed that it could take on all the opposition, by making fastest practice lap in 2 min. 53.8 sec. against Ferrari's best by Bandini in 2 min. 54.1 sec. Parkes was close behind with 2 min. 54.5 sec. and these three were the only ones under 3 min. for the 10.1-kilometre lap. In the 2-litre Prototype class there was one factory V6 Dino Ferrari, the latest model with three valves per cylinder and fuel injection, driven by Ferrari "new boys" Jonathan Williams and Klass, this car being in direct opposition to two works Porsche 910 coupés, with short-tailed bodywork. There were numerous other Dino Ferraris running but none was able to support the works car and all had earlier two valves per cylinder engines, some with fuel-injection others with carburetters. The Swiss drivers Steinemann and Spoerry had one of last year's works Le Mans Porsche Carrera 6 cars, with long-tailed bodywork and they were good support for the factory cars of Herrmann/Siffert and Mitter/Rindt. In the Sports category the big class was a straight fight between numerous GT40 Fords and LM Ferraris and the 2-litre class was an all-Porsche affair. The big GT class had only three GTB Ferraris competing and the 2-litre class had some private 911 Porsches, the M.G.-"B" hard-top of Roger Enever/Alec Poole and a very standard private Matra coupé 1,150 c.c.

Although there were 41 starters it was really a three-car race, the two P4 Ferraris against the Chaparral. Bandini, Parkes and Spence led off at a furious pace from the two-by-two rolling start with the Chaparral actually in the lead, its aluminium Chevrolet V8 engine making a low rumbling noise from the pair of four-inch diameter exhaust pipes in direct contrast to the high-pitched scream from the four small-bore tail pipes of the 12-cylinder Ferraris. For lap after lap Bandini and Spence were wheel to wheel, sometimes side-by-side, sometimes one behind the other, and always with Parkes just behind them, waiting to take over the challenge should anything happen to the leading Ferrari. Behind this trio were Rodriguez (Ferrari), the two Mirage Fords of Piper and Ickx, and the Ferrari of Vaccarella. In the 2-litre class Williams (Dino Ferrari) was comfortably leading the two 910 Porsches, who were being well backed up by private Carrera 6 Porsches. Spence recorded a new fastest lap in 2 min. 57.8 sec.—204.499 k.p.h. (approx. 127 m.p.h.) but the works Ferraris were going equally as fast. Piper had a long pit-stop with one of the Mirage Fords, with a tiresome water leak that took some time to fix, the Drury/Oliver Ford GT40 was retired with a leaking head gasket and an Italian-driven 904 Porsche GTS wrote itself off at the South Corner on the road circuit. At the beginning of each high-speed banking there was a "chicane" so that cars had to start each banked section almost from a standing start. Rodriguez hit the barriers at one of these "chicanes" and made a quick pit-stop to make sure there was no damage to the rear end and this dropped him back to sixth place. Bandini was now beginning to monopolise the lead but the Chaparral was never far away, although Parkes was beginning to worry it, and while the big Ferraris were successfully dealing with their opposition the little Ferrari, the 18-valve Dino, was overheating badly and had to give up, letting the Porsches command the 2-litre class. In the Sport classes Schlesser was leading the GT40 Fords in the Ford France car, but he was behind the Koch/Stommelen Carrera 6.

Just before one hour of racing Parkes took second place from the Chaparral as Spence was beginning to feel an unhealthy vibration from the rear end and on the seventeenth lap he stopped at the pits to investigate. Quite by coincidence a rear tyre was losing air, so he had another wheel fitted and went back in the race, but the vibration was still there and at the next pit-stop a fault was found to be developing in one of the drive shafts so the car had to be retired. This left the Ferraris in full command of the race, even after refuelling stops, which they had done at about this time, and at 25 laps, or quarter distance, Bandini was still driving the leading car, Scarfiotti had taken over from Parkes in the second place car, Rodriguez was still in the N.A.R.T. car, now in third place, and Vaccarella in the Filipinetti car was fourth. With 4-litre Ferraris 1-2-3-4 the crowd of 60,000 was more than happy, although they had obviously enjoyed the battle of the Chaparral while it lasted. Schlesser had now got the French Ford GT40 ahead of all the Porsches, who were no longer bothered by the works Dino Ferrari and could ease off, while the private Dinos were not in the picture and the Ickx/Rees Mirage had gone out with ignition failure, although Piper was making up time in the other Mirage and going extremely well. At the height of the battle the race average had been well over 200 k.p.h. but it now dropped back to 199 k.p.h., and the two factory P4 Ferraris were comfortably out on their own. However, the Ferrari plans were suddenly disturbed when Scarfiotti brought the number two car into the pits off-schedule as it seemed to be running out of fuel. The last quarter of the tankful was not being picked up by the pumps, so while the car was refuelled a rear tyre was changed and Parkes took over again, but this stop let Rodriguez catch up and he proceeded to challenge the works car forcibly. At 40 laps Bandini made a routine stop with the leading Ferrari and Amon took over, now well in the lead and the average speed was still hovering around the 200 k.p.h. mark (approx. 124 m.p.h.). Parkes and Rodriguez were now side-by-side and sure enough, during the forty-seventh lap Rodriguez tried to out-brake Parkes going into the North "chicane" and went straight on into the barriers and bent the front end of the Ferrari pretty badly, so that now the two works cars could relax. The Vaccarella/Muller Ferrari was a lap behind, followed by the works Porsches of Rindt/Mitter and Herrmann/Siffert, who had both overtaken the Ford France GT40 that Ligier was now driving.

At 50 laps, which was half-way, conditions were still superb though a

FUNCTIONAL.—The Chaparral 2F with its hydraulically adjustable aero-foil stabiliser across the tail which made a very good impression on its first appearance at Monza. The slab-sided bodywork looks unusual in these days of supposedly aero-dynamic curves. The cast alloy wheels are now in one piece and not split like last year, while the 7-litre aluminium V8 Chevrolet engine develops 525 b.h.p.



strong breeze was blowing, and the two works Ferraris were easing off and running in close company at an average of 198 k.p.h. The Koch/Stommelen Porsche Carrera 6 which had started off so well had been delayed by valve gear trouble and this had let Koch's second Porsche entry, driven by Schutz/Neerpasch take the lead in the 2-litre Group 4 class. In the GT classes the competition was very weak and Paul Vestey/Carlos Gaspar were having no trouble in leading the big GT class with their GTB Ferrari, the same car that Pike/Courage drove at Le Mans last year, and the Enever/Poole M.G.-" B " was running steadily and leading the small GT class, the 911 Porsche opposition having fallen by the wayside.

Apart from the fact that the Parkes/Scarfiotti car had to refuel more often than was intended, the two Ferraris had only to complete the distance and they showed no signs of failing. For nearly an hour everything ran smoothly among the leaders, but then Vaccarella missed a gear change approaching the Lesmo bends and had a lurid spin, clouting the front and rear of the Ferrari against the barriers and breaking a wheel and bursting a tyre. He limped the car back to pits and a new wheel was fitted and the bodywork hammered out of the way of the tyres and he rejoined the race, but all this had let the two works Porsches and the French GT40 go by. The continual hammering on the bankings was beginning to take its toll, the Piper/Thompson Mirage had broken a shock-absorber and stopped to have it replaced, the production GT40s were rubbing their near-side front tyres through the top of the bodywork, the Walter/Ditzler Ferrari LM broke its nearside rear suspension and burst the tyre, arriving at the pits all lopsided, and the " Tiger "/Facetti Carrera 6 did the same thing to its offside rear suspension. The GTB Ferrari of Vestey/Gaspar was having trouble with broken spokes in its nearside rear Borrani wire wheels, but the still led their class.

At 70 laps Bandini was still in the leading Ferrari, and he was now comparatively touring round at an average of 197 k.p.h. The number two car was two minutes behind in second place, due to its extra refuelling stops and three laps behind came the two works Porsches, followed by the Schlesser/Ligier Ford GT40 and the Vaccarella/Muller Ferrari. For the closing phase of this endurance race Amon took over the leading Ferrari and Scarfiotti the second car, and all seemed set for the two works Porsches to follow them home. With only three laps to go the 910 Porsche driven by Siffert broke its front suspension and the steering became vague in the extreme, but the Swiss driver struggled on slowly. Meanwhile the Filipinetti Ferrari of Vaccarella/Muller had passed the Schlesser/Ligier Ford and was catching the sick Porsche. The triumphant Bandini/Amon Ferrari finished the 100 laps, to the delight of the very large Ferrari following among the crowd. It was nearly a lap ahead of its team-mate, due to its extra refuelling stops, and the healthy Porsche of Rindt/Mitter finished third, four laps down. As Siffert came limping along the finishing straight the Filipinetti Ferrari came screaming off the banking and passed the Porsche to take fourth place overall in sight of the chequered flag. This was some small consolation for the Swiss team as shortly before this their GT40 Ford had left the pits running on seven cylinders and sure enough a fire started in the carburetters and the whole car went up in flames and was gutted before the fire-brigade arrived. Fortunately there was no personal injury, but the car was a write-off.

Once again Ferrari was victorious in a long-distance race, the 1967 Ferrari P4 cars showing a useful improvement over last year's P3 cars, though the challenge from America is still strong and while Ferrari is quite competent to do battle against Ford and General Motors he would no doubt welcome some help from other European manufacturers in this Europe versus U.S.A. battle.—D. S. J.

Results :

1,000 KILOMETRES OF MONZA—100 laps—Road and Track—Very Warm

1st : L. Bandini/C. Amon (Ferrari 330/P4) (Entrant: Ferrari S.p.A.) 5 hr. 07 min. 43.0 sec.—196.934 k.p.h.
2nd : M. Parkes/L. Scarfiotti (Ferrari 330/P4) (Entrant: Ferrari S.p.A.) 5 hr. 10 min. 59.2 sec.
* **3rd** : J. Rindt/G. Mitter (Porsche 910) (Entrant: Porsche System Eng.) 96 laps
4th : N. Vaccarella/H. Muller (Ferrari 330/P3) (Entrant: Scuderia Filipinetti) 95 laps
5th : H. Herrmann/J. Siffert (Porsche 910) (Entrant: Porsche System Eng.) 95 laps
† **6th** : J. Schlesser/G. Ligier (Ford GT40) (Entrant: Ford France) 95 laps
7th : R. Steinemann/D. Spoerry (Porsche Carrera LM) (Entrant: Squadra Tartaruga) 93 laps
‡ **8th** : U. Schutz/J. Neerpasch (Porsche Carrera 6) (Entrant: Gerhard Koch) 92 laps
9th : D. Piper/R. Thompson (Ford GT40 " Mirage ") (Entrant: J. W. Auto Eng.) 92 laps
10th : G. Bona/L. Taramazzo (Porsche Carrera 6) (Entrant: Giulio Bona) 91 laps
11th : E. Nelson/E. Liddell (Ford GT40) (Entrant: Edward Nelson) 89 laps
12th : P. de Siebenthal/A. Finiguerra (Ferrari 275LM) (Entrant: Ecublens de L'Ormet) 89 laps
13th : A. Swanson/R. Ennis (Ferrari 275LM) (Entrant: Arthur Swanson) 85 laps
• **14th** : C. Gaspar/P. Vestey (Ferrari GTB) (Entrant: Paul Vestey) 82 laps
15th : " Riccardone "/" Nanni " (Ferrari GTB) (Entrant: " Riccardone ") 80 laps
§ **16th** : R. Enever/A. Poole M.G.-B) (Entrant: Roger Enever) 76 laps
17th : A. Wicky/G. Haberthur (Porsche 911S) (Entrant: Andre Wicky) 76 laps
18th : " Finkel "/J. Sage (Porsche 911S) (Entrant: Alain Finkelstein) 74 laps
19th : E. Pasolini/G. Bassi (Matra Djet) (Entrant: Enrico Pasolini) 70 laps

* **1st : Prototype 2,000 c.c.**
† **1st : Group 4, Sport over 2,000 c.c.**
‡ **1st : Group 4, Sport 2,000 c.c.**
• **1st : GT over 2,000 c.c.**
§ **1st : GT up to 2,000 c.c.**

Fastest lap : L. Bandini (Ferrari 330/P4), on lap 13 in 2 min. 55.8 sec.—206.825 k.p.h.

Retired : M. Spence/P. Hill (Chaparral), drive shaft; J. Ickx/A. Rees (Ford " Mirage "), ignition; P. Rodriguez/J. Guichet (Ferrari 330/P3), crashed; J. Williams/G. Klass (Ferrari Dino), overheating; M. Casoni/" Shangryla " (Ferrari Dino), crashed; C. Ravetto/G. Starrabba (Ferrari Dino), engine; M. Bianchi/H. Grandsire (Alpine-Renault 1500), engine; S. Trosch/T. Pilette (Alfa Romeo TZ2), engine; P. de Leonibus/R. di Bona (Alfa Romeo TZ2), — — — ; D. Borel/C. Ballot-Lena (Ford GT40), fire; H. Greder/J. Giorgi (Ford GT40), engine; T. Drury/J. Oliver (Ford GT40), engine; H. Walter/P. Ditzler (Ferrari LM), rear suspension; G. Koch/R. Stommelen (Porsche Carrera 6), engine; " Tiger "/G. Facetti (Porsche Carrera 6), rear suspension; T. Barbuscia/M. Micangeli (Porsche 904 GTS), crashed; S. Zwimpfer/P. Sudan (Ferrari GTB), — — —; G. Biscaldi/G. Pianta (Ferrari Dino), engine.

Not classified but running at end : " PAM "/E. Lualdi (Ferrari Dino); T. Zeccoli/O. Volonterio (Alfa Romeo TZ2); " Lopfusc "/G. Bianchi (Alfa Romeo TZ2); A. Bungener/R. Blouin (Ferrari GTB/4).

41 starters — 19 finishers.

1,000 *km. OF FRANCORCHAMPS—continued from page* 508

the Porsche team nor the Swiss driver were sleeping and though the gap got down to 9 seconds it got no lower and then began to open up as Attwood realised he could not catch the German car. As the Mirage started its last lap the Porsche and the private Ferrari were one lap behind and the works Ferrari and the Lola were two laps behind, but Hawkins could see the cloud of spray ahead of him that was Scarfiotti in the P4, and the Lola forged its way by in that final lap to finish a worthy fourth in its first race. It goes without saying that Ickx was extremely popular, having driven a very fine race under awful conditions, and Thompson had backed him up well. The mechanics of J. W. Engineering, who built this latest Mirage in a frantic week of round-the-clock working, all felt that marvellous elation you can only get when such an effort results in victory. That it was such a sweeping victory made it all the sweeter. It was not a happy Ferrari team that went back to Maranello, for if they are not battling against Ford, it's Chaparral, and now it was Ford Mirage and Lola-Chevrolet, but they will be fighting back.—D. S. J.

Results :

1,000 KILOMETRES OF FRANCORCHAMPS—71 laps of 14.1-kilometre circuit—Very wet

* **1st** : J. Ickx/R. Thompson (Ford " Mirage "—5.7-litre V8) 5 hr. 09 min. 46.5 sec.—193.902 k.p.h.
* **2nd**: J. Siffert/H. Herrmann (Porsche 910—2-litre) 5 hr. 11 min. 01.2 sec.—70 laps
3rd : R. Attwood/L. Bianchi (Ferrari P3/P4—4-litre V12) *5 hr. 11 min. 25.9 sec.—70 laps*
4th : P. Hawkins/J. Epstein (Lola Mk. III-Chevrolet 5.9-litre V8) 5 hr. 10 min. 00.9 sec.—69 laps
5th : M. Parkes/L. Scarfiotti (Ferrari P4—4-litre V12) 5 hr. 10 min. 07.5 sec.—69 laps
6th : P. Sutcliffe/B. Redman (Ford P40—4.7-litre V8) 5 hr. 11 min. 02.7 sec.—68 laps
7th : G. Mitter/G. Koch (Porsche 910—2-litre) 5 hr. 10 min. 25.6 sec.—67 laps
* **8th** : M. Salmon/J. Oliver (Ford GT40—4.7-litre V8) 5 hr. 09 min. 50.0 sec.—65 laps
9th : S. Trosch/T. Pilette (Alfa Romeo GTZ2—1.6-litre) 5 hr. 13 min. 44.1 sec.—61 laps
* **10th** : R. Enever/A. Poole (M.G.-B—1.8-litre) 5 hr. 12 min. 45.0 sec.—60 laps
11th : J. Gaban/" Pedro " (Porsche 911S—2-litre) 5 hr. 10 min. 26.1 sec.—59 laps
12th : T. Gosselin/H. Dezy (Alfa Romeo GTZ2—1.6-litre) 5 hr. 13 min. 59.7 sec.—59 laps
* **13th** : C. Tuerlinckx/G. Roets (Sunbeam Tiger—4.2-litre V8) 5 hr. 12 min. 29.4 sec.—58 laps
14th : J. Vinatier/H. Leguellec (Alpine-Renault 1,300 c.c.) 5 hr. 14 min. 25.4 sec.—58 laps
15th : E. de Keyn/F. Polak (Matra Djet) 5 hr. 12 min. 22.1 sec.—55 laps
16th : M. Bianchi/H. Grandsire (Alpine-Renault 1,500 c.c.) 5 hr. 11 min. 07.3 sec.—54 laps
17th : D. van Lennap/G. Hacquin (Matra Djet) 5 hr. 10 min. 06.0 sec.—52 laps

Fastest lap : M. Spence (Chaparral-Chevrolet 7-litre), in 4 min. 03.5 sec.—208.459 k.p.h.

Retired : P. Hill/M. Spence (Chaparral-Chevrolet), transmission; D. Piper (Ford " Mirage "), crashed; W. Mairesse/" Beurlys " (Ferrari P3/4), crashed; D. Spoerry/R. Steineman (Porsche Carrera 6), ignition; A. Harvey/S. Fox (Ginetta-Lotus twin cam); J. Schlesser/G. Ligier (Ford GT40), engine; E. Nelson/R. Widdows (Ford GT40), engine; R. Pike/C. Davis (Porsche Carrera 6), ignition; I. Alexander/J. Famavle (Diva-Ford), engine; G. Huber/P. Peter (Porsche Carrera 6), crashed; J. Larousse/M. Andruet (Alpine-Renault); J. Fitzpatrick/R. Eccles (Fiat Abarth 1600).

29 starters — 17 finishers.

* Class winners.

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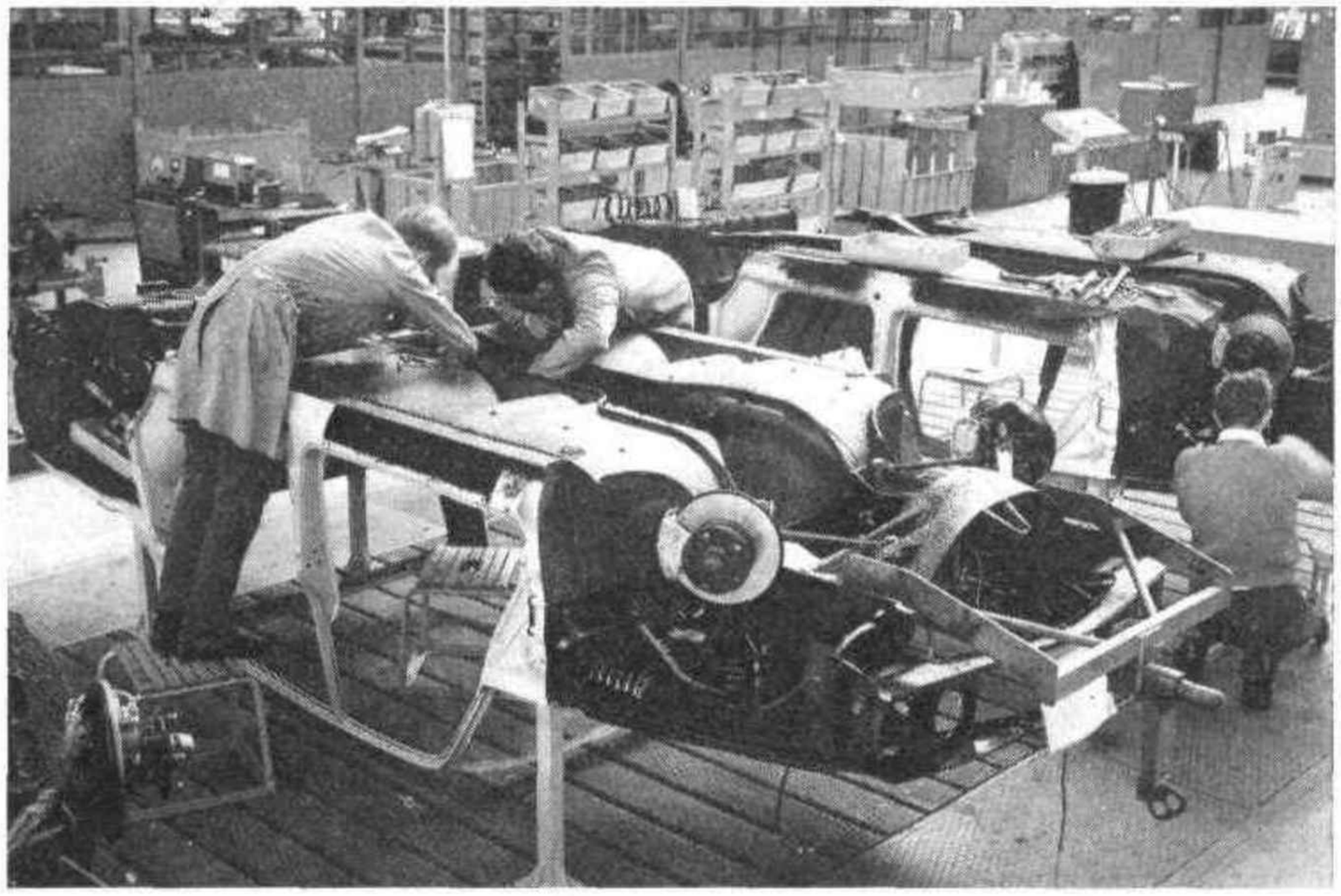


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HOW THE ROVER 2000 IS MADE

A look at the Solihull Assembly Plant



ASSEMBLY.—Rover 2000 base units move inverted along the assembly line while suspension components, brakes, etc., are fitted. Note the extent of the undersealing.

HAVING *eulogised elsewhere in this issue about the present-day* 2-litre P6 Rover, I thought I had better go up to the Solihull factory to see how these extremely popular cars are put together. This I did, towards the end of April, in the editorial 2000TC.

When, in 1963, the Rover Company decided to put the advanced 2000 into production a special new factory costing over £10-million was built for the purpose at Lode Lane, Solihull, just outside Birmingham. Here the Rover 2000 is assembled on virtually a single continuous line, in a vast hall, to which mechanical components are brought from other Rover factories in the area. This impressive factory is devoted solely to the assembly of the 2-litre cars, the 3-litre P5 Rovers being built across the road on a circular assembly line. To reduce fire hazards the new paint shop serving the 2000 assembly hall has been separated from it, although it is really a continuation of this building. So painted body parts are carried on an overhead conveyor-line through an enclosed bridge, to the main assembly plant.

Looking first at the paint shop, it is here that the body panels are passed through the two electro-static spray-booths, in which paint particles leave gravity-fed centrifugal bells and are magnetically adhered onto the earthed panels under the influence of a 120,000-volt electrical system. This method is very economical, because about 98% of the paint arrives where it is wanted instead of some 60% spattering all over the paint booth, and no hand-spraying is involved, except for door apertures, etc., on the base units. Also, a very even surface is ensured. Before the final coats of paint go on, primer is smoothed down by the wet-and-dry hand-flatting process, and rubbed with chalk blocks to reveal any rough patches, which are then dealt with. The base units of the car are dipped in paint vats, then dried in the usual ovens. After the dip, two surface and two final coats of paint are applied.

In the assembly hall the base unit moves upside down along the single assembly line at floor-level while the suspension units and brakes, etc., are fitted to it. It is then turned right way up and proceeds along the line for additional components to be fitted. The parts required are brought up to the sides of the assembly line in bins. The engines, each of which has been run for five hours on coal gas at the Acocks Green factory, arrive in Rover's own lorries at Solihull. Pirelli Cinturato tyres predominate, but some cars go out on Dunlop SP41s. After the mechanical components have been fitted to the base unit it moves up from floor-level for more easy attachment of the seats and trim, etc.

Prior to this, each base unit has had all the necessary holes (62 of them) for door and panel attachment, etc., drilled in it by transfer machinery, which does all this drilling as one operation, entirely independently of human intervention. This impressive operation is carried out by a couple of Viltool multi-drillers, made in Wolverhampton.

It is interesting that before the body panels and doors are attached, each Rover 2000 is started up on petrol and driven to one of three short lines, where the wheels are checked for alignment, the lamps are adjusted and the engine and transmission run-up on rollers.

Only when the car has been passed as mechanically 100% does it resume the single assembly line, for the body panels to be fitted. All these body parts arrive on overhead gantries in " prams," or big wire-mesh baskets, each " pram " containing all the parts for completing one body. These " prams " are loaded by hand in the paint shop, for dispatch to the appropriate vehicle awaiting final assembly in the assembly hall. As it is essential that the paint containers are absolutely clean before a different colour paint is sprayed from them, panels are sprayed one colour one week and a different colour the following week, parts being stacked up as required. Incidentally, six different colours are available in this country and a more vivid range of finishes is provided for Rovers exported to the U.S.A. and elsewhere. All these variants, including l.h.d. and r.h.d. cars, etc., are provided for on the single assembly line.

Various test rigs are at work in the engineering and quality control shops, destruction testing various components such as road wheels, and Rover have a M.I.R.A. crash programme to test body strength in accidents.

Rover make their own seats, carpeting, etc., with upholstery in Connolly hide, these parts being made, and kept in the main stores, at Cardiff, to provide more room for the assembly processes at Birmingham, so that lorries are continually passing up and down M50 with parts for cars on the Solihull assembly line.

The aforesaid " prams " are attached to the cars and move with them along the continually-moving assembly line, operatives taking out the parts as they are required. After this each car is washed in one of two washers and then goes on one of two lines through the wind-and-rain test, the car being rocked on rollers and having jets of water blown over it at the equivalent of 30 m.p.h. while an observer sits inside noting whether any moisture intrudes.

The cars, as finished vehicles, leave the assembly hall for testing on Rover's own 2¾-mile test track. This test track, adjacent to which there is also a jungle-course for giving Land-Rovers an ordeal, is invaluable, not only for trying out secret prototype vehicles, which are also taken to M.I.R.A. for more specialised running, but because every car made at Solihull can be driven there without the need for insurance, trade plates and other complications.

When I inquired how far each Rover 2000 was driven in this manner I was told that time is of no account. The cars are brought back for rectification of any faults, in a bay that includes pits for examining the underparts of the vehicle, and tested again, until the drivers are quite satisfied with them. This normally takes from three to 30 miles, but can, as with a Rolls-Royce, occupy a day, a week or a month, if this is necessary.

After this the completed cars are dried and travel along the waxing



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Even now the testing isn't finished. A team of four or five girl drivers takes the newly-polished cars for a final check run on the test track. If all is well, the cars are finally sent along a line for further washing and to have their tool-kits, carpets and wheel trims, etc., fitted. These finishing processes are undertaken in the leg of the main hall, which is L-shaped. A car park for 2,000 vehicles beside the factory accommodates cars and Land-Rovers until they are needed for dispatch to places the World over.

When the Rover 2000 was conceived the capacity for making it was 550 cars a week. Last August a night shift was introduced and today some 800 of this model are being built every week. Of these, about 60% are TCs and 10% automatic-transmission 2000s. Incidentally, the TC model not only has twin carburetters but a different oil-cooler, more sound-damping, and different exhaust manifolding from the 2000SC and, rather surprisingly, weighs 34 lb. more than the 2000 Automatic, although this is perhaps a compliment to the comparatively low weight of the Rover-modified Borg-Warner type 35 gearbox.

While I was at " The Rover " I had a chat with the Technical Director, Peter Wilks. He feels that the Leyland take-over should enable Rover to increase output without in any way reducing the quality of their cars. He does not envisage a resumption of competition work in the immediate future, although it was useful for getting rid of the " grannie " image of the famous P4 models when the 2000 was being promoted. He is very much in favour of the de Dion back axle as introduced for the 2000 as a means of keeping the back wheels upright and reducing unsprung weight; light-alloy sections have been tried for this component but it is likely to continue in its existing form, with inboard disc brakes and the ingenious split tube to accommodate track changes permitted by the fixed-length universally-jointed drive shafts, a joint composed of bronze sliding bushes lubricated with oil being contained within the de Dion tube itself. This layout was introduced for the Formula Two Rover Special built by Peter Wilks and Spencer King some 16 years ago (reference to which will not, I hope, make Mr. Wilks feel unduly senile!) and which was used for the Rover T3 gas-turbine coupé of 1953.

The Rover Company might be thought to be having a difficult time at the moment, on three separate counts—the recent take-over, the American safety-requirements, and the need to develop new models. Sir Donald Stokes is, I gather, making the first quite painless, the last are, I can murmur through sealed lips, well in hand, while so far as the American market is concerned, it has been found possible to get two brake boosters and the pump for a refrigerated air-conditioner under the compact bonnet of the 2000. Rover already has a crash-safe base unit and crash tests at M.I.R.A. showed that U.S. requirements could be met by making minor frontal changes, while a system similar to Chrysler's has been developed to combat air pollution from the exhaust. Rovers have never been in greater demand, the Company is run by keen and experienced practical engineers, so the future of a make which has its roots in Solihull looks completely secure.—W. B.

THE 30th EIFELRENNEN (April 23rd)

WITH the exception of Stewart and Hulme all the regular Formula Two runners took part in the race on the South Circuit of the Nurburgring, which is similar in character to the main circuit, using the same pits and starting area, but only 7.747 kilometres to the lap. The B.M.W. factory made a big effort for this event on their home ground and there were three Lola cars fitted with the 16 radial-valve B.M.W. engine, the version with the combustion chamber rotated a few degrees off the engine centre line being the one in use. The two official works entries, painted white, were driven by Siffert and Hahne and the Lola works car, painted red with a white arrow on the nose being driven by Surtees. It was hoped that the new Formula Two Ferrari V6 would make its first appearance at this race, but more important projects at the factory intervened.

STARTING GRID

↑

7 J. Surtees (*Lola-B.M.W.*) 2 min. 52.9 sec.*
2 J. Rindt (*Brabham-Cosworth FVA*) 2 min. 50.0 sec.
3 J. Clark (*Lotus 48-Cosworth FVA*) 2 min. 49.6 sec.

16 J. Ickx (*Matra-Cosworth FVA*) 2 min. 55.3 sec.
29 J. P. Beltoise (*Matra-Cosworth FVA*) 2 min. 53.3 sec.

10 A. Rees (*Brabham-Cosworth FVA*) 2 min. 56.0 sec.
11 F. Gardner (*Brabham-Cosworth FVA*) 2 min. 55.8 sec.
1 J. Brabham (*Brabham-Cosworth FVA*) 2 min. 55.6 sec.

12 H. Hahne (*Lola-B.M.W.*) 2 min. 59.8 sec.
6 B. McLaren (*McLaren-Cosworth FVA*) 2 min. 56.9 sec.

17 P. Courage (*McLaren-Cosworth FVA*) 3 min. 00.9 sec.
5 J. Siffert (*Lola-B.M.W.*) 3 min. 00.5 sec.
18 G. Mitter (*Brabham-Cosworth FVA*) 3 min. 00.0 sec.

27 C. Irwin (*Lola-Cosworth FVA*) 3 min. 04.7 sec.
14 J. Oliver (*Lotus 41B-Cosworth FVA*) 3 min. 02.0 sec.

4 G. Hill (*Lotus 48-Cosworth FVA*) 3 min. 08.9 sec.
21 P. Gethin (*Cooper-Cosworth FVA*) 3 min. 05.8 sec.
19 B. Redman (*Brabham-Cosworth SCA*) 3 min. 05.3 sec.

20 M. Beckwith (*Cooper-Cosworth FVA*) 3 min. 24.8 sec.
23 J. Servoz-Gavin (*Matra-Cosworth FVA*) 3 min. 08.9 sec.

24 I. Raby (*Brabham-Lotus twin cam*) 3 min. 30.7 sec.

* Time recorded in car number 27.

Non-starters : P. Robinson (*Alexis-Cosworth*) .. .. 3 min. 44.4 sec.
R. Widdows (Brabham-Cosworth) .. 3 min. 50.9 sec.
E. Offenstadt (Protos-Cosworth) .. 4 min. 38.9 sec.

Counting in the European F.2 Championship, the race was run over 30 laps in appalling weather conditions, with snow bordering the edge of the track and everywhere wet and soggy. The first day's practice had been upset by snowstorms and rain, but the second day saw a brief " bright spell " in which the grid positions were decided. On the first day Widdows had crashed his Brabham, and on the second day Hill and Offenstadt collided, the wooden Protos being badly damaged. Although Surtees had his B.M.W.-engined car on the front row it was a false situation as he had done the time in the Cosworth-engined Lola. In spite of the bad weather a vast crowd estimated at 180,000 packed the South Circuit for a day of motorcycle racing, culminating in the Formula Two race, and from flag fall Rindt shot off into the lead and no-one looked like catching him. From the beginning Clark was in trouble with a misfiring engine and a ZF gearbox lacking top gear, so could do nothing about the flying Austrian in his well-prepared Brabham-Cosworth. The Lola-B.M.W. cars were showing great improvement and though Surtees could not challenge the leader, he kept in front of the rest of the runners, though most of them seemed to have good excuses for why they were doing so badly. Wrong tyres, wrong handling, wrong gear ratios, wrong engines and so on, and so on; all things that never seem to bother Rindt and the Winkelmann Brabham-Cosworth. Some of the " new boys " to Formula Two were going well, such as Courage, in Coombs' McLaren, Mitter in his own new Brabham-Cosworth FVA and Hahne in the works Lola-B.M.W.

Clark finally retired at 11 laps when the injection metering unit seized, a common occurrence on the Cosworth engines, and Ickx was up in third place with the lone Tyrell Matra, ahead of Courage and Hahne, and finally the German driver got by into fourth place. Siffert slid off the road in the second works B.M.W. and damaged a wheel, and of the 21 starters only the first ten were listed officially as finishers, but there were six more still running when the race finished.

Results :

EIFELRENNEN—Formula Two—Nurburgring South Circuit—30 laps of 7.747-kilometre circuit—232.41 kilometres—Wet

1st : J. Rindt (Brabham-Cosworth FVA) (Entrant: Roy Winkelmann Racing) 1 hr. 35 min. 46.4 sec.—145.5 k.p.h.
2nd : J. Surtees (Lola-B.M.W.) (Entrant: Lola Racing) .. 1 hr. 36 min. 33.0 sec.
3rd : J. Ickx (Matra-Cosworth FVA) (Entrant: Ken Tyrell Racing) .. 1 hr. 36 min. 33.8 sec.
4th : H. Hahne (Lola-B.M.W.) (Entrant: B.M.W. Germany) 1 hr. 37 min. 27.8 sec.
5th : P. Courage (McLaren-Cosworth FVA) (Entrant: John Coombs) .. 1 hr. 37 min. 27.9 sec.
6th : B. McLaren (McLaren-Cosworth FVA) (Entrant: Bruce McLaren Racing) .. 29 laps
7th : C. Irwin (Lola-Cosworth FVA) (Entrant: Lola Racing) .. .. 29 laps
8th : G. Mitter (Brabham-Cosworth FVA) (Entrant: Gerhard Mitter) .. 28 laps
9th : A. Rees (Brabham-Cosworth FVA) (Entrant: Roy Winkelmann Racing) .. 28 laps
10th : J. P. Beltoise (Matra-Cosworth FVA) (Entrant: Matra Sports) .. 28 laps
11th : J. Oliver (Lotus 41B-Cosworth FVA) (Entrant: Team Lotus) .. 28 laps
12th : F. Gardner (Brabham-Cosworth FVA) (Entrant: Motor Racing Developments) .. 28 laps
13th : J. Brabham (Brabham-Cosworth FVA) (Entrant: Motor Racing Developments) .. 27 laps
14th : P. Gethin (Cooper-Cosworth FVA) (Entrant: Gerard Cooper Racing) 27 laps
15th : G. Hill (Lotus 48-Cosworth FVA) (Entrant: Team Lotus) .. .. 26 laps

Fastest lap : J. Rindt (Brabham-Cosworth FVA), in 3 min. 07.8 sec. 148.5 k.p.h.

Retired : J. Clark (Lotus 48-Cosworth FVA); J. Siffert (Lola-B.M.W.); B Redman (Brabham-Cosworth SCA); M. Beckwith (Cooper-Cosworth FVA); J. Servoz-Gavin (Matra-Cosworth FVA).

B.R.D.C. "Daily Express" Trophy

SILVERSTONE, *April 29th.*

ALTERING the date of the Monaco Grand Prix this year brought it uncomfortably close to the B.R.D.C. "Daily Express" meeting at Silverstone, with the result that the entry list was somewhat sparse. Neither the works Cooper-Maserati nor Eagle teams were present, while B.R.M., Lotus and Ferrari were represented by a single car apiece.

The entry was further reduced when the team of three cars entered by the J. A. Pearce Racing Organisation was burnt out in a fire in the paddock on Wednesday evening, before first practice. The transporter was parked well away from the other teams, in the middle of the Club circuit at the time, and drivers Lanfranchi, Darlington and Jones were all denied their debut in Formula One racing.

Ferrari sent one V12-cylinder car for Parkes, his long-chassis 1966 car with 1967 engine. The Owen Organisation was represented by one B.R.M. H16 for Stewart, as raced a fortnight previously at Oulton Park, with revised suspension, and Spence and Irwin were racing the earlier 2-litre B.R.M. V8s entered by the R. H. H. Parnell team. Team Lotus had a Type 33 powered by a 2-litre B.R.M. V8 engine for Graham Hill, the new V8 Cosworth-Ford unit not being ready.

Both Brabham and Hulme had the 1966 cars, last year's chassis and engine blocks equipped with the old cylinder heads. McLaren was driving his McLaren-B.R.M. 2-litre, and the remainder of the field was made up by Siffert in the Walker/Durlacher Cooper-Maserati, Bonnier and Ligier in their privately-entered Cooper-Maseratis, and Anderson's Brabham-Climax 2.7-litre.

Stewart set the pace in the first practice session, run in dry overcast conditions, making a best lap time of 1 min. 28.2 sec., 0.6 sec. faster than the outright record held by Hulme in the Lola-Chevrolet since last year. Parkes was next fastest with 1 min. 29.8 sec., Anderson and Irwin sharing 1 min. 31.4 sec. with McLaren, and Hill was playing in steadily with 1 min. 32.2 sec. The second practice session, held in similar weather conditions, saw Stewart improve his time to 1 min. 27.8 sec., with Parkes still next fastest with a 1 min. 28.0 sec. Siffert, who went so well at the Race of Champions, was the only other driver to crack 1 min. 30 sec., while 1.5 sec. covered the times of Anderson, Hill, McLaren, Bonnier and Irwin.

Not until the third practice session did the Brabham team arrive, running straight away into a serious problem with oil spraying out of the catch tanks. It was hard to think of a reason for this new malady, though Brabham believed that the oil could not be circulating properly, so after putting in a very few laps both cars were taken back to the works—in their quiet and deceptive manner, though, Hulme and Brabham both got in a very quick lap, Hulme in 1 min. 29.2 sec. and Brabham in 1 min. 29.8 sec. Stewart could not improve on his previous time but Parkes equalled it, swapping from 10-inch rear rims to 12-inch rims and back, shod with Firestone tyres. Stewart was happy with his new Dunlop tyres, but not about the shortage of spare covers. McLaren's times were affected by a persistent misfiring trouble and few drivers bettered previous times because of the oil shed by the Brabhams, though Spence got in a most creditable 1 min. 29.2 sec. to get right in among the 3-litre machines.

Graham Hill had noticed a misfire in the B.R.M. power unit on the warming-up lap and was very slow getting away from the grid, while Parkes went straight into the lead from Stewart. Brabham, Siffert, Spence, and McLaren tagged on, quickly pulling away from Bonnier, Hill and Ligier. Hulme was way behind, already losing oil which may have contributed to his leaving the road at Club, later retiring at his pit. Anderson called in for a brake check second time round, then promptly ran out of road and hit an advertisement hoarding at Stowe, but after another pit stop he continued the race. Bonnier also spun, at Beckett's, dropping from eighth to tenth place.

As early as the third lap it was becoming plain that the Ferrari and the B.R.M. H16 had the legs of everyone else, swapping positions continually, but soon Stewart lost contact with Parkes and slowed on the oily track, to be overtaken by Brabham who was making up for lost time. Hill made a pit-stop for an extremely rapid plug change, rejoining the race amid the leaders but a lap in arrears, proceeding to harry Stewart mercilessly by braking level with the B.R.M.'s rear wheels time after time. By the 14th lap Stewart was in real trouble, slowing to let Hill and Siffert go by, then the universal joint bolts sheared at Maggott's and that was the end of his race.

Now Brabham, holding second place, could not even see the Ferrari ahead so settled down, not very typically, and was overtaken by Siffert. Hill also went ahead of Brabham on the road, driving quickly and tidily and enjoying his race although out of contention, while Parkes was picking off the tail-enders—as early as the 18th of 52 laps only Brabham, Siffert, McLaren and Spence were on the same lap as the leader, and when Siffert went through into second place at half-distance he was 26 sec. in arrears. Hill's efforts had taken him past Irwin into sixth place, the car running perfectly, as was McLaren's B.R.M. engine for the first time since it got to Silverstone. Bonnier retired from ninth place, his excursion off the road having split the fuel tank, and Ligier also retired, with low oil pressure.

The second half of the race was somewhat processional, Parkes leading by any margin he chose and no-one able to give chase. Hill's progress rewarded him with fifth place at Spence's cost, and then fourth place at McLaren's expense, while a long way behind Irwin's ill-handling B.R.M. and Anderson's Brabham-Climax were very evenly matched though two laps apart. With only eight laps to go the atmosphere brightened up as Brabham suddenly assumed a ferocious expression, egged on by Hulme in the pits, and waved his fist at McLaren, then at Graham Hill, to get by in pursuit of Siffert. In Brabham's wake, Hill set up the fastest lap of the race for no reason other than he felt like it, at 1 min. 30.0 sec. With three laps to go Brabham duly passed Siffert but forgot to spread his wings, for the Swiss driver promptly re-took second place and the champion driver had to make a quick scramble to be second man home during the final lap. The excitement was too much for Siffert, who spun at Beckett's on the slowing-down tour.—M.L.C.

Results :

B.R.D.C. "DAILY EXPRESS" TROPHY—Formula One—52 laps
2.9-mile circuit—150.8 miles (244.3 kilometres)—Overcast and dry

1st : M. Parkes (Ferrari V12) (Entrant: SEFAC Ferrari) *1 hr. 19 min. 39.2 sec.—114.65 m.p.h. (185.73 k.p.h.)*
2nd: J. Brabham (Brabham-Repco V8) (Entrant: Brabham Racing Org.) .. .. 1 hr. 19 min. 56.8 sec.
3rd: J. Siffert (Cooper-Maserati V12) (Entrant: R. R. C. Walker/J. Durlacher) .. .. 1 hr. 19 min. 57.6 sec.
4th : G. Hill (Lotus-B.R.M. V8) (Entrant: Team Lotus Ltd.) .. 51 laps
5th : B. McLaren (McLaren-B.R.M. V8) (Entrant: McLaren Racing Ltd.) .. .. 51 laps
6th : M. Spence (B.R.M. V8) (Entrant: Reg Parnell Racing) .. 50 laps
7th : C. Irwin (B.R.M. V8) (Entrant: Reg Parnell Racing) .. .. 50 laps
8th : R. Anderson (Brabham-Climax 4-cyl.) (Entrant: D. W. Racing) 49 laps
Fastest lap : G. Hill (Lotus-B.R.M. V8), in 1 min. 30.0 sec.—117.08 m.p.h. (189.67 k.p.h.).

"CARAVANS INTERNATIONAL" TROPHY—Formula Three
25 laps—72.5 miles (117.45 kilometres)

1st : P. Westbury (Brabham-Ford) .. .. 41 min. 35.3 sec.—105.55 m.p.h. (170.99 k.p.h.)
2nd: M. Nunn (Lotus-Ford) .. .. .. 41 min. 36.0 sec.
3rd : A. Rollinson (Brabham-Ford) .. .. 41 min. 36.0 sec.
4th : C. Williams (Brabham-Ford) .. .. 41 min. 37.4 sec.
5th : P. Gethin (Brabham-Ford) .. .. 41 min. 37.6 sec.
6th : H. Stiller (Brabham-Ford) .. .. 42 min. 09.0 sec.
Fastest lap : C. Williams (Brabham-Ford), in 1 min. 38.0 sec.—107.52 m.p.h. (174.82 k.p.h.).

"W. D. & H. O. WILLS" TROPHY—Sports Cars—25 laps
72.5 miles (117.45 kilometres)

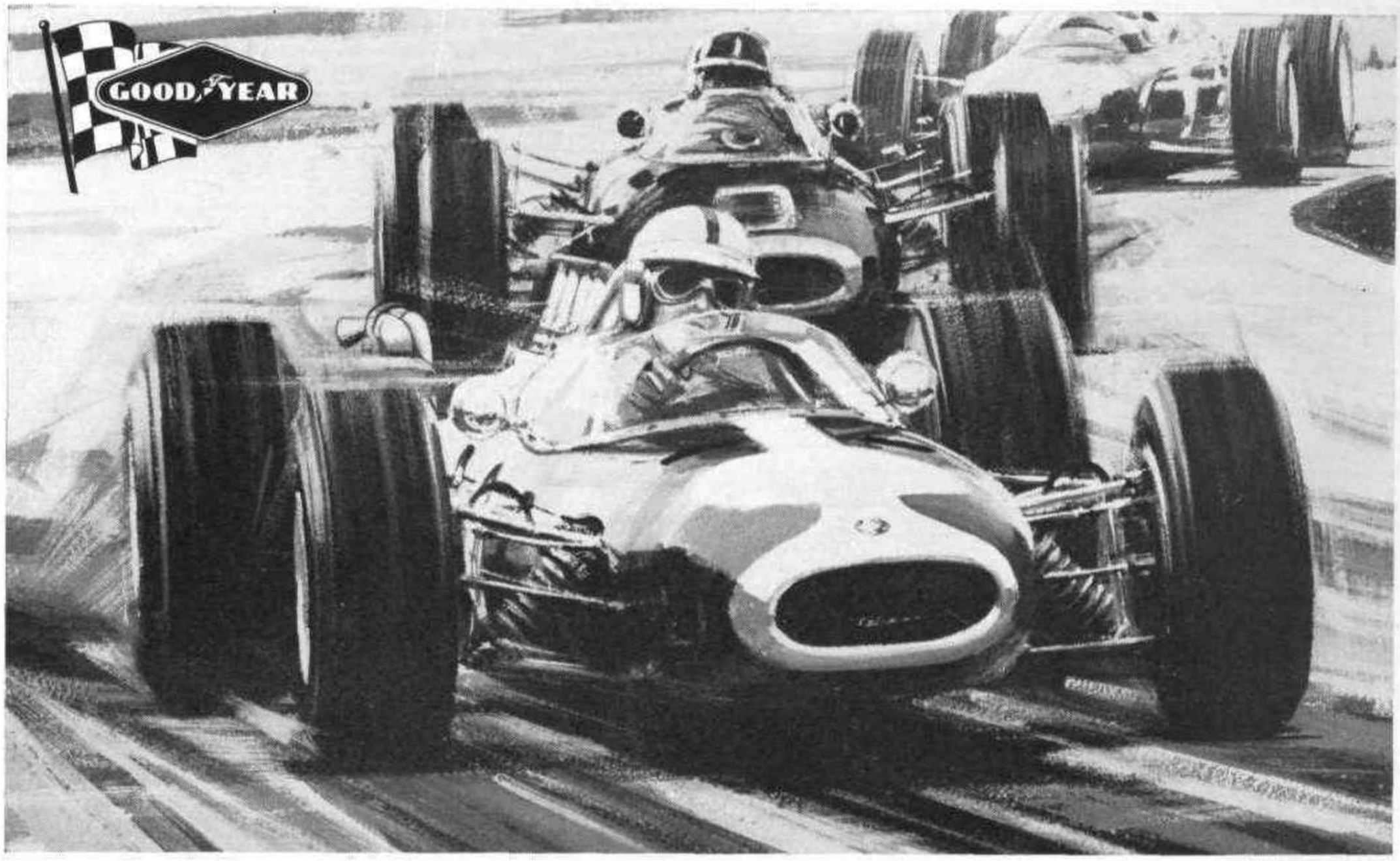
1st : D. Piper (Ferrari 250LM) .. .. 39 min. 51.2 sec.—110.17 m.p.h. (178.47 k.p.h.)
2nd: D. Hulme (Ford GT40) .. .. .. 39 min. 52.8 sec.
3rd : P. Hawkins (Ford GT40) .. .. .. 40 min. 33.8 sec.
Up to 2,000 c.c. :
1st : W. Dryden (Lotus Elan) .. .. 40 min. 37.2 sec.—23 laps
2nd: P. Jackson (Lotus Elan)
3rd : M. Hone (Porsche 904)
Fastest laps : D. Piper (Ferrari 250LM) and D. Hulme (Ford GT40), in 1 min. 34.4 sec. —111.39 m.p.h. (180.45 k.p.h.).
Up to 2-litre :
A. Dean (Porsche Carrera 6), 1 min. 43.0 sec.—102.30 m.p.h. (166.73 k.p.h.)

"OVALTINE" TROPHY—Saloon Cars—25 laps
72.5 miles (117.45 kilometres)

1st : F. Gardner (Ford Falcon), 43 min. 08.0 sec.—101.79 m.p.h. (164.90 k.p.h.)
2nd: V. Elford (Porsche 911 S) .. .. 24 laps
3rd : J. Rhodes (Austin-Cooper S) .. .. 24 laps
Class Winners :
Over 2,000 c.c. : F. Gardner (Ford Falcon V8) (Entrant: Alan Mann Racing).
1,301-2,000 c.c. : V. Elford (Porsche 911S) (Entrant: Porsche Cars G.B. Ltd.).
1,001-1,300 c.c. : J. Rhodes (Austin-Cooper S) (Entrant: Cooper Car Company).
Up to 1,000 c.c. : J. Fitzpatrick (Ford Anglia) (Entrant: Team Broadspeed).

"KODAK" TROPHY—Historic Racing Cars—12 laps
34.8 miles (56.03 kilometres)

1st : F. Brewer (Aston Martin DBR4), 22 min. 12.4 sec.—94.90 m.p.h. (153.74 k.p.h.)
2nd: C. Crabbe (Maserati 250F)
3rd : P. Lindsay (Maserati 250F)
4th : R. Bergel (Maserati 250F)
Fastest lap : C. Lucas (Maserati 250F), in 1 min. 47.0 sec.—98.48 m.p.h. (159.54 k.p.h.).



GOODYEAR WINS!
Monaco Grand Prix
May 7th 1967

1st DENIS HULME
driving a Brabham-Repco

4th BRUCE McLAREN
driving a McLaren M.4.B
subject to official confirmation

This outstanding performance is yet another victory for Goodyear. It proves again that Goodyear tyres are unbeatable for strength, safety and stamina.

The same Goodyear know-how that produces the superb tyres for competitive driving makes possible the Goodyear tyres for your everyday motoring. They are both built with the same exclusive 3T cord and Tufsyn rubber. Racing and rally drivers depend on Goodyear tyres–*and so can you.*

Goodyear win the big ones!

GOODYEAR

TARGA FLORIO

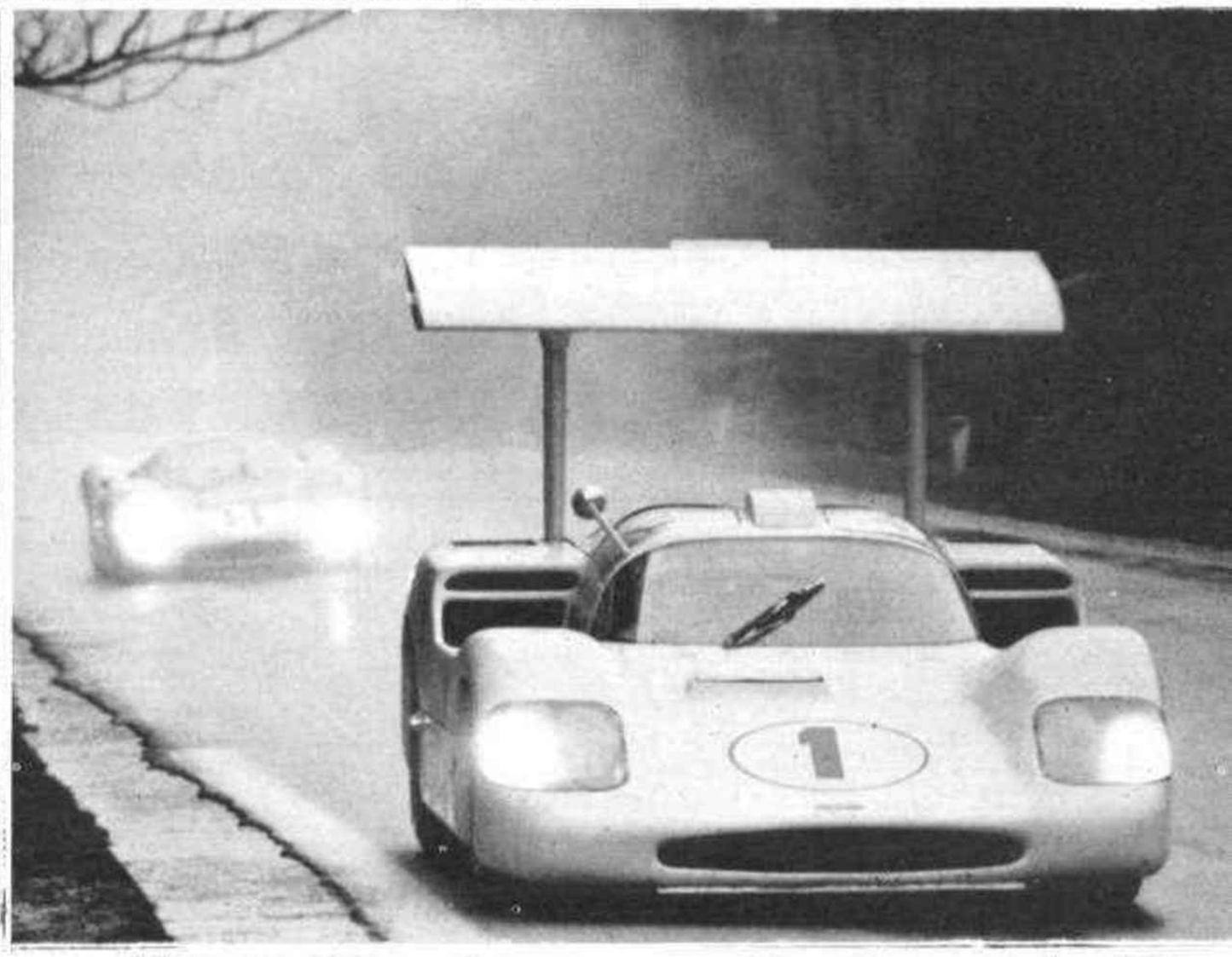
SEVENTH WIN.—Paul Hawkins/Rolf Stommelen gave Porsche their seventh win in 11 years in the Targa Florio. Their car, a 2.2-litre 8-cylinder version of the 910, set a new race record. Similar cars, powered by 6-cylinder 2-litre engines, finished second and third.



GENUINE.—The Ford " Mirage " was real enough and the 5.7-litre version driven by the young Belgian driver Ickx and the American driver Thompson scored an impressive victory on the Spa-Francorchamps circuit under appalling conditions. Basically a GT40, the " Mirage " has numerous improvements and an improved body shape.



REFLECTIONS.—The headlights of the Herrmann/Siffert second-place Porsche 910 shine on the soaking wet road at Francorchamps.



WEIRD.—The 2F Chaparral presents a strange sight on European circuits, with its adjustable aerofoil stabiliser above the tail. In the gloom behind is the Mairesse/Beurlys Ferrari.

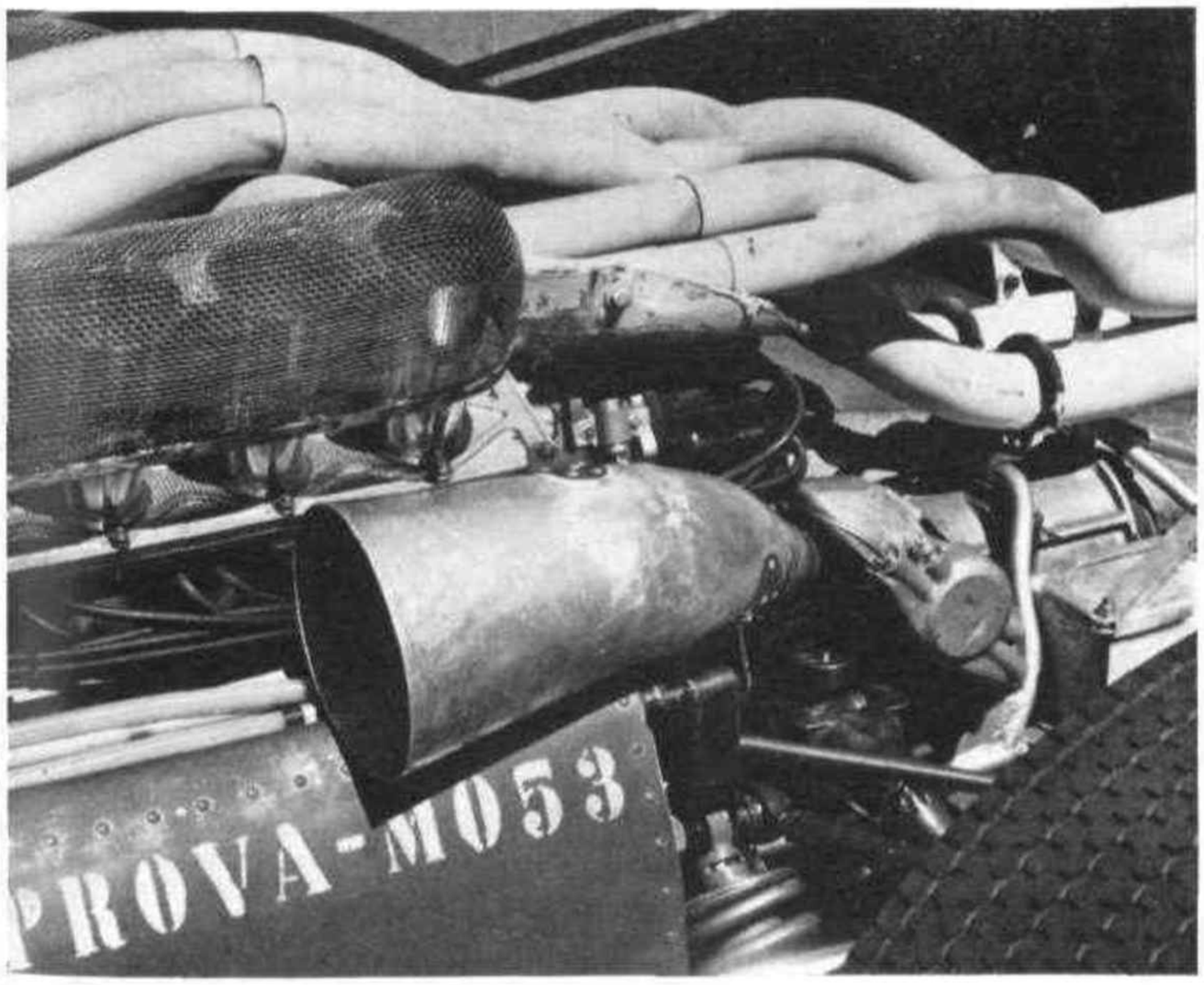
MAKING UP TIME.—After losing time at the start Attwood/Bianchi drove the Maranello Ferrari P3/4 very determinedly and worked their way up to third place overall. It is seen passing a Matra Djet in a cloud of spray.



PLAN.—This unusual picture of Hulme in the Monaco-winning Brabham-Repco V8 shows the layout of the car to good effect, as he runs onto the *pave* surface of the harbour front past a Monagasque lamp-post. This is the 1966 car and engine with the exhaust pipes on the outside of the cylinder block.

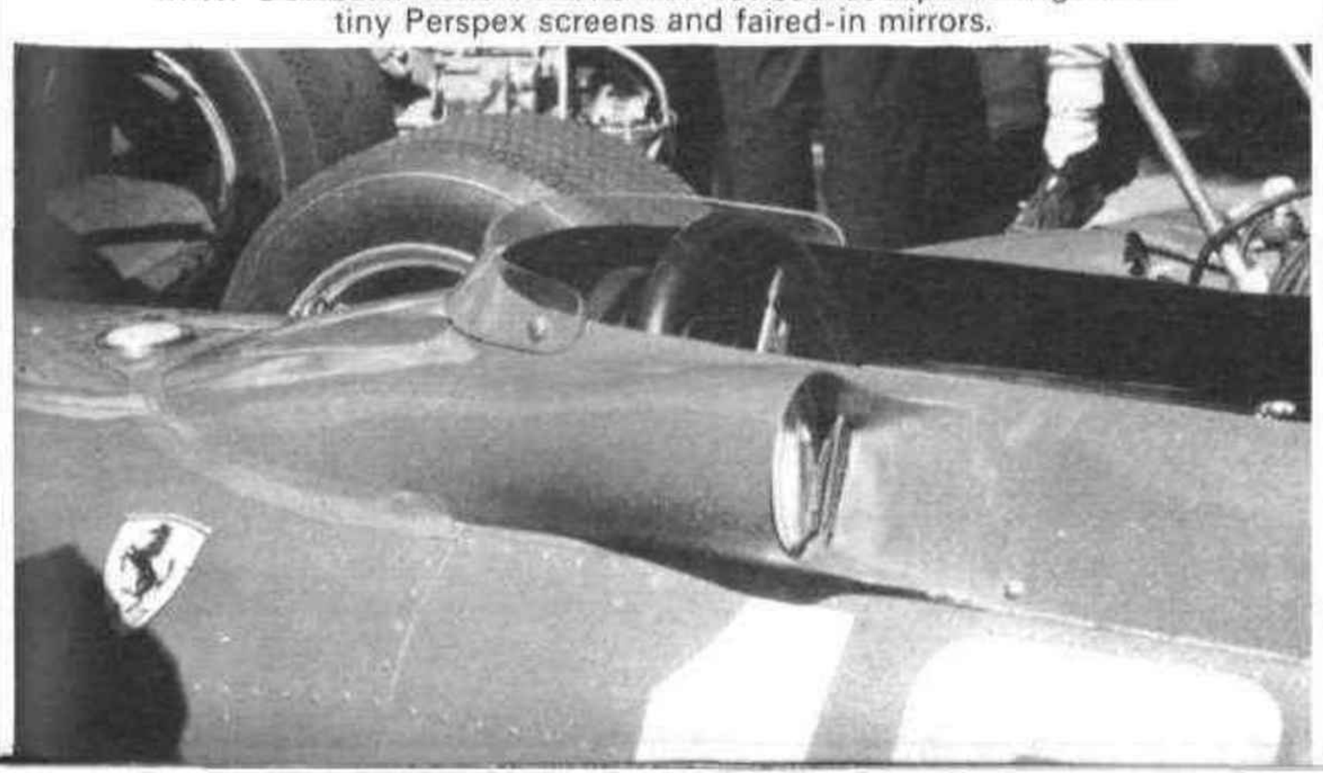
BIG CARS.—Spence in an H16-cylinder B.R.M. is closely followed by Amon in a 3-litre V12 Ferrari round the Station hairpin. Note the external water pipes along the top of the body on the B.R.M. Though neither were in the running in the opening stages they finished in the results.

OMINOUS.—The V12 Honda driven by Surtees retired with engine trouble after vainly trying to catch Bandini's Ferrari, and retirement was heralded by a smoke haze that followed the car for many laps, as seen in the photograph of the car in the Casino Square.



FOG HORN.—The Ferraris were fitted with large air scoops directed on to the rear brake discs which are mounted " inboard." Note the Modena Trade Plate number stencilled on the side.

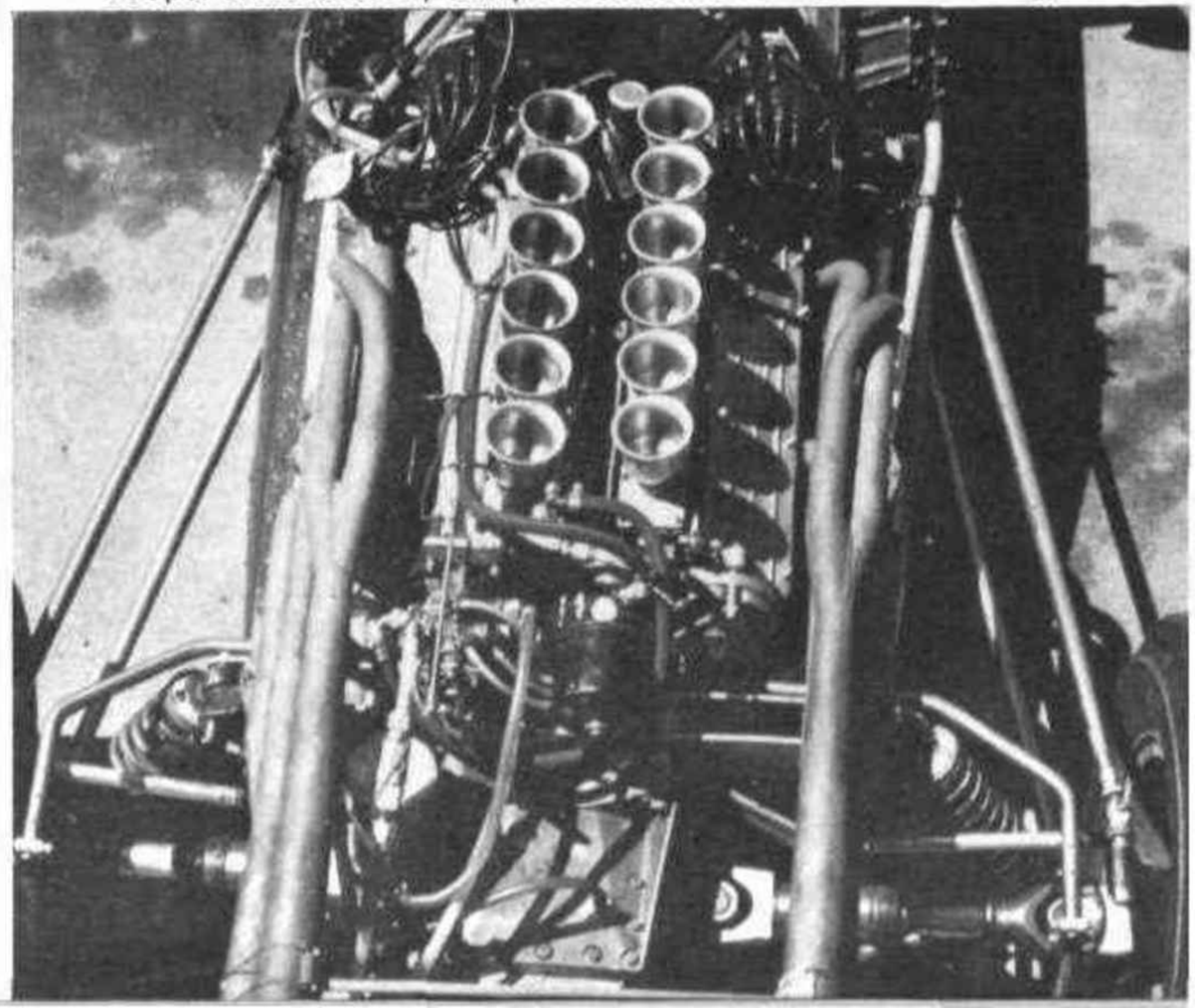
MINI SCREEN.—The Ferraris had revised cockpit fairings with tiny Perspex screens and faired-in mirrors.





BLACK JACK.—After spinning on the opening lap Brabham had to reverse down to the Station hairpin to turn round, after everyone had gone by.

NEW.—*The 36-valve Maserati engine, tried out in practice in a* Cooper chassis is very compact and narrower than the old engine.



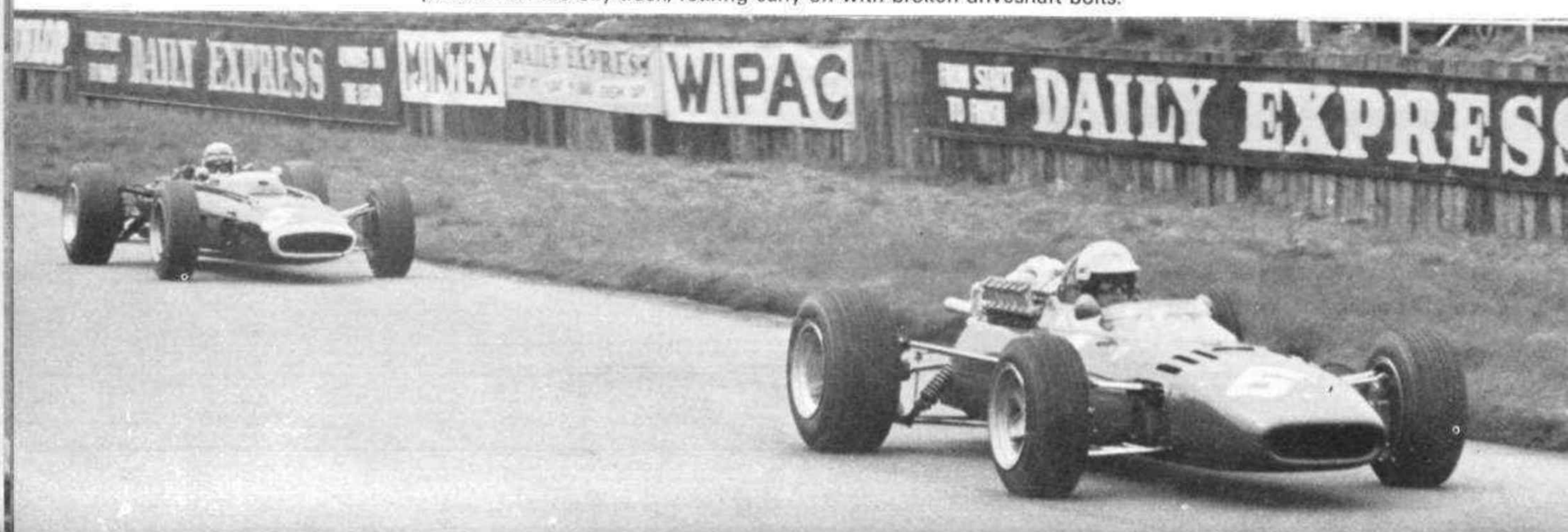


GNATS OVER SILVERSTONE.—A display no less daring than that given at ground level was performed by the Red Arrow formation team, flying in Hawker Siddeley Gnat Trainers.



WHEELSPINNING START.—Michael Parkes' Ferrari went straight to the lead in the *Daily Express* Trophy, flanked by Graham Hill (Lotus-B.R.M.) and Denis Hulme (Brabham-Repco) on the right, Jackie Stewart's B.R.M. H16 on the left.

CONCENTRATION.—Parkes concentrates on leading the race (which he did from start to finish), while Stewart copes with a B.R.M. handling problem on the oily track, retiring early on with broken driveshaft bolts.



SHORT-LIST

Some Thoughts About Choosing New Editorial Transport



When this picture was taken there were 00037 *miles on the odometer. . .*

DECIDING which new car to have, even when you are not paying for it yourself, is a problem. The best way of tackling it is to draw up a short-list of possibles, and then eliminate them one by one, until only the most desirable or practical remains. The choice is difficult even then, but I suppose we should be thankful that the variety is so wide and that, in spite of another proposed major merger between the industrial giants, we are still some way from being able to buy only the Barbara Castle saloon and the Harold Wilson limousine. . . .

Gone are the spacious days when you first chose a chassis and then sent it away to a craftsman coachbuilder for a body to your personal requirements to be constructed on it. Yet a new car still ranks with a new wife as something desirable, mysterious, temporarily satisfying, and to be taken care of. It was at least a fortnight before the Motoring Dog was allowed into my last new car. . . .

How then to decide ? Fortunately I do not live in America and so am spared the near-impossible task of choosing between enormous automobiles, all of which look alike, and for which such a confusingly multitudinous array of extras, even to engines of different horsepowers and number of cylinders and gearboxes with different numbers of speeds, are available. In the old days I used to accept any utilitarian vehicle as Editorial transport, on the grounds that it had merely to be dependable and that if it were faster, more accelerative, more comfortable or a better road-holder than the cars I regularly received for road-test, part of the fun of appraising these other cars would be lost. But in old age you grow wiser, or more cunning. So, regarding the Jaguar E-types, Porsche 911, Lotus Elan, M.G.-B, etc. in the office car-park, I decided that after having endured in succession an ancient Austin 7 and Vauxhall Ten, a Morgan 4/4, a Morgan Plus Four, a Volkswagen 1200, a Mini Minor and a Morris 1100, I would have something a bit more luxurious this time. But, as I have said, what was I to choose ?

After " shopping for a Rolls-Royce (or Bentley) " I came to the reluctant conclusion that ten-year-old vehicles which have no substantial guarantee are better reserved for fun-occasions than relied upon for serious Press journeys. There had, I may add, been no discernible response when I implied that a Model-T or Silver Shadow would suit me very well. . . .

So a short-list was drawn up. It contained the names Peugeot and Volvo, Alfa Romeo and Mercedes-Benz. But the first two, conscientiously as they are constructed, are utility rather than luxury cars and a Volvo seems somewhat old-fashioned and a trifle dull (I have had no experience of the latest models). I still feel a bit unhappy about Alfa Romeo service and having to do so much gear-changing, and having tried but two models of the present range, this illustrious name was also crossed out, although not without much thought. I really would have liked a sports car but although I have very happy memories of fresh-air and fun, clad in leather coat and cap, in association with the Morgan Plus Four, a soft-top, as they call them these days, is not suitable for business use. I have been reported as saying " Why don't we all have Lotus Elans ? " and I would certainly have one without much question if (like Graham Hill) I could make do with only two seats. But sometimes I have to carry more than one passenger and (unlike Graham Hill) I do not have the use of a Ford Zodiac as a second car. . . .

Mercedes-Benz seemed an obvious choice, because I regard this as the best car there is, providing maintenance is properly carried out. They are such big cars for town parking, of course, but I only crossed this one off the list when I reflected that I should probably have to make do with a 230S, whereas you want fuel-injection to savour Stuttgart at its best. On paper the Citroën DS should head every discerning driver's short-list. But on the road problems of bulk, complexity and maintenance have to be faced. I have great respect for Fiat and its products (but did not know about the twin-cam Tipo 125 when compiling my list), I think very highly indeed of Lancias (but most of them are a bit small), and could contemplate nothing more desirable than a B.M.W. 2000TI. But at this stage it was suggested to me that the Editor of a British motor journal should be patriotic in his choice of a car during these difficult times. So those five makes got the blue pencil. . . .

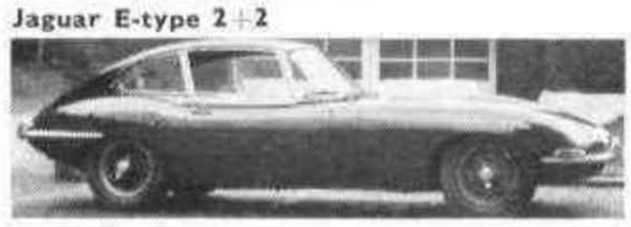
Jaguar remained, but it was difficult to decide which model. With the overall 70 m.p.h. speed-limit and a clean licence it seemed tempting providence to have an E-type, as well as a bit extravagant when I never use my own cars outside this little Island. And other versions of the " Wardour Street Bentleys," as they used to be called, have dated; I do like efficient ventilation without having to open the front ¼-lights . . .? And then there is the unfortunate spares situation, to which D. S. J. and others have referred.

So in the end the Rover 2000 stood out as the sensible choice. I was not influenced particularly by the fact that Australia's *Modern Motor* readers voted the Rover 2000 the outstanding car of the year

Mercedes-Benz 250SE



Jaguar E-type 2+2



BMW 2000TI



Alfa Romeo Giulia



Citroen DS21



Lotus Elan



and best luxury compact available or that New York's *Car & Driver* readers put it top of the compact sedan and sports sedans under 300 cu. in. capacity categories. But I *was* interested to note that the outspoken American journal *Road Test*, which isn't influenced by advertising, had some very complimentary things to say about the 2000 in an article asking "Can this car be the World's best?," and that another American journal, *Road & Track*, comparing it with saloons in the same (4,000-dollar) price-class wrote: "We can't think of any that offer a more appealing all-round package to suit our tastes than the Rover 2000." Admittedly the Rover, like the Jaguar, does not have extractor-ventilation; you have to open the rear-window vents to obtain this. But they can be reached from the front seat and they stay open against wind-pressure, although on my car they let in water after a night parked in the open in heavy rain. The "minimum" Jaguar I would have considered costs £429 more than a 2000TC, anyway. . . .

When I first drove this refreshingly "different" British 2-litre it lacked performance. But the TC edition is acceptable on that score. And most of the other qualities and items I wanted are to be found in the Solihull product. Was it not based on the very Citroën which for years I have found it so hard to resist? If the Lotus Elan is one of the fastest cars round corners, the Rover 2000 also clings to the road exceptionally well and was designed from the start for radial-ply tyres (14-in. Pirelli), in an age when some design-teams, when asked how they related suspension and tyre characteristics, still looked at the questioner pityingly and replied contentedly, "Oh, you can use *any* tyre on our cars."

The Rover's o.h.c. engine with piston-cavity combustion chambers provides a trace of Mercedes-Benz, its angling of Kienzel clock and Smiths tachometer towards the driver a touch of Alfa Romeo, and it does have a good heating and ventilation system. I am a bit reluctant to be pushed instead of pulled round corners, even at my age, but the B.M.C. 1800s do not offer quite the luxury or performance I visualised. At least the Rover has sophisticated suspension and shares a de Dion tube at the back with such exotic motor cars as the Isos and the Lancia Flaminia.

Moreover, the Rover 2000 is compact for parking, yet has a definite air of quality and character. It does not slavishly ape the top-bracket cars of a more leisurely era in having enormous Clubland armchairs and acres of tree-wood, which seem to me inappropriate in modern high-performance cars. But I do like to sit on real leather. This the Rover 2000 has, but the modest extent of its *decor* is—Formica.

I know automatic transmission is the most wonderful thing and that soon we shall all be letting it change gear for us and start us off, which is so restful for the left leg when driving in heavy traffic. But when I get leg-ache it is on the off-side (from years of trying to push accelerators through floorboards?), so I am quite happy with a manual gear change —and what nicer than the tiny rigid central floor lever of the Rover, even if it is stiff and notchy? Rover admit it is better used slowly.

So altogether it was no hardship to "Buy British" and I let my paper off lightly by choosing a £1,415 Rover 2000TC.

Any doubts I had about this decision I dispelled by telling myself that what is good enough for Prince Charles, who was surely advised by his motoring father, should do for me. I was not so happy when Cecil Clutton, another discerning driver, when asked how he was getting on with *his* TC, replied, "I have sent it back to Solihull so that they can finish making it." But they did this, and he tells me that he is now very pleased indeed with the car.

Thus, on March 30th I took delivery, from Paul Street Garage Ltd., E.C.2, of a red Pirelli Cinturato-shod 2000TC with dark brown buffalo hide upholstery. I had specified various extras but these were conspicuous by their absence, although a Radiomobile 970 radio was fitted subsequently and, with roof aerial, is one of the best I have had the pleasure of listening to, although it did not at first get the stations I required, such as music on the Third Programme. The ignition key has to be pushed in before it will turn to the left and play the radio, this being done to save wear by ham-fisted people sweeping the contacts every time they start the engine.

When I drove the new car away the odometer read 37 miles, which was something of a puzzle, as it was not the distance from Solihull, yet was too far to be that from Henlys' nearest depot, who had supplied it. The fuel tank was full, the radiator wore a Bluecol label, and paper mats on the floor suggested that the pre-delivery servicing had embraced Sternol lubricants. First impression was of the enormously heavy steering, after driving a Mercedes-Benz 250SE with power steering, but it gets light as speed rises and the Rover's too-big steering wheel can be adjusted out of the line of vision by turning a convenient knob. However it is set, though, I find myself tending to rest my right elbow on the door-sill.

Arriving home, I found the back tyre pressures to be 2 lb. too high, but otherwise all appeared to be in order, apart from the fact that two ignition-keys had been supplied but no boot-key, and there was a very tiny patch of rust on the plating of the o/s of the windscreen frame, and poor plating on the thumb-press of the quick-action fuel filler. Incidentally, I knew this must be an executive's car, not only because it smelt pleasantly of good leather, but because I could see to straighten my tie in the indicator-lights' panel! Indeed, Rover must think their clients very vain, for the driver's vizor, as well as the passenger's, possesses a make-up mirror; this is sensible, really, I suppose, when so many women drive cars.

The early days of ownership passed off uneventfully. At the time I had the use of a Ford Cortina-Lotus (another car I could happily own) bedecked with speed-flashes, speed-tape and badges. The keen interest taken by the police (who told me that I mustn't so much as overtake a slower car in a built-up area, never mind the speed) caused me to use the Rover in London, reserving the Ford for more open roads. I had been told to run-in by not exceeding 45 m.p.h. for 500 miles but I am impatient by nature and found the handbook's recommendation of gradually increasing speed from 55-60 m.p.h. during the initial 1,500 miles much more to my liking, although in that distance I tried not to exceed 3,000 r.p.m.

Going to Lord Montagu's luncheon at the R.A.C. I became anxious in the traffic, wondering whether the petrol reserve control would work—it did, showing that at running-in speeds I was getting, roughly, over 28 m.p.g. This control greatly enhances my liking for the Rover, especially as the car runs for scores of miles with the fuel gauge on empty—or it *did* because, like other good things of this World, it didn't last long. It let me down, in fact, on a remote country road, the control refusing to be pushed home and giving only a few miles after it had been used. Walking, however, is good for one's health. . . .

Immediately after I had written last month's Editorial about Esso lowering both the price and the octane-rating of their petrol the TC's engine, for which a minimum of 100-octane is specified, ran-on alarmingly after I had filled up with 5-star Esso Extra. On Super Shell it does not do this. Otherwise, no complaints to date, after 27 days (except that the engine idles too fast, at 1,300 r.p.m.), and no oil used, in 1,200 miles, which makes the car overdue for its free-service, after which it should not need attention for 5,000 miles.

Rover make a real effort to present their cars with dignity and in this, and in many less-obvious details, the 2000 is in no way inferior to Sir William Lyons' famous cars. Although the maintenance and instruction manuals (to which I have added a Castrol lubrication chart), come in a plastic, not a leather, folder, it was nice to discover therein a sachet of Clearalex for the Lucas screen-washers. The maker's message to new Rover owners commences: "Whether you are a novice or a veteran, whether you are technically-minded or the reverse . . ." and while I refuse to admit to which category I belong, I will confess that some of the things I found out about the 2000TC pleased me a good deal. For instance, if a bulb fails in either a front or a rear turn-indicator both the warning lights will flash rapidly and audible warning will cease, and then there is that thermostat which renders the choke light a true warning, as it only comes on when the engine is too warm to need mixture enrichment. The rear wheel arches are covered by the car's back doors, to obviate soiling the clothes of those entering the back compartment, the leather upholstery is free from artificially-embossed grain, the car serial number and its key-numbers are listed on a plate on the o/s wing valance beneath the bonnet, tappet clearances on the cam-box cover, and sill door-locks are fitted—a short-list should have on it all the items a prospective purchaser wants in a car, which can then be ticked off against the makes on the list. I had sill-locks on mine. It is convenient to be able to lock all doors from outside without a key, and to find lower-gear maxima of 30, 55 and 85 m.p.h. marked on the m.p.h./k.p.h. speedometer is a reminder that the 2000 TC has ample performance for a 2-litre car. And performance well within its stride, for it is high-geared, pulling a 3.5-to-1 axle ratio.

The intake for the heater is situated in a well formed at the back of the bonnet, where exhaust fumes from vehicles in front are not so likely to be drawn in, and this well enables the screen-wiper spindles to be mounted neatly within it. The seats are smaller than in some luxury cars, but extremely comfortable.

Other notable points are the sidelamp indicators on the front wings, a warning light for hand-brake applied or low brake fluid level, reversing lamps and o/s parking lamps fitted as standard, rheostat instrument

Continued on page 528

Dad's on a winner on Dunlop... *so was the winner of the* ***Tulip Rally****

(for the 4th successive year!)

More and more motorists fit Dunlop. "Because"—they say—"if top rally drivers use them, on cars like mine, in conditions which although tougher are comparable with those I motor in, they're good enough for me". What about you? Built from extensive track and rally experience Dunlop tyres offer a 'bonus' in mileage, extra safety, extra comfort, extra economy.

*** TULIP RALLY 1967**

1st PORSCHE 911S

V. ELFORD **D. STONE**

MANUFACTURERS' TEAM PRIZE

B.M.C. MINI-COOPER 'S'

LADIES' PRIZE: SAAB V4

MRS. P. MOSS-CARLSSON AND MISS E. NYSTROM

also 2nd and 3rd overall

5 CLASS WINNERS

(Subject to official confirmation.



DUNLOP

BUILD A WINNER FOR EVERY TYPE OF MOTORING

BOOK REVIEWS

"Modern Manual for Drivers of Steam Road Vehicles," by W. Michael Salmon. 133 pp. 8½ in. × 5½ in. (*Model Aeronautical Press Ltd.*, 13/35, *Bridge Street, Hemel Hempstead, Herts.* 21s.)

There is so much interest in steam traction engines and wagons these days that a simple manual of instructions in driving the different types and servicing steam vehicles generally, including boiler testing, will not come amiss. Various members of the Road Locomotive Society have contributed to this one, which Michael Salmon has edited, and the information is therefore expert and very much to the point, even to explaining how best to avoid annoyance to faster vehicles when driving a traction engine on main roads.

The chapters cover how to light up and drive a traction engine, including ploughing engines, the subtle differences between these and road-locomotives, and similar tips about overtype and undertype steam wagons and steam-rollers. Experienced steam operators may find the book superficial but for novices it should be invaluable and even those of us who do not own engines will find it enjoyable reading.—W. B.

* * *

"Car Performance and the Choice of Conversion Equipment," by Philip H. Smith. 147 pp. 8½ in. × 5¼ in. (*G. T. Foulis & Co. Ltd.*, 1-5, *Portpool Lane, London, E.C.*1. 25s.).

From the number of letters reaching this editorial office there is clearly a strong interest in improving the performance of saloon cars. Except in a few cases family models are designed with the economics of production in mind and the interests of the majority of owners, so the engine characteristics lean towards economy and flexibility rather than power and performance. There are many misguided ideas circulating about raising the compression ratio, fitting a second carburettor or a straight-through exhaust silencer, and it was timely to receive Philip Smith's revised book which dismisses many amateur theories as bunkum.

The author, a journalist as well as an engineer, presents his advice in readable form and does not let the technical aspects become too weighty. He discusses how the performance may be improved and the difficulties involved, and although proprietary items are mentioned where appropriate it is explained how to get similar results if the right workshop facilities are available. The importance of having sound bearings is stressed along with the warning that engines are designed with a certain compression ratio in mind, which should not be increased without calculation and very moderate experimentation.

More accent on the cost of conversion, and the best returns for budgeted expenditure, would have been interesting, and we also query the validity of claims made for increased performance in the "facts and figures" section as these are made by conversion specialists without independent substantiation, and can be misleading. Even so, this is one of the best handbooks to help enthusiasts through their first stages of conversions.—M. L. C.

CASTROL GRAND PRIX PRINTS

Castrol have issued a set of six full colour pictures of Grand Prix cars of 1948-1967, ranging from the 4CLT/48 "San Remo" Maserati to the present-day Type 83 B.R.M. They are the full side views, effective for home or office decoration. Frames are available. The book of six tear-out prints costs 7s. 6d., from most newsagents or booksellers or direct from "Grand Prix Cars," 100, Cromer Street, London, W.C.1, post free. The other cars are 1949 Lago-Talbot, 1955 W196 Mercedes-Benz, 1958 Cooper-Climax and 1958 Vanwall, and each print measures 8½ in. × 10½ in.—W. B.

* * *

Although a previous book about Jim Clark has appeared, his up-to-date story is now told by Bill Gavin in "The Jim Clark Story," published by Leslie Frewin Publishers Ltd. at 25s.

* * *

"The *Motor* Electrical Manual," which gives a very clear and up-to-date explanation of automobile electrics, is in its 14th edition. Published by George Newnes Ltd. for Temple Press Books, it runs to 233 pages and costs 15s. Another book on this subject is "Beginner's Guide to Automobile Electrical Equipment," by J. H. M. Sykes, published by George Newnes Ltd. at the same price.

* * *

The British Travel Association has issued its 180-page official guide to "Hotels and Restaurants in Britain" at 8s.

* * *

Profile Publications Ltd., 1A, North Street, Leatherhead, Surrey, have brought out Car Profiles Nos. 25-60 in a handsome bound volume which runs to 440 pages and has about 750 photographs, 72 pages of which are in full colour. The wordage goes to some 150,000 and the price is 84s. All these Profiles have been referred to in MOTOR SPORT. Incidentally, the awaited criticism of that about the touring G.N.s was quite mild; Thirlby weighed in with comments he later withdrew, but pointed out that Nash and Godfrey were old friends *before* they met in Rugby and that the notorious hand-starter was used probably for very few cars. Hirons mentions that the footbrake operated on the o/s, the handbrake on the n/s wheel, whereas the text implies the opposite, that fires were more often caused by broken petrol pipes than petrol dripping on the magneto, and that wheels came off G.N.s because all the wheels had a r.h. thread and not due to the crude dogs on the hubs, of which the 3-dog fixing apparently came later than the 7-dog. We mention this just for the record; Profiles should be as accurate as possible and it would be nice if the publishers could issue a monthly or quarterly broadsheet for comments and amendments of this kind. They claim to have sold an average of over 16,600 of each Profile, a sales-turnover of more than £100,000 a year! Nevertheless, we understand that publication is to cease next September.

MINIATURES NEWS

Two more-than-normally interesting Lesney "Matchbox" miniatures are No. 24, a 3-in.-long Rolls-Royce Silver Shadow to 67 : 1 scale, priced at 2s., and No. Y-4, a "Models of Yesteryear" 1909 Opel two-seater to a scale of 38 : 1, selling here for 5s. New "Matchbox" commercials include a G.M.C. refrigerator truck, scale 86 : 1, No. 44, price 2s., and a 10-wheel Scammell tipper, scale 69 : 1, No. K-19, this King Size model costing 6s. 11d. Corgi have brought out the Monte Carlo Rally-winning Mini-Cooper S (No. 339), their Chevrolet Impala as a kennel service van, with four dogs (No. 486), and have re-issued their fine 3-litre Bentley model accompanied by the figures of Bertie Wooster and Jeeves—oh well!

Two sporting cars figure in Corgi's latest miniatures, the M.G.-B GT coupé and the Sunbeam Imp which won its class in the Monte Carlo Rally. The M.G. model is No. 327, is 3¼ in. long, and costs 6s. 9d. The Imp has its rally plates, its competition no. 77, six jewelled headlamps, and its back window opens as on real Imps. The Sunbeam is No. 340 in the Corgi Toys range, is 3¼ in. long, and can be bought retail in the U.K. for a modest 5s. 9d. Corgi also have a new one in their agricultural range, in the form of a Massey-Ferguson 165 tractor with shovel (No. 69), measuring 5 in. long and costing 8s. 11d. It makes a tick-tick noise when pushed along. The Imp has a front registration plate—JDU47F—but no back plate, and the M.G.-B hasn't any plates at all, although the M.G.-B insignia on the boot is very well done in miniature, as are the effective wire wheels. Its back window opens, too, in the manner of this GT's body style, to reveal a tiny suitcase, the lid of which snaps open and shut—very clever. The number plate is a shortcoming I shall expect Corgi or one of the other miniatures makers to overcome very soon.—W. B.

CARS IN BOOKS

This feature takes a rest this month but we append a letter which may be of interest to those who wish to read in full any of the books which it has featured over the past decade or more :

Sir,

There must be many people who read your "Cars in Books" feature and if they are interested in obtaining some of the old volumes, they should use the excellent service provided by the local Public Library. Practically any book can be located through the National Book Council, which is able to obtain books from any one of the hundreds of public libraries in this country.

I have been fortunate enough to get books from this source, going way back to the 1880s.

D. PRESTON COBB,
Deputy Managing Director,
Invacar Ltd.

Thundersley.

Some days we don't learn a thing.

You can't always.
Motor racing isn't something regular like office hours or Big Ben. It's exhilarating, individualistic, unpredictable.

That's one of BP's big reasons for being concerned with motor racing.

We're waiting for the unexpected to happen. For the moment when a car becomes a laboratory and we learn something new.

Something that will make BP fuel or lubricants do a better job. For your car.

And, if it's all the same to you, we'll just sit back and enjoy the racing while we're waiting.

Like the lady on the unconventional seat. Nina. Mrs Rindt. Jochen's wife.
He races on BP.
And we're in there with him.

Learning.



13th MOBIL ECONOMY RUN

THE problem facing organisers and sponsors of the Mobil Economy Run is not to prove how far cars can travel on each gallon of the product, but to prevent such incredible results that the public dismiss the whole event as a "rigged" stunt to provide good advertising copy. Last year the weather waged in with gales, snow and rain, which certainly conspired against the smaller cars, but this year the route was a little harder, and the weather much better, so that once more the small cars turned up good results and the larger cars were rather worse than before.

It could be called a revenge for B.M.C., ousting Rootes and Renault for top honours in Classes 1 and 2 respectively, proving that a standard Mini-Minor can give 58 miles per gallon while averaging 30 m.p.h. over a tough 1,100-mile route, or a Morris 1000 fractionally better than 50 m.p.g. The Hillman Hunter definitely proved the claims of economy made for it by bettering 40 m.p.g. and taking first and second class positions, while the over-2-litre automatic class was dominated by the V8 Daimler 2½-litre which beat a V6 Zephyr.

MOTOR SPORT, represented by the Editor's assistant and, as co-driver, one of the Editor's daughters, took part in the Press sweepstake section in a Hillman Minx hired from an agency by the organisers, just to prove how standard the cars can get. Apart from tuning the carburetter for maximum economy and increasing the tyre pressures to 27 p.s.i. all round, the recommended limit in the manufacturer's handbook, no special preparation was done. The 40 competitors however had taken great pains to ensure free running and rigorous scrutiny before the event, and afterwards in the case of award-winning cars, ensured that there were no "fiddles." All cars were on radial ply tyres, which slightly reduce rolling resistance, and it was notable that in all classes but one the leading cars were shod with Michelin X steel-ply equipment. Observers were carried in the cars to make sure the drivers did not coast down hills in neutral or infringe traffic regulations, pursuing the logic of fair play to its limit.

Starting from Edinburgh, the first day's route went over the Grampian mountains to Dufftown before the southward run to Pitlochry, covering 314 miles in the day. Putting 30 miles into each hour was no problem on the traffic-free roads, indeed those who had not practised needed the proverbial patience of Job to keep the speedometer on 35-40 m.p.h. all day on the wonderfully inviting routes chosen, and there was plenty of time to consider that Scotland produces good racing drivers because anyone who wants to can play boy-racers all day, every day without endangering or annoying anybody.

To drive economically we treated the car as though running it in, little more than breathing on the accelerator pedal to maintain speed and accelerating at a rate that would hardly do credit to an elderly cyclist. Uphill, the car was left in top gear as long as possible, but not until the whole lot shuddered as some experts advocate. Since braking clearly dissipates energy one tries to pace the car for corners by the throttle alone, though on the downhill stretches the process becomes far more exciting. We realised that Hillman Hunters equipped with overdrive were scoring on the downhill parts since on all but the steepest gradients the Minx needed a little throttle to maintain speed, whereas the o'drive cars on the same axle ratio would pick up speed.

The second day's run was completed in heavy mist and rain, travelling south-west to Rest and be Thankful, through Glasgow and across the Lowther Hills to end the 320-mile route at Carlisle. The roads chosen were almost entirely second-class or pure mountainous, yet some very good fuel consumption figures were being reckoned and the Minx was giving in the region of 40 m.p.g. The third day put paid to that, however, going straight onto the Cumbrian mountain range then down the M6 motorway at a 50 m.p.h. average. After lunch was the dreary, traffic-ridden and time-consuming itinerary through Wigan, Bolton, Manchester, before crossing the Pennines, northwards towards Newcastle, where a good deal of fuel was used making up time. An easy run-in to Edinburgh completed 457 miles after midnight, and our fuel consumption for the day could have been a more realistic 30 m.p.g., since the overall figure was a shade under 37 m.p.g.

Well, are the figures you see in the advertisements realistic ? Not so far as the man in the street is concerned, for this type of driving is both an art and a science, many of the competitors having a most professional approach as they time each mile to make sure they do not cover the route too quickly, or too slowly, as co-drivers read every contour and every corner on an ordnance survey map to enable the driver to adjust his speed.

Had we been out for a very gentle tour on this route, going a bit faster up the steep gradients and using the gears coming down, our consumption figure would have been nearer 33 than 37 m.p.g., about 25% worse than the similar model taking part in the competition. But it is a fascinating exercise, and each year the regulars come back to do even better, the entry list being handsomely over-subscribed.

Since each class embraces a 500 c.c. bracket (500-1,000 c.c., 1,001-1,500 c.c., 1,501-2,000 c.c., and over 2,000 c.c. for automatic transmission), the class-winning cars normally have the least engine capacity so each entrant elects the car he wants to drive and another which he is prepared to use if necessary at the top end of the scale, by which means the Hants and Berks Motor Club organisers get a selective cross-section of British and foreign models. Each car is set a target figure, worked out scientifically, by what is called the Hants and Berks formula, so the entry which exceeds the target by the greatest margin is the overall winner.—M. L. C.

Results

Class 1		
1st	J. M. Readings/P. B. Davenport (Austin Mini)	57.96 m.p.g.
2nd	G. Stones/M. E. Bolton (Hillman Super Imp)	55.10 ,,
3rd	J. R. Wright/J. C. Seage (Simca 1000)	47.63 ,,
Class 2		
1st	T. W. Allison/D. Holliday (Morris Minor 1000)	50.19 m.p.g.
2nd	H. W. Greenwood/R. Nockolds (Austin 1100)	49.70 ,,
3rd	A. H. Hill/Mrs. Hill (Riley Kestrel)	48.98 ,,
Class 3		
1st	B. R. Greaves/Mrs. Greaves (Hillman Hunter)	42.53 m.p.g.
2nd	B. D. Smith/— (Hillman Hunter o/d)	40.86 ,,
3rd	G. Keys/S. Timmins (Austin A60)	39.68 ,,
Class 4		
1st	J. S. Bladon/H. Vyse (Daimler 2½-litre)	26.64 m.p.g.
2nd	G. M. Rood/R. Palethorpe (Ford Zephyr V6)	25.66 ,,
3rd	R. Oggelsby/E. R. Oggelsby (Vauxhall Viscount)	25.25 ,,
Hants & Berks formula		
1st	B. R. Greaves/Mrs. Greaves (Hillman Hunter)	1.083 coefficient
2nd	G. Keys/S.Timmins (Austin A60)	1.079 ,,
3rd	A. H. Hill/Mrs. Hill (Riley Kestrel)	1.070 ,,

SHORT LIST—continued from page 524

lighting that includes the clock, this W. German battery-wound Kienzel clock giving away practically nothing to my 17-jewel Breitling Navitimer in accuracy of time-keeping, steadily-reading gauges, coat hooks, fuel contents in litres as well as gallons (12/55), and, when fitted, some of the strongest-available seat harness, made for Rover by Irvine. The accident prone will be happy, too, in a structure which, like that of a Mercedes-Benz, is designed to collapse scientifically on impact. There are servo disc brakes all round, courtesy action of the roof lamps is divided between front and back doors, the 2-speed heater fan is very quiet in the first position and not unduly noisy on "full-fast," while it is interesting that Castrol XL is recommended for the engine.

However, I am beginning to reiterate the road-test report that MOTOR SPORT published last December, so I will conclude by remarking that, though my childhood enthusiasm for cars fitted with every conceivable sort of dial on the dashboard has begun to evaporate, I would have liked an oil-pressure gauge on the Rover, if not an ammeter and oil-termperature thermometer. However, no car has everything and the 2000 TC seems to be working out very well.

No owner of a brand-new car can have a clear conscience until the body has been protected with wax polish. After I had had the Rover a fortnight one of my daughters, before she washed and polished her VW, performed a similar service for the larger car, sure sign that she approves of it. We were going to pretend it was a Rolls-Royce and use Porzelack but found this needs two fluids, so instead we used that excellent Turtle Wax.

Until the next report on the car, one last observation. I have been asked whether the great number of Rover 2000s encountered on the road detracts somewhat from my enjoyment of having one. The inference, I suppose, being that I might feel happier in a Chaika, a Suzulight or a Yue Loong. The short answer is that, while I can see the fun of driving a truly rare car, there is safety in numbers. I would forego the prestige of a seldom-seen make for reliability; the makes you encounter very frequently are the most likely to be satisfactory cars. Quality begets a reputation—something Rover and Volkswagen have in common—although it is non-U, I find, for owners of the former to flash their lamps in recognition.

Postscript.—The free service seemed to have been conscientiously carried out. The car was presented just after 11 a.m. and was ready by 5 p.m. but had not been washed. The reserve fuel control was working again but I have reason to suppose that either the tank holds about a gallon more than is specified or that the reserve range is woefully small. Idling had been reset, to a lumpy 800 r.p.m. The tyre pressures were still not quite correct. (I dislike Pirelli's plastic valve caps, which strip their threads—the metal, two-purpose Schrader caps are much nicer.) Petrol consumption over 50/50 running-in and normal driving has averaged 26.8 m.p.g. of Super Shell to date. I think I am going to enjoy my Rovercar very much indeed.—W. B.



SUNBEAM ROOTES

The trend is Alpine!

There's nothing like the Alpine for making you feel in line with the newest ideas. With its unique combination of Sunbeam sizzle and luxury touring comfort it's a natural! Things go smoother and swifter with the Alpine.

1725 cc engine develops 100 bhp. Acceleration is great, too.

Boot space is enormous for a sports car. There's 9.25 cubic feet for everything you're likely to need. You can't better this in the price area!

Cockpit comfort means every luxury for driver and passenger, including fully reclining seats. There is an occasional rear seat you can really use. And don't forget the full instrumentation and front disc brakes. Your Sunbeam dealer has an Alpine for you to try out now!

Recommended prices: Sports Tourer **£892** inc. p.t. GT Hardtop **£954** inc. p.t.

Optional extras—overdrive on third and top gears. Wire wheels.

To: Sunbeam-Talbot Ltd., Ryton-on-Dunsmore, Coventry. I am interested in purchasing a Sunbeam Alpine. Please send me literature and arrange for me to have a test drive. (I am over 18 years old.)

NAME .....

ADDRESS .....

SUNBEAM ALPINE

LETTERS FROM READERS

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

THE 70-LIMIT

Sir,

Upon mature reflection, we must admit the 70 limit is an unqualified success. Consider the facts. Before—5% of accidents occurred above 70, after—nil. There is a slight drawback in that the percentage occurring below 70 has risen from 95 to 100.

However, now is our chance. We must now *immediately* impose a *minimum* limit of 70, thus completely eliminating all accidents below 70. A magnificent tribute to B.C. (those heaven-sent initials) reasoning.

By the way, is it true the 1300 is overpriced to keep the Herald in production? And I just can't wait for the price reductions in the Jaguar range, now that B.M.C. have taken them over to lavish all their know-how on how to get engineering organised and give value for money. (Usual disclaimers.)

Chandlers Ford. I. R. RUSSELL.

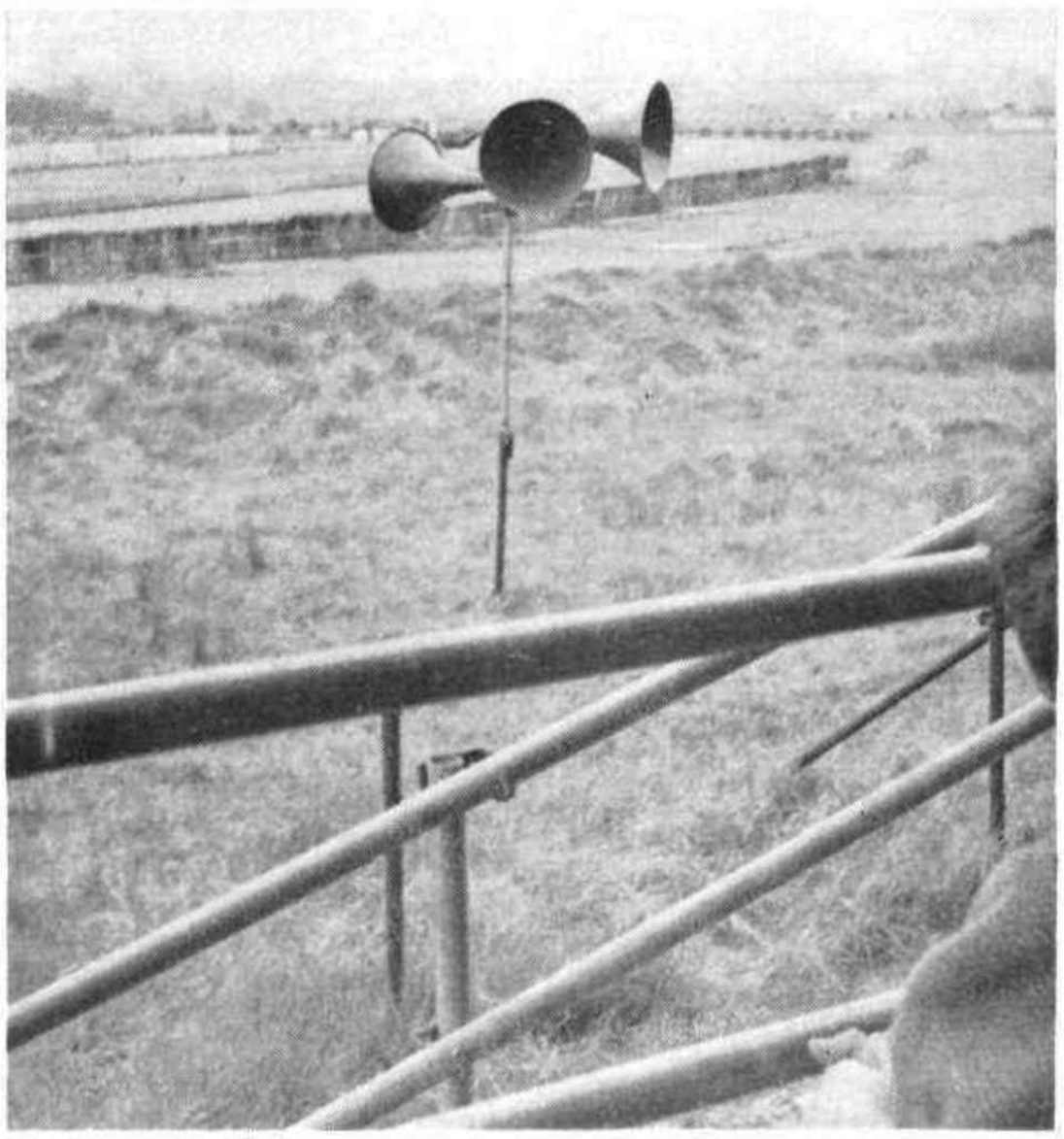
* * *

HEARD BUT NOT SEEN

Sir,

The enclosed photograph was taken on Saturday, April 29th, and shows the view now available from seat 48 of Row B in Block A of the South Grand Stand at Silverstone. Judging from the comments around me it is the view from a few other positions.

Four of us invested £6 to sit staring at these loudspeakers which completely hide Stowe Corner and appear to be mounted on recently-extended poles.



Knowing how you champion the cause of spectator as well as participant, I write in the hope that, through your connections with circuit owners, you will bring their attention to this piece of planning, so preventing future unsuspecting spectators ending up in this position.

London, S.W.5. H. P. RANDALL.

* * *

WHOSE LION?

Sir,

With reference to the review of this year's Safari in MOTOR SPORT, I was very disappointed in this review, if it can really be called a review.

Having just returned from Nairobi, visited specially over Easter because of the Safari incidentally, and having worked at Nairobi control for a good number of years I find nothing in the article bar works Fords! This despite the fact that 91 cars started.

A.E.A.K. gives little indication of the excitement that hung over Jamhuri Park during Easter. He mentions just as much of the reasons for retirements and the battle for the lead that ensued after the half-way halt at Nairobi.

What also of the various classes? For instance 1, 2, 3, 4, 5 and 6th places going to Peugeots in class B with the 2D4s. No classified results either.

Not being in Nairobi (like reporters of competitive journals) he (A.E.A.K.) gives no indication of the running troubles of the various cars. I find it difficult to see how a report can be made on one event when the reporter is 4,000 miles odd away on another!

Here's hoping for a better report next year on this toughest of all rallies by an on the spot man, getting back to what the previous reports have been like.

Leytonstone. R. T. JENKINS.

* * *

AUDI ADVERTISING

Sir,

In May's Audi advertisement the advertiser compares the Audi with a Triumph 2000 and a Rover 2000. He makes acceleration comparisons taken from *Motor*.

In the table on the last page of *Motor*, which lists the cars tested, the figures are given as 9.2, 9.4 and 10.1 sec. respectively.

This type of inaccurate "knocking" advertisement is to my mind deplorable as I am sure the Audi has very many virtues that are worth selling without stooping to these levels. The advertisement isn't even a fair comparison, e.g. there is no mention of a Lotus Cortina which gets to 50 in 7.4, or the Alfa in 8.2 sec. All these cars are four-seater saloons in a comparable price range. I have no affiliation to either Triumph or Rover, but as a regular reader I feel this type of advertisement reflects on the publication.

London, S.W.19. I. E. A. BARCLAY.

* * *

MAKING A MICKEY OF BRITISH JUSTICE

Sir,

A fellow motorist was stopped at a spot check and was asked to show his driving licence. It was brought to his notice that the licence was three months out of date. The motorist apologised and said that he would renew it at once, as he could not remember having received a reminder from the local authority.

The police officer took down the details of the offence and the motorist subsequently received a summons.

In the summons, in the statement of facts, the time of the offence was wrong and the motorist thought that he had an avenue of escape. He asked for advice on this point, and was told that the Court would probably say that there had been a typographical error and add costs to the fine.

The motorist then resigned himself to the inevitable and was fined £3.

At 5s. per year for a driving licence, this I calculate to be 48 times the cost when he drove unlicensed.

In the same Court within a week or two of this offence, I read a report in a local paper (enclosed) concerning an adult male who created a disturbance in a local bowling alley. The management estimated that £160 of damage had been done.

Instead of making the offender pay back 48 times the cost of the damage, either in cash or by working part time at the bowling alley, he was put on probation for two years and ordered to pay 15s. costs.

Has justice been done? Has justice been seen to be done?

Earlier this week there was report in the national Press of a Labour M.P. who had had his car towed away and then been told that his Road Fund licence had expired.

Will he receive a swingeing fine comparable to that of the motorist mentioned at the beginning of this letter?

[Name and address supplied.—ED.]

THE DAIMLER SP250

Sir,

The comments by Mr. C. W. G. Russell concerning the Daimler SP250 cannot go by without a reply for it seems that all too many people have the impression that this car consists of a very smooth engine and nothing else of note; very rarely is the car mentioned at all in motoring magazines and when it is, all we read are comments on doors flying open, heavy steering, leaking windows and shaking scuttles. I would now like to correct the balance a little and express some of the reasons why SP owners tend to keep their cars rather than change them every 18 months.

The qualities of the car have been described as "vintage" when referring to the ride but I have yet to meet an SP owner who feels that the brakes are not adequate; pressure on the pedal has to be firm but they are completely fade free. At parking speeds the steering is heavy but when using the performance of the car to the full the steering is very positive and the car does not weave about the road. The gear change is notchy but very positive and in comparison with many sports cars, the clutch is not heavy.

The body of the car is aerodynamic and functional but not necessarily pretty to look at; being made of fibreglass it will outlive its contemporaries and from early 1961, chassis modifications reduced scuttle and door shake to a minimum. The boot capacity will shame many saloon cars and access to the mechanics of the car is very good except perhaps when removing the starter motor.

When motoring the Daimler will return a fuel consumption of between 25 and 30 m.p.g., the manual gearbox version can almost be driven as an automatic if required and it is one of the few cars in its class that allows the driver and passenger to talk and not shout at one another. It is a great pity that the Daimler SP250 was discontinued from production in 1964.

H. D. SAUNDERS,
General Secretary,
The Daimler and Lanchester O.C.

Wilnecote.

* * *

MORE ABOUT THE JAGUAR E-TYPE

Sir,

As an ex-owner of a 150S I was interested in your article on the E-type, also recent Jaguar correspondence. Whilst I agree that they represent very good value for money the service facilities in England are not good, and on the Continent even worse.

If I purchase a well-known make of car I do expect availability of a certain amount of spares, and also a good service network. Instead, all the Jaguar agents I have visited in European countries are not even particularly interested in Jaguar cars; in fact three of them went to great lengths to explain how much better were Mercedes!

Because most of my motoring is on the Continent I could not risk a repetition of delays locating agents and waiting for spares, so I purchased a Renault R8 Gordini; now I expect, and always get, all spares and service, whether in England or anywhere else. The Jaguar company would do well to note, particularly with a view to export.

P. WOLFE.

Alicante.

Sir,

Your January articles on the E-type and Mr. W. S. Baker's letter in February have inspired me to write to you about my own car, which came to Kenya in 1963. I bought it in new condition the following year and have done some 30,000 miles in it.

I set up the rear suspension to increase the ground clearance by half an inch and fitted Koni shock-absorbers and have found the car admirable for all normal roads, but not for the sort of roads over which the E.A. Safari is run because the ground clearance is still too low for the worst roads of Africa. I have found the suspension to be excellent at all speeds and the cornering and handling exceptional. The car is undoubtedly strongly built and it has proved very reliable. I cannot complain about the oil consumption which has averaged 280 miles per pint, and does not show any signs of increasing. Petrol consumption has worked out at an average of 22.22 m.p.g. over the *whole* time I have had the car with a 3.07 to 1 axle which is 27,500 miles, and on country runs it improves to 23 or 24 at averages of 80 m.p.h. from place to place. (There are no castles in Kenya.) We do not have the traffic that you have in England, nor do we have the smooth roads of Europe on which to travel. The main drawback to the car for a hot country is the small body which causes one to feel hot, but for those of us who buy a car for its performance and good handling, one cannot have a very large one.

In the 42 years I have been driving, I have had almost as many cars, most of which have been of a sports character, varying from Alvis 12-50 and Speed Twenty to one of the earlier Lotuses, an XK120 and now the E-type.

In answer to Mr. Baker, I can only say that neither of my Jaguars has been rusty, and both are still running. The XK was still racing as recently as last year in short races, and still putting up good times. Its mileage must be considerable, but Jaguars last a very long time and are well built in spite of their moderate price. Much as I liked both my Alvises I cannot say that I found the bodywork good. Both had to have their bodies rebuilt after about 100,000 miles. The Speed Twenty is still running well and I occasionally renew its acquaintance. An elderly Austin 7 required an extra passenger to hold its doors shut, but it was otherwise a good, reliable car for its time and served us well while we had it.

I know of one Mk. 7 Jaguar that has done 180,000 miles in the hands of its original owner. It is still in excellent order and in regular use. My own Mk. 8 has only done 100,000 miles, and with overdrive does 19 m.p.g. on a fast run.

P. B. ROBSON.

Nairobi.

* * *

LOTUS SERVICE

Sir,

Was there ever such an unholy combination as the Lotus Spares Department and British Railways?

As a young, expanding company, Lotus are chaotic; whatever will they be like in middle age? By the way, in case the above remarks be considered completely destructive, I hasten to add that I consider the Elan to be a great credit to the company and an unfailing source of pleasure to its owner.

R. S. WILSON.

Mullion.

* * *

MORE EXPERIENCES WITH AN M.G.-B

Sir,

I was certainly interested to read of Mr. Reaveley's M.G.-B motoring having a "B" now ten months old with 15,000 on the clock. My immediate reaction was why did this gentleman buy one?

Within the price range I think it is a very good buy, and the safety fast slogan well applied, but I would think twice before buying again.

(1) Paintwork rusting within six weeks of delivery, partial respraying carried out under guarantee but it's going again, and the general paint finish I consider to be poor.
(2) Bodywork still leaks despite worthy efforts by the local distributors in Coventry as does the second hood.
(3) Differential replaced, faulty brakes, faulty door locks, blown head gasket replacement rear silencer; need I go on?

I know this car sells and basically is a winner in its class, but for heaven's sake B.M.C. wake up to the fact the buying public are not going to tolerate this if another manufacturer can offer a similar car that is well built.

I do not ask that a new car should measure up to my every dream and wish, because that car has yet to be built, but let's have more accent on quality and value for money.

Finally, I would challenge B.M.C. to reply without reference to "this must be an isolated instance," for it is not.

P. J. PARKES.

Warwick.

TAILPIECE



CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES
FOR PRIVATE ADVERTISERS
9d. per word (maximum number allowed 80)
Minimum Charge 9/-.
Eox Numbers, 2/6 extra.

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1964 FORD Corsair GT 2 door, Goodwood green, immac, radio, record player, s/belts, quartz iodine vapour spot lights, reversing light, new G800 radial ply tyres, air horns, wing mirrors, electric windscreen washers, u/sealed etc. £500 ono. Tel: Derby 42650. (5855

ROLLS-ROYCE 1935 Park Ward 20/25, engine, clutch rebuilt, £250. 1935 20/25 Hooper sports, £250. 1934 20/25 hearse, excell cond, £140. Box 2865. (5856

1932 FOUR-SEATER MG, one owner from new, stored last 12 years. £125 ono. Turk, Hilbury, Benenden, Kent. (5857

1935 MORRIS 10/6 as new, only needs seeing. £75. Turk, Hilbury, Benenden, Kent. (5858

VINTAGE MORRIS Cowley flatnose dickey tourer, yellow/black, televised and exhibited, fine cond. £250 ono. Box 2866. (5859

AUSTIN 12/4 saloon 1927. £350 ono. Many others. Tisbury 386 or Bath 21096. (5860

M.G. B Feb '66, w/w, radio, rack, extras. £700 ono. Mr Cann. CHI 8464 day. (5861

MERCEDES-BENZ 300B 4-door convertible 1955, rhd, 2-tone blue, one owner, 80,000m. £295 ono. Near Windsor. Tel: Winkfield Row 2261. (5862

1936 HILLMAN Hawk, excell cond, beautiful upholstery, chrome, paint all orig; a really fine machine, has everything except machine-gun racks; taxed, MoT. Offers or w.h.y. to Box 2867. (5863

ROLLS-ROYCE SILVER Wraith owner-driver razor edge sports saloon by H. J. Mulliner, fittted full flow engine, sun roof. Bargain, £895. P/exch smaller car possible. Tel: Ashton-u-Lyne 1113 (nr Manchester) evenings. (5864

T.V.R. IIA 1961, red, Coventry Climax 1220 engine, Kenlowe fan, w/wheels, discs. £325. Shaw, 48 Millers Rd, Tadley, Basingstoke, Hants. (5865

HE-MAN'S CAR, Allard K1 2-str sports-racer, extensively rebuilt. £225 ono. P/exch. Tel: Green Hills 2288 (nr Manchester). (5867

1840 DOG cart, horse-drawn, excell cond. £135. Tel: Green Hills 2288. (5868

DROPHEAD BENTLEY MkVI, alloy body by Hooper, beautiful cond. £545 or p/exch interesting car. Ashton-u-Lyne 1113 (nr Manchester). (5869

JENSEN 3½ litre coupé 1937, only time prevents my restoration of this classic car, new spare engine available (Ford V8), host of new parts, manual, press cuttings. Offers over £50. 49 Corser St, Stourbridge. Tel: 3347. (5870

M.G. TA 1938, completely o/hauled engine 3,000m, rewired, body repainted, interior reupholstered, whole car completely restored. £165 ono. Dromore, Wellington Rd, Wokingham, Berks, 302. (5872

M.G. A twin cam 1960 model, radio, htr, oil cooler, w/washers, spare set of Cinturatos and tubes. Tel: Hurst 60 after 6pm. (5873

ROLLS-ROYCE 20/25 1931 Hooper limousine, one owner last 15 years. £250. Fielden, Halifax 60966. (5874

PORSCHE SUPER 75 coupé, white/red, Cinturatos, belts, etc, unmarked specimen, fast and safe car for discriminating buyer. £395 only. Tel: Foden, 01-876 3646 evenings. (5875

970S, NOVEMBER 1964, green/white, 5Ps, never raced or rallied. £425. Bury 4656. (5876

M.G. TF 1500 1955, superb, bills for £200 in last 2 years: resprayed, retrimmed, new carpets, luggage rack; owner going abroad. £375. Herbert, 23 Linden Rd, Gosforth, Newcastle upon Tyne 3. Gosforth 54444. (5877

M.G. MIDGET 1962, genuine 36,000m, tonneau. £333. Immac. St Albans 53334. (5878

SUNBEAM ALPINE GT 1966 MkV, dark blue with light blue interior, o/drive, tonneau cover, u/sealed, 8,000m only, superb cond. £785. Liberty 1439. (5879

VW ENTHUSIASTS. Extremely rare d/h 2/4 VW, bodywork by Muller, built 1947; all mech brand new 3,000m ago including chassis and engine. £350. Details Greenwich 4400. (5880

DAIMLER BARKER sports d/h, grey, £100 recent repairs. Asking £175. 22 South Rd, Boscombe, Hants. (5881

TWO JOWETT Javelins, many new parts, Daimler brake bands. Offers. Southwick 3384 (Sussex). (5882

1958 TR3A. £200. Good mech cond, BRG, htr, w/w, QI fog and spot, b/bar, tonneau, little rust on one side. M. Keogh, 40 Sale St, Derby. (5883

MINX CONVERTIBLE 1958, healthy car, new engine. £130. 2 Antrim Grove, NW3. Primrose 0910. (5844

RILEY KESTREL 1½ saloon 1935, 52,000 only, fine cond, engine rebuilt etc. £225. Woodbridge, Suffolk, 2980. (5885

1961 TR3A. BRG, 40,000m, vgc, p/exch welcome. Highest offer accepted. Davis, The Flat, Queniborough Hall, Queniborough, Leicestershire. (5886

RILEY 1953 RMF, vgc, MoT to 1968, new tyres, recent o/haul including new roof; 100mph saloon. £120 ono. Tel: Coventry 36-2222 (after May 7th). (5887

1963 SIMCA 1000GL, modified suspension and engine, rebuilt £90 cost, rally extras, Cinturatos, low mileage, excell cond, must be seen. £315. Maidenhead 21817. (5888

TRIUMPH DOLOMITE 2 litre sports saloon, plus spares for everything, king pins to rear axle; goes well, body shabby, worth working on but have no time; MoT expired. £10 to kind home. Thomas, Woolverstone Hall, nr Ipswich. (5890

FOR SALE—continued

M.G. B March '66, green, black interior, htr, tonneau, s/belts, SP tyres, 9,500m. Tel: Birmingham, STE 6410. (5891

BENTLEY R-TYPE, 2 owners, RWB666; excell cond, black and silver. £750. Also Bentley radiator 3½ litre, acetylene lamps, Klaxon, old RAC and AA badges, Alvis Speed 20 complete instrument panel, brass bulb horn, Jaguar radiator mascot. Cave, Baxtergate, Whitby. Tel: 358. (5892

HEALEY TICKFORD 1952, excell cond, htr, servo brakes, 48,000m believed genuine. £120. Alton 2531. (5893

BENTLEY R-TYPE manual 1953, radio, sunroof, grey, immac, serviced by Jack Barclay, superb full flow engine o/hauled late 1965 since when very little use. £550. Prescott, 58 Grove Court, Grove End Rd, St Johns Wood, NW8. 01-289 0237. (5894

M.G. TA, engine o/hauled, MoT, taxed, spare engine and gearbox. £120. Write: Sims, 79 Cartland Rd, Birmingham 30. (5895

COOPER 997, 1964, green/white, leather s/wheel, walnut dash, good cond, 50 mile trial run. £360. HP terms. S. Porter, Clay Hill, Goudhurst, Kent, after 7pm. Tunbridge Wells 24205 9-6. (5896

FORD 105E engine and gearbox complete, seen running, 12,000m. £37 10s. Lee, 1 Shaw Lane, Leeds 6, Yorks. (5897

AUSTIN HEALEY 100 4, 1054, w/wheels, Cinturatos, htr, radio, excell bodywork in white, full maintenance history available. £195 ono. Great Glen (Leics) 407. (5898

A.C. SALOON 1948, really good. Full details from Sterry, Home Farm, Grateley, Andover, or Tel: Grateley 226 6-7pm. Stacks of spares. About £120. (5899

TR4 AUGUST 1963, BRG, black interior, o/drive, Surrey top, htr, s/belts, spots, immac cond bodily and mech. £585. Enfield 3140, Brentwood 6576 (office hours). (5900

ALVIS 1936 Speed 25 saloon, excel cond. Offers. Holmes, The Nook, Little Baddow Rd, Danbury, Chelmsford, Essex. Tel: Danbury 2160. (5901

E-TYPE JAGUAR fhc 1962, BRG, wires, usual extras; magnificent car. High Trees, Kings Mill Lane, South Nutfield, Surrey. Redhill 62377 or Reigate 43493. (5902

TR2, TR3 grille, engine 7,000m, hubs, brakes, dynamo, starter, carbs all recently o/hauled; paint good, tonneau, sliding s/screens; basically 1955, 2 owners only. Seen London. £210. VIC 6522. (5903

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REGISTRATION NUMBERS PTB1, TTD3 for sale with log books, without cars. Offers. Tel: RUS 2741 (Manchester). (5910

2CV CITROEN 1966, white, lhd, one owner, immac unmarked cond, 17,000m, 21bhp now gives a top speed of 70mph with cruising of 55mph at 50mpg; phenomenal road holding with Michelin Xs; AA/RAC inspection invited. HP arranged. £320. Tel: Jeremy Hunter at Euston 9366 (day), 01-722 4823 (evenings). (5911

1933 SINGER Sports, new tyres and hood, orig engine and body in good cond. £125 ono. Oxshott 2514. (5912

XK140, BRG, fitted radio, o/drive; engine, tyres, excell; body good. Offers. Penketh 2029 (Warrington). (5913

RAILTON SALOON 1935, straight 8, hp 28.8, dome head, excell cond, MoT, tested. £200 ono. In daily use, inspection and trial run arranged. Photo available. Goodman, 8 Prospect Rd, Bradford 3. (5914

JAGUAR XK150 1958 f/h coupé, resprayed red and chrome, good mech cond, new discs, good tyres, w/wheels, o/drive, interior needs tidying. £350 ono. Tel: Camberley 24316 evenings after 7 (5915

M.G. TC 1949, reasonably good cond. £165 ono. Biggs, Bristol 22168 daytime. (5916

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M.G. VA 1½ litre, rare tourer with beautiful lines; comfortable 4 seater, well maintained regardless of cost so looks impressive and runs reliably; recent hood and s/screens, htr, flashers; spare engine, g/box, instruments, accessories. £85, no offers. Edwards, 90 Wilsthorpe Rd, Breaston, Derby. (5921

MORRIS COOPER 1966, unmarked, blue/white; for sale because going abroad. £460. Gunter, 51 High St, Billericay, Essex. (5922

1948 BRISTOL 400 saloon, 100A sports engine, recently resprayed; radio, 4 extra wheels and tyres; bargain for someone. £100. Blight, Gunnislake, Cornwall. Tel: 402. (5923

1930 20/25 Rolls, not concours but orig, Thrupp & Maberly 4-str with div, good tyres, engine runs well and maintains adequate oil pressure; mascot and most tools remain; car garaged near Glasgow. Tel: Willenhall 66194. (5924

JAGUAR MK.I 3.4, body poor; engine, gearbox, o/drive, interior, tyres good; sell for spares really cheap. Some new Mini Cooper spares, carbs, heads, cams, valves, springs; must be sold. Four Oaks 2872, Warks. (5925

AUSTIN RUBY 1935, recently o/hauled, excell coachwork, tyres etc. £65 ono. Watford 42851. (5926

AUSTIN NIPPY 1935, fastidious owner marrying; taxed, MoT, new hood, s/screens, battery, twin Noteks; tonneau, tyres excell. £150 cash. For copy RAC report: Keith Jones, Flat E, 90 Clarendon Rd, Leeds 2. Tel: 21796. (5927

M.G. A, maroon, new gearbox, dynamo, battery 400m ago; interior and dashboard retrimmed in black; 5 good Cinturatos, Mk2 grille, radio, recent works hood and tonneau, sliding s/screens. £240 ono. Will exch for good Mini. Write Jones, 34 Roxholme Rd, Leasingham, Lincs. (5928

T.V.R. MK.IIA, low mileage, modified 1,622cc, c/ratio gears, Konis, htr, w/rim, etc. Offers around £385 after complete respray (choice of colour), retrim, new battery, tyres etc. Gerrards Cross 82481. (5929

ALVIS TC21/100 1955 dhc, body rebuilt, u/sealed, resprayed silver, black stripe, new hood, lining, carpets; engine, clutch, brakes, gearbox all rebuilt; excell cond. Best offer. REDpost 4677. 175 Half Moon Lane, SE24. (5930

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ALFA ROMEO 1750 Zagato 1929, almost perfect cond bodily and mech; all major spares also available. Best offer before August secures. Hickman, Re-Aki, West Yelland, Instow 71. (5932

SUNBEAM MK.III 1955, floor change, htr, Xs, mech excell, bodywork fair, 2 owners, MoT. £130 ono. Greenway, Picketts Hill, Headly, Hampshire. Headly Down 3181. (5933

ASTON MARTIN l/c MkII, 1934, thoroughly o/hauled. Photo and details to serious enquirers. Box 2869. (5934

GILBERT GT 1963, immac metallic blue, 4 seats, 110bhp engine, o/drive, radio, Cinturatos, htr etc. £595 ono. Parsons, 20 Springfield Dr, Bromham, Bedford. Bedford 61819. (5935

AUSTIN COOPER, June '64, Mich Xs, new discs, immac. £385 ono. Tel: Redcar 3472. (5936

TR3A 1958, superb example, tonneau, Cinturatos, rack. £295. 18 Old Court, Ashtead, Surrey. Tel: Ashtead 2714. (5937

GINETTA G4 1500 1966, w/wheels, RS5s, 2 twin Webers, 4-branch mani, plus other modifications; htr, weather equipment, tonneau etc; very fast car, never raced or bumped, genuine 7,000m; cost £900, owner emigrating. Quick sale, £625 ono. Call 20 Adelaide Rd, Nether Edge, Sheffield 7. Tel: Sheffield 52543 evenings. (5938

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TAUNUS R.H.D. 17M Fordoor 1964, 30,000, one owner, View Putney. £595 ono. Tel: 789 4835. (5943

M.G. TC 1949, superb red body, new chrome, excell engine (new pistons etc), resprayed wheels, many extras; good home please. Offers over £199. Van-Orden, 10 New Steine, Brighton. (5944

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M.G. PA regd MG3174, completely rebuilt and o/hauled, exceptional car. £175 ono. Keepers Cottage, Chase Lane, Kenilworth. Tel: 54967. 5947

CITROEN LIGHT 15 1951, £200 o/haul in last 18 months; hence mech excell, bodywork reasonable; selling to buy new car. Offers over £100. Upton House, Broadstairs, Kent. (5948

ARMSTRONG SIDDELEY 18, radio, extras, pre-select, vgc. £115 ono. 21 Bloomfield Rd, Harpenden (5574), Herts. (5949

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BENTLEY S1 1955, 68,000m, immac cond. £1,100 ono. Apply W. W. Potter, Horbury, nr Wakefield. Tel: Horbury 163. (5951

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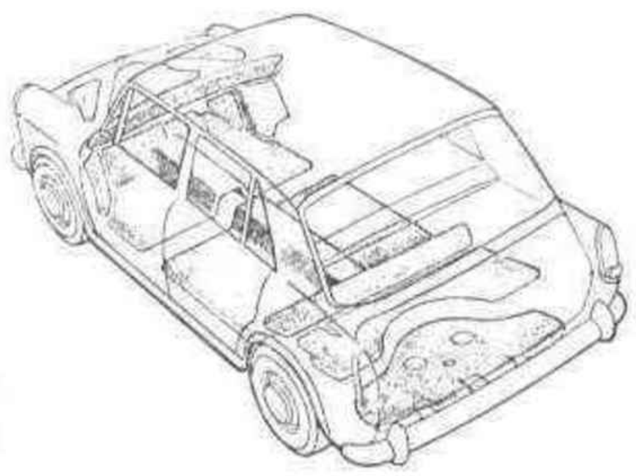
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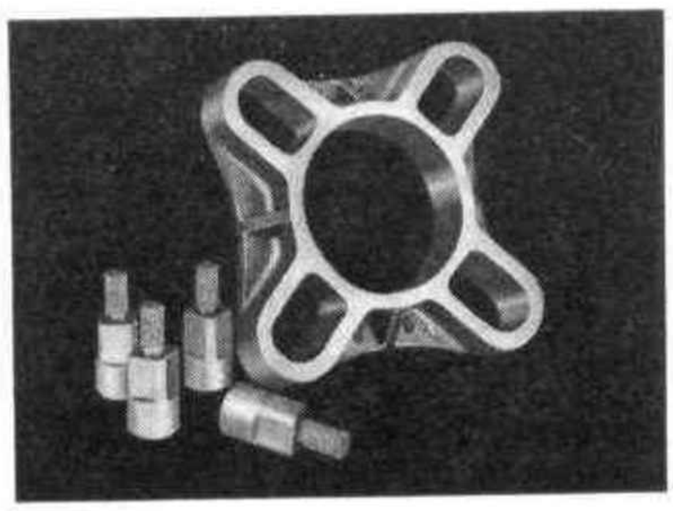
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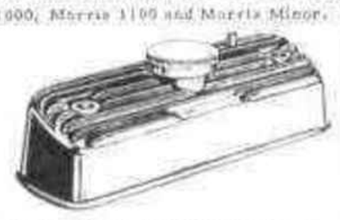
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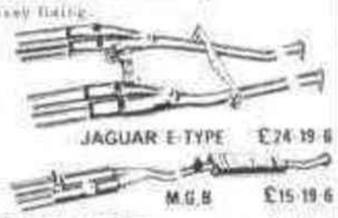
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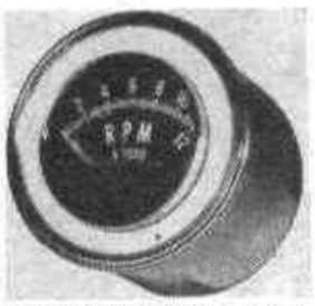
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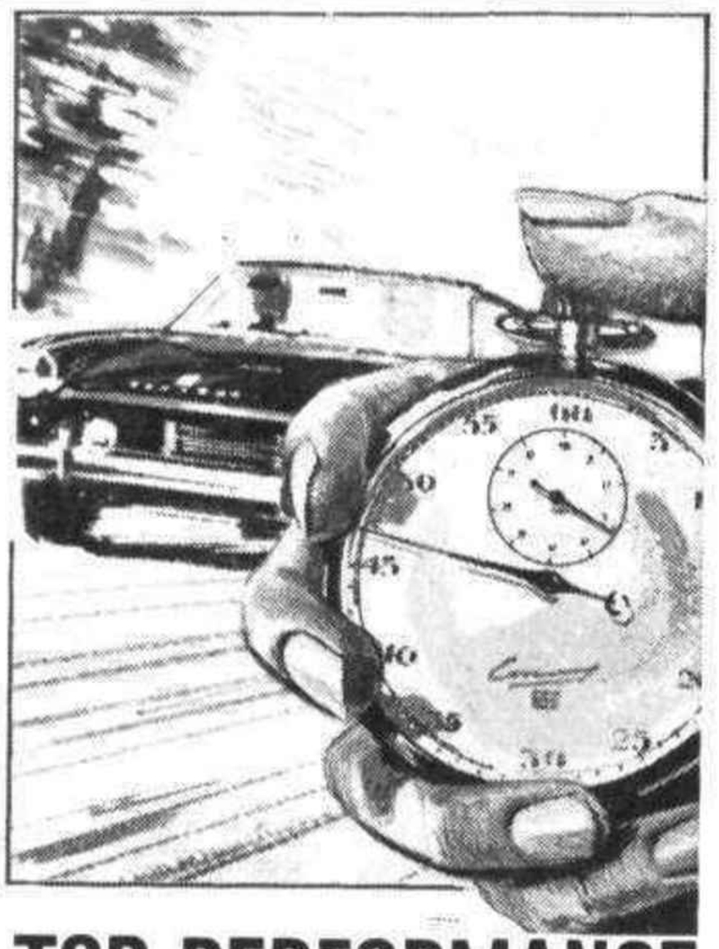
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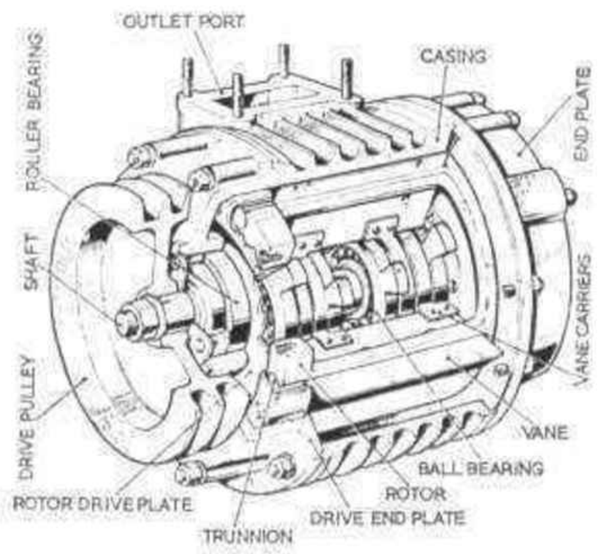
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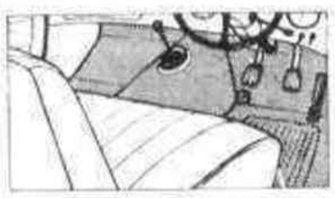
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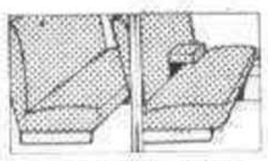
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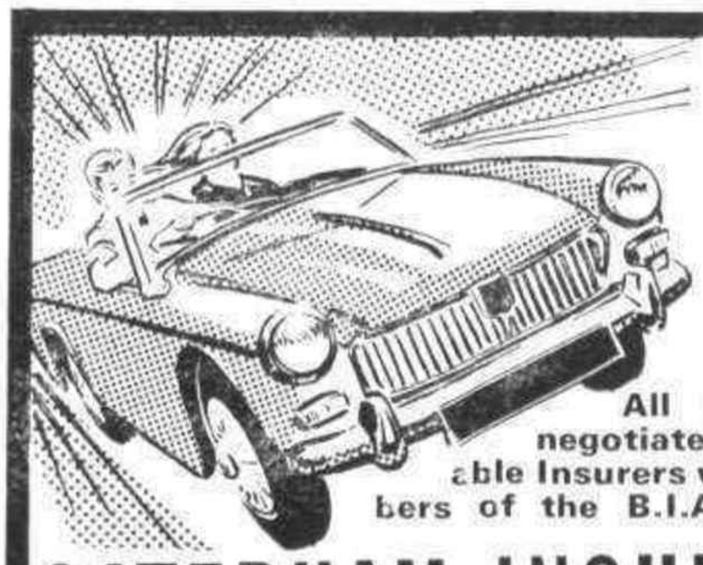
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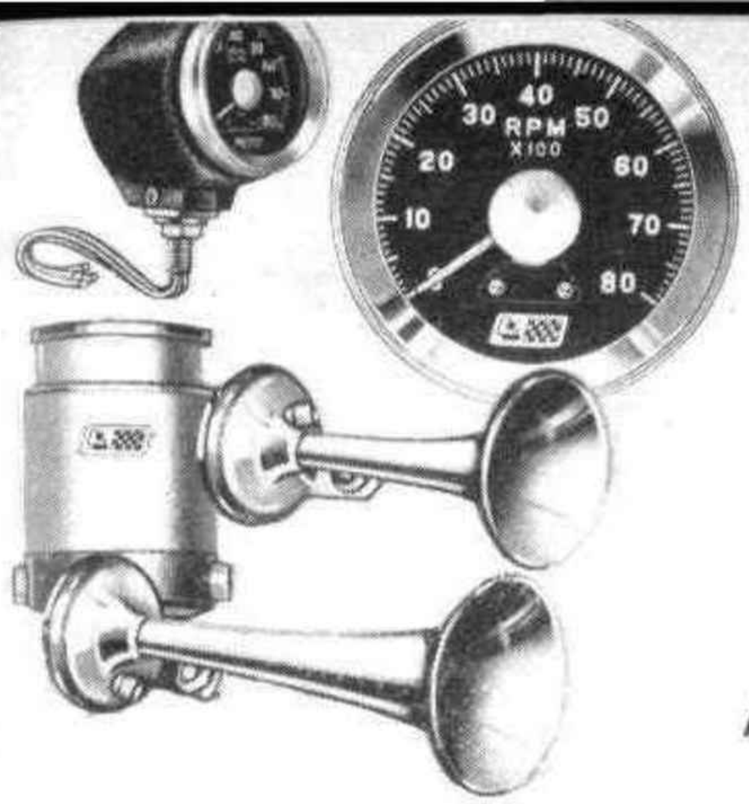
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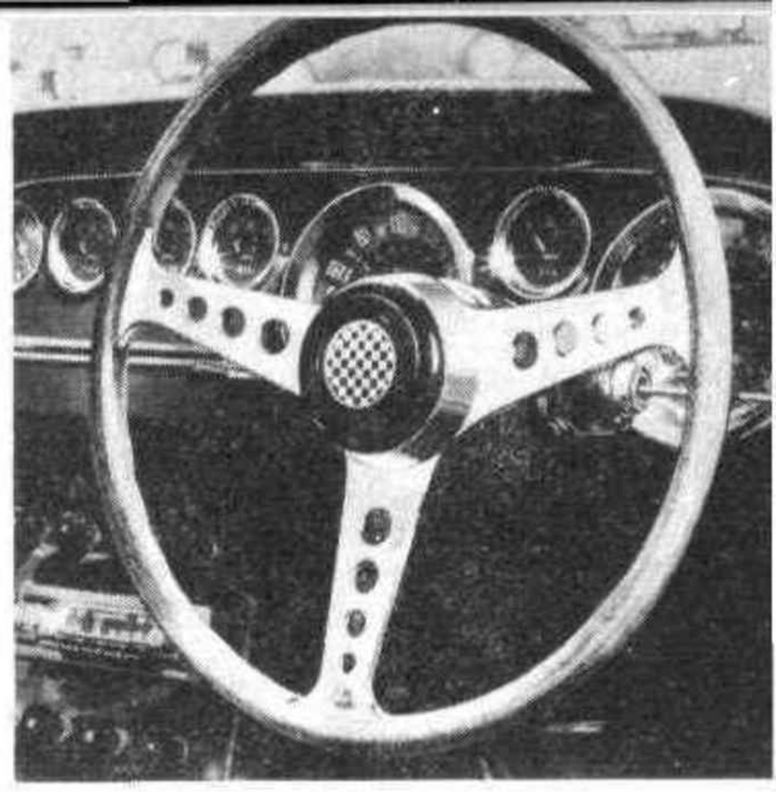
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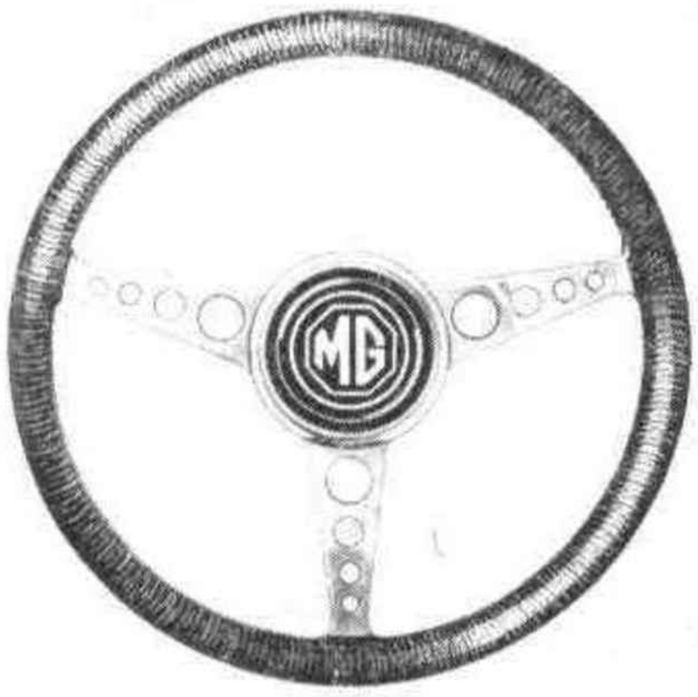


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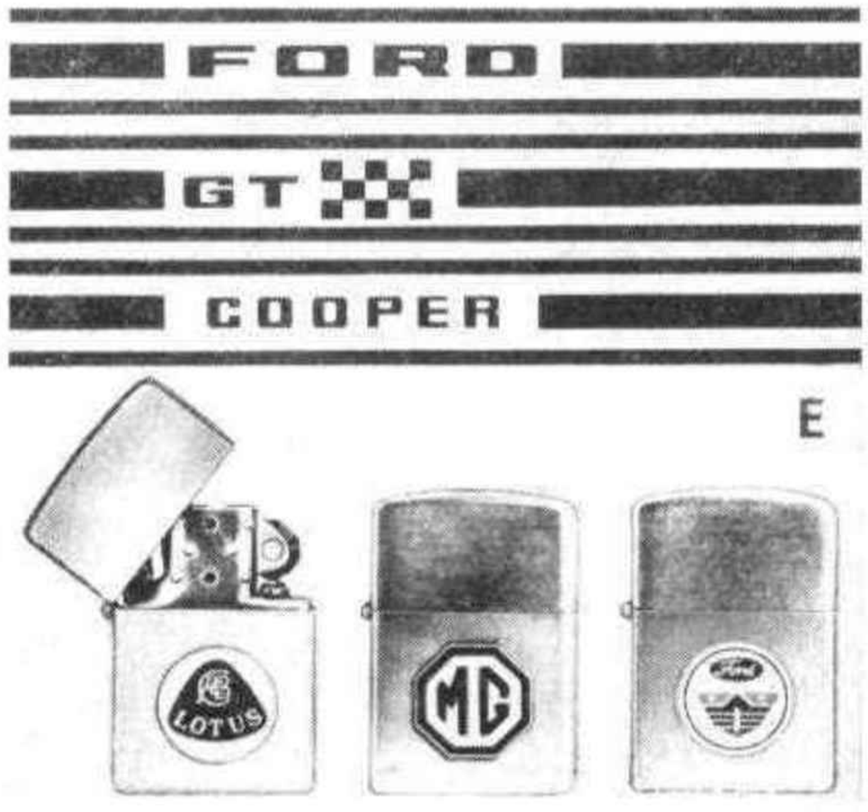


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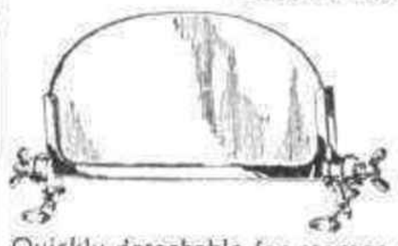
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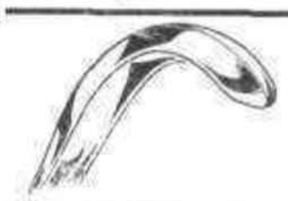
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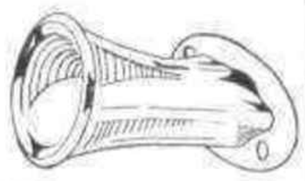


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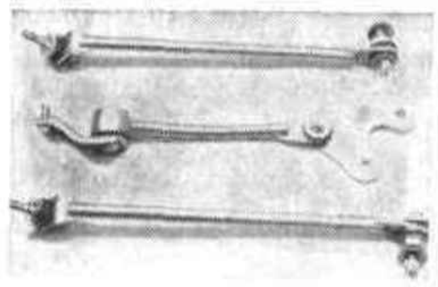
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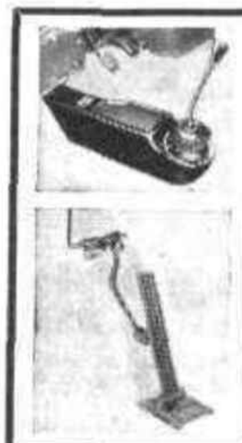
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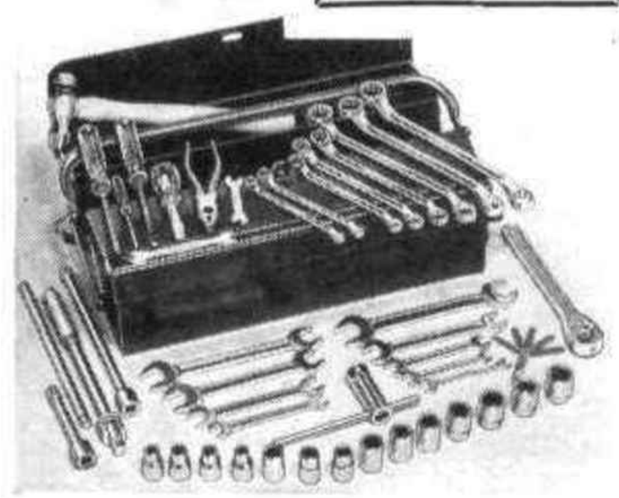
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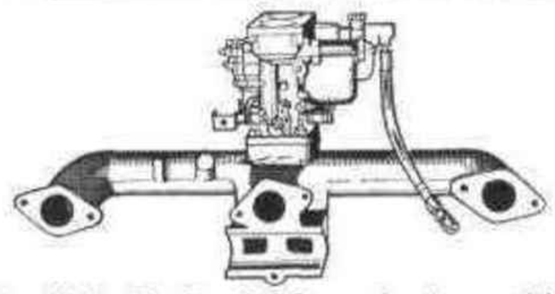
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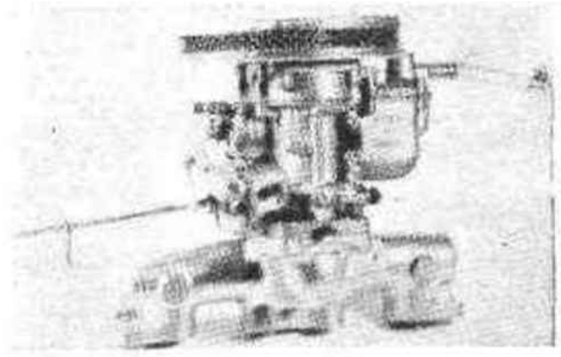
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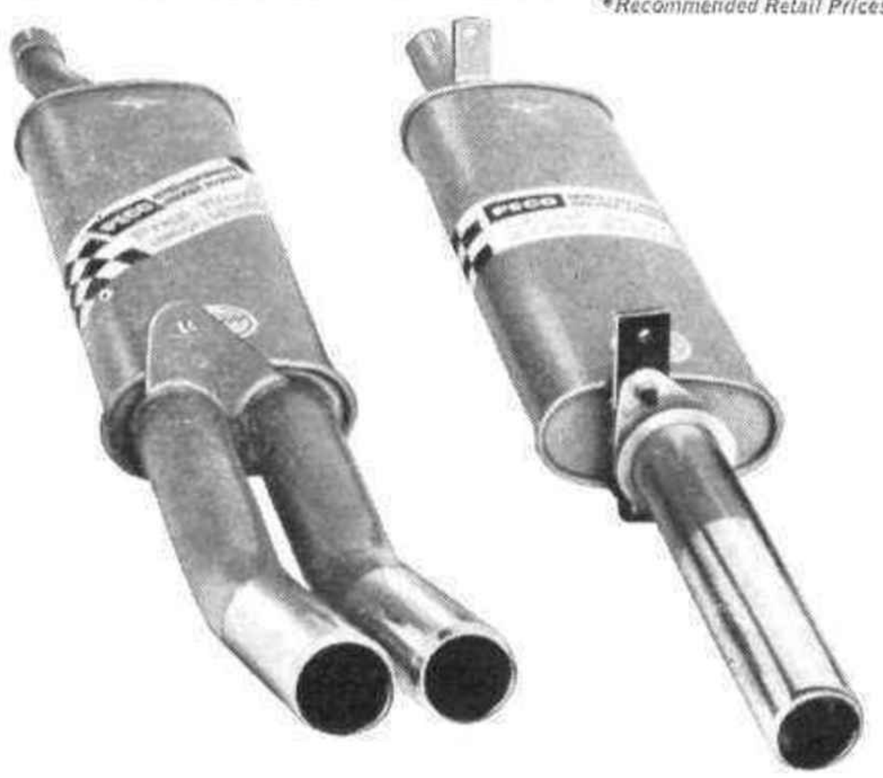


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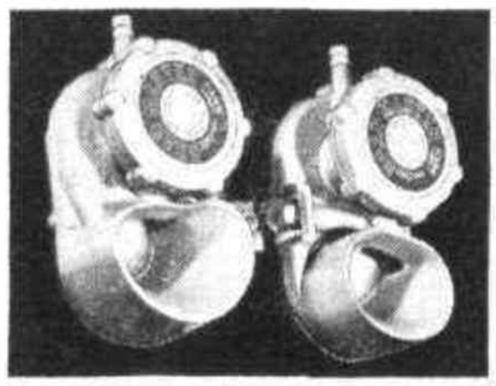
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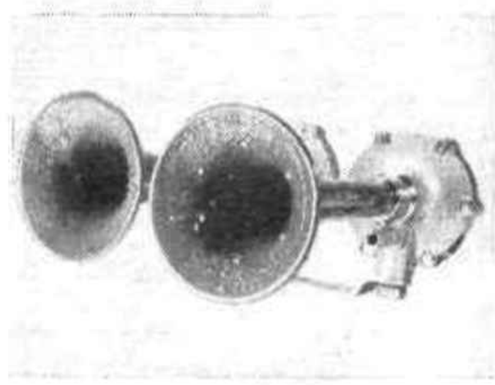


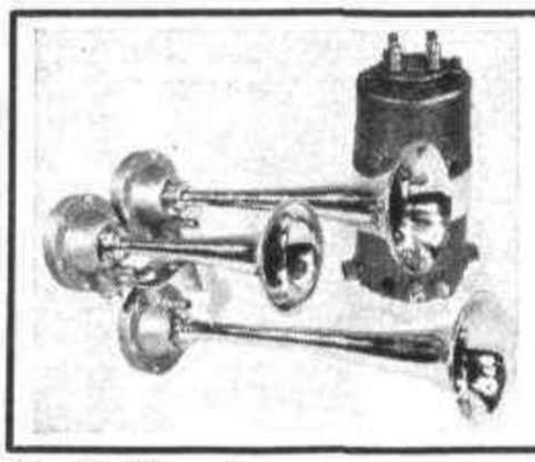
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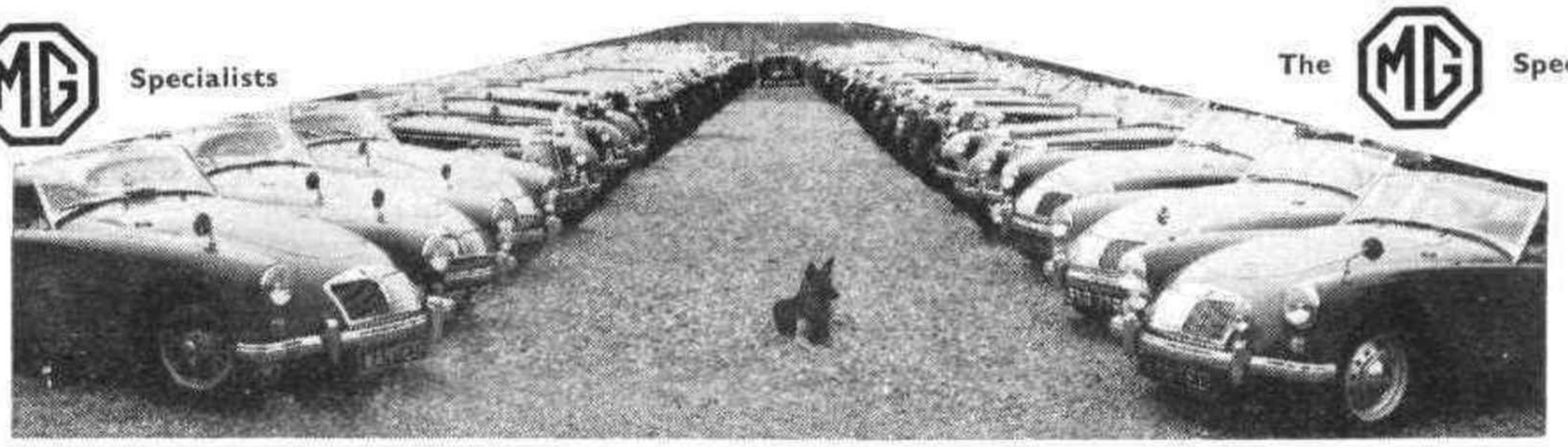
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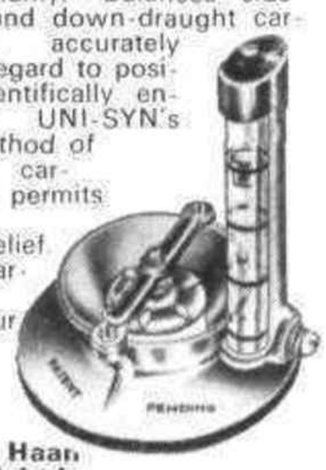
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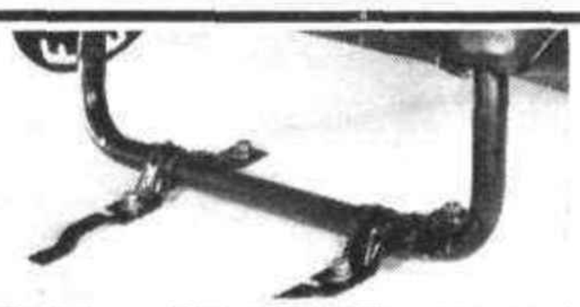


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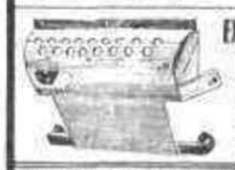
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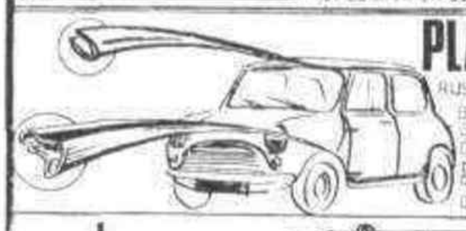
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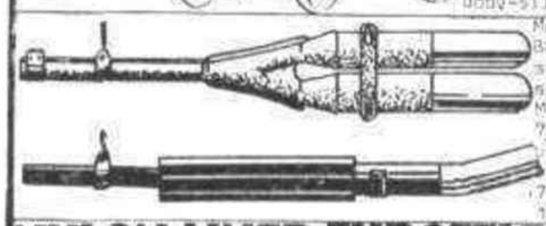
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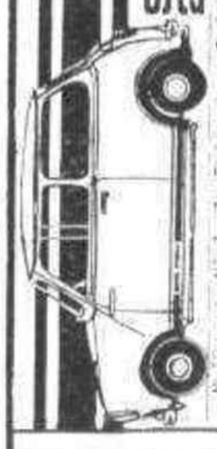


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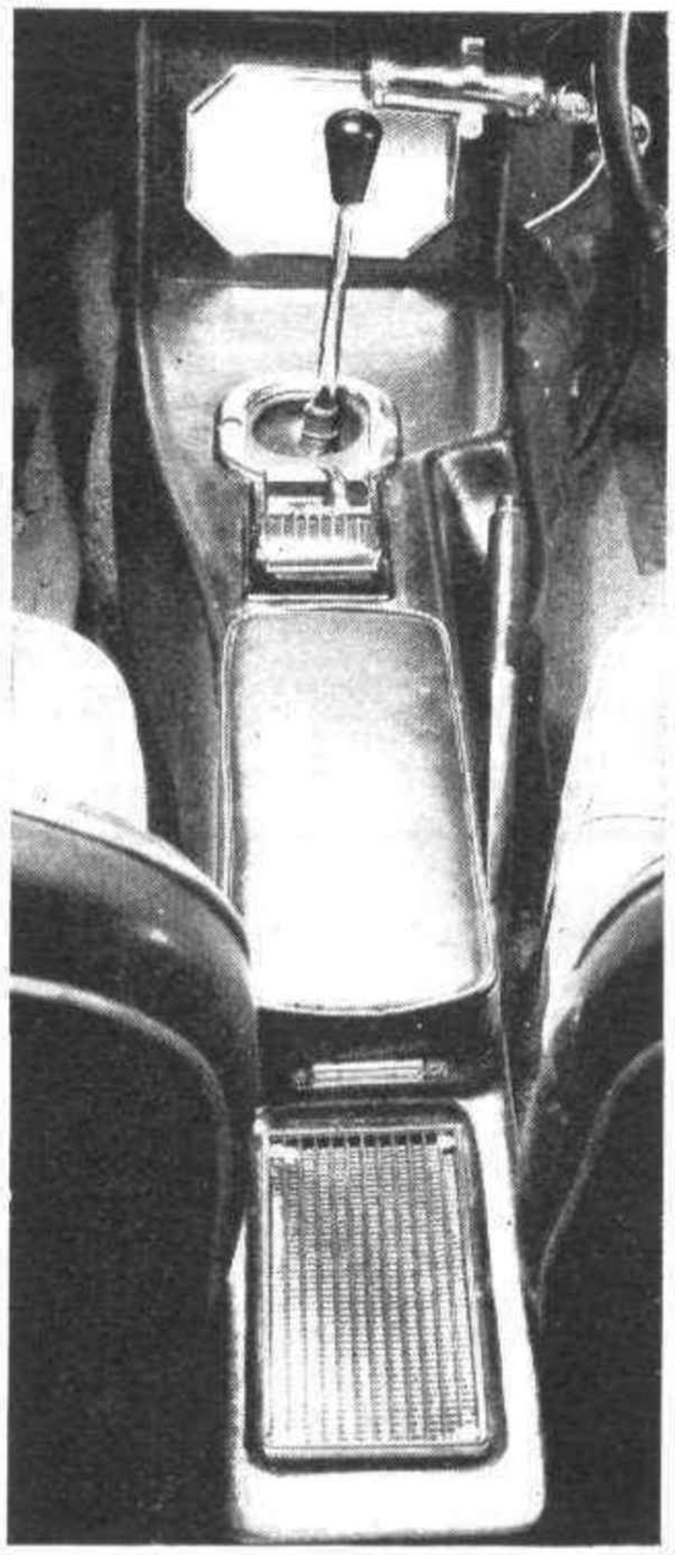
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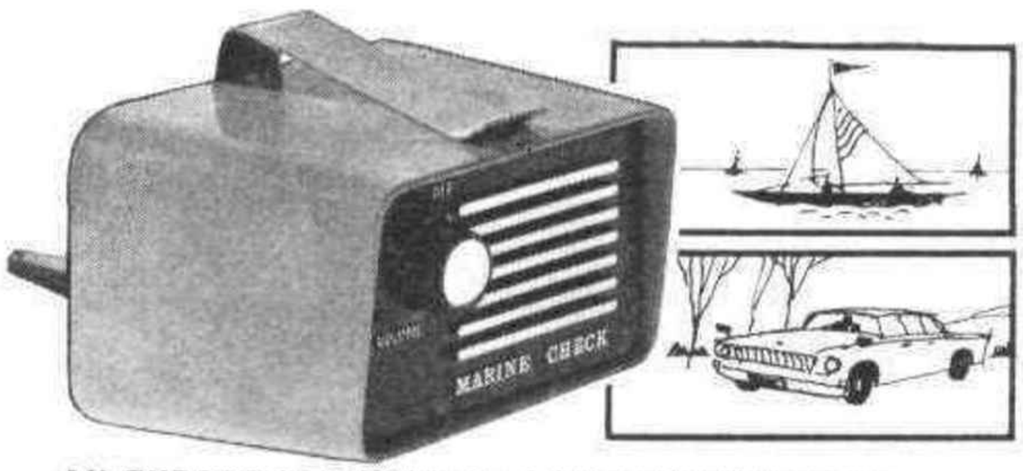
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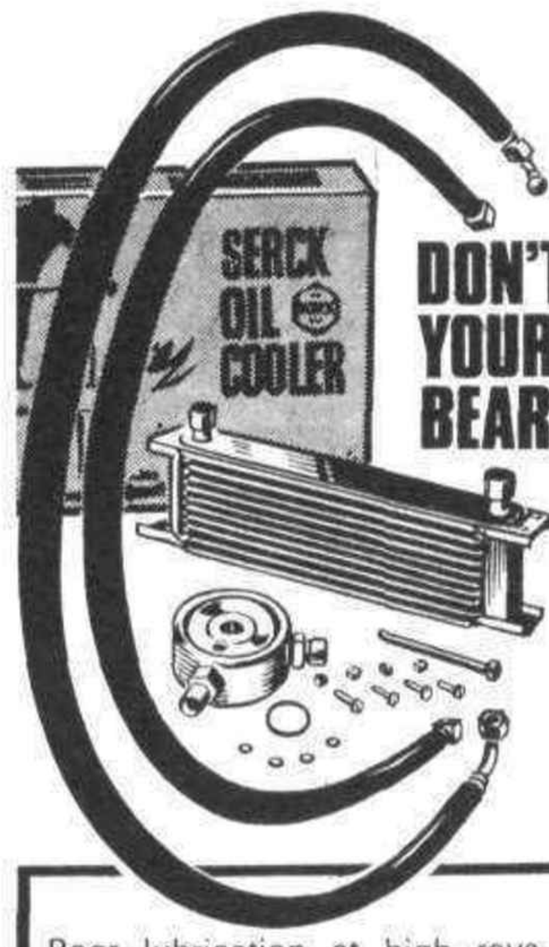
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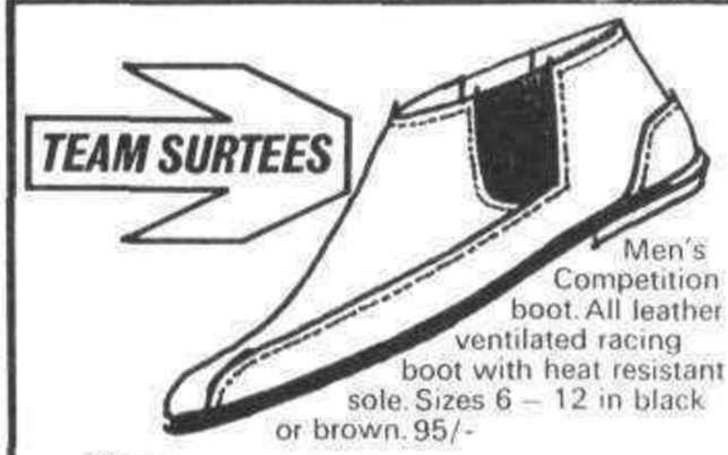
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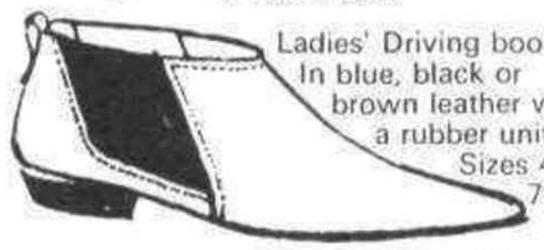
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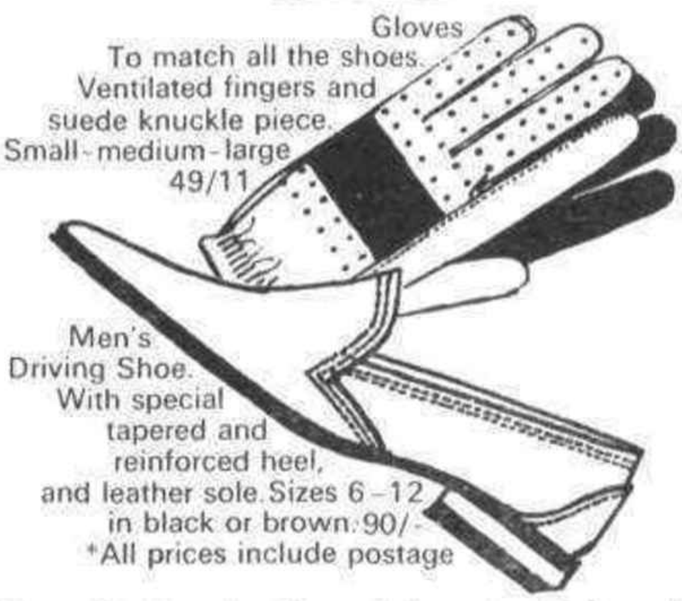
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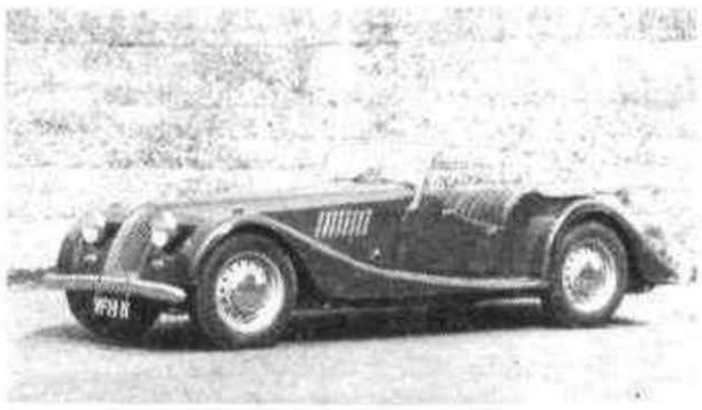
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LADY SELLING 1937 Morris 8 tourer, completely rebuilt, including red respray, new black hood, rechromed, re-trimmed; enthusiast's car, concours cond. Offers around £225. 9 Brookfield Court, Burnage Ave, Burnage, Manchester 19. Tel: 061-224 7971. (5989

ROVER DIFFERENTIAL 1947-48 14-16hp for sale, nearly new. £10 carr paid. Stone, 15 Warmdene Rd, Brighton, Sussex. (5990

MUST EMIGRATE without Riley Kestrel 1½ 1937; in daily use, numerous spares, taxed, tested until March '68. Any offers? Tel: Preston 29896. (5991

VITESSE CONVERTIBLE 1963, s/belts, u/seal, t/cover, 4 almost new Xs, one owner, retired, emigrating, bank manager; available June 21. £395. 15a Salterns Lane, Hayling Island. Tel: 72874. (5992

SUNBEAM TALBOT 1938 9.8 coupé, chassis No 1, first car of this model produced; excell orig cond; owner must sell. £145. Tel: Woking 65387. (5994

M.G. TDII 1953, htr, tonneaux, luggage rack, sealed beam headlights, just resprayed, in good cond. £225 ono. Cpl Pritchard, Line Sqdn, RAF Waddington, Lincoln. (5995

LAGONDA 1932 16/80 tourer, extensively rebuilt, excell mech, bodily, new hood, quantity spares. £750 ono. Waite, 3 Barnsdale, Great Easton, Leics. Tel: Rockingham 445. (5996

CONNAUGHT L3 sports, fitted 2½ litre Leaf engine, BRG, retrimmed, good tyres, excell performance; eligible Griffiths formula; full MoT. £245 ono. Solihull 7280. (5997

HEALEY TICKFORD 1952, excell cond, new tyres, springs, batteries, carbs, silencer etc and recent rebore. £300 ono. Preskett, 84 Bullhead Rd, Boreham Wood, Herts. Tel: 01-953 2315. (5998

1936 AUSTIN 12/4 in current use, good cond, spare parts. £50 ono. 105 Chalmeley Rd, Reading. (5999

MORGAN PLUS Four 1955 4-str d/h coupé, Vanguard engine, vgc. £165 ono. Tel: Byfleet (Surrey) 45037. (6000

M.G. TA, new tyres, battery etc; extras, spares. £125. Tel: Ruislip 8845. (6001

1936 SINGER Sport coupé, 970cc ohc engine, genuine 44,600 miles only, approximately 80pc original paint etc; large Jaeger instruments, twin Solex carbs, 35mpg; in daily use; good enthusiast home wanted, busy owner cannot care for this gem. About £200? Box 2871. (6002

1932 AUSTIN 7, MoT, £60 ono. Jardine, 3 Church Lane, Tangmere, Chichester, Sussex. Halnaker 310. (6003

1924 BENTLEY 3-litre Blue Label 4-str tourer, VDP body; completely rebuilt to orig cond, repainted BRG; new hood, running boards, tonneau cover, real hide upholstery; nearly concours. £1,950. Box 2872. (6004

ROLLS-ROYCE 20/25 1933 close coupled sports saloon by Hooper, £600 mech o/haul, bodywork absolutely immac; mascot, tools, instruction manual. £750. Box 2873. (6005

TRIUMPH TR4 1962, white, black h/top, o/drive, htr, radio, including £220 extras, 43,000, one meticulous owner. £545. Spencer, Brookside, Hepscott, Morpeth, Northumberland. Hepscott 237. (6006

1965 M.G. Midget, red, quite immac, tonneau, taxed, htr, h/flasher; one previous owner; any inspection. £525 ono. Exch considered. West Chiltington 3007 evenings. (6007

MONZA RED Mk1 Sprite, Speedwell Clubman conversion (Weber) fitted to new engine 1966, Monza bonnet, h/s tops, Restall seats, new brakes, SP3 tyres; used as fast road car. £300 ono. Tudor 2666. (6008

BENTLEY 3½-LITRE sports saloon, T&M body, black/beige, mech sound but body and interior require some renovation, well shod. £125. Mr Welch, Wimbledon 1364. (6009

M.G. B 1966, old English white, black leather; all extras incl Bermuda tinted h/top, o/drive, w/wheels, oil cooler, 7,000m only, owner abroad last 3 months. Urgent sale £785. J. A. C. Smith, Danes House, 34 Stoke Hill, Bristol 9. Tel: 68-3192 evenings, 294801 day. (6010

BENTLEY 4¼ 1936, Park Ward aluminium body, green, beautiful cond, engine excell, new tyres, orig manual, two previous owners. £500. Box 2874. (6011

BENTLEY MK.6 1949 SS saloon, recond engine 14,000m, recellulosed sand and sable 2,000m. Executor's sale at £280. Mitchell, Rana, Old Rd, Buckland, Betchworth, Surrey. Betchworth 3297. (6012

BENTLEY 1939 o/drive Park Ward saloon, body rusty in places but mech good, good chrome. £200. Evans, 11 Rosslyn Hill, London NW3. (6013

1961 JULY Jaguar 3.8 saloon, immac opalescent dark green, £200 extras, including o/drive, w/wheels, power steering, Radiomobile, reclining seats, woodrim wheel, racing mirrors; extensively o/hauled recently; only 47,000m. £475. Terms. 41 Mount Pleasant, Norwich. Tel: 53916. (6014

M.G. B 1963, superb, low mileage, h/top, two tonneau covers, w/wheels, antiroll bar, towbar (unused), windhorns. £510. Dr Joy, Queen Alexandra's Hosptal, Cosham. Tel: 79451. (6015

£330. M.G. A coupé, respray cream, 1960, Michelin Xs, o/haul, htr, tonneau, luggage rack, 2nd owner emigrating. Simpkins, MOL 8156. (6016

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M.G.-B. Mineral blue, black interior; wire wheels, heater, tonneau, anti-roll bar, SP41s.

M.G.-B. White, black interior; fitted wire wheels, heater, tonneau, anti-roll bar, SP41s.

M.G.-B. Mineral blue, black trim; fitted chrome wire wheels, o/drive, SP41 tyres, A/roll bar, heater, tonneau.

M.G.-B GT. Red, black trim, chrome wire wheels, o/drive, heater, SP41 tyres.

M.G.-B. Black with black trim; chrome wire wheels, o/drive, heater, SP 41 tyres.

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M.G.-B, May 1966, in B.R.G., with matching Ogle hard-top, also soft-top and tonneau; fitted wire wheels, heater, anti-roll bar, SP41 tyres. One owner, low mileage. Quite as new **£819**

M.G.-B, November 1965, in black with red interior, fitted wire wheels, heater, tonneau, radio. One owner, 18,000 miles **£699**

M.G.-B, July 1964, in white with black interior, fitted wire wheels, heater tonneau, wing mirrors; excellent condition **£615**

M.G.-B, June 1964, in Iris blue with black interior. Fitted folding hood, heater, radio, Cints. Excellent condition **£589**

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FOR SALE—continued

AUSTIN HEALEY 3000 1963, 28,000m, excell cond. £550 ono (sensible). Turner, 6 Benmore Rd, Liverpool 18. Tel: Allerton 2270. (6017

JAGUAR E-TYPE 62/63 model, 29,000m, metallic green with green interior, Motorola, new Cinturato tyres; chrome wheels, bodywork, interior, mechanics impeccable; regularly serviced by Jaguar agent; three months guarantee. £780, I am afraid no offers, first viewer will buy. LEE 4857 day, TID 3200 evenings. (6018

W. O. Bentley 4½litre 1930 VDPlas close coupled 4-str f/head Sportsman's coupé, absolutely in mint cond, recent £1,200 o/haul including 6 tyres, wheels, coachwork, radiator, brakes, electrics, mech etc; really magnificent. £1,500. P/exh considered. Mike Berry, 92 Ashfield St, London E1. 790 3102, HIL 7242 w/ends. (6019

SUNBEAM, LEA-FRANCIS, Lagonda-Rapier, 100pc orig, rare and beautiful 1924 Sunbeam 24/70, offers. Vintage 1930 12/40 Lea-Francis 2-str and dickey, winner many vintage awards, £275. Doctor's coupé Lea-Francis 12/40 in lovely cond, £325. Lagonda-Rapier, £225 ono. Tel after 6pm, Millar, Potters Bar 52004. (6020

RILEY GAMECOCK 1932, poor, magneto trouble. £40 ono. Brown, Ashenfield Farm Bungalow, Waltham, Kent. (6021

HEALEY WESTLAND, very rare species with fine history, runs well but needs attention to pass MoT. Offers. Lieut Somervaille, HMS Warrior, Northwood, Middx. (6022

FOR SALE. Morgan 4/4 series IV 1963, black w/wheels, htr, tonneau, hood. £360 ono. Lieut Sparks, HMS Ganges Shotley Gate, Ipswich, Suffolk. Shotley 244. (6023

ROLLS-ROYCE LIMOUSINE 1935, Thrupp & Maberly, finished black, sliding division, face forward occasional foldaway seats, good tyres, MoT, used regularly; magnificent cond bodily and mech. View by appointment. Tarrati, Park Cottages, Wymondham, Melton Mowbray, Leics. (6024

T.V.R. MK.3 Sept 1962, 1,622cc Mangoletsi head, white, black interior, new G800s, many extras, immac. £475. Stapleton, 95 Galton Rd, Bearwood, Staffs. (6025

BRISTOL 403 2 litre aerodynamic saloon of high quality, 27mpg, outstanding bodywork and interior; ex-director's car; engine recond, new clutch, exhaust system, petrol tank; servo brakes, electric fan. £330 ono. All spares available. Tel: Alderton 379 (Glos). Seen London/Cheltenham. (6026

ENTHUSIAST (BENTLEY Club member) has reluctantly decided to dispose of his superb 1952 Bentley chassis No B/261/PU, maintained regardless of cost, accounts available. Haggle around £450. H. Teall, 22 Belvoir Dr, Aylestone, Leicester. Tel: 32686. (6027

M.G. TF 1250 1954, w/wheels, luggage rack, tartan red; must be one of the best anywhere; stored for 2 years; enthusiast owned and enthusiasts welcomed to ogle, go for a ride!, but not to haggle. This is a good car, appreciating in value, hence £425. Dave Attwood, 19 Turnpike Close, Ballard Estate, Ringmer, Sussex, or Tel: Seaford 5268. (6028

ROLLS-ROYCE 25/30 1936 Mulliner sports saloon, grey/black, handsome. £525. Dennis, 61 Fore St, Ipswich 55140. (6029

M.G. YB 1953, good cond, recond engine, htr, screenwash, MoT April 1968. £95 ono. Bladon, 6 Paradise Lane, Hall Green, Birmingham 28. (6030

1932 AUSTIN 10 saloon, engine recond, repainted, new tyres, taxed, MoT, reliable and great fun, good order. £95 ono. Exch? West Chiltington 3007 pm. (6031

1933 ALVIS 12hp 4-str dhc, excell mech; body, hood etc fair, not concours; taxed, MoT; attractive car. £150. Exch? West Chiltington 3007 pm. (6032

2½ RILEY d/h coupé 1950, good hood, clean cond, very fast. £120 ovno. Garston 6359 (Herts). (6033

1928 LEA-FRANCIS tourer 2-str and dickey, Meadows engine; not far from concours cond. £300 ono for quick sale. Box 2875. (6034

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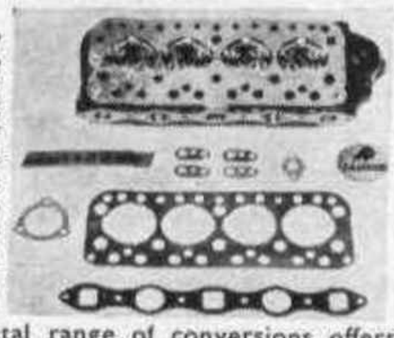
APRILIA 1937, mech perfect, new Michelins, Konis; undergoing restoration, body requires reassembly and respray to make best in country; full history, addicts only. Chelmsford 54614. (6036

GRAND PRIX Alta 1951 2 litre, very pretty and reliable historic racer; "the only Alta that ever goes!" Recent complete rebuild and in beautiful cond; never crunched, full racing history available; current cert as required by VSCC. £975. Hundreds of spares available and lightweight trailer. Ray Potter, North Weald (Essex) 523. (6037

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TRIUMPH TR4, 1964. Immaculate in white with red cockpit, with radio and heater; moderate mileage only **£595**

AUSTIN HEALEY Sprite Mk. 1, 1959. Cherry red with matching cockpit in red, with tonneau cover, heater and wood-rim steering wheel **£225**

M.G.-A 1600, 1960. Finished in white with red interior. The engine has just been completely overhauled, and still has to be run-in. Fitted with luggage rack, heater, wood-rim steering wheel, etc. **£345**

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RELIANT Scimitar 3-litre V6, 1967. 3,000 miles only. Unmarked condition in white with black upholstery, with radio and heater, overdrive, etc. ... **£1,465**

LOTUS Elan S2 coupé, 1965. One owner, 13,000 miles only. Excellent in dark metallic blue with black cockpit, chrome k/o wheels, radio and heater, etc. **£935**

M.G. Midget Mk. 3, 1966. One owner, 20,000 miles. First class order in B.R.G. with black trim, wire wheels, heater, seat belts, anti-roll bar, wing mirrors, etc. **£535**

TRIUMPH Spitfire, 1966. One owner, 16,000 miles only. Unmarked palest blue with matching dark blue cockpit. Fitted heater and seat belts **£595**

AUSTIN HEALEY Sprite Mk. 3, 1965. One owner, 9,000 miles from new. Finished in white with red trim, with wire wheels, heater, seat belts, etc. Priced at **£465** Or with a black hard-top, at **£495**

ALFA ROMEO Giulia 1600 Spyder, 1964. A really delightful car in very dark blue, with pale grey upholstery, 5-speed gearbox, radio and heater ... **£695**

TURNER-CLIMAX, 1961. As good as "Spridgets" are, this is very much quicker. 1,220-c.c. Climax engine, disc brakes, wire wheels, heater, tonneau cover, wood-rim steering wheel, finished in white with black cockpit **£395**

M.G.-B, 1964. 28,000 miles from new. An excellent example in B.R.G. with black trim, with radio and heater, overdrive, twin spotlamps, seat belts, etc. Three owners **£635**

TRIUMPH TR3A, 1960. Unquestionably the best TR3A we have seen for a long time. Finished in jet-black with red cockpit, and equipped with wire wheels, overdrive, radio and heater, "X" tyres. 32,000 miles from new **£395**

AUSTIN HEALEY BN1, 1954. We have just had this car retrimmed and recellulosed, and it looks excellent in red with red interior. Wit wire wheels, overdrive and heater... ... ... **£295**

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MORRIS-COOPER 1275 S, 1965. One owner only. In red with black roof, and red trim, heater, seat belts, wide-rim wheels **£485**

M.G. Midget Mk. 2, 1965. One owner, 20,000 miles. Most attractive example in tartan red with black cockpit, and fitted with wire wheels, heater, seat belts, spotlamp, tonneau cover... ... ... **£495**

AUSTIN HEALEY Sprite Mk. 1, 1960. Very neat in pale metallic blue with dark blue trim, with streamlined Ashley bonnet, tonneau cover, wood-rim wheel, heater... ... ... **£255**

M.G.-B, 1963. Three owners, 28,000 miles. In very good condition indeed, in pale blue with dark blue upholstery. Fitted radio and heater, wire wheels, wood-rim wheel, seat belts, tonneau cover, wing mirrors **£495**

TRIUMPH TR4, 1963. Finished in red with matching interior, with wire wheels, overdrive, radio and heater, twin spotlamps, wing mirrors, etc. **£545**

LANCIA Appia Zagato, 1961. A beautiful little two-seater coupé in silver with black trim. V4 1,100-c.c. engine, radio, heater, wood-rim wheel, and Lancia's famed roadholding **£395**

RELIANT Sabre, 1964. Very fast indeed, 2½ Zephyr engine, and overdrive, radio and heater. Finished in gunmetal grey with red upholstery **£565**

LOTUS Elan, 1964. Two owners, 18,000 miles. Finished in white with black cockpit. This is faster than the average Elan. With heater, leathered-covered wheel, etc. **£765**

T.V.R. Mk. 3, 1963. Two owners only. Very well maintained, and in first class order. B.R.G. with pale grey upholstery, 1,220-c.c. Climax engine, M.G. gearbox wire wheels, disc brakes, seat belts, wood-rim wheel **£595**

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UNIQUE M.G. Y-type, one previous owner, now fitted tuned MG A engine, cr box, very reliable and sound, taxed end June, tested Jan; good tyres, new battery, extras. £120. 10 St Pauls Rd, Vicarage Gdns, Sarisbury Green, Southampton Hampshire. (6190

1962 M.G. A 1600 MkII fhc, pale blue with black interior, stage III engine fitted at Easter, new Cints, woodrim wheel, radio, luggage grid, s/belts and Arbarth exhaust; in beautiful cond; reason for sale, emigration. £450 ono. 2 Marland Ave, Cheadle Hulme, Cheshire. HUL 2635. (6191

ASTON MARTIN DB2/4 1954, good body, mech, tyres; MoT cert, £325. Weaver, Church Stretton 2736. (6192

M.G. TA/TC desperate for home; recond mech, immac respray red, Duotones, tele shocks, new k/pins, b/linings, hood; exhilarating, invites viewers. £170 ono. A. Hobbs, Slough 23851 business. (6193

TRIUMPH TR3, immac cond, o/drive, w/wheels, SAH exhaust manifold, disc brakes; many other extras; just completely o/hauled. £275. Tel: Colwyn Bay 55404. (6194

M.G. TF 1954 1250, red, htr, recond engine, carbs 1,500m; new battery, excell hood and tonneau, Xs; outstanding example. £320. Wood, 6 Moorland Garth, Strensall, York. (6195

LAGONDA 14/60HP 2 litre photocopied handbook. £2. Roblin, Poplars, Dunfield, Fairford, Glos. Kempsford 208. (6196

A.C. ENTHUSIASTS. Workshop manual, Bristol 2 litre (100 C D and D2), £5. AC Bristol instruction book, £3. Various road tests, technical service data sheets, specification sheets, orig sales leaflets etc. Offers. Roblin, Poplars, Dunfield, nr Fairford, Glos. Kempsford 208. (6197

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B.M.W. 2 litre type 326 saloon, grey, blue leather interior, excell order, first regd 1937, laid up 10 years in heated garage, terrific performance with economy. £100. Corfe Castle 472 evenings—weekends. (6246

XK140 SPORTS roadster in truly very much above average cond in every respect; fitted o/drive, radio, htr, luggage rack; almost new tyres, Ace wheel trims, tonneau; recent o/haul, new clutch, brakes, battery etc; daily use, reluctant sale. £225. Haslemere 3855 evenings-weekends. (6247

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When a car overheats, first thoughts run to the radiator and water pump. With a pre-war Rolls-Royce or Bentley, further consideration is advisable.

Cooling water enters the front of the block and leaves the front of the head. In consequence, the rear of the engine has a restricted flow. When many years of accumulated scale has covered the water passages and partially choked the circulation, local overheating occurs in the cylinder head, and cracks develop as a result. Removal of core plugs and side plate is necessary to descale the block and head. This is a worth while procedure whenever the thermometer shows high running temperatures.

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FOR SALE—continued

M.G. PA 1934, good cond, needs new head gasket. £60. Romford 64161. Mr Murrell. (6248

LOTUS-CORTINA 1964, excell cond, 25,000m, new SP3s, no competition. £540 ono. Michael Jordan, Hitchin 2822 any time. 12 The Limes, Hitchin, Hertfordshire. (6249

DAIMLER 1949 PB18 limousine, chauffeur maintained, one family from new, orig as new cond throughout; collector's piece, can only appreciate. £105. Photos etc, Jones, 416 Edgware Rd, W2. Tel: PAD 1308. (6250

ALPINE III. General features: mirror finish, Monaco red and new black h/top; s/top, tonneau; recond engine and gearbox; many normal extras. Special features: oil cooler, Abarth exhaust system, o/drive; new w/wheels and SPs; professionally reupholstered throughout in quilted black mangahide; special rams protrude through bonnet and protected by sheet and mesh chromed cowl. Photo. Best offer over £450 secures. Marton 282. (6251

FERRARI. CLASS 5 1962 winner of Nürbürgring 1,000km competition, 250GT Berlinetta, lhd; o/hauled and maintained in concours cond; 2 test write-ups; first regd Germany May 1962 by Seidel & Nöcker and won its class at Nürbürgring May 27 1962; competed successfully in other events; imported into UK May 1964, purchased by present owner Aug 1964; invoices on engine o/hauls etc from 1963 to date. View London Box 2896. (6252

1961 M.G. A 1600 roadster, excell red bodywork, good engine, oil 60lb hot, Xs, extras. Really good value £325. Tyler, 4 Harshell Court, Bottisham, Cambs. (6253

TRIUMPH 1800 roadster, silver blue, beautiful cond throughout, taxed tested. £160. Grays Thurrock 2395 (Essex). (6254

LOTUS ELITE 1962, S/E stage 2, whte, red interior, fitted ZF box, belts, Radiomobile, spots, chrome wires, Cinturatos, 36,500m, genuine reason for sale. £620, cash preferred or HP by arrangement. Willsheer, 7 Hawthorne Ave, Bury Green, Cheshunt, Herts. (6255

SUNBEAM MK.III, specimen cond. £185 HP. Photo available. Woking 65063. (6256

ELAN, WHITE, Aug '65, 23,000, Kenlowe, oil cooler, tonneau, vgc, unforeseen marriage forces sale 10 weeks after purchase. Cost £925. £800 cash, no offers. Box 2897. (6257

XK140 JAGUAR, fast impressive white sports car, domestic reasons force sale. Best offer around £140. Tel: GUL 1413 after 8pm. (6258

1951 CITROEN Light 15, MoT, many spares, w/manual. £30. Neimer, 57 Syward Close, Dorchester, Dorset. (6259

ALVIS GREY Lady 1954. Offers. Platt, A2 Monument Mansions, Wigan Lanc, Wigan. (6260

ROCHDALE OLYMPIC 1962, Riley 1.5 engine, excell cond, Cinturatos, air horns, htr, Cibie lights, s/belts, laminated screen, Kenlowe fan. £325. Tel: Plymouth 36922. (6261

ROCHDALE OLYMPIC phase II, June 1965, BRG, Cortina GT engine, Cinturatos, htr. £500 ono. 29 Dos Cottages, Newport, Mon Tel: 62988 evenings. (6262

M.G. YB 1953, excell example of this great little saloon. £120 ono. Kempston 3439 (nr Bedford). (6263

M.G. B Sept 1964, excell cond. £560. Parker, 1 Brookwood Ave, Sale, Cheshire. Tel: Sale 2358. (6264

MORGAN 3-WHEELER 1951, F-Super, Ford 10, 2 seater; recond, immac. £175. Rolvenden (Kent) 234. (6265

SUNBEAM HARRINGTON Le Mans, wires, o/drive, oil cooler, competition clutch, servo and full engine conversion. £495. Also MG A coupé 1958, new engine and Cinturatos. £229. Murray, Solihull 1162 daytime. (6266



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SCINTILLA MAGNETO type AG4, I believe in good working order. Pyke, 6 Veronica Rd, SW17. Tel: evenings 638 8368. (6268

BENTLEY 1952 big bore saloon, low mileage, 2 owners, immac throughout, usual extras. £575. London area. Box 2895. (6269

SPITFIRE 1963, blue, extras. £400. H/top optional, £20. Gerrish. Tel: Sandbach 3359. (6270

M.G. MIDGET 1966, black, red upholstery, w/wheels, antiroll bar, oil cooler, Kenlowe fan etc, 11,000m. Excell value at £575. Tel: Crawley 24273. (6271

M.G. TD 1953, 4,000m since complete engine rebuild; excell cond. £260 ono. Brand, 01-947 0131. (6272

SINGER 1½ litre Le Mans Speed model 1936, 2 seater, just completely rebuilt, very orig; 6cyl engine with triple SUs, Scintillas, 63bhp, hill climb and road racing back axles; only 20 left in the world; MoT, taxed. £485 including spares. Wallington 5081. (6273

BENTLEY 1934 3½ litre, partly dismantled car plus many spares; sell complete or would break. Sae. 86a Braemar Ave, London NW10. (6274

M.G. STAGE 3 1,500cc TF engine, clutch, twin carbs, inlet and exhaust manifold and complete silencer system, as new. £40 cash. Box 2898. (6275

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ALVIS SALOON TC21, sun roof, w/wheels, 1954, new Michelin X, respray, new exhaust system. Offers wanted around £200 or consider small modern car p/exch. Tel: Didsbury 4849 (Manchester). (6278

DAIMLER CENTURY saloon, 1957, very good cond, 60,000 from new. Offers nr £175. Would consider good type caravan in p/exch. Tel: Didsbury 4849 (Manchester). (6279

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M.G. TC 1946, green, engine 12,000m only, rewired and good hood. £130. Snowden, 20 Warwick Square, Carlisle. (6281

STANDARD AVON special 2/4-seat open tourer 1932, mint cond, new hood, mech completely o/hauled, 2 owners. Offers around £225. G. Mattingley, 48 Clifford Ave, London SW14. Tel: Floral 0300. (6282

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M.G. TF 1954, good orig example. £350. 43 St Oswald's Crescent, Brereton, Sandbach, Cheshire. Holmes Chapel 2241. (6285

M.G. TC 1949, exceptional cond, new hood and brakes, excell tonneau and tyres, Brooklands steering wheel, telescopic shock absorbers, high com head, 1½in SUs, recent MoT, taxed; highly admired. £250 ono. 3 Burton Walks, Loughborough 3829, Leics. (6286

M.G. A 1600 fhc 1959, excell cond, very low mileage, Michelin X, many extras, recond engine. £295. Mini-van p/exch considered. 44 Wyke Crescent, Wyke, Bradford, Yorkshire. (6287

LANCIA AURELIA B12, regd 1960, works recond engine, maroon, good cond. £450. Lancia Aprilia 1937 saloon, red, series I, good cond. £200. Corner, Canal Foot, Ulverston, Lancs. (6288

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1959 M.G. A 1,500cc, white, w/wheels, boot rack, body good cond, engine 100pc. £275. Tel: Devizes 2980. (6293

JAGUAR E-TYPE d/head, 1962 series, history available, 2 owners, radio, set of new Pirellis, excell cond both bodily and mech. £745 ono. HP and p/exch considered. Tel: Coltishall (Norfolk) 409 (6294

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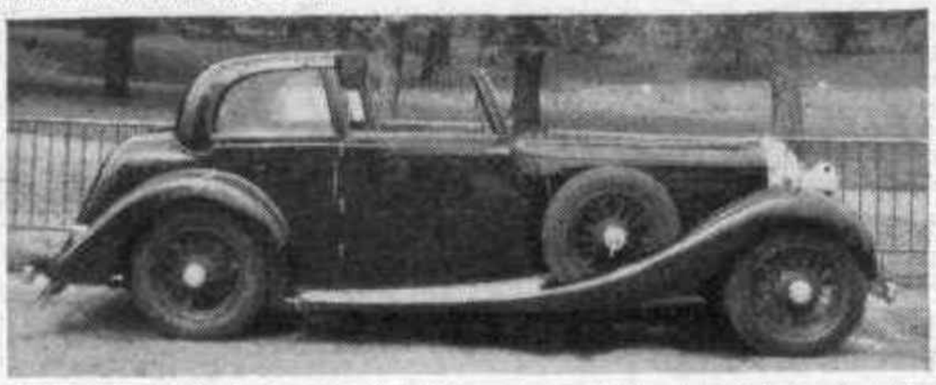
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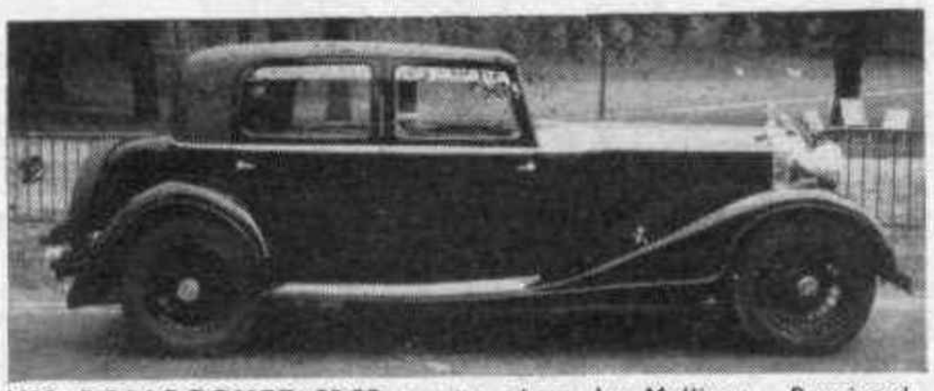
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ALVIS TA14 aluminium sports saloon, excell cond bodily and mech; £70 engine o/haul 15,000m ago; 2 new tyres, battery, respray this year; htr, s/wash, radio, towbar, spot; taxed. £130 ono. Fowler, Hayston Terr, Peebles 3332. (6042

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M.G. A twin-cam fhc, body and interior excellent, recent engine o/h, new exhaust, extras. £300 cash. Box 2876. (6044

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M.G. TF 1954, birch grey with red upholstery, a car in really good cond. £365. Tel: 01-693 6056. (6046

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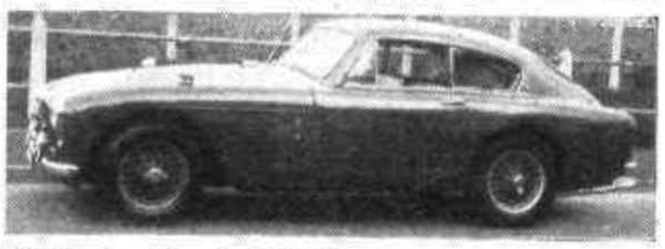
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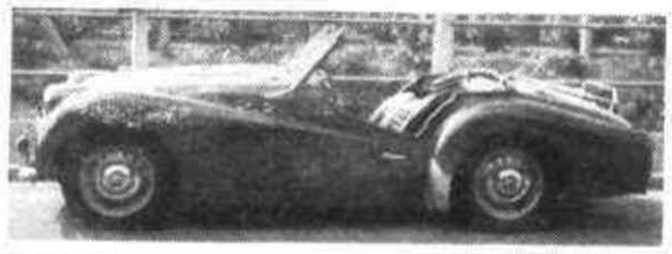
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ALFA ROMEO Giulietta Sprint Veloce lightweight, regd UT11; 1957 Earls Court and Paris show car, red of course; 100 were built, apparently there are 3 in Britain. specification includes alloy panels, Perspex windows, lightweight trim, high axle ratio, 17½g tank, Webers, 104bhp at 6,500; Extras include Radiomobile, Irvins, Konis. £425. Box 2878. (6056

BENTLEY 1935 3½ litre by Barker, very attractive 2 door sports saloon; engine, bodywork good; new battery, tyres; recond starter and dynamo; in daily use, taxed Feb '68. £275. Fawcett, 7 Newlyn Gardens, Western Boulevard, Nottingham 72349. (6057

M.G. B 1963, white; extras, tonneau, new set Cinturatos, w/wheels; immac cond. £500. Marriage reason for sale. View in Leeds. Tel for appointment, Mr Wood, Manchester Blackfriars 4334. (6058

BENTLEY 1936 4¼ aluminium sports saloon by Thrupp & Maberly, in really sound and excell cond throughout, mech perfect, orig paintwork, chrome and interior all extremely good; must sell as have bought 3½ litre convertible. £425 ovno. Burgess Hill 3215 (Sussex). (6059

ALVIS TA14 saloon, sound mech, engine recond 26,000m, MoT Dec, trim and paint sad, but not much body corrosion. £30 ono. Hill, Rothesbank, Nemphlar, Lanark. (6060

1932 MORRIS Minor 2 str tourer, taxed, MoT, vgc, photos. £140 ono. 220 Gore Rd, New Milton, Hants. (6061

XK150 JAGUAR 1959 dhc, Carmen red, o/drive, w/wheels, s/belts, excell cond. £345 or exch SP250. 27 Verona Rd, Peverells Wood, Chandlers-Ford, Eastleigh, Hants. (6062

T.T. REPLICA Frazer Nash in very lovely cond, requires slight work to finish; owner has spent 2 years rebuilding this beautiful motorcar but must reluctantly sell because he has acquired an outstanding one-owner specimen. The motor car has cost so far £650; owner would be interested in offer as close to that figure as possible. Car must be sold. 2 Barton Rd, Luton. Luton 23640. (6063

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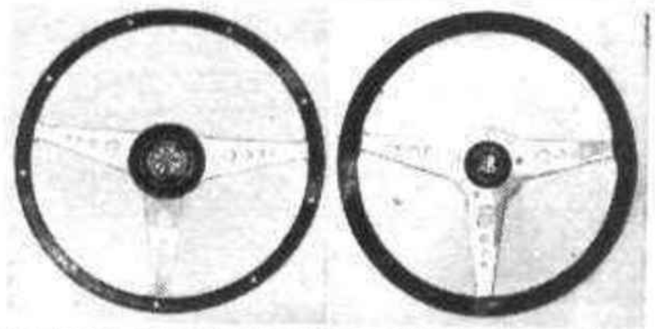
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FOR SALE—continued

M.G. TF 1954, 1,250cc, red, excell cond, recent engine o/haul, many extras. Crouch, 251 Maidstone Rd, Gillingham, Kent. Medway 31077. (6064

VOLVO 122S saloon, black, grey roof, excell mech order, recent new gearbox and clutch. £245. Tel: Bolton 44670 (Lancs). (6065

XK120 F.H.C. SE, immac. BRG, mech excell. Must sell, so £120. Huntercrook, Bardon Mill, Hexham, North'd. (6066

1934 **M.G.** PA ohc 2 str, excell appearance, good hood, screens, tonneau, body etc, but motor needs attention. £65 ono before 3rd June or after 10th. Tel: Bradley 207, nr Stafford. (6067

1934 **BENTLEY** by Hooper, good all round cond, in everyday use. £300 or exch modern station wagon any make. Beech Cottage, East Winterslow (373), Wilts. (6068

LOTUS ELITE, stage 3, Bristol body, red. £445 ono for quick sale. HP may be arranged. Workshop manual and rear suspension spares. Glasgow. Tel: Uplowmoor 354. (6069

COOPER BRISTOL ex-Hawthorne CB3/52, converted to sports racing bodywork in 1954 and won British Empire Trophy race; eligible Griffiths formula or can be re-bodied for VSCC events. Offers. Dixon, 234 Western Way, Darras Hall, Ponteland, Newcastle upon Tyne. (6070

LANCIA AURELIA GT 2 litre, rare series 2 car with 2 Webers, irs, good bodywork, engine etc; new battery, MoT. Must sell. £185 ono or interesting car plus cash. Tel: Northwood (Middlesex) 23825. (6071

190SL MERCEDES roadster, h/s tops, black/ivory, 1956/7, rhd, newly fitted Firestone S/130s, radio, ownership unchanged last 8 years and condition bodily and mech particularly good. Accept £440 or consider p/exch Volvo/similar saloon. The Old Cottages, Oakley, nr Aylesbury, Brill 337. (6072

MORGAN PLUS 4 dhc 1951, recond engine, body good, Kewanee-green finish, leather interior, taxed, MoT. First offer over £180. Richards, 7 Hall Lane, Hammerwich, Walsall. (6073

LATE FROG-EYED Sprite, O/E white and black, GT h/top, modified engine, 4½J w/wheels, many accessories. £292 ovno. 01-989 4457 evenings. (6074

VINTAGE FOR sale, Riley Monaco, Riley Kestrel and Austin 16 open tourer. Tel: Princes Risborough 160. (6075

1963 **AUSTIN** Mini-Cooper, engine, gearbox o/hauled; balanced crank, rods etc; radio, SP3s, immac. £365. 1959 (Sept.) Jaguar XK150 f/head, 2 owners, w/wheels, radio, recent top o/haul, £395. Copper Roofs, Crossways, Thornbury, Bristol. Tel: Thornbury 3033. (6076

FOR SALE—continued

M.G. TB 1939, good hood, luggage rack, just tested. £70. Dr Wastie, WATerloo 6389 or ARChway 3070. (6077

LANCIA LAMBDA, 8th series, Weymann saloon, 1928; exceptionally clean, entirely orig. £550 no offers. Including valuable spares, suspension tools, extra tyres. Anthony Stamer, Teffont 251 weekday evenings, Uley 236 weekends. (6078

M.G. A fhc 1959, Xs, luggage rack, taxed, MoT, excell cond. £300. ENT 221S. (6079

M.G. MIDGET, Aug 1965, low mileage, red, black interior, Cinturatos, s/belts, tonneau, htr, h/flasher, absolutely immac. £469 ono. Tel: Chesterfield (Derbyshire) 76232 any time after 4.6.67. (6080

R LEY RME 1½ litre 1954, mech excell, 65,000m, 2 owners, roof requires attention. £210. Scroggs, 7 Cotmore Gardens, Thame, Oxfordshire. (6081

M.G. TC, complete rebuild, immac cond throughout; high mortgage forces sale. £230 ono. 67 Suttons Lane, Hornchurch, Essex. (6082

SPRITE MK.II 1963, 1,100cc, BRG, one owner (going abroad), low mileage, good orig cond, many extras, SPs. £375 ono. Tel: CUN 9142. (6083

LOTUS SUPER 7, 1500 Cosworth, regd April 1967, taxed, one owner; genuine reason for sale. £695. Lawrence, Lancaster Private Hotel, Weston-s-Mare, Somerset. Tel: Weston-s-Mare 448. (6084

DAIMLER CONSORT 1949, sunroof, separate headlamps, 60,000m, MoT 12 months. Offers around £100. Photo. 4 Park Gate Ave, Manchester 20. (6085

BENTLEY 1935 pampered sports saloon, MoT, body and engine splendid cond, new clutch, carpet, battery, radio, htr, electric w/screen washers; metallic blue and silver. £300 ovno. Genuine reason for sale. Elstree 4930. (6086

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TORNADO Talisman 4-seater GT, 1962. Cosworth-tuned Ford engine with twin Webers, extremely attractive in red **£428**

MORGAN Plus 4 d.h. coupé, 1966. Wire wheels, radio, chrome luggage grid, spotlamps, one owner from new and literally as new in B.R.G. **£845**

BENTLEY 4¼, 1938. Special razor edge pillarless saloon. Faultless maintenance history—over the past 10 years this beautiful thoroughbred has covered only 37,000 miles and had £750 spent on it **£685**

ALVIS 3-litre d.h. coupé, 1953. A fine specimen of this classic thoroughbred finished in silver grey ... **£225**

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ROLLS-ROYCE Silver Wraith Park Ward owner/driver saloon, 1952, finished in black with sand side panels; deep red hide interior in excellent condition, matching carpets, cocktail tables and the usual interior appointments. Mileage 51,000 probably genuine. At the realistic price of **£895**



1908 HILLMAN-COATALEN 5-seater tourer, fully equipped with all lamps; Elliott speedometer, hood, mahogany-framed windscreen, Stepney rim etc. Royal blue, natural-coloured varnished wheels, black upholstery. In absolutely first-class condition throughout. **£1,750**



BENTLEY R-Type, 1954, Park Ward convertible with manually-operated hood, automatic transmission, radio. Dark green with light green upholstery, matching carpets. Recorded mileage just over 90,000 most probably genuine and in first-class mechanical condition throughout. **£1,650**

ROLLS-ROYCE Silver Wraith Hooper owner/driver saloon, 1949, oyster-grey and black, beige interior, new carpets, full-flow engine, brakes just relined. No particular history, but a very sound specimen mechanically and bodily. **£775**

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

ROLLS-ROYCE 20/25, 1932, Hooper saloon, black, brown hide interior in original condition, but nevertheless quite tidy. Mechanically excellent, having been maintained in store by its last owner for two years. This car is undoubtedly ready to put into immediate service. **£450**

Available shortly, a 1955 Series (Nov. 1954) **BENTLEY R-Type,** black and silver, two owners only and at present undergoing a major engine and chassis overhaul and any body renovations required.

BENTLEY Mk. VI Park Ward power-top convertible, 1949. Dark green, brown hide interior. In excellent all-round order. **£625**

BENTLEY R-Type, 1953, synchromesh, special 4-dr. all-aluminium coachwork by Freestone & Webb, dark and light blue, red interior. In nice order throughout. **£645**

BENTLEY Mk. VI big-bore (March, 1952) standard steel saloon in maroon with grey interior. Recent decarb. and brake reline, new tyres etc. Singularly rust free and very good value at **£445**

ARMSTRONG-SIDDELEY Sapphire limousine with power steering and manual gearbox. Neither sporting nor classic, but remarkable condition for its year (1956), having been owned by one large company from new. Black (of course) leather front and cloth in rear. **£375**

BORGWARD Isabella TS 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£175**

DAIMLER Majestic, 1960, black, beige interior, mileage under 60,000. Maintained by us past two years and a very superior specimen or its type and outstandingly good value at **£395**

1959 CHRYSLER Crown Imperial, a top quality American, new tyres, brakes relined, complete transmission overhaul, power-steering, electric windows and seats and air conditioning. White, red and white hide interior. **£495**

1961 CHRYSLER Newport sedan, V.8, automatic, power steering and brakes, twin headlamps, new tyres etc., pale blue. A modern high quality American car, l.h.d. of course but outstanding value at **£495**

1960 CITROEN DS 19 saloon, daffodil and grey with red hide interior. In generally good all-round order and mechanically excellent **£295**

LAGONDA LG.45 pillarless saloon, 1936. Needs painting, but very fair otherwise. **£165**

1965 N.S.U.-Wankel Spyder convertible, red, black interior and top, disc brakes, radio, one owner, 14,000 miles; ex-N.S.U. Ltd. and consequently all mods. completed and also converted to r.h.d.: originally costing over £1,500, virtually as new and now offered at **£775**

VERITAS-B.M.W., circa 1949, imported to U.K. 1955, l.h.d., Type 326 engine, mechanically very good, bodywork sound but a bit shabby. No history known, but almost certainly has racing background. **£275**

VINTAGE

ALVIS 12/80 super-charged f.w.d. 4-seater tourer, 1928, having had a major engine and blower rebuild by us and awaiting only weather equipment and paint. A rare vintage motor car at **£875**

BUGATTI Type 30, registered 1925 but probably earlier. We are checking history which may prove interesting; in any event chassis has just been stripped and re-assembled, new shackles etc., all major components seem very sound and the car performs well on the road. Non-original, but not unattractive 2-seater body with cycle wings. No starter, but suitable dynamo and lamps available. Price as seen **£950**

1925 HUMBER 15/40 tourer with f.w.b., Michelin balloon tyres, Auster rear screen, all original lamps and instruments, good paint (dark green), original leather just passable, poor hood. We have done considerable work on the mechanical and electrical side and the car runs well and is excellent value at **£425**

1927 SUNBEAM 21 h.p. 5-seater tourer, one owner since 1934, very original and can obviously be made into a very fine car at not too great an expense. Price, running, but coachwork as seen. **£700**

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FOR SALE—continued

M.G. TF 1250, almost immac BRG, complete engine o/haul including new crankshaft and big ends, very good hood with tonneau and rack, 4 brand new Swedish Speed 6 tyres. £300. Write or call, 162 Walmersley Old Rd, Bury, Lancs. (6295

1964 M.G. Midget Mk'I, grey, radial tyres, htr, red upholstery and tonneau. Price £435 ono. CUN 1266. (6296

ASTON MARTIN DB2/4 MkII fhc, Cinturatos, outstanding cond. £375. 8 Coylton Ave, Rainhill, Liverpool. (6297

1960 SUNBEAM Alpine, h/s tops, tonneau, o/drive, etc; thistle grey, red interior, completely unmarked, £325. *Earle, Wolverhampton 34738 after 6pm.* (6298

ONE HORSE, 2 dogs, one cat, one wife and piles of shopping will not fit! Hence my immac MG TD must go; many tears will be shed; specification, 1953 TD2, 70psi constant, Xs; perfect coachwork (nearly). A *mere* £265 is required. Tel: Farnham Common 4599 or Iver 1168. (6299

M.G. A fhc 1957, blue, htr, radio, radials, rack, first class cond. £215 ono. 37 Mayfield Crescent, Eaglescliffe (Tel: 3423), Co Durham. (6300

SPRITE MK.I, exceptional cond. Fullest possible details, Jones, Munsong, Elton, Chester. (6301

1936 FORD Y saloon, immac orig cond, perfect running order, MoT, taxed August, seen London. £110. Further details and photo available. Box 2899. (6302

M.G. MIDGET 1965, white, showroom cond, usual extras; u/seal, brand new Cinturatos, brakes, one owner, taxed March 1968. £475. Tel: Bleasby (Notts) 493. (6303

HEALEY 100/6 1959, recent engine o/haul, new clutch and silencer; genuine 53,000m, radio, l/rack, s/belts etc. £195 ono. Ellis, 18 Chester Rd, Boothtown, Halifax. (6304

A.C. ACECA fitted much modified 3.8 Jaguar engine, 290bhp; racing history, all details on request. £400 or exch. Must be sold, no reasonable offer refused. Tel: New Ollerton 396 (nr Nottingham). (6305

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AUSTIN HEALEY 100/6, fitted brand new 3,000cc engine 10,000m ago; o/drive, radio, htr, MoT, taxed; excell cond throughout. £310 ono. Tel: Bramhall, Cheshire, 1896. (6306

1933 M.G. J2 cycle-wing, beautiful cond, new tyres, reliable runner. £130. Tel: Blackpool 43059 (6307

1962 TURNER-CLIMAX, 95bhp, wires, discs, close box, extras. £300 ono. Eston-Grange 2851. (6308

M.G. B 1963, most attractive, very good Cint tyres, extras, low mileage, well preserved car. £485. 11 Alwyn Rd, Darlington. Tel: 5965. (6309

M.G. B 1965, *white, black interior, w/wheels,* 16,000m. £665. 20 Garth Rd, Sevenoaks, Kent. Tel: 53046. (6310

M.G. YB 1953, XPAG pampered 64,000, genuine, 11yr owner, reluctant sale, w/manual, extras, perfect cond. £150. TC/TD/TF manifolds and carb, offers. 144 Swarkestone Rd, Chellaston, Derby. (6311

ASTON MARTIN, 1½ litre MkII SC or pre-war HRG, restored or in restorable cond. Box 2900. (6312

TALBOT 14/45 saloon 1927, Weymann body, artillery wheels; body excell, sound mech; regret selling, but forced to go modern. Fair offer accepted. F. Moore, 109 Highfield Rd, Nuneaton. (6313

SPRITE MK.II, tonneau, extras. £299 ono. 28 Glenavon Rd, Prenton, Birkenhead. Tel: 051 CLA 3322. (6314

M.G. MAGNETTE K1 1934; garage space required so MG must go; engine, gearbox and chassis complete; unused since 1939; 4 seater sports body requires some attention *and reassembly. Offers. Taylor,* 1 Mornington Rd, Anderton, Chorley, Lancs. Adlington 348. (6315

BENTLEY 1937 4¼ litre unusual sports saloon in maroon and grey by Barker, good cond all round, new tyres, htr, taxed and MoT till Dec. £285. Tel: Preston, Lancs, 78628. (6316

TR3A, RESPRAYED red, new h/s tops, tonneau, rear seat, side screens, s/belts, spots, recond 3,000, immac. £260. Tel: Nuneaton 66442. (6317

UNIQUE MOTOR. 1934 MG with 328 BMW body, reasonably good cond, genuine reason for sale. £130 ono. Box 2901. (6318

POST VINTAGE Austin 18/6 1935, bodywork interior immac, engine requires attention. Offers to R. Penman, 25 Arthur St, Clayton-le-Moors, Accrington, Lancashire. (6319

A.C. GREYHOUND, 1961, 2.2 litre Bristol engine, o/drive, excell cond throughout, 26,000m. £950 ono. Wyle, 19 Lapal *Lane, Halesowen, Birmingham. Tel: 2769.* (6320

EX-CAPITALIST MUST dispose of second and third mistresses. Turner-Ford 1963 (NME4), tonneau, discs, w/wheels, RS5s, flowed head, £335. Triumph TR2 1955 (RAO200), htr, h/top, belts, new steering, recond crank, £160. After June 4, 48 Rutland Rd, West Bridgford, Nottingham. (6321

MARENDAZ SPECIAL 1935, 2 litre 6cyl Erskine, BRG, *completely new interior and hood,* fine order throughout, £425. West Chiltington 2290 (Sussex). (6322

TR3, 3A front, discs, spotlamps, new hood, luggage rack, vgc. £170. Farrar, 44 Riddell Ave, Langold, Worksop, Notts. (6323

SPRITE '65, red, 18,000m, w/wheels, one owner, immac. £485 ono. WIM 6785. (6324

RILEY RME 1954, outstanding coachwork, engine, 45,000 from new, taxed 1968. £165. 01-959 647B. (6325

ELAN S2, April '65, BRG, 21,000m, h/top, radio, etc; recent major engine o/haul. £865 ono. Evenings HAM 8800, weekends Sevenoaks 54081. (6326

RILEY 1½ litre RME 1947, mech and body excell. £120. Tel: 01-393 1764 evenings. (6327

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FOR SALE—continued

1938 **M.G.** TA Tickford, resprayed red, reupholstered, recarpeted, new hood, tyres etc: engine recond 100m: excell example of this rare car: taxed, MoT. £175 ono. Weybridge 42410. (6328

M.G. TD 1950, recond engine 1,500m, Xs. £200. Crocker, 158a Upper Richmond Rd West, East Sheen, SW14. (6329

M.G. B 1963, excell cond, iris blue, Bermuda top, folding hood, tonneau, new G800s etc: genuine reason for sale. £540 ono. Edwards, Manchester ARDwick 3333 ext 707 office hours. (6373

1933 **SINGER** Le Mans workshop manual, buy or borrow (care taken). Taylor, 15 Woodfield Ave, Mexborough, Yorkshire. (6374

M.G. TA 1939, good looking runner. £90. Scott, 13 Tavistock Ave, Mapperley Park, Nottingham. Tel: 61824. (6375

1951 **MK.VII** Bentley, immac and orig throughout, house purchase forces sale. Bargain at £320 ovno. Any inspection, or full details tel: 051-928 7910. (6376

***TALBOT** 95 1933, good cond, the performance, safety and comfort of this model are legend. £200. Box 2916.* (6377

SUNBEAM ALPINE Mk4 1964, red, black h/s tops, o/drive, radio, s/belts, power discs, reclining seats, 27,000m. £550. 45 Murray Rd, Mickleover, Derby. Tel: Derby 53184. (6378

1925 **JOWETT** s/c 2-seater (dickey), good cond, not concours, taxed. £160. Moreton-in-Marsh 751. (6379

1937 **ROLLS-ROYCE** 25/30, with rare and splendid swept tail town saloon body by Thrupp & Maberly: full history from new: this car is in really fine cond and well worth your inspection. Offers around £450. R. Jones, Bordon Hants 2860. (6380

1935 **BENTLEY** 3½ litre, in magnificent cond, nearly new tyres, major o/haul 1964. Offers around £400. R. Jones, Bordon Hants 2860. (6381

PORSCHE SUPER, detachable h/top, 1959, regd 1964, ex-Carribean hence rust free, ko wheels. £390 ono. 54 Brassie Ave, Acton W3. (6382

ASTON MARTIN DB2/4 Mk1, grey, very good cond, engine o/hauled, recarbeted, resprayed, rewired, new battery, exciting car. £435. Box 2915. (6383

FACEL VEGA HK500 1961 series, very recent extensive o/haul to engine, gearbox and brakes: the whole car is in superb cond. £625. Exch possible. Tel: 01-205 6167 evenings. (6384

M.G. TF 1250 black, beige trim, good bodily and mech, many extras. Cash £375 or see Exchanges. Sae full details, 51 Fairway Crescent, Allestree, Derby. (6385

MORGAN 4/4 1950 1,267cc Standard engine, excell cond, new green paint. Offers about £165. Smith, 26 Moorfield Ave, Stalybridge, Cheshire. 061 STA 3917. (6386

WOLSELEY 6/90 saloon, 1959 series II, very well maintained specimen. £240 ovno. Tel: 648 5355. (6387

1938 **M.G.** VA tourer, ideal for summer motoring, MoT Nov, many new parts and spares. Reluctant sale at £70 ono. Please write Harrison, 214 Henwick Rd, Worcester, or Tel: 23521. (6388

M.G. A fhc, Oct 1957, w/wheels, htr, s/straps, etc: excell cond throughout. £250. Ascot 20726. (6389

ALVIS. TWO must go from 2 Grey Lady saloons and 1936 3½ litre (Speed 25) Mayfair all aluminium sports saloon *with unique swept tail body, latter part restored*, both former good, all mech good. Sae details or Tel: 55881 evenings. 86 Langham Rd, Blackburn, Lancs. Also many 3 litre and Speed 20/25 spares. (6390

M.G. B 1963, white/red, 19,000m, w/wheels, radio, u/seal, tonneau, SP41s, belts etc. £695. Guildford 4231. (6391

FOR SALE—continued

ROCHDALE GT 1,172cc, blue, fibre glass body, good tyres, htr, spacers, *requires mech attention*. £25. Tel: Urmston 7058 or 3205 (Manchester). (6392

BENTLEY S1 1959, sofa property of duke until January. P/exch possible. £1,750. Box 2917. (6393

HERALD CONVERTIBLE May 1966, fast, superb, dark blue paintwork, genuine 10,000 shopping miles, 4 new G800s, radio etc. £510. Parbold 467. (6394

BENTLEY MK.VI, Mulliner, coachpainted, sound, to best offer. Rolls 20 brake, o/hauled, MoT, best offer. 4 Marlpit Hill, Sutton Bonington, Loughborough. Kegworth 778. (6395

ONE IN a million, 1938 Hudson Terraplane sedan, 25,000m from new, one owner, in concours cond. Gilt edged investment at £335 ono. Also M.G. B 1963, one owner, in superb cond. £465. Grange, 3 Westbury Dr, Macclesfield, Ches. Green Hills 2288. (6396

BENTLEY 1929 4½ litre fabric saloon: a beautiful, highly *orig and mech outstanding car: one owner until recently*, and an engine o/haul also recently. Would be interested in classic or vintage tourer, p/exch or sell £1,475. 54 Baronsmede, W5. 01-567 1542. (6397

M.G. B, fabulous iris blue, radio, htr, w/w, oil cooler, s/belts, tonneau, folding hood, s/light. Bargain at £570 ono. Consider Midget and cash. Billingshurst (Sussex) 2398. (6398

LARGE DOG and small baby causing sale of MG TF 1250 1954, maroon and grey, good Cinturato tyres, Gold Seal engine, approx 20,000m. £325 ono. 56 Coppice Drive, Parklands, Northampton. (6399

M.G. B May 1963, red, 23,000, htr, belts, u/seal, tonneau. £530 ono. Harrow 1184. (6400

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FOR SALE—continued

MK.I SPRITE, 1960, red, Sebring bonnet, Cinturatos, tonneau, sound cond. £220 ono. Roger Packer, 7 Mounthill Ave, Old Stratford, Wolverton, Bucks. (6401

BENTLEY R-TYPE, manual, radio, garaged, maintained regardless, faultless. £650. PRI 7098. (6402

AUSTIN HEALEY 100/4 BN2 with many spares: grief-stricken owner must sell to maintain payments on wife: excell cond (the car, that is) and finished in deep opalescent blue with perfect hood and tonneau: potent too, shows MG Bs the way home! £195, spares sold separately. Tel: *Nottingham 63568*. (6403

SINGER LE Mans Sports 2-seater, 1934, for sale: in very good cond throughout. £75 ono. Tel: D. R. Ward, Oxted 4688. (6404

M.G. YB 1953, excell example of this great little saloon. £120 ono. 57 Orchard St, Kempston, Bedford. Kempston 3439. (6405

BREAKING FIAT 600, including 2 engines, radio, QI spots, rev counter. Burrows, 27 Vincent Rd, New Milton, Hants. (6406

SIX FORWARD speeds, 2 reverse. Elva ohiv converted Ford Anglia fitted with Handa o/drive, Marchal headlamps, foglamp, Servaise 4 branch exhaust system, modified suspension, low mileage. £120. Fairseat (Kent) 619. (6407

TRIUMPH TR3, fitted recond engine, oil cooler, servo brakes, h/top, Cinturato tyres, fog and reverse lights: the car is sprayed in BRG and also has a recond back axle *and relined brakes. Altogether a fabulous car for £225.* Frost, 2 Littlepark Mansions, Titchfield Lane, Wickham 2030 (Hants). (6408

DAIMLER SP250 1961, May, B model, red, Cinturatos, htr, w/washers etc, meticulously maintained, immac cond. £450 no offers. Tel: Steventon (Berkshire) 369. (6409

BENTLEY MK.VI 1948, good all round, recent engine work, some spares, motoring in the grand manner for £250. View Manchester area. Morecambe 2610. (6410

T.V.R. MK.IIA 1961, new M.G. A 1600 engine, above average cond. Reading 72489. (6411

M.G. TC, enthusiast maintained, BRG, 16in rears, spots/reversing lights, MoT, plus complete stock spares of every description. Also spare XPAG 1250 stage III engine, Mangoletsi modified c/h, h/l cam, only just run in. Give away for £295 ono. Knutsford 2656 (Cheshire). (6412

DAIMLER SPECIAL-SPORTS 1950 dhc, coachwork by Barker with orig paintwork, htr, radio, spots, etc: very sound mech and bodily but hood needs some restitching. £100. Boscoe, 27 Courtenay Rd, Waterloo, Liverpool 22. (6413

RILEY RME 1½ litre 1954, really immac bodywork in orig cond, interior beautifully kept, mech excell, oil pressure hot 60lb. £235. Leatherhead 2493. (6414

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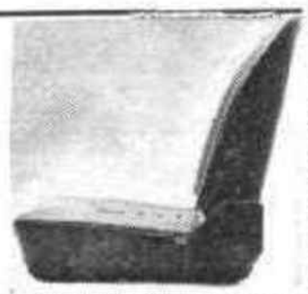
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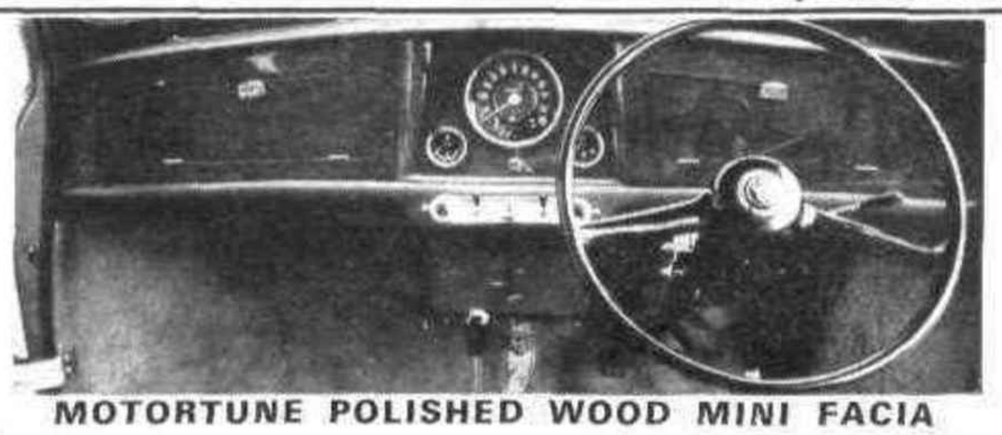
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RILEY RME 1½ 1954, outstanding car. £180. Full written details from 23 Rydal Ave, Ramsgate. (6088

RILEY 2½ litre RMF, recond engine, MoT, good cond throughout. £140 ono. LOV 2895. (6089

1936 STUDEBAKER Dictator, genuine '36, in immac cond, coach-finished dark blue, whitewall tyres, very quiet and smooth. P/exch or offers considered, all comers welcome. 01-407 4573. (6090

BENTLEY MK.VI 1952 standard steel, history available, chauffeur maintained until 1965, orig cellulose, second owner selling £450 taxed May 1968. Radio. Camberley 3825. (6130

BRISTOL 401 Superleggera 1949. Best offer over £50. Tel mornings: Hollinly 508. (6131

1937 CLIMAX Morgan 4/4, cond immaterial but not crashed; must be towable, will collect. A. Thorpe, 5 Holm Ave, Little Eaton, Derbys. (6132

WIFE WON'T go, car must. Facel Vega HK500 special equipment sports saloon, July 1962, 33,500, 2 owners, everything automatic. First offer over £800 secures this fabulous conveyance or will exch with late TR4 or similar. Automaniac, 86 Bramble Rise, Brighton 506421. (6133

1919 VULCAN, mech complete, suitable restoration. Offers invited. Sunnyside, Hoveringham, Notts, or Tel: Nottingham 240164. (6134

S.S.1 SPORTS 1934, new tonneau, MoT, splendid tyres, chrome, cellulose, needs hood; rare, desirable tourer with beautiful lines; excellent investment. £250. 01-858 0772. (6135

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BENTLEY 1952 big bore, twin pipe, beautiful Mulliner sports, excell cond. £750. Mitchell, Kirtlebridge (312), Dumfries. (6137

HEALEY ESTATE, excell mech, body repainted, good tyres and battery, MoT and taxed, £75. Also Jowett Jupiter, running order, £65. Bradford Utility, spare engine, MoT, £20. Fiat Toppolino, in bits, £15. Courage, 48 Meadow View, Frampton Cotterell, Bristol (holidaying 7th to 18th). (6138

LANCIA AURELIA GT series 4, series 6 axle, reupholstered, very good body and engine; photo on request. £288. Duvivier, 11 Emperor's Gate, SW7. Frobisher 1158. (6139

ASTON MARTIN 1½ litre sports saloon by Bertelli. Offers invited. Photos available. Harrison, 66 Perrywood Rd, Great Barr, Birmingham. GRE 6709. (6140

1953 RILEY RME 1½, absolutely faultless and original, 60,000m from new, only needs seeing; photo available, no time wasters please. £360. Tel: 01-743 7505. (6141

RILEY 1954 1½ litre coachbuilt black/green saloon, engine recond, tyres/body as new, excell cond. £325. Renault, November 1965, 1,100cc, as new. £525. Roy, The Old Mill, Wickham Market, Suffolk. (6142

1964 MORGAN 4/4, green, many extras, u/seal, recently fitted Nerus stage II, Weber etc, taxed Feb, not clapped/bent. Moggy addicts take a trip. 01-852 1554. £500 ono. (6143

M.G. PA 1934, mech and bodily excell, orig engine. £160. 2 Oak Ave, Whitefield, Lancs. (6144

FIAT TOPOLINO, 1938, excell metallic grey body, new hood, battery, sealed beams, taxed, MoT. Clapped engine, hence £35. Bennett, 32 Arden Rd, Barton-under-Needwood, Staffs. (6145

ASTON MARTIN 1957 Tickford saloon, 3 litre, maroon, Cints, excell cond, £450. 26 Central Rd, Drayton, Portsmouth. (6146

JAGUAR XK120 roadster 1951, grey, new Cinturatos, batteries, water pump and wheel cylinders; excell engine and gearbox. £180. Guildford 2238 5.30-7pm Mon-Fri. (6147

FOR SALE—continued

ROLLS-ROYCE 1936 25/30 Park Ward limousine. £385. Tel: 01-998 2459. (6148

MORRIS 14/6 series 2 1937 saloon, blue-black, one owner, mech and body good order. £50 ono. Write Moberly, Teddars Leas House, Etchinghill, Folkestone. (6149

MORGAN PLUS 4, what nicer car now that summer is here? 1954, TR3 engine, oil cooler etc; quite good cond. £245. Cawson, AMBassador 0074 evenings. (6150

HEALEY 3000 1962, o/drive, SPs, h/s tops, 25mpg, 5 feet tall fiancé forces sale. £4330. Oakford, OCO3325683 days, OCO3323065 evenings and weekends. (6151

1950 ROLLS-ROYCE Silver Wraith, Hooper body, excell exterior and interior, all 1967 fitments, £1,230 spent including new engine 9,000m, bills available. £750 ono. Macphail, 16 Lulworth Rd, Southport. Tel: 66083. (6152

SAPPHIRE 346 automatic 1955, reputed engine o/haul by makers 10,000m ago, but non-runner due to faulty electrics; suitable spares/renovating. £17 10s. 113 Eastbank St, Southport. (6153

TR3, H/S tops, tonneau, Cinturatos, s/belts, o/drive, recond engine, respray, top cond. £230 ono. Beales, 34 Grainger Ave, Prenton, Birkenhead. (6154

DAIMLER CENTURY saloon 1956, gleaming dark blue, perfect mech, MoT for 12 months. Bargain £150 ono. Room wanted. Tel: Brownhills (Staffs) 2880 after 4/6/67. (6155

BENTLEY 3 litre 1923 open 4 seater, faultless cond throughout, collector's car. Halkyard, 55 Main St, Bushby, Leicester. Tel: Thurnby 5441. (6156

COOPER '63 model, new Cinturatos, belts, thief-proofed, immac. Haggling starts £285. Robinson, Bedford 67466 ext 44. (6157

MIDGET 1963, £360. Red, low mileage, immac cond, serviced regularly, new SPs; must sell, going abroad; tonneau, s/belts and many other useful extras. Tel: Richmond, Surrey, 1475 after 6.30pm. (6158

1965 FIAT 500, Abarth conversion June 1966, immac, one owner, new battery, good Xs. Must sell for £305 ono. 70mph, 50 mpg, a very sound buy. Clevedon, Som, 2423. (6159

M.G. A 1,600cc 1960, excell cond throughout, many extras, £275. TR3A 1958, exceptionally well preserved orig red paintwork, 50,000m, £225. Formby, Lancs, 2778. (6160

1965 BLUE MG B, radio, Cinturatos, servo, antiroll bar, one owner, £695. G. Farthing, Greyhound Garage, Accrington. Tel: 35911. (6161

M.G. A 1959, respray met-blue, recond engine, radio, htr, tonneau, Cints, excell cond £325. Tel: Camberley 4688. (6162

FIAT 500 1939, enthusiast's car, fitted big brakes, long rear springs; tyres, electrics, bodywork, mech all first class order; innumerable spares, taxed, MoT tested April '67. £125 ono. Rickmansworth 73791. (6163

M.G. B 1966, reluctantly selling; old white, red interior, o/drive, radio, 12,000m only. £770 ono. Abbey Farm, Ashow, Kenilworth, Warcs. Kenilworth 53086. (6164

IMMAC 1926 Austin 7 Chummy, concours winning car restored to orig cond. Also restorable 1936 Nippy. Sensible offers to Dimmer, 27 High St, Saltford, Bristol. Tel: Saltford 2452. (6165

M.G. Y 1951, good cond, MoT, taxed. £60 ono. 12 Emerald Gardens, Dagenham, Essex. (6166

R.R. SILVER Dawn 1955 automatic sports saloon, sunroof, radio, low mileage, excell mech, superb coachwork and interior, tyres, chrome. £1,275. Mike Berry, 18 Westbury Rd, London N12. 790 3102/HIL 7242 w/ends. (6167

1938 AUSTIN 12.4, sound, orig, daily use, MoT March, handbook. Offers. Willcox, 28 All Cannings, Devizes, Wilts. (6168

FOR SALE—continued

M.G. TC 1947, excell cond, new h/shaft, dynamo, tyres, hood, screens, tonneau, taxed, MoT. £210. 01-462 2938. (6169

BENTLEY MK.VI 1950, very sound cond, mech excell, current MoT. £325. Tel: Fleet 3161 Hampshire. (6170

COOPER S 1071, excell cond, many expensive extras including full Downton conversion, wide wheels, twin tanks, Konis, Restall seat etc; high mileage explains very low price but perfect order, no spending needed; private owner. £275. A. J. Stungo, 54 Halton Lane, Wendover, Bucks. Tel: Paddington 3494 office, Wendover 3587 home. (6171

M.G. TF 1250, ivory, exceptional cond, full white tonneau, htr; no expense has been spared over past 11 years, bills available. Nearest offer £500 secures. Write Lawrence, 17 Hollymead Rd, Chiostead, Surrey; or Tel: DL5 2639. Overseas enquiries invited. (6172

1KUG REGISTRATION, TR4 1962, o/drive, Surrey h/top, BRG; this car has a new engine (5,000m), tyres, brakes, clutch and is immac throughout; many extras. £495, HP arranged. Tel: Cheltenham 52242 office. (6173

1961 MK.II TVR, blown 105E, BRG, w/wheels, Cints. £280. See Exchanges also. Smith, 6 Phillip Court, Kingsway, Leamington Spa, Warwickshire. (6174

TOJIERIO LECO MG racing car. £150. Recond engine. Lovett, Lyngford House, Taunton. (6175

TR3A SEPTEMBER 1960, immac cond. Offers. Ranger, 20 Godlings Way, Braintree, Essex. (6176

TR4A 1966, white, red trim, Surrey h/top, w/wheels, o/drive, Motorola, woodrim, one owner, 8,000, immac throughout. £890. P/exch R-type, vintage thoroughbred or 1275 Cooper. M. Berry, 18 Westbury Rd, Finchley, London N12. 01-790 3102/HIL 7242 w/ends. (6177

AUSTIN HEALEY 3000, Dec 1959, excell cond, o/drive, w/w, new Cints. £325 ono. Powell, 64 Queens Rd, Hersham. Tel: Walton-on-Thames 29547 after 6.30pm. (6178

ALVIS 3 litre. Victim of the squeeze, so beloved TD21 must go; Nov '61, midnight blue with off white upholstery, o/drive, radio, s/belts, w/wheels; new clutch, gearbox, rear springs, steering joints; immac. £750 ono. Bristowe, Rockside, Christow, Exeter, Devon. (6179

ROLLS 20, £400. 20/25 sports saloon, £500, both partly restored. 20/25 chass's complete, £150. Bentley 3½ litre, rebuilt, £500. Also many spares. Tel: GIF 0579. Box 2891. (6180

M.G. A twin cam coupé 1959, excell bodywork, mech sound, good Xs, luggage grid, racing mirrors. Bargain £325. HOWard 2320. (6181

RILEY 1½ 1953, good cond taxed, MoT to Jan 1968. £90. 6 Coombe Wood Hill, Purley, Surrey. UPL 2354. (6182

ALVIS DROPHEAD 1959, automatic, beautiful cond, Park Ward coachwork, Alice blue, grey leather, w/wheels, radio and extras. £495. Walton-on-Thames 26578. (6183

D.K.W. F11 1965, good cond, low mileage second car. £425. Conrods, Pertenhall, Beds. Kimbolton 318. (6184

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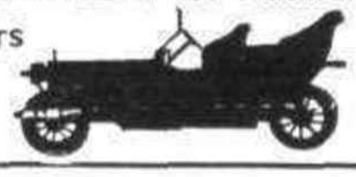
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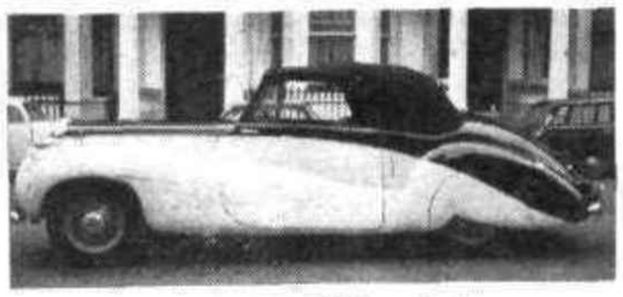


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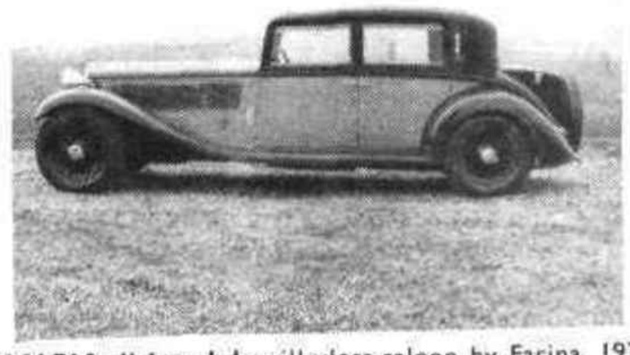


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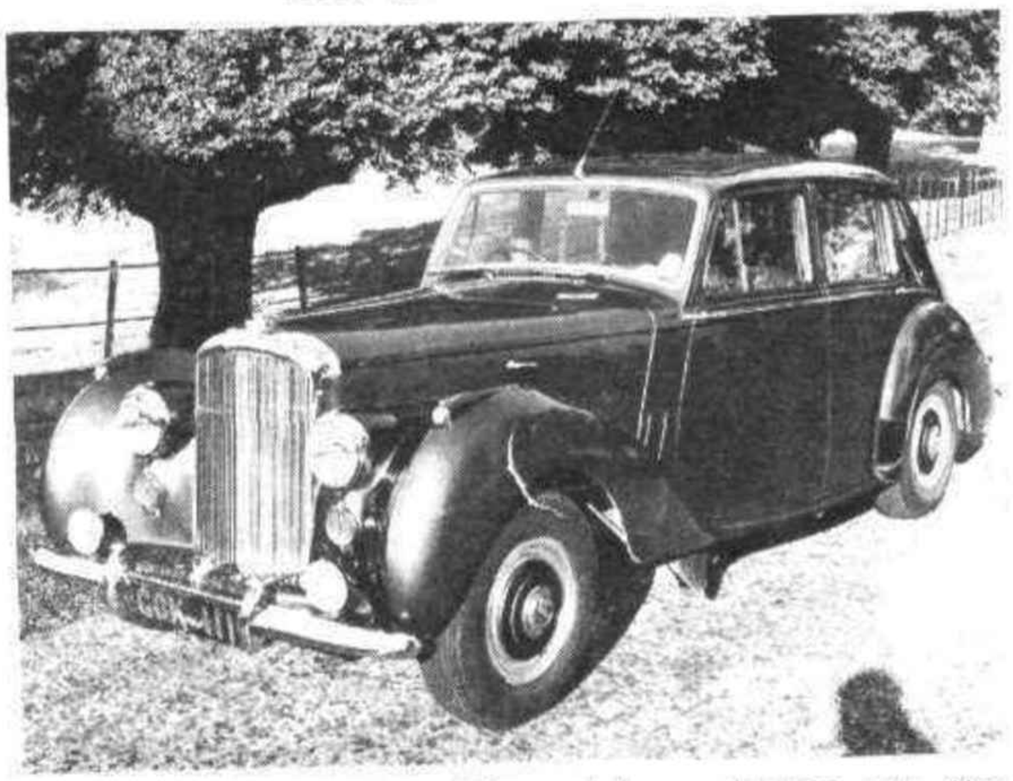
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9/28 HUMBER saloon, very good. £200. Roeschtalbot 65 engine, removed 1960, cond unknown, £25. Austin 12/4 engine, 1931/4, cracked block, otherwise good, £20. Extremely rare Austin 8hp 1939, good mech, attention bodywise, £20 (towable). Warwickshire. Box 2918. (6420

AUSTIN COOPER 998cc June 1966, genuine 7,500m, many extras, including reclining seats, oil cooler etc. £495. Tel: Birmingham SEL 3080. (6421

1966 MORGAN Plus 4 super sports, red, white leather, ally body, w/wheels, s/belts, twin Weber carbs, 140mph: fantastic car; reason for selling, addition to family. What offers? Tel: Shanklin IOW 3528 after 6pm. (6422

RILEY ROADSTER 1950 2½ litre, needs new manifold studs. Over £100 please. Geoff Cusick, 211 Longhurst Lane, Mellor, Cheshire. (6423

JOWETT JAVELIN de luxe 1953 model, fine orig example, probably one of best specimens in existence; colour bottle green metallic, complete with instruction, workshop, spares manual, tool kit; must be seen. Price about £150. Ward, 29 Ashgrove Gdns, Whitchurch, nr Aylesbury, Bucks. (6424

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XK120 JAGUAR roadster, mech excell, oil pressure 60lb psi when hot, htr, spots, new exhaust system, new batteries, Jag red, MoT March 1968, taxed, well shod and very fast. £170 ono. Colin Beba, 7 Exeter Dr, Spalding. Tel: Moolton 264 (6426

VINTAGE 1933 Hillman 10, exceptional cond, host of spares. Offers. 111 High St, Oldland, Bristol. (6427

VINTAGE 1932 Morris Oxford, MoT certificate, good running order, plenty of spares. £125 ono. 9 Oak Ave, Dalton, Huddersfield. (6428

FOR SALE—continued

RARE 1939 Wolseley 25hp 2 door dhc, showroom cond. £350. 1956 Dodge showcar, custom royal, beautiful car, perfect cond. £200. Mr A. S. Cosnett, 67 Newlands, Pershore, Worcestershire. (6429

TR3A 1960, h/top, recent tonneau, engine, gearbox, w/w, o/d, springs, brakes, exhaust; excell cond. £385 or exch car plus cash or 4 berth boat. Tel: Burnley, Lancs, 26337 evenings. (6430

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PORSCHE 1961 open 1600 super, rhd. £630. Tel: Bedford 67553 evenings. (6432

2KOX. 1964 TR4, Wedgwood blue, immac, w/wheels, o/drive, new s/a all round and 5 Cinturatos recently fitted. £600 ono. Coyne, 23 Hammonds Lane, Brentwood, Essex. Tel: Brentwood 6903 home, Romford 46011 ext 33 business. (6433

ALVIS SILVER Crest 1937 d/head, taxed, tested. £120. 14 Green Glade, Theydon Bois, Essex. (6434

H.R.G. 1500 2-seater 1948. £395 ono. Hall, 15 Lindsey Crescent, Kenilworth 55844. (6435

1928 LEA-FRANCIS, rare type 12/22 2 seat tourer with dickey, immac concours winner, full history, orig, low mileage. £675. Hill, 49 Granville Rd, St Albans, Herts. Tel: St Albans 58619. (6436

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M.G. TF 1500, new tyres, clutch, etc, respray mottle finish at fantastic expense; weather equipment; tonneau; full history, bills £300; unregistered in UK. £285. 30 Dilly Lane, Barton-on-Sea, Hants. Tel: New Milton 6008. (6438

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M.G. A 1600 Mkll Nov 1961, one owner, 32,000m, immac. £400. 01-878 1546. Box 2921. (6441

A.C. 2 litre 1952, saloon, above average with recent tyres, battery, brakes, MoT £75. Edwards, Briavel's Croft, Pewley Hill, Guildford, 60284 (6442

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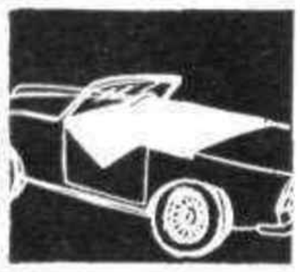
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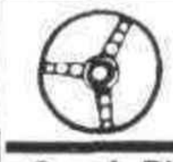
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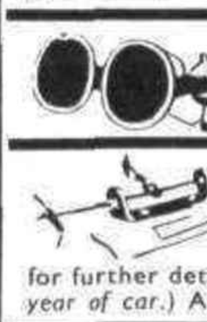


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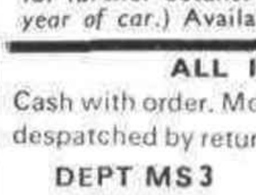
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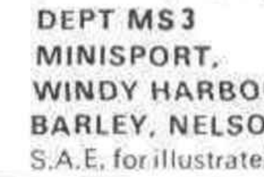
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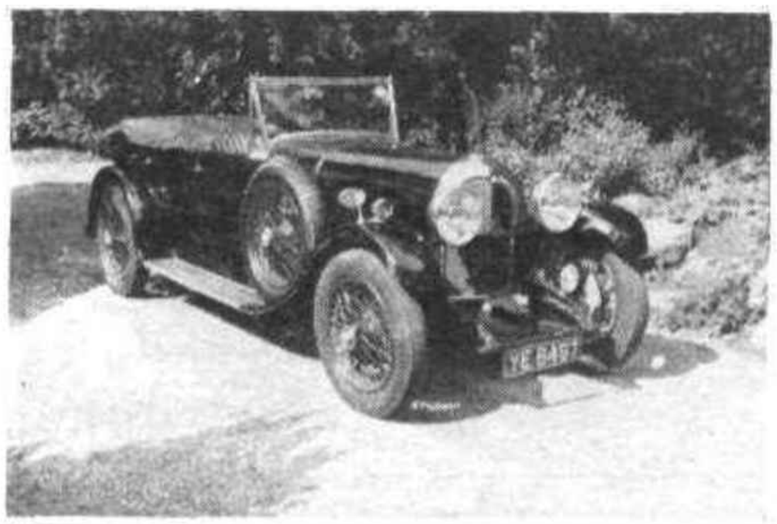
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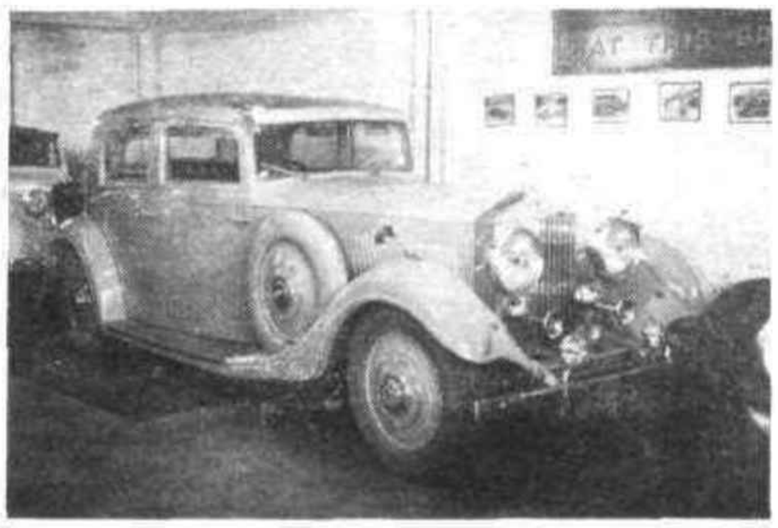
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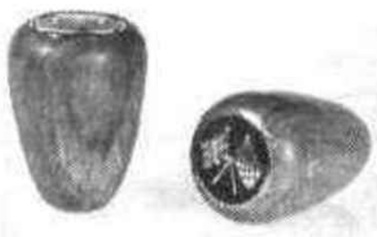
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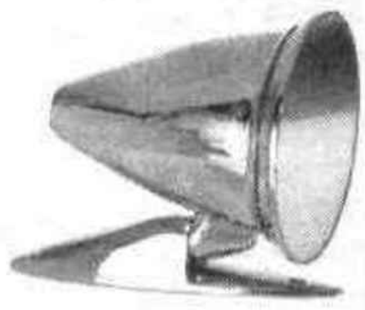
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WANTED. H.R.G. 1500, Meadows or Singer engine; non-aerodynamic body, hydraulic brakes preferred but not essential. Box 2902. (6332
20/25 ROLLS cylinder head wanted, even if slightly cracked. Top price paid. Box 2903. (6333
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M.G. K-TYPE orig saloon or sports body required in restorable cond. 92 Entry Hill, Combe Down, Bath. (6336
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EXCHANGES

M.G. TF 1250, good throughout. Exch best Mini, Imp, Herald, around £300. 51 Fairway Cres, Allestree, Derby. (6469
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SUNBEAM ALPINE 1960, excell cond, h/s tops, for MG A or TF 1500, or sell £325. Wilson, 2 Doune Terr, Edinburgh 3. (6356
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MISCELLANEOUS

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REGISTRATION NUMBER MBE66. Offers. West Drayton 2761 (6207
VVX1 REGISTRATION No with log book for sale. Offers. Earp, 42 Crouch Rd, Burnham-on-Crouch, Essex. (6208
BAR2 REGISTRATION No for sale. Offers. Helston Garages Ltd, Helston, Cornwall. (6209
AEV2, CKK11, NJI660 registrations for sale. Modest offers accepted. Haywards Heath 2823. (6210
REGISTRATION NUMBER KMO1. Best cash offer or secondhand car secures. Mr A. Mersh, 28 Grasmere Rd, Frodsham, Cheshire. (6211
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PAIR P100Ls, excell cond. Offers. Apply Wyand, 23 Hiltingbury Rd, Chandlers Ford, Hants. Tel: C/Ford 2619. (6213
MINI COOPER head as new, £20. Pair of drive shafts, unused, £12 10s. Box 2927. (6214
COX SAFETY seat, new £25. Cost £33. Daunt, 162 Greenstead Rd, Colchester. (6215
"MOTOR SPORT" 1951 to 1966 (3 missing). Offers. Theobald, 168 High Rd, Ilford, Essex. (6216
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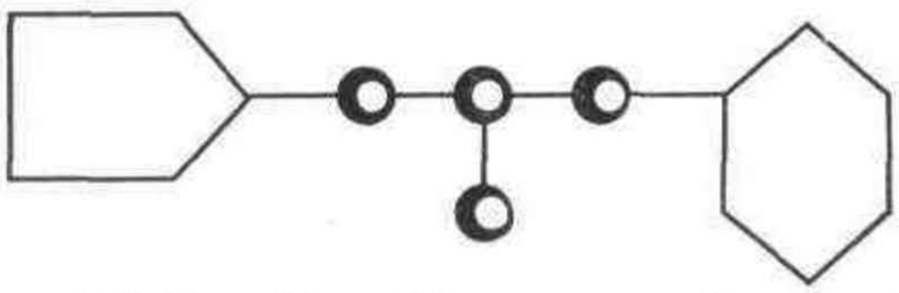
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M.G. A h/top, tonneau, cylinder head, manifolds, water pump, seat covers, workshop manual. Bargain. £20 the lot. 45 Alfred St, Walkden, Worsley, nr Manchester. (6347
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5.50x20 TYRES on artillery wheels, excell cond. £7 10s. *Rolls 20/25 block, crankshaft*, pistons. Sae, 166 Clifton Ave, Benfleet, Essex (6466
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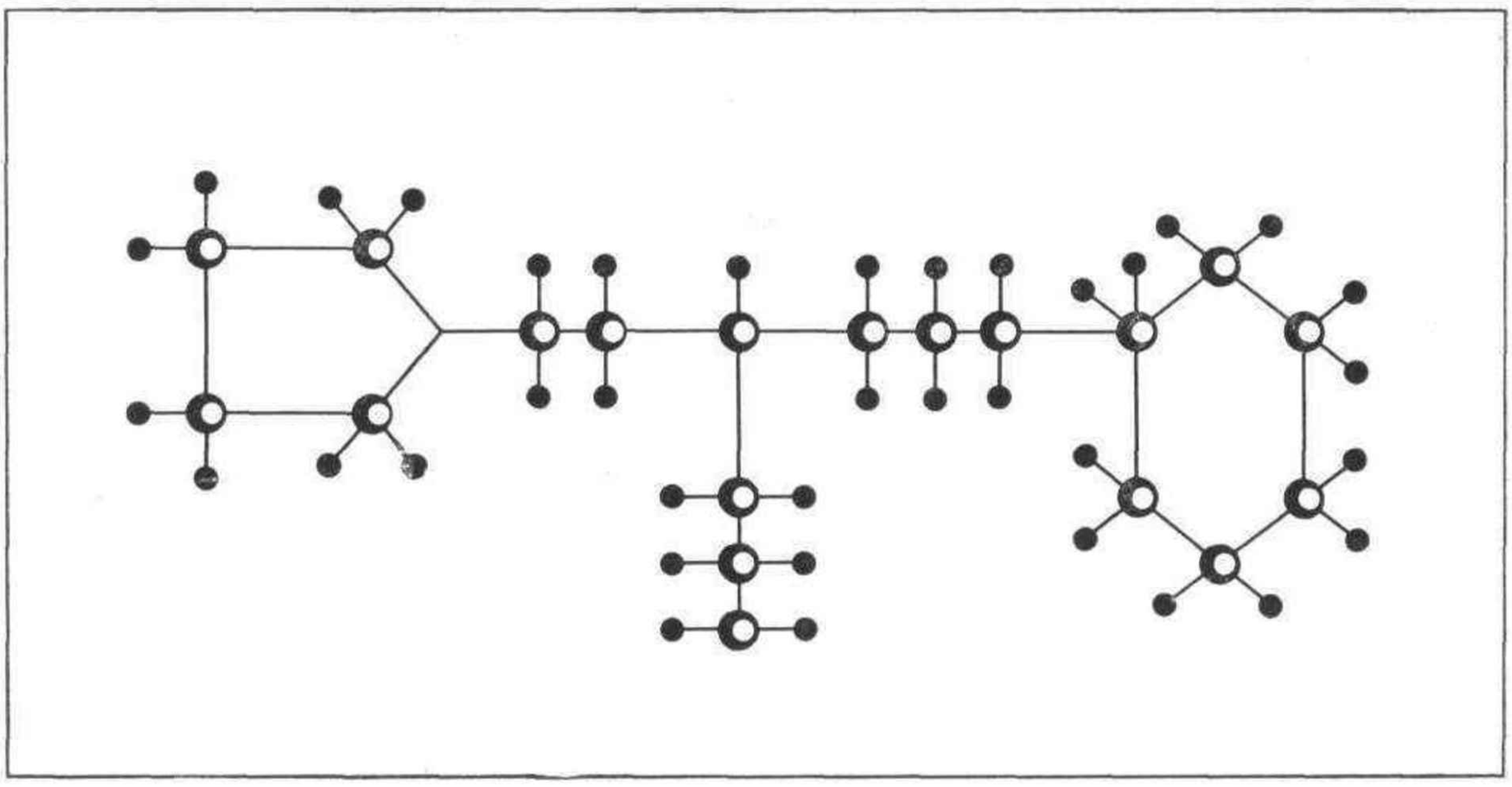
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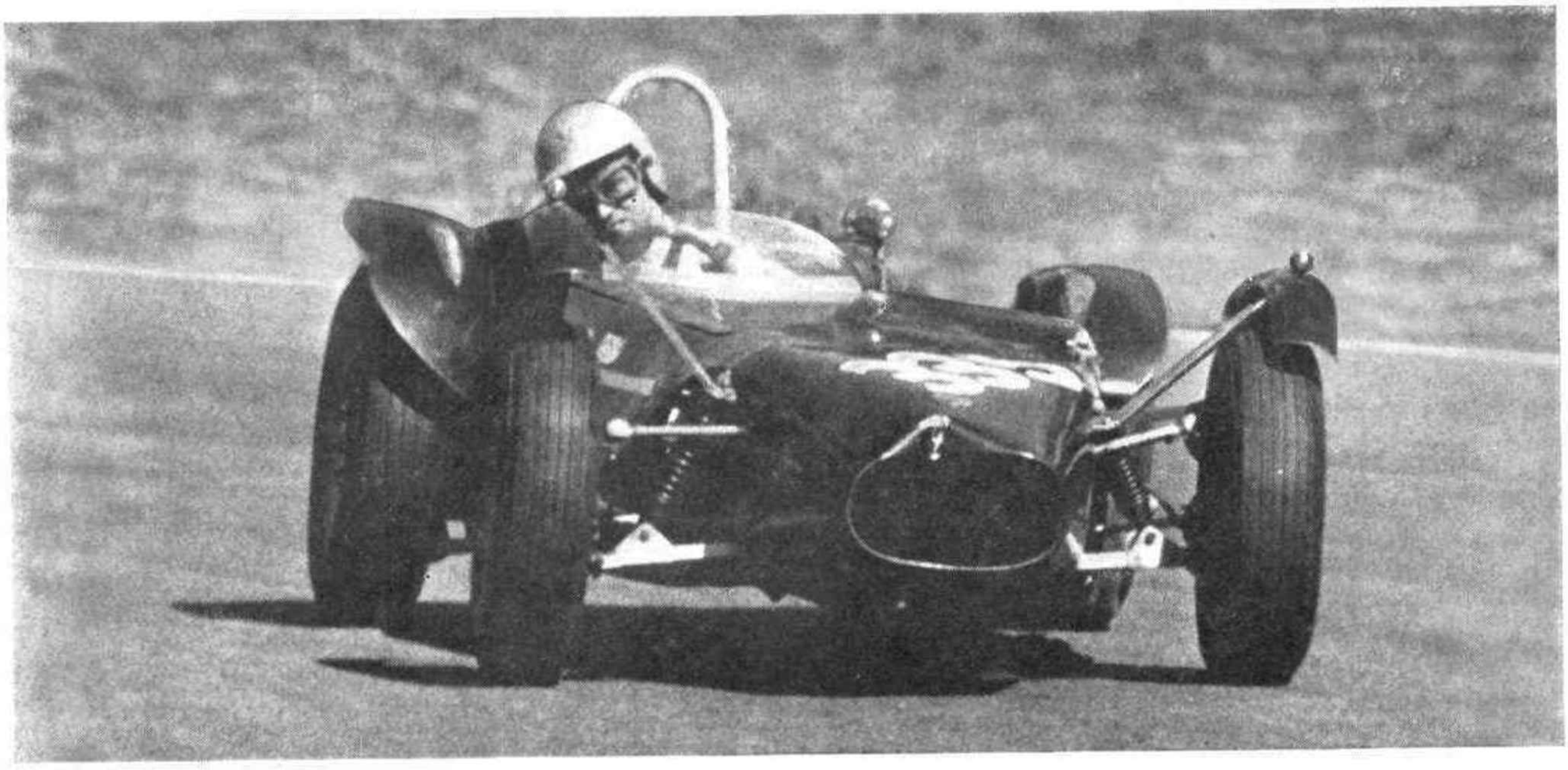
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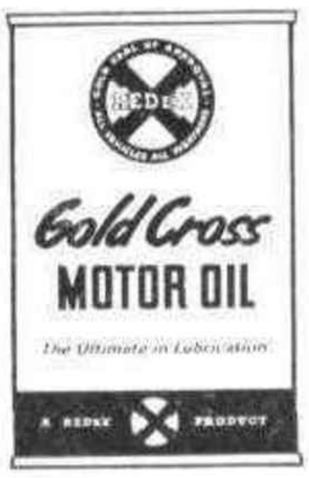
'I don't think any other oil but 20w/50 Gold Cross could have stopped my engine seizing up solid' – said racing driver* Alan McGahan

Alan McGahan entered his Elva Mk 5 in last year's Clubman's ten lap event on the Grand Prix Circuit at Brands Hatch. He tells how, due to mechanical failure, his engine had to withstand incredible stress many times greater than normal—

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I don't think any other motor oil on the market but 20W/50 REDEX Gold Cross could have stopped my engine seizing up solid under such gruelling circumstances."

* In motor racing circles, Alan McGahan has earned a reputation as an up and coming driver, who raced under the Stanley Autos banner in 1966 with more than a little success. His car is prepared by Ken Sturgeon who is a partner in Bonar Motor Services of South Croydon.

the 20W/50 motor oil recommended by engine tuning specialists

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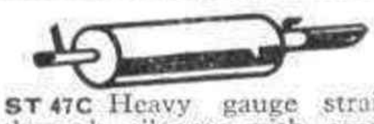
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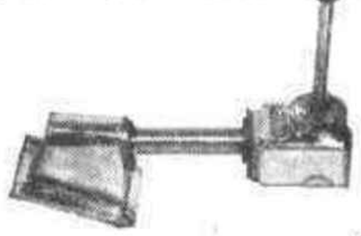
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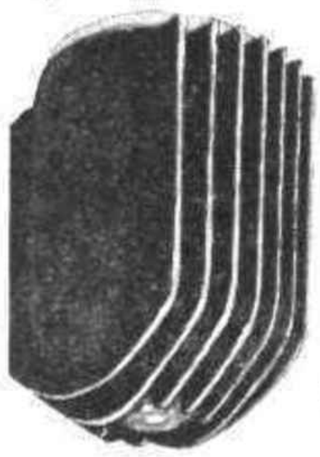


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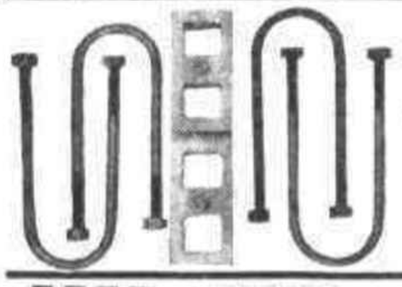
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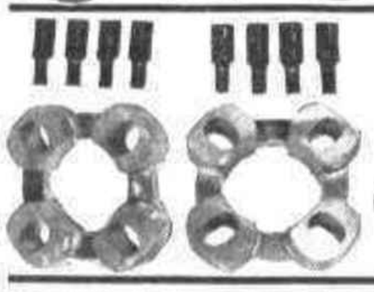
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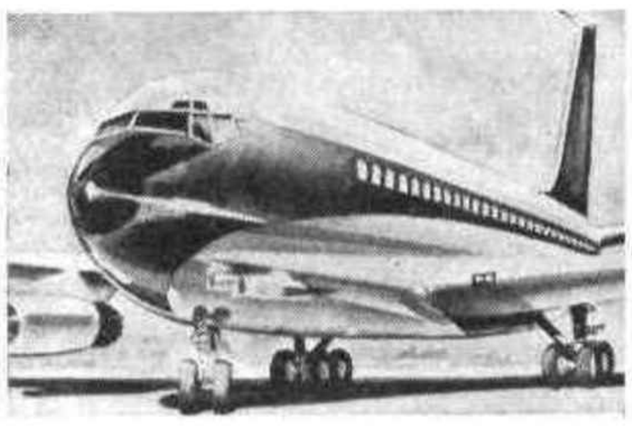
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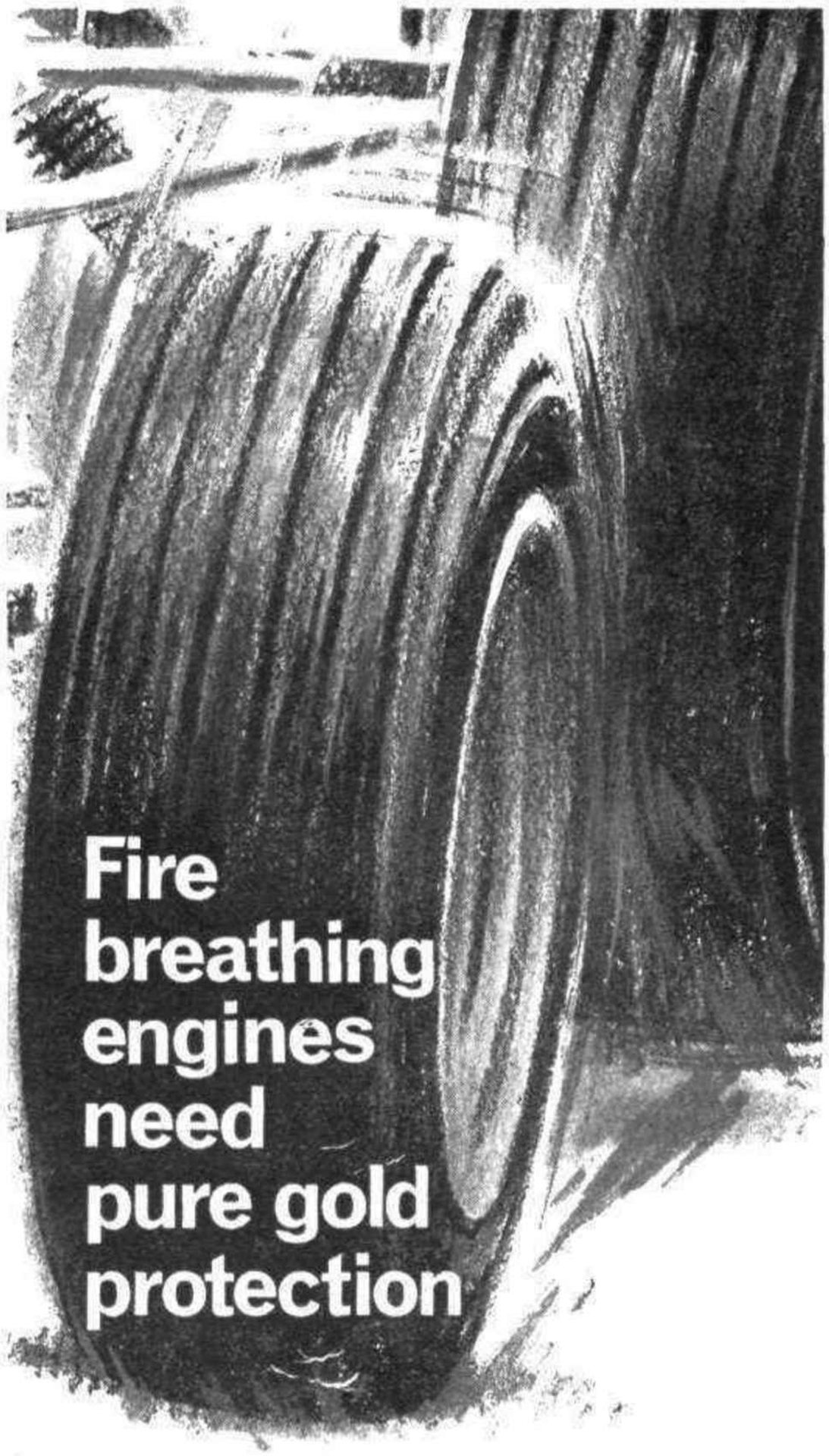
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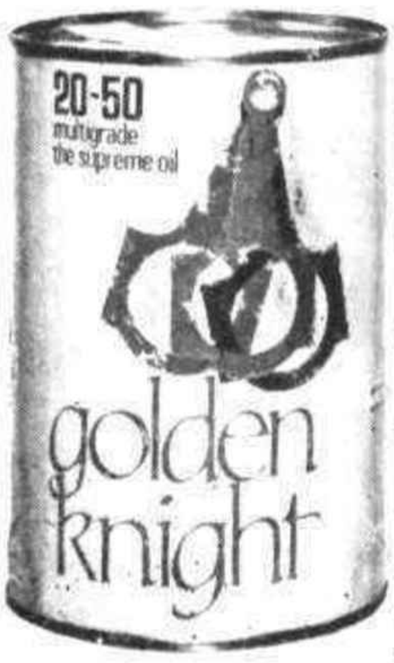
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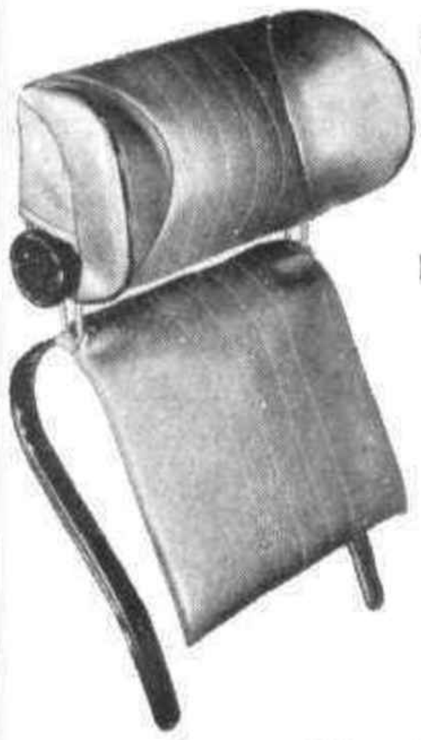
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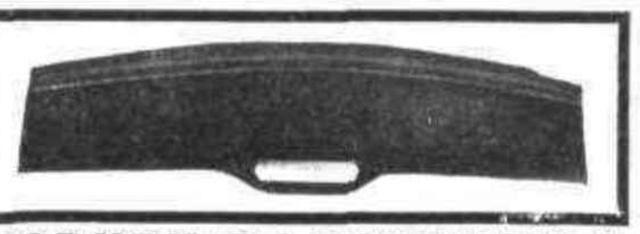
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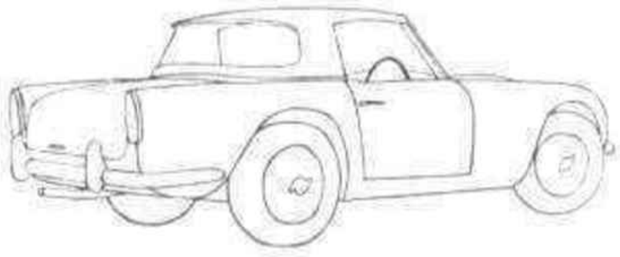
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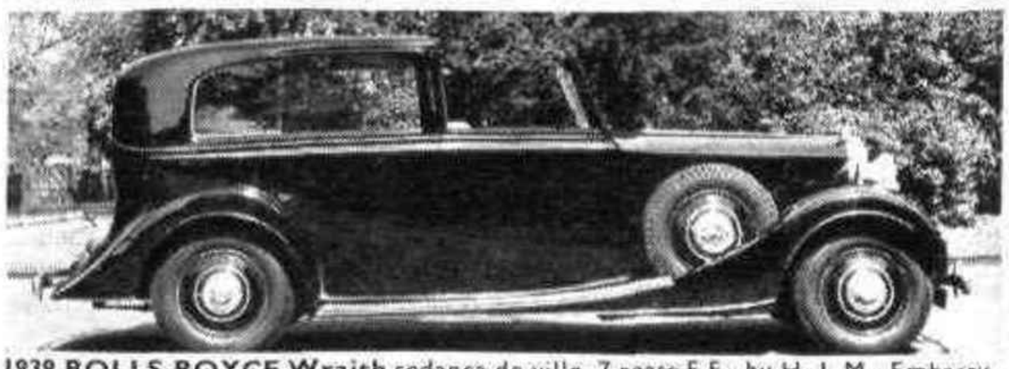
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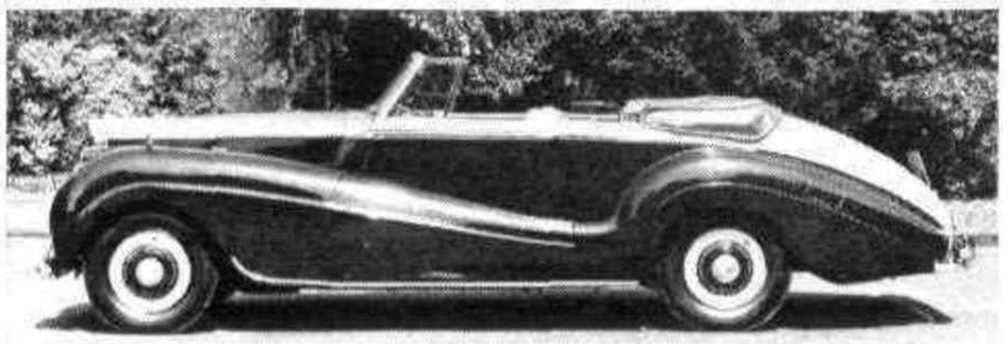
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1954 BENTLEY 'R'-type convertible by Park Ward. Power hood, two-tone, curved windshield, many extras; exceptionally good chassis **£1,600**



1956 BENTLEY 'S. I' special coachbuilt sports saloon by Freestone & Webb, many special features, grey with grey trim hide **£1,400**



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1949 BENTLEY Mk. VI LEFT-HAND-DRIVE saloon, black over shell grey; exceptional chassis **£675**

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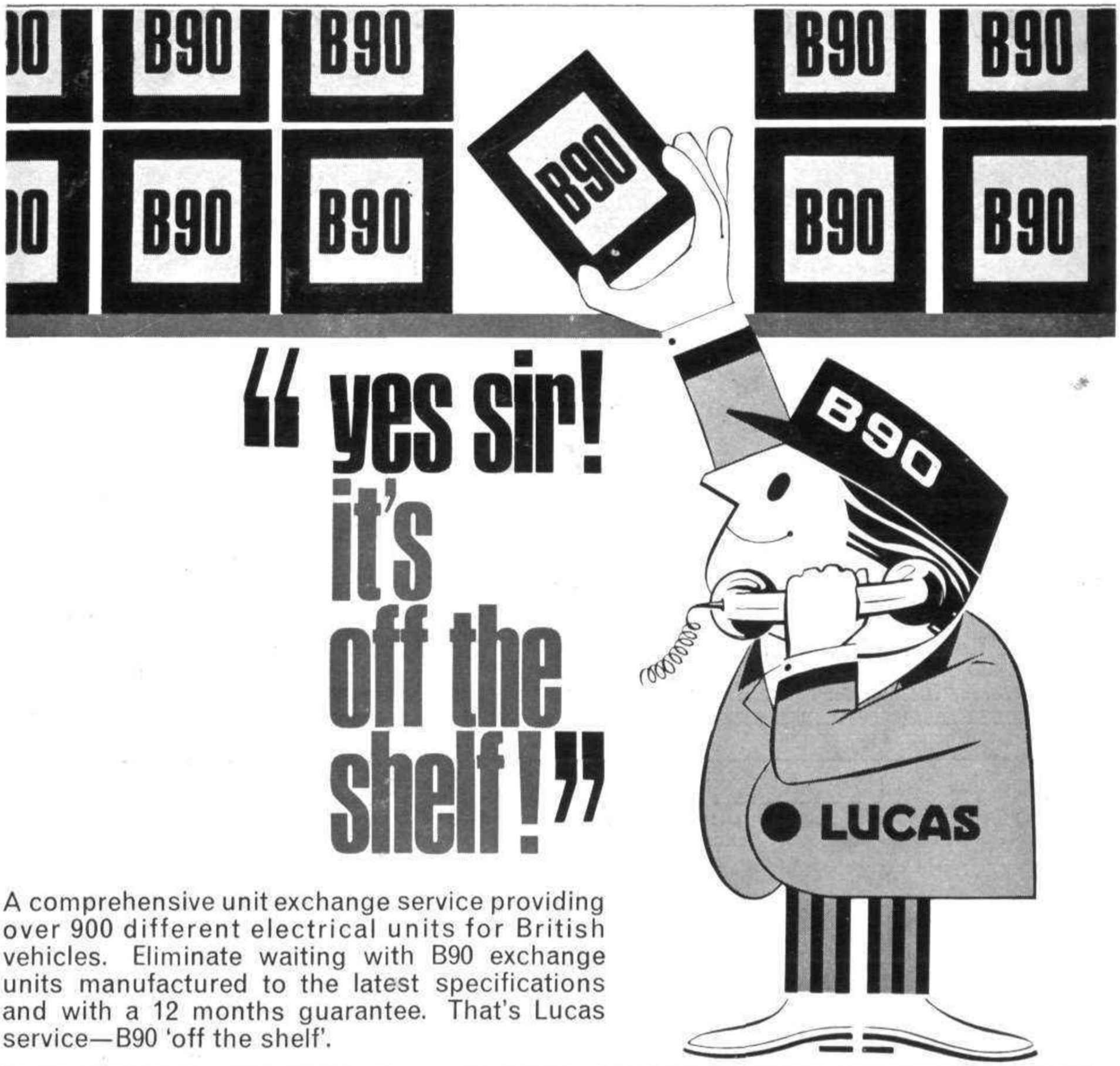
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