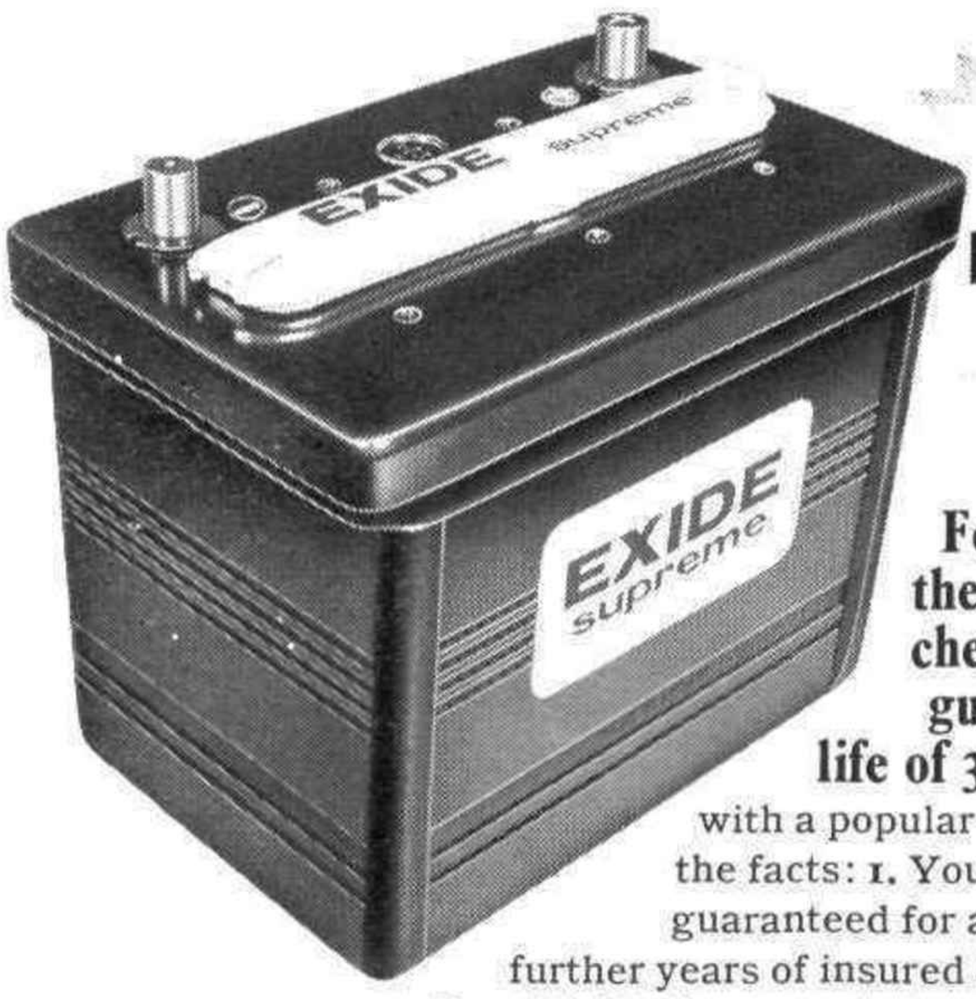
Vol. XLIII No. 10 TWO SHILLINGS October 1967

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



Now EXIDE give you the best battery value ever!



price reduced

For most popular sizes, the new Exide Supreme is cheaper to buy—and has a guaranteed and insured life of 3 years. If you have a car with a popular size of battery, here are the facts: 1. Your Exide Supreme is fully guaranteed for a whole year, with two further years of insured life for private cars. 2. Your Exide Supreme features revolutionary Auto-fil one-shot topping up to improve battery performance and prolong life. 3. Your Exide Supreme costs less to buy than the previous model — a saving of over 20/- on the most popular size — yet it has the same outstanding performance. And everyone can easily afford an Exide Supreme, thanks to the Exide Easy Payments Plan.

EXIDE supreme

Cheapest way to 3 years of assured service!

SLI 444C



Who cares about rubber-cushioned bumpers?

The same people who care about all-round disc brakes, 'pop-out' safety windscreen, rally-proved suspension and seats designed by an orthopaedic surgeon.

Volvo take a lot of care with their cars. Everybody knows that. And they've put all the care in the world into the sleek, smooth 144. It moves you fast, stops you fast. And makes you more comfortable than any other car of this class: it has front seats designed by an orthopaedic surgeon, adjustable in 4 directions and fully reclining, with a unique adjustable lumbar support. Thermostatically controlled heating and ventilation with illuminated adjustment. 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. And the large wheels give you much longer tyre life.

The Volvo 144 has more safety features than any other car in the world. Such as a dual-circuit brake system, energy absorbing front and rear ends. Collapsible steering column. Burst proof door locks. And the famous Volvo 3-point safety belts are standard.

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 2 door–130 series, the Estate car and the 1800S continue. Prices from £1,090. Only Volvo, with all this safety and reliability, can give you a year's free comprehensive insurance with reduced premiums thereafter!

NEW VOLVO 144

VOLVO Created in Sweden with all the care in the world



For the address of your local dealer please write to: VOLVO CONCESSIONAIRES LTD., P.O. Box 7, Tower Ramparts, Ipswich. LONDON SHOWROOM: 268 ALBEMARLE ST., W.1.

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

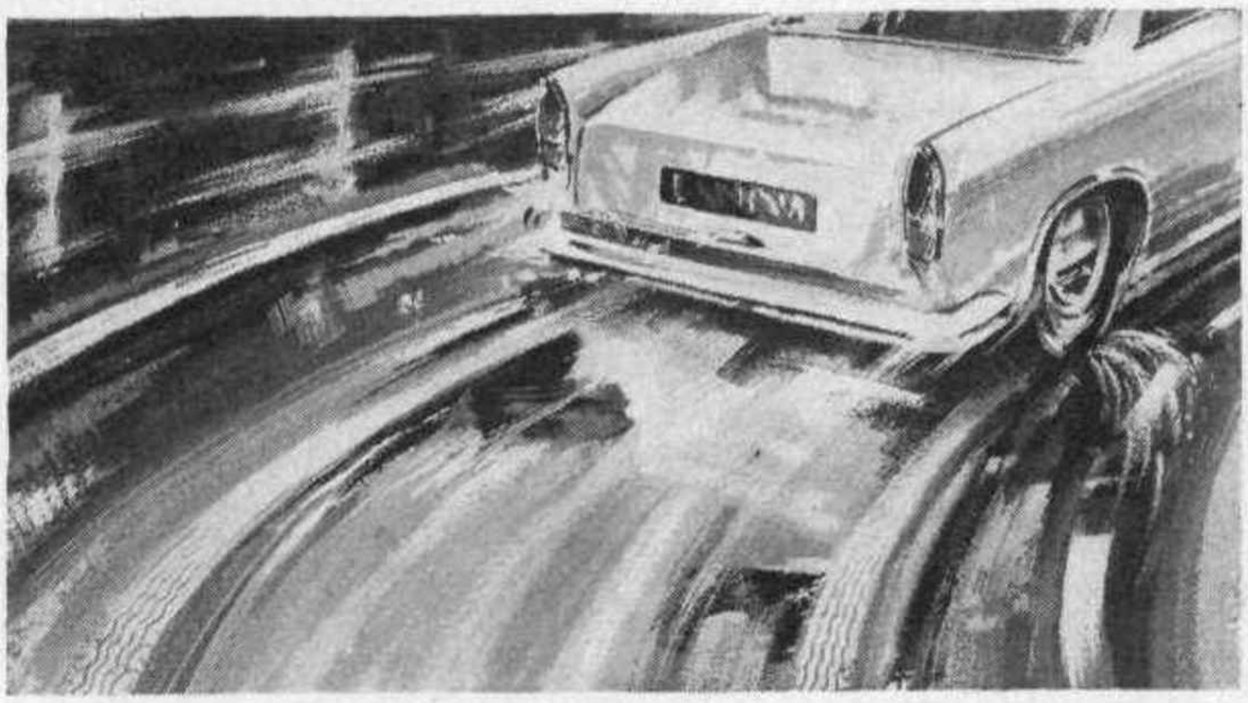
Firestone

F100 Radial Tyres

SAFER GRIP
14% extra tread contact on the road gives positive road and braking grip.

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.



MIGHTY FIRESTONE MIGHTY SAFE



Fit them. Feel the difference. Instantly! (ASK FOR F ONE-DOUBLE-OH)

Safety Note: Radials should preferably be fitted on all wheels or as a pair on the rear wheels only.



Our 1500 Beetle is a lot more Beetle.

When all Beetles look alike, it's hard to tell we make three. So is it really worth an extra £36 to own the top of the line?

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For a start you get the Beetle's biggest *engine.* A *reliable air-*cooled 1500 c.c's worth. It's 15 seconds faster from 0–70 mph than the next Beetle down. And it develops full power at much lower revs so it takes life even easier than our 1200 and 1300 engines.

You also get the added safety of front disc brakes to match the *extra power.* (They're near enough worth £15 just in themselves).

The *rest of the story is pure* Volkswagen. A car that's a lot of car when you buy it. A car that's tough enough and economical enough to save you money every mile you drive. And one that's still worth a surprising amount *when at last you come* to sell.

Test drive all three of this year's Beetles soon.

Not just to compare with each *other.*

But against anything else at their price.

Recommended retail prices inc. P.T. The new hot 1500 Beetle £697.8.7. /1300 Beetle £661.3.4. /1200 Beetle £595.8.2.

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This is the Morgan 4/4 - own it for **£727**

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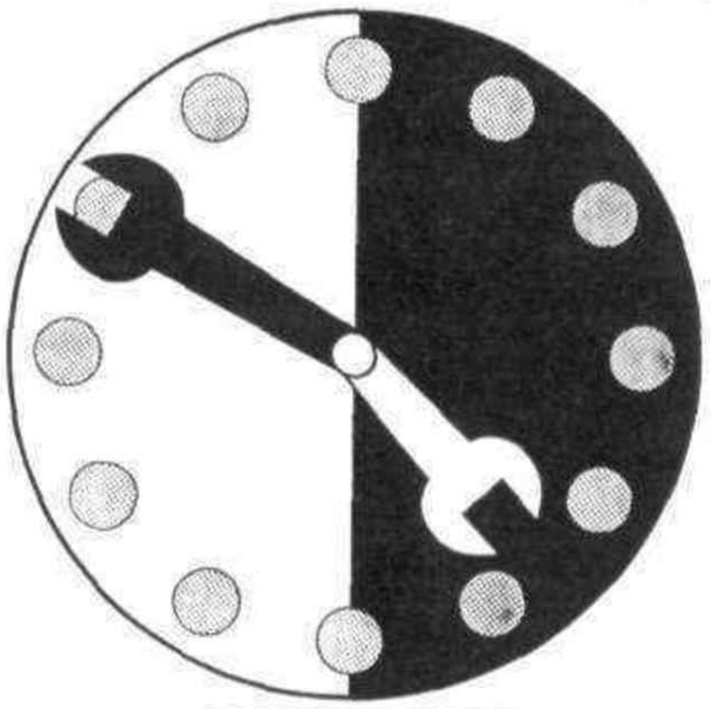
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We now give a round-the-clock car service for all makes. Phone us and book in any hour, seven days a week. Bring your car in, we'll tell you what needs doing, how long it'll take and the cost. Take it easy with a coffee or breakfast in the lounge or be driven to the nearest tube, St. John's Wood. We'll hire you a car if the job's long. Have an evening out and leave your VW with us, it'll be ready by the end of the show. EVERY VEHICLE SERVICED GETS WASHED FREE!



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One of these supposedly identical twins is a bit of a tearaway.

Our 1968 Cortina.

Not that the '67 Cortina exactly hangs about.

But the new ones go even faster. Without being more thirsty.

They've got new in-line 1600 cc and 1300 cc engines. More generous with power, but as stingy as ever with petrol.

They have five main bearings.

Cross flow head. (Lets the gas in and the fumes out quicker. Very efficient.)

And bowl-in-piston.

Instead of the combustion chamber being in the cylinder head, the cylinder head is flat and the combustion chamber is a bowl in the top of the piston.

This way you get bigger valves.

And more poke.

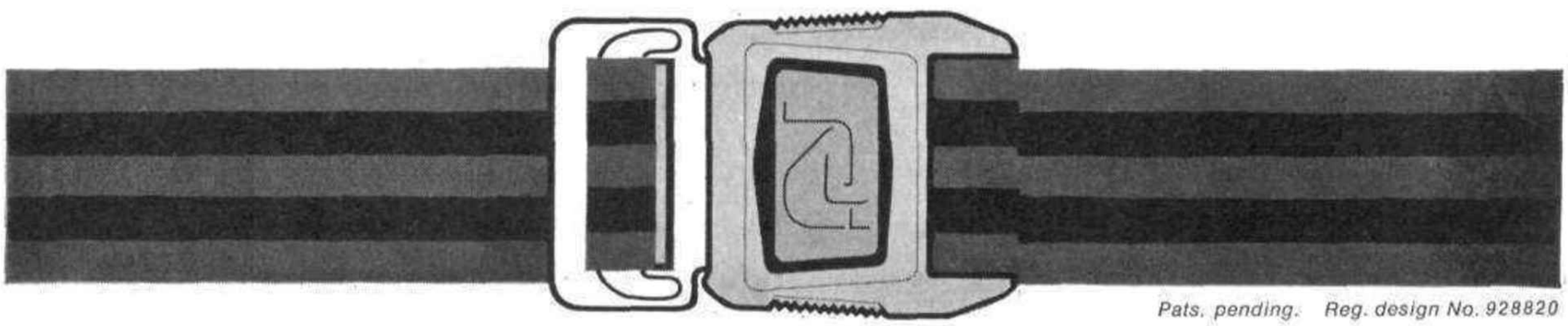
So put your foot down.

Get one.

Ford

TRAVEL 1st CLASS (return)

with the new ROMAC SUPERDRIVE SEAT BELT



Pats. pending. Reg. design No. 928820

New Romac Superdrive Seat Belt gives you the luxurious comfort and superb safety of 1st Class Travel (return) because ☐ SUPERDRIVE has completely new buckle made in Kematal—an I.C.I. plastic that is superseding metal for many engineering uses. This attractively styled buckle, finished in matt grey, with simple and efficient red release button, is more comfortable to wear and more pleasant to handle. ☐ SUPERDRIVE has high tenacity 100% Bri-nylon black webbing in excess of 6,000 lbs. breaking strain. ☐ SUPERDRIVE is lap/diagonal with pillar fitting and 2-point floor anchorage. Pillar parking for convenient stowage. ☐ Approved to B.S.S. 3254. ☐ SUPERDRIVE is economically priced at a recommended 69/6, and is available at accessory shops, dealers, garages.

ROMAC INDUSTRIES LIMITED

Look for the grey, black and red pack, and examine new SUPERDRIVE inside it.



PEUGEOT



What's fast, French and expensive?

The beautiful new Peugeot 204 coupé

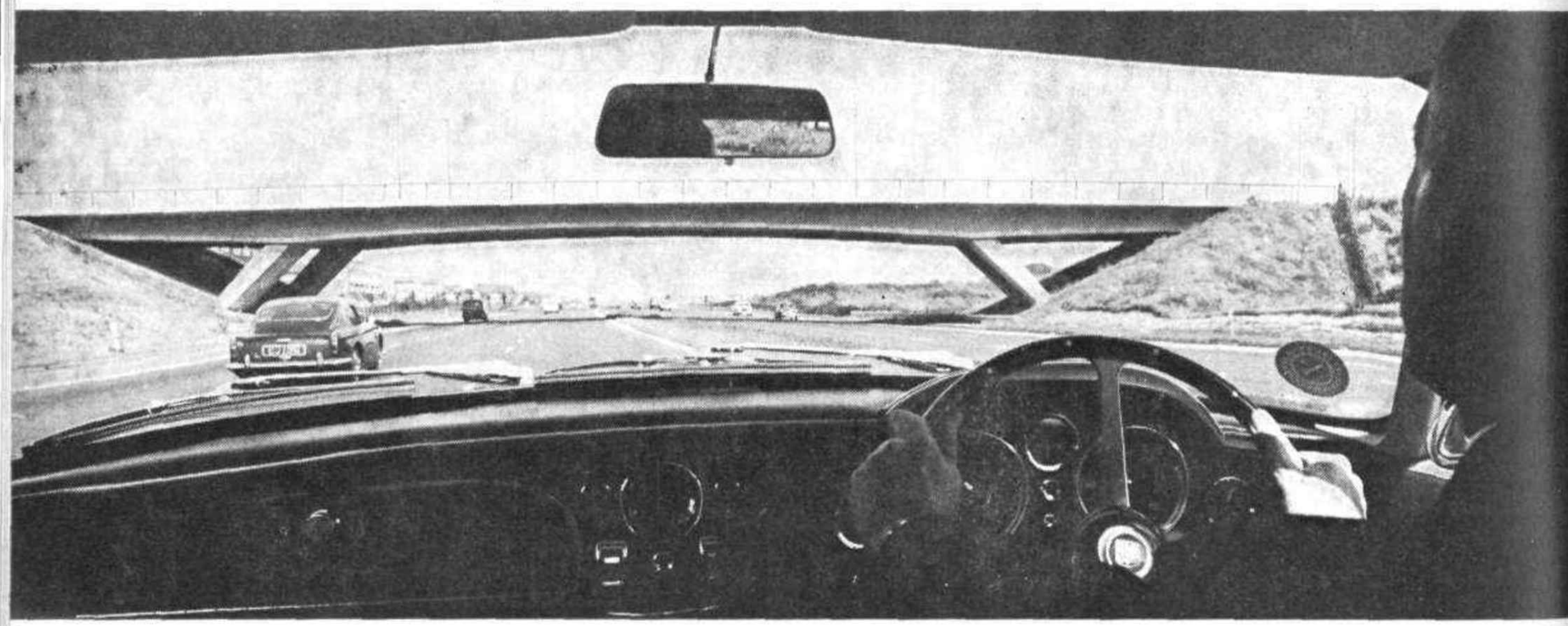
Meet her, drive her–and you'll never forget her. The Peugeot 204 – already acclaimed as Europe's most sought after 1100 c.c. car – will captivate you with her elegant fastback lines.
But remember, Peugeot beauty is more than skin deep. The 204 is a sturdy functional car built for modern driving. There's a thrusting 4 cylinder overhead camshaft engine–front wheel drive – servo assisted brakes – precise rack and pinion steering and all round independent suspension.
All this plus Peugeots world renowned reliability and acknowledged craftsmanship.
A word of warning, however, don't meet the 204 coupe face to face unless you have £1,200 to spend; it's a car you won't easily forget.

EAST AFRICAN SAFARI WINNER
1963 1966 1967

Distributors Peugeot Ltd.
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Telephone: CROydon 7211.

SEE PEUGEOT ON STAND 145 AT THE MOTOR SHOW

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protects when the heat's on.

If you drive your car hard you need an oil that can take it. New BP Super Visco-Static 20w-50 can take long journeys on hot days and fast motorways in its stride. BP Super V 20w-50 is a thicker multigrade. It provides the fullest protection when the engine's on maximum load. It gives easy starting in cold weather. It protects like a fresh oil change every day – for the full oil-change period. If your car uses oil for any reason – whether it's because of the make, age or just because you drive harder than most people – you should change to new BP Super Visco-Static 20w-50 – NOW!



MOTOR SPORT

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

VOL XLIII No. 10 OCTOBER 1967

FORTY-THIRD YEAR OF PUBLICATION

PUBLICATION DATE FIRST OF THE MONTH

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FRONT COVER PICTURE : Dan Gurney, seen here without goggles because they kept steaming up, during the very wet Canadian Grand Prix. The conditions did not suit the Eagle-Weslake one bit, although two weeks later in the dry at Monza, Gurney led the European Grand Prix for three laps until the engine broke.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL : 32/-
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MATTERS OF MOMENT

■ THE ANTI-70 PETITION

The response to the petition included in the last issue of MOTOR SPORT has been extremely encouraging and over-time is being carried on in the office to cope with the flood of forms which have been returned.

The completed petition cannot be presented to the Minister of Transport until Parliament reassembles. Consequently, if any readers have not yet sent in the signatures they have collected we would remind them that a few more days' grace remains before the petitions are assembled for presentation to the Minister. The position to date leaves us in no doubt of the feelings of the majority of skilled motorists, not only those owning fast cars, but everyone who enjoys driving on our roads, that the overall speed limit in this country is extremely unpopular. Letters accompanying the petitions make it quite plain that, in the opinion of the majority, accidents are caused not by speed but by speed in the wrong places by careless and casual driving, and that the majority of accidents occur at speeds considerably below the existing speed limits, usually on roads in built up areas. In appealing to Barbara Castle's intelligence to reconsider blanket speed limits on British roads, we would hope that town limits might be raised to 40 m.p.h. and no limit be imposed on motorways.

The result of the petition cannot be known for some time, but our object in presenting it to her is to show how public feeling stands on this very important matter which affects not only motorists but the whole community; the motor industry can be seriously retarded by the continuation of unnecessary speed limits which no practical experiment has yet shown to save us from an increasing accident rate.

■ BROOKLANDS SOCIETY LIMITED

As announced last month the Brooklands Society Ltd. has been formed, to comply with the aims and objects as published. Within a week we hope to send out membership forms to those who have already applied, but in the meantime others interested are invited to ask for these forms to be sent to them. The Society has been formed as a company limited by guarantee and not having a share capital, which will eventually be in the interests of members but is causing delay at the start. Subscriptions for members is £2 and for associates 10s.

■ NEW TRENDS IN RALLIES

The general conception of a motor rally is a long-distance touring event in which varying terrain has to be covered, and navigating plays almost as important a part as driving in the overall results. It is desirable that geographical conditions, weather, etc., combine with average speeds to make such contests a fitting demonstration of cars' capabilities and to give value to the results from the viewpoint of advertising, publicity and technical advancement. It is therefore pleasing to find that this year's Alpine Rally fully lived up to its reputation as a severe and punishing contest. It was more of a race than a rally and has been described as a succession of Targa Florio-type hill-climbs placed end to end, extending over a period of five days and some 3,800 kilometres of the fiercest geographical rallying country that Europe has to offer. It is significant that it was contested between Group 6 cars, only 15 of which finished out of 79 starters, and that only four competitors gained the coveted *Coupes des Alpes*. It is also most unfortunate that it cost the life of Frenchman Jean-Pierre Rouget. The greatest possible credit goes therefore to the four cars which achieved these awards, namely the Hopkirk/Crellin B.M.C. Cooper S, two Alfa Romeo GTAs and a Renault Gordini.

How much longer it will be possible to run rallies of this high-speed nature over public roads remains to be seen, although, providing the organising club and the countries concerned co-operate, there seems no reason for any valid objection to be raised to them. The fact is that this year's Liège was primarily run round and round the Nurburgring, being likened to doing three Le Mans races combined except not necessarily run at quite the speeds that one expects from this Ford-dominated 24-hour race today. Boring, perhaps, for the drivers of the slower cars, boring certainly for those servicing them and looking on, this event nevertheless proved a tough test for the competing vehicles. We have at times found ourselves wondering whether a motor race can be run in which the winner is the car which is running when all others finally fall to pieces and been forcibly retired. The 1967 *Marathon de la Route* had something of this atmosphere about it, and it is noteworthy that it was won by Vic Elford/Herrmann/Neerpasch in a Porsche 911R with automatic gearbox and that the following six places were held by a B.M.C. Cooper S, a Volvo Amazon, two Tatras, a

Continued on page 904

Motor Sport Fixture List For October

★ **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
Sept. 30th-Oct. 1st	Mid-Thames C.C.	Fortes Motor Lodge	Oxford	Rally (*C.*)	23.01
Sept. 30th-Oct. 1st	R.A.F.M.S.A.	Hazelbush Restaurant	York	Rally (*R.*)	23.00
Sept. 30th-Oct. 1st	Hants & Berks M.C.	Hawley Hotel	Camberley	Night trial (*R.*)	21.30
Sept. 30th-Oct. 1st	Tavern M.C.	Bridgwater	Bridgwater	Rally (*R.*)	20.02
Oct. 1st	**S.C.C.A.**	**Watkins Glen**	**Watkins Glen**	**U.S. Grand Prix** (*INT.*)	—
Oct. 1st	**Wiesbaden A.C.**	**Hockenheim**	**Karlsruhe**	**F.3 Challenge** (*INT.*)	—
Oct. 1st	B.A.R.C., East Yorkshire C.C.	Olivers Mount	Scarborough	Hill-climb (*N.B.*)	13.30
Oct. 1st	Sussex C.C.	Weavers Down	—	Production car trial (*R.*)	11.30
Oct. 1st	A.C. O.C.	Lydden	Canterbury	Sprint (*R.*)	12.30
Oct. 1st	Newport C.C.	Royal Oak Garage	Chepstow	Tour of Dean (*R.*)	09.00
Oct. 1st	Midland A.C.	Curborough	Lichfield	Sprint (*R.*)	14.00
Oct. 1st	Herefordshire M.C.	Pontypinna Farm	Vowchurch	Autocross (*R.*)	14.30
Oct. 1st	Woodbridge M.C.	Upwey	Weymouth	Production car trial (*C.*)	10.30
Oct. 1st	London M.C., B.A.R.C. Surrey Centre	Blackbushe	Camberley	Sprint (*R.*)	14.00
Oct. 1st	Airport M.C.	West Park	Cobham	Autocross (*C.*)	12.30
Oct. 1st	B.R.S.C.C.	Cadwell Park	Louth	Race meeting (*R.*)	—
Oct. 1st	B.R.S.C.C.	Snetterton	Thetford	Race meeting (*C.*)	—
Oct. 1st	Scottish M.R.C.	Ingliston	Edinburgh	Race meeting (*N.B.*)	—
Oct. 4th-8th	**Magyar Autoklub**	—	—	**Three Cities Rally** (*INT.*)	—
Oct. 8th	—	**Montlhery**	**Paris**	**Salon Cup races** (*INT.*)	—
Oct. 8th	**Osterreichischer A.S.C.**	**Aspern**	**Vienna**	**Race meeting** (*INT.*)	—
Oct. 8th	**A.C.I.**	**Vallelunga**	**Rome**	**Race meeting (F.2)** (*INT.*)	—
Oct. 8th	B.R.S.C.C.	Brands Hatch	Farningham	Race meeting (*C.*)	—
Oct. 8th	Thames Estuary A.C.	Snetterton	Thetford	Race meeting (*R.*)	14.00
Oct. 8th	Yorkshire S.C.C.	Castle Howard	York	Hill-climb (*N.B.*)	13.30
Oct. 8th	Evesham A.C.	Holiday Farm	Berrow	Driving tests (*R.*)	13.30
Oct. 6th/7th	Isle of Wight C.C., West Sussex M.S.C.	D. Rowe & Co.	Chichester	Isle of Wight Rally (*R.*)	24.00
Oct. 7th	Motor-Cycling C.	Findern	Derby	Derbyshire Trial (*C.*)	14.00
Oct. 7th	Burnham-on-Sea M.C.	Marine Parade	Burnham-on-Sea	Speed trials (*R.*)	14.00
Oct. 7th/8th	Seven-Fifty M.C.	Wiscombe Park	Honiton	Hill-climb (*N.F.*)	—
Oct. 13th/14th	Seven-Fifty M.C.	Silverstone	Towcester	Clubmen's Championship (R.)	12.15
Oct. 14th	Shenstone & D.C.C.	Bull's Head	Shenstone	Buxton Trophy Rally (*R.*)	19.30
Oct. 15th	**S.C.C.A.**	**Laguna Seca**	**Monterey**	**Monterey Grand Prix** (*INT.*)	—
Oct. 15th	**A.C. de l'Ile de France**	**Paris**	**Montlhery**	**Paris 1,000-km.** (*INT.*)	—
Oct. 15th	B.A.R.C.	Croft	Darlington	Race meeting (*R.*)	14.30
Oct. 15th	Jaguar D.C.	Brands Hatch	Farningham	Race meeting (*R.*)	—
Oct. 15th	London M.C.	Mallory Park	Hinckley	Race meeting (*R.*)	—
Oct. 15th	Rugby M.C.	Shawell	Rugby	Production car trial	14.00
Oct. 15th	Midlands M.E.C.	Fulling Mill Farm	Broughton	Production car trial (*C.*)	10.30
Oct. 15th	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-climb (*N.B.*)	14.30
Oct. 15th	M.G.C.C.	Dane Villa Farm	Nether Alderley	Autocross (*C.*)	13.30
Oct. 15th	Seven-Fifty M.C.	Isenhurst Manor	Cross-in-Hand	Sporting trial (*R.*)	—
Oct. 21st	B.R.S.C.C.	Oulton Park	Tarporley	Race meeting (*R.*)	—
Oct. 21st/22nd	Federation of British Police M.C.	Severn Bridge Service Station	Worcester	Rally (*C.*)	20.01
Oct. 22nd	**A.N.A.**	**Mexico City**	**Mexico City**	**Mexican Grand Prix** (*INT.*)	—
Oct. 22nd	B.A.R.C.	Mallory Park	Hinckley	Race meeting (*C.*)	14.00
Oct. 22nd	West Essex C.C.	Lydden	Canterbury	Race meeting (*R.*)	—
Oct. 29th	**B.A.R.C.**	**Brands Hatch**	**Farningham**	**Race meeting** (*INT.*)	—
Oct. 29th	**S.C.C.A.**	**Riverside**	**Los Angeles**	**Race meeting** (*INT.*)	—

NOT FOR COMMONERS

—or the hazards of buying unseen . . .

"Having acquired my specimen of this much respected and highly prestigious vehicle from a purveyor of horseless carriages in England, following correspondence which led me to believe that it required little other than paint, you can imagine my dismay when this poor tired old creature of better days arrived.

The paint definitely did need replacing and to date has taken 8½ gallons of stripper to expose the battered, torn and cracked aluminium shell which covers the partially decayed ribs of the once proud Mann Egerton coachwork. On arrival of the car we managed to move it from Toronto harbour to Brantford, Ontario, under its own steam literally, as it required gallons of water at short intervals. Of course the head had a very nasty horizontal crack. The overheating I have since cured. The head, block and water passages were choked solid with calcium. This was removed by using a solution of one gallon muriatic acid and four gallons of water pumped through the engine by means of an acid resistant hose, from an earthenware container, the engine running time for this operation being approximately seven hours, followed by repeated neutralisation with washing soda (10 lb), using the same method of circulation and later flushing with clean water until nitrazine paper showed the water to be mildly alkaline (about PH2).

All water jacket covers were removed, and about an inch depth of sludge flushed out. The big bits were fished out with wire. The engine now runs between 70-80°C. I have since rebuilt the water pump complete, shaft, impeller, bushes and seals. Needless to say my vehicle had had 'a very recent complete engine overhaul' according to correspondence.

I then decided to change the oil. After running to ensure that the oil was as liquid as possible, I removed the drain plug from the sump. After a lengthy wait a black glutinous mass of molasses-like muck slowly dripped its way out. On removal, the filter looked like a bird's nest with chunks of carbon and sludge weighing it down. I have since desludged the engine and have a constant oil pressure though at 30 lb. a little on the high side. However, in view of the many skeletons rattling so literally in the engine, I propose for the moment to let it alone.

I then turned to the interior of the car. The little of the original leather left appeared to have been the sole diet of a starving mastiff. The headlining described as 'clean' was a series of bits of bare plywood hanging like straps in a subway train. The 'very clean' carpets were rotted almost away and were impregnated with some kind of worm life. None of the windows would function and the channels had rusted completely away. The windshield was driven in at the top and distorted, and fastened with wire at the bottom, all hardware being non-existent. The right rear door was held shut with a well placed wood screw, a moronic action as all that was needed was a new spring in the lock.

The clutch adjustment is completely used up and the brakes are safe up to 20 m.p.h., the diff has a howl like a wolf dog, the tyres need complete replacement and the running boards are rotted completely away. I suppose this is what comes of not being a member of the 'nobility and gentry.'"—Extract from a letter from a Canadian buyer of a 20/25 Rolls-Royce, published in the September issue of the *Rolls-Royce E.C. Bulletin*. (The explanation could be the low price paid for the car ?)

VIC BARLOW

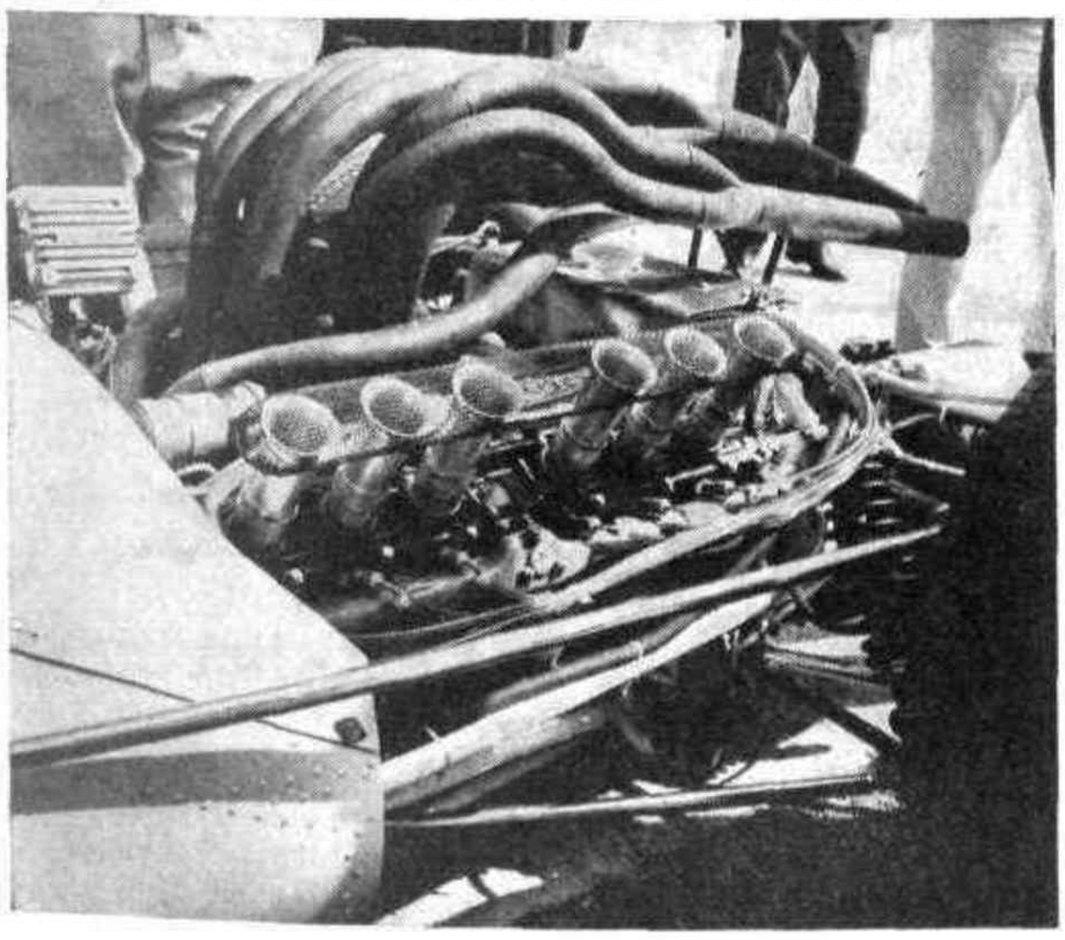
Horace Victor Barlow, who was killed in a road accident on the Kenilworth-Stonebridge dual carriageway last month, was a very well-known trade representative at all big race meetings, having been employed by Dunlop since 1945. Two years after joining the company he moved to the racing division and rose to the position of Assistant Technical Manager. During his spare time, he was a keen navigator on rallies and trials and often co-drove with the late Ken Wharton. A bachelor, Vic Barlow was 54.

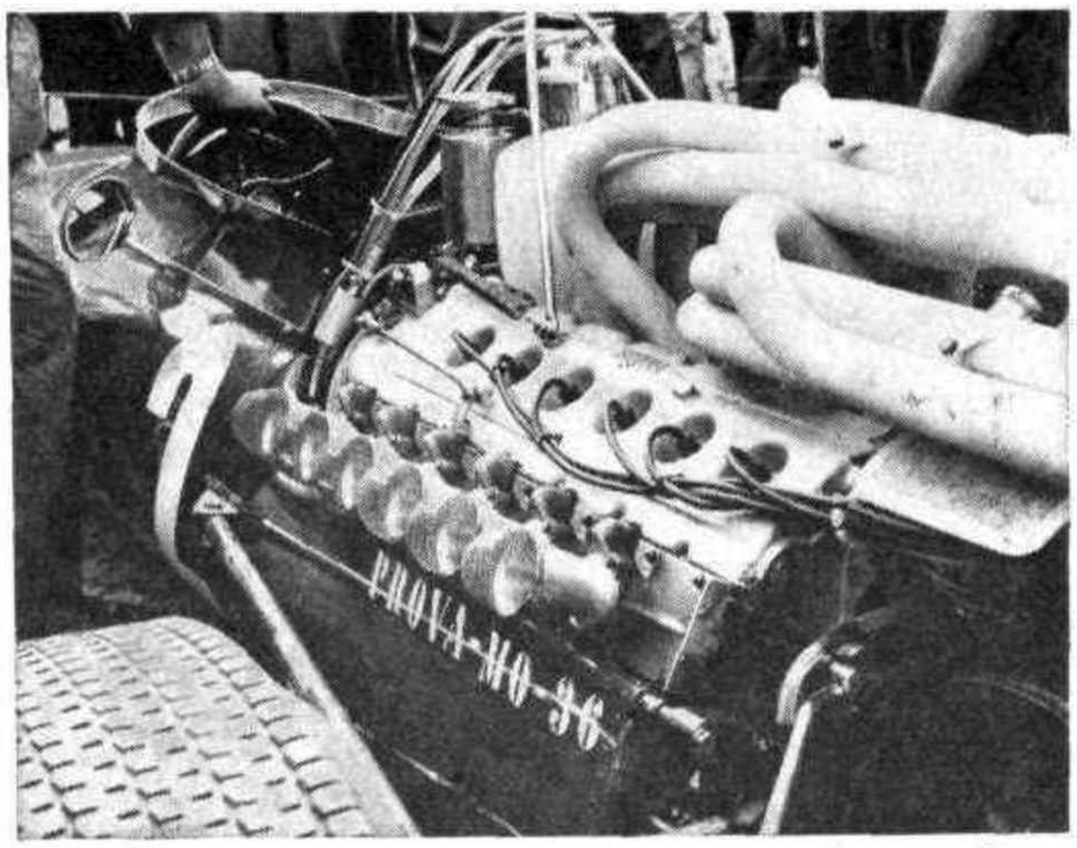
SEEN AT MONZA

FERRARI always makes a big effort to get his latest racing car ready for the Monza race, and if he cannot produce a complete car he usually manages a new engine. Last year he introduced the 3-valves-per-cylinder engine, with which Scarfiotti won, and this year it was a completely new engine layout with 4 valves per cylinder, which has been in the experimental stage at the factory for some time; indeed, when Surtees saw it he recalled that the design was under way when he was in the Ferrari team. The base of the engine follows normal Ferrari practice, being a 60-degree V12-cylinder, but the cylinder head design is a complete breakaway from Maranello tradition. The two inlet and two exhaust valves of each cylinder are at a narrow angle to each other, and also, the inlet valves are slightly angled to each other as are the exhaust valves, giving a very slight radial effect, but not sufficient to require any complications in the valve gear; in addition the valves are not disposed equally on each side of the cylinder centre-line, but are rotated very slightly. The general layout of the valves is similar in principle to the Apfelbeck B.M.W. full-radial layout, but nothing like so exaggerated, so that the two overhead camshafts on each bank of cylinders are close together and operate directly on to the valve stem tappets. Due to this compactness each bank of cylinders has a single cam-box cover, with single central sparking plugs in each cylinder. For many years Ferrari has been an advocate of the twin-plug ignition system and wide-angle valves, so that this new layout looked strange in a car from Maranello. With the narrow valve angle there is no room for the inlet ports to run vertically down between the camshafts, as has been popular recently, so the Ferrari inlet ports are on the outside of each cylinder bank and the exhausts are in the centre of the vee. This necessitates the inlet ports being quite short, with the injector nozzles for the Lucas fuel-injection hidden away under the inlet pipes and behind the throttle slides. Bolted direct to each bank of throttle slides are glass-fibre collecter boxes with forward facing air scoops.

The chassis of this new car, number 0007, is similar to the previous 1967 cars, with deep chassis sponsons running along each side of the engine to the rear bulk-head surrounding the clutch housing. A lot of attention has been given to detail weight saving, replacing steel components with alloy ones, and with the latest and lighter five-speed gearbox the total weight of the car has been brought to a more competitive figure, in line with Lotus and Brabham, it being in the region of less than 1,200 lb, although officially quoted figures are always a bit vague as to detail conditions such as the amount of fuel in the tanks, tyre sizes and so on. Power output is

LIGHTER AND BETTER.—The V12 Honda engine installed in the new chassis, showing the small-tube space frame behind the cockpit, the down-draught inlet ports and the central exhaust system.





FORTY-EIGHT VALVE ENGINE.—The left side of the new Ferrari V12 showing the one-piece cambox cover, central plugs, exhaust pipes in the vee and air intakes at the side before the glass-fibre collecter boxes were fitted.

around 380-390 b.h.p. at 10,800 r.p.m. and in typical Ferrari fashion, when the engine made its first public appearance in the Friday practice, it ran perfectly, never missing a beat, and ran equally reliably throughout the race, despite the over-revving it received at the start, which must have taken the fine edge off the valve seats. The Ferrari engine designers seem well versed in the use of a test-bed and in the problems of chassis installation, for their engines always seem to work well and reliably, even a brand new design on its first outing, unlike Maserati, B.R.M., Cosworth, Weslake and Repco engines that suffer teething troubles when they are first raced. If Amon had not been delayed by a defective shock-absorber he might well have won the Italian G.P. with this new engine on its first outing.

As is well known there are a great number of racing projects centred around John Surtees, who must be the busiest man in motor racing since Stirling Moss. The Le Mans Lola-Aston Martin V8 project, the Group 7 Lola-Chevrolet V8, the Formula Two Lola-B.M.W., Formula Two Lola-Cosworth, and the Japanese Formula One car all have Surtees as the central figure, operating under various company names from a small factory at Slough, to the west of London. Team Surtees run some projects, Lola Racing run others and Honda Racing look after Formula One. Although based at Slough the Honda project has been controlled from Japan with Japanese engineers and mechanics, aided by some of the staff from Team Surtees, and over the past two months John Surtees has been re-organising all his workers and making better use of his various business interests, in particular getting Eric Broadley and Lola Racing in closer co-operation with Honda Tokyo and the Slough-based Honda Racing. All this work meant missing the Canadian G.P. but the result was seen at Monza in the shape of a completely new chassis for the Honda G.P. car. The 90-degree V12 engine is unchanged, and is one of the limiting factors of the car, for it does not develop 400 b.h.p., let alone the anticipated 450 b.h.p., so that the weight of its all roller-bearing layout is not justified. A full roller-bearing crank-shaft assembly must weigh more than a plain-bearing assembly, and can only be justified if the result is a substantial increase in horsepower over your rivals, as Honda achieved with their one-litre Formula Two engine in 1966. However, apart from any weight handicap that the F.1 Honda has suffered all season, it has been sadly lacking in road-holding and good handling characteristics and the fact that all the detail changes that Surtees made did not really make any major improvement, merely making the car "less worse" indicated that someone would have to start all over again. This was done during August, with help of Eric Broadley and his Lola factory and the new chassis turned out to be better and lighter. A monocoque centre section of riveted alloy sheet forms the cockpit, with the front suspension hung on the forward bulk-head and the engine hung on the rearward bulk-head, but unlike the Lotus 49 where the engine is the rear part of the chassis, the Honda has a tubular structure running under the engine to a rear bulk-head that

Continued on page 900

Castrol Autorama



3½ DAY MARATHON

Victory for Mini in World's longest race

Whoever it was described this year's Marathon de la Route as "around and around the Nurburgring–with nurburgring around" put it very neatly. The Marathon is a serious relentless 3½-day grind with very little glamour, but much prestige. Dense fog, particularly at night, made the going more exacting than usual. The slightest mishap could put any entrant out of the race–as Clive Baker and Alec Poole found to their dismay.

Hanging upside-down

Halfway through the race, Clive visited the pits with his BMC Mini to repair a broken throttle cable. It was dark, and very foggy. Soon after emerging from the pits, with Alec at the wheel, visibility dropped to zero. The Mini suddenly rolled onto its roof and slid gently to a halt. Alec was unhurt but, finding himself hanging upside-down in Stygian gloom, lost his equilibrium, and tried to switch off the engine by groping around beneath the rear window! By the time things righted themselves, his car was out of the running, needless to say.

Great things

The other BMC Mini, driven by Tony Fall, Andrew Hedges, and the Belgian Julian Vernaeve, went on to do great things.

It won the 850-1000 cc class outright, came 1st in the regularity (timekeeping) classification, and 2nd overall in the distance classification with 380 laps.

A complicated scoring system reduced this total on paper to 323 laps, due to time lost on an awkward wheel-bearing change.

But the Mini's performance on Castrol was impressive by any standards: 5½ thousand miles averaging over 100 k.p.h., with only one repair stop, ten tyres, and virtually no oil consumed.

Porsche polish off Polish Rally

German cars succeed again on Castrol

One expects rallies these days to separate the men from the boys, but only three classified finishers in an international event is tough going indeed. This was the score at the end of this August's Polish Rally, won by the Pole, Sobislaw Zasada and his wife Eva in a Porsche 912. To be fair, both the weather and the regulations were extremely grotty at times and more than one spectator wondered if there would be any finishers at all.

Fog, thick as porridge, obstructed the last night of the rally, and torrential rains made things no easier for the Porsche. The Zasadas hit a telegraph pole, but managed to escape serious harm. They ended up with a winning score of 6,303 penalty points, to Nasenius/Wigren's 6,840 in second place.

The Zasada's win followed Sobislaw's category victory in the Geneva Rally in June, this time accompanied by Jerzy Dobrzanski.

LIFE ON "THE DANUBE"

Tony Fall's impressions of Eastern Europe



Although Tony's exuberance over his Castrol Danube Rally win in a BMC 1800 has yet to simmer down, he has plenty of things to say about life the other side of the Iron Curtain. "For one thing", says he, "the Curtain's made of red tape, not iron. You have to fill in about eight different forms just to change money."

WESTERN TASTE IN CARS

"Rumania had so many Renaults whizzing about, I could have sworn I was in France." He found Rumania, which sees much of the Danube Rally, as an exciting potential rally centre, with magnificent topographical contrasts and plenty of empty roads. "Sometimes when I rally in Western Europe, I feel I would stand a better chance competing as a pedestrian", he muses. "Out East there's still room for a car to be a car."



The man in the bright red GT 40

Paul Hawkins – professional among professionals

One of today's most successful racing teams –and certainly one of the smallest–owes its existence to the Home Office.

Back in 1960, Paul Hawkins arrived in this country from his native Australia virtually penniless. "Well, I was worth thirty quid or so", he recollects, "which isn't much over here." The Immigration Officer let him through without too many questions, and Paul set about proving he wasn't just another tourist.

MECHANICKING AROUND

His passion for anything to do with cars soon saw him mechanicking around and grabbing circuit drives whenever he could. He built up a foundation of sound engineering knowledge this way, and eventually convinced "the Poms" that he was a potentially brilliant racing driver.

Now, at 29, which he mournfully described as "too old" (too old for *what*, Paul?), he has a series of hair-raising successes stretching behind him. Only this year (his first as a sports car privateer—driving the famous bright red Ford GT40) he has won at Snetterton in March, Silverstone and Crystal Palace in May, Clermont-Ferrand in June, and the Austrian Grand Prix. The Austrian G.P. win was something of a satisfaction to him, having had engine trouble in Sweden the week before: Paul virtually rebuilt the GT40's whole engine on his way south to Austria.

A UNIQUE DISTINCTION

Although his recent race at Brands Hatch (Bank Holiday weekend) was marred by gear trouble, Paul nevertheless knocked up a new class lap record of 1 minute 39 secs., no less than 5.4 secs better than the existing record, and averaging 96.36 m.p.h. overall.

Paul Hawkins has won the unique distinction of driving for Ford, Ferrari, and Porsche works teams all in one year. He talks now with the confidence of a man who knows his business—and has got to the very top of it.

How long will Paul go on his winning way? At 29, he's got plenty of thrills for us yet.



A very winning Oil

All over the world, Castrol goes on winning. What's the secret of its success? Liquid Tungsten, for a start!

LOOK BEFORE YOU LEAP

Rally of 1,000 Lakes still puts the skids under non-Finn drivers!

In the past 12 years Finland's Rally of 1,000 Lakes has been won only twice by an outsider. This deceptively mild-looking rally is in reality one of the most difficult in the world to master. Drivers speeding smoothly and steadily over apparently firm dirt roads will suddenly find they are "floating" on shifty rubble, and as often as not end up in neighbouring lakes.

This year, even the Finns were caught napping once or twice. One of them was out practising, mounted what looked like a gentle ramp, and found himself airborne. He flew for literally the length of a cricket pitch, and, when he eventually landed, loosened his fillings considerably.

"IMPOSSIBLE TO SEE"

Jimmy Simpson, Castrol's Competition Representative, was not surprised. "Those ramps are all but invisible", he says. "It's impossible to see them coming—you have to act *as* you hit them. Even then, you can't tell where they're going to throw you. And the Finns set such a fast pace on their home ground that not even the most complete reconnaisance will help you in actual competition."

RESULTS

After a rally-long battle with Simo Lampinen (works Saab), the BMC/Castrol team of Timo Makinen/Pekka Keskitalo won by 8½ seconds. It had been a touch-and-go battle between the two Finns until just two stages before the end, but BMC roadholding over those treacherous "yumps" won through in the end. Oil consumption was negligible despite the intense strains of the competition.

LATEST RESULT
at time of going to Press
OUTRIGHT WIN
COUPE DES ALPES
BMC
MINI COOPER S

Paddy Hopkirk/Ron Crellin

Subject to official confirmation

Italian Grand Prix

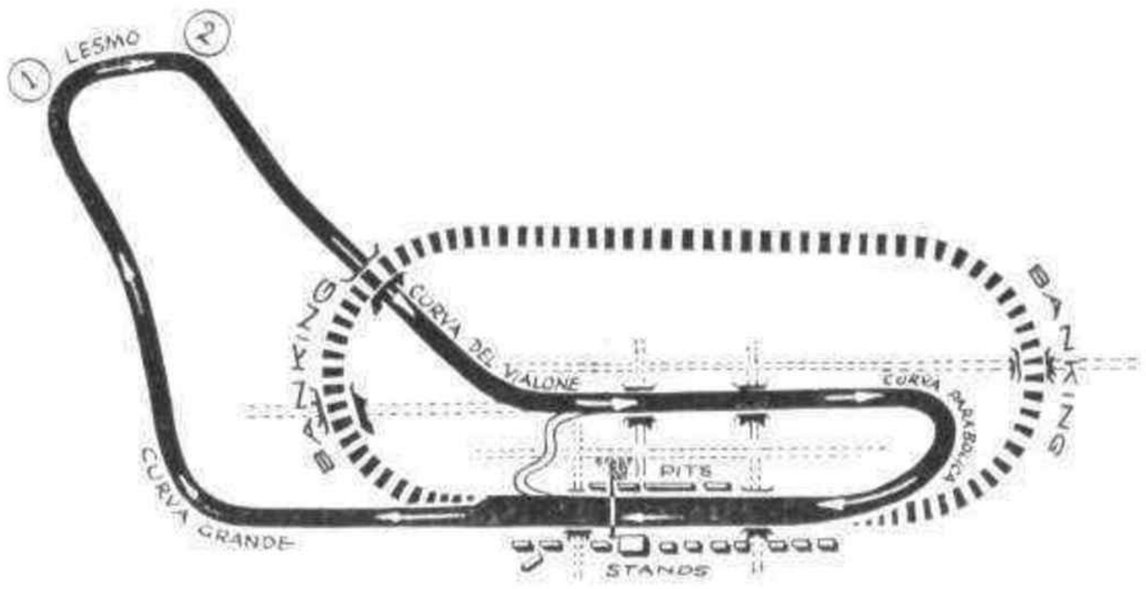
What a race!

MONZA, ITALY, *September 10th.*

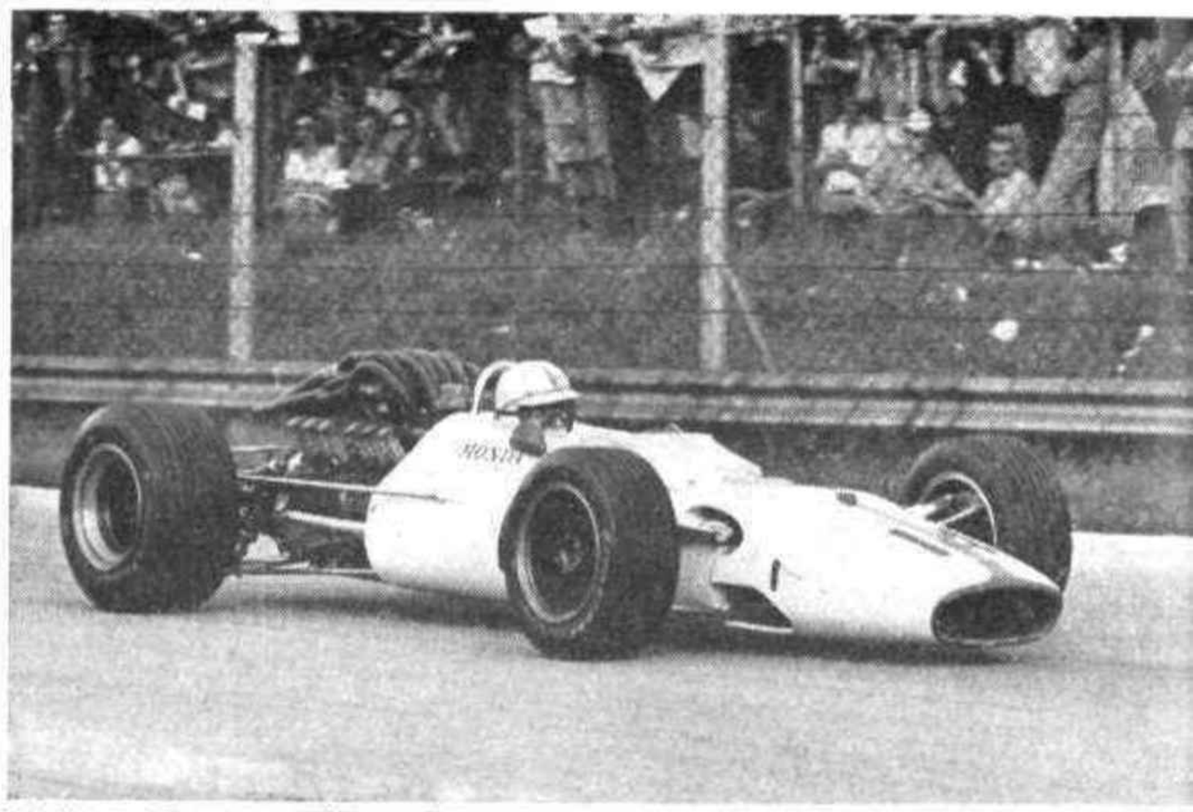
AS the Italian G.P. was to wind up the Championship races in Europe there was something of a do-or-die atmosphere about the paddock as the teams began to assemble at Monza prior to the first practice period on Friday afternoon. Ferrari, Cooper-Maserati and A.A.R. Eagle had already been going round in private test sessions, the Maranello team trying out a brand new car and the other two trying out new drivers. Invariably everyone does their best to get new cars ready for Monza, for it is such a fine opportunity to find out if the car will go without too many side issues coming in, for Monza calls for speed and stamina from the engine and not too much skill from the driver, though lapping at over 140 m.p.h. is by no means easy, even if the car is fast; it is not like Nurburgring where a brilliant driver can make up for a slow car.

Enzo Ferrari entered only one car, which seemed unbelievable, in his own Grand Prix, but he firmly maintains that Italy has no more "professional" drivers since the death of Bandini, so Amon was the sole supporter of the Maranello fortunes. They made sure he had the best possible equipment for a brand new car was ready for him, with his Nurburgring car, 0005, as a spare. The new car, 0007, was similar in chassis layout, being a mixture of monocoque and tubular structure, and suspension followed the usual pattern though it was lighter and neater. The important part was the brand new engine, still a 3-litre V12-cylinder, but with an entirely new cylinder-head layout, with four valves per cylinder, and this was coupled to the latest gearbox, of the type that appeared at Nurburgring. Last year's winning driver, Scarfiotti, was no longer in a Ferrari as "Zio Enzo" had decided that Scarfiotti was a good hill-climb driver, but not a "professional Grand Prix driver" and that it was a wasted effort to provide a car for someone who could not win! Scarfiotti was keen enough to drive in the Italian G.P., so Dan Gurney took him into the Anglo-American Racers Eagle team as his number two. Gurney had the latest and lightest Eagle, number 104, and Scarfiotti had number 103, both with V12 Weslake engines giving well over 400 b.h.p. Gurney's car had new rear hub carriers fabricated from sheet steel, which were as strong and as light as the normal cast-alloy ones, so the next step will be to fabricate titanium ones. Numerous other small parts on Gurney's car had been improved, either in lightening or strengthening, such items as better Rose joints on the wishbones for example.

The Cooper team had been in Modena where Maserati had been doing a lot of development work on the 36-valve V12-cylinder engine, altering the combustion chamber considerably, and the two 1967 works cars were both fitted with these latest engines. The low and flat one, that Rindt was to drive, F1-2-67, had an extended nose cowling with an air spoiler on the front that practically scraped the ground, and F1-1-67, the lightest and latest of the old pattern Coopers was



Monza circuit—5.750 km.



NEW CAR.—Surtees' new Honda, which showed a great deal of Eric Broadley influence, made its first public appearance at Monza and won.

being driven by Ickx, as Pedro Rodriguez was still out of action following his Enna crash. Both cars were using Hewland gearboxes, and had the rear brakes inboard of the hub carriers. Brabham came in a very experimental mood, having bodywork completely enclosing the rear of the car, not to make it look neat and tidy as I thought, but in an attempt to reduce air drag! He also had an experimental cockpit top similar to Frank Costin's Protos design, where the Perspex windscreen practically covers the driver's head and he has a slot to look through. As usual Brabham had BT24-1 and Hulme had BT24-2, while there was a new chassis, BT24-3, as a spare, their Repco V8 engines carrying a justifiable reputation for remarkable reliability. Team Lotus were out in full strength with three cars, 49/2 for Clark, 49/3 for Hill and 49/1 for Baghetti, the last being a good "local-politics" move. All three Lotus 49 cars were using solid disc brakes, the heavily ventilated ones having proved too effective, as was discovered at Nurburgring, and they all had 400-b.h.p. Cosworth V8 engines labelled Ford. The B.R.M. team brought their four H16-cylinder cars, one of which came direct from a demonstration visit to Czechoslovakia, where it had been flying the Owen Organisation flag in conjunction with some good engineering trading between the B.R.M. parent company and the Czechs. The latest and lightest car, number 1151, was for Stewart and the three earlier cars, 8301, 8302 and 8303, were being shared between Spence and Irwin, the latter running under the Parnell banner. Whichever of the three earlier cars was not in use was acting as a spare for Stewart.

The Surtees Honda team were proudly showing a brand new car, built in six weeks at the Team Surtees factory in Slough, which was using the latest V12 engine and a new gearbox in an entirely new chassis that showed a lot of Eric Broadley influence, especially around the suspension. As it had only run a few laps at Goodwood before leaving for Monza, not too much was expected of it, and Surtees had the earlier car which normally acts as a spare as a stand-by. Bruce McLaren Racing had their new car, which had made such a successful debut in Canada, with its V12-cylinder B.R.M. engine, but after the flat battery debacle they had replaced the alternator charging system. The entry list was completed by Ligier with his ex-works Brabham-Repco V8, Bonnier with his Cooper-Maserati, Siffert with the Walker-Durlacher Cooper-Maserati and de Adamich with Ligier's old Cooper-Maserati.

There always seems to be ample time for practice at Monza, with three hours on Friday afternoon and another three hours on Saturday, and after a preliminary run round in the first hour by most drivers a lot of time was spent making alterations to this and that, and mid-afternoon was very quiet. It was also very hot, so there was a general air of waiting until the sun started to go down, as practice lasted until 6.30 p.m. However, not everyone was waiting for Hulme had started out at a good pace, with laps below the old race record lap time of 1 min. 32.4 sec., but not as fast as Parkes' (Ferrari) best practice time of last year of 1 min. 31.3 sec., and then came to a stop with a head-gasket broken, so his practice ended and the engine was taken to bits. Clark had set off in Lotus 49/2 only to find the gearbox ratios not to his liking, so while it was changed for another one he went out in Baghetti's car, but the driving position was all wrong and he could not see over the windscreen properly, so he did not put in any very fast

laps, although he was well below any previous best time and was approaching 1 min. 30 sec. The new Ferrari was having glassfibre "collector boxes" fitted to the air intakes, so Amon went out in the earlier car and Surtees had done only a few laps in the new Honda when the front anti-roll bar mountings began to fail, so he transferred to the old car. Brabham tried his car with the tail fairing, but not the "bubble-top" cockpit, and found that the gearbox was overheating, so it was discarded. McLaren had been having trouble getting his B.R.M. engine to start, and when he finally got going it was breathing crankcase fumes in a rather unhealthy fashion. Stewart was trying the latest B.R.M. 16-cylinder and also one of the early ones, and Scarfiotti was doing an enormous number of laps in his Eagle until it came in with steam coming from the overflow and showed signs of a cylinder liner Cooper-sealing-ring having failed. When the new Ferrari was complete Amon took it out and was soon showing the potential of this new engine, with laps under 1 min. 30 sec., and set the pace with 1 min. 29.4 sec. Clark's car was now fitted with another gearbox and he quickly went out and did 1 min. 28.5 sec., just to stop any complacency spreading in the Ferrari pits, but even at that had not extended the Lotus fully, especially on braking, so it was clear that when things started to get serious all the works cars would have to be below 1 min. 30 sec. if they were to be in the hunt, and pole position on the grid was going to be under 1 min. 28 sec., and even as low as 1 min. 27.0 sec. These sort of lap times were representing an average speed of over 145 m.p.h., so that at those sort of speeds every tenth of a second was going to count for a great distance between two cars. Brabham tried his "bubble top" cockpit cover and found he was 4 sec. slower per lap because he could not see clearly enough under the trees around the Lesmo corners. Any extra speed it gave him on the straights was cancelled out by the slower cornering, so it was soon discarded. With the car in its normal form he did some crafty slip-streaming behind Amon in the new Ferrari and got himself a lap in 1 min. 29.3 sec., a long way off Clark's time, but second fastest none the less. Gurney was out with them and going well, as was Graham Hill, and by the end of the afternoon five cars were below 1 min. 30 sec., six below Parkes' fastest practice lap of last year, and eleven were below the official lap record, which were encouraging results for a year of work and progress. Of these the engines of the Ferrari, Lotus, Cooper and McLaren were new since last year, and the Weslake engine was exactly 12 months from when it first appeared in public.

Practice finished with the Eagle team starting on a maior engine-changing session, Hulme's engine being repaired and Stewart's B.R.M. having a better engine installed. Amon had caused a flutter in the Ferrari pit as the new engine suddenly stopped as he was passing the pits, but it was nothing more serious than a shortage of petrol. Baghetti did not get a chance to drive the spare Lotus 49, Siffert's Cooper-Maserati had not arrived as the engine had broken a camshaft while on the test-bed the day before, and de Adamich decided he did not want to drive Ligier's Cooper-Maserati after all. The signs were that there was going to be some fast motoring during the second practice afternoon, when everyone got really worked up and began using each other's slip-stream. Although the three training cars were in use, no lap times were given for them.

Next day Gurney had a new engine in his Eagle and his old one had been put into Scarfiotti's car, Hulme's engine was complete again, and Stewart had a better engine in his B.R.M. The new Honda had been strengthened, Siffert's Cooper-Maserati had arrived, and Baghetti was ready to have a drive in Lotus 49/1. The weather did not look too promising so those who were ready at 3.30 p.m. started lapping pretty quickly from the word go and Brabham did some more slip-streaming and got in a lap at an incredible 1 min. 28.8 sec. Stewart's new engine was going really well and got him into the under 1 min. 30 sec. group, and Hulme was there as well. Qualifying time was 15% of the fastest time and Siffert soon managed this, which was very fortunate as it turned out later, and Baghetti found the powerful Lotus 49 quite a handful, but managed all right. McLaren joined the élite by reason of some slip-streaming and Clark was preparing to try some Goodyear tyres, as he did not like the way the Firestone tyres seemed reluctant to slide, although they were holding the road well. Practice had only been going for a little over 30 minutes when the first spots of rain fell, and with the exception of Brabham and Scarfiotti everyone rushed for shelter. It was just as well for the storm clouds got thicker and then the sky opened and the rain was bouncing two inches off the ground, and hailstones began to fall. Torrential rain fell for nearly an hour, and even when it had stopped and people ventured out again the track was too wet for any more record lap times and all the battling for grid positions was over. The session was extended for 30 minutes, until 7 p.m., but it was no use, and no-one could approach 1 min. 30 sec., for under the trees at Lesmo it was still damp and slippery. Clark did some comparative tests with Goodyear and Firestone tyres, but they were not really conclusive as road conditions were changing all the time, but at least it kept the tyre people on their toes. As practice was ending Baghetti ran out of petrol in Lotus 49/1, which meant a long wait for him until he was collected, but this satisfied Team Lotus that the fuel system was working properly and picking up the last gallon from the tanks, so that they were able to do an accurate consumption check. Also as practice ended the new Cooper-Maserati that Rindt was driving broke a drive-shaft universal and the wayward shaft smashed a rear brake and hub carrier, which meant some late night work for the mechanics.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
2	C. Amon	Ferrari V12—0007	1. 29.4	1. 30.0
4	B. McLaren	McLaren-B.R.M. V12—M5A/1	1. 32.0	1. 29.3
6	J. Siffert	Cooper-Maserati V12—F1.2.66	—	1. 32.3
8	D. Gurney	Eagle-Weslake V12—104	1. 29.5	1. 29.4
10	L. Scarfiotti	Eagle-Weslake V12—103	1. 30.8	1. 31.1
12	G. Ligier	Brabham-Repco V8—F1.2.66	1. 37.3	1. 43.6
14	J. Surtees	Honda V12—1967	1. 31.9	1. 30.3
16	J. Brabham	Brabham-Repco V8—BT24-1	1. 29.3	**1. 28.8**
18	D. Hulme	Brabham-Repco V8—BT24-2	1. 31.6	1. 29.4
20	J. Clark	Lotus-Cosworth V8—49/2	**1. 28.5**	1. 29.7
22	G. Hill	Lotus-Cosworth V8—49/3	1. 29.7	1. 30.2
24	G. Baghetti	Lotus-Cosworth V8—49/1	—	1. 35.2
26	J. Bonnier	Cooper-Maserati V12—F1.5.66	1. 35.0	1. 32.5
28	A. de Adamich	Cooper-Maserati V12—F1.4.66	NON-STARTER	
30	J. Rindt	Cooper-Maserati V12—F1.2.67	1. 31.9	1. 31.3
32	J. Ickx	Cooper-Maserati V12—F1.1.67	1. 33.0	1. 35.8
34	J. Stewart	B.R.M. H16—1151	1. 31.7	1. 29.6
36	M. Spence	B.R.M. H16—8302	1. 33.9	1. 32.1
38	C. Irwin	B.R.M. H16—8301	1. 33.3	1. 33.2
2T	C. Amon	Ferrari V12—0005	no time	no time
14T	J. Surtees	Honda V12—1966	no time	no time
34T	J. Stewart	B.R.M. H16—8303	no time	no time

N.B.—Time sheets were re-checked to two places of decimals to decide ties, see starting grid for revised times.

The rain had made rather a nonsense of the starting grid, for Gurney, Amon and Hill had a lot more to come, and Brabham and McLaren were on the front row with lap times they could not repeat without a slip-streaming "tow" from a faster car. However, it did mean that there were five different makes of car on the first two rows, having little in common except the 3-litres capacity of the engine. The Cosworth engine has eight cylinders, four valves per cylinder, centre inlets and side exhausts; the Repco has eight cylinders, two valves per cylinder, single o.h.c., vertical inlets and centre exhausts; the B.R.M. has 12 cylinders, two valves per cylinder, vertical inlets and side exhausts; the Ferrari has 12 cylinders, four valves per cylinder, side inlets and centre exhausts; and the Weslake has 12 cylinders, four valves per cylinder, centre inlets and side exhausts; all of which shows a healthy competition among engine designers, and in the third row was an H16-cylinder B.R.M.

Sunday was warm and dry, with a haze keeping the full power of the sun away, and there was little space to spare in any of the grandstands and everyone prepared for a fast and furious race, but no-one even contemplated that it would turn out the way it did. The race length was 68 laps of the Monza road-circuit, and as the eighteen cars lined up on the "dummy grid" some hundred yards before the starting line there was a tension in the air that said "this is going to be a

STARTING GRID

↑

20 J. Clark (*Lotus 49-Cosworth V8*) 1 min. 28.5 sec.
16 J. Brabham (*Brabham-Repco V8*) 1 min. 28.8 sec.
4 B. McLaren (*McLaren-B.R.M. V12*) 1 min. 29.31 sec.

2 C. Amon (*Ferrari V12*) 1 min. 29.35 sec.
8 D. Gurney (*Eagle-Weslake V12*) 1 min. 29.38 sec.

18 D. Hulme (*Brabham-Repco V8*) 1 min. 29.46 sec.
34 J. Stewart (*B.R.M. H16*) 1 min. 29.6 sec.
22 G. Hill (*Lotus 49-Cosworth V8*) 1 min. 29.7 sec.

14 J. Surtees (*Honda V12*) 1 min. 30.3 sec.
10 L. Scarfiotti (*Eagle-Weslake V12*) 1 min. 30.8 sec.

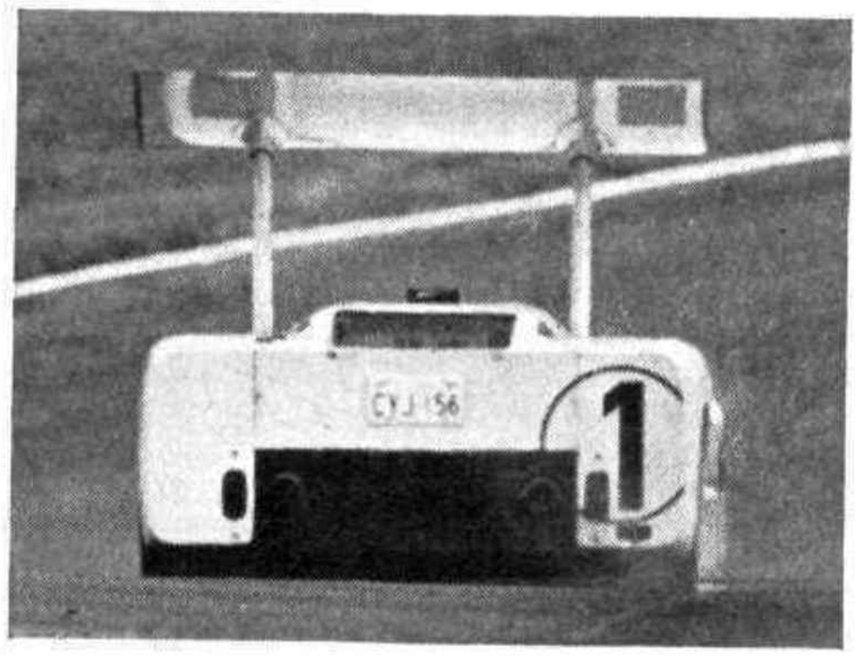
30 J. Rindt (*Cooper-Maserati V12*) 1 min. 31.3 sec.
36 M. Spence (*B.R.M. H16*) 1 min. 32.1 sec.
6 J. Siffert (*Cooper-Maserati V12*) 1 min. 32.3 sec.

26 J. Bonnier (*Cooper-Maserati V12*) 1 min. 32.5 sec.
32 J. Ickx (*Cooper-Maserati V12*) 1 min. 33.0 sec.

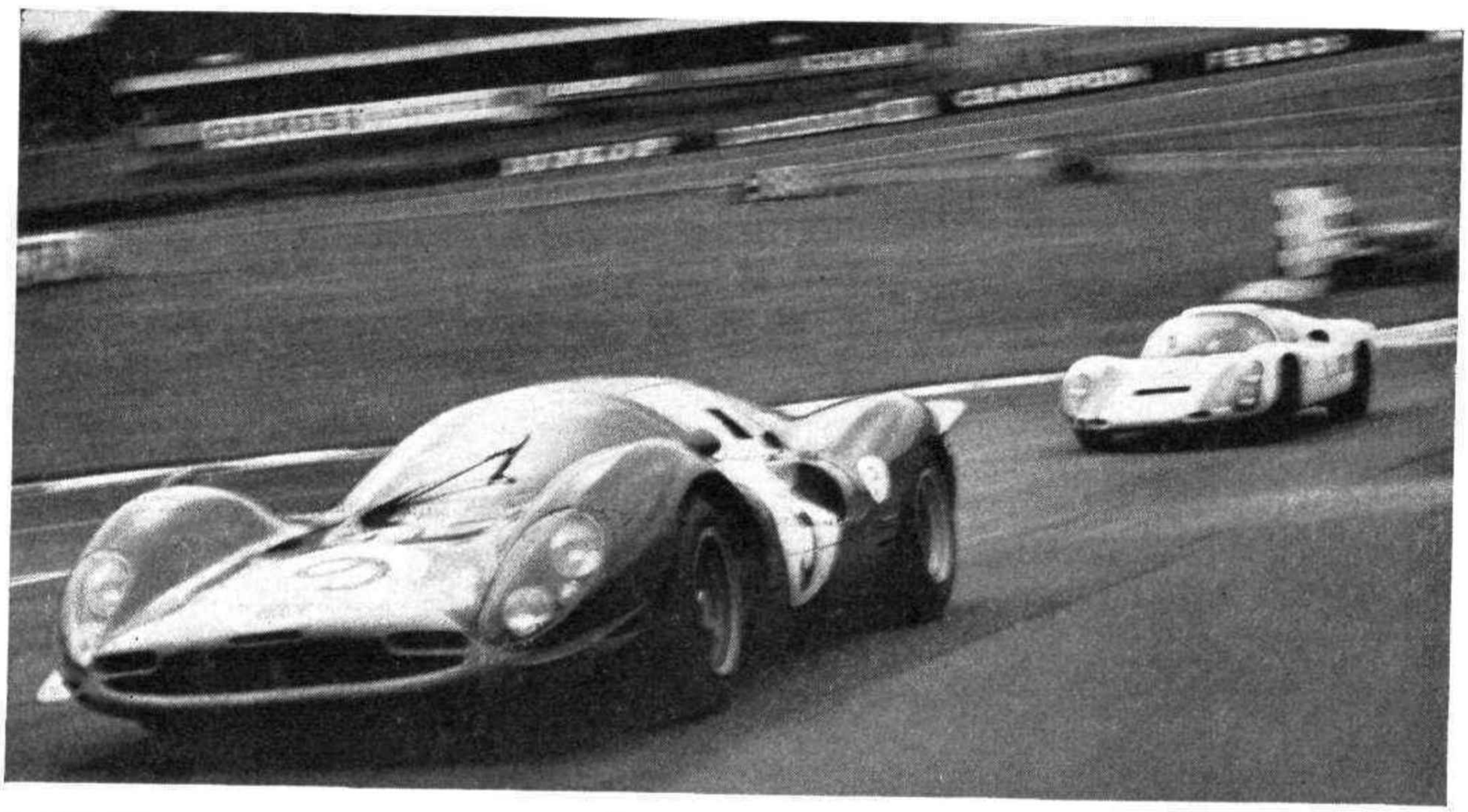
38 C. Irwin (*B.R.M. H16*) 1 min. 33.2 sec.
24 G. Baghetti (*Lotus 49-Cosworth V8*) 1 min. 35.2 sec.
12 G. Ligier (*Brabham-Repco V8*) 1 min. 37.3 sec.

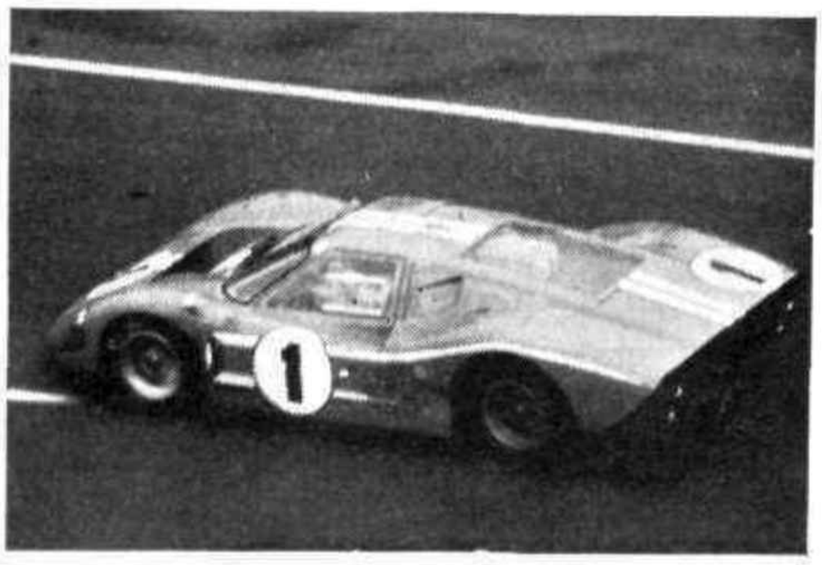
Tail end of the season

(in which 7 out of 8 FIA Group 6 races were won on Shell)



The Chaparral took to Brands like a bird to the breeze to win the last major Prototype race of the season, the BOAC International 500-mile race. After a season of fast laps with unlucky breakages, this was probably the most popular win of the year.





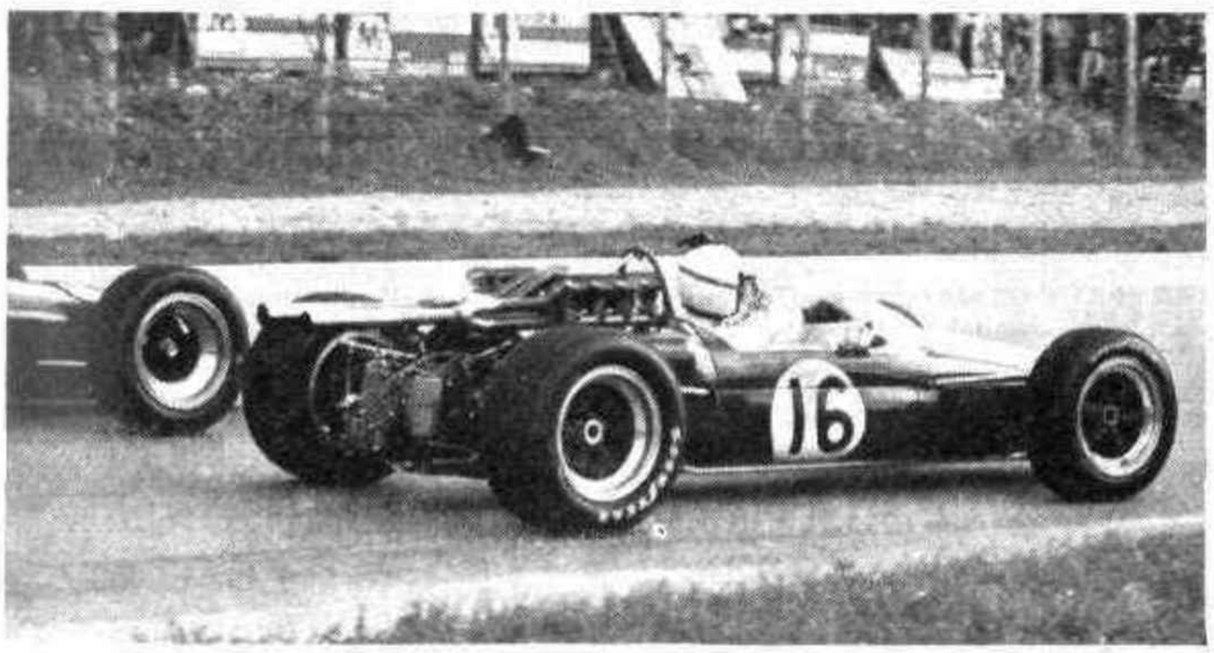
Top of the league. Ferraris and Porsches juggled with the Championship again at Brands, and the Italians took the trophy by two points. Porsches of course gobbled the 2-litre class in every race this year.

The big prize. *Le Mans* was nothing like a repeat of last year's echelon finish, but Fords proved their point nonetheless, then promptly dropped out of the Championship race.

7 great wins. Daytona, Sebring, Monza, Nurburgring, Le Mans, Targa Florio. BOAC International 500: 7 great endurance races, all won on Shell.

Ferrari, Ford, Porsche, Chaparral –all winners on Shell

fantastic start," with Amon, Gurney, Hulme, Stewart, Hill and Surtees all feeling they should have been on the front row alongside Clark, while Brabham and McLaren were smiling quietly to themselves, at having out-smarted the others. With three minutes to go there was a panic in the Cooper team when Rindt's battery failed to start the engine and mechanics flashed about the place and installed a new one with 30 seconds to spare. The starter prepared to climb on to his rostrum with the Italian flag and back on the " dummy grid " the drivers were given a 30 seconds sign. The normal procedure is that with 10 or 15 seconds to go an official gives a signal to the driver on pole position to lead the field slowly forward to the proper grid, the cars in the front row keeping station and controlling things. The whole field pauses on the grid proper, the flag is raised for five seconds and the start is given. Something went wrong somewhere. At 25 seconds no signal had been given, there had been no drivers' briefing to say that anything out of the ordinary would happen, and many of the drivers began to wonder if the " dummy grid " start was being used. As the 30 seconds were finished an official raised and lowered, very gently, a green flag, meaning " move forward for the start," the starter unfurled the Italian flag and Clark began to let in his clutch, but he was conscious that all around him engine revs were up at peak, ready for a racing start. As the green flag came down Brabham left the " dummy grid " with smoking rear tyres, hotly pursued by McLaren and Gurney and the rest, depending on their reflexes and where they had been looking. Clark was still watching the starter and was half-way to the starting line before he joined the uncontrollable rush, by which time Brabham was well beyond the starting line, still with spinning tyres and looking to right and left to see where everyone else was. Gurney swerved round the outside of McLaren and Amon nearly hit the back



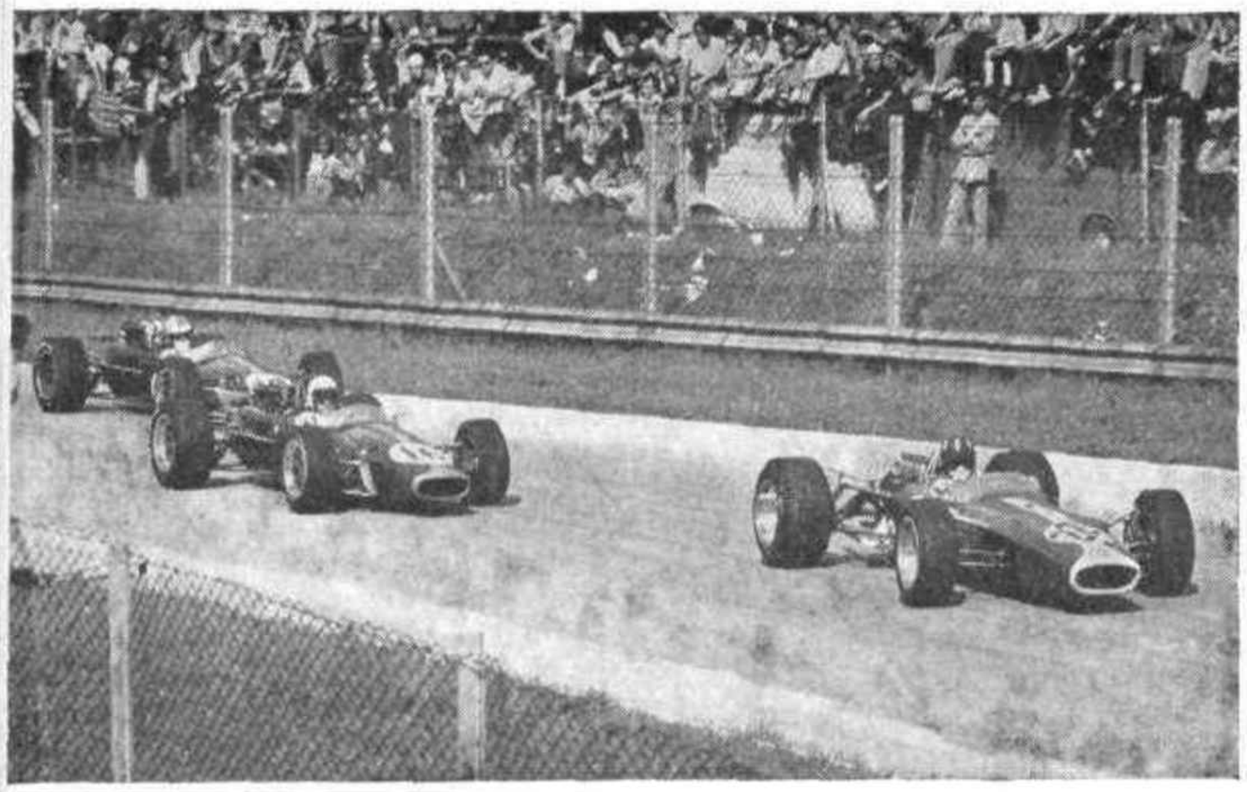
BE CAREFUL.—Brabham signals to Clark, whom he has just overtaken on the inside of the Parabolica, that one of the Lotus' rear tyres has a puncture.

of Clark's Lotus, and in the confusion put the clutch out and the Ferrari engine revs went sky high and there must have been a bending of valves. The starter clearly did not believe all this and feebly raised and lowered the Italian flag as the cars on the middle of the grid went by! Whether the organisers wanted it or not the race was on, and Brabham was off like a jack-rabbit. He was leading at Lesmo, but round the back of the circuit Gurney went by into the lead, and Hill and Clark were hard behind them, while poor Amon found his engine would not go above 9,400 r.p.m., whereas it should have gone to 10,800 r.p.m. As the " naughty boys " screamed past at 150 m.p.h. at the end of the opening lap, in the order Gurney (Eagle), Brabham (Brabham), Hill (Lotus), Clark (Lotus), McLaren (McLaren), Stewart (B.R.M.), Hulme (Brabham) and Amon (Ferrari), the officials of the meeting still had their mouths open in startled surprise. On the next lap Clark went by Brabham and Hill, into second place, and Hill followed him through and took third place. On lap 3 Clark shot by Gurney, and as he came up the straight from the *Curva Parabolica* he swerved the Lotus from right to left to stop Gurney getting in his slip-stream. However the Weslake engine seemed capable of holding the Cosworth engine, the gap being the same on lap 4, but Hulme was now right behind Brabham, in fifth place, and had dropped Stewart and the others behind. At the end of lap 5 Clark's Lotus appeared on its own, then came Hill, Hulme, Brabham, Stewart, McLaren, Amon, Surtees, Scarfiotti, Rindt, Baghetti and the others, Bonnier and Ligier bringing up the rear, but then Gurney's Eagle was seen coasting into the pits leaving a trail of oil from under the engine. It had broken a connecting rod bolt and the car was wheeled away. While the oil was being mopped up the Eagle team suffered another blow for Scarfiotti came coasting in with a dead engine, the scavenge pump housing having broken and damaged the timing gear badly.

At six laps Clark had a full second lead over Hill, but Hulme was gaining on the second Lotus, getting a little way away from Brabham in the process. Then came Stewart, but one lap later he drew into the pits, so that now there were two distinct groups : Clark, Hill, Hulme and Brabham out ahead, and then McLaren, Amon, Surtees and Rindt. Although things looked straight forward enough all was not well, for Clark's car was handling in an odd fashion and he was easing his pace very slightly to that of the other three, and in the second group Amon's engine was still " off colour," and was obviously going to stay that way; the new Honda was going well down the straights and could get away from the Ferrari, but in the corners the fuel-injection was getting in a muddle and the acceleration was being affected, and Rindt had crumpled the nose " spoiler " under braking and was now plagued by " understeer " at the wrong moments. Stewart lost a whole lap at the pits, having stopped to see if he had damaged his left rear Goodyear after sliding the tail too far at Lesmo and hitting the guard-rail. It was marked but undamaged so he rushed back into the race.

With one thing and another the pace was not as fast as it might have been, but it was fast all the same, the race average being just over 140 m.p.h. Hulme had really got the bit between his teeth and passed Hill on lap 9, and the troubled Clark on lap 10, but on the next lap Clark was back in front again, but something was obviously wrong somewhere. On lap 12 he had a shrewd idea what it was, and was hanging out of the cockpit looking at his right rear tyre, and sure enough it was going flat, so it was no surprise when Hulme, Brabham and Hill appeared on their own on lap 13, and Clark was seen going into the pits. Some twelve seconds behind this group Surtees was keeping the Honda ahead of Amon's new Ferrari, the McLaren-B.R.M. V12, and Rindt's latest Cooper-Maserati, but he was not having an easy time, and frequently the Ferrari was alongside the Japanese machine, much to the delight of the crowd, and occasionally in front, which sent them into near pandemonium, even though the two cars were only battling for fourth place. Clark was in the pits for a very short time, while the rear wheel and tyre were changed, and he accelerated up the pit road really hard, as the leading trio went by at full speed, now one whole lap and a few hundred yards ahead of him, the two Brabhams leading Hill's Lotus. The battling foursome for fourth place were barely in sight as Clark rejoined the race, so for anyone who had not been paying attention the race pattern would have looked unchanged, but in actual fact Clark was now in 15th position, a lap and a bit behind the leaders, nearly a lap behind the second group, half a lap behind Baghetti, Siffert, Irwin and Spence, and almost in sight of Ickx, Bonnier and Ligier, the last two about to be lapped by the leaders. As the leading trio went by the tail-enders on lap 16, Brabham nipped into the lead, but on the next lap Hulme was back in front again and the lap after that as Ickx was lapped Hill took the lead. With only 20 laps gone there had been five different leaders, and even now nothing was settled. Irwin retired the Parnell-entered B.R.M. 8301, when the drive to a metering unit broke, and it was reported to the B.R.M. pit that Stewart had thrown a piece of tread off a rear tyre, so he was flagged in. It turned out to be a false report and he was quickly away, still in last place due to his earlier stop.

The leaders were lapping at around 1 min. 30 sec., but Clark was going much quicker and gaining on them rapidly, already being up to 11th place, after passing Bonnier, Ligier and Ickx and having Irwin retire. At 21 laps he was right behind the leading trio, at 22 laps he was between Hulme and Brabham, and at 24 laps he was past Hulme and Hill, but unfortunately this let Hulme get into his slip-stream and the crafty New Zealander also went past Hill and back into the lead of the race. Brabham was having difficulty staying with them now, for his throttles had stuck wide open momentarily and the engine overrevved and lost its fine edge. On lap 26 Clark set a new lap record, having a clear track ahead of him, going round in 1 min. 28.5 sec., whereas up to this point Hulme had held the fastest lap with 1 min. 28.9 sec., which he had done on lap 5, just as Gurney spread oil everywhere, which had slowed the pace. Clark began to pull away rapidly from Hulme and Hill, and caught Spence and Siffert, moving up two more places as he went past them. On lap 28 Hill retook the lead from Hulme, as something was going wrong with the Repco engine, and on lap 30 Hulme was slowing visibly and drew into the pits on the next lap with an overheated engine and most of the water gone, a head gasket having broken. This left Hill on his own, almost in the tail of Clark's slip-stream, and more than 10 seconds in front of Brabham, who was now noticing a drop in power due to the inadvertent overrevving. Clark was about to overtake Baghetti in the third Lotus,



THREE V8s.—Hill's Lotus-Coswerth 49 leads the two works Brabham-Repcos of Brabham and Hulme by a slender margin.

and when he did, on lap 33, he was in seventh place, with Hulme retiring. At half-distance, or 34 laps, the three Lotus 49s were in correct number order as they passed the pits, Clark 20, Hill 22, and Baghetti 24, the only thing wrong being that they were not 1-2-3 in the race. Hill was leading Brabham by 17 seconds, and nearly a minute behind came the foursome still in a tight bunch, with Surtees leading by inches. Clark was encouraging Hill to great things, and "towing" him along two seconds a lap faster than Brabham was going, while Baghetti was also being inspired and he kept the two Lotus champions in sight for quite a time. The battle for third place was as fierce as ever, with the Honda and the Ferrari side-by-side, and the McLaren and Cooper-Maserati side-by-side right behind them.

Clark drove on and on as hard as the Lotus would go, with Hill following and benefiting from the slip-stream of the team-leader's Lotus, and the gap between them and Brabham continued to open out at two seconds per lap. At the back of the field Stewart had not been making much progress, though he was lapping as fast as Brabham, and had caught and passed Ickx, in the older of the Cooper-Maseratis, but on his 46th lap Stewart's car gave a great "poof" of oil and smoke on out of the back of the engine, and that was that. As if in sympathy the next lap, McLaren's V12 B.R.M. engine broke two connecting rods and he stopped at the Lesmo end of the circuit, and on the following lap Amon drew into the Ferrari pit with a defective nearside rear suspension, but nothing could be seen wrong so he rejoined the race, having lost exactly a lap. The battling foursome for third place had suddenly all fallen apart, and Surtees was left on his own, for though Rindt was keeping up with the Honda he could not challenge it. At 50 laps Clark was still "towing" Hill and the gap between them and Brabham was now 55 seconds, with Surtees in third place, some 15 seconds behind Brabham, and being no longer troubled by Amon's Ferrari he set about closing the gap. On the 51st lap Siffert was accelerating through the second bend of the Lesmo when the left rear tyre of his Cooper-Maserati suddenly went flat and this spun him into the guard-rail and broke the wheel and crumpled all the exhaust pipes. He had just lapped Ickx in the second works Cooper-Maserati and the two cars missed each other by inches. Baghetti's Cosworth V8 went "pop" and stopped, with a broken camshaft, and he coasted into the pits to retire at 51 laps, and this gave Team Lotus and Keith Duckworth their first fears as to whether the other two engines would keep going. Clark was showing no signs of easing up and on lap 53 he had Rindt's Cooper-Maserati in his sights, going past it on lap 54 and into fourth place, with the Honda and the Brabham coming into view. All that Graham Hill had to do was to follow in Clark's wake, having nearly a lap lead over Brabham and Surtees, for after Clark had overtaken Rindt, Hill lapped the Cooper-Maserati. He had a comfortable and unassailable lead, though it was rather over-shadowed by the second, third and fourth cars, which were just in front of him on the road. Slowly but surely the Honda was catching the Brabham, and very rapidly Clark's Lotus was catching both of them. Amon had another stop to see if the left rear shock-absorber could be made to work, and this dropped him to the end of the depleted field behind Ickx.

On lap 59 everything seemed to happen, for Clark had his sights on the Honda, but behind him poor Graham Hill's engine had gone bang in a big way, and it was Brabham who led, though he had to complete one more lap before he actually passed the stricken Lotus which had coasted into the pits. The Cosworth V8 was well and truly wrecked and it was hardly worth trying to see what had broken, but Clark kept the Team Lotus flag flying by going past the Honda into second place as if the Japanese car was stopping, but Surtees used the Lotus slip-stream to pull him along even closer to Brabham, whom Clark was about to devour. All this had been very confusing for the positions on the road were Brabham, Surtees, Clark, Hill at the time Lotus 49/3 blew up, with Hill leading the race by nearly a complete lap over the other three, so that they had to run the whole of their 59th lap before they took the lead, during which time Hill was in the pits, having not quite completed his 59th lap. Brabham was just leading at the end of lap 60, but Clark was closing on him rapidly, and as they disappeared towards the *Curva Grande* the Clark/Lotus fans (and there were a lot of us) stood up and cheered when the Lotus went by into the lead, having made up a whole lap on the Brabham. To lose the lead through a puncture, stop and change the wheel, and then to fight back into the lead, admittedly with the help of the misfortune of his team-mate, was the sort of thing that puts Clark into the Nuvolari, Fangio, Moss category of really great drivers. But it was not yet over, and with two broken Cosworth V8 engines in the pits Team Lotus had their fingers crossed. With Brabham in sight Surtees was doing all he knew with the Honda, and it was good to see him really working again and fighting every inch of the way; for so many races now he has had to drag along disconsolately with a bad chassis that did not do justice to his ability. After 60 laps the three leading cars were nose-to-tail for though the Lotus had rushed by into the lead, Brabham had put his car smartly into the slip-stream and been sucked along.

By lap 65 Clark had managed to shake off Brabham and this gave Surtees his chance and he forced his way by into second place, and as the three cars ended their 65th lap the electric scoreboard indicated that 3.2 sec. covered the distance between the first and third cars. At the end of the next lap it was 3.3 sec., and it looked as though stale-mate had been reached, with the advantage to Clark, but as they started the last lap the overall gap was only 1.8 sec. and Clark's Lotus was in obvious trouble. The three cars went into the 165 m.p.h. *Curva Grande* one behind the other and suddenly Clark's engine cut out, which caused the car to twitch sideways. This made Surtees and Brabham do a quick dodge round the Lotus, demonstrating why Grand Prix stars are supermen, for most drivers would have had an accident at that speed, and the commentator at Lesmo nearly had an apoplectic fit as Surtees went by in the lead, with half a lap to go. The Lotus fuel supply had dried up and poor Clark's Lotus was hiccoughing along now in third place, while the two most rugged and unforgiving drivers in Grand Prix racing were one behind the other down the back straight at over 180 m.p.h., heading for the last corner of this momentous race.

Surtees was leading but knew that Brabham might be able to out-brake him into the right-hand corner and his first instinct was to keep to the right and hug the inside of the bend so that Brabham would have to go round the outside, and he would not have sufficient surplus of power to do that. But even better was the fact that across the corner was a trail of cement dust put down to soak up the oil that Hill had dropped. Any line through the corner had to cross this dust, and if you crossed it with the brakes still on, or with too much speed you would be certain to slide out wide. Surtees kept well over to the left as he came down the straight, so that Brabham had only two choices, either to follow the Honda through the corner with little hope of out-accelerating it to the finish, or to go by on the right under braking and hope to take the lead and hold it as they went into the corner. Luck was on the side of Surtees, for Brabham took the second choice and went by on the right as they both stood on their brake pedals, and, sure enough, he hit the cement dust going a little too fast and the car slid to the outside of the bend, by which time Surtees had pulled the Honda across behind the Brabham, dived to the inside and was leading as they entered the final straight, but Brabham was right behind him and as they raced for the finish the Australian pulled out of the Honda slip-stream and got almost alongside as Surtees got the chequered flag of victory. Phew!

The crowd went wild and swarmed on to the track as Clark coasted over the line in third place, his fuel tanks appearing to be empty. Rindt was fourth, Spence fifth, Ickx sixth and Amon seventh. While one section of the milling throng overwhelmed Clark another section nearly tore Surtees to pieces in their enthusiasm, for he is still the idol of the Italian sporting world, even if he does drive a Japanese car.

When the tumult and the shouting died down, which was nearly two

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hours later, the Lotus mechanics filled the tanks on Clark's car and found that there had still been 3 gallons left in them, so he had not run out of petrol due to a miscalculation, as was supposed, but the pumps had failed to pick up the last 3 gallons, even though they were working all right. On Baghetti's car in practice the fuel system had worked down to the last pint of petrol, on Clark's car with an identical fuel system the pumps had dried up with 3 gallons still in the tanks. The perversity of things mechanical.—D. S. J.

Results :

38th ITALIAN GRAND PRIX—Formula One—68 laps—391 kilometres
Warm and dry

1st : J. Surtees (Honda V12) (Entrant: Honda Racing) .. 1 hr. 43 min. 45.0 sec.—226.119 k.p.h.
2nd: J. Brabham (Brabham-Repco V8) (Entrant: Brabham Racing Org.) .. .. 1 hr. 43 min. 45.2 sec.
3rd : J. Clark (Lotus 49-Cosworth V8) (Entrant: Team Lotus) .. .. 1 hr. 44 min. 08.1 sec.
4th : J. Rindt (Cooper-Maserati V12) (Entrant: Cooper Car Co.) .. .. 1 hr. 44 min. 41.6 sec.
5th : M. Spence (B.R.M. H16) (Entrant: Owen Racing Org.) .. .. 67 laps
6th : J. Ickx (Cooper-Maserati V12) (Entrant: Cooper Car Co.) .. .. 66 laps
7th : C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari) .. .. 64 laps
Fastest lap : J. Clark (Lotus 49), on lap 26 in 1 min. 28.5 sec.—233.898 k.p.h. (approx. 145.3 m.p.h.) (*new record*).
Retired : D. Gurney (Eagle-Weslake V12) on lap 5, engine; L. Scarfiotti (Eagle-Weslake V12) on lap 6, engine; C. Irwin (B.R.M. H16) on lap 17, injection pump drive; G. Ligier (Brabham-Repco V8) on lap 27, engine; D. Hulme (Brabham-Repco V8) on lap 31, engine; J. Stewart (B.R.M. H16) on lap 46, engine; J. Bonnier (Cooper-Maserati V12) on lap 47, engine; B. McLaren (McLaren-B.R.M. V12) on lap 47, engine; J. Siffert (Cooper-Maserati V12) on lap 51, puncture and crash; G. Baghetti (Lotus 49-Cosworth V8) on lap 51, engine; G. Hill (Lotus 49-Cosworth V8) on lap 59, engine.

18 *starters — 7 finishers.*

Monza Mutters

The Firestone tyres on the winning Honda were the first of a batch being made in England, at the Brentford factory, as distinct from previous Firestone racing tyres which were made in America. The Honda was running on B.P. fuel and oil, which is ironical in view of B.P. withdrawing from racing.

* * *

What a lot of engines blew up. Monza is a wonderful flat-out thrash and engines need to be strong.

* * *

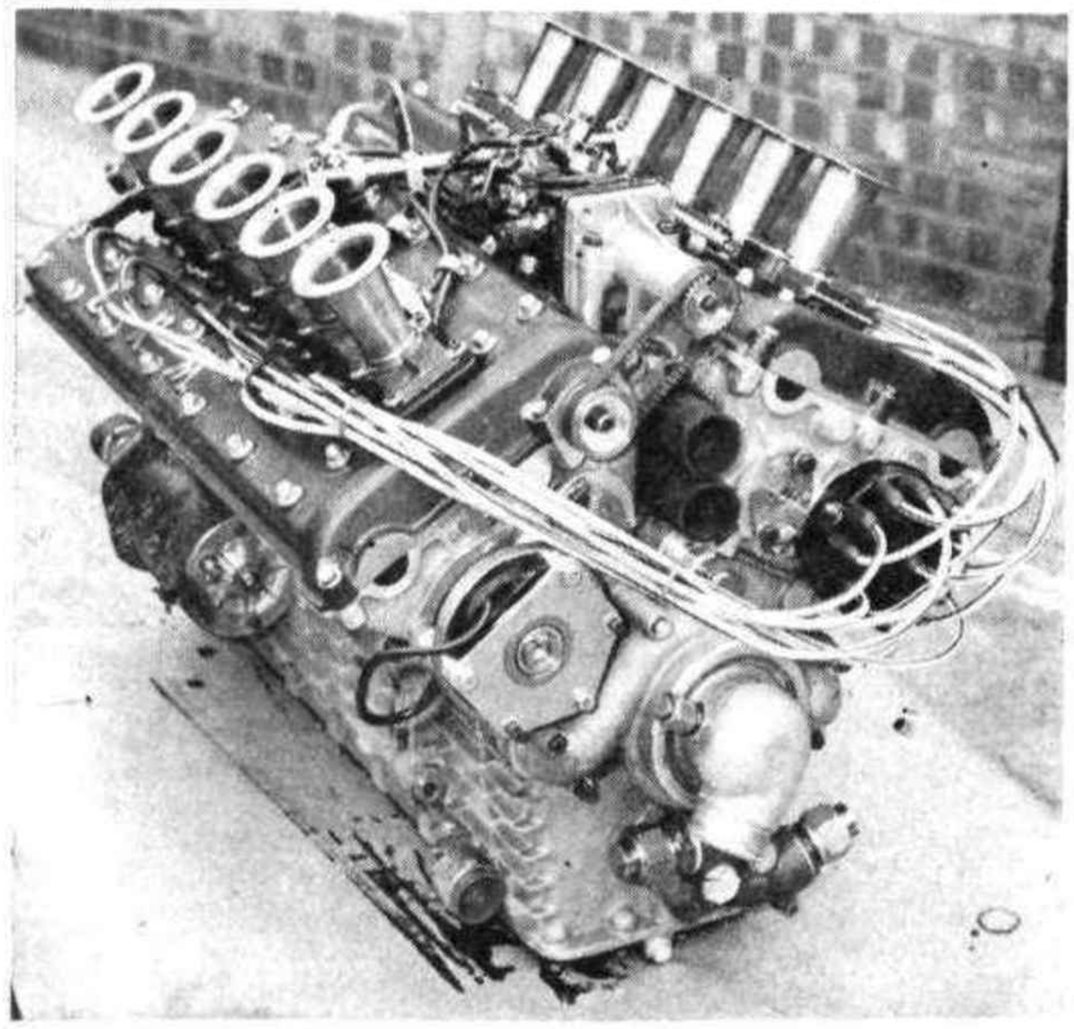
Brabham may be the reigning World Champion, but he is not supposed to start the races.

SEEN AT MONZA—continued from page 891

carries the rear suspension. A large alloy casting attaches the engine to the cockpit bulk-head. Front suspension is of the lower wishbone and upper rocker-arm type, with spring units and anti-roll bar all inside the nose cowling and rear suspension is the conventional layout of lower wishbone, pivoted at the chassis by its apex, a single top transverse strut, two forward running radius arms and an exposed coil-spring/shock-absorber unit. The Honda diff unit has a modified right side casing with an outrigger bearing so that the drive shafts are now of equal length, and these are of the simple sliding-spline jointed type, thus doing away with the Honda hub carriers that incorporated a sliding joint and allowed one-piece drive shafts to be used. All this change is in the interest of unsprung weight on the rear wheels.

While it was officially insisted that the new car was all Honda, it had an obvious English look about certain components and a distinct touch of Eric Broadley and some unkind people dubbed it either a "Lolanda" or a "Hondola," whereas it was in reality a "Surtees Special." However you looked at it, it was a great improvement and the way it went in the race must have satisfied all the people who stretch from Slough to Tokyo under the John Surtees banner, and repaid the incredible amount of work that was accomplished in six weeks.

Making its first appearance in Europe, though it had already raced in Canada, was the new McLaren M5A, powered by the new 12-cylinder B.R.M. engine. Bruce McLaren started the season with a modified Formula Two McLaren chassis containing a 2-litre V8 B.R.M. engine, which served him well until one day when it was on test at Goodwood and a fuel pipe broke; the car caught fire and was completely destroyed. The Formula Two cars were built of riveted aluminnum sheet, with steel bulk-heads, in what is best described as an open trough, in which the driver reclines in front of the engine, a glass-fibre nose and cockpit cover clipping on to the top of the trough. The new car is much more of a complete monocoque, still fabricated from aluminium sheet, but the front section is more in the shape of a tube, with a hole cut in it for the cockpit. The front suspension is on the lines of the F.2 car, with double wishbones and exposed coil-spring/damper units, and the rear suspension is orthodox Grand Prix pattern. The engine is the first of the new series from B.R.M., being a comparatively simple V12-cylinder unit, much more suited to selling to customers than the H16-cylinder works engine. The two-cylinder banks are at 60-degrees, each cylinder having two overhead camshafts driven by a single-roller chain from the front of the crankshaft. There are two valves per cylinder and the inlet ports are vertically down between the pairs of camshafts, with Lucas injector nozzles under the



NEW FROM BOURNE.—The V12 B.R.M. engine seen from the front with water pipes protruding from between the cylinder heads and water pump on the front of the crankcase. This is the first engine, as used in the McLaren.

throttle slides and long intake trumpets. Single sparking plugs per cylinder are used, fired from a distributor on the front of the left bank, and there is an alternator on the front of the right bank; from the front of the inlet camshaft on the right bank a toothed rubber belt drives the injection metering unit. Bore and stroke are given as 2.9375 inches by 2.250 inches and the capacity is 2,999.5 c.c. and with a 12-to-1 compression ratio on petrol it develops some 365 b.h.p. at 10,000 r.p.m. This engine has been in the offing for over a year now, and now that it has appeared there is a rush of customers, though some are going to be disappointed. It would seem to be fundamentally a sports-car type engine, rather than a full-blooded Grand Prix engine, but nonetheless it performed very well in the McLaren, proving very controllable in the wet at the Canadian G.P., and battling with Honda, Ferrari and Cooper-Maserati until it broke at Monza. It would seem likely that Cooper might use this engine next year, Ken Tyrrell in a Matra, and one or two other private ventures.—D.S.J.

THE "OH, DEAR!" DEPARTMENT

Although I was not aware of the fact it seems that I was suffering from mental aberration at the German G.P. I described the gear-change linkage on the new F.1 Ferrari gearbox as being like that of the F.2 car, with the transverse rocking lever behind the driving seat. On the F.1 car the system is the same but the rocking lever is at the back of the engine, not in front.

Also, I said that Denis Hulme was not in the G.P.D.A. with "Bonnier and his lot"; this was completely wrong as the G.P.D.A. invited Hulme to join them last year. It was someone else and another lot that I was confused with.—D. S. J.

C.S.I. MEETING

At a meeting in Italy the Commission Sportive International of the F.I.A. decided that having made a bad mistake they would stick to it rather than retract. So from 1968 there will be a limit of 3-litres on Group 6 Sports/Prototypes and a limit of 5-litres on Group 4 Sports Cars (50 off); and Renault-Alpine are all ready for the next Le Mans with a 3-litre V8. Coincidence?

LETTER FROM EUROPE

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

Dear W. B.,

Thinking that the worst of the traffic in Central Europe would have died down by the beginning of September I made the mistake of cutting through Switzerland on my way from England to Italy, when I came down to Monza. That was a mistake for the Swiss Government must have thought the same thing and sent their Army out on manœuvres, and like any other country the mechanised Army on the move will slow you up more than any tourist traffic ever will. The trip across France had been good, the E-type covering the miles up hill and down dale with its "seven-league boots" (actually, Goodyear G800s) in its usual effortless way, and on the undulating part approaching the Vosges Mountains the odometer completed its first full circle, the 99,999 kilometres ticking up to a fascinating row of noughts, indicating a full 100,000 kilometres. The people at Jaguar said when I got the car (it seems like last year, but in reality it was 1965) that the engine should not need looking at for 60,000 miles, and now that I have passed 62,137 miles (100,000 km.) it seems they were right for all the attention it has needed is changes of oil, plugs, ignition points and two adjustments of the top timing-chain. If the Lucas electrical system and the Dunlop brake system were as fool-proof the whole car would be most impressive, but even so I am not grumbling as it has been used fairly well and not pampered in a heated garage and only taken out on fine days.

Over the Simplon Pass into Italy conditions were appalling, for it was raining at the foot and half-way up I ran into heavy clouds, but what was worse was that the Swiss are doing a major rebuild on the road, widening it, cutting tunnels to eliminate some of the corners, building snow barriers and so on and at the moment the road is a bit like a trials section. When I left home the local parish councils were having protest meetings about what was going to happen to our leafy-lanes when the new M3 Motorway construction got under way, complaining about contractors' lorries and mud and grit and such like. I thought of them as I ground my way through the shambles of Caterpillar tractors, diggers, lorries, concrete mixers and rubble that used to be the road over the Simplon, with visibility down to twenty feet in places. No doubt it will be nice when it's finished, but soon now the snows will be coming and that will stop work until next spring. At one point I got stuck behind a Fiat on Greek number plates, presumably heading homewards, and the driver was not happy and was doing everything wrong; when the arrows said "go right" at an obstruction he went left, when it was one-way and a chap waved a red flag our Greek friend went on and then had to reverse, if it was downhill for us, where you obviously give way to traffic coming up, he just kept going. Luckily it was all at walking pace, due to the thick cloud, so that he did not have an accident, but he seemed very confused by everything and I only hope he got back to Greece eventually.

Once into Italy the sun came out and the whole tempo of movement speeded up, as it always does on the other side of the Alps and the remaining distance to Monza was soon gobbled up. The race at Monza was one of those that is going to go down in history, notably for the terrific "tiger" act of J. Clark, Esq., and rightly enough he doesn't consider it his best drive by any means; that was at Nurburgring in the rain a year or two ago, when he got left on the line and then caught the trio of Surtees, Hill and Gurney at the rate of 5 seconds a lap. Even so, this drive at Monza was a wonderful example of "never give up" and he was certainly the moral victor. After Monza I made a quick trip down the Autostrada del Sole, to Modena, covering 150 kilometres in 61 minutes, including a stop for petrol, with such ease that it made me realise the value of paying to use the Autostrada. While it is fairly expensive (about 17s. 6d. per hour in the E-type) it does ensure that the traffic density is not ridiculous and those people using the road are usually getting along rapidly, so that a fast car can really get settled down. You remember that on one slow journey we did to Silverstone we counted the P4 "Auntie" Rovers, and scored something like one every ten miles? Well, between Milan and Modena I counted five Fiat Dino V6 coupés, a sure sign that they are really in production. There were also two Maserati "Mistral" coupés and a 5-litre V8 saloon Maserati, a lone Lamborghini front-engined coupé, but not a single Ferrari, which was unusual. Needless to say these were all going in the opposite direction. The Jaguar is not



". . . up the road, at St. Agata, the 'Miura' is well in production. . . ."

that fast! As I stopped in Modena a brand new 5-litre V8 Maserati "Ghibli" coupé went by, and for sleek lines this Ghia design takes some beating, but I could not help thinking that the days of the front-engined GT coupé must be numbered, and I felt a little sad for the "Ghibli" as I watched it thread its way through the traffic. Up the road at St. Agata, the Lamborghini factory is now up to about 70 on its production of mid-engined "Miura" coupés. I can never understand why Enzo Ferrari missed out with the LM coupé, for he was well ahead of everyone else when it first appeared and I should have thought that a polished-up road-going version would have sold in good numbers. As it is, the production Ferraris are beginning to look a bit dated, even brand new GTB4 coupés. In the Monza Park there was a sporting car and motorcycle exhibition and Alfa Romeo were displaying a very beautifully finished coupé version of the Tipo 33, and just outside the local Lamborghini enthusiasts had assembled five "Miura" coupés in one parking area.

Every year there seem to be more and more social functions at the Monza meeting, some being pleasant and some just tiresome, but one that had to be attended this year, in the evening after the first day of practice, was an Argentinian type barbecue at which Fangio and a couple of his fellow countrymen supervised the fire stoking and the beef-turning, the old *maestro* sweating away in his shirt-sleeves with a long iron bar. He has been in Europe for some time now on various business deals, including buying one of the 1966 works Cooper cars, less its Maserati engine, to take back to the Argentine for a friend who is going to put an Argentine six-cylinder engine in it, for their National racing formula. The engine is from a car called a Torino, which is built in the Argentine under licence from Kaiser and Fangio has been using one of these in Europe. The body is a typical Italian 2+2 coupé, with a large boot, and could easily be a Fiat, and the 3.8-litre six-cylinder single-overhead-camshaft engine is a rugged great thing, using three double-choke Weber carburetters, and Fangio says the highly tuned saloons that they race out there have over 300 b.h.p. Everything about the chassis and suspension looks strong and gives the impression that it could be used over broken territory without breaking. While in Stuttgart recently we had a small private supper party up at Eugen Bohringer's hotel and while I purred up the hill in the E-type and the others came in a silent 220SE Mercedes-Benz, the "old man" came charging up in this noisy and rorty Torino, with its raucous exhaust note. And I wonder if David Benson was right after all, about Mercedes-Benz, for at times, such as down here in Modena, one gets the feeling that something is going on in Stuttgart. When you are up there all is peace and serenity!

You will be reading elswhere about the fantastic race at Monza, and on the way into the track I saw a number of motor coaches labelled "Page Tours," which had no doubt brought many of our readers to the race. I am always meeting them at races, and from all accounts most of Mr. Page's customers are very satisfied with these motor racing tours; I am sure they must have all been more than satisfied with the Monza trip, and I expect a lot of them were leading the cheering when Clark took the lead near the end of the race.

The next few weeks will see some miscellaneous Euoropean motoring, all the major races being finished, but there is always plenty to see, even if it is not all racing.—Yours D. S. J.

RALLY REVIEW

THE 1,000 Lakes proved to be even more exciting and competitive than was predicted last month, though not exactly for the reasons suggested. There was indeed full works participation from more teams than have been seen on a European Championship rally for several months, but the essence of competition came from the skill of two drivers who, with fairly dissimilar cars, fought bitterly for the lead from start to finish. These two were Timo Makinen (1275 Cooper S) and Simo Lampinen (Saab V4), who outpaced the rest of the field over the twenty-odd special stages and finished the rally only eight and a half seconds apart, with the victory going to the Cooper driver.

Many of the other drivers showed remarkable form but none could match the leading two. In the opening stages of this rather short rally, the two Swedish Porsche 911s entered by Scania Vabis and driven by Ake Andersson and Björn Waldegaard were their nearest challengers, but both left the road and only the latter finished. Best performer of the also-rans was Hannu Mikkola, who has not yet finished college but drives well enough in Finland to consider Mäkinen as an equal on local events. The local Volvo agent entered a 122S for him to drive and was rewarded with a third place overall. It is surprising in view of their past glory that both B.M.C. and Volvo only entered one car each for this rally, but then they did take two of the first three places in the results. Lampinen's was by far the fastest of the Saabs and, predictably, Carl Orrenius and Tom Trana in the other two works cars were fairly evenly matched until Trana dropped out with transmission failure. In fact he did have other slight bothers like a blown head gasket and a fan blade through the radiator, but it was the transmission that stopped him. In view of the large number of similar failures on the Saabs entered in the Gulf Rally, it is to be expected that Saabs are working hard on developing a new gearbox which can handle the power that is available from the V4 engine. The problem they encounter is one of overheating in the gearbox, which is not only small but tightly enclosed by the bodywork with little access for cooling air. On fairly short stages as in the 1,000 Lakes, Lampinen said that there was not too much of a problem if things were allowed to settle down between stages, but on a rally like the Gulf or the R.A.C. this is a real problem.

The Renault Gordinis entered by Swedish Renault for the French team went well and those driven by Berndt Jansson and Harry Källstrom both finished in the first ten, but these cars, despite their exotic specification, never seem to fulfil their promise. Considering that in Group 2 they have 5-speed gearboxes, four disc brakes of more than generous size, all-independent suspension and an engine which has lots of revs and lots of power, the Gordinis have not been all-conquering by any means and in their class they have been singularly unsuccessful—the Rally of the Flowers is one exception—in getting to grips with the Cooper S and the Lancia Fulvia. One Gordini that did really show promise on the 1,000 Lakes was that loaned to Jorma Lusenius. He normally drives Cooper Ss for the B.M.C. dealership but in his first drive with a rear-engined car he was right with the leaders until a groaning rear suspension slowed him in the latter half of the rally.

Most successful of the factories was Ford, whose Swedish branch entered two Lotus-Cortinas for Bengt Söderström and Ove Andersson to drive. Though he had the fuel-injection model, Söderström was unable to prevent Andersson passing him on the last night when there was some patchy fog to take fourth place and finish as the best placed Swedish driver. The most astounding driver is still Ove Eriksson, whose performance in a Group 2 Opel Rekord netted him sixth place behind Söderström and ahead of Pauli Toivonen in the lone works Lancia Fulvia.

* * *

The news that B.P. is to withdraw its support of motor racing and rallying at the end of this year is sad indeed. The days when they were represented by Erik Carlsson and the Saab team, Hans Walter and the Porsche team and Eugen Bohringer and the Mercedes team are not so far distant, and the benefit that the sport derived from their support will not be easily forgotten. What will happen to the Saab team next year is anyone's guess but in their statement, B.P. did make it clear that firms such as B.P. Sweden would still be free to organise their own racing programme if they felt the need was great enough. It would be a shame if Team Bee Pee were to die altogether.

* * *

Well, the Coupe des Alpes showed that experience is no hindrance when it comes to winning an arduous European Championship event. The total number of years' experience that Paddy Hopkirk and Ron Crellin can call on can be bettered by few crews, despite Crellin's claim that he is still a raw newcomer. Already he has been co-driving with Hopkirk for nearly two years, in which they have—for all practical purposes except the payment of bonus money—won the Acropolis twice as well as winning the Austrian Alpine last year and the Coupe des Alpes this year.

For B.M.C. this victory came as a bit of a surprise for whereas in Finland, where they only started with one factory car, they might confidently hope for a result if the car lasted, in the Coupe des Alpes the prospect was much more grim. Renault had engaged two very fast twin-cam 1,600-c.c. Alpines plus a normal 1,100-c.c. Group 3 Alpine, and backed this up with four R8 Gordinis all in Group 6 and with engines of varying capacities. Porsche had a plastic 911 with a Carrera 6 engine plus two Group 3 911Ss, while the French Alfa Romeo distributor was attending to two Group 5 GTAs and two Group 2 GTAs. All these cars had top line drivers ranging through Larrousse, Vinatier and Kallstrom (Renault), Elford and Zasada (Porsche), and Rolland and Greder (Alfa). Against these much more powerful cars, even a 120-b.h.p. Cooper S running much lightened in Group 6 does not present a favourable bet for outright victory, and though B.M.C. had three such cars for Makinen, Hopkirk and Aaltonen, they probably felt much more certain that their entry of Tony Fall in Group 2 was likely to net them more in the way of results.

As it was, Fall was the first to retire, followed by Aaltonen. They were soon joined by all the Porsches, all the Alpines and the fastest of the Alfa Romeos. Of the surviving works Cooper Ss, Makinen's was the best and made all the running. By driving the car as only Makinen knows how, he held third or second place for most of the rally, with only the two Alpines proving fleet enough to stay ahead of him. However, his style could best be described as brinkmanship in that the car is being punished very hard indeed—especially the brakes—and it is a gamble that nothing will break on a hill-climb or a selective. Makinen was denied the honour of having led the rally even for a couple of hours for, although he outlasted both Alpines before his gearbox broke, an earlier failure of a throttle cable on a test had dropped him down the field. Full marks for trying and a performance worthy of the man who is generally considered to be the fastest rally driver around.

The Porsche drivers felt at the start that this rally had almost been designed for them as with a tough fast car they felt that they could outlast the Renaults and outdrive the Alfas. As it was they did neither, for Vic Elford lost a certain first place by having two punctures on selectives in the first night while most of the other Porsches succumbed quite quickly to broken drive shafts and other transmission failures. Perhaps the universal adoption of racing tyres plus the dry weather was responsible in part for this Teutonic failure, and it was interesting to see that the Alfa Romeos, which are notoriously fragile *au derriere*, were using Kleber Colombes V10 radials in an attempt to reduce the strain on the drive shafts and differential. A few years ago B.M.C. were the only team to use racing tyres regularly for rallying and it is my personal contention that though they are much harder on the transmission and suspension, the adoption of Dunlop racing tyres by the B.M.C. team was largely responsible for their supremacy in the last two seasons. For example, in Greece where until this year only B.M.C. had dreamed of using racing tyres, the Ford people could never understand how a 112-b.h.p. Cooper S could possibly beat a 148-b.h.p. Lotus Cortina on a dry tarmac stage. Even when the same happened on the Tulip Rally the coin was a long time leaving the slot, and it wasn't until the Coupe des Alpes this year when Tony Chappell's works-supported Lotus Cortina arrived with Goodyear racers and Leo Bertorelli's private Lotus Cortina with Dunlop racers that I have seen a Ford on such tyres for rallying. Other teams have also followed suit and Lancia, Porsche and Rootes are now full-time users of Dunlop racers.

The final aspect of the Coupe des Alpes which I want to consider is the acceptance in the entry of all cars from Group 1 to Group 6. As a competitor I must admit immediately that the faster the car is capable of going the more I shall enjoy rallying in it, and the thought of regularly rallying in a Group 1 car drives me to think of taking up croquet seriously. However, if rallying is to have any point whatsoever

it must achieve two things : it must show the public by way of the results which manufacturer has the best production car for sale, and it must enable the manufacturer to develop his product and rectify faults discovered in competition. Now if we stick quite rigidly to Group 1 (untouched, virgin automobiles lifted from the showroom) we shall never get anywhere on the second point in view of the time it takes to get new things put on the production line and then the homologation form. It is true that Group 1 competition illumines the first requirement with a brilliant white light to which at present only the Opel branch of G.M. has been keen enough to expose its products.

That brings us to Group 2, which leaves adequate room for trying out improvements to all aspects of the car as well as making the cars interesting to drive. At the same time, the rules are strict enough to prevent the car becoming a mechanical hoodwink and the consumer can say with some justification in the manner of the advertisements " My car won the Monte Carlo Rally." Such a remark would have little justification if a Group 5 car had won the rally. I can see little or no reason for having this third branch of the touring car category, which would appear to be a sop thrown out by the F.I.A. to the big manufacturers. If you have a touring car for racing or rallying, then in the public's eye it is either dead standard or it is tuned, and it is foolish to expect their comprehension to go beyond this simple division.

As for Group 6, the same argument applies but even more strongly for this is the category of glass-fibre panels, stripped interiors and full racing engines. The R.A.C. Rally organisers have said in their regulations that they have allowed Groups 5 and 6 to compete in their rally on scratch this year to enable manufacturers to test experimental work over severe conditions. What one learns from fitting a glass-fibre boot to a Mini and then doing the R.A.C. Rally in it is surely of little interest to anyone. We have to face the fact that any rally organiser who throws his rally open to all these six categories is making his results worthless to the general public.

If the purpose of allowing Group 6 cars to run in these rallies is to prove experimental work, then let them run in a separate category as far as the final results are concerned. The manufacturers can then see how they compare with the standard cars and the whole purpose of the exercise will be fulfilled without hoodwinking the general public, who probably think at this minute that they can nip round the corner, buy a Cooper S just like Hopkirk's Coupe des Alpes-winning car, and proceed to duff up every Alfa, Porsche and Renault in sight.—J. D. F. D.

The Gold Cup

THE original intention of Mid-Cheshire M.R.C. was to run this year's Gold Cup race for Formula One cars with a few Formula Twos to make up the field. But with the race following a week after the rigours of Monza only six of the larger capacity were entered and half that number were presented for scrutineering. In contrast, most of the best F.2 cars turned up, including the French Matras, to make a field of eighteen cars. Practice showed that around the twists and turns of Oulton Park there is little between the two formulae for although Brabham with his regular Brabham-Repco 3-litre was the fastest in practice, Stewart in Ken Tyrrell's Matra-Cosworth was only a second slower.

Stewart it was who took the early lead with Brabham right on his tail, and for six laps the Scotsman kept the Formula One car at bay. From then on it was Brabham all the way, with Stewart keeping him in sight for the remainder of the 45 laps to finish 5.4 sec. behind. Gardner, who was having his only Formula One race of the year, had a dismal time for his practice was plagued with ignition bothers and the trouble recurred in the race after 10 laps when lying third. His retirement elevated the scrap for the next position which was the highlight of the race. Hill (Lotus 48), Rindt (Brabham), and the Matras of Beltoise, Schlesser and Ickx continually changed places. Ickx fell out when he was forced to leave the track in avoiding the only other Formula One car, Pitt with a Brabham-Climax, but the others continued to battle to the end. Hill took the verdict from Schlesser, Beltoise and Rindt. Rees was sixth after a race-long duel with Henri Pescarolo, who has won a lot of races for the Matra F.3 team this year. Lambert having his first race since Rouen seemed all set to take ninth spot and be the first independent home but ran out of fuel a couple of laps from the end, leaving the honours to Rollinson's McLaren. On the last lap Brabham broke his own outright lap record, while earlier Stewart had set up a new F.2 best.

Results :

1st : J. Brabham (Brabham-Repco BT24) (Entrant: Brabham Racing Org. Ltd.) 1 hr. 10 min. 07.0 sec.—171.10 k.p.h. (106.37 m.p.h.)
2nd: J. Stewart (Matra-Cosworth MS7) (Entrant: Tyrrell Racing Org. Ltd.) 1 hr. 10 min. 12.4 sec.—170.88 k.p.h. (106.18 m.p.h.)
3rd : G. Hill (Lotus-Cosworth 48) (Entrant: Team Lotus Ltd.) 1 hr. 10 min. 54.4 sec.
4th : J. Schlesser (Matra-Cosworth MS5) (Entrant: Ecurie Ford France) 1 hr. 10 min. 55.0 sec.
5th : J-P. Beltoise (Matra-Cosworth MS5) (Entrant: Matra Sports) 1 hr. 11 min. 07.6 sec.
6th : J. Rindt (Brabham-Cosworth BT23) (Entrant: Roy Winkelmann Racing Ltd.) 1 hr. 11 min. 11.0 sec.
7th : A. Rees (Brabham-Cosworth BT23) (Entrant: Roy Winkelmann Racing Ltd.) 44 laps
8th : H. Pescarolo (Matra-Cosworth MS5) (Entrant: Matra Sports) 44 laps
9th : A. Rollinson (McLaren-Cosworth M4A) (Entrant: Frank Lythgoe Racing Ltd.) 43 laps
10th : H. Stuller (Cooper-Cosworth T82) (Entrant: Gerard-Cooper Racing) 42 laps

Fastest laps: **Formula One :** Brabham, 1 min. 31.6 sec. (108.51 m.p.h.).
Formula Two : Stewart, 1 min. 32.8 sec. (107.11 m.p.h.).

* * *

Completing the day were a couple of races which were the penultimate round of the B.R.S.C.C. Saloon Car Championship for Group 5 cars. The one for larger cars was won by Gardner in Alan Mann's Ford Falcon, with the 1,300-2,000 c.c. class going to Elford's Porsche 911 after the Team Lotus cars of Ickx and Hill crashed. The works Cooper Minis of Rhodes and Handley took the first two places in the up-to-1,300 c.c. event after Craft's Superspeed Anglia retired when in the lead two laps from the end. Fitzpatrick won the 1,000-c.c. class with his Broadspeed Anglia, and the results virtually assure Gardner of the Championship.

The Group 4 (Sports Cars—50 off) saw a tremendous battle between Hawkins' Ford GT40, handicapped for most of the distance by a broken valve spring, and the Ferrari LMs of Piper and Attwood; the trio finished in the given order after a masterly drive by Hawkins. During the lunch interval Jackie Stewart enjoyed himself immensely by lapping in a V16 B.R.M.—A. R. M.

BRIGHTON SPEED TRIALS

The Brighton Speed Trials, run along the Marine Parade on September 16th, saw John Woolfe set first and second best car times over the standing kilometre course. His racing 7-litre Cobra did 22.51 sec., compared with the 23.38 sec. of his 7-litre road-going car. Lord Cross's 4.7 Cobra was third overall with 24.63 sec. But none of these times could compare with the 20.81 sec. achieved by the 500-c.c. Torquemada 1 motorcycle of P. Manzano, who was credited with overall B.T.D. The Bentley Drivers' Invitation class was won by S. E. Sears in a 1931 8-litre, which did 28.92 sec. The weather was dry and calm, although overcast, and George Brown's motorcycle time of 19.29 sec. with his Vincent still stands.

HILL-CLIMB CHAMPIONS

THE two important hill-climb championships, European and British, have been won by established stars in the face of strong opposition from newcomers. In England Tony Marsh made a rare visit to Harewood to clinch the title for the third year running, while main challenger Bryan Eccles almost ruined his chances with a prang at the penultimate meeting at Prescott. His Brabham-Oldsmobile was quickly repaired by the Brabham works but Eccles just could not get near enough to Marsh, despite the first four all breaking the hill record. Marsh's car is one he has designed and constructed on his own and uses a four-wheel-drive system designed by himself. Such was the success of the car, which was only started about a year ago, that many British hill-climbers are seriously thinking that four-wheel-drive is a must for the next series.

In Europe all the success has been achieved by Porsche, whose rather fragile two-seaters have won every round of the Mountain Championship. But the success has been shared between Gerhard Mitter and a newcomer, Rolf Stommelen, Mitter just pipping his team-mate by virtue of a technical point. The Championship has been poorly supported this year, apart from by the Zuffenhausen firm, although there was half-hearted participation by Abarth, Autodelta (with Alfa Romeo 33s), Ferrari and B.M.W. (with cars constructed by Lola and powered by 2-litre versions of the Apfelbeck F.2 engine.

GRIT !

As far as I know I have never done any harm to the driver or owners of lorry, Reg. No. HLM 285C. I am, therefore, curious to know why it bombarded the Rover I was driving with a fusillade of pebbles, one of which scored a direct and noisy hit, as I was driving to the office on September 1st, not to mention trying to smother me with dirty water and diesel smoke ?—W. B.

MOTOR SHOW MATTERS

THE London Motor Show will be a testing time for British car manufacturers. All will be showing their 1968 wear but in the main this consists of modified versions of existing models. Surely the car that will be the centre of interest for the influx of British and foreign buyers will be the recently announced N.S.U. Ro80. This twin Wankel rotor-powered car has been remarkably well received and it was certainly the centre of attraction at Frankfurt last month. N.S.U. have sunk a great deal of money into the project and for sheer nerve they deserve to succeed. Whether the public want this sort of car is another matter. The British motor industry are not entirely convinced but one cannot help feeling they are fighting shy of the project in view of the enormous cost that would be involved in re-tooling and machining. N.S.U. have taken the plunge, and one senior member of the staff is already quoted as saying : " If the Ro80 fails, so does N.S.U." The next year will be a very trying one for them.

Of the other foreign cars, one of the most interesting will be the Honda 600 mini car, which could prove as much an attraction as their S800 sports cars did at the same show last year. The Honda mini car is to sell at about £450 but boasts far better performance and creature comforts than its nearest rivals, B.M.C.'s Mini and the small Fiats. It would be no surprise that the 600 followed the line of its sister, the S800, which has hit British small sports car manufacturers in a crucial spot.

Another car that deserves much closer inspection is the elegant Jensen FF (Ferguson Formula). This car, introduced at the last Motor Show, has undergone slight modifications to the interior and remains as an outstanding example of British ingenuity with its four-wheel-drive and Dunlop Maxaret braking system. True it is clothed with an Italian body, true it is powered by an American engine, but as a great Armenian prophet once said, because an Irish stew contains Spanish onions it is still an Irish stew.

The Ford Motor Company continue their advertising campaign with the accent heavily on the new Cortina, the company's—and country's—top selling car. B.M.C. do not believe in change but will show their improved small cars and sports car. B.M.C.'s theory is that the public do not want a car that is always going out of date; the Americans, with their high-sales technique of changing styles every year for consumers to keep one step ahead of their neighbours, believe otherwise. Another car which comes up for a major mechanical change is from Great Auntie Rover, who has lifted her skirts to reveal a 3½-litre V8 engine of American origin installed in the 3-litre shell.

For readers and advertisers who will be at Earls Court between October 18th-28th, MOTOR SPORT will be on stand No. 4, where we will once again look forward to meeting you.

MATTERS OF MOMENT—continued from page 889

Daf 44 and a large Mercedes 250 estate car.

It is well known that in any road rallies cars require frequent servicing along the route, and that in this Nurburgring event pit stops were incorporated. But while the buying public is prepared to overlook the special features of the competing cars and the assistance accorded to them during the event, rallies will continue to be highly competitive and to appeal to manufacturers' publicity departments. That Porsche have won the Liège and B.M.C. the Alpine must stand these two firms in very good stead on the eve of the forthcoming Motor Show at Earls Court.

GOODWOOD REUNION (Sept. 17th)

Brooklands reunions, and now a Goodwood reunion. This was organised by the B.A.R.C. to celebrate the first race meeting at this now, alas, defunct venue, which took place on 18-9-48. Ex-Goodwood officials, from John Morgan downwards, ex-competitors, some 27 of whom drove at this initial meeting, two ex-spectators and the Press, represented apparently solely by MOTOR SPORT, gathered at the circuit, which is still in excellent condition, drove round it (at " touring " speeds) and then went to the " Richmond Arms " to sign-on and imbibe. Some exotic cars attended, but the best reception was accorded to two H.R.G.s, brought by Monica Whincop and Charles Meisl. (Jo Lowrey, who was present, overturned an H.R.G. at what was afterwards called Woodcote Corner in the 1948 race meeting.) Lord Strathcarron flew in, and 19 people sent goodwill messages, although unable to attend, including His Grace the Duke of Richmond and Gordon, and Stirling Moss who won the F.3 race at Goodwood's opening meeting.—W. B.

V.E.V. Afterthought.—We now learn that there is another 12/20 Calthorpe in the country apart from the one referred to last month. This car has detachable caps over the valves but no " water dome," so this is yet another version of the 12/20 with what was presumably an interim design of engine.

The interest aroused by reference to the " American Invasion " reminds us that a copy passed through our hands briefly in about 1948, when its authorship was ascribed to Lord Perry of the Ford organisation.

EASON GIBSON RETIRES

It was with regret that we learned of John Eason Gibson's recent illness, which has caused his resignation as secretary to the British Racing Drivers' Club and ended a 48-year association with the Sport. Neil Eason Gibson is also leaving the Club to take up another appointment in the field of motoring sport, and the new secretary is Anthony Salmon. J. Brown remains as Managing Director of Silverstone Circuits Ltd., with J. D. A. Wade as Assistant Track Manager.

SOME RECENT RACES

The 500-km. race at Nurburgring on September 2nd was won by the works Alpine 1500 of de Lageneste. The race, which has previously had a 1,300-c.c. capacity limit, was run for the first time to 1,600 c.c., which let in many cars with the Ford-Lotus twin-cam engine. The other works Alpines, driven by Grandsire, Mauro Bianchi and Depailler and the Team Elite Lotus 47 of Taylor all took turns at leading before retiring, leaving de Lageneste to head off a strong challenge from Furtmayr's works Abarth 1300 OT.

In Formula Two the winning has been fairly equally shared. As well as his win at Brands Hatch (see page 916) Rindt (Winkelmann Brabham) also scored a victory at Hameenlinna, Finland. Second was Brabham's works car and third was Clark, who had won the previous Finnish race, at Keimola, with his Lotus 48. At Keimola Rindt was second, with Graham Hill third in the second works Lotus. Because of the limited funds available, very few drivers went to the Swedish races, only seven going to Keimola and six to Hameenlinna. However, a much more important F.2 event took place at Enna in Sicily, where the winner was Stewart in one of Ken Tyrrell's Matras. The race was completely dominated by Matras, which took the first five places in the order Stewart, Beltoise, Ickx, Schlesser and Servoz-Gavin.

In that lucrative series across the Atlantic for the Canadian-American Challenge Cup for two-seater racing cars, Hulme got off to a flying start in the works McLaren-Chevrolet. At Elkhart Lake, Wisconsin, he won from the Lola-Chevrolets of Donohue and Surtees, and a fortnight later took the chequered flag in front of McLaren (McLaren) and Follmer's and Surtees' Lolas at Bridghampton, New York. The series continued at Mosport on September 23rd (results of which were known too late to be included in this issue) and continues at Leguna Seca, California, on October 15th, which is followed by events at Riverside, California, on October 29th and Las Vegas, Nevada, on November 12th. The McLaren is completely new with a monocoque chassis, and the Lola and Chaparral are modified, mainly by losing a bit of weight. It is reported that Ferrari has also sniffed the dollars changing hands, as have Dearborne who have planned six Ford specials for the series.

M.G. C.C. REGISTERS

There are now four Registers in the M.G. Car Club catering especially for the needs of those who own discontinued M.G. models. Membership is available free to any M.G. C.C. member who owns an acceptable example of the appropriate M.G. model. Hon. Secretaries are :

Vintage Register : (Bullnose 14/28, " flat-rad." 14/28, 14/40, Mark IV, 18/80 Marks I and II, and 18/100 Mark III, period approx. 1924-1932) : F. Wilson McComb, October House, Drayton, Abingdon, Berks.

Triple-M Register : (Vertical-drive o.h.c. Midgets, Magnas and Magnettes, period approx. 1929-1936) : M. L. F. Allison, 25 Meadow Close, Grove, Wantage, Berks.

" T " Register : (All " T " series cars and " YA," " YB," " YT," period approx. 1936-1953) : Ron Gammons, 36 Runnalow, Letchworth, Herts.

SVW Register : (" SA " 2-litre, " VA " 1½-litre and " WA " 2.6-litre cars, period 1936-1939) : Martin Brent, Flat 12, Rosehill House, Peppard Road, Elmer Green, Reading, Berks.

There is also a Twin-Cam Group, of which the Hon. Secretary is Michael Ellman-Brown, Southdowns, Woldingham, Surrey.



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VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

GRAND FINALE AT CASTLE COMBE TO 1967 V.S.C.C. RACING SEASON

C. T. Rogers (16/70 A.C. Special) Wins MOTOR SPORT Brooklands Memorial Trophy

PERFECT weather, splendid racing, made the Castle Combe Meeting on September 16th memorable. Kain (Type 35B Bugatti) had the lead beforehand in the MOTOR SPORT Brooklands Memorial Trophy Contest but lost it during the afternoon by 3 points to Rogers. To win the Trophy he had to finish at least as high as third place in the last race, a 5-lap Handicap. From scratch Kain mopped up the field, lapping at 84.27 m.p.h., but he failed by half-a-length (officially 0.2 sec.) to catch St. John's Type 35B Bugatti (25 sec. start) for third place. The race was won by Marsh's E.R.A. (15 sec. start), from Barr's 4.3 Alvis (30 sec. start), who was lucky not to be re-handicapped. So Rogers took the Trophy and £75 prize with 55 points, his 16/70 A.C. Special evolved from a burnt-out standard 1938 model running up to 6,000 r.p.m.; it was on Regent petrol and uses Duckhams oil.

The Trophy was presented by Mrs. W. Boddy, who afterwards went for a lap of the course in the A.C. Kain was second with 52 points (£50 prize), his Bugatti on Dunlops at the front, 6.70×16 Avon Turbospeed Mk. 3 tyres on its back wheels. Harold Barr's 1937 4.3-litre Alvis Special was third, with 49 points (£25 prize). The Contest made a most exciting finish to the 1967 V.S.C.C. racing season.

* * *

The 12-lap Allcomers' Scratch Race suffered from non-runners, Spero's Maserati engine being still in Italy, Bergel's having piston trouble, while Brewer's G.P. Aston Martin, his second, bronze-hued car, had dropped a valve insert, and Millais' Type 59 Bugatti had brake and clutch troubles, etc. Le Sage's 1958 Lotus led all the way, to an easy victory, so a new era of historic racing has arrived. Lindsay started badly in his black 250F Maserati and retired on lap 4 with minimal performance. Balmer's Cooper-Bristol was second for five laps, then Boorer's Lotus passed. That held to the finish, with Pilkington's Cooper-Bristol fourth and Morris leading the pre-war cars in the E.R.A. "Hanaman II." Wilks' inevitable bad luck persisted, his lap-2 retirement being due to a broken crown wheel on the Lotus.

In the absence of Moores, whose Austin had thrown a rod, Clarke ran away with the 8-lap Spero and Voiturette Trophies Race, in his very quick Ulster-bodied Austin 7. The placemen were Sutton (Austin) and Ely (Riley). Charmian May drove the Phoenix-G.N. very competently. It was towed home behind the 1926 Frazer Nash.

The other races were 5-lap Handicaps. Elliot-Pyle's T.T. Hyper Lea-Francis, sounding very fit, won the first comfortably from Mrs. Cherrett's 1750 Alfa Romeo and Flitcroft's Riley, blown cars in the first two places, the Alfa making fastest lap, at 67.18 m.p.h. The Light Car section went to Bell's 10/23 Talbot. Blight's Talbot 105 (GO 52) came snakily through from the 30-sec. mark to clinch the next race, with Rogers second, both arms raised in jubilation as he crossed the line with extra Brooklands Trophy points. Hill's 1930 Silver Eagle Alvis was a convincing third. Cobb lost the 2nd-speed chain from his Frazer Nash before the start and soon retired. A good entry of Edwardians joined in the next race, Barker starting his 1908 Napier by first kicking it and then switching on. Samuelson started backwards in the T.T. Sunbeam! The 21-litre Metallurgique had a tricky clutch. Cole's beautiful s.v. Aston-Martin looked like winning until swamped on the final lap, the 1912/13 Brixia Zust, back from an Italian tour, with a credit lap start, Joseland's G.N.-F.N. and Boyce's Frazer Nash finishing 1, 2, 3. The Metallurgique was fastest Edwardian, averaging 63.99 m.p.h., Milner's 30/98 Vauxhall retired, Moss' original 2-litre Aston Martin was very slow, perhaps because it had been rebuilt only 700 miles earlier, and an interesting car was Mather's 1934/6 Frazer Nash, thought to have been raced pre-war, which has a K3 M.G. frame with ½-elliptic rear springs, F.N. chain transmission, and now has a standard A.C. Six engine.

Barr's Alvis caught Quartermaine's 30/98 Vauxhall and McEwen's Riley half-a-lap from home to win the fifth race, Kain, who lapped at 83.22 m.p.h., finishing fifth, close behind St. John's Bugatti, cured of recent magneto trouble. Hush—the Talbot had to be towed in. . . . The next 5-lapper saw Clutton's Type 43 Bugatti catch Dick Smith's Frazer Nash, on the run home, Gilbert's Type 37 Bugatti being third and Edwards winning a wheel-to-wheel, race-long duel with Giles' Frazer Nash. The eighth race was as badly handicapped as most had been excellent, Ryan's Lagonda Rapier romping in 25.2 sec. ahead of Linsdell's three-carburetter O.M., which Bell's nicely-drifting 1924 12/50 duck's back Alvis had tailed very closely until its gear lever broke. Ely's scratch Riley was almost lapped by the winner. Battles between Frazer Nashes and Alfa Romeos characterised the ninth race but it was Dodds' Brooklands-model Riley 9 which won, followed by Mather's Frazer Nash, Cherrett's Alfa Romeo and Stirling's Frazer Nash in a tight bunch. And, finally, that very exciting last Handicap, to conclude a fine afternoon's sport. Fun, Castle Combe in the sun!—W. B.

Results :

12-lap Allcomers' Scratch Race :
1st : J. Le Sage (1958 1,960-c.c. Lotus) .. .. 83.99 m.p.h.
2nd : D. Boorer (1959 1,960-c.c. Lotus).
3rd : D. Balmer (1952 1,993-c.c. Cooper-Bristol).
Spero and Voiturette Trophies Race : B. M. Clarke (1929 Austin 7) 68.54 m.p.h.
First 5-lap Handicap : R. Elliot-Pyle (1929 Lea-Francis) .. 62.99 m.p.h.
Second 5-lap Handicap : J. A. F. Blight (1931 Talbot 105) .. 70.65 m.p.h.
Third 5-lap Handicap : R. A. Collings (1912/13 4.7-litre Brixia Zust) .. .. 48.94 m.p.h.
Fourth 5-lap Handicap : H. F. Barr (1937 4.3-litre Alvis) .. .. 75.75 m.p.h.
Fifth 5-lap Handicap : C. Clutton (1929 Type 43 Bugatti) .. 70.80 m.p.h.
Sixth 5-lap Handicap : N. B. I. Ryan (1934 Lagonda Rapier) .. 65.48 m.p.h.
Seventh 5-lap Handicap : P. Dodds (1930 "Brooklands" Riley 9) .. 64.64 m.p.h.
Eighth 5-lap Handicap : C. P. Marsh (1935 1½-litre E.R.A.) .. 79.39 m.p.h.
Fastest lap of the afternoon : Le Sage and Boorer (Lotuses), 85.36 m.p.h.
MOTOR SPORT Brooklands Memorial Trophy : C. T. Rogers (1938 A.C. 16/70 Special), 55 points.
Runners-up : B. B. D. Kain (1926 Type 35B Bugatti), 52 points, and H. L. Barr (1937 4.3-litre Alvis Special), 49 points.

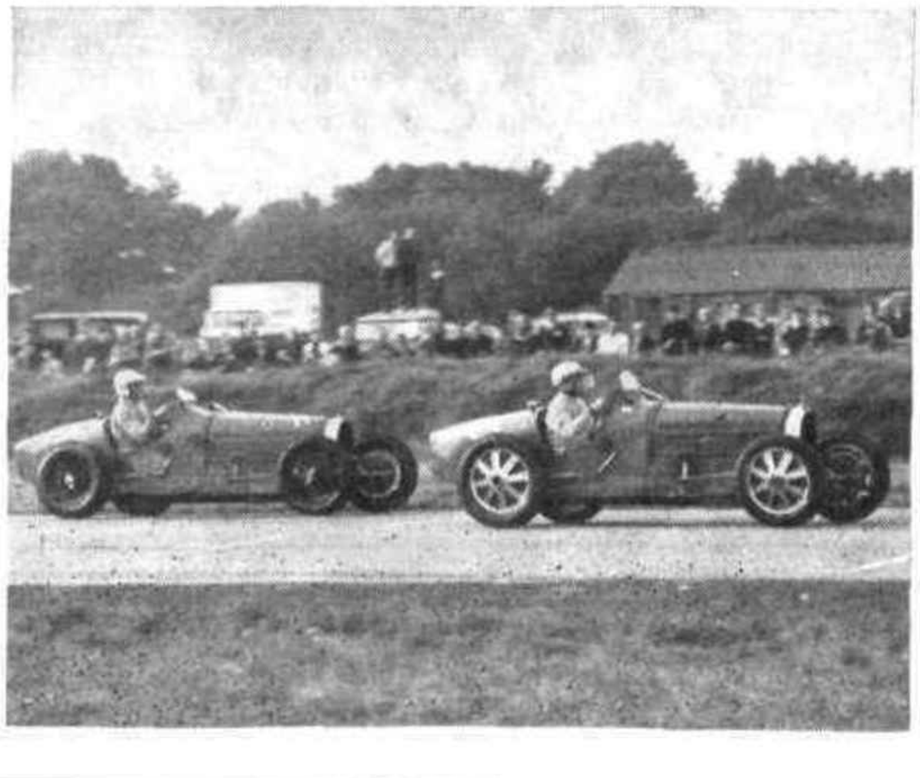


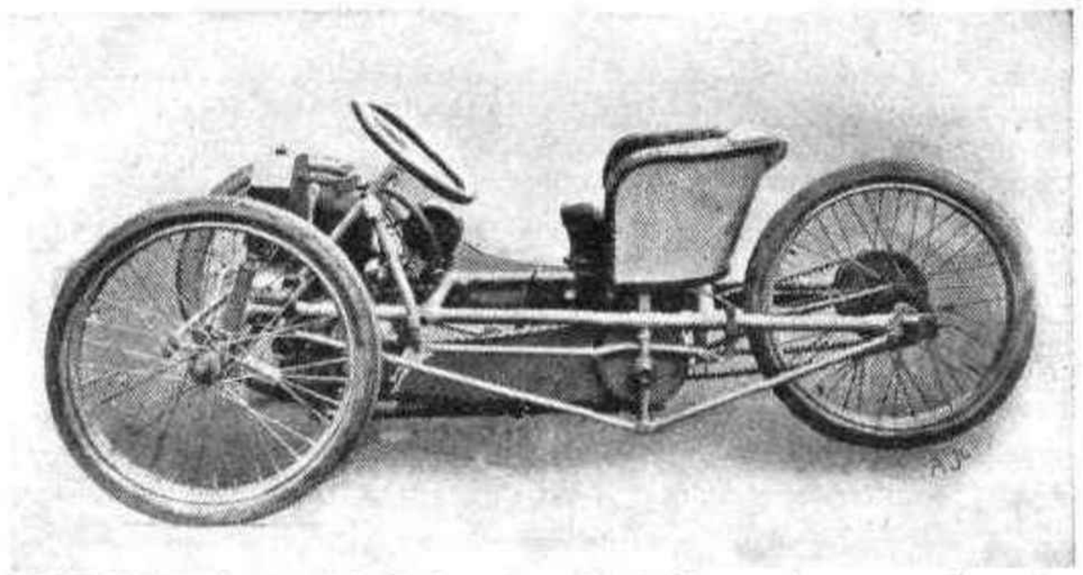
1967 *VICTOR.—Mrs. Winifred Boddy presenting the MOTOR SPORT Brooklands Memorial Trophy to C. T. Rogers, who won it at Castle Combe by three points from Bernard Kain.*

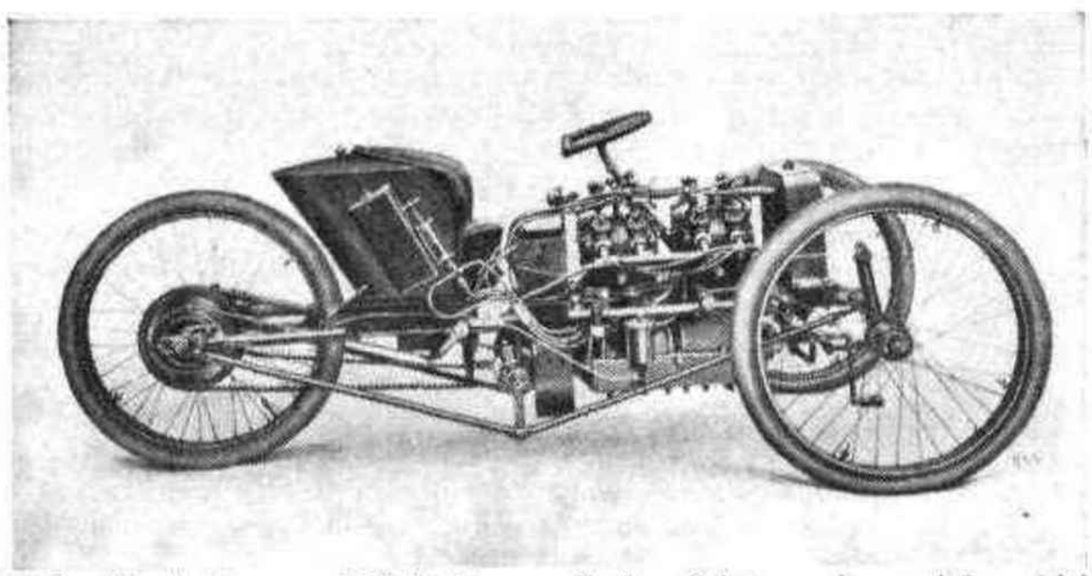


Left to right.—C. T. Rogers and his 16/70 A.C. Special that won the Brooklands Memorial Trophy—this make was prominent at the Track in the 1920s; the very exciting run-home in the last race between the Bugattis of St. John and Kain; slimming exercise—Charmian May getting into the Phoenix-G.N.









EAGLES.—On the left is the 9 h.p. Eagle Racer of 1902, and on the right the New Eagle Racer, which had a 4-cylinder 16 h.p. engine and for which the remarkable top speed of 80 m.p.h. was claimed.

EAGLE CARS

A READER, Mr. C. D. Reynolds, of Sale, who says he is carrying on his grandfather's 3-wheeler tradition by running a 1932 Morgan, has sent us some interesting documents and comments on the little-known make of Eagle.

A 1904 catalogue issued by the Eagle Engineering & Motor Co., Ltd. of Oakfield Road, Altrincham stated that they had, in the past year, made alterations and extensions to the works, so that " although there may be larger motor workshops in the U.K., there is none better fitted for turning out work of a satisfying and perfect character." Consequently they did not deign to quote a price for their chassis, which, before being painted, was tested for hill climbing and braking on gradients from 1 in 12 to 1 in 5. The Eagle Tandem is seen to be a tubular-frame, wheel-steered tricar, with single chain-driven back wheel. The driver sat in a substantial seat, the passenger in a forecar. The Eagle Racer was a very low-built edition, the seat level with the top of the wheels, the single-cylinder engine and its radiator replacing the forecar. Of 9 h.p., it was said to have " made itself famous " in the Speed Trials of 1902 and was claimed to be " the fastest officially-timed 3-wheeled track racer." Quite which speed trials were referred to is not apparent.

The Eagle Racer, although " built to the order of a customer as a touring car," was " a speed machine and can do over 80 m.p.h." It was a fearsome device, apparently using a V4 water-cooled engine. Then there was the Eagle Carrier, equipped with wicker baskets and used by the G.P.O., and the Eagle Runabout, which was a single-seater version of the Tandem.

In addition there were 9 h.p., 16 h.p. and 24 h.p. light cars, respectively of one, two and four cylinders, and Eagle Tonneau Cars, of the same power. Prices of complete vehicles ranged from £150 for the 4½ h.p. Tandem to 510 gns. for the 24 h.p. Tonneau. The 24 h.p. engine was a T-head with its four cylinders in two pairs, the valve springs exposed and the timing gears merely encased in shields. All the cars had the Eagle Patent Change Speed, which was an epicyclic transmission, while the runabouts had a 2-speed cogged friction drive on the countershafts driving to similar cog wheels on the back hub. Eventually the single-seater runabout was sold for £100. It had a wheelbase of 6 ft. 2 in., 800 × 85 tyres, Renold's chains, and was finished in engineer's grey, lined to match the upholstery, with tank, hubs, etc., of phosphor bronze. The carburetter was a de Dion, so the 5 h.p. engine was probably of this make. A pump merely supplemented the cooling water in the tank, but did not circulate water through it, so this was total-loss cooling. Enough oil for about 350 miles was carried, and hills of 1 in 5 in low gear, 1 in 14 in high gear were possible, with average speeds of 27 m.p.h. on give-and-take roads, according to a brochure. The designer was Ralph Jackson, who was also responsible for the epicyclic gearbox.

The Company floundered in 1907 and was wound up in 1910. Mr. Jackson then started a garage with Mr. Reynolds' grandfather, Mr. P. Edwards, in Broadheath, and went on making cars, now known as New Eagle cars. The Eagle Runabout was made up to 1919. In 1913, in an attempt to make a more saleable 4-wheeler, Jackson designed a little car with underslung channel-section frame, using a vertical-twin two-stroke water-cooled engine, the alloy base chamber of which had integral transfer port cast into it. A plain copper-tube radiator, Senspray carburetter and chain-driven Bosch magneto were used and there was force-fed lubrication at about 30 lb./sq. in. pressure. A cockpit-operated chain-and-yoke starter, a single-piece hinged body and both brakes located, not on the back wheels, but within the differential box, were unique aspects of this Jackson, which had the designer's 3-speed and reverse epicyclic gearbox in unit with the engine, and shaft drive to a worm-driven back-axle. A prototype was completed but the outbreak of war killed this project.

Our correspondent says that Mr. Jackson died many years ago, but that his grandfather, now 80 years of age, still drives every day to the garage in Broadheath where the New Eagle cars were made. I wonder if any reader owned an Eagle Tandem and its derivatives, which with tubular frame, 2-speed gear, etc., pointed the way to the later Morgan 3-wheeler ?—W. B.

V-E-V Odds and Ends.—Frau Clara Unger, a daughter of Karl Benz, celebrated her 90th birthday in her father's house at Ladenburg last August. At the age of 15 she was permitted to drive a horseless carriage in Mannheim and the vicinity by herself, so she has a firm claim to the title of oldest woman driver in the world. The Goodyear Tire & Rubber Co. of Akron has issued a colour reproduction of one of their advertisements, depicting 56 American cars from 1915 Buick to 1966 Mustang which use Goodyear tyres, inserts showing the Goodyear All-Weather tyre of 1915 on a detachable rim and today's Goodyear Speedway Wide-Tread tyre. Wales has yielded news of a Wolseley stationary engine and a four-wheel-drive Latil tractor, in obscure sheds. In Warwickshire a bull-nose Morris Oxford took a bride and bridegroom from their wedding to the reception. An Irish reader who is rebuilding a 1933 Rolls-Royce 20/25, Reg. No. AMG 144, requires information about the type of Park Ward limousine body fitted originally, as the chassis now carries a hearse body; some parts are also needed. S. C. H. Davis has sold his well-known 1897 Leon-Bollee, which he bought originally for 300 francs, to America, where it will be preserved in the Indianapolis Museum.

The Motor Vehicle Dismantlers Association issues a booklet, " Spares Market," listing the addresses of their members, from whom spares are readily obtainable. It costs 1s. 6d. post free from 969, Stockport Road, Manchester, 19. Practically all the spares advertised are now for post-war cars but we did notice a 1932 Alvis Firefly and a £40 14.9 Ford of the same year, also Austin 7 and Big-7 parts. Commenting on our recent article on the Ruston-Hornsby car, the Chairman of this Company is anxious to find a serpent's head horn for the recently restored car at the works.

Another Ruston-Hornsby has turned up privately in Somerset, in poor condition. It may be rebuilt, however. In reporting the very exciting V.S.C.C. Boulogne Trophy race last month we did Kain an injustice, by saying that Burton's Sunbeam washed out the Bugatti's initial advantage of having started from the front row of the grid; in fact, both cars started from the front row, so Kain's victory was even more convincing. J. D. Abson's Lagonda Rapier won the 1,100-1,500 c.c. Sports Car Class at V.S.C.C. Prescott, in 51.39 sec., not Moffatt's Bugatti as we stated. A reader asks for any information relating to the " Double Twelve " M.G. Midgets, in particular anything that is known about SC 9559. In Kent a garage clearing out old material has unearthed an ancient air-cooled De Dion Bouton engine which was taken out of a tricar in 1921 and was later used to drive the garage air-compressor, until it was replaced by a new Ingersol-Rand pump. Since then, this engine, of 3-5 h.p. and perhaps of 1903-5 vintage, has been unused. It is now for sale. The Leyland Car Club have taken over a solid-tyred 1924 Trojan formerly in the Leyland Museum and hope to run it in future rallies. Readers inform us that in Herts. a Vauxhall which may be a Vintage or earlier model has been converted into a caravan, that an old single-decker coach,

possibly a 1926 Tilling Stevens, stands in a yard in Suffolk, that some old vehicles, including a Sunbeam with a hearse body, has been seen in Bucks., and that a pre-war Opel with rare bodywork is for disposal in Sussex. Letters can be forwarded.

The Pirelli and General Cable Works house magazine recently contained an illustrated article about a rare Ford commercial vehicle used in the Eastleigh works from 1937, but never registered for road use. This was a Fordson Tug, with small front wheel, very prone to wobble, a Model-Y 8 h.p. engine, 4-speed gearbox with additional reduction gearing giving a top speed of less than 20 m.p.h. and a cab like that of a Ford Eight van of the period. Apparently about a dozen of these queer vehicles were made for railway station use about 1935/36 but the railways decided not to use them, ordering Scammel Horses instead, so these 3-wheeled Fordsons had no future, although instruction books and sales brochures had been printed. It seems that the steering and suspension had been hurriedly designed and that if failures occurred, as they frequently did, the little front wheel would swing round through 180°, disconcerting even at the customary top speed of 8 m.p.h. The version used by Pirelli got through three engines and had been equipped with a small platform behind the cab before being laid up. It was taken over by an enthusiast who owns a 1921 Bugatti, three Model-T Fords and a 1926 Aero Morgan, then went down to Kent and was sold to someone in Austria. Do any others still exist ?

V-E-V Miscellany.—A *circa* 1921 Morris-Oxford, found on an Essex farm where it had been in service until 1929, is being restored. Utilitarian old cars encountered recently include a brisk Model-B Ford saloon, a very sedate Austin 16 saloon and a vintage Austin 12/4 two-seater leaving Chertsey very briskly. Innes Ireland turned up at the B.D.C. Silverstone Meeting in an immaculate 3-litre Bentley Vanden Plas tourer which he had just bought in Somerset.

HISTORIC CAR RACING

TO keep the record straight, let us look at historic car racing at other than V.S.C.C. Meetings. At Shelsley Walsh in August, Ian Sievwright broke the record for cars of this kind in his Ferrari 625, clocking 37.77 sec. F. E. Wall's Type 35B Bugatti won the Vintage and P.V.T. class, in 41.47 sec.

On September 9th the B.A.R.C. Crystal Palace Meeting, sponsored by Holts, was quite an historic car occasion, because apart from the 10-lap Historic Car Race for the *Croydon Midweek* Trophy, the B.A.R.C. had arranged a Cavalcade of Speed. The latter was led by the Montagu Motor Museum's Coupé de *l'Auto* Sunbeam and included most of the race competitors, plus Sir Ralph Millais' Sunbeam " Tiger," B.M.C.'s Brooklands Morris Oxford, Lake's ex-Woolf Barnato 3-litre Bentley with diminutive driver's headrest on its Jarvis body, Edmondson's Lagonda, Russ-Turner's Birkin Bentley, Townsend's ex-Kerr-Bate Riley-Amilcar and a sports A.C., etc. Agg's Derby-Maserati had a dragging clutch and failed to run.

The race was a scratch affair, which was hard on the pre-war cars. The Hon. Patrick Lindsay, on the front row of the grid in company with Bill Morris' E.R.A. " Hanuman II " and Bertie Brown's C-type E.R.A., made no mistakes and pulled out a useful lead in his E.R.A. " Remus," although Morris had led on initial acceleration. Soon Lindsay was comfortably ahead, followed by Brown, with the irrepressible Bernard Kain third in his 1926 Bugatti—rather as at Silverstone. The two E.R.A.s pulled away after three laps, Kain remaining unchallenged in third place. Then came Morris, followed by Marsh's E.R.A., Beer's K3 M.G. and Freeman's Spa Aston Martin. Corner's Bugatti was next, until it stopped with suspected magneto trouble on lap 4, resuming three laps later, eventually to retire, misfiring.

The order continued unchanged, until Freeman passed Beer on lap 5. Playford, in Richards' Type 51 Bugatti, was out on his own in Mercedes overalls and 8th place, for much of the race, until tailed by Gahagan, in an E.R.A. very well known at this circuit before the war, except that it was then white and had a 1½-litre engine, closed up, who was duelling with Bergel's Type 35T Bugatti. That's how they finished, Brown acknowledging the chequered-flag by taking both hands off the wheel. Arnold-Forster's Delage 11 " The Torpedo " had stopped after a lap with fuel starvation and Bradley's 1½-litre G.P. Delage came in a lap from the finish, as did Marsh's E.R.A., the Delage having impeded Bergel and Gahagan and also Moores' s/c s.v. Austin 7. Moores in the little Austin was lapped by the leading E.R.A.s three laps from the end, and Coles' J4 M.G. and the Semmence were very slow.

Lindsay had driven faultlessly, to win at 73.18 m.p.h., making fastest lap at 75.14 m.p.h. He led Brown home by nine seconds, received a garland, a silver tray and a kiss from Mrs. Hoddle, wife of the Editor of *Croydon Midweek*, and was soon on his way home in his Monza Alfa Romeo. His fastest lap was 1.33 m.p.h. quicker than the new Formula V lap-record set up in the very next race.

It was intriguing to be at the Crystal Palace again—the only surviving English pre-war circuit. Most of the old landmarks have gone, including the Palace itself, and the 1.39-mile oval in the Greater London Council Recreation Centre is not quite like the sinuous old 2-mile one, with Leslie Brooke diving into the lake at Fisherman's Bend ! But it was exciting to hear the noise of racing exhausts in London again last month. I remember that before the war I could get to the Palace from my lodgings by No. 49 'bus, which never seemed quite right, this going to motor racing by public transport. I did not always do this, however, because I recall holding everyone up when my Austin 7 Mulliner coupé failed to climb the bridge that then existed over the circuit—it was driven home in disgrace and promptly fitted with a 4-speed gearbox. (Today's circuit, alas, lacks a bridge or tunnel.)

In those days Prince Bira won the Crystal Palace G.P. in 1937 and 1938 in his E.R.A. and in the three years of the Crystal Palace Cup race it was won by Hadley (Austin), Abecassis (Alta) and Mays (E.R.A.). It all seems very nostalgic now, with memories of Dick Seaman arriving to demonstrate a G.P. Mercedes-Benz there in 1937, the sight of his Mercedes 230 saloon in the streets of Sydenham some days beforehand enlivening this sedate suburb for at least one onlooker. And there was the moment when the cars were practising and one of the old towers of the Crystal Palace fell down, just as if the shattering noise had caused it to crumble, to those of us who did not know that it was being felled because it was unsafe. . . . It is nice to know that this venue is still used for motor racing, if only on three occasions a year. Incidentally, both Roland King-Farlow, and his assistant, Bob Barber, who timed all the pre-war meetings there with Leroy-Brillié electrical apparatus, were doing the timing on Sept. 9th.—W. B.

THE BENTLEY D.C. AT SILVERSTONE (August 19th)

THERE are now so many Club race meetings that we have ceased to report them individually, but the B.D.C. Silverstone races had to be seen, because at this extended meeting, by grace of generous S.T.P. sponsorship, two vintage handicaps and a 10-lap handicap for historic sports and racing cars were included in the programme, while Lindsay demonstrated the 24-litre Napier-Railton, reaching about 115 m.p.h. down the straight on the Club circuit.

On a day which opened with rain for the first two events, and at which a record entry for this type of meeting had been obtained, the only casualty was a Morgan, which locked its wheels at Woodcote and hit the barrier, to the detriment of its n/s front suspension.

The Historic Race for the fine S.T.P. Challenge Trophy was not, as we expected, contested by cars like 250F Maseratis. Indeed, it included a special-bodied M.G.-B coupé driven very determinedly with wild verve by M. Lewis, two Morgan Plus Fours, one with a Daimler 250SP engine, and a pseudo-racer made out of a luckless Mk. VI Bentley. It was all very confusing, especially as, after driving a very steady and polished race in his monoposto Alfa Romeo, and being awarded the Trophy by Mrs. Sedgwick, Bill Summers had it taken away from him and given to Syd Beer, whose effective M.G. K3 Magnette was by then judged to have won ! The M.G. had previously won the All-Comers' 10-lap Handicap, lapping at 69.58 m.p.h.

The first vintage handicap produced a splendidly close finish, as Weston's 4½-litre Bentley just pipped Melville-Smith's blower-4½ Bentley to the finish, winning at 67.16 m.p.h. Russ-Turner's ex-Birkin blower-4½ was third, not far ahead of Hine's LG45 Lagonda and St. John's Type 35B Bugatti made fastest lap, at 74.22 m.p.h.

So Bentleys upheld the honour of the organising Club in this vintage race. But in the next of these handicap races, which produced another fine finish, Edwards' Ulster Aston Martin won, at 62.76 m.p.h., from Langton's Nurburg Frazer Nash. Lord Dunleeth had the FitzPatrick 21-litre Metallurgique well up for most of the distance but MacDonald's LG45 Lagonda took it on the inside as they came round Woodcote for the last time, to get third place.

Bradley's straight-eight G.P. Delage, looking very " period " except for its i.f.s., went well in its first race but non-started in the second All-Comers' 10-lap Handicap, which Glydon won in the DB3S Aston Martin (which won the Aston Martin race at 79.82 m.p.h.) from the flying Corner in the scratch Jaguar D-type. There was a Morgan



I've been hurt!

A small stone can chip off a big chunk of paint. A sloppy driver can tear tramlines down your door panel. Your wife can clip the gate-post. Nobody's perfect. Small scratches can be big tragedies. ICI have something for the big tragedies. 'Belco'. Paint Touch-in 'Belco' over the damage and there isn't any damage. If you've got a big area to paint—give Brushing 'Belco' a try. Both brands are available in a wide range of colours. And the price is low enough to make you purr with pleasure.

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Also under the 'Belco' label are Primer Surfacer, Rubbing Compound, Cellulose Putty and Thinners. Use the 'Belco' range by ICI and it's almost as easy to repair scratches as to make them. Obtainable from garages, motor accessory dealers and Halfords branches.



Handicap, which we had hopefully thought to be for 3-wheelers but which turned out to be for assorted 4/4s and Plus-Fours, and two Bentley races. In the first of these, a Handicap, Gooda's S3 saloon, probably with the heater on and the radio playing, showed up all the pre-war stuff, winning at 62.81 m.p.h. from Hine's 3/6½-litre and Weston's 4½-litre. But in the Scratch Race over twice the distance the proper Bentleys came into their own, although the winner was Bradley's Mk. VI/S1 Special, from Llewellyn's 3/6½-litre and McCosh's 3/4½-litre, which was a length ahead of Shoosmith's Mk. VI Special. A vintage 2-litre Lagonda looked to have won the Lagonda and M.G. Handicap, the commentator saying he could recognise it coming down to the finishing line " as nothing else could go so slowly," but credit laps had confused him and it gave best to three M.G.-Bs.—W. B.

V.S.C.C. AT MADRESFIELD (September 10th)

OVER that same stretch of narrow road in Madresfield Park where the Worcester Motor Club held speed trials in the early 'twenties, the Midland Region of the V.S.C.C. once again held their annual Driving Tests and *Concours D'Elegance* this year—a very popular institution, originally founded in 1947.

The Concours was divided into Elegance and Etat, and amongst the non-winners the two cars which particularly caught the eye of this reporter were the black 1932 Frazer Nash of N.H.Z. Watts and the red 1930 International Aston Martin of D. F. Heath. D. L. Franklin's smart 1929 10/25 Rover tourer, which seldom leaves a V.S.C.C. Driving Test without winning an award, is reputed to have been supplied with a strange braking system whereby the left hand brakes can be applied when turning to the left, and the right hand when turning to the right " to assist cornering." Is this the secret of Franklin's success ? Chris Southall had a fabric 1930 30 h.p. Lanchester straight-8 limousine, with a single overhead camshaft, dual ingition, three inlet manifolds and ten main bearings. It was the last true Lanchester model before the B.S.A. take-over, and about 120 or 130 were built. It has that unique circular window in the top of the radiator to allow the owner to check the water level without looking inside. George Bernard Shaw used to own a straight-8 Lanchester, so he was obviously thinking of the water level in the radiators of other makes when he wrote his play " You Never Can Tell."

It is not easy to organise varied driving tests on a straight stretch of road, but after 20 years' experience the Midland Region now know all about it, and the tests took in acceleration, braking, manoeuvring, slow running and pit-stopping, an unusual sight at one point was that of the Chief Magistrate of the Fiji Islands sitting in his V-twin M.A.G.-engined 1914 racing cyclecar " El Pampero " with his competition number attached to the side of his head, tucked in behind the nearside trailing arm of his spectacles. The number of four-wheel braked cars which locked their back wheels when pulling up showed that there may still be a certain amount of doubt as to whether braking on the front wheels really is safe.

In the 200-yard acceleration test, after which competitors had 60 yards in which to pull up, the best times were as follows : David Black (1931 Monza Alfa Romeo) 8.6 sec., Jack McEwen (1937 Riley Sprite) and Keith Hill (1930 Silver Eagle Alvis) 9.6 sec., Mrs. Trisha Pilkington (1931 1750 Alfa Romeo), Hamish Moffatt (1923 Brescia Bugatti) and Russell Fuller (1937 4½ Bentley) 9.8 sec., Geoffrey St. John (1932 Type 55 Bugatti), Brian Sismey (1934 Speed 20 Alvis) and Derrick Edwards (1935 Ulster Aston Martin) 10.4 sec.

Keith Hill's ex-Russell Noble Silver Eagle Alvis tourer is said at one time to have been used as a laundry van in Birmingham, where its speedy deliveries must have been much appreciated, particularly by those customers with only one set of underwear.

The following results were produced with commendable speed after the meeting.—P. H.

Results :

Touring Cars
First Class Awards : D. L. Franklin (1929 Rover), Mrs. K. M. Hill (1930 A.J.S.).
Second Class Award : D. MacMillan (1928 Rolls-Royce).
Third Class Award : J. M. Walker (1931 Rolls-Royce).
Standard Sports Cars
First Class Awards : J. A. McEwen (1937 Riley), B. B. D. Kain (1929 Bugatti), B. Sismey (1934 Alvis).
Second Class Awards : H. Moffatt (1923 Bugatti), R. A. Pilkington (1931 Alfa Romeo), N. R. Buckle (1928/9 Lancia).
Third Class Awards : W. M. G. Marshall (1930 M.G.), J. H. Leigh (1934 Frazer Nash), D. Edwards (1935 Aston Martin).
Modified Sports Cars
First Class Award : K. M. Hill (1930 Alvis).
Second Class Award : E. R. Fuller (1937 Bentley).
Concours D'Elegance : R. D. Barnard (1924 Rolls-Royce) and D. M. Jones (1935 Riley).
Concours D'Etat : W. F. Taylor (1929 Bentley) and G. B. Sherratt (1925 Riley).
Ladies' Award : Mrs. R. A. Pilkington (1931 Alfa Romeo).
Rolls-Royce Award : D. MacMillan (20 h.p. ,1928).

VINTAGE POSTBAG

" The American Invasion "

Sir,

I read your account of this document with great interest, and although I have not had the opportunity to check who were the concessionaires for the various imported or foreign-inspired cars concerned, I have been trying to solve some of the problems of identity which have so far proved elusive.

First, I think that the " Death " must have stood for Mors (Latin *mors*=death), and secondly, although this is more speculative, I can perhaps solve the " Flemish," which you say defies you. In about 1911, the Studebaker company marketed two cars in this country, one called the " Flanders " and the other the " E.M.F.," which I believe stood for Extra Model Flanders. I happen to know that the latter had " E.M.F. 30 " written on the badge on the header-tank of the radiator, the "30 " presumably indicating the horse-power. If the " Flanders " model, which was smaller, had " Flanders 23 " similarly inscribed, then I suppose that " Nailly Grocer 23 " might have been a possible, if not particularly successful, pun for " Stud-y Baker 23."

I do not know whether this decision to market these Studebaker cars under model names represented an attempt to deceive buyers as to their country of origin, but it seems to have been one of the first examples of a habit still popular with American manufacturers, as a result of which they write messages in almost illegible script along the sides of their cars. When painfully deciphered, this writing turns out to be " Galaxie " or something almost equally uninformative. I am quite unable to understand the object of this exercise.

I do not know either whether the " Flanders " and the " E.M.F." were marked in the United States as such or as Studebakers. But the E.M.F. at least was known as such in Canada where, I have been told, the initials were popularly supposed to stand for " Every Morning Fixed."



This page from " The American Invasion " obviously referred to cars for which Jarrott & Letts were agents.

Royal Antediluvian Confraternity.

Our Club-House has been erected regardless of expense and financial responsibility. It is the realisation of both The Bohemian Girl's Dream and the New Jerusalem of St. John.

Our Executive is the impersonation of everything that is obliging, modest, and economical. Owing to the fact that our Executive appears more than usually important when in evening dress, it is compulsory upon all Brothers to arrive themselves to match—convenience no consideration.

In addition to entrance and annual dues, there is a fee for everything.

Our Confraternity is open to both Jews and Gentiles (if the latter are highly recommended).

TABLE OF FEES:

LIFE BROTHERS (or as long as we last). £250
FULL BROTHERS—Entrance, £50; per annum, £25
HALF BROTHERS - - per annum, £1

Telegrams: "MODESTY, London."

PATRONISE THE

Bumper

(Under new management.)

In consequence of the success of Mr. Lloyd George, we are now taking lessons in Welsh Finance—

Down with the House of Lords—

We have no connection with the American Invasion excepting that we are badly scared, in consequence of which we have pleasure in announcing the production of our new

BUMPERETTE

THE IMITATION CAR FOR THE IMITATION MOTORIST.

All the appearances of a Bassinette,
—— with none of its Comforts. ——

Once seen, never forgotten; but THERE ARE OTHERS.

Telegraphic Address: "DIVIDEND, Coventry."

Society of Motor Makers and Agents.

Join our Society and become Subscribers to the Greatest Puzzle Competition of the Century, entitled

WHY?

Prizes to Successful Competitors.

CLASS A - £10 10 0 per annum for life (saving of subscription).
CLASS B - 2 2 0 Do.

We are accumulating large Reserves for the purpose of forming the nucleus of a

Deserving Officers' Pension Fund.

That we are associated with The Olympian Motor Exhibition is our misfortune, not our fault, for although we are debarred by our Memorandum and Articles of Association from doing everything useful, our Legal Department and Officers insist that we shall not prejudice their livelihood by attempting to interfere with the Show.

We particularly invite Membership in Class B, and would call attention to the fact that, whilst we only charge Class B Members £3 3s per annum for doing nothing on their behalf, we procure £10 10s. per annum from Class A Members for the annual privilege of paying us £30 for £10 worth of space at Olympia.

Telegraphic Address: "SOAKEM, London."

In these libellous "advertisements" from "The American Invasion" the R.A.C., Humber Ltd., and the S.M.M.T. are the subject of the author's satire.

I suggest that the "Volume" may represent the Mass, but the latter, as far as I am concerned, has long constituted an unsolved mystery. What was the Mass? Some words of reference give its country of origin as France, but I am practically convinced that it was not really a French car. In fact a veil of mystery seems to surround it, and I can well believe that a conscious attempt was made at obscurantism. Was it an American car assembled in France? In any case it has always seemed to me that its sponsors chose for it the most uninspiring name ever dreamt up, until the Bean was invented.

"Kitchener Autocars" may, I suppose, represent Wolseley, by the substitution of the name of one general for that of another; but I am afraid that I can make no suggestion with regard to "B. & S."

Finally, may I venture one small correction? I do not think that there is any justification for supposing that the Crossley was "German-inspired" because it is said to have derived its first inception "from somewhere near the Rhine." What actually happened, you will remember, was that Charles Jarrott obtained the de Dietrich concession in 1903, as a result of which he abandoned driving Panhard et Levassors in that year, and drove a de Dietrich in the Paris-Madrid race. The de Dietrich was, of course, made at Lunéville in Lorraine, near the Rhine but on the French side of it even before 1914. When Crossley, of gas-engine fame, started to make cars which were marketed by Charles Jarrott and Letts, they were regarded, rightly or wrongly, as inspired by the de Dietrich. Ettore Bugatti, before he started to make cars under his own name in Alsace, on the German side of the Rhine, had been connected with de Dietrich. He also drove a car in the Paris-Madrid race, and may well have been known personally to Jarrott as an early racing driver. Was it he, I wonder, who introduced Jarrott to the de Dietrich company and was their continuing friendship responsible for Crossley's decision to make the Crossley-Bugatti?

London, W.14. KENT KARSLAKE.

Sir,

In your old document the "Flemish" was probably The Flanders, a cheap American car with very costly and often needed spares, for which Studebaker were the agents. Could "Death" have been The Gladiator? Also "Volume" the Mass?

Cholderton. A. B. KENSINGTON.

Sir,

Is it possible that the "Volume" is the Cadillac? I make the suggestion with great diffidence and only because the identification of this car appears to have eluded your readers so far. My idea is based purely on the fact that 27 years ago when in Detroit I stayed in an hotel, one of the largest and best-known in the city, called the "Book-Cadillac." Substituting "volume" for the first element of this double-barrelled name and omitting the second element would appear to provide a solution indicating "Cadillac," but I only offer it for what it may be worth.

Barham Court. PHILIP H. BLAKE.

* * *

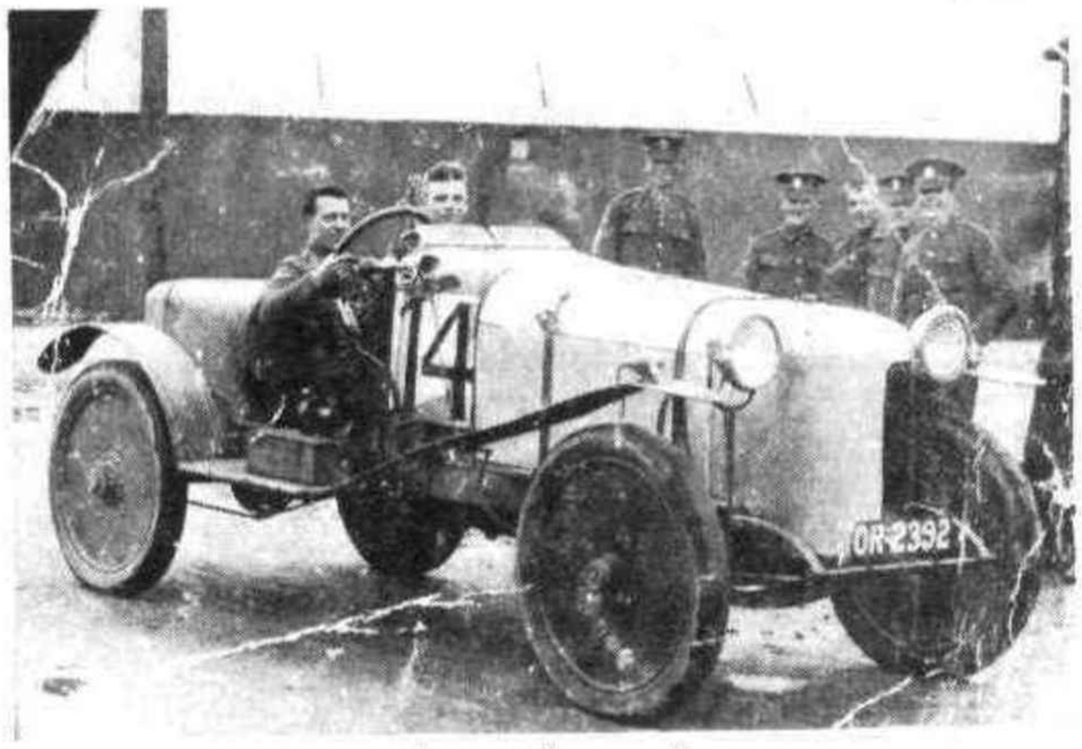
What Is It?

Sir,

Paddy Whitaker is at the wheel, my father Alfred E. Baker in the passenger's seat. The place is Bovington Camp and the time around 1923 or 4. The car belonged to Corporal Bill Shaw? What was it?

Peartree. ALFRED G. BAKER.

[What indeed! Can anyone identify it?—ED.]



* * *

Those Twin-Cam Touring Darracqs

Sir,

Referring to your review of the Alvis book and the subsequent letter from John Bolster on the twin o.h.c. Darracq, I would like to have the opportunity of supplying further relevant information on this vehicle. I am in possession of a 1924 sales catalogue which describes this model and offers it for general sale. Firstly it won the President's Cup on July 12th 1924 at Shelsley Walsh when beating Harvey's Alvis; prior to this on July 9th it carried off three cups and two gold medals at the Caerphilly event.

Continued on page 957

Fit a Britax Automatic seat belt and feel nothing but safe.

When you wear it—you don't feel it.
That's the secret of the **Britax Automatic**—the only seat belt that doesn't belt you in.

In a **Britax Automatic** you can bend, stretch, twist, fidget, do anything you normally do, all in complete comfort. And complete safety.

Why?

Because the **Britax Automatic** operates on the unique Autolok mechanism that has been called 'the biggest advance in car safety since disc brakes'.

The Autolok mechanism comes into play and holds you safe whenever you brake hard, swerve, corner or stop. Holds you safe at the slightest hint of danger.

Because the Autolok—exclusive to Britax—responds to the car's movements. Not yours.

That's the super safety factor in the **Britax Automatic.**

When you fit seat belts insist on the **Britax Automatic.**

And feel nothing but safe.



"Seat belts . . .reduce fatal and serious casualties to people in the front seats of cars by 70%. These are now compulsory on new cars and light vans . . . The Government propose to require seat belts to be fitted to cars made in 1965 and 1966".

ROAD SAFETY – A NEW APPROACH. Ministry of Transport White Paper July 1967.

Seat belts manufactured by Britax are approved by BMC, Jaguar, Rolls-Royce, Rootes, Triumph and Vauxhall.

Britax

'TERYLENE'
AUTOMATIC SEAT BELTS

BOOK REVIEWS

"I Worked With Traction Engines," by Jack Hampshire. 152 pp. 8½×5½ in. Soft covers. (*J. H. Lake & Co. Ltd., Falmouth Packet Works, Ponsharden, Falmouth, Cornwall.* 8*s.* 6*d.*)

I am delighted to be able to recommend this little book of steam reminiscences, because I urged Jack Hampshire to expand on the theme after reading one of his truly enjoyable stories in *Steaming*, the official journal of the National Traction Engine Club.

This remarkable man grew up, literally, within sight and sound of steam road locomotives and traction engines. When he tells stories about them they are not only true stories, but the facts and dialogue exactly recapture the spirit of those peaceful days, when steam worked in the country lanes and in the fields, fifteen miles a day was a long journey, and there was no hurry or panic. Moreover, Jack Hampshire includes plenty of detail, which is the only way to make reminiscences and history live.

I think it was his chapter about carrying a mystery load for the Army from Aldershot to Bristol by a remote route on a Clayton steam waggon in the summer of 1920 that really caught my imagination. But there are plenty of similar memories, such as furniture removal with the Clayton waggon, towing three furniture vans to London behind an 8-h.p. Burrell, an adventure in the Blackwall Tunnel with another Clayton waggon, etc. The little book reeks with the memory of hot oil and coal smoke, as well it might, being written by a man who still owns and drives a steamer, his 1930 Foden, rescued from a scrapyard in Ely.

The opening chapter of his book describes in elementary language how a steam traction engine works. Thereafter, the reader is off on this fascinating account of how it was in the past, working with Burrell, Ransomes, Wallis and Steevens, Clayton and Shuttleworth, Aveling & Porter, and Foden engines. Much of the scene takes place in Sussex, Hampshire and Surrey, and familiar places make the stories even more alive. There are 19 reminiscent chapters in all, some quite short, but every one of absorbing interest to steam enthusiasts or those who loved the roads as they were up to the early 'twenties. The final chapter tells how the author found his present Foden and undertakes long-distance rallies on it.

The book is illustrated by "snaps" rather than professional photographs, but this serves to make it more authentic. There are also some line-drawings, by the author and a friend. MOTOR SPORT readers will, I am sure, find "I Worked With Traction Engines" quite enthralling. Other publishers of traction engine literature will surely kick themselves for missing this one! A few contemporary cars are mentioned in it; it was a book to which I was delighted to contribute the Preface.—W. B.

Fiat have produced a very luxurious picture history book of their productions, starting with those turned out from the Corso Dante workshops 68 years ago, continuing with the products of Lingotto days, and concluding with Fiats from the modern Mirafiori plant. This supplements a Fiat History which the Turin manufacturer produced some years ago. The big colour pictures are superb. Many of them had as subject matter the accurate *models* of historic Fiats to be seen in Fiat's Turin Museum. The development of the Fiat 1100 from pre-war times to the present is illustrated in great detail and altogether this is a great and unique work, although we still await with impatience the serious Fiat history which Michael Sedgwick is supposed to be writing. The present book told us one item we didn't know previously about the Brooklands Fiat "Mephistopheles," namely that when Eldridge put the 21.7-litre aero engine into it a radiator of nearly nine gallons capacity was required to cool it. (There is an error about this car winning a race at Brooklands in 1918, because the Track wasn't re-opened after the war until May 1920 and it is a pity the fine colour illustrations of it show it in its present form, with suspect seats and tail.)

This lavish publication abounds in magnificent colour pictures of cars and subsidiaries, like badges, name-plates, and mechanical details; it has some photographs of period racing scenes and runs to 157 8½ × 11 in. pages. It covers the construction of modern Fiats and depicts the entire range of 1968 Fiat models. It cannot be bought, nor is it given away freely, but readers who would like a copy may be lucky if they apply at once, mentioning MOTOR SPORT, to Fiat (England) Ltd., Northdale House, North Circular Road, London, N.W.10.

CARS IN BOOKS

THERE are one or two scraps from the past in "The Central Blue" by Marshal of the Royal Air Force, Sir John Slessor, G.C.B., D.S.O., M.C. (Cassell, 1956) which touch off nostalgia, although one would like considerably more detail; it is apparent that if Sir John had kept to personal memoirs of the between-wars years, this column would have been better served! But in dealing with Air Policy from R.F.C. days onwards, he was obviously hard pressed to include the intimate items that so fascinate some historians. So we have to be content with passing reference to Crossley staff cars and tenders. But I found the mention of the first Hendon Air Display of 1920, in which the author flew a Bentley Snipe from Netheravon and the crowds broke through the ropes, fascinating, and, because I have watched so many aeroplanes flying over the now-unhappily-expanding town of Fleet, I was interested that it was to the west of this place, then so compact and peaceful, that biplanes of No. 4 Squadron, stationed at Farnborough and attached to the 2nd Division at Aldershot, had to orbit, out of sight and sound, before sweeping in to take part, for the first time in the air, in the King's Review, passing the saluting base at not less than 500 feet at the exact moment when the Cavalry Brigade formed into columns at the west end of Laffan's Plain, a radio-telephone tender concealed behind the Royal Pavilion giving the pilots the timing. That was in 1925. (I would have enjoyed this more had the author told us what aeroplanes were used, for I cannot identify them from the photograph in his book. But he tells us that "Soldiering at Aldershot in the twenties was a nice, gentlemanly business," so perhaps this detail is regarded as unimportant.)

Reverting to the Crossleys, there is an interesting reference to a journey in the autumn of 1915 in such a vehicle, "pulling an R.F.C. flat trailer," from Sutton's Farm (later known as R.A.F. Station, Hornchurch) to Farnborough to collect spares for a B.E.2c which the author had collected from the Daimler works in Coventry and later crashed when landing in the dark, after patrolling above London looking for hostile Zeppelins. On the way back, with a starboard lower wing, a wheel and an undercarriage-vee aboard, they were mobbed by an angry crowd in the Mile End Road, because their headlamps were alight, which were expected to facilitate further raids! The story of how Sir John Slessor rode his father's horse back in haste to his old school, Haileybury, to obtain the signed application form that might pave his way into the R.F.C., and his chapter about the C.F.S., where the Commandant used to fly home to lunch in 1917 in an Avro 504, landing "on a little strip of stubble at the back of Littlecote House," are essential reading for those who like to grasp all there is of the nostalgia of those days.

One might not expect to find cars in crime books, but even here there are some interesting references. In one of the most absorbing, but sad, books I have ever read, "Kidnap—The Story of the Lindbergh Case" by George Waller (Hamish Hamilton, 1961) the type of cars on the American scene of a period just past the vintage era are revealed, in the form of Col. Lindbergh's air-cooled Franklin saloon which he kept in the three-car garage at his house in Hopewell, New Jersey, at the time when his first child was kidnapped and murdered. It was a contrast to the Ford coupé of Dr. Condon's friend, which was used to go to the demander of the 50,000-dollar ransom money. Indeed, when Col. Lindbergh set off with Dr. Condon, using this Ford instead of his own car as a last-minute precaution, its narrow seat was emphasised, nicely portraying the difference between the spacious Franklin and the width of what must surely have been a Model-B Ford.

There is later mention of the 1930 Dodge four-door sedan used by the suspect, originally painted dark green, but changed to dark blue in 1932, after the kidnapping, which caused some interchange at the trial as to whether a witness was sure it was a Dodge and not a Ford, which underlines the similarity in appearance of American automobiles at this period. There is a note of the three police Ford sedans used to follow the Dodge through the Bronx. Incidentally, if we think we are pretty closely regimented these days, what of the listing on a motor vehicle application form in that State in those days of the occupation and colour of eyes and hair of the applicant? Other Ford and Dodge cars were mentioned at the trial and there was even the old man whose hobby was waiting to see cars run into the ditch at the junction of the lane leading to Lindbergh's house and the Mercer County Highway; he remembered a good week when as many as seven cars failed to take this deceptive bend (can any American reader tell us if this tricky turn still exists?). . . .

It is worth noting that when the Lindberghs fled from America to escape threatening letters about their second child, living first at

See how **INDIA AUTOBAND RADIALS** give you greater

CORNER GRIP



ORDINARY CROSS-PLY TYRE



INDIA AUTOBAND RADIAL

PROOF Same car. Same speed. Same bend. Same conditions. On the left, fitted with ordinary cross-ply tyres, the car's rear wheels break away and only skilful driving prevents it from skidding off the track. On the right, fitted with India Autoband Radials, the same car takes the bend in complete safety, without a sign of slip. The reason for the Autoband Radial's phenomenal corner grip is this. Unlike ordinary tyres it has extremely supple sidewalls and powerful bracing layers beneath the tread. These allow the tread to lie *flat* on the road. At all times. The entire tread-width remains in contact with the road even when you corner. Another thing. The Autoband Radial's tread pattern doesn't close up under stress. It stays open—gives you full road-holding power around the sharpest curve.

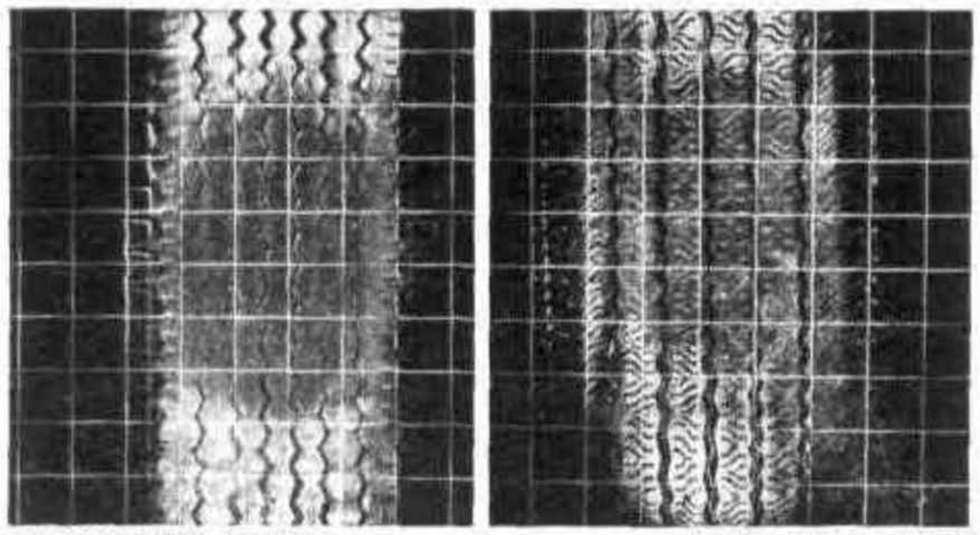
STOPPINGPOWER



ORDINARY CROSS-PLY TYRE — INDIA AUTOBAND RADIAL

The Autoband Radial's full tread-width contact with the road and ever-open tread pattern work for you when you need to stop in a hurry, too – give you braking power no ordinary tyre can match.

AVOIDWEAR



ORDINARY CROSS-PLY TYRE — INDIA AUTOBAND RADIAL

When you drive on ordinary cross-ply tyres, the tread opens and closes many times a second. And every single movement causes *wear*. But because the Autoband Radial's tread lies *flat*, tread movement is restricted, and rate of wear considerably reduced. What's more, because the full width of the Autoband's tread is always in contact with the road, the small amount of wear that does take place is spread more *evenly* right across the tread. Result: the India Autoband Radial stays above MOT safety standards for *thousands* more miles than a cross-ply. True, it costs around 25% more, but if you're the kind of motorist who gets through a lot of miles and gives his tyres a hard life, it'll give you a hefty saving in the long run.

AND AS IF THAT WASN'T ENOUGH . . .

you get remarkable road-holding in the wet (the Autoband Radial's tread pattern removes water *fast* from the contact area) – plus better acceleration; better traction; better high-speed performance; up to 5% more miles to the gallon; and, at over 40 m.p.h., less road roar and a more comfortable ride.
Ask your India dealer to tell you more about the remarkable India Autoband Radial. It costs only 25% more than ordinary cross-ply tyres remember. A small price to pay for so much extra mileage, so much extra performance, so much extra safety.



STOP ACCIDENTS

INDIA AUTOBAND RADIALS

the Aubrey Morgan family estate at Llandaff and later at the Long Barn in Weald, the New York *Herald Tribune* wrote : " The departure of Colonel and Mrs. Lindbergh for England, to find a tolerable home there in a safer and more civilised land than ours has shown itself to be, is its own commentary upon the American social scene. Nations have exiled their heroes before; they have broken them with meanness. But when has a nation made life unbearable to one of its most distinguished men through a sheer inability to protect him from its criminals and lunatics and the vast vulgarity of its sensationalists, publicity-seekers, petty politicians and yellow newspapers? It seems as incredible as it is shocking. Yet everyone knows that this is exactly what has happened. . . . The Lindberghs can live with some freedom in England . . . because of the adult public sense of good taste, restraint and respect for individual rights and privacies which underlies the British freedom from crime." But that was written 31 years ago . . .!

There is a case in " A Reasonable Doubt," by Julian Symons (*Cresset Press, 1960*), which is intimately concerned with a car. It was a Hudson, which was burnt out on the moors near Jedburgh in what appeared to be an attempt by a mysterious stranger who had hired it, to murder its girl driver. This terrible happening took place in 1931; it is interesting that the Hudson was probably bought second-hand and was being used as a taxi in that year. Hudson experts may be able to date it by the mention of a right-hand brake lever and a " luggage box and carrier platform " at the back. The author went back to the scene of the incident before writing his book and describes the road from Otterburn to Belsay as " not greatly changed since 1931, although at Wolf's Nick [where the car was found late at night, off the road, in gear, and on fire] the embankment has been built up." The police said that they were satisfied that no murder had been committed, although the driver died the day after the fire. Julian Symonds thinks differently. But I would like to query one point. If a stranger *did* set fire to the Hudson, how did he know there was a tin of petrol in the luggage box and why was it found neatly placed on the carrier platform after it had been emptied?

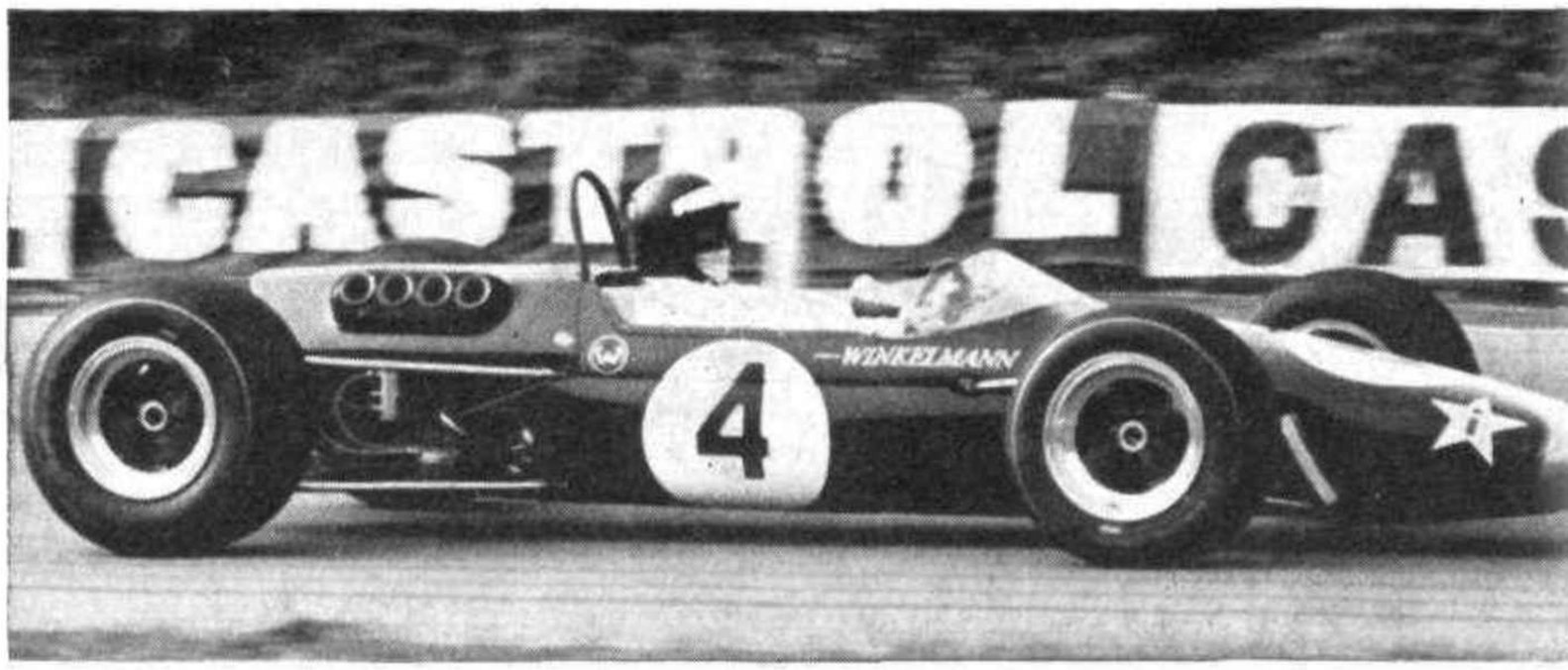
In this same fascinating book there is reference to a £30 A.J.S. motorcycle and " an H.R.D. motor racing cycle and sidecar," priced at nearly £140 in 1926, the acquisition of which led to a 17-year-old boy killing his father and mother.

There is no reference by makes to cars in Leonard Woolf's autobiography, " Beginning Again " (The Hogarth Press, 1964), covering the period 1911-1918. But the account of a taxi ride from Charing Cross to Putney in 1911 on the author's return from Ceylon captures admirably the atmosphere of London in those days—" a London summer afternoon of perfect sunshine—1911 was one of those rare years of unending summer. . . ." Woolf remarks that " The World of the four-wheeler and the hansom cab, which I left in 1904, no longer existed," so that, " driving out from Charing Cross to Putney through the mechanized, bricked-up sunshine of this London summer," in that taxi with his sister and two brothers, he " felt for a moment like a relic from a slower age." But I would like to know whether that taxi on its long journey was a 2-cyl. Renault, a Unic or whatever?

Later Woolf tells of how Sussex villages were as remote and untouched by progress in England in 1912 as they had been for centuries, unreached, he implies, even by the Model-T Ford. But hire cars undertook long journeys in later times, for in 1932 we find the author and friends in Greece, hiring " a large open car, driven by a chauffeur," in which they drove " to Delphi and all over the Peloponnese," assailed by " winds (the chauffeur called them draughts) that blew between the mountains," so that in spite of the blazing sun they trembled and shivered. They would motor 16 hours a day, over roads " nearly all appallingly bad " but the chauffeur refused to go from Delphi to Hosios Loucas monastery, saying the road was too dangerous and that two young Americans had been killed trying to drive up it. By 1961 this was a first-class road, the book notes. Again the make of that hire car isn't mentioned; but I bet it was a Fiat. . . .

The book refers to one of Leonard Woolf's brothers running the Waddesdon Estate for Jimmy Rothschild after the First World War. He must have been the Mr. Woolf who was so kind to an aunt of mine who lived there. This reminds me that this village was still pretty quiet, even in 1930, for I remember that the clocks on the estate were wound by a clock repairer who came in from Aylesbury in a 1914 9.5 Standard, that a 1912 Singer Ten served as a 'bus for estate workers, and that Lord Rothschild remained faithful to his 40/50 Rolls-Royce in spite of George Lanchester's efforts to get him to change it for a Lanchester. The estate used a subsidy Albion lorry and I think Mr. Woolf ran a 12/24 Citroën saloon.—W. B.

BANK HOLIDAY AT BRANDS HATCH



Easy Winner: Jochen Rindt driving a Winkelmann Brabham-Cosworth FVA won both his heat and final leading from start to finish.

THE B.R.S.C.C., with the financial backing of Guards Cigarettes, put on an enjoyable series of races on Holiday Monday, under warm skies and watched by a large crowd of spectators. Main event of the day was a Formula Two event, run in two warm-up Heats, of 10 laps each, and a Final of 40 laps, and Brabham, Rindt, Hill, Attwood, Stewart and Irwin flew back to England overnight, from Canada, to take part. The entry was divided into two groups for the Heats, and in the first one Rindt just ran away from the other 12 runners, driving a Winkelmann Brabham-Cosworth FVA, and won as he pleased. Stewart (Matra-Cosworth) got himself boxed-in at the start, and Brabham had a poor grid position, so that though they finished second and third, respectively, they had to work for their final positions, Brabham doing a typical "Brands Dive Inside" manoeuvre on Beltoise (Matra-Cosworth) going into Druids. The German Hahne drove the works Lola-B.M.W., which seemed to be going quite well, and Widdows had some moments of glory in second place, thanks to an excellent start, until the works drivers caught him up.

Results—10 laps

1st: J. Rindt (Brabham-Cosworth FVA) .. 15 min. 39.6 sec.—163.392 k.p.h. (101.53 m.p.h.)
2nd: J. Stewart (Matra-Cosworth FVA) .. 15 min. 53.4 sec.
3rd: J. Brabham (Brabham-Cosworth FVA) .. 15 min. 54.8 sec.

This short dice was followed by a 20-lap race for Group 4 sports cars, which produced a very fine entry of Ford, Ferrari, Porsche, M.G., Lotus Elan and Diva cars. In practice Crabbe had a wheel break off his Ford GT40 and crashed badly, wrecking the car but escaping very lightly himself. Hawkins looked like being favourite for the overall victory, but he was handicapped by a gearbox that only wanted to select 4th and 5th gears most of the time, so that it was David Piper (Ferrari 275LM) who took the lead and held it throughout. It was a popular victory and showed that the old Ferraris can still be competitive. Liddell (Ford GT40) made a good start from the front row of the grid, but was gradually worn down by faster drivers Attwood (Ferrari LM) and Dean (Porsche Carrera 6). The Porsches of de 'Udy and Bradley had a slight nudging match, which caused the Stewards to wag fingers at de 'Udy and tell him not to be a "naughty boy."

Results—20 laps

1st: D. Piper (Ferrari 275LM) .. .. 34 min. 04.8 sec.—150.007 k.p.h. (93.21 m.p.h.)
2nd: P. Hawkins (Ford GT40) .. .. .. 34 min. 18.4 sec.
3rd: R. Attwood (Ferrari 275LM) .. .. 34 min. 33.4 sec.
4th: A. G. Dean (Porsche Carrera Six) .. 34 min. 39.4 sec.
5th: E. J. Liddell (Ford GT40) .. .. 34 min. 44.8 sec.
6th: P. Sutcliffe (Ford GT40).
Fastest lap: P. Hawkins (Ford GT40), 1 min. 39.0 sec.—155.076 k.p.h. (96.36 m.p.h.).

Class Winners:
Class A—Over 2,500 c.c.: D. Piper (Ferrari 275LM).
Class B—1,601-2,500 c.c.: A. G. Dean (Porsche Carrera).
Class C—1,151-1,600 c.c.: W. Dryden (Lotus Elan).
Class D—Up to 1,150 c.c.: J. Bloomfield (Diva GT).

The second Heat of the Formula Two event contained the second half of the entry and Surtees (Lola-Cosworth) shot off into a lead like Rindt had achieved in Heat 1. Graham Hill (Lotus-Cosworth) was a bit sleepy after travelling and started off in 3rd gear, so that he was last away, and his team-mate Oliver (Lotus-Cosworth) vainly chased Surtees. The second Team Surtees car, the Lola-B.M.W. driven by Irwin, failed to get away and lost a number of laps while the battery was changed, but meanwhile the leading Team Surtees car was pouring out smoke as the sealing ring on the oil filter had split and oil was leaking all over the engine and the track. It lasted for five laps and then all the oil was gone and Surtees stopped before the engine went bang. Hill got going properly and drove hard to work his way right through the field to take the lead and win, with Oliver just behind him.

Results—10 laps

1st: G. Hill (Lotus 48-Cosworth FVA) .. 16 min. 21.0 sec.—156.509 k.p.h. (97.25 m.p.h.)
2nd: J. Oliver (Lotus 48-Cosworth FVA) .. 16 min. 21.2 sec.
3rd: P. Courage (McLaren-Cosworth FVA) .. 16 min. 27.4 sec.

Some light relief was added now by a rather unruly Saloon Car Race, over 20 laps, with spins, crashes, bumpings and borings going on all the time. A very tightly packed field was led all the way by Oliver in the D.R. Racing Mustang, while behind him Gardner spun the Alan Mann Falcon and was rammed by Hill in the works Lotus-Cortina FVA. Out of the confusion and strife a good race was put on by Elford (Porsche 911) and Ickx (Lotus-Cortina FVA), the bravado of the Belgian driver getting the better of Elford in the closing stages.

Results—20 laps

1st: J. Oliver (Ford Mustang) .. .. .. 37 min. 06.4 sec.—137.921 k.p.h. (85.70 m.p.h.)
2nd: J. Ickx (Lotus-Cortina FVA) .. .. 37 min. 42.6 sec.
3rd: V. Elford (Porsche 911) .. .. .. 37 min. 44.0sec.
4th: H. K. Dibley (Chevrolet Camaro) .. 38 min. 20.4 sec.
5th: B. Muir (Ford Falcon) .. .. .. 38 min. 36.6 sec.
6th: M. Young (Ford Anglia) .. .. .. 19 laps
Fastest lap: J. Oliver (Ford Mustang), 1 min. 50.4 sec.—139.064 k.p.h. (86.41 m.p.h.).

Class Winners:
Class A—Over 2,000 c.c.: J. Oliver (Ford Mustang).
Class B—1,301-2,000 c.c.: J. Ickx (Lotus-Cortina FVA).
Class C—1,001-1,300 c.c.: M. Young (Ford Anglia).
Class D—Up to 1,000 c.c.: J. Fitzpatrick (Ford Anglia).

To finish the day nineteen Formula Two cars formed up on the grid, according to times recorded in the Heats, and due to Surtees oiling the track the Heat 2 runners were rather slow and a long way back on the final grid, Hill and Oliver being in row five! Beltoise (Matra-Cosworth) should have been on the second row of the grid, but his engine blew up on his way from the paddock. Having not finished Heat 2 Surtees was a non-starter, so it was a foregone conclusion that Rindt would have an easy victory. This he did, leading from start to finish, his immaculately prepared Winkelmann car never missing a beat throughout the 40 laps. Stewart tried in vain to keep up with the flying Austrian driver, and Brabham was never in the running, retiring with an unhappy engine, while Courage made a nonsense and slid sideways off the circuit, ending up on an earth bank. Schlesser (Matra-Cosworth) gradually worked his way through the field, as did Oliver and Hill, but the Team Lotus boys were not happy. Hill had his front anti-roll bar break, which ruined the handling, and Oliver was driving splendidly but was being penalised 1 min. for jumping the start (from the fifth row, oh dear!), so that though he worked his way up to third overall, he was officially demoted to sixth place. (Makes a driver want to give up trying, doesn't it, all these petty rules and regulations?) However, it was an amusing day, and all sorts of Championships seemed to have been at stake, especially in the muddled world of Formula Two.—D. S. J.

Results—Final—40 laps

1st: J. Rindt (Brabham-Cosworth FVA) .. 1 hr. 02 min. 44.2 sec.—163.151 k.p.h. (101.38 m.p.h.)
2nd: J. Stewart (Matra-Cosworth FVA) .. 1 hr. 03 min. 03.6 sec.
3rd: J. Schlesser (Matra-Cosworth FVA) .. 1 hr. 03 min. 15.4 sec.
4th: F. Gardner (Brabham-Cosworth FVA) 1 hr. 03 min. 30.8 sec.
5th: J. Ickx (Matra-Cosworth FVA) .. 1 hr. 03 min. 49.8 sec.
6th: J. Oliver (Lotus 48-Cosworth FVA) .. 1 hr. 04 min. 15.0 sec.
7th: G. Hill (Lotus 48-Cosworth FVA) .. 1 hr. 04 min. 15.4 sec.
8th: B. Redman (Lola-Cosworth FVA) .. 39 laps
9th: H. Hahne (Lola-B.M.W.) .. .. 39 laps
10th: H. Pescarolo (Matra-Cosworth) .. 38 laps
11th: J. Gerard (Cooper twin-cam) .. 27 laps
Fastest lap: J. Rindt (Brabham-Cosworth), 1 min. 33.0 sec.—165.082 k.p.h. (102.58 m.p.h.).



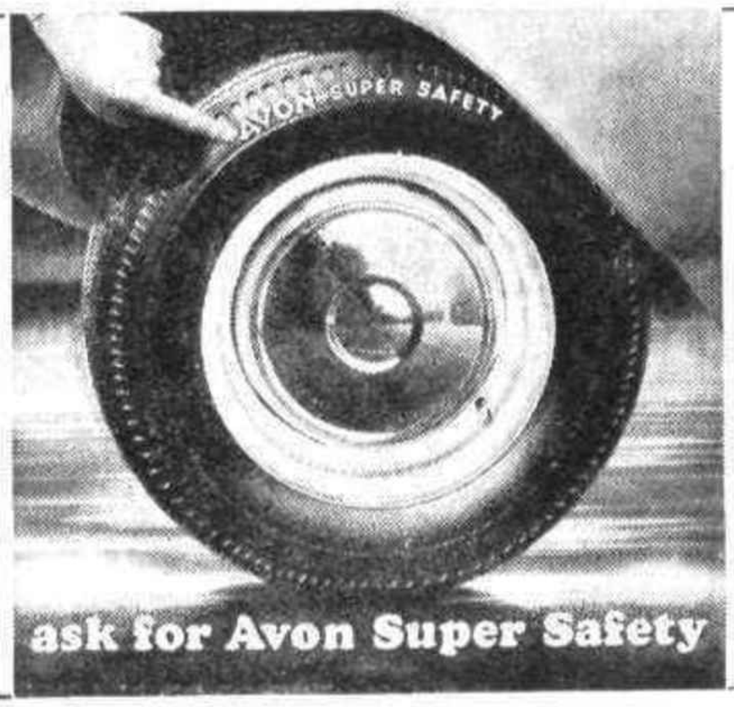
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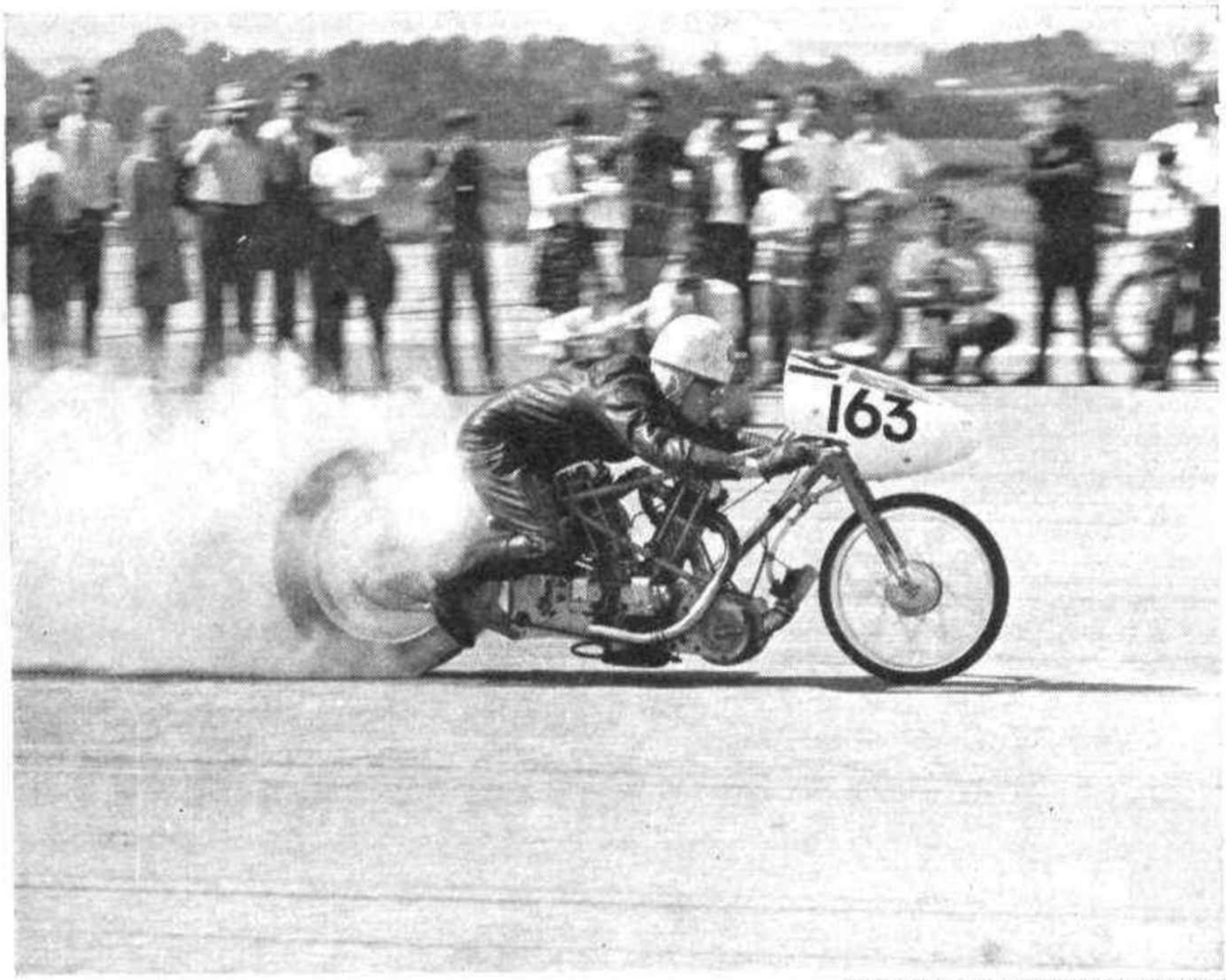
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ACCELERATION.—Hagon leaving the start line at Santa Pod in a cloud of wheel-spin smoke on one of his under-10-second runs. In the nose-cone is the fuel tank, feeding direct to the Phillips injector on the supercharger at the front of the engine.

[Photo by courtesy of *Motorcycle News*

I AM a great believer in "leaning with the wind" for there is seldom a dull moment in life, and more often than not there is too much to do and see. I am constantly finding that there are at least six interesting alternatives to choose from, whether it be a question of where to go, what to do, or which way to go, or who to see, so I tend to take the easy way and "lean with the wind" knowing that whatever happens it will be enjoyable, and life is too short to enjoy everything. Every now and then I find the wind is blowing in a direction I had not given much thought to, and the result has been most satisfactory. Last year the August wind blew me into Germany, and I found myself with time to spare and the opportunity to do unscheduled things and visit unscheduled places. This year the August wind seemed to be blowing towards England and I found more than sufficient to fill the time. I had planned to have my "summer holiday" at the V.S.C.C. Silverstone race meeting, where the Editor was closely following the racing and I could just stand about and talk cars to people, and not interest myself in who won, and who did not win. It worked out well. Somehow during August I kept finding myself at English meetings, from Club races to Internationals and friends kept greeting me with "Still on holiday?" and I suppose they were right, especially as I found plenty to do between these meetings which was also enjoyable.

A friend in the Midlands having reached the ripe old age of 50 years was having a celebration, so I headed the E-type for Coventry to help him enjoy his "half-a-hundred anniversary" as Ernest Hemmingway used to say, and while there went to see Jaguar. As the E-type has passed the 60,000-mile mark I thought it was time I checked the tappet clearances, or something, but the Jaguar people said "Why?," so I shut the bonnet and put the car in the car park. They said "Would you like to drive something different?" So, thinking in terms of a mid-engine, flat-12-cylinder, torque-converter drive, centre driving seat Le Mans coupé, I said I would. We went along to the Daimler factory, which is part of the Jaguar empire, and they produced the latest in Daimler Roadliner commercials! The Roadliner is a chassis for bus or coach bodywork, built to the maximum size regulations, with the driving cab at the front and all the mechanical components at the back. The wheelbase is 18 ft. 6 in. and the overall length is 36 feet, with a width of 8 ft. 2½ in. Andrew Whyte, of Jaguar arranged a meeting with Peter Windsor-Smith, the Daimler Commercials chief engineer, and we were soon driving a single-decker bus up and down the factory roads in a rather nervous and apprehensive manner. Windsor-Smith made it all look too easy, talking about the Metalastik rubber suspension, the Cummins V6 diesel engine, the Daimler fluid drive, the pneumatically controlled epicyclic gearbox and the various body-work styles, as he whisked the whole 36 feet in and out of fork-lift trucks, similar size vehicles, Daimler employees, maintenance vehicles and so on, at 35 to 40 m.p.h. I took my first turn up and down the factory at a teetering 18-20 m.p.h., not feeling very confident, until I was faced with a 180-degree turn with some maintenance people just where I wanted to go. Having "got round in one," more by luck than judgment, I realised that this Daimler was really rather controllable and not as big as it first seemed, so we went out on the public highway, and I infuriated a number of Coventry people by not stopping at the Bus Stop when signalled. When I was a small boy at school all my friends wanted to be engine drivers, but steam never interested me, it was always the petrol or the diesel engine that fascinated me, and my desire was to drive a big commercial chassis "on test," sitting high up at the front in splendid isolation with all that machinery following along. I mentioned this desire and Windsor-Smith produced a brand new Roadliner chassis straight from the assembly line that was ready to go out on road-test. "You will like this one" he said, "it looks a bit like a Brabham, as it has got big fat Goodyear tyres on the back instead of the normal commercial twin-tyres." It seems that experiments are going on with the use of wide-tread single rear tyres on commercials in place of the more orthodox twin-tyres, in the search for economy of running for things like local buses. This new and shiny Daimler Roadliner chassis had the "sports" Cummins V6 engine at the back, giving 196 b.h.p. on diesel fuel at 2,600 r.p.m., with 444 lb.-ft. torque at 1,600 r.p.m. and there is more than ten feet of overhang behind the rear axle, while the driving seat is nearly six feet in front of the front axle, so that the relationship of driver to engine is a bit extreme, unlike the GT cars of tomorrow where the engine is in the driver's back pocket. The engine is controlled by an hydraulic accelerator pedal, there is no clutch pedal with the Daimler Fluid Drive, and brakes are operated pneumatically, as is the gearchange, the epicyclic four-speed and reverse gearbox being controlled by a hefty but short lever on the left. To see that all was well Dick Hird, of the experimental department, came along as "riding mechanic" and we set off into the Warwickshire countryside. Somehow this bare chassis, with its iron "test load," seemed much bigger than the single-decker bus, perhaps because it was so much more livelier with the "sports" engine. Amongst the Minis and private car traffic I felt "King of the Road," knowing that they could not fail to see me, and would almost certainly stop or move out of the way, but

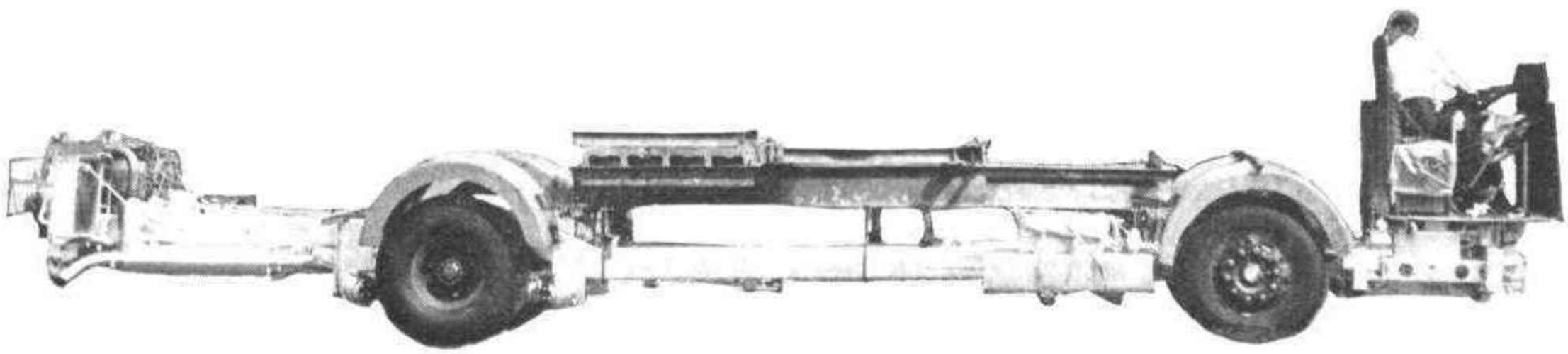
out on the A45 I suddenly found myself in amongst things my own size and at 45-50 m.p.h. there seemed to be one "helluva" rat-race going on between Daimler, A.E.C., Leyland, Ford, Guy, Bedford and even a Mercedes-Benz. The controls were simplicity itself, so that I could concentrate almost entirely on the width and length and I found it remarkably easy to deal with, probably because I had plenty of experience with a Volkswagen pick-up truck, which is the same principle but about a quarter of the size. You sit out in front, with a horizontal steering wheel, entirely remote from the engine, knowing that you go round the corner before the front wheels, and that the front needs to be taken out very wide so that the rear wheels do not clobber the kerb, and bearing in mind that the ten feet of overhang could easily clout a shop window across the width of the pavement; and you just hope that bicycles you have overtaken will react to the self-preservation instinct and move. In heavy Coventry traffic it was bicycles that gave me more trouble than anything when going through gaps, for with an eight-foot width, every inch counts and the width of a bicycle made all the difference between "go" and "no go." However, from my lofty height out in the open air I was able to give a cry of warning to cyclists who were in the way in front of me. Visibility on this bare chassis was superb and you could thread your way through traffic remarkably easily, but the expressions on the faces of private-car drivers were splendid, for you could see that they did not believe it possible to place this 36-foot monster to within six inches of their front wings. In coach form these Daimler Roadliners are good for over 70 m.p.h. and one Commercial Magazine Road Test described it as "The Coach Driver's Dream Vehicle." I only took this chassis up to 55-60 m.p.h., which seemed quite fast enough for me sitting out in the open, but it was a most enjoyable vehicle to drive and when GT-type motoring is banned in this enlightened country of ours I shall give serious thought to getting a 36-foot Roadliner and continuing to enjoy motoring in a different form.

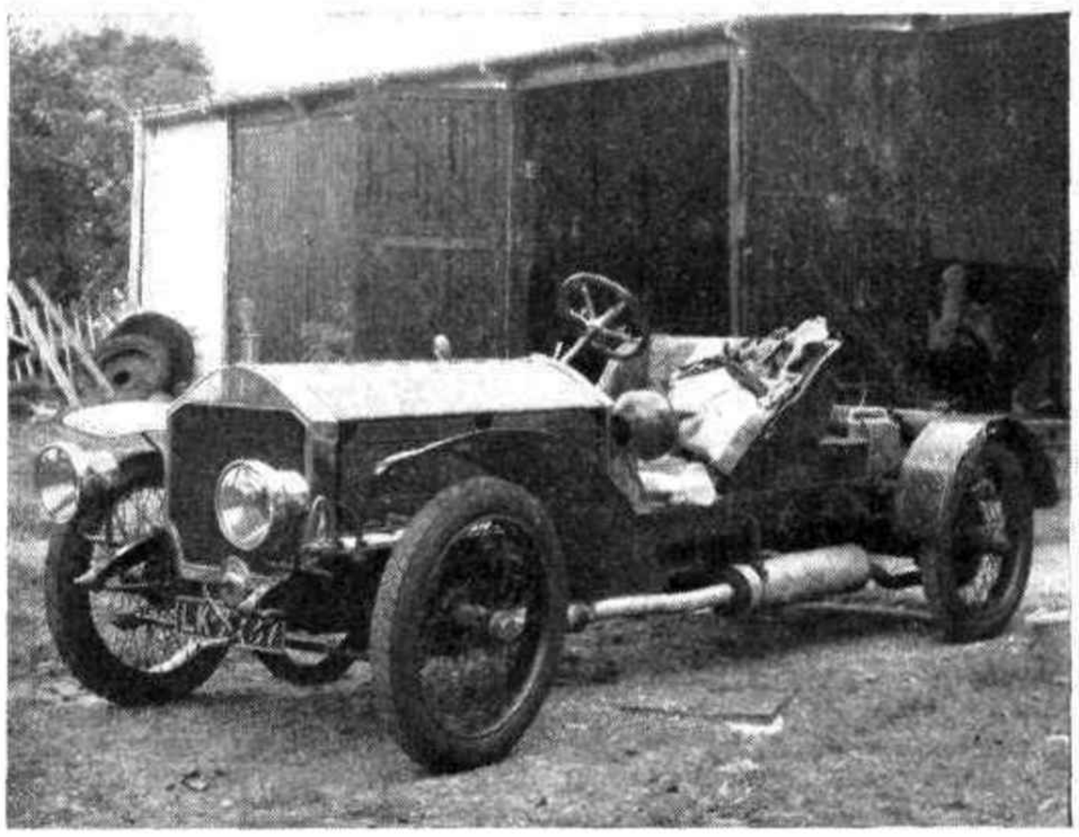
Having got the taste for large vehicles with big, slow-revving engines, I was delighted when Ronald Barker, the President of the V.S.C.C., suggested that I accompany him for the weekend of the Vintage meeting at Prescott. He was travelling from Weybridge to Cheltenham on his 1908 Napier car, and taking part in the hill-climb, so once more it was open-air motoring in a very different form. The plan was to leave on Friday evening, spending the night with friends near Oxford, travel on to practice on Saturday, staying with further friends that night and return on the Sunday after the meeting. The 1908 Napier is one of the "great" cars of the Vintage movement, and is the real reason that the Committee invited Barker to be their President. The Vintage club like to have a significant car as the Presidential vehicle, past Presidents owning Itala, Fiat, Hispano-Suiza, Vauxhall, Bentley etc., so that the Napier was more than adequate for the role. Barker rebuilt this great car from scratch, having acquired it in a dismantled state and in a sorry condition, and I had a certain feeling for it, as it was one of those chance remarks I made many years ago that led to its discovery. I was staying with an old couple in a small Hampshire village and they mentioned a "great Napier car" that used to fill up at the local garage some 30 years before. Barker at that time had two Napiers and this chance remark started him searching about and the 1908 car came to light in an old shed not many miles from where I was living. It is a car that you sit "on" rather than "in," with the sidevalve 11½-litre, six-cylinder engine enclosed by a vast bonnet, and no bodywork from the bulkhead rearwards, just two well-padded bucket seats and a platform behind carrying spare wheels.

I am not well-versed in Edwardian cars, but they have a strange ability to start their engines by no visible mechanical means. You prime the cylinders with neat petrol through brass taps, turn it over on the handle to suck air in, switch on the ignition and it starts, just like that! Something to do with Edwardian ignition systems and valve-timing, or something, but all very impressive. We spent our first evening with a 1913 Lancia and a very beautiful 1922 Targa Florio Mercedes-Benz, and next day stayed with a 1924 Alvis 12/50 and the 1908 Itala, completing the weekend with supper in company with a 1938 Lancia and a 4½-litre Bentley. It was a memorable weekend and motoring on the Napier was magnificent, for this great car will out-perform most normal cars, and Barker drove with an ease and superiority that was a real joy. It will cruise happily at 65-70 m.p.h. all day, with a faint whisper coming from under the bonnet, the engine being geared at 54 m.p.h. per 1,000 r.p.m. and it had a maximum of well over 80 m.p.h. while the ride was the equal of many modern cars. It must have been the E-type Jaguar of the Edwardian days of motoring, and it gathered speed in the 500 to 1,200 r.p.m. range in a remarkable manner, while the steering and cornering were effortless. On this fine car you live in a different world, and at one point a red E-type came towards us and I thought "Oh look, an E-type Jaguar" and then I thought "Surely I've got one of those somewhere" and I had to give conscious thought to what I had done with it, until I remembered that I had put it away in the Napier's motor-house, while we were living in the past.

Mid-week I was down in Sussex with the Editor, nosing around the Chichester area in search of an old Brooklands car, when we heard the sound of what might have been a low-flying aircraft coming from the direction of the Goodwood racing circuit. The signs now say "Goodwood Aerodrome" but the noise was rising and falling and sounded much more like a Chevrolet V8, so we headed the road-test Austin Healey Sprite towards the old racing circuit and the paddock was full of familiar faces. The Firestone and Goodyear tyre service vans were there, with their crews, and John Surtees was just loading his latest Group 7 Lola-Chevrolet V8 onto a trailer, and was about to drive away in his Mini-Cooper. This was odd, for only the day before I had been reading the Ford Magazine which said that he drove about in a Zodiac Executive! The noise that had attracted our attention was still circulating and turned out to be the latest McLaren-Chevrolet V8 two-seater, which was being driven by Denis Hulme, and it was lapping at 1 min. 13.4 sec. very consistently. It was not so long ago that races were run at Goodwood at 1 min. 25 sec. to the lap, so it was clear that these new Group 7 cars for the Can-Am races were fast. The McLaren M6A and kindred vehicles for this American-type racing are supposed to have some connection with two-seater sports cars, but with nothing in the way of road equipment, and minimal cockpit space, they might just as well be pure single-seater racing cars. The new McLaren even dispenses with an alternator and battery charging system, relying on a vintage-type Scintilla Vertex magneto for ignition, and hope and faith in the battery being able to start the engine twice before it is flattened. [Doesn't it also have a Ki-Gas for starting, like vintage cars used to have?—Ed.] With its all-enveloping glass-fibre bodywork it seemed rather a pointless vehicle, apart from earning dollars for McLaren Racing Ltd., but had it been an open-wheeled single-seater in Indianapolis style, with 6-litres of Chevrolet engine in the back it would have been very fascinating.

REVERSING.—D. S. J. having a go at putting the 9-ton, 36-foot-long Daimler into a slot. "I've always believed in rear engines, but this is ridiculous." The Cummins V6 diesel engine is ten feet behind the rear axle, controlled hydraulically from the forward driving position.





EDWARDIAN.—The great Napier car is seen outside the garage after spending the night in company with a 1913 Lancia.

After watching this highly efficient device circulating for a while we motored away feeling that a great deal of effort and ingenuity is going into American-style Group 7 racing, but that it is really heading up a blind alley. Had this been the prototype of a car that was going to provide a strong challenge at Le Mans, Nurburgring, Monza, Targa Florio [and the I.o.M. Tourist Trophy?] and so on, we should have been much more enthusiastic. However, we learnt later that it won the first Can-Am race at Elkhart Lake.

During our Sussex searches we called at a garage run by a keen reader, whose interest in motoring spread from an early flat-twin Rover to a Formula Two Stock-Car, with Weber-carburetted Triumph Herald engine, and a Mini body cut-and-shut sideways to make it into a single-seater! It so happened that a couple of days later I was to go to the local Stock-Car Racing Stadium, and for six-bobs-worth of fun and amusement on a weekday evening it wants a lot of beating. The number of cars competing in each race on the quarter-mile oval has to be seen to be believed, and the fast drivers are all on the back of the grid, which makes for some splendid dicing. The bad old days of Stock-Car Racing being "bash" and "crash" are long since dead, and nowadays the Champions are masters at traffic-driving, weaving their way in and out of slower cars in a fine demonstration of skill and dexterity. Unlike R.A.C.-type racing, where circuits are knee-deep in marshals and flags, the Stock-Car boys are on their own once the race has started and it's up to the drivers to keep out of trouble. If a car stops you have to drive round it, there is no question of it being moved until the race is finished. The action in a 20-lap race is fantastic, and is often wild and unruly, but somehow this seems all right on a quarter-mile speedway-track under floodlights. On a proper road-racing circuit in the cold light of day it seems all wrong. There are some Saloon Car racers who would do well to have a go at Stock-Car racing; not that they would be much good, but it would give them something to think about. I came away refreshed.

In complete contrast to this was a quiet and gentle day at Silverstone at the Bentley Drivers Club race meeting, which STP were sponsoring, which seemed incongruous when you think of the STP-Paxton Turbocar, which so nearly won Indianapolis. Presumably the STP people are a bit like MOTOR SPORT in that almost anything with wheels and an engine is of interest, be it old or futuristic. For variety this type of meeting cannot be beaten, for you never know what type of car is going to appear round the corner next, and whereas the racing cars of today all corner with efficiency and precision, which to some people appears boring, the Bentley meeting had cars cornering in the most impossible manner and made me thankful that "we don't build them like that today," and did the Le Mans Bentleys of 1927 really go so slowly? The great thing was the leisurely pace in the paddock and the nice people to meet and talk to, and everyone seemed happy "just messing about with cars." The 24-litre Napier-Railton of the Hon. Patrick Lindsay was sitting sadly in the paddock, for the R.A.C. scrutineers had refused to accept it as race-worthy. Among many things, they wanted a "protective cover" over the propshaft and flywheel, in spite of the fact that these components are of such size that it would need 2 in. thick armour-plate to be effective. There are still readers who ask what I mean when I talk about this age of milk-and-water racing officialdom, and the old ladies of Belgrave Square.

With the Guards Trophy meeting taking place on Holiday Monday I stayed to the east of England, and spent one day in the thick of the standing-start sprint world. At the Santa Pod Dragstrip, near Newport Pagnall, there was a car meeting and at Duxford, near Cambridge there was a motorcycle meeting, so both of these were visited. Drag Racing in Britain is still in its infancy, but is gaining ground steadily, and this was my first visit this season, so that the progress made was very agreeable. The entry was large, varied and very competitive, and a wander round the paddock showed a wide variety of ideas, which is one of the fascinations of this sport. There is no cut-and-dried list of rules and components, like there is in racing, it is all free-for-all and you can use your ingenuity and imagination, especially in the "funny car" category, or Competition Altered Division as it is called. Jaguar 3.8-litre engines are popular and have been squeezed into all manner of unlikely vehicles that do the standing quarter-mile in 14 seconds or less, which is quite exciting. The pure Dragster category did not seem so well supported, for this involves making a chassis frame and axles, and is a much bigger project altogether. Even so, the dozen or more that were there were very representative and Tony Densham in "Commuter," a long supercharged 7-litre Ford V8 powered "sling-shot" did a stirring run in 9.195 seconds. Of course, you don't have to build a special car for this sport, as there are classes for every type of vehicle down to production saloons. This racing activity really does bring out the special-builders and those not content with a standard production vehicle.

For me the day was made by watching Alf Hagon do a demonstration run on his supercharged, nitro-burning, 1,300 c.c. vee-twin J.A.P. motorcycle. For some time Hagon has been close to breaking 10 seconds for the standing-start quarter-mile, and this summer he achieved it, and repeated it, having got everything down to a very fine art. The bicycle has no gearbox, merely a box containing a layshaft for the clutch to run on so that it is direct drive once the clutch is home. He starts it up on a pair of motor driven rollers under the back wheel, takes it off the rollers with the clutch pulled out and then his mechanic hooks a trolley under the rear wheel spindle, which lifts the wheel clear of the ground. Letting go the clutch lever, so that the engine drives the rear wheel, and the clutch is not being slipped they wheel the whole device up to the starting line. Hagon gets on, settles himself, pulls the clutch lever and his mechanic drops the bicycle off the trolley. Hagon holds everything for the five second "count down," lets go the clutch and disappears in a cloud of smoke from the spinning rear wheel. It is pure Dragster stuff, relying on the spin of the wheel to provide the variable gear between the engine r.p.m. and road speed. His sense of balance as he rides this projectile with its rear wheel spinning furiously, has to be seen to be believed, and is most impressive. The time for the quarter-mile was 9.768 seconds and his speed over the finishing line was 151.52 m.p.h. It is worth going a long way to see Mr. Hagon in action, not only as a spectacle but as an example of logical thinking and shrewd application to a problem. On his second demonstration run there was a big bang, and the crankshaft broke! But that is another story.

Leaving Santa Pod enveloped in the smoke of wheelspin and the sound of highly tuned engines running to free-formula where anything goes, I motored across to Duxford, where the N.S.A. were running a sprint meeting over a standing-start kilometre. The simple difference between drag-racing and sprinting is that in the former you go when the light system says so and the first at the other end is the winner, in the latter you go when you are ready to go and it is the elapsed time that counts towards Fastest Time of the Day. Motorcycle sprinting has been going for many years now, and the entries and turnout get bigger and better every year. The machinery in the paddock was truly wonderful and remembering that all these sprint bikes are made by amateurs as a hobby, for you cannot just go out and buy a sprint bike, the standard of workmanship was equal to any Grand Prix paddock. Anyone who thinks that real craftsmanship is dead in Britain should go to an N.S.A. meeting and have a look round the paddock, it is heart-warming. There are no restrictions in sprinting and supercharged Vincents, supercharged Triumphs, supercharged Nortons, twin-engined machines, and every size from 125 c.c. to 1,300 c.c. abound, and everyone is doing it as a hobby and spare-time activity, spending all their hard-earned money on this mechanical sport.



MODERN.—As I left Lotus I realised I had not photographed the shiny new Elan + 2 at the special presentation, so here is one that was casually parked outside the Norfolk factory.

Before heading off for foreign parts again there was a quick trip up to Norwich for a luncheon party with Colin Chapman and his Lotus lads. It was meant to be a quick trip, but the lovely long straight roads marked on the map turned out to be full of "creepy-crawlers" travelling to and from the East Coast holiday resorts, and it seemed to take all day to cover 200 miles. In the afternoon the new Lotus factory near Wymondham was officially opened and I came away full of admiration for Colin Chapman and those fellows who have worked so hard with him since he started building Lotus cars in a small shed behind a pub in North London. After spreading to three factories in Cheshunt, and out-growing them, Lotus bought a complete airfield at Hethel and are now completely self-contained, with ample factory space and their own private test-track way out in the wilds of Norfolk. At this official opening was also announced the new Lotus Elan Plus 2, a slightly longer and larger Elan with small seats behind the front ones, and a changed bodyshape which is apparently very efficient for this new car does 125 m.p.h. with its 1,600 c.c. twin-cam Lotus-Ford engine.

The return run down those long straight roads was much better, everyone seemed to have got to where they were going, and 5,500 r.p.m. came up in top gear on a number of occasions on the clear roads. As September came along it occurred to me that now that a lot of tourist traffic was returning from Europe it might be a good time to set off across France for Italy. There are times when it is not a bad thing to be out of step with everyone. The only drawback is that it can become noticeable at times.—D.S.J.

RECORDS WEEKEND

In the past two years the N.S.A. have organised a private two-day meeting at Elvington Airfield, near York, at which cars and motor-cycles have attempted and set up World, International and National records over the quarter-mile, 500 metres, kilometre and mile. This year the meeting is on October 21st/22nd and a limited number of tickets, at £1 for the two days, will be available for spectators. This is not a sprint meeting in the ordinary sense, for runs have to be made in both directions for record claims, and the organisation runs at the pace of the contestants, they setting off when *they* are ready, as distinct from normal meetings, where things are run at a controlled pace. In consequence action is not guaranteed to be continuous, or always entertaining, but the cream of the sprint world will be there and anyone interested in watching International Record attempts taking place should write for a ticket (enclosing £1) to *Motor Cycle News*, 8 Breams Buildings, London, E.C.4.

Among those worth seeing in action will be Hagon riding his blown J.A.P. in under 10 seconds on the quarter-mile, and numerous blown Vincents on the kilometre doing over 170 m.p.h. at the end of each run. Last year history was made by Leslie Turner, who drove his blown Cortina-engined Dragster over the 500 metres faster than the World record of B.M.W., Porsche and Abarth. Altogether we hold 65 World, International and National records due to these Elvington meetings, and no doubt this figure will be increased by the end of October.

ACCELERATION

Probably not many motorists have given any thought to the desirability of good acceleration for helping fire-engines through the traffic. The August issue of *Fire Protection*, sent to us by a reader, touches on this aspect of commercial vehicle performance. In a test at Silverstone of a Dennis F44 fire appliance powered by a straight-eight Rolls-Royce B81 s.v. petrol engine developing 235 b.h.p. and using Allison fully-automatic torque converter transmisison, a s.s. ¼-mile was covered in 23 sec., compared to 35 sec. by a diesel Dennis F106, not bad for a 7-ton vehicle. Top speed is claimed as 70 m.p.h., and eight F44s have already been sold, two to Johannesburg, two to Glamorgan, four to Liverpool. An advertisement in the same issue claims 28 to 72 m.p.h. in top gear for the 200 b.h.p. R.-R.-engined Dennis F36, with 0-40 m.p.h. in 19.3 sec. and 55 m.p.h. obtainable in 4th gear.

MINIATURES NEWS

Just released is the Lesney "Matchbox" model, 2 11/16 in. long, of the VW *1600TL*. To a scale of *61:1*, this has headlamps and three spotlights, opening doors which reveal the l.h.d. steering wheel and is finished in red. The retail price in this country is a modest 2s.

THE SHELSLEY WALSH RECORD

In November 1952 we published an article by Gerald F. Hooke under the heading "35 Seconds," in which he expounded the theory that in the history of every sprint course or circuit there must come a day when the course-record or lap-record will reach an absolute minimum time, otherwise such records would continue until drivers set zero times.

The author looked at the Shelsley Walsh hill-climb record, plotting it from 1921 onwards, and found that the amount by which a new record had bettered the old over the years had been decreasing, the record showing a steady decrease, the only non-conformity being von Stuck's climb in 1930 with the Austro-Daimler, when he improved on Raymond Mays' 1929 record by 3.2 sec. That combination of man and machine was apparently two years ahead of everyone else at Shelsley Walsh, for other drivers improved on the course record by margins of 1 to 1½ sec.

Mr. Hooke maintained that no one would better 35 sec. at this venue, unless resurfacing, or easing and cambering the bends altered the nature of the hill. He expected this time to be recorded by 1957. Well, this year Bryan Eccles put the record to 30.83 sec., driving a 3.5-litre Brabham V8. But the hill was resurfaced for this season, and as this figure is only just over 4 sec. lower than the suggested optimum on the old course, and it has taken ten years beyond the stated period for it to be achieved, or around the rate of 2½ years per second, this prediction was far nearer the mark than most of the motoring prophecies I have read.—W. B.

GOOD HOOD

I recently had fitted to my M.G. Midget Mk. II a novel device by which it became possible to fold back the canvas hood and iron supports, so disposing of the arduous task of a complete removal of the hood.

The chief advantage of the S.I.C. hood frame becomes apparent at the onset of rain. Without getting out of the car one can erect the hood in a mere matter of seconds.

The secret that makes this possible is nothing more than a simple hinge fitted into the two main supporting rods in a position that allows them to fold back on themselves.

One thing I did find disconcerting was that with the new hood frames the canvas was left rather slack instead of being taut, and there was a tendency for the folded hood to lift at high speed and with strong winds. Apart from this I was quite impressed with the folding hood and congratulate Soldering Instrument Components for their initiative.

However, after a word with the manufacturers about this drawback a second frame, which caught the shape of my canvas hood much better than the previous one, was supplied and the joints on this frame were stiffer, thus cutting down the risk of the wind causing it to rise.

For commuting or touring in the country during our usually unsettled weather this novel but simple hood has enhanced the enjoyment of driving my M.G. Midget.

S.I.C. also make folding hoods for the M.G. Midget Mk. I and for the Triumph Spitfire Mk. I and II. The cost of converting your own frame is only seven guineas.—I. R. T.

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MAGNESIUM FOR CARS

THE Journal of the Magnesium Industry Council, issue no. 14/1967 was devoted to the use of magnesium in cars. The cover depicted an artist's impression of a 6½-litre Le Mans Bentley, to supplement an Editorial about Bentleys at Le Mans, in which it was mentioned that these cars used magnesium alloy sand castings for crankcase, main bulkhead centre section, cambox cover and side plates, gearbox casing and dashboard, etc. This year's Le Mans-winning Ford had magnesium alloy castings for pedal mounting brackets, front and rear hub carriers, rack housings, etc.

Reference is also made to the Tech Del Minilite magnesium wheels used on the B.M.C. Minis, when winning this year's Monte Carlo Rally. These wheels, the nave and rim of which were tested over some 50,000 miles, saved 50 lb. per car. Each wheel is made from magnesium C-alloy gravity die castings, heat-treated, stress relieved, and subjected to crack detection. When Simo Lampinen had a tyre deflate on a tight section he covered 8 km. on the bare rim, which would still have taken a new tyre, whereas, in the opinion of the B.M.C. service crew, a pressed-steel wheel would have disintegrated. Magnesium wheels used on Matra/B.R.M., G.P. Lotus, Rally Lotus-Cortina, Karmann Ghia VW and Le Mans Austin-Healey Sprite are illustrated. Other examples quoted of the use of magnesium to save weight and improve heat dissipation are Hewland gearbox casings, varying in weight from 18 lb. to 35 lb., these having been used by Hewland since their formation in 1959, normally with a black chromate treatment, and for the castings of the Indianapolis Ford d.o.h.c. racing engine, in which the 12-lb. oil pan, 8½-lb. front cover and 6-lb. gear cover were of magnesium, saving 80 lb. over cast-iron. The Lola Aston Martin employs magnesium for wheels, front and rear suspension components, a saving of 78 lb., and for the front timing cover, top cover, water pump housing and sump of the engine, while its Hewland LG gearbox has the aforesaid 35-lb. casing. The kerb weight of the Lola Aston Martin is given as approx. 1,750 lb., or 700 to 800 lb. less than the weight of the Ford GT Mk. II.

It is claimed that magnesium alloys can be machined up to ten times as fast as steel, twice as fast as aluminium, lubricants and coolants being unnecessary, that they are less prone to corrosion than cast-iron or steel (although a protective coating is desirable), and that argonarc welding gives strength efficiencies of 75% plus.—W. B.

REWARD FOR BRAVERY

A motorist who chased a man who had attacked a girl appeared in Court at Leeds to give evidence, which resulted in the assailant being sent to prison. He was praised for bravery. Before going into Court he parked in a Two-Hour Waiting zone and told the duty policeman where his car was, which they said was in order. Unable to move his car after the two hours had expired because he was likely to be called as a witness at any moment, this car-owner, awarded the B.E.M. for naval action during the war, was later apprehended on a parking charge. No amount of explanation to warden or Magistrates was any good—he was fined £8 and £1 costs. Motorists, apparently, are the arch-criminals.

THE THINGS THEY SAY . . .

"We revert to a much earlier topic . . . the immeasurable debt that the whole vintage and veteran movement owes to . . . Dunlops. On two occasions in the last three years this writer has met some senior executives of Dunlops and has made sure they know that this debt is acknowledged and that wherever possible modern Dunlop covers are fitted to the Editor's hack transport. This Editor was cheered beyond measure the other day, when having a business lunch with another tyre manufacturer, to be told that this man has tried to get one of our Section members to fit his tyres to a firm's fleet and a modern car, only to be told that without Dunlops he would have no hobby and as far as he is concerned, it is Dunlops all the time."—Extract from an Editorial in the *Chain Gang Gazette*, whereby the Frazer Nash Section of the V.S.C.C. pays tribute to Dunlop's interest in making tyres of obsolete sizes.

"It is reported that the two Railtons advertised in ----------, were in a very sorry state. The saloon was expensive at £85, whilst the TR tourer at £400 was a mass of corrosion, with parts missing, instruments broken, etc. The enquirer was informed that it would be worth £2,000(!) when restored."—The Railton O.C. taking its stand, in the August issue of its *Monthly Bulletin* against the absurd prices so often quoted for old cars.



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Exploring Pre-War Trials' Routes in the Latest Cortina-Lotus and a 1,275-c.c. Austin-Healey Sprite



IMPASSABLE.—The approach to Cusop Dingle Hill, used in trials in the 1930s, as it appears today, unclimbable even by a Ford Cortina-Lotus.

I HAVE a very high opinion of the Ford Cortina as a useful, reliable, economical value-for-money saloon of sensible passenger-carrying and luggage-containing proportions. I have previously given my reasons for holding these views, based on considerable experience of the C-series Ford in GT form.

When it was first introduced, in 1962, as Colin Chapman's conception of what a 1½-litre competition saloon should be, the Cortina-Lotus was great fun to drive but hardly every family's idea of how saloon-car motoring should be. Since then a development programme has been completed, aimed at softening up, and building reliability into, the high-performance version of the Cortina, without spoiling its appeal to the average enthusiast. All this we covered at some length last February, including brief road impressions of a car I regard as constituting the " third-phase " in Cortina-Lotus history.

But when the opportunity arose for me to acquire further experience of this useful Ford I accepted towns eagerly, for I could thereby establish a sound idea of the reliability factor of the 105-m.p.h. Ford and its suitability or otherwise for all kinds of hard usage.

The car I was allocated—CTC 25E—had already had a strenuous life, having been used for road-test purposes by several motor journals. It came to me with 8,718 miles on the odometer, being collected by a member of my family, who promptly vanished into the London traffic with it, using it for town commuting. It was later brought home to me with the comment " Why is there a red light showing all the time? " This referred to the dynamo warning light, but Vick Bros. of Aldershot went into action after some female persuasion, replacing a faulty voltage-regulator, and since then all has been well.

The Cortina-Lotus' next assignment was to have a very heavy load of roof slates stacked in its capacious boot and be driven fast for a distance exceeding 300 miles. This it accomplished without complaint, the rear-end load making little, if any, change to the car's almost-neutral cornering characteristics or troubling the servo-assisted Girling disc/drum brakes, although the weight was sufficient to take the sharp edge off the normally-outstanding acceleration (s.s. ¼-mile in 18.0 sec.).

This sort of treatment underlines rather nicely, I think, the purpose behind the present Cortina-Lotus, which, apart from those Lotus badges and wide-base wheels, resembles bread-and-butter Cortinas in appearance. There are not, perhaps, many £1,000 twin-cam cars one would find so suitable for use as hack transport—indeed there are not many £1,000 twin-cam saloons! But the Cortina-Lotus, which is in effect an Elan-powered family model, is rugged, capacious and uncomplaining, yet is also an extremely effective high-performance car. A good deal of glamour and fastidious rumour surrounds twin-overhead-camshaft engines, and rightly so. Ford, who now manufacture this engine in its entirety, have therein a completely docile, untemperamental 109-b.h.p. power unit, which idles quietly, burns 99-octane fuel (although 100-octane is recommended), and runs so smoothly and unobtrusively that, unless one detects the subdued " fizz " of the timing gear from outside the car, as when standing in front of it, it can easily be mistaken for the push-rod engine of the Cortina GT.

Except, that is, when the throttles of the dual-choke 40DCOE31 Webers are opened wide, when there is a very useful increase in performance, in terms both of pick-up and speed—83 m.p.h. in 3rd gear, for instance, from an engine which goes up to 6,500 r.p.m. before the ignition cuts out, but which has good top-gear pulling power from a speed as low as 1,500 r.p.m. This encompasses such diverse performance factors as picking up smoothly from 27 m.p.h. in the 3.78-to-1 top gear and cruising along the Motorways of civilised countries at an effortless 90 m.p.h. The previously-recounted load-carrying experiment (a necessity, really, if rain was to be kept out of my ancient Welsh hide-out!) proved that the slight weaving of early Cortina-Lotuses, which some drivers found disconcerting, has been entirely eradicated by the adoption of Cortina GT rear suspension (½-elliptic leaf springs with radius-arms) of the now-normal back axle, although the presence on the car about which I am writing of Pirelli Cinturato (13 in.) tyres may have contributed to this straight-line running, while the rough-road ride, if by no means irreproachable, has definitely improved.

I think choice between the GT or Lotus version of this excellent C-model Ford depends mainly on whether you regard the considerably greater performance and "willingness" of the t.o.h.c. engine over that of the push-rod power unit to justify the somewhat heavier petrol thirst and greater craving for oil of the Lotus version. That is, if reliability and freedom from petty faults are comparable between the two cars—about which, together with further comment on the matters of fuel and oil consumption, I cannot pass judgment until I have covered a greater mileage.

The next chore to which CTC 25E was subjected was a run to mid-Wales *via* part of a pre-war trials' route. Which trial this route applies to is lost in the mists of antiquity. It so happened that, when we were in process of moving the MOTOR SPORT offices, some ancient route cards fell, almost literally, into my lap. Most of these applied to M.C.C. Exeter and Land's End Trials of the mid-1930s, and there

Optional Extras for the Cortina-Lotus, available from the Competitions Department of the Ford Motor Company

1. Ventilated cast electron high performance wheels.
2. Long-distance touring seats.
3. Close-ratio gearbox.
4. Sump shield.
5. Fuel tank protective shield.
6. Auxiliary touring fuel tank.
7. Extra long-range fuel tank.
8. Alternative axle ratios : 3.9 : 1, 4.1 : 1, 4.4 : 1, 4.7 : 1.
9. Limited slip differential.
10. Lightweight differential casing.
11. Lightweight clutch housing.
12. Lightweight gearbox extensions.
13. High-ratio steering box.
14. Heavy-duty front suspension.
15. Adjustable rear shock-absorbers.
16. High-performance brake pads and linings.
17. Oil cooler unit.
18. High-performance exhaust system.
19. Fuel injection.
20. High-performance connecting rods, pistons, camshafts, valves, oil pump.
21. Lightweight alloy body panels for doors, bonnet and boot lid.

was a card covering the S.U.N.B.A.C. Colmore Trophy Trial of 1935—of which, more later.

But a single card covering part of a long-forgotten trial (they were "reliability trials" not "rallies" in those days, although the latter were held as well) caught my eye and as the route embraced Hereford, through which city we intended to travel, it seemed logical to put the Cortina-Lotus to this inadvertently-acquired test. In fact, the route did not *start* from Hereford, because the sheet I was looking at is numbered "2," and it is therefore apparent that many miles and several "observed sections" had been covered by those trials drivers of long ago before they had reached this part of the competition. The time of departure from Hereford is given simply as "6.0," so whether there had been a breakfast-stop there, or whether these intrepid but to date unidentified drivers had taken tea in this fine city, there is no means of knowing. The thing finished, at "9.26," assuming you were in car No. 1, at the Forest Rest House outside Ross-on-Wye. Was this then, a nice, simple afternoon and evening affair, starting as well as finishing in Wales? Or could it have been a Gloucester Trial, commencing, maybe, in Gloucestershire and terminating at Ross? Memory is weak and, unless I do some research, I shall never know. . . .

But old trials' routes are pleasant to drive over, since they usually take in beautiful scenery seen from little-frequented roads without the necessity for map-reading or even carrying a map. For this reason we (my wife and I) agreed to discover where following this route card, almost certainly over 30 years old, would take us. It may have routed a tough competition for trials-specials such as abbreviated Ford V8s and Allards, or it could have been a jaunt for ordinary cars, like Morris Ten/Fours, Austin Sixteens and Ford Populars. Whatever it was (and possibly some trials expert will be able to name it), how sad to reflect that such fun-and-games have been banished from the motor sporting scene, simply because the Police objected to the amount of mud "comp"-tyres, with their knobbly treads, brought onto ordinary roads from the muddy acclivities that constituted the "observed sections"! And, unless they were shod with tyres of this kind, ordinary cars became too pathetic to contemplate in competitions of this sort. . . .

Thus the Cortina-Lotus again found itself heavily loaded, this time with conventional luggage, but its strong springs inspire confidence, so off we went. Finding Peterchurch from Hereford was troublesome on account of modern one-way roads and the fact that A463 seems to have become B4348 since this aged route card was printed. But, making our way across country through fine pastoral scenery in the mid-afternoon sunshine, we eventually reached this point, where we partook of a splendid tea in the immaculate garden of a "bed and breakfast" cottage, served by a pleasant-natured old lady. Then it was right turn at the Cross Ways and on to Dorstone Hill, stopping on the way to look at what appeared to be a windmill converted into cylindrical, one-windowed living-quarters, and now for sale.

Had the clock gone back, converting us, perhaps, into wind-swept competitors crouching behind aero-screens, we should have soon taken an Acceleration Test. As it was, the Cortina-Lotus climbed Dorstone disdainfully, up past the ancient monument, Arthur's Stone, although needing bottom gear momentarily. Its ability to go from 0 to 60 m.p.h. in 10 seconds would probably have given us high marks in this timed test of yesteryear! After the 1-in-4 descent we got a bit lost, for Dorstone level-crossing apparently went with, or before, Beeching. . . .

Our next objective was Ponty Weston Hill. A girl cyclist, asked where it was, regarded us as if we were lunatics, but the farmer past whose farm we were directed remembered 160 or so trials cars coming to climb it in the early mornings of long ago but advised against trying it in 1967, because, he said, the water has since played havoc with it and nothing has used it for years. I have, perhaps, reached the age



The gated road above Llanvynoe leading to Black Hill, an "observed section" in pre-war trials. Although extremely heavily laden, the Cortina-Lotus suspension still coped admirably with rough going of this kind.

of discretion in these matters, having been stuck in my time for so many hours in so many different cars. . . .

So it was back up Watery Lane, now tarmac, but apparently a stony running torrent in the times to which we had endeavoured to project ourselves. After this, things continued to fall apart, even though the Ford just went on and on uncomplainingly, fed with Shell 4-star and a quart of Castrolite.

Turning towards Cusop just outside the drab, seemingly deserted town of Hay, we sought our next "observed section," Cusop Dingle Hill. The approach was remote, beyond a stone house bearing a "For Sale" notice and a "Dangerous Corner" sign lying, disregarded, in the ditch. A young man working on a Mini directed us, but told us the hill was now quite impassable to cars, adding "I once got a few feet up in a 1932 Austin 7." He was absolutely right! The gated lane is overgrown, the water splash at the hill's approach so steep that it would frighten a Land-Rover. We reversed out, and retreated. . . .

Evening had by now come down, as we set off again from Hay, where a late-closing shop had supplied provender and a Pothus Miracle can-opener which subsequently fell to pieces and nearly resulted in the motoring dog going without her supper. The route now lay over narrow, winding deserted lanes, entirely devoid of traffic, except that, immediately after I had remarked that I doubted whether, even in Ireland, greater desolation would be experienced, we narrowly missed another Cortina coming from the opposite direction. Later, a farm lad on a motorcycle, encountered at one of the many blind corners, obviated disaster by putting his machine into a broadside slide to kill its speed and then skilfully resuming the upright position, to shoot through what little space I had managed to provide for him. . . . We were bound, our route card told us, for Craswell, which time, or it may have been a misprint, now renders as Craswall. At last the remote "Bull's Head" Inn was reached and we were trying to find "S.O. to Farm buildings, Llanvynoe." A young couple were baffled but an old man standing at a farm entrance knew at once, telling us how to wind round towards Black Hill, another observed section and no doubt a very fine one, approached *via* a muddy gated hill-track. But again prudence made us turn back at Up and Over Hill, before getting to the real gradient. On the descent we had to wait while an old Ford Popular with a puncture was reversed down to a place where its ruined tyre could be changed before the youngsters in it proceeded to their evening picnic. . . . .

As we had been motoring for over eight hours without stopping for food we decided not to look for the last observed-section, Hill Lane near Long Town, which might well have been as elusive or impassable as the others. So, in the gathering dusk, it was back *via* Hay, Three Cocks, dinner, Builth Wells and home. It was now noticeable that the outcrop of simply enormous road signs has spread to rural Wales. Huge reflecting signs are all very well when one is travelling at 100 m.p.h. or more on a Motorway but are a terrible waste of money—yours and mine!—in a country where we are not supposed to drive at more than 70 m.p.h. and may soon be held to 60 m.p.h.—and they look quite absurd beside quiet country roads. Contrastingly an Aveling & Porter 10-ton steam-roller, an old friend of mine, is still working on the Doldowlod–Rhayader road.

The Cortina-Lotus has served since this expedition as a country-

house hack, coping with such varied chores as taking elderly ladies to church, meeting trains, carting dustbins round the farm (that big boot !)—but also going to the Crystal Palace for the B.A.R.C. Race Meeting. Its Lotus engine makes no complaints about operating comparatively low down on the tachometer-scale, in spite of its rally and saloon-car-racing pedigree. To date I have used it for 2,150 miles, during which it has averaged roughly 27 m.p.g. and 1,400 m.p.g. of oil. It is proving a very useful, satisfying and reliable car, about which I hope to make further comment when it has built up an appreciable mileage. The only troubles since the voltage regulator was replaced have been a piece of beading loose on the n/s door and failure of the Tudor screen-washers. It is finished, incidentally, in a nice shade of slate-blue.

The extras on this particular Cortina comprise Triplex laminated windscreen, a small Springall competition steering wheel (the pliable sponge-rubber rim of which I find less pleasing than a leather-gaitered ordinary wheel) and a Ford push-button radio. This brings the total price, inclusive of purchase tax, to £1,117 17s. 10d.

* * *

The other car of which I have been gaining extended experience contrasts drastically with the Ford, being a sports car, in the form of the latest B.M.C. Austin-Healey Sprite Mk. IV—KON 176F—with the 1,275-c.c. engine. Soon after Raymond Baxter had been appointed Director of Motoring Publicity for British Motor Holdings he asked me what B.M.C. products I would like to test. I replied that as this paper is called MOTOR SPORT I thought a sports car would be appropriate, and expounded on the idea of keeping a log that would prove how often such a car can be used conveniently in open form in the fickle English climate, besides generally observing how satisfactorily an inexpensive sports car can adapt itself to day-to-day usage in this congested country. Baxter said he had often intended to tackle this sort of research himself but had never found time; he would gladly provide the means to make the experiment possible. At the time of our conversation the heat-wave was at its height and had the Sprite become available immediately, it would have notched up early points in its favour. This didn't happen and it was not until I found myself at Shelsley-Walsh, where Baxter had just put up a remarkably fast climb in such an unlikely vehicle as a Mini Moke, that he remembered his promise. By the time an almost new, white Sprite arrived, the weather had broken.

Consequently, the first time I drove the smart little wire-wheeled Austin-Healey was with the hood erect and its glass side windows up, in which form it proved 100% weatherproof in showers of tropical intensity. In between such rainstorms the passenger elected to lower the hood, doing so hurriedly without reading the instruction book and so spiking two small holes in it where it was skewered by the safety-belt anchorages. Returning to the Sprite I found I was driving it surrounded by a good deal of agitated, not very warm, fresh air. But I must confess that, especially when the full effects of the gale were diminished by winding up those side windows, this was really very pleasant, and a nice contrast to sitting within a saloon car, even one ventilated on the excellent " Aeroflow " system.



We had set off to search for a breakdown truck alleged to have been made out of the last car to win a race at Brooklands. As so often happens with such rumours, this vehicle had been broken-up some ten years earlier. But at least I was able to establish " beyond reasonable doubt " that it had been a standard example of its kind before conversion, with absolutely no racing history. This could have been established with the Sprite's hood up or down. But whether, had we made the return journey with the car closed up, as they used to say of taxis and vintage landaulettes, we should have heard the sound of racing cars lapping fast on the old Goodwood circuit, is debatable; but the hood was now down, we did hear them, or rather the Continental Correspondent did, and consequently we were able to see Hulme driving the fierce McLaren-Chevrolet, preparatory to leaving for the Can-Am races, Surtees having just put away the Lola-Chevrolet. Hulme's car was an impressive sight and sound as it completed its final laps, filling Goodwood with all the old noises, before the circuit was closed for the day to allow the Duchess of Richmond and Gordon's dogs their customary exercise. . . .

One purpose of a sports car wherein performance as such does not arise is the joy of having an openable car, for now that currently-made " touring cars " are obsolete, how else can one motor inexpensively in this manner? And Motoring, with a capital M, while it means different things to different people, should surely embrace the pleasures of driving in the fresh air, close to the sounds and smells of the countryside, conditions which make a driver more alert, therefore safer, than he or she may be in a closed car—even though Man has polluted God's fresh air with diesel fumes, silage scents and exhaust smoke! Indeed, I am not sure one should properly speak of " going motoring " in anything *but* an open car!

It was in this spirit that I came to enjoy this white Austin-Healey Sprite, which is also rather noisy, quick from B to C, responsive, a good road-clinger on its Dunlop SP41 tyres, and notably easy to park. It is certainly very modestly priced, the test car, with heater, flasher, tonneau cover, centre-lock wire wheels, suspension anti-roll bar and laminated screen costing a few pence over £733. A most attractive little car, although I felt no desire, as the advertisement tries to persuade me, to " go stroke this new little pussycat," even in the privacy of the garage. But I *do* enjoy driving it.

In fact, I found the latest Austin-Healey Sprite much as its predecessors, the ride good but firm in the sports-car manner, the remote central gear lever controlling a good gearbox but set too high, on top of the transmission tunnel, for my liking, less performance than I had expected, although the 1,275 c.c. twin-carburetter engine, detuned in comparison with the Mini Cooper S to give 65 b.h.p. at 6,000 r.p.m., makes this a 100 m.p.h. car in favourable conditions, the steering rather stiff and dead and the disc/drum brakes adequate rather than powerful.

The immediate objective, as I have explained, was to go over the aforesaid Colmore Trial route of 32 years ago. Checking on what that competition was like, I had a nasty shock. It had attracted 155 entries, some of the leading exponents of mud-plugging among them, and as drivers belonging to Invited Clubs were asked to pay a 30s. entry fee and the route covered less than 60 miles, it was rather rudely dubbed the " sixpence-a-mile trial " by some of those taking part. What was of more concern to me was that it earned harsh criticism on account of congestion at the last observed section, which upset the Cheltenham police. One report called it the " Colmore Debacle " and made it

"SIGNITUS."—This disease has spread to Welsh roads, as these pictures prove. On the left drivers, apart from being ordered to HALT, STOP and GIVE WAY, have seven signs to contend with at this junction, with two more direction signs not in the picture. Think of the cost of it all, in public money ! Below, we see the nonsense that results when new signs supplement older ones. These direction signs are approx. one-fifth of a mile apart. Study them carefully !





plain that " in an age when new and sudden laws can revolutionise motoring "—there is a familiar ring about this !—" organisers of trials should be very careful not to antagonise the general public." Because the last hill, on the very outskirts of Cheltenham, was very long and sinuous, and because both the tractor and a six-wheeled caterpillar lorry provided for towing to the top those who failed broke down, dreadful congestion resulted, a main road was blocked, and the section had to be scrubbed when only two competitors had climbed it clean. . . .

The entire event was obviously very tough, and, held late in February, had attracted competitors of the calibre of Langley, Baker and Barnes with the new green crab-tracked 1½-litre Singers, Richardson, Lawson and Westwood with the team of white Singer Nines, Toulmin and Bastock with M.G.s, the Evans' M.G. team, Allard and Hutchison with their powerful Ford V8s, not to mention many chain-drive Frazer Nashes and Mrs. Moss' 1½-litre Singer. And here was I, proposing to try to emulate these experts with a production Sprite—admittedly a 1967 model. . . .

Anyway, we set off from home one morning along the comparatively uncongested Newbury, Wantage, Faringdon, Burford, Stow-on-the-Wold route, to gain the starting point near the Fish Inn at the top of the well-known hill of that name which ascends out of the beautiful but congested Broadway village. Here we furled the easily-folded hood of the Sprite, which is such an improvement on the detachable variety fitted to earlier models, and set off to see what would befall. Nothing much did.

Stanton Hill was found fairly easily but we were told it might be impassable and as its approach was barred by a gate we contented ourselves with a picture, and moved on, but not before our presence had startled a chauffeur-driven Rolls-Royce that was trying to turn round in the road. Stanway Hill, on which the Colmore competitors of long ago did a stop-and-go test, seems to have become just a main-road ascent, unless we missed the old road, but the splendid Cotswold scenery *en route*, with many stately stone houses blended into slumbering parkland, made up for not finding the severe gradient we had expected.



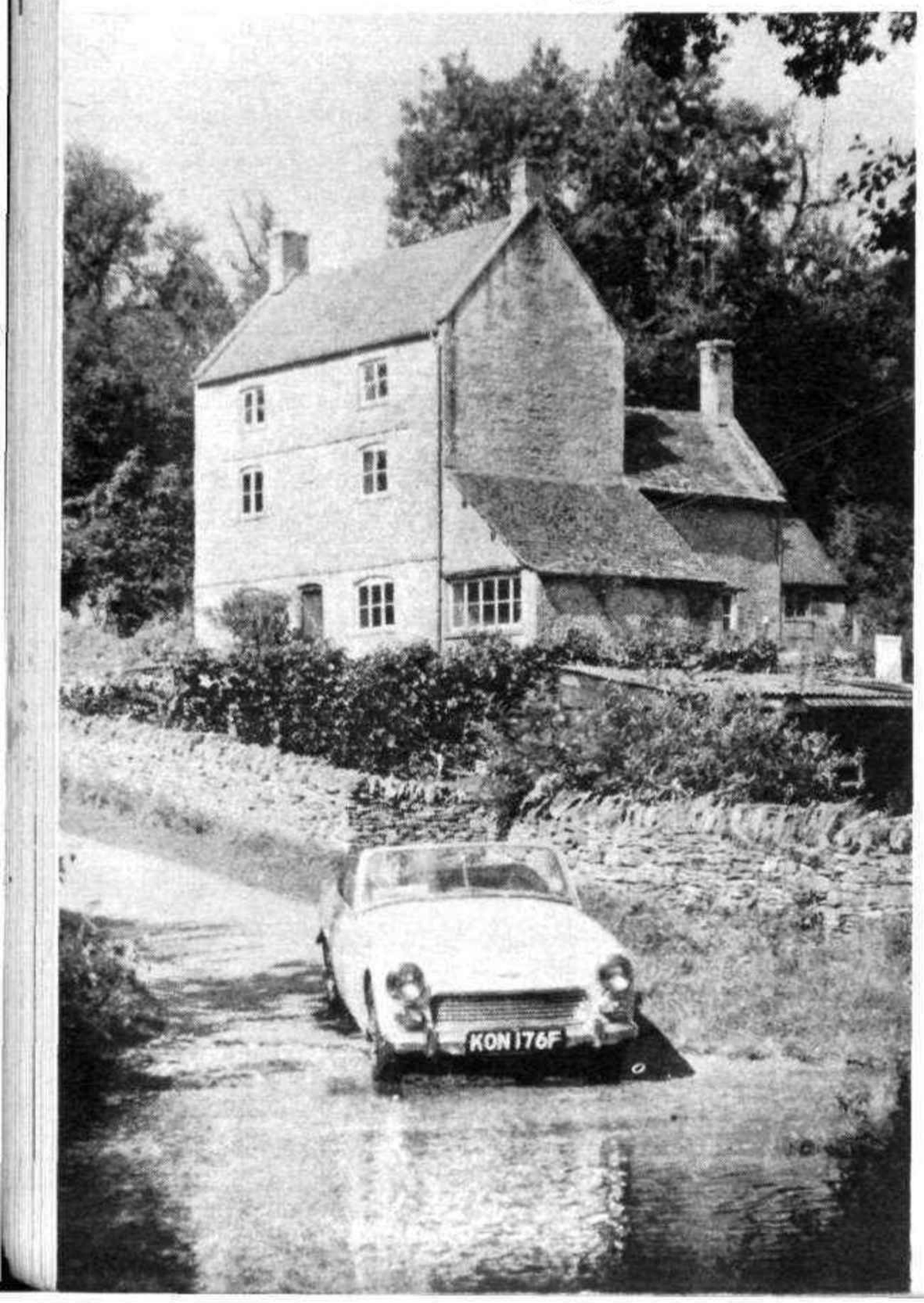
BARRED.—The foot of Stanton Hill as it appears in 1967.

More excellent scenery brought us to Kineton village. We did not attempt to go up Kineton Hill (where in 1935 so many failures had occurred, but with fine ascents by Mrs. Moss, and Toulmin, and a very wild one by H. J. Berry (M.G.) who cannoned off walls and trees, shedding his luckless passenger) as this was on private ground, but we found the wide water-splash at its approach. This made it simple to pick up the route, although we by-passed the gated lane near Lower Guiting where driving tests had been timed in 1935 (the Sprite's ability to go from rest to 60 m.p.h. in 13 sec. might have been useful !), again in deference to private property—in following old trials' routes it is important to remember that permission had sometimes to be sought before hills could be used, also that if you try an ancient observed-section and get stuck, no willing marshals or hard-working tractor will be there to get you out !

Deserted lanes flanked by open Cotswold fields, the sunny September afternoon ideal for open-car motoring, brought us to the left turn on to West Down Hill. In the Colmore this long rutted acclivity had caused some consternation. Even W. J. B. Richardson of the aforesaid Singer team stopped and Mrs. Riley skidded near the top, her M.G. nearly turning right round. It may have been muddier that winter but we found it quite easy, the game little Sprite having no difficulty in re-starting after we stopped to check ground clearance and to walk ahead to reconnoitre—remembering that absence of marshals and tractor ! Otherwise we could unquestionably have made a non-stop ascent. But it was with some relief that we got to the end of this long, if not very steep section, because empty fields stretched away beyond the overgrown hedges, and we seemed utterly alone in the universe. At last we came to the gate which opens on to Cleeve Hill Common. Here a big notice proclaimed that motor cars are not permitted to be on, let alone drive across, the turf. So, not wishing to get sports cars a bad name, we opened another gate and retreated towards a near-by farm. However, a farmer driving a tractor said if we wanted Wontley Farm there would be no harm in following the common tracks, so, after confirming that we had indeed climbed West Down Hill, we resumed the route, dropping down a long 1 in 6 to the outskirts of Winchcomb. It now grew chilly and I was glad to resume my comforting Castrol coat. . . .

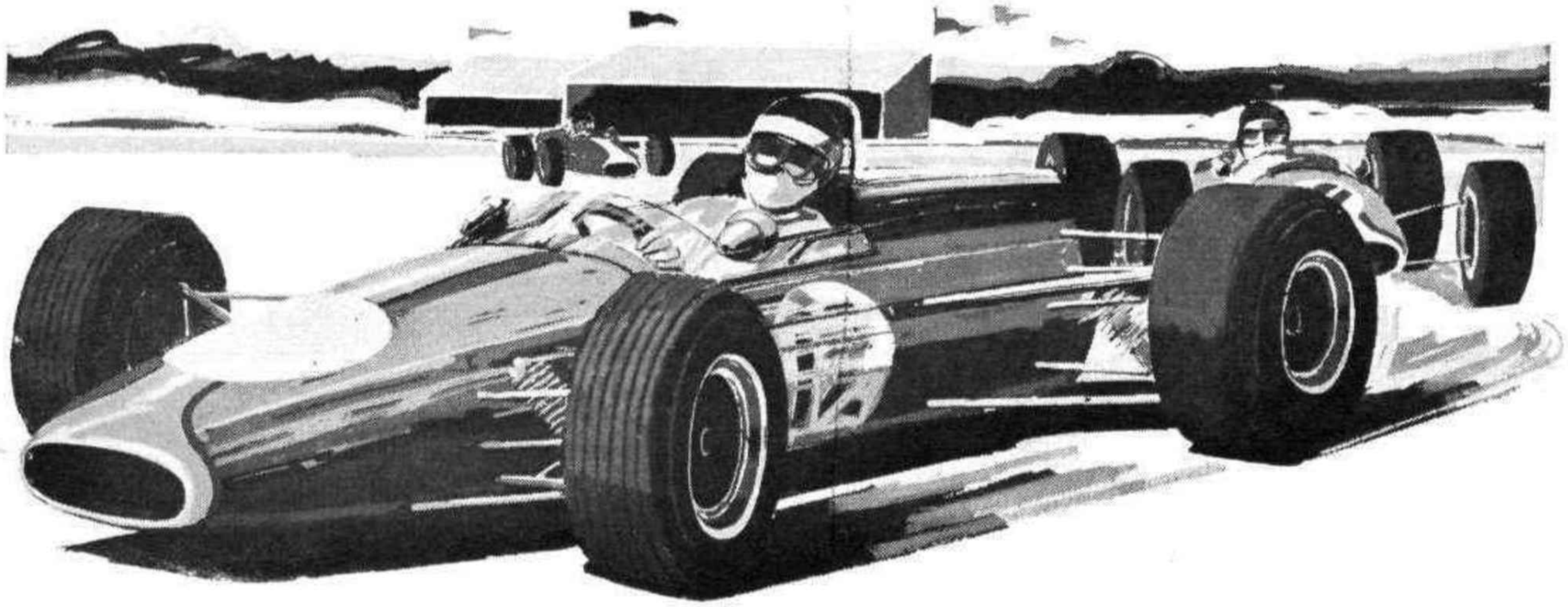
Up and over Cleeve Hill by the new main road we failed to spot the turning to Mill Lane. Perhaps this was just as well, because in the Colmore this hill had broken the back axle of Miss Taylor's M.G. and it had seemed as if Miss Labouchere's big Singer saloon might be there for good, parked in a bay off the track, although another Singer saloon had got up. Apparently those competitors who were still in one piece went on over the hills above Cheltenham—they had included Whiddington's Meadows Frazer Nash, in the back of which I sometimes used to passenger in those days, and Wright's old Powerplus Frazer Nash. But as we had by now " mislaid " the way and were into Cheltenham, it seemed sensible to call it a day and return home

COTSWOLD SCENE.—The Sprite at the water-splash leading to Kineton Hill, which was used in the S.U.N.B.A.C. Colmore Trophy Trial of 1935.



Guards salute the winner of the Guards International

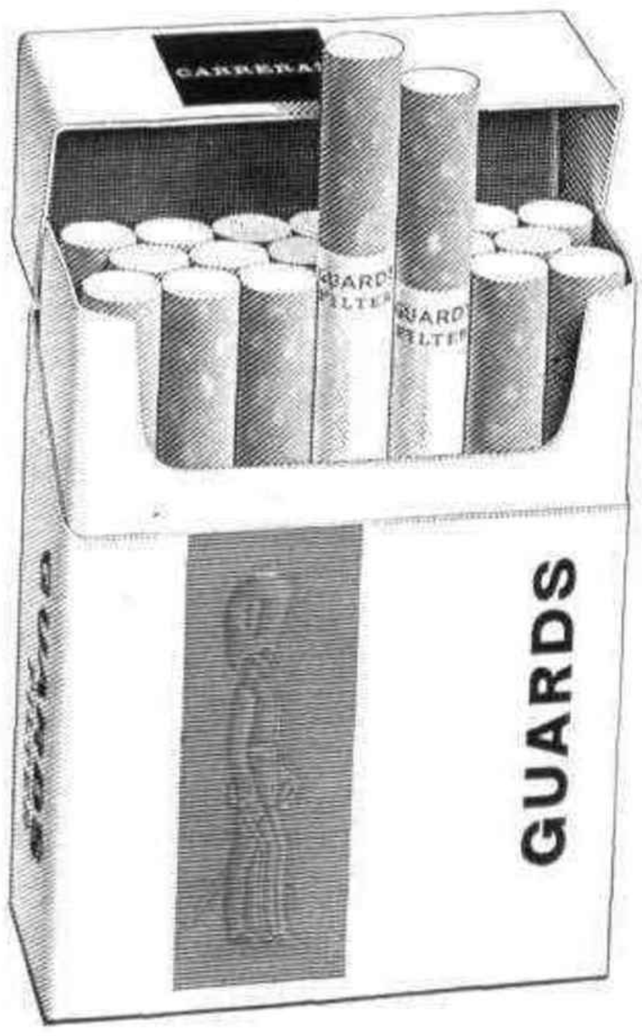
at Brands Hatch on Monday 28th



The Guards International was won by

Jochen Rindt (Brabham-Ford) in 1hr. 2min. 44.2sec. at a speed of 101.38m.p.h. Second: Jackie Stewart (Matra-Ford), 1hr. 3min. 3.6sec. Third: Jo Schlesser (Matra-Ford), 1hr. 3min. 15.4sec.

Jochen Rindt set a new Formula Two lap record of 1min. 33sec. at a speed of 102.58m.p.h.



along our usual road through Cirencester, especially as the Sprite's engine still had the occasional bad mis-fire I had noticed earlier (later traced to a faulty condenser) and there seemed to be more noise than usual from its exhaust system—a new voice certainly roared inside this little kitten, as the Admen have it. . . .

However, passing the Lilleybrook Hotel, my daughter, who was navigating, remembered that the trial had returned this way into Cheltenham, so, after putting up the Sprite's hood because storm clouds were now well and truly above us, we turned back to follow the route to the notorious Leckhampton Hill, which had caused all that trouble all those years ago.

We could not locate the turning to it. But it seems that it was like four Simms Hills in one, slippery, with a 1 in 2½ gradient. The Cheltenham-Birdlip road is now very wide at this point; one can only conclude that this was not so in 1935, which caused the terrible congestion. Permission had had to be obtained to use this part of the common, the police at first had stopped the trials cars going up, then relented, but only Haden's M.G. Midget and Attwood's M.G. Magnette had made clean climbs, out of some 22 to attempt the section, also known as the Jinny, before it had to be abandoned.

It is interesting that in those days it was trials, with their big entries of more-or-less-normal sports cars, which were causing anxiety. Rallies were organised by responsible clubs, were very few in number, and were run to low speed-schedules, being for virtually-standard cars. Today it is club rallies that are the problem; trials have been banned altogether from public roads—a great pity, because they enabled ordinary sportsmen to enjoy not only the thrill of fairly harmless competition motoring but gave them long days out in different parts of the country, driving through very worthwhile scenery from one observed-section to the next.

Having recalled this S.U.N.B.A.C.-organised Colmore Trial of 1935, perhaps I should go on to say what was the outcome of it. The Colmore Trophy was won by G. B. Goodman's M.G., the Club Team Trophy went to the Singer M.C. team, and the Committee Team Prize to Alf Langley's Singers, Mrs. Moss winning the Ladies' Prize—M.G. and Singer were the successful makes in the trials of the mid-thirties. Sixteen drivers, among them H. G. Dobbs with a Riley, gained 1st-Class Awards, 50 took 2nd-Class Awards and no fewer than 54 won 3rd-Class Awards. Names that stand out include those of Henry Laird with a McEvoy, Mason in his Clyno, C. A. N. May's M.G., Doreen Evans' M.G., Whalley's Ford, Anthony's Aston Martin, Bartlett's M.G., Tenbosch's Fiat, Harrison's Jowett, Burt's M.G., and Nicholls' Cup-Model Austin 7, the last-named even then described in one report as a "veteran"—those were the sort of cars used for pre-war trials. Happy days—and what, I wonder, has become of the enthusiast who used to take me through some of them, at first in an M.G. Midget, later in a blown M.G. Magnette ?

* * *

The Sprite came home as happily as it had set out, although an A.E.C. Duple coach cruising at an indicated 70 m.p.h. along the Cirencester-Cricklade road had made it think. The new 70.6 × 81.3 mm. engine goes to 5,500 r.p.m. before entering the yellow section on the tachometer, with 800 r.p.m. in hand before it goes "into the red." The little car cruises contentedly at about 4,500 r.p.m. to maintain the legal-limit and on this day-excursion it consumed about a pint of Castrol XL in spite of a leaking oil-filter and returned 33.4 m.p.g. of 4-star fuel. To date I have used this handy little B.M.C. sports car for 1,978 miles, but for much of the time it has been driven by my daughters, for I find it exceedingly difficult to get the Sprite away from them. If for no other reason, I think the sports-car market is secure, because of this fascination such cars have for the younger generation—which is as it should be (my daughters' boy-friends seem to favour the rugged Austin-Healey 3000). I am sorry that insurance premiums often preclude the young from owning cars which, driven with intelligence, bring out the best in a driver and are amongst the safest on the roads. In this mileage, which took it into Yorkshire and Wales as well as commuting in London, apart from the matters aforementioned, the only troubles have been a tendency to jump out of bottom gear and a crack which has developed in the passenger's oddments shelf, which appears to be made of compressed paper, although it still holds light articles. The overall petrol consumption works out at 30.9 m.p.g., oil consumption at approx. 1,800 m.p.g. Oil pressure remains reassuringly at nearly 65 lb./sq. in., water temperature at 190 deg. F., a little water having to be added on one occasion. If the boot is restricted, it takes a girl-size travelling case satisfactorily. Over a period of 33 days in the variable British climate, it has been possible to put the hood of the Sprite down on 20 of them, although we do not profess to be a particularly tough family.—W. B.



TWO OF THE FASTEST products of Ford and B.M.C., the Austin-Healey Sprite Mk. 4 with the latest Lotus Cortina, the former offering fresh air, sports-type motoring for £672, purchase tax paid, in basic form and the latter extremely useful acceleration and high speed from a rugged, roomy family-type saloon.



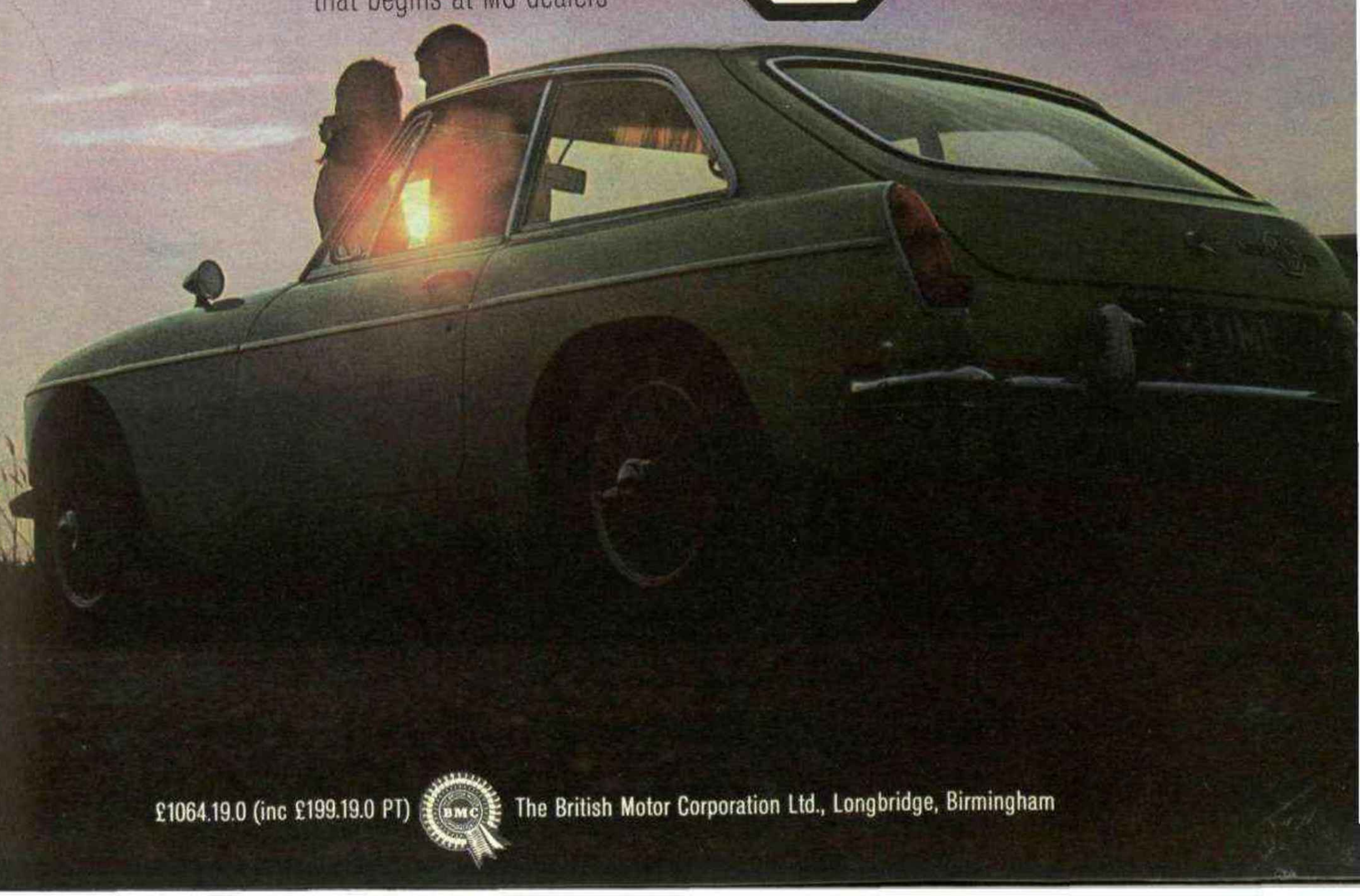
THE RIGHT VISCOSITY

A reader has sent us the accompanying picture of a notice board outside a restaurant in Antwerp announcing that they specialise in mussels and that if you like you can have them in Castrol. We always lubricate our cars with this masterpiece in oils and it is gratifying to learn that the palate can also be lubricated with Castrol, if one is in Belgium and can stomach mussels !



One day
when time has clipped
your sports car wings
when all the proud cars of your years
line up to take the chequered flag of memory
you will remember how you caught
the sunrise
rode the misty wings of morning
in your MGB/GT.
MGB/GT - a beautiful classical
high powered love affair
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MG



£1064.19.0 (inc £199.19.0 PT) BMC The British Motor Corporation Ltd., Longbridge, Birmingham

PICTORIAL REVIEW

SOME OF THE CARS AND PEOPLE OF THE 1967 SEASON SEEN IN COLOUR

WINNER.—The 7-litre Ford Mk. IV on its first outing won at Sebring driven by McLaren/Andretti. The P on the door signifies Prototype (or Group 6). On the front are two hooks for the quick lift jack and the headlamps are under detachable covers. The factory Fords were painted distinctive colours for recognition purposes, international colours being of no interest to the Ford empire.

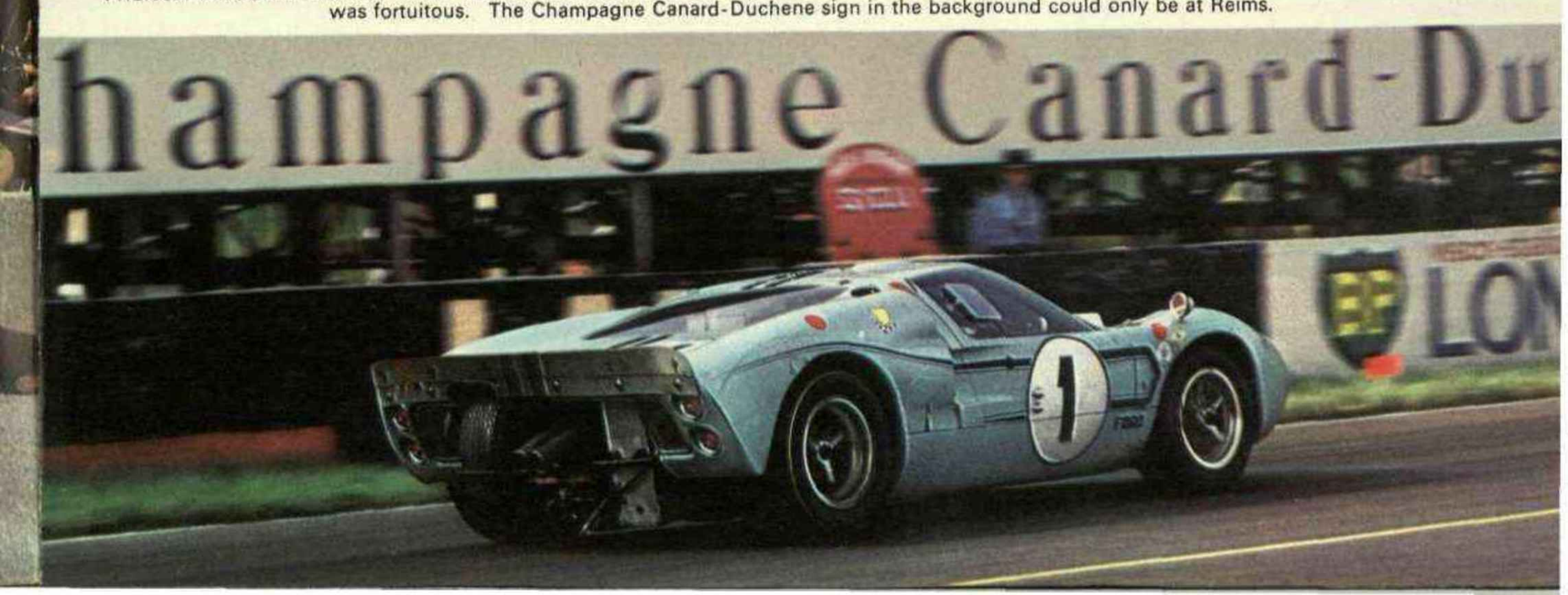
CHALLENGER.—The lone Chaparral 2F driven by Phil Hill/Spence has provided serious opposition to Ford and Ferrari wherever it has appeared. In the paddock at Sebring Phil Hill talks to Jim Hall, seated in the car, while Mike Spence walks round from the back to find out what is going on. The " gull wing " door partly obscures the stabilizer wing.

DOMINATOR.—The Ford Mk. IV of Gurney/Foyt won the Le Mans 24-hour race in a most convincing manner, setting new speed and distance records. It was coincidence that its racing number was 1, like the yellow Sebring winning car. It is rounding Mulsanne corner having just overtaken the Alpine-Renault of de Lageneste/Cheinesse, recognisable by its yellow roof stripe.

ITALIAN.—Unlike Ford and Chaparral the Ferrari team are proud of their national colour and the Parkes/Scarfiotti 330 P4 is seen at speed during its flat-out pursuit of the 7-litre Ford.



FRENCH VICTORY.—For the Reims 12-hour race Schlesser and Ligier borrowed a Ford Mk. II and drove it to a popular victory; the blue colour was fortuitous. The Champagne Canard-Duchene sign in the background could only be at Reims.



AWASH.—The Spa 1,000-kilometre race was held in pouring rain. This view of the start shows the tail of the winning " Mirage " disappearing out of the picture with the Mairesse E.N.B. Ferrari in its wash, followed by Parkes in the works Ferrari.

SPEED AND SPRAY.—Spence in the Chaparral at Spa is seen at speed on the very wet track with the " wing " in the maximum thrust position as there had been no opportunity to try the effect of " feathering " on wet roads.

OPEN ROAD.—The Alfa Romeo Tipo 33 driven by de Adamich/Rolland in the Targa Florio provided opposition to the Porsches until it retired with broken suspension. It is seen taking a typical Sicilian ess-bend on the mountain circuit.

CLOSE IN.—The Ferrari P3/4 of the Scuderia Filipinetti led the Targa Florio for a time but the rear axle failed. It was driven by Muller/Guichet and is seen cornering close to the edge of the road. Note the solid stone wall on the outside of the bend.

LINE UP.—The works 6-cylinder Porsches being warmed up in front of the Nurburgring pits before the start of the A.D.A.C. 1,000-kilometre race. The coloured panel is for identification and the powerful double headlamps were ready for Le Mans.

DESCENT.—Two of the factory 6-cylinder Porsches are seen on the winding descent towards the Breidscheid bridge over the Adenau road during the A.D.A.C. 1,000-kilometre race. Note the excellent view that the spectators have from the high banks.

COLOURFUL —A Ford " Mirage " shared by Ickx and Attwood in the A.D.A.C. 1,000-kilometre race is seen at Breidscheid with the village " local " in the background. The Gulf Oil sponsorship of the " Mirage " is denoted by the orange stripe.





Thank goodness at Rover there are still people who think precision engineering comes before mass production.

People running in every engine for perfect smoothness, before it's even fitted into the car. (And then changing the oil to remove any stray speck of dirt that might damage an engine.)

And people taking every single Rover 2000 that's built for mile after mile of test-driving, to ensure that everything works smoothly, silently, at peak efficiency.

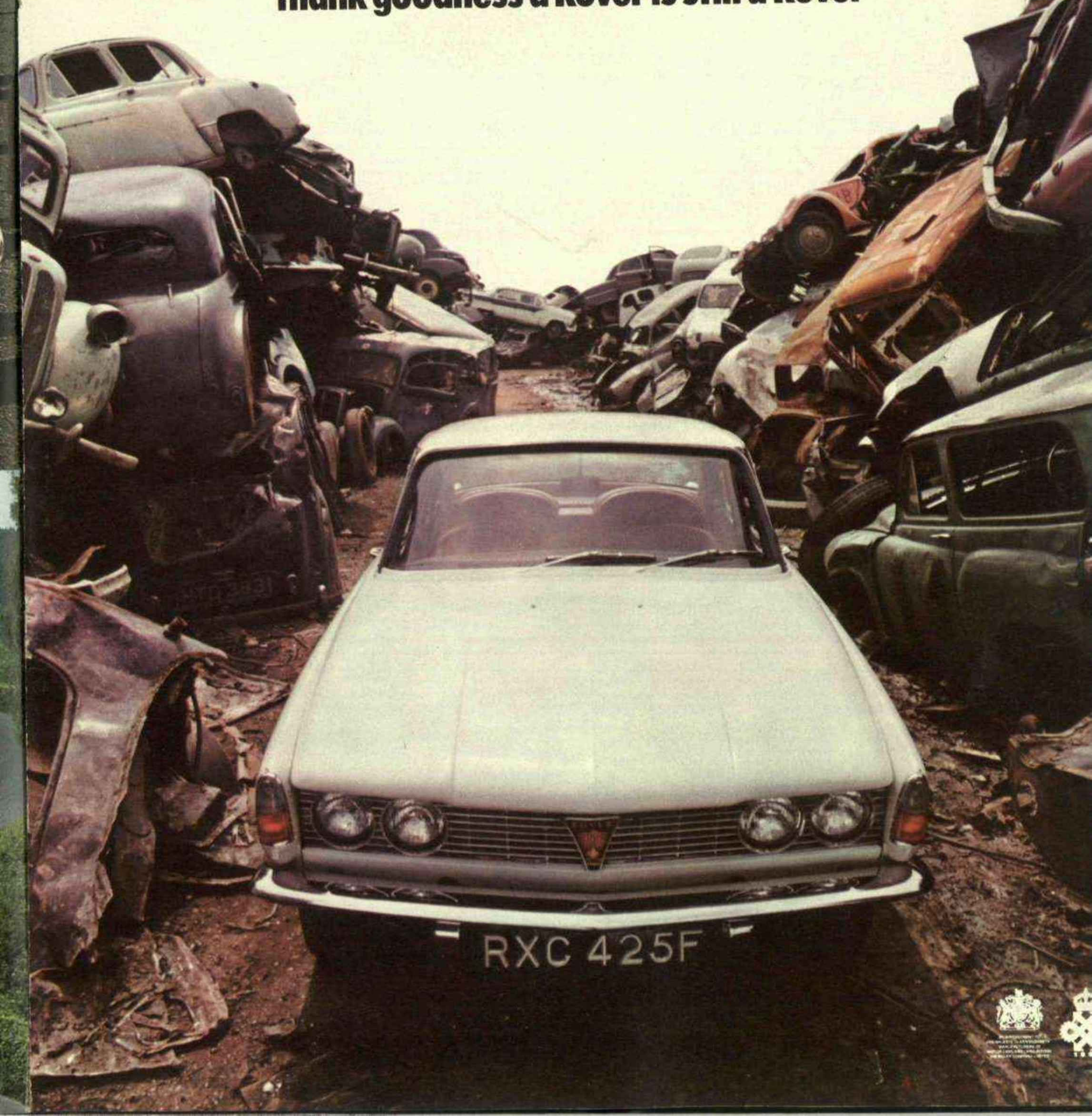
While other car makers churn out their products, we take a bit more time and care. We have to. With every Rover 2000 built, our name is at stake.

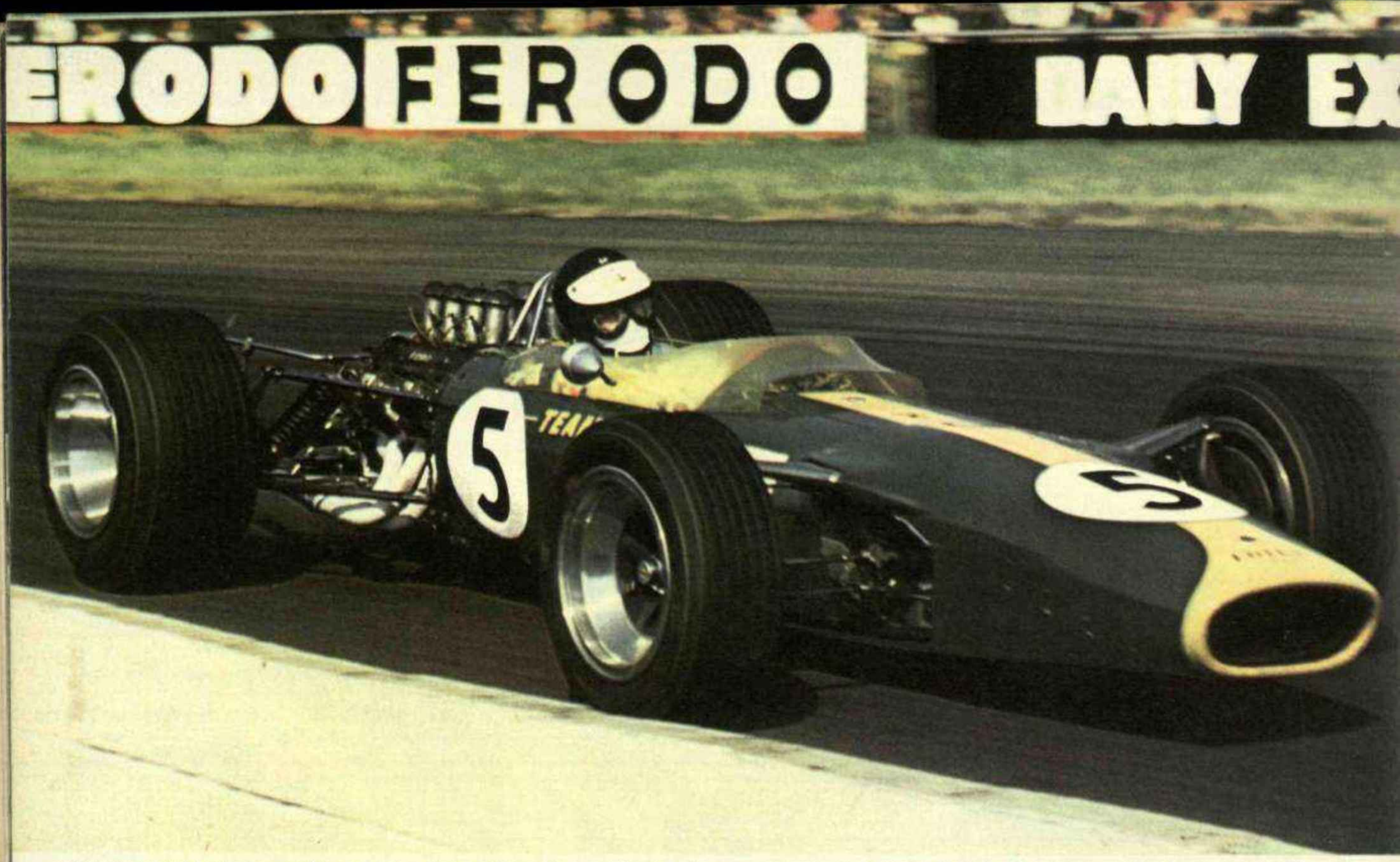
For more information see your local dealer. Or write to us: Sales Division, The Rover Company Limited, Solihull, Warwickshire.

Rover 2000 prices (inc. purchase tax): SC Manual £1,357.9.10; SC Automatic £1,452.2.8; TC version £1,415.5.2.

Rover 2000 SC/SC Automatic/TC

In an age of mass production thank goodness a Rover is still a Rover





RARE APPEARANCE.—Jim Clark made a brief visit to England in the summer and won the British G.P. at Silverstone with a Lotus 49 for Team Lotus. The distinctive green and yellow colouring of the works Lotus cars adds to the smart appearance of these cars from Chapman and Duckworth.

KEEPING IN TOUCH.—Denis Hulme looks sideways at his pit crew at the Nurburgring to see what they have to say on their signalling board, as he speeds past in his Brabham-Repco V8, on his way to winning the German Grand Prix. This victory gave him a commanding lead in the Drivers' Championship.



VICTORIOUS.—Dan Gurney is seen on his way to winning the Belgian G.P. at Spa. The blue and silver Eagle-Weslake V12 of the Anglo-American Racers Incorporated has made a fine impression all season.

FAR AWAY.—The Walker/Durlacher Cooper-Maserati V12 painted in Scotland's racing colours(!) is seen racing in the S. African G.P. driven by Joseph Siffert.

LONE WOLF.—For most of the season Chris Amon has been the sole runner for the Ferrari team in G.P. racing. He is seen in the Belgian G.P. at Spa, where he finished third.





OLD SMOKEY.—John Surtees driving a Honda V12 at Monaco, trailing an ominous cloud of blue smoke caused by a piston breaking. Distressing sights such as this have been common during 1967 with the Honda-Surtees combination.

NEW CAR.—Appearing for the first time at the Canadian Grand Prix was the McLaren-B.R.M. V12. Driven by Bruce McLaren it went very well under the wet, slippery conditions, but lost several laps changing the battery, which went flat.

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For peace of mind motoring without the worry of rising oil consumption or falling oil pressure.
Your guarantee of engine protection from new and for life.

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SUMMIT HOUSE, WEST WICKHAM, KENT

SECOND LEAGUE.—Outstanding in the Formula Two races of 1967 has been the performances of Rindt in his Winkelmann Racing Brabham-Cosworth. He is seen cornering on the cobblestones at the Nouveau Monde hairpin on the Rouen circuit.

MONTE CARLO RALLY.—Running among the favourites were the works Lancia Fulvias of HF Squadra Corse, among them this one crewed by Leo Cella and Luciano Lombardini which started from Dover. They eventually finished in fourth place. Though conditions were dry this picture shows a snowy stage.

FINE RECOVERY.—Having been beaten in the early stages by Vic Elford's Porsche, Rauno Aaltonen finally benefited from a fall of snow and became outright winner.



MIGHTY SPRITE

Mightier than the big boys.
Two class firsts and a second at Sebring, outlasting many of the 3 and 4 litre heavies.
Only British finisher at Le Mans with all those great big specials dropping like flies around it. That's some motor car. Come and see what is developed from successes like these, at your Austin Dealer.

The successful 1967 Austin Healey Sprite prototype

Austin Healey Sprite

1275 ccs of high performance for £671.12.4 including p.t. *(wire wheels optional)*

The British Motor Corporation Ltd., Longbridge, Birmingham.

BMC

BERNARD KAIN driving his 1926 supercharged 2.3-litre straight-eight Bugatti. It won last year's MOTOR SPORT *Brooklands Memorial Trophy* convincingly and as we closed for press the same car and driver was leading in this year's contest, on points gained at V.S.C.C. race meetings, up to but not including Castle Combe. An early model, with wire wheels, this Bugatti is the fastest of its type.

AN E.R.A. LINE-UP.—These pre-war 1,488-c.c. supercharged single-seater racing cars still perform extremely well in Historic Racing Car events. On the starting-grid at Silverstone are those of the Hon. Patrick Lindsay (11), S. Day (15), A. G. Murray (16) and B. Brown (17). Brown won this 8-lap Pre-War All-Comers' Scratch Race from Lindsay, at 79.27 *m.p.h., during the July V.S.C.C. Meeting.*

SPECIALISED MOULDINGS

THE FIRM of Specialised Mouldings do exactly what they say : manufacture special glass-fibre bodies for racing cars. They are a small firm, efficient and highly regarded, and as much a part of racing as the names of Dunlop, Lucas and Coventry Climax. Yet the handful of people employed in this sphere are delving into a subject about which little is known, streamlining of racing cars.

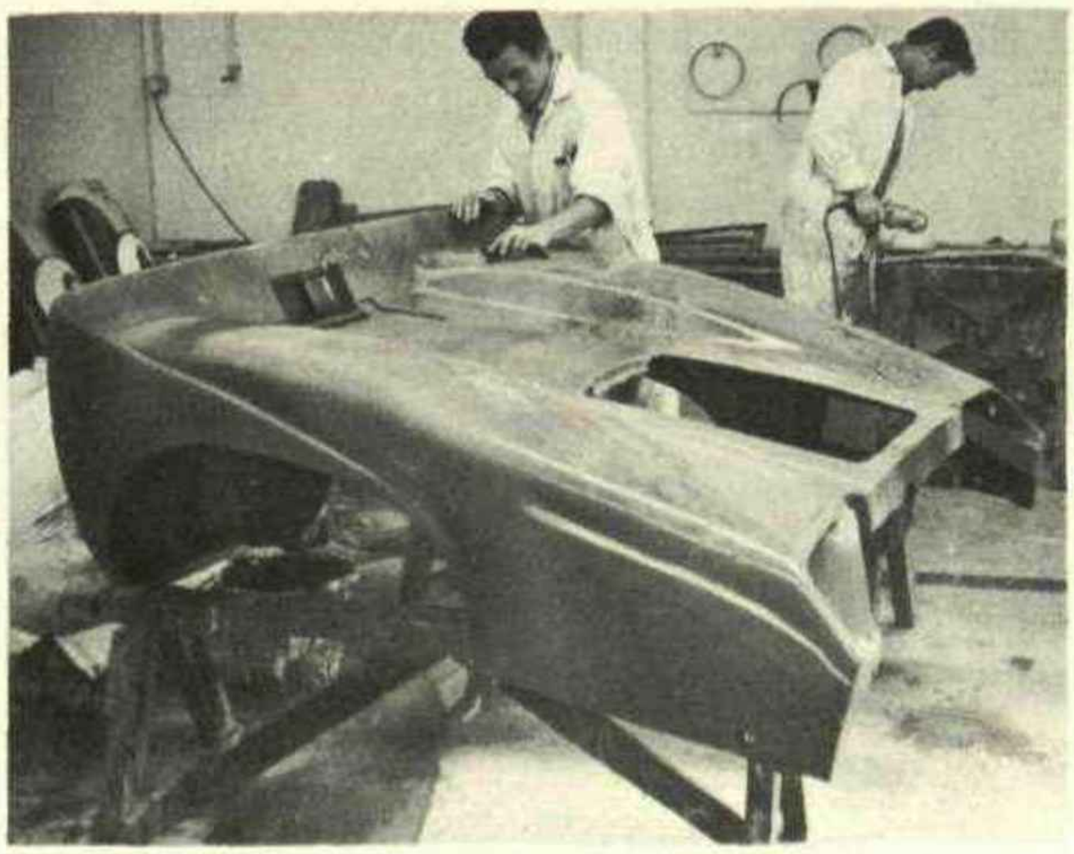
Peter Jackson, the Managing Director and co-founder with his brother, David, thinks that designers are about to make a breakthrough. Sports-racing and Prototype cars have been covered with stabilizers to stop them aviating on the track, but Jackson's ideal would be to eliminate these fins altogether, finishing with a smooth, unimpeded line which covers the whole of the car. The much-heralded Lola T70 GT, styled in conjunction with Eric Broadley, is the nearest thing Jackson has seen to this ideal but there is still a long way to go. For example, one of the Lola-Aston Martins which appeared at Le Mans featured a different tail section; this was less successful and the original design has been re-adopted.

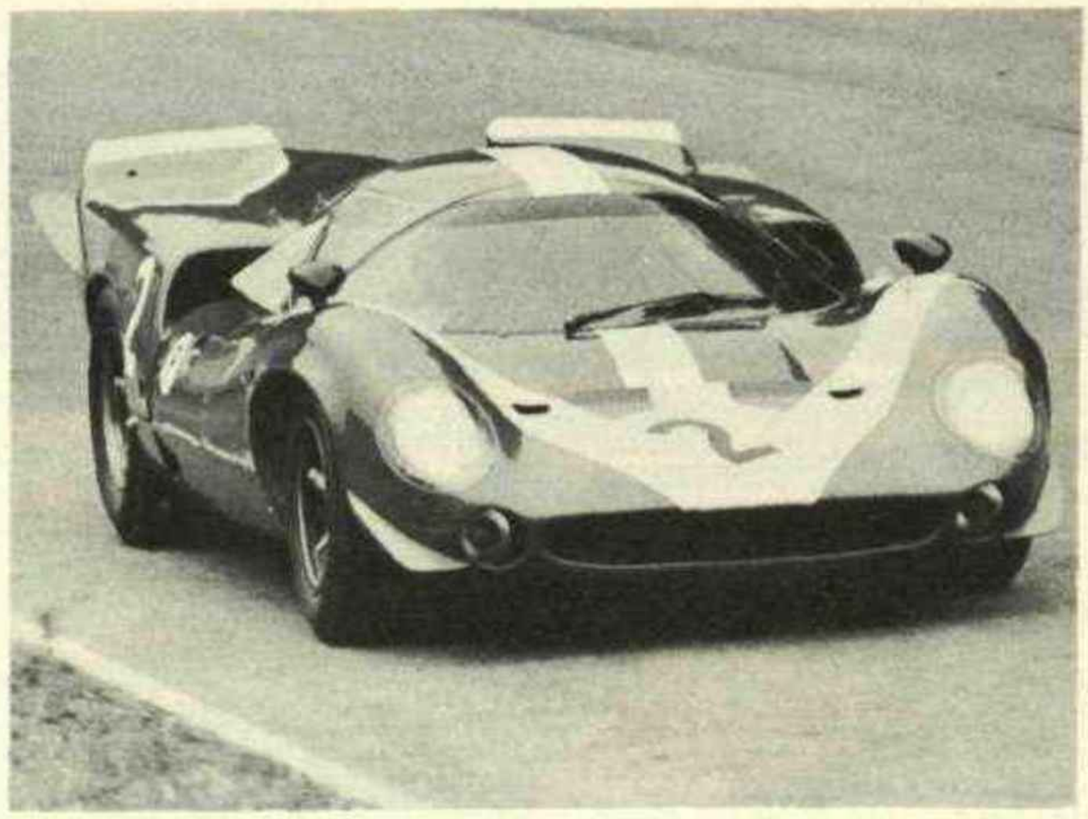
Jackson thinks that a lot of nonsense is talked about aerodynamics and racing car design. Pure aerodynamics, he says, cannot be applied to a racing car, where moving wheels are in contact with the road, creating problems unknown to aircraft designers. But what is this break-through which will create an almost uniform shape for Prototypes ? Jackson is not sure, but he knows that the nose will come close to the ground to stop air getting under the car and creating lift. The Chaparral features this, as do the latest sports-racing Lolas and McLaren-Elvas for the CanAm series. What happens to the air stream after the nose section, though, is still a big mystery.

Peter Jackson speaks with a knowledge which was gained the hard way, through experience. A decade ago he was an upholsterer in South London, and then went into a brief partnership with a friend producing children's glass-fibre pedal cars. It was about that time, eight years ago, that Jackson teamed with Broadley to produce the bodies for the successful Lola-Climax Mk. I. Specialised Mouldings had been formed, and since that time the two firms' links could hardly have been closer. The Mk. I Lola was just a start, and since then Specialised Mouldings have done bodies for all Lolas as well as Brabham, McLaren, Cooper, Ferrari and some of the newer makers like C. Lucas Eng. (Titan Formula Three) and Chevron.

In producing these bodies the firm have only one thing in mind, to produce the best possible product. This sounds just like a piece of sales talk but what Jackson means is not just the most effective article but also the best looking. He believes appearance, and that includes the colour, are all-important. It is becoming increasingly difficult to make a distinctive F.3 body shape, for they have made the Brabham, Lotus, Titan, Lola and now the Chevron, which was in the full-scale stage when we visited Specialised Mouldings in Huntingdon recently.

ALTERATION.—The rear bodywork of the McLaren-Elva for the CanAm series gets a fin. During testing McLaren experimented with an alloy fin but a permanent replacement has been built in.





SPECIALISED WORK.—The Lola T70 GT, like all Lolas, has a body made by Specialised Mouldings. Peter Jackson is particularly pleased with this design.

In Formula cars, where exposed wheels create drag factors so great that actual body shape is not so critical, it is becoming difficult to create a distinctive shape, something which all manufacturers specify. The Titan has achieved this to some extent, while the latest Chevron is extremely narrow and should be easily spotted.

Specialised Mouldings are not entirely responsible for their body styles. Some are done in close co-operation with the manufacturer, a prime example being Lotus who wanted—and got—a " bread van " tail section for their 47/Europa. The customer, as they say, is always right, and John Frayling, the Specialised Mouldings man on the project, had to re-think his ideas. Other manufacturers, like Chevron, simply supply a chassis, engine and gearbox and let Specialised Mouldings get on with the job, which is how they would prefer it.

In producing a racing car body a quarter scale model is made and if the customer approves a full scale model is made in wood, wire, etc. Modifications can be done at this stage, after the quarter-scale model has been wind-tunnel tested by the manufacturers. Most firms have access to these although some like to keep quiet about where they do it. This full-scale model has female moulds put around it and it is from these that the actual panels, both interior and exterior, are made. Obviously great care has to be taken at this stage, for a shoddy piece of workmanship can necessitate a new section being made. With the help of a template bridge accuracy of $\frac{1}{16}$ in. is achieved with glass-fibre, which is good for a production run. But it is not too difficult to have the body section altered, as we saw when a smart built-in fin was being applied to the tail section of the works McLaren-Elva for the CanAm. Such work as this is all part of the development, for McLaren found the car particularly unstable without the rear fin. All mouldings are pigmented to the customers' requirements—in McLaren's case to a bright orange on to which is painted a green stripe.

Many people have suggested that Specialised Mouldings are way ahead of their rivals in production methods. If this is the case, Jackson says, it is not because of any special method they use; it is more in the standard of their workmanship. It takes a whole year to train a laminator and staff are highly thought of. Their present staff is 31, of whom 10 are local people and the rest who made the big upheaval when the firm moved from their dingy premises in Crystal Palace last January. They moved to Huntingdon along with Arch Motors, who make racing car chassis, notably for Brabham. The two firms are next door to each other which they find very helpful because of all the work they do together. Sometimes transport creates a problem, which is why a great many racing firms cluster around the Heathrow Airport-London area.

Jackson is convinced that plastic is the medium of the future. He sees an enormous, untapped opening for its use and believes that in a few years' time it will have replaced steel as the bodywork of practically all production cars, not just racing cars. He gave a list of glass-fibre's advantages—weight saving, non-rusting, consistent shape, ease of repair (simply cut off the old section and mould on a new one), safety factor (glass-fibre " breaks away," rather than caves in) and the need not to paint the bodywork if the mould is pigmented. Talking in such terms Jackson is extremely convincing. —R. F.

GRAND PRIX OF CANADA

STILL THERE.—Bruce McLaren in his new McLaren-B.R.M. V12 has a long look in the mirror to see how close Jack Brabham, the eventual winner, is lying. The black square behind McLaren's head is an oil cooler mounted on the frame behind the engine.



HANDFUL.—Graham Hill, who took the chequered flag for the first time in the Lotus-Cosworth, found it quite a handful under the wet, slippery conditions.

FRAGILE.—The radius arms of the Lotus 49 folded up when Clark slid slowly off the road in unofficial practice.



Weather affects first Canadian Grand Prix

Brabhams again supreme

TORONTO, CANADA, *August 27th*

AS part of the celebrations for the Canadian Centennial Year, the F.I.A. sanctioned a Formula One race to take place on the 3.956-km. Mosport circuit just outside Toronto. The Canadian Grand Prix looks as if for the time being it may be just a "one-off" race for it is not included in next year's calendar. Sandwiched as it was between the German and Italian classics, this race created travel problems and threw the expense of transporting the Grand Prix circus firmly on to the shoulders of the Canadian Racing Drivers' Association and the Imperial Tobacco Company.

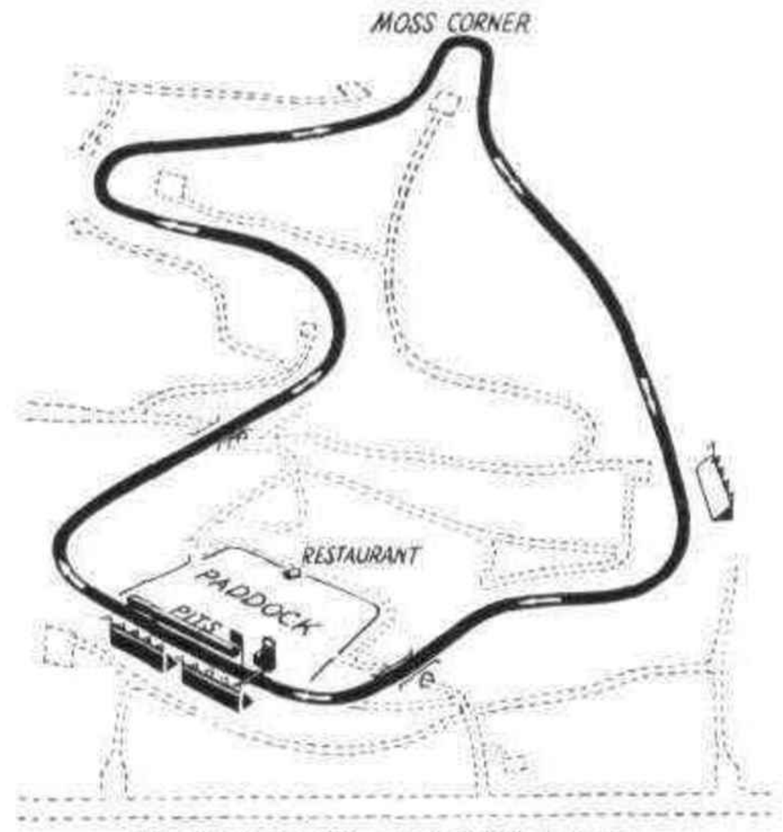
Eighteen cars were entered. Brabhams had BT24/1 and 2 for Brabham and Hulme, neither car being any different from the recent victory at the Nurburgring. Team Lotus brought their three 49s, Nos. 1, 2 and 3. Since the retirements in Germany certain minor modifications had been made. Extra filters were included in the fuel system to cut down the misfiring due to dirty fuel. The front suspension rocker arms are now made from heavier gauge metal and, other than the modifications to the rear top link mounting point described last month, an Allen screw has been threaded into the bracket to stop the main bolt loosening. Clark was using his usual car, 49/2, while Hill had the choice of 49/1 or 49/3; whichever he did not want would be used by E. Wietzes, a local driver who knows the circuit well but who had not handled anything more powerful than a GT40.

Two works Coopers were to be driven by Rindt and Attwood, who was standing in for this race in place of Rodriguez who is still in hospital after his Enna F.2 crash. The new lightweight car had been left at home being prepared for Monza, so Rindt used Rodriguez's car F1-6-66, while Attwood used the aluminium car F1-1-67 that Rindt has used this year.

B.R.M. had three works H16 cars for Stewart, Spence and Irwin, the last named being entered and looked after by Parnell. Stewart was using the slimmer, lighter car 1151, while Spence had 8302, which he used at the Nurburgring. Irwin had 8303 which had been the spare in Germany. For a change, there were only Goodyear tyres in the B.R.M. pit, so there would be none of the new game of "musical tyres." The Eagle team was back to one car for Gurney. This was the Monaco aluminium chassis 103, with all the titanium bits from the magnesium chassis 104, which is having an overhaul for the end-of-season races. The engine (5805) was the one used at Nurburgring and the spare (5804) was McLaren's German race engine. Since Gurney's trouble in Germany new stronger drive-shafts had been fitted.

Ferrari had only one car for Amon. This was the same as he raced last—No. 0005—and still with the three-valve light alloy engine, which has brought the weight down to a claimed 1,157 lb. Last of the factory cars, and a brand new car at that, was the new F.1 McLaren. This new chassis is a stronger version of the well-tested F.2 cars and has installed the first of the new V12 B.R.M. engines. This 60 deg. unit is giving 360 b.h.p. at 10,000 revs. The two camshafts per bank of cylinders are chain driven from the front and operate two valves per cylinder. Lucas transistorised ignition is used, also Lucas fuel injection, the injectors squirting "upstream" from just below the throttle slides. The metering unit is belt-driven at the front of the right-hand cam drive, while on the left-hand bank is the distributor. The engine has no place at the moment for a mechanical fuel pump drive so McLaren has fitted one to the back of the Hewland gearbox; as this pump will not work on the start line with the clutch depressed, there is an electric pump mounted on the side of the gearbox, to cover initial starting and waiting at the start line. The whole car, finished in McLaren red, is neat and compact, the engine not taking up much space.

The rest of the field consisted of private owners. Bonnier had his Cooper there, as did Rob Walker for Siffert. David Hobbs was driving Bernard White's B.R.M. V8, which should have been a V12 but for a slight mix-up. Then came the locals. A. Pease had bought Gurney's 2.7-litre Eagle-Climax No. 101 and was having his first outing. M. Fisher had bought Lotus 33 R11 which was used by Hill in Monaco this year, and he had with it a 1.9-litre B.R.M. engine. He was another club driver who had never driven this type of car before, or run in a race of this type. Last came T. Jones, an almost unknown driver who had bought a Cooper F.2 chassis (F2-2-66) into which had been fitted a Climax 2-litre V8 engine. So with this varied field practice got under way.



Mosport circuit—3.956 kilometres.

With unofficial practice on Thursday afternoon, Friday and Saturday morning, and official timed practice on Friday and Saturday afternoon, everyone had plenty of time to learn and set up the cars properly. The cars were all in a long tent where all the work was done, making the "Grand Prix Circus" live up to its name. On Thursday ten cars went out to familiarise themselves with the course and see if they could get near Gurney's record in the Lola T70 of 1 min. 23.1 sec. (171.466 k.p.h.) or the fast practice lap by Hall's Chaparral of 1 min. 22.9 sec. Gurney, Clark and Amon were the fastest, with the Eagle doing a 1 min. 23.6 sec. and Clark and Amon not quite breaking 1 min. 24 sec. Clark was using the oldest Lotus and the one that Wietzes was expected to use. As he went into the first corner past the pits, the tail swung wide and he spun in the middle of the road at about 120 m.p.h. Just as the car was stopping it ran backwards up the grass bank. Clark fished around for a gear and looked as if he was going on; then he cut the engine and climbed out for, although there had been no hard jolt, the right-hand rear radius arms were both buckled, the top one slightly, and the lower one bent at right angles, with the rose joint snapped at the wheel. As the lower radius arm had given way the overload on the monocoque mounting had been enough to ripple the skin of the monocoque.

This brought an end to the unofficial practice, and Lotus mechanics started work to repair the damage before the next morning. Unofficial Friday practice was used by most cars to complete mixture and suspension settings.

The official afternoon session started with Rindt going out first and returning to the pits a lap later with fuel pouring from the right-hand pontoon. The starter ring had shattered again and the pieces had flown off like shells. One piece had entered the pontoon, gone through the fuel bag and out of the side, leaving a hole that could easily have been made by a small shell. Clark was lapping consistently under 24s and as Firestone had not got the exact mix, tread or profile that he required, Goodyear tyres were fitted, and in this first timed session Clark set the fastest lap of 1 min. 22.9 sec. while tyre testing. In the other Lotus, Hill was not very happy, partly because he had a touch of 'flu, but also because the car was not set up quite to his liking.

The B.R.M.s were having all sorts of problems. The engine in Stewart's car was not running cleanly, nor was it opening up coming out of corners. Going into corners the car was juddering badly under braking and, judging from the number of times the suspension settings were changed, it was difficult to set up the car for this tricky circuit. Amon was not going as well as he did in the unofficial practice the day before and although he did a lot of laps, changing suspension settings after each outing, he was unable to get the Ferrari under 1 min. 24 sec. Also in trouble was Gurney, for the Weslake engine had gone very flat and he did not get below 1 min. 25 sec.

"the winner of the 1,000 LAKES RALLY was on DUNLOP tyres, dad"

"so are we, son"



AGAIN the gruelling 1,000 Lakes Rally has been won on Dunlop 'SP'. No wonder more and more motorists are fitting them, "Because"—they say—"if top rally drivers can win on 'SP' in cars like mine, in conditions which although tougher are comparable with those I motor in, they're good enough for me." Built from extensive track and rally experience 'SP' radials offer you a bonus in mileage, extra safety, extra comfort, extra economy.

1,000 LAKES RALLY, 1967

1st BMC Cooper S
(T. Makinen/P. Keskitalo)

LADIES PRIZE

1st Renault R.1135
(Mrs. S. Osterberg/Miss I. Edenring)
(SUBJECT TO OFFICIAL CONFIRMATION)

DUNLOP

RALLY WINNING TYRES FOR THE EVERYDAY MOTORIST

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Brabham	Brabham-Repco V8—BT24-1	1. 24.7	1. 25.0
2	D. Hulme	Brabham-Repco V8—BT24-2	1. 23.6	1. 23.2
3	J. Clark	Lotus 49-Cosworth V8—49/2	**1. 22.9**	**1. 22.4**
4	G. Hill	Lotus 49-Cosworth V8—49/3	1. 25.0	1. 22.7
5	E. Wietzes	Lotus 49-Cosworth V8—49/1	—	1. 30.8
6	M. Fisher	Lotus 33-B.R.M. V8 2-litre—R11	1. 35.3	1. 31.9
8	R. Attwood	Cooper-Maserati V12—F1-1-67	1. 27.5	1. 27.1
9	J. Bonnier	Cooper-Maserati V12—F1-5-67	1. 27.3	1. 28.2
10	D. Gurney	Eagle-Weslake V12—103	1. 25.3	1. 23.4
11	A. Pease	Eagle-Climax 4-cyl. 2.7-litre—101	1. 34.0	1. 30.1
12	D. Hobbs	B.R.M. V8 2-litre	1. 29.0	1. 26.2
14	J. Siffert	Cooper-Maserati V12—F1-2-66	1. 26.6	1. 26.8
15	J. Stewart	B.R.M. H16—1151	1. 26.7	1. 25.4
16	M. Spence	B.R.M. H16—8303	1. 27.7	1. 25.8
17	C. Irwin	B.R.M. H16—8302	1. 26.9	1. 26.0
19	B. McLaren	McLaren-B.R.M. V12—M5A-1	1. 24.8	1. 23.5
20	C. Amon	Ferrari V12—0005	1. 24.0	1. 23.3
41	T. Jones	Cooper-Climax V8 2-litre—F2-2-66	—	1. 51.9
71	J. Rindt	Cooper-Maserati V12—F1-6-66	—	1. 24.9

The McLaren-B.R.M. was having mixture problems and McLaren thought his oil temperature was running too high. However, after doing only 13 laps he was down to 1 min. 24 sec. and felt there was a lot more to come. Hulme's Brabham was going well and he was second fastest with a time of 1 min. 23.6 sec. Brabham's car, however, was not going properly and was smoking quite a lot.

On Saturday morning there was an unofficial practice again and another American entry turned up. He was Tom Jones of Ohio and his car was a Cooper-Climax V8. This was only the second time he had ever driven a rear-engined car, the first being at the Watkins Glen meeting a week earlier.

Hulme was soon being given times of under 1 min. 24 sec., and so he packed up until the afternoon session. Brabham was not going very well and the oil smoke got worse and worse, until he came in with oil all over the back of the car and the catch tank full. As either a piston or ring had broken it was decided to change the engine, which gave just three hours to do this before official practice. Wietzes was out acclimatising himself and lapping very slowly in Lotus 49/1. Stewart was still not happy and the engine was not right, so the mixture cams were changed, but it still would not pull cleanly. The other two B.R.M.s now seemed to be running as well as they were going to. Ferrari fitted Firestone tyres with a lower profile which altered the gear ratio so the gearbox was changed, and then Amon had difficulty selecting 3rd gear. Also having gear trouble was Rindt, who with his new engine in was finding the gearbox very stiff.

Graham Hill went out for some laps on Goodyears and expressed enthusiasm for them, saying they had more latitude and did not give the feeling of driving on a knife edge. However, Firestones had the right tyres by now and when the official practice started both Lotuses were on Firestones. Both Lotuses were going perfectly by now and Clark did 1 min. 22.4 sec., with Hill only three-tenths behind. As the Lotus drivers were the only ones under 1 min. 23 sec. it looked as though the Canadian G.P. could be a walk-over. Amon, with the right ratios, got down to 1 min. 23.3 sec., but Gurney broke the belt which drives the metering unit and as this was the second to go in only a few hours and the engine was not pulling well, it was decided to change it and fit 5804.

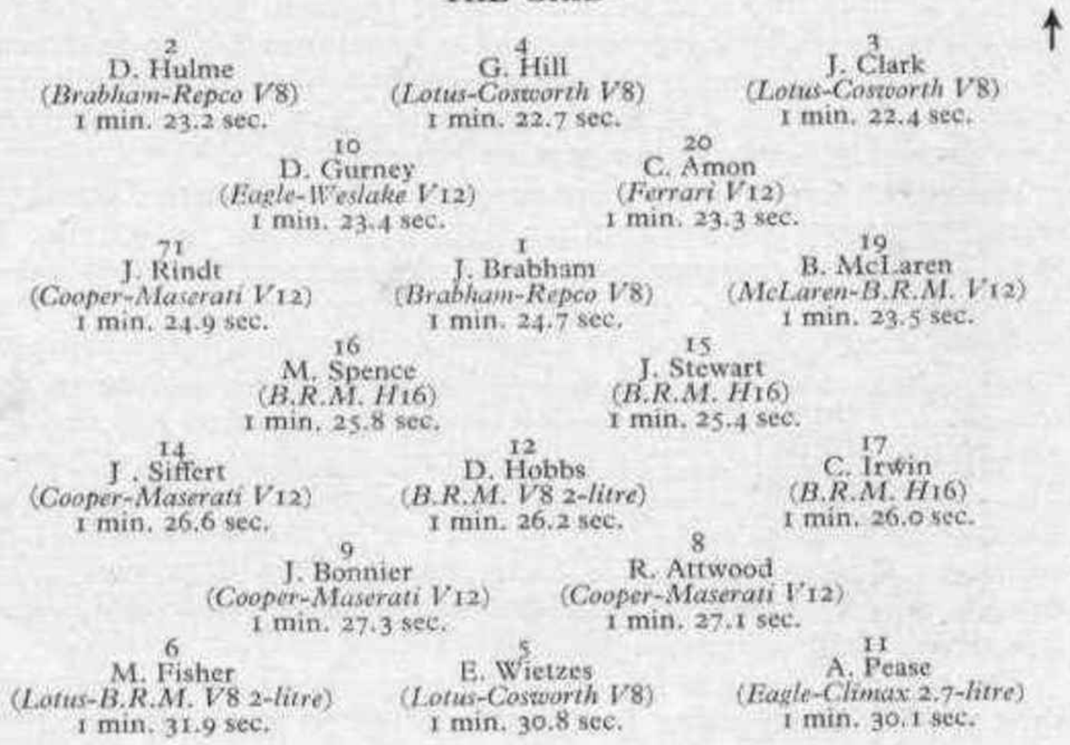
Stewart's B.R.M. was still not going well and it was still misfiring. After practice a loose wire was found in the electrical system, and it was hoped that fixing this would cure the trouble. McLaren, although still not satisfied, was going quicker and got a time of sixth fastest on this first outing. Brabham came out to run in his new engine, only half an hour late, which was a good effort on the part of his mechanics, who, without any lifting gear, did the change in 3½ hours. Just at the end of practice oil again poured from Brabham's car but this was only due to a faulty bell-housing which was soon put right.

Siffert had been improving his time slowly when the starter ring on his car suddenly shattered, slicing through the casing and cutting the starter off. The four American drivers running in their first G.P. fared better than some expected, so far as they kept out of the way. None were able to better 1 min. 30 sec., not even Wietzes in the Lotus-Ford. Jones' time of 1 min. 57.9 sec. was considered too slow by the organisers and he was not allowed to start.

On race day the fine warm weather of previous days changed, as forecast, to low cloud with occasional drizzle. Overnight both competitive Lotuses were found to have fuel leaks but this was remedied before it was too late. Rob Walker's Cooper-Maserati which the night before had looked a certain non-starter now had a chance of starting, in that parts of the starter-ring had been recovered and, with the bits from Rindt's engine, a complete circle had been welded up and, by growing weld and filing it into teeth, they hoped the car would start just twice, once to try and once on the line. Unfortunately for Siffert, when they tried the first time the welded teeth chewed up and the strain on the freshly drilled bolt holes for the starter caused this to be torn off.

Gurney had the spare engine fitted and thought it might be a bit faster. McLaren had found an electrical fault which could have been causing the trouble that he had thought was mixture. Overnight he had decided not to fit an alternator as the battery should be ample to last the race, and this saved just over 5 lb. in weight, plus the odd h.p. needed to drive it. After two warming-up races the cars were wheeled out and the drivers went round in a procession of dignitaries. The drizzle which had stopped early in the morning now returned and as the cars came round for their warming-up lap the track was about as treacherous as it could be. Amon spun on this warming-up lap when doing about 50 m.p.h., on what would normally be a 110-plus curve.

THE GRID



The flag fell a few minutes late and what must have been one of the slowest first laps ever took place, with the drivers driving as if on ice. Clark took the lead and must have been the only driver to see anything on that first lap. Behind him came Hulme, then Hill, Stewart, Brabham, McLaren, Gurney, Spence, Irwin, Rindt, Hobbs, Bonnier, Attwood, Wietzes, Fisher and, last, Amon, who spun again on the opening lap and was getting no adhesion at all. Pease could not get his Eagle-Climax started on the dummy grid and was wheeled to the pits for a new battery. The rain was getting heavier and on the second lap the Goodyear-shod cars began to feel the advantages of their intermediate tyres over the Firestone dry-weather tyres. Clark was still leading but using an awful lot of road, and Hulme was trying to find a way through the pall of spray. Hill retained third place but Brabham and McLaren had both passed Stewart. Spence got by Gurney and the American was having a lot of trouble trying to feed limited power to the wheels. Hobbs got by Rindt, the Cooper being very untractable under the conditions, so much so that after only four laps Rindt came into the pits to have the rear roll-bar disconnected, but on trying to re-start, the engine refused to respond and, after running the battery flat, the car was wheeled away, retiring with wet electrics, for when it was dried out in the tent it burst into life immediately.

On the third lap McLaren found that his car was perfect for the conditions and he passed Brabham on the outside of one corner, travelling a good 10 m.p.h. faster, only to lose it on the next right-hander, and before he could get off the sandy bank, most of the field had gone by, so at the end of the third lap he had dropped to twelfth place. Hulme made a big effort on the fourth lap and broke through Clark's spray cloud and began pulling away from the Lotus. Brabham was similarly placed behind Hill and on the eighth lap he got by and began closing on Clark.

McLaren got back into his stride again and began carving his way through the field, still 12th on lap 4; he went by Bonnier and Hobbs on lap 5, Gurney next lap, Irwin on lap 7, Stewart and Spence on lap 8, and down the straight he could then see the spray of Hill's Lotus. It took three laps to catch Hill and on lap 12 he was in fourth place. Two laps later the tractable V12 B.R.M. engine had taken him by Brabham and was rapidly closing the gap on Clark.

Whilst this excitement was going on at the front of the field, Pease

had got started and was running last, many laps behind. Amon began to regain his confidence and got by the American tail-enders to pull up to 12th place by the 12th lap. Bonnier got by Hobbs on lap 11, putting himself into 10th place. On lap 12 the B.R.M.s were lying in numerical order, Stewart, Spence, Irwin, 6th, 7th and 8th positions, which they held until Stewart got by Hill, and Gurney overtook Irwin. The rain eased and stopped after half an hour, and the lap times began to improve, but before the track dried out McLaren got by Clark and began to close on Hulme. Irwin spun on lap 18 and came into the pits with the throttle slides on one side filled with sand and mud, and he was retired. Pease spun off and spent many laps trying to restart; when eventually the engine dried out enough to start he was even more laps behind. Stewart, once he had passed Hill, took heart and caught and passed Brabham, and the two of them then closed right up on to Clark.

The track was now drying quickly and on about lap 25 the turning point came when all the power could be put on to the road. Clark, with Stewart and Brabham just behind, now began to gain on McLaren and on lap 27 they were just behind him, the four cars covered by one second and all lying 25 seconds behind Hulme. Next lap Clark was back into second place and he began to give the crowd a demonstration of driving at ten-tenths as he set off after the Brabham. On lap 32 the gap was down to 24 seconds. Two laps later it had closed to 21 seconds. McLaren tried to hang on but nothing could keep up with Clark as the track dried right out.

Hulme had lapped Gurney just before it dried out, but the American unlapped himself and the two cars kept together for some time; in fact, until Hulme saw how the gap was closing when the pit signalled him to speed up. He passed Gurney and then, with the tail hanging well out, tried to stay ahead of Clark but, with Clark in the mood he was, nothing could hold him and on the 58th lap he shot by on the straight into the lead. On the 58th lap, which was to end the dry period, for fine rain began again, Brabham was third, having passed McLaren, now fourth. Ten laps previously McLaren's engine was beginning to misfire due to a flattening battery and no alternator to recharge it. Fifth came Gurney, a lap behind, then Stewart and Hill, Spence, Amon, Hobbs, Bonnier, Attwood, Weitzes, Fisher and, many laps down, Pease completed the field.

The rain now began to fall harder than ever and conditions reached their worst. Hobbs came to the pits on lap 60 and collected clean goggles. On lap 64 Stewart came in with grass and sand stuck in the intakes and rear suspension. After a quick clean-out he was sent off but next lap he was in again as the throttle linkage was jamming; after some more cleaning and another spring added, he was sent off again, but at the end of that lap he came in and climbed out, and the car was pushed away. While Stewart was in and out of the pits, drama took place in the lead. The Brabhams had not caught up with Clark in this second storm and it looked as if the now lighter Lotus could retain first place. Hulme signalled that he was coming in for goggles and pulled into the pits next lap. At the same time Clark's engine cut dead at the hairpin and Brabham suddenly found himself in first place. The Brabham pit was all excitement; Hulme went out with goggles and came in next lap for a dome-type visor. The Lotus pit were still wondering what was wrong with Clark when Wietzes stopped on the outside of the pit wall with a dead engine. Mechanics pushed him to the end of the pits and when the electrics were dried out the engine started again, but only until they became wet again. For being pushed Weitzes was disqualified. After some 10 laps Clark re-appeared by the pits and next lap he came in with a dead engine which had cut on the straight when water again shorted out the ignition.

This ended the drama. Gurney made two pit stops for goggles and mixture adjustment to give better performance at low revs, and the "Old Man" plodded on to win by 1 min. 1.9 sec. from his team-mate, who was in the only other car on the same lap. One lap behind was Gurney, then Hill another lap down. Spence and Amon completed 87 laps and McLaren 86 laps. The McLaren-B.R.M. could have won the Canadian Grand Prix when the second lot of rain started, but the battery ran right down and another had to be fitted, which lost a lot of time. Had an alternator been fitted the result may have been quite different. Clark did the fastest lap while catching Hulme with a time of 1 min. 23.1 sec. (106.53 m.p.h.), which equals Gurney's time in the Lola T70.

The most uncomfortable race to date this year and one in which the drivers really earned their money.—M. J. T.

Results :

GRAND PRIX OF CANADA—Formula One—90 laps—356.15 kilometres Wet

1st : J. Brabham (Brabham-Repco V8) (Entrant: Brabham Racing Organisation) 2 hr. 40 min. 40 sec.—133.013 k.p.h.
2nd: D. Hulme (Brabham-Repco V8) (Entrant: Brabham Racing Organisation) .. .. 2 hr. 41 min. 41.9 sec.
3rd : D. Gurney (Eagle V12) (Entrant: Anglo-American Racers) .. .. .. 89 laps
4th : G. Hill (Lotus-Cosworth V8) (Entrant: Team Lotus) .. .. .. 88 laps
5th : M. Spence (B.R.M. H16) (Entrant: Owen Racing Organisation) .. 87 laps
6th : C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari) .. .. .. 87 laps
7th : B. McLaren (McLaren-B.R.M. V12) (Entrant: McLaren Racing) .. 86 laps
8th : J. Bonnier (Cooper-Maserati V12) (Entrant: Joakim Bonnier) .. 85 laps
9th : D. Hobbs (B.R.M. V8 2-litre) (Entrant: Bernard White) .. .. 85 laps
10th : R. Attwood (Cooper-Maserati V12) (Entrant: Cooper Car Co.) .. 84 laps
11th : M. Fisher (Lotus-B.R.M. V8) (Entrant: M. Fisher) .. .. .. 81 laps
12th : A. Pease (Eagle-Climax 2.7-litre) (Entrant: Castrol Oil Co.) .. .. 47 laps
Fastest lap : J. Clark (Lotus-Cosworth V8), on lap 54 in 1 min. 23.1 sec.—171.466 k.p.h.
Retired : J. Rindt (Cooper-Maserati V12) on lap 4, wet ignition; C. Irwin (B.R.M. H16) on lap 18, spin; J. Stewart (B.R.M. H16) on lap 65, spin; E. Wietzes (Lotus-Cosworth V8) on lap 69, wet ignition; J. Clark (Lotus-Cosworth V8) on lap 69, wet ignition.

17 starters — 12 finishers.

GOOD GOING IN A FIAT 500

To prove that apart from the qualities of economy, reliability and compact size, the Fiat 500 has staying power and reasonable performance, two private owners recently attempted to drive one 2,000 miles in 48 hours on the roads of this country—no mean feat, remembering the publicity accorded to Joyce Wilkins for her 1,000 miles in under 24 hours on Continental roads in a far faster Ford.

In fact, the Fiat, on a route from Wembley to John o' Groats, Land's End and back to Wembley that measured 1,954 miles, took 50 hours 45 minutes, having been delayed by fog, plug trouble and a disconnected throttle cable, troubles excused because the little car had previously covered nearly 10,900 miles. To John o' Groats, in spite of heavy traffic and fog, the Fiat averaged 44½ m.p.h. Its overall average was 38.5 m.p.h. It gave 53.9 m.p.g. of petrol and consumed a pint of oil. Weather conditions were severe throughout. The car was standard save for Fiat 600 seats, Cibié auxiliary lamps and extra instruments. It carried some 50 lb. of luggage and the crew weighed 24 stone.—W. B.

THE LAW BREAKERS

LAWS which are broken frequently, by otherwise innocent and respectable people, are bad, futile laws. We note that J. A. H. Gott, Chief Constable of Northamptonshire, was fined £5 and had his licence endorsed by St. Albans City Court for passing a radar trap at 42 m.p.h. in a 30 m.p.h. area. He made the excuse, by post, that he saw the trap 300 yards ahead, but glanced in error at his rev.-counter instead of his speedometer, as he was unfamiliar with the car he was driving. Apart from this being a rather curious excuse for an ex-racing and rally driver, and ignoring the fact that he implied that his car does 42 m.p.h. at approx. 3,000 r.p.m., here is a Chief Constable who, like most of us, was prepared to exceed the speed limit in a built-up area providing he wasn't caught, relying on his own judgment as to what was a safe speed in the circumstances.

This case strongly underlines the advisability of raising a great many suburban speed limits from 30 to 40 m.p.h. Mind you, you can't win—the Police brought a case against a 62-year-old 'bus driver with an otherwise clean record because he was driving at 15 m.p.h. in a 30 m.p.h. area.

It is significant, now that we have that unidentifiable police Jaguar E-type catching drivers who exceed 70 m.p.h. on M1, with the threat of further Q-cars to come, that in 1935, as the 30 m.p.h. town speed-limit came into force, *The Autocar* was quick to protest, not against the limit as such but at the unfair manner in which the Chief Commissioner of the Metropolitan Police intended to enforce it. It said : "Motor vehicle owners are *not* criminals to be hunted and hounded, badgered and worried by police officers in plain clothes and camouflaged cars. What a pretty pass we have come to when it is deemed necessary to print, for attachment to the rear windows of motor vehicles, strips of paper bearing the words 'This is not a police car'! Any methods which even suggest the expediency of such a counterstroke stand self-condemned in a law-abiding country."

The police may protest that the law should be obeyed and they are entitled to use any methods of enforcing it. But in 1967, as in 1935, some methods serve to tipple the previous good relationship between public and police. Times have not changed much in the past 32 years, except that there is now a speed-limit on all roads, which some Police Forces obviously think should be enforced by unfair use of camouflaged cars. There is one ray of sunshine—the present Chief Commissioner of the Metropolitan Police appears to be more lenient than his predecessor of the 'thirties, for trapping in Central London and the City appears to be infrequent, the common-sense of allowing traffic to flow in an orderly fashion along the Embankment, for example, at around 40 m.p.h., instead of being forced to travel more than 10 m.p.h. slower, apparently being appreciated by those in authority in the Metropolis, and some other enlightened districts.—W. B.

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Charles Bulmer of the "motor" said:
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Buckland Garage (Dover) Ltd., 138/142, London Road, Dover, Kent. **Dover 1898.**

London Sports Car Centre, Gemini House, High Street, Edgware, Middlesex. **Edgware 6171.**

Cheshunt Lotus Centre Ltd., Delamare Road, Cheshunt, Herts. **Waltham Cross 27415.**

Andrew Parkes Performance Cars, St. Oswald's Garage, Coldharbour Road, Bristol 6. **Bristol 38923.**

John Dangerfield Sports Cars, Staple Hill Road, Bristol. **Bristol 65918 & 657507.**

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Purley Performance Cars Ltd., Foxley Hill Road, Purley, Surrey. **Bywood 1117.**

New Cross Motor Co. (Gold Seal), 253, New Cross Road London, S.E.14. **New Cross 3204.**

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Dicksons Motors (Perth) Ltd., Viewfield Place, Crieff Road, Perth. **Perth 22192.**

Dicksons Motors Ltd., Forres, Morayshire. **Forres 22.**

Sports Tune Motor Co., Longniddry, East Lothian. **Port Seton 325.**

Moto Baldet Limited, Westonia Garage, Wellingborough Road, Weston Favell, Northants. **Northamoton 32376.**

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Sports Motors Ltd., 250, Plymouth Grove, All Saints, Manchester 13. **Rusholme 3736.**

Northern Sports Cars Ltd., Scorton, Richmond, Yorks. **Old Catterick 402.**

Jos Randles, Wharf Garage, Stoke-on-Trent, Stafford. **Stoke-on-Trent 48361.**

Highfield Group of Companies, 61, Kedleston Road, Derby. **Derby 47661.**

Clarks Garage (Narborough) Ltd., St. Johns, Narborough, Leics. **Narborough 3638.**

Steel Sport Ltd., 635, Govan Road, Glasgow, S.W.1. **Govan 4363.**

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LETTERS FROM READERS

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

THE VOLVO 144S ROAD-TEST REPORT

Sir,

MOTOR SPORT likes to be provocative—and friendly controversy between enthusiasts is always to be welcomed. As P.R.O. to Volvo Concessionaires Ltd. (and as a Volvo owner), I disagree entirely with the editorial view that the Rover 2000TC is "superior on so many counts to the Volvo 144S." However, neither my clients nor myself will be drawn into making comparisons between the two cars—we do not "knock" competitors' products, and I am sure that our counterparts in Solihull would take a similar line. But by all means let's be hearing from some individual private owners, and in particular from any who have had more than just a day or two's experience of both cars. Their views should be interesting! Might I, however, deal with one or two "points arising"?

Firstly, the Volvo's glove box—"Rover-like, although it isn't crashproof." The box is not supposed to be crashproof: it is made of resilient material and designed with the front passenger's safety in mind.

Secondly, your reference to "wide screen-pillars" on the Volvo 144S. You must be joking! Take another look at your own photograph of the Rover and the Volvo side by side. [The *angle* affects this issue, as well as width.—ED.]

Thirdly, use of the term "Servo disc/drum brakes" is misleading. The Volvo has Servo-discs all round, the system being in two parts, each serving both front wheels and opposing rear wheels, so that if one half of the system fails, the other continues to give full braking on both front and one rear wheel. The rear drums, forming what is virtually a third system, are operated by the hand-brake only.

Fourthly, I was surprised to note that there was virtually no reference to the Volvo's many safety features, one of which, incidentally, explains the need for lifting luggage over the back of the boot. The Volvo 144S is built with front and rear ends which are designed to crumple progressively in the event of a crash and thus absorb the worst effects of any impact before these can reach the specially strengthened driver/passenger compartment. In order to achieve this, and to ensure rigidity, it is necessary to have a boot of box-like construction, hence the slightly higher rear valence panel.

Finally—and I am now taking up reader Rennie's comment about the ash tray—whether or not Mercedes or anyone else ever had an ash tray of similar type to the Volvo's is quite immaterial. We consider the Volvo ash tray first class (and I do use one), but if anyone knows of a better design, Volvo will be pleased to have the details. [I would not have been in the least bothered had there been no ash trays in Volvo or Rover!—ED.]

London, S.W.1. GEOFFREY COCKLE,
Bullock & Turner Ltd.

Sir,

Having been an enthusiastic subscriber to MOTOR SPORT for many years now, I feel I must take you to task over your Road Impressions of the Volvo 144S, since I have concluded from this that it is MOTOR SPORT that is losing its lead and not A.B. Volvo.

In drawing conclusions after what is apparently a very brief acquaintence with the Volvo you do your readers a dis-service since you, Sir, must know that it is only after continual use of a car that you really appreciate its virtues; its vices are apparent from the outset.

I, too, made up a short list recently for a family saloon in the up to £1,500 bracket, and set out a table awarding points for (a) performance (which includes road-holding in all conditions and weather), (b) reliability, (c) quality and finish, (d) all-round comfort, and (e) durability and service, which includes availability of parts, etc. In addition to the Rover 2000TC and Triumph 2000, I tested and sought owners' opinions on the B.M.W. 1800 and the fuel injection Peugeot. Other cars in the price range were self-eliminating or had already been owned and found not up to standard.

I endeavoured to suppress my bias, having owned, along with other cars, a 122S Volvo for the past five years, but the 144 Volvo came out clearly the overall winner. Although not always top on individual headings, the Volvo total was clearly ahead of the B.M.W. with the remainder scoring almost identical totals below. I found the Rover 2000TC engine rough, the gear change and steering heavy and the accommodation cramped *for my requirements*. However, I cannot speak from real experience since, as mentioned, a period of ownership is the only real way to learn about a car. I therefore offer to exchange my two-month-old 144S Volvo with overdrive (I suggest that your test car did not have this) for your Rover, for an agreed period so that we can then compare views at a later date. [Never!—ED.]

As one has come to expect from your excellent magazine, your write-up on the Volvo is concise and covers a good many aspects of the car in an efficient use of the English language. The majority of your comments are accurate, certain critisisms valid, but I should like to make the following comments from my own experience.

1. Fuel consumption. I get in excess of 25 m.p.g.—possibly the overdrive accounts for the difference in your 21.8.
2. Visibility. Surely the Rover in your photograph has far wider screen pillars!
3. The front seats are adjustable for height as well; yours must have been set low.
4. Screen wiper and washer controls. Once you get used to one switch operating the two-speed wipers and the washers, I am sure you will agree that this is an excellent arrangement. Anyway the knob is quite clearly marked as to its use.
5. Ventilation. I, and other 144 owners, agree that the car does need facia level vents for upper ventilation and we hope that Volvo will do something about this.
6. Facia locker. I think you will find that this *is* designed to collapse under impact and therefore may be considered crash-proof.
7. Gear change. I can recollect your commenting in a previous issue that you preferred the sweeping gear change of the 122 Volvo to a good many remote-control boxes—does this change and your present preference for "quieter engine and doors and *nicer* seats" mean that you are getting old, Sir? [I am not getting younger; but I have always preferred a *good* remote change to a normally situated lever.—ED.]
8. Filler cap. There is available an excellent locking device for the filler cap which is operated from the boot. This is manufactured by Volvo and costs 25s.

You have omitted to mention the turbine-like smoothness of this unburstable engine which is good for at least 100,000 miles, the turning circle smaller than that of a Mini, the ample space for five adults, the dual braking system and the laminated screen. I could go on, but you might think that I am biased.

Chelsfield. R. H. RICHARDS.

Sir,

Of course it is futile to compare the Volvo 144S with the Rover 2000TC. How can you possibly compare a car having dual braking systems, ducted ventilation to the rear window, massive boot, generous all-round leg room, galvanised lower panels and designed interior with a Rover 2000TC having only an outdated single braking system, mean boot space, a bodged-on rev. counter and four-door two-seater body?

How, indeed, can you presume to drive cars at all if you find a knob clearly marked with an arrow to indicate rotation for its screen-washing function to be "confusing"?

Edgware. MAURICE SOKEL.

["Confusing" in the sense of not being accustomed to the unusual action and therefore not able to use this control subconsciously when the screen needed a quick wash. If the Rover is really so inferior it is remarkable how many more are encountered on the road, compared with the newer Volvos.—ED.]

* * *

THE ART OF CORNERING

Sir,

The other day I read that some "expert" had discovered that many motorists take corners without looking at their speedometers —I suppose his experiments were, in some way, connected with those signs that invite discredit by consistently underestimating

the speeds for corners—and he concluded from this that the speedometer should be positioned even more prominently before the already splay-eyed driver. As an example of the difficulty of judging speed he cited his days at Brooklands when a mechanic sometimes jumped from a car at 60, thinking it stationary. Why does he compare a man who has been hammered witless by doing 120 on cart-type springs with us, who cannot exceed 70 and are cushioned by suspension as softly efficient as a nurse's lap? Are we supposed to have bred a race of drivers who can no longer corner without a meter-reading?

I later read that in the 1970s cars will be marketed which are disposable. Could they not also be made soluble? Please.

Thornton Heath. R. T. F. BURROWS.

[I recall only one mechanic falling like this at Brooklands and he had been riding in Coe's 30/98 Vauxhall coupé, in which the absence of wind noise caused his mis-judgment.—ED.]

* * *

THE MOTORIST ALWAY PAYS!

Sir,

I am in complete agreement with Mr. P. Jennings of Birkenshaw's comments on the high handed methods of the Insurance Companies.

Until recently I was running a 1964 SAAB, but due to circumstances regarding my employment (it at the time non-existent) I sold the car to my father, or rather he is paying me the instalments, and in doing so I extended the insurance cover to include him.

A few weeks ago he was involved in an accident with a man on a scooter. The scooterist claimed that he hit the rear of the car after my father had turned out of the factory gates.

Subsequent police investigation found that the scooter rider at the time my father made his turning into the main road had been 140 yards away, the police could find no marks on the car consistent with any object coming into contact with the car and as the car was also filthy, no dirt had been rubbed off, and the evidence indicated that the scooterist in attempting to overtake the car misjudged his angle and caught his footrest on the road, thus throwing him off his machine.

The police could not find any evidence to prosecute my father for careless driving, but the insurance company in their wisdom have penalised me in stating that I shall lose my no claim bonus because of a claim made by the scooterist.

I very much object to this treatment, for if the police cannot find a case, why should the insurance companies set themselves up as judge, jury and executioner.

Perhaps it is time the Prices and Incomes Board investigated the activities of the insurance companies.

Edinburgh, 3. R. W. SIMPSON.

Sir,

It is, I believe, well known to yourself and your readers that rallying of any kind has recently been excluded from cover unless specific permission has been obtained from the insurance company.

Rallying to the enthusiast means competition, however mild. The insurance companies definition, however, is "a meeting of people with a common interest for a common purpose." [This seems to mean social non-motoring gatherings also.—ED.] This idea has been adopted by them at a time when they are complaining bitterly about an increase in "overheads," and yet if any motorist wishes to attend his club dinner, "noggin and natter," or indeed any other function, special permission must be obtained!

Nottingham. A. A. HIBBERT.

Sir,

I write to concur whole-heartedly with the sentiments expressed in the latter from P. Jennings, as I have also recently received shabby treatment from an insurance company.

On April 12th this year I was involved in a minor collision (total repair bill £60) which was not my fault and, to avoid any argument with my own insurance company over any "knock for knock" agreement (I went through all that a couple of years ago), I decided to deal with the claim myself.

The other driver is insured with Essex & Suffolk Insurance Co. Ltd, and it took them three weeks even to have the courtesy to acknowledge receipt of my notice of claim, and then only after I had threatened legal proceedings. Since then, the quickest reply that I have had to a letter is 8 days and the longest, which still remains unanswered, is something over 4 weeks at the time of writing. It is significant that those letters which have received relatively prompt replies have been those threatening legal proceedings. I suppose I shall have to issue more threats to get a reply to my latest letter.

It took three weeks for the company to agree as reasonable the estimate that I obtained, even though the damage was not inspected and, although they have agreed to settle a reasonable account for the repairs, it is now 4 weeks since I sent such an account. On telephoning the company's Canterbury office, I was informed that the delay in settlement was for their engineer to initial the account, this even though it is in exactly the same words and at the same price as the estimate which has already been agreed. Their attitude throughout has been off-hand and discourteous, and even, on occasion, downright offensive.

If this inefficient treatment is typical, is it any wonder that premiums continue to rise, in spite of (or is it because of) the "new deal," and that insurance companies continue to moan that they cannot even break even on motor insurance? Also, is it not time that some agency was established to investigate complaints against insurers? This could be the first step in restoring their rather battered public image.

Margate. M. J. WRIGHT.

* * *

THE WORLD'S SAFEST CAR

Sir,

Surely the people at 343 Euston Road are going just a little to far in acclaiming the Rover 2000 "the world's safest car." Have they never heard of the Jensen FF? Which, incidentally, runs on Dunlop Road Speed tyres. . . .

Perhaps next time the people at 343 Euston Road could do a little more research in the field, or perhaps get a change of experts.

Stoke-on-Trent. D. KIRK.

* * *

SNAG ABOUT THE JAGUAR XK150

Sir,

Are you able to advise me, or maybe your readers can, how to overcome the very unsatisfactory location of the two six-volt batteries in the XK150? Because of the small storage spaces under and in the wings there is no way of easily topping up the batteries, and the only sure way is to remove them each time. Are there any modifications which XK owners have been clever enough to devise so that proper battery maintenance can be carried out?

I recall a car made in Germany which was fitted with a sealed battery which used some gelatine substance, but have no idea what the make of car was. I have seriously considered re-mounting some of the ancillary equipment to make room for a 12-volt battery in the engine compartment, where ample space is available on the nearside. Alternatively mounting the spare wheel on the outside of the boot lid and using the existing wheel storage space for a 12-volt battery. Your readers' help would be welcome.

Marlow. GRAHAM ROGERS, M.B.E., D.F.C.

* * *

THE FUTURE OF M.o.T. TESTS

Sir,

My Mini was tested—allegedly—for its M.o.T. test at 4.45 p.m. on Tuesday 27th June. It was passed. On Friday 30th June at 7.30 p.m. (approx. 74½ hours later) the rear chassis subframe cracked on the nearside at its lower point beneath the rubber spring. If I had not been going slowly to turn a corner the four of us in it could well have been killed had the wheel jammed in its arch and the vehicle spun and rolled.

To date the garage refuse to accept any responsibility for the 15s. they obtained from me. They claim the test was properly carried out yet they missed—with expert eyes, professional knowledge and lifts better than any of us can afford at home—a badly corroded section. Isn't it time garages either accepted some responsibility when they pass vehicles or had the guts or courage to stop being testing stations?

Perhaps so—but think of all those lovely 15s. pouring in for so little work and no responsibility.

Leeds. M. H. ARMSTRONG.

* * *

HONDA S800 COMMENTS

Sir,

Having owned one of these excellent little cars (a coupé) since last April, I was most interested to read your official write-up in the August edition of MOTOR SPORT. Whilst I will agree with the majority of your comments (in fact I feel that I had written the article myself) I must take you to task about petrol consumption

—I don't know how you managed to return such low figures. At no time has my m.p.g. dropped below 30, and I would point out that the majority of my driving is of the stop-start variety.

Having the article still fresh in my mind, and a longish journey coming up I decided to carry out a full check. The journey was to Leeds, a day into the Pennines, another into Lincolnshire and the return to London. I cruised wherever possible at that magic figure of 70, and on the return journey my friend drove part of the way, and at times was carried away, allowing the engine to cruise at 6,500 r.p.m. or more, we managed to average 55 m.p.h., so you will gather that we were not sightseeing en route!

The total distance was 600 miles, and fuel used was 16.9 gallons, which according to my slide rule comes out at 35.5 m.p.g. I will add that the fuel used was 91/92 octane with only the addition of U.C.L.

Dare I suggest that you could have been driving around with the parking brake on!

I have only two additional comments that I would like to make. A design fault shows up at the rear end of the car as the exhaust flows up the vertical part and covers it and the bumpers with exhaust gases. That banging noise at the rear end is due to the pipe aft of the silencer thumping on the cross chassis member. It seems to be a weak point, and is caused by lack of support for the silencer in the amidships position. It seems rather strange that the exhaust system is supported only forward of the silencer, and at the rear expansion boxes, although there are holes, drilled and tapped on the silencer and on the adjacent chassis member. In fact it looks as if a bracket is missing! But my local Honda agents have checked with Head Office and assure me that no bracket is intended at this point. I hasten to add that these agents (Haymill Motors of Slough) are dedicated to assist Honda owners at any time, and to the utmost of their ability.

SNAGS: The engine thermostat stuck open at 1,000 miles and was replaced.

I complained of the lack of synchromesh on 2nd gear (perhaps another inherent fault?), and had the gearbox changed without a murmur.

So I'm sold on this "mini" sports car, but hasten to add the usual disclaimers.

Feltham. A. J. MINTON.

[Very often optimistic m.p.g. figures result from not checking optimism in odometer readings. We usually release handbrakes before doing our road-tests. A contemporary gave fuel consumption figures of 26.8 m.p.g. overall for the S800. Honda certainly appear to be doing their best to please those who buy their cars.—ED.]

* * *

ANTICIPATING A NEW MODEL?

Sir,

In view of your recent references to the Rover 2000 which you have acquired as your personal car, you may be interested in the engine change which I made to my car.

Soon after the Rover 2000 was announced, I had the idea that a combination of its good qualities with those of the Daimler 2½-litre V8 should constitute an outstanding motor car and when the opportunity to obtain a Daimler engine and gearbox arose, I decided to buy it and see what I could do with it.

I was able to complete the change without meeting any insurmountable difficulties. The car has now been running for about a year, and some 8,000 miles, without any apparent snags. Apart from very heavy clutch operation, the conversion has not altered the Rover handling characteristics at all. Petrol consumption on two separate week-end trips of 600 miles each was a surprising 27 m.p.g.

In conclusion, I should like you to know that I have been a reader of MOTOR SPORT for a number of years and like the impartiality of your road tests.

Morpeth. G. J. ANDERSON.

* * *

THE ARCH-CRIMINALS!

Sir,

I read recently that for the offence of kicking a policeman unconscious, two men were each fined £20. For a motoring offence in which no other person was involved and which was largely the result of my mis-interpreting two contradictory and misleading road signs, I was fined—£40! This I may add was my first offence since I started driving four years ago. It has been said that the motorist is now treated as a criminal. Would that he were!

B.F.P.O., Ships. D. F. RUSSELL, Lieutenant, Royal Navy.

* * *

BUY BRITISH!

Sir,

The enclosed "snap" was taken in a side-street here in Newcastle.



Newcastle. T. M. PARR.

* * *

SHORT LIST

Sir,

My fellow Banker from Margate cannot really believe that his dream car would sell in this year of grace were any manufacturer willing to risk the capital to market a design alas better suited to the less crowded days of 1927.

The motor trade lives now with what is called "planned obsolescence," but good value for money if the public do not mind acquiring a rapidly depreciating asset and little wonder that Dagenham can announce the sale of 250,000 Cortinas in a year, hoping of course that they will be able to say the same in 1968, 1969 and so on.

I am sorry that my friend does not think a Rover 2000 would suit. Not on the short side myself, I find my present Rover 2000SC Manual quite the most outstanding car I have ever run. Your correspondent, Mr. Reaveley, who is contemplating the purchase of a TC model, says on trial he found the gear lever too short and the action very heavy, but I hope he will not on acquiring his car make the alterations he proposes. The action steadily improves as the mileage increases and ownership of one of these cars will convince that Rovers have spent a tremendous amount of time and thought on producing perhaps the most intelligently designed car available today.

London, S.W.1. C. K. SHONE.

* * *

FOG AND THE 70 LIMIT

Sir,

I would like to support the views of your correspondent D. J. Rodbard who states that statistics can be conjured by the M.o.T. to support almost anything and not necessarily the truth.

The most significant factor in comparing the fatalities of last winter on the motorways, with a 70 limit, and the previous winter is that there was hardly any fog in the winter months of this year. When the 70 limit was introduced there was dense fog almost every evening on the M4 and people were concertina-ed to death, burnt to death, and all sorts of horrific fatalities caused by motorists driving "blind." This prompted Transport Minister Fraser to introduce a 70 limit and fog signals on motorways.

How anyone has the gall to compare a fog-free winter of this year together with a winter when people were killed in stationary fog-bound vehicles is incredulous. I would like to point out that the M.o.T. has NOT been able to prove a reduction in accidents on the motorways since the 70 limit.

It has proved that there is a 5% reduction in road deaths which I suggest is the sole consequence of having a comparatively fog-free winter. Barbara Castle has been reported as having had road-side conferences with motorists at M1 cafés recently and stating, "The 70 limit is good for you—it has reduced fatalities by 5%." If there

are "pea-soupers" on the M4 this winter she should be ready to eat her own words.

Coventry. ANTHONY J. BROWN.

* * *

A POST-WAR DAIMLER

Sir,

The recent and most illuminating correspondence on Daimlers prompts me to write about my own; a car which does not belong, perhaps, to the more important or exciting *marques* from their works, but which is, in its way, a very satisfying and reliable car.

The 1949 DB18 with Barker "four-seater" d.h. coachwork is a fairly uncommon vehicle nowadays, even in Britain, one would imagine. It is a rarity indeed abroad. I have personally seen only one other like it, in Grasmere in 1963, but I am told that there are still a few about of a variant model which is fundamentally a two-seater but has a single rear seat facing sideways. We are the fifth owners and have had her for rather more than four and a half years. The log-book records her beginning registered life in the ownership of a Mr Evans in Carmarthenshire. He must have placed a special order for her, as, during the work of restoration, his name has frequently come to light behind fascias and door panels.

She came to her first London owner in 1960, and since arriving in our hands in 1962 has spent most of her mobile life in Sweden and conveys us now in Australia. Very different climates, and it amuses me to see that her performance is appreciably improved when weather conditions tend to correspond with that obtaining for much of the year in her native Wales. The reason for this is obscure, but the presence of a fair degree of moisture in the air does undoubtedly encourage her to give her best. Perhaps some reader could explain why.

Weighing a cwt. more than a Consort at 32½ cwt. the body is rather heavy for the undeveloped single-carburetter motor. A good stretch of smooth road, and of course a hint of mist, is required to set her up to the top seventies. Once there, and given an uninterrupted well cambered road, momentum helped by the slightest depression of the accelerator will hold her there indefinitely. My wife took her up to 83 on a Swedish motorway just as day was breaking, while on a night journey to Stockholm from the south. This was achieved with only moderate throttle and clearly there was power in hand for even greater feats.

At speeds approaching this the engine sings magnificently and, considering the age and construction of the car, there is a remarkable absence of vibration or body noise.

Since my father fitted oversize rings and replaced two big ends a couple of years ago, scraping them in by hand, oil consumption, which had been spectacular, has been brought down to a pint a month of daily driving, equivalent to four or five hundred miles.

We find her very comfortable, and for two people, roomy. The rear seat is spendidly sprung and fine to sleep on but, short of moving the seats so far forward that the driver is clamped against the steering wheel, leg room is too limited to allow of any sort of comfort for rear passengers. The telescopically adjustable steering wheel and generous leg room below it allow a comfortably relaxed posture for even my six-foot-three. The gearbox and propeller shaft being stowed away out of sight the floor is flat and free for legs to move. The basket for the motoring cat can stand squarely too!

As she approaches her 70,000th mile her condition mechanically is very fair, though I must top up the fluid flywheel every month, the seal having gone. Oil is cheap in Australia and as the drops are caught in an emptyable tray slung below the flywheel housing the traffic police have not had to complain. In the heat of the Australia summer the quantities of oil which find their way out of cars on to the road do constitute a problem, and the police, in this instance, have every right to be watchful. The cost and work involved in getting at and replacing the seal makes the operation forbiddingly expensive.

1949 could scarcely have been a vintage year of any note in the coachbuilding business, judging by our example, and I hope later models were better detailed to keep out the weather. A very clumsy hinged lintel over each door was provided, against which the side windows were supposed to provide a rain, snow and windproof joint. The design is such that this aim could never have been achieved even when the car was new. The hood's front rail at its junction with the windscreen head was similarly not well thought out and this I think is difficult to understand as several d.h. models with which I am familiar are not troubled with this defect, nor are M.G.s or Jaguar Es of recent years.

In a Daimler one would have expected detailing to have been excellent, for, after all, it is not upon any other criterion than excellence that a famous brand-name has been based.

The edge of our enjoyment of motoring with her is in no measure blunted, I hasten to add, by these defects, and here in Australia we have the wonderful dispensation of being able to drive with the hood folded away for months on end. In European snowstorms we could always wrap ourselves up in the grand manner and toast our feet at the comforting Clayton heater.

Perth, W. Australia. TOM INGLIS.

VINTAGE POSTBAG—continued from page 911

This model is listed as the 12/32 h.p. Type 2 SC Super Sports model, and had a four-cylinder fixed-head twin o.h.c. engine which in fact was designed by Coatalen. The bore and stroke was 68 by 102 mm. giving 1,498 c.c. It had conventional starting and lighting equipment, but had 2 by 35 mm. Solex carburetters.

The chassis specification was exactly the same as the 12/32 D.C. Sports, which had a wheelbase of 9ft. 10in. and track of 4ft. 5⅛in.; the overhaul length was 13ft. 2½in., this being the shorter chassis (std. tourer 13ft. 4in., contradicts Mr. Bolster's information). Price in chassis form was £650.

It is not known how many were in fact made or for how long, but it is my guess that production difficulties arose; also, perhaps Coatalen opted out for the bigger 6-cylinder 3-litre Sunbeam twin o.h.c. engine. This too was subject to delays during the initial production, and in fact only about 120 were made.

Tolleshunt Knights. TOM BROWN.

* * *

A Vintage Miscellany

Sir,

Page 794. I think Bunty Scott-Moncrieff relayed the story that a motor trading acquaintance of his was trying to sell a reasonably formal saloon to a truly Edwardian grande dame. (Have I got my sexes mixed?!) On being told that this was by no stretch of the imagination a sports car, she glared at him, and declared "Young Man, a sports car is any car I cannot walk through with my hat on!"

In other words, the story seems to be apocryphal.

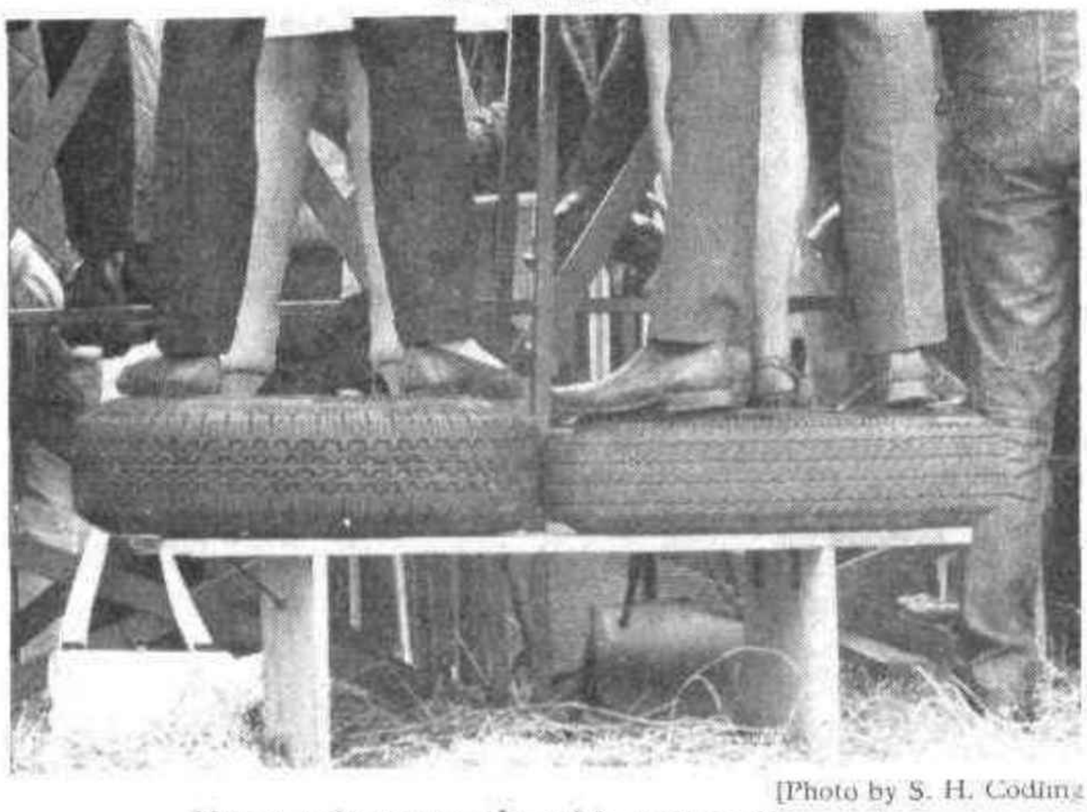
Page 806. I'm not sure about the Attenborough, but the Chawner, Martyr and my device all use 50-deg. J.A.P.s The point is that in the vintage era the full racing J.A.P. was, to the best of my knowledge, always a 4-cam 50-deg. job, and 60-deg. engines were either later or cooking. The good vintage 50s are the short-stroke KTOR and the long stroke JTOR. Chawner and I use the K, while Lionel Stretton has a J in the Martyr.

As you know, my K is distressingly slow, having a much lower c.r. than was ever listed by the works! However, much machining is now going on, and I hope to have a really wild one sooner or later.

Afterthought. Your Castle Combe remark has made Charmian very happy, quite apart from the fact that you are one of the few people to spell her name correctly.

London, S.W.1. A. SKINNER.

TAILPIECE



[Photo by S. H. Codling

Never mix cross ply with radial-ply. . . !

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P.I. WINDOVER REBUILT ENGINE REUPHOLSTERED hide, repainted, £695. 25/30 twin sunroof, Cockshoot coachwork, very good condition throughout, £495. Box No. 0129. (8160

M.G. TC, 1947. RECELLULOSED, RETRIMMED, rewired, engine reconditioned, immaculate, £265. Metcalf, "Southam," Private Rd., Staplegrove Rd., Taunton, Som. (8161

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MINI MARCOS 1966, 848C.C. 70 B.H.P. 100 PLUS m.p.h. 0-60 in 10.5. Cpl. King, Tels Workshop, 5 BDE H.Q. and Sig. Sqn., Tidworth, Hants. (8184

RILEY 1½-LITRE, 1949. 350 MILES SINCE COMPLETE overhaul and rebuild. Engine rebored, crank ground, new clutch and flywheel, valves etc. Roof re-covered inside and outside. Resprayed bronze, rechromed. New carpets, hide seats, 5 new tyres, new dampers, springs, dynamo, starter, wood rim steering wheel, heater, etc. Brakes relined, £250. No offers please. Bayliss, The Birks, by Bathgate, West Lothian. Armadale 367. (8185

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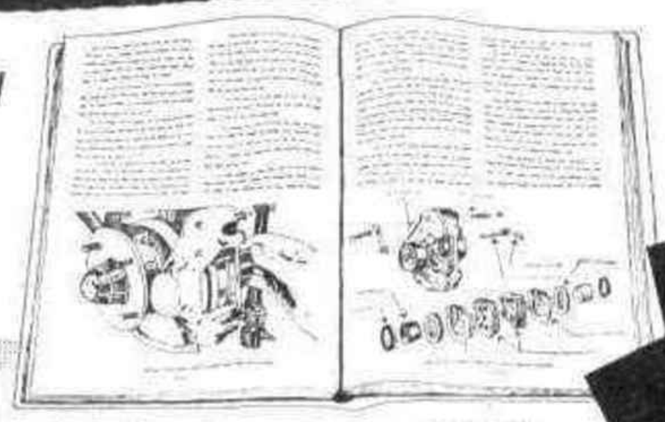
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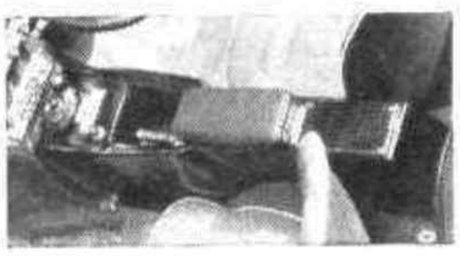


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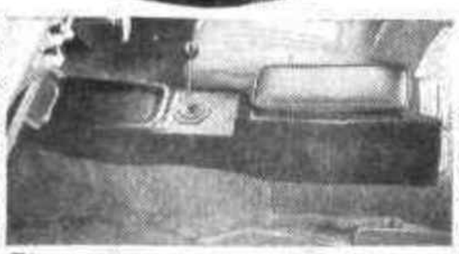
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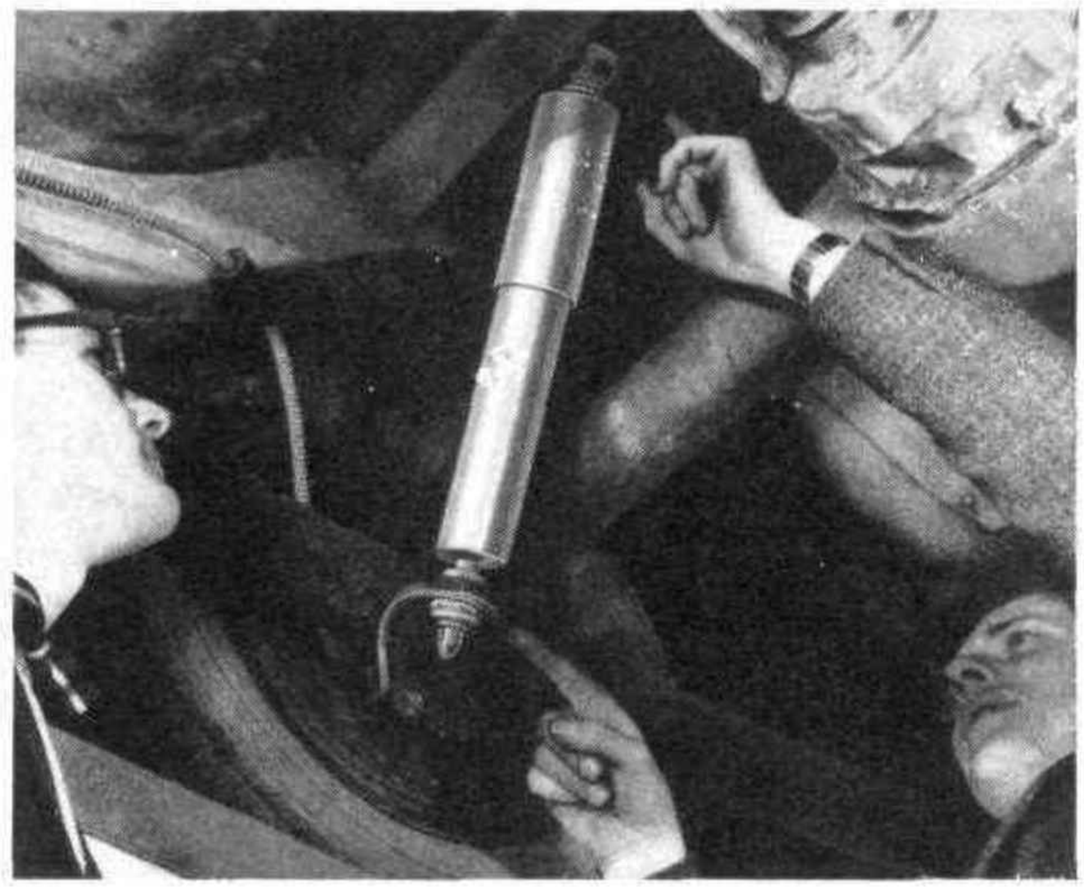
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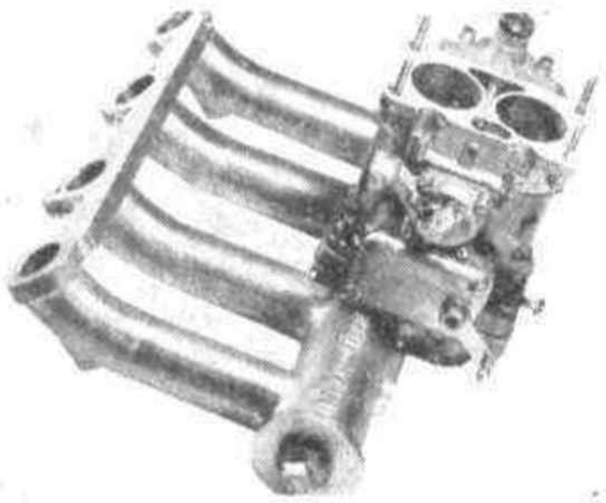
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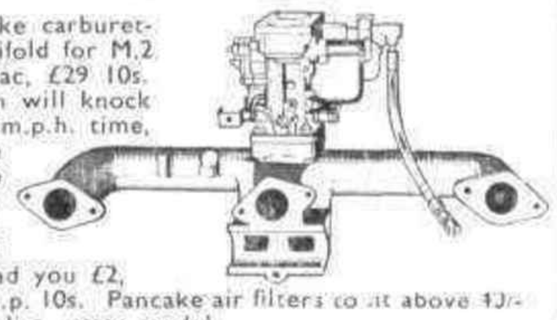
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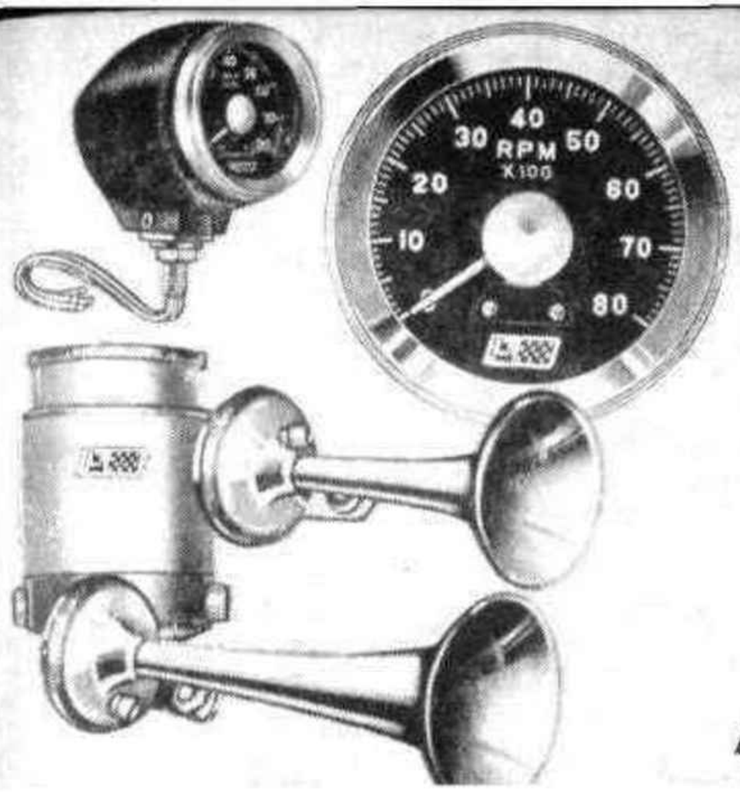
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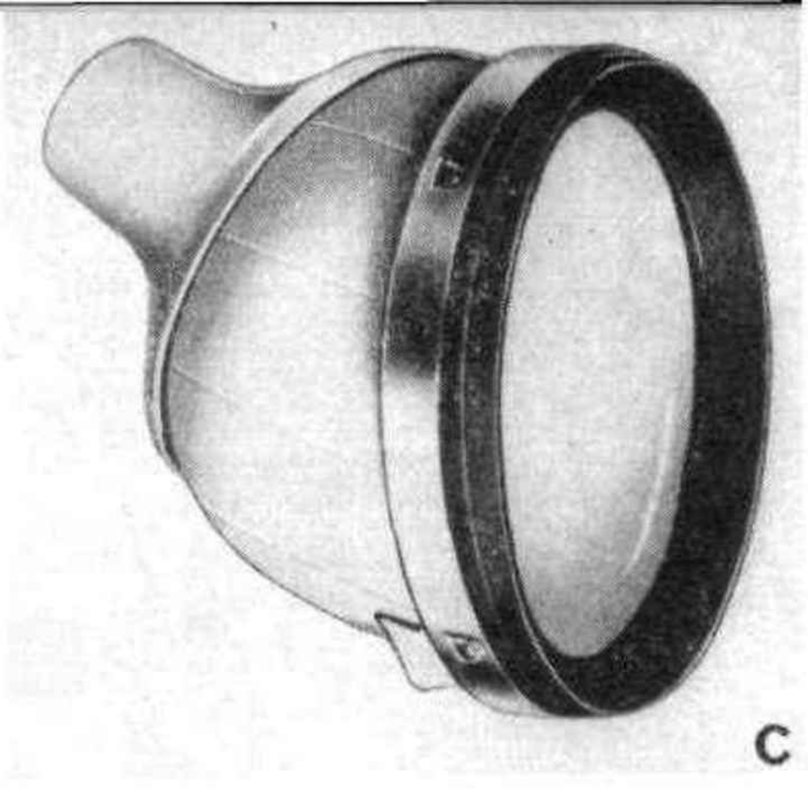
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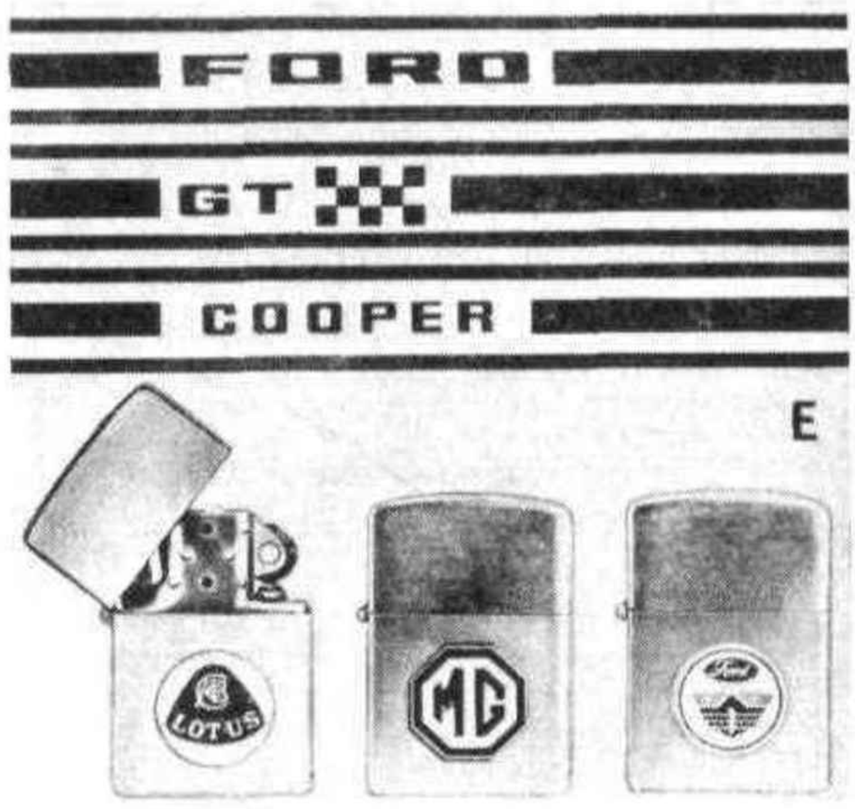
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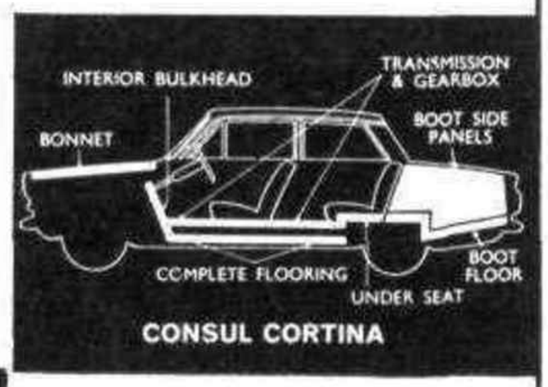


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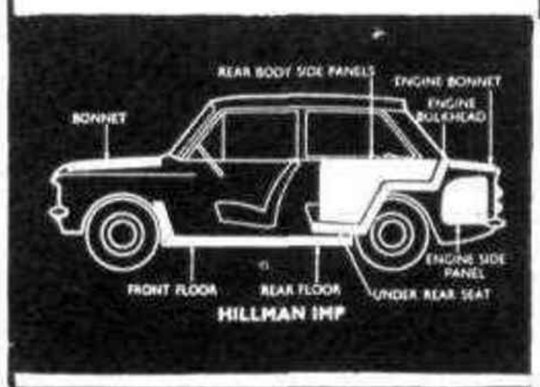
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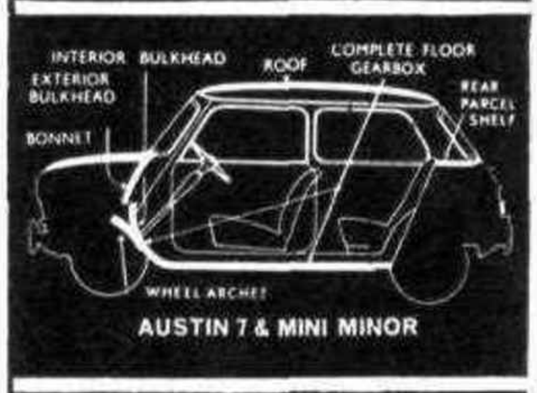
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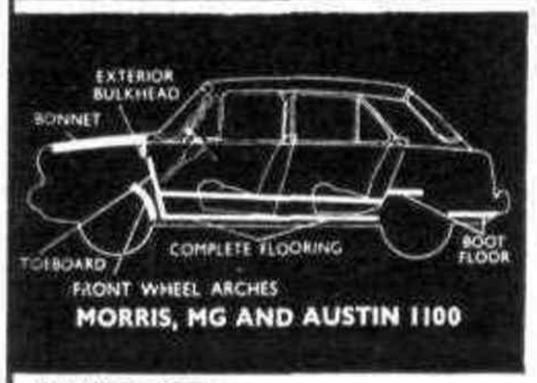
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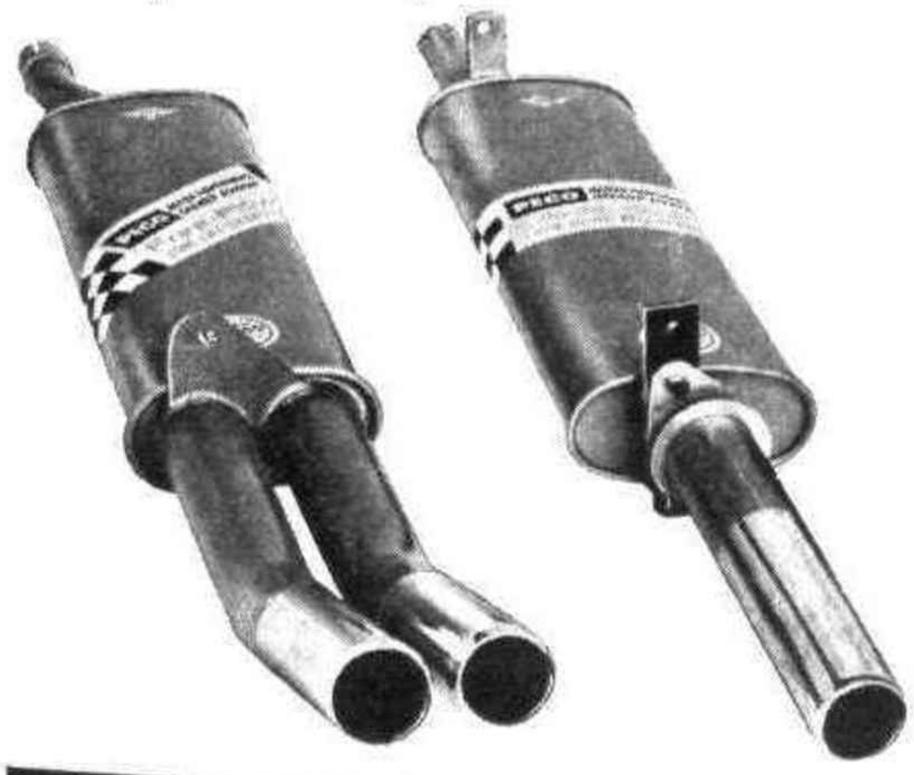
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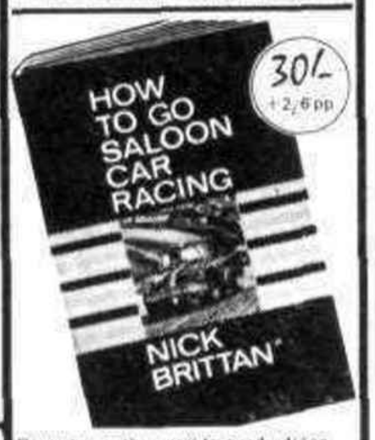


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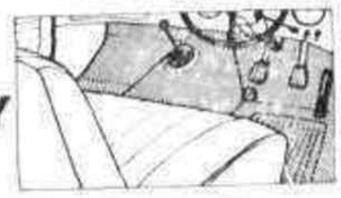
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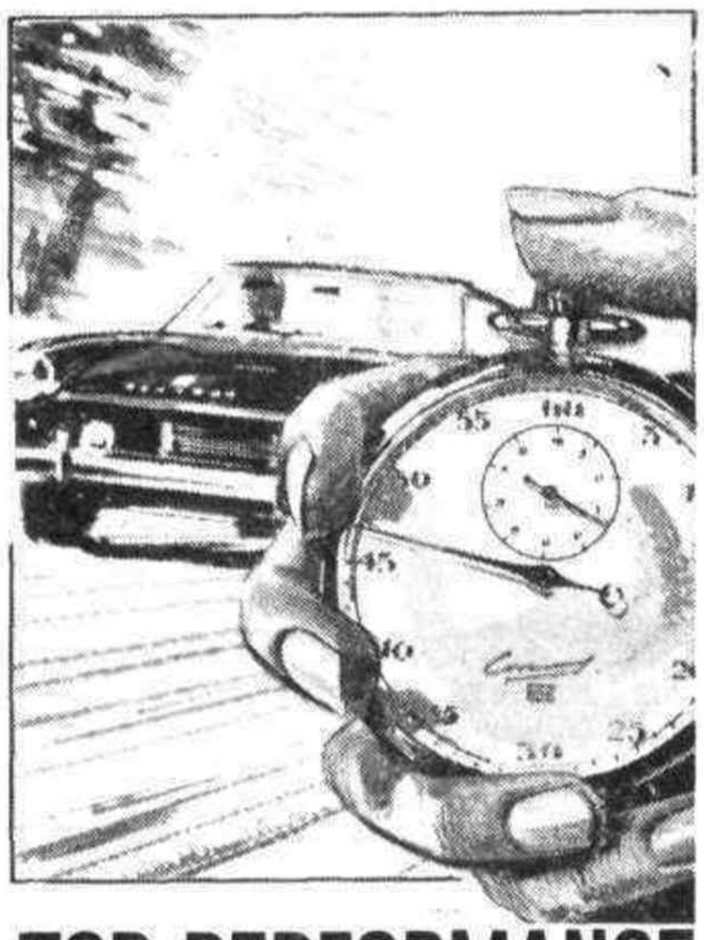
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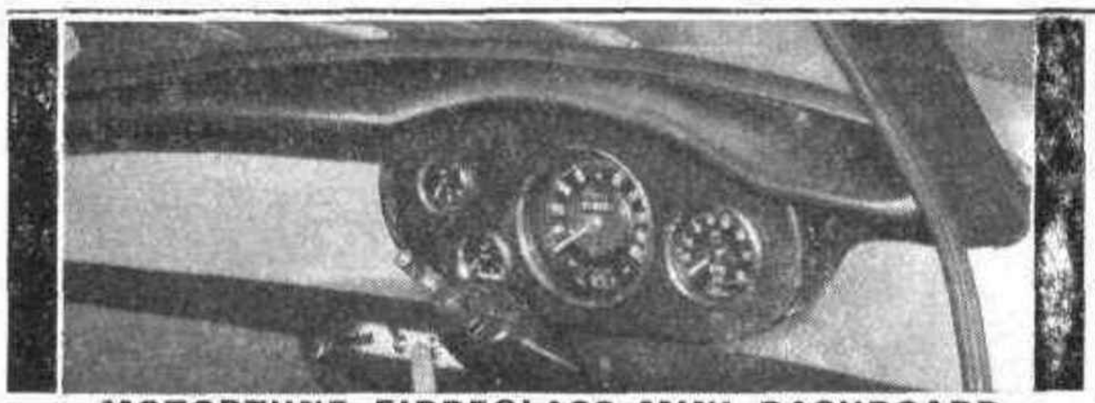
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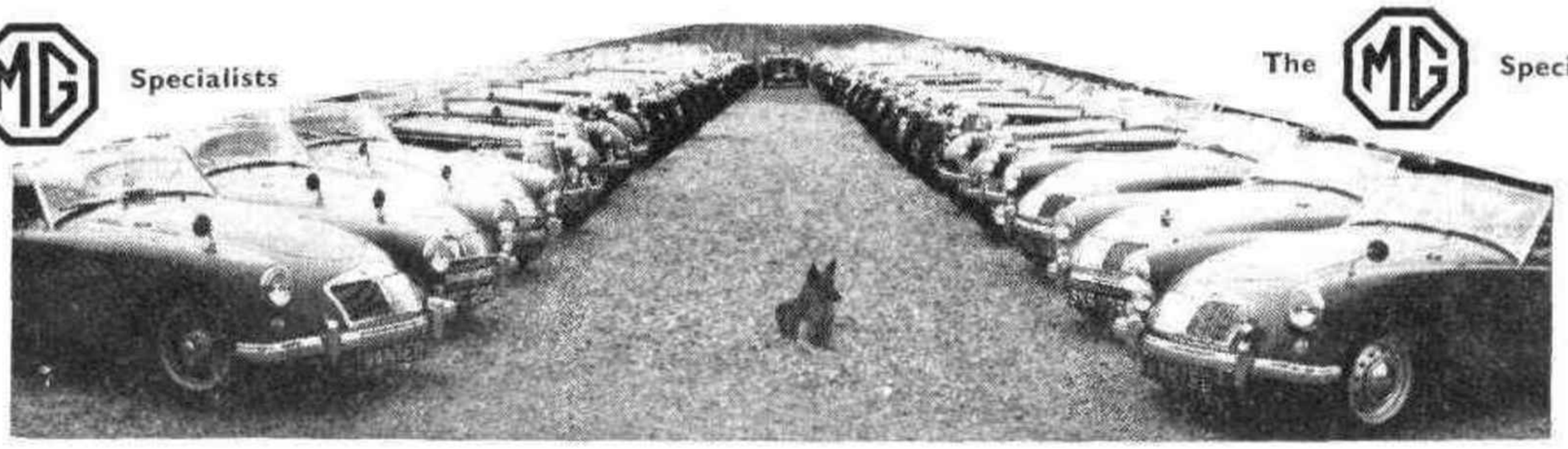
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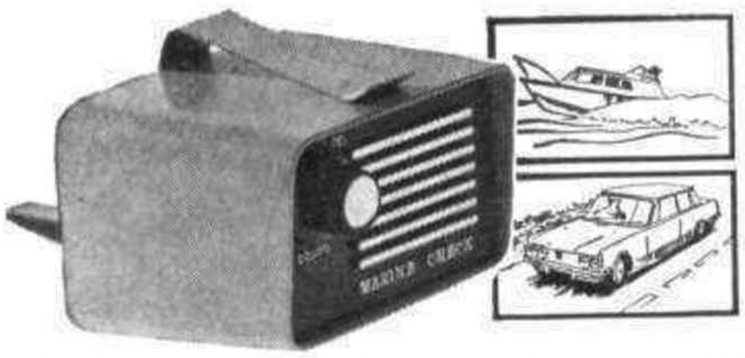
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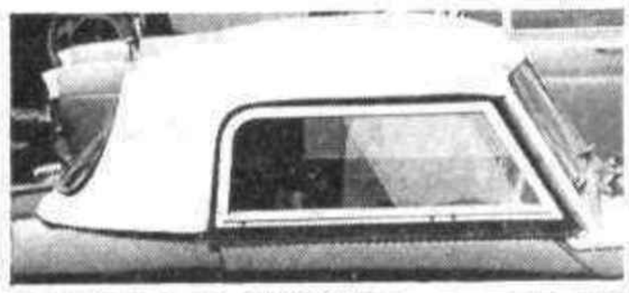
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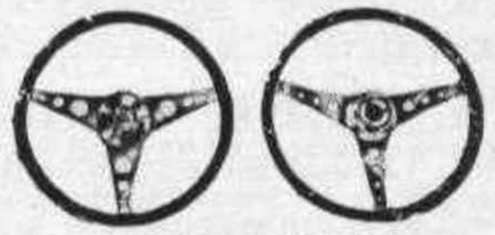
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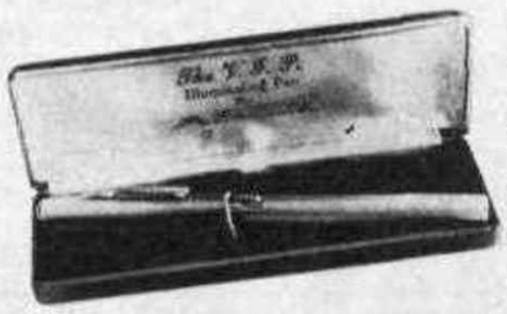
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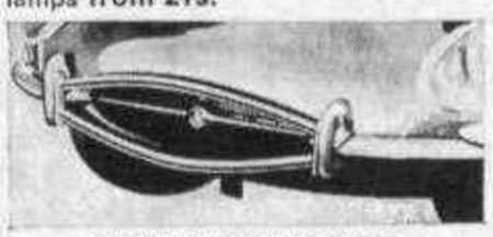
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PBTS

Having just returned from our holiday, refreshed, and all that, we can now get down to some serious work. First thing, whatever you did for your holidays this year, we hope you all had a great time with plenty of s.s.s. (sun, sand and s . . .). If you went touring, we suggest that you give the old motor a 'once over'—make sure the tyres are still in 'good nick'—if they're not, pay us a visit as tyres are our business and our business is discounts and our discounts are genuine ones. There's no hidden extras—compare 25% off Cinturatos and G.800s, 20% off XAS, F.100s, SP3s and SP41s with any others and you will find that we are not boasting. We also give up to 42½% on remould qualities. These are virtually new tyres, but there is a slight blemish in each one. Various sizes in stock. On top of these gen. discounts, we fit and balance your wheels free—this extra service can only be carried out at our premises in Potters Bar. If you have not yet paid a visit, do so this weekend. You may have heard it called the 'Tyre Boutique'. Well, we're rather proud of this title—it shows someone cares. We thought we would go into making our own tyres, so we have installed a rubber plant in the shop—it's already 4ft. high, and still growing. Reminds me, must remember to change its potty—it doesn't sit right ! We even have to wash it now and again in milk of all things—talk about *'pinta man is strong'—still you never know, white tyres* may come into vogue.

Once again we have two special offers for the month of October. Irvin-made Safety Belts, usually retailing at 59/6 but to you, as Christmas approaches, only 44/6. We will even send them through the post free of charge. And if you've been trying to get your hands on wooden wheels, but could not afford one, we have just obtained a job lot of wood-rimmed wheels by Clifford—they will fit *most cars and usually retail at £8.10.0, but we are* offering them to you at £5.10.0, post and packagin8 free, so hurry while stocks last.

See you next month.

Potters Bar Tyre Service

19, Cranborne Parade, Potters Bar, Herts

Tel: Potters Bar 57077 & 55088.

d.c.m. auto service

SPORTS CAR SPECIALISTS

TR4A, 1966, Roadster, white with black interior, overdrive, wire wheels, Cints., £840. MG-B, 1965, Old English white with black interior, hard-top, soft-top, radio and tonneau, £685. Sprite, 1965, beige with red interior, wire wheels, radio, tonneau, wood-rim wheel and Cints., £465. TR4, 1964, red with black interior, overdrive, wire wheels, hard-top, soft-top, tonneau, radio and SP3s, £645. TR4, 1962, B.R.G., with black interior, overdrive, soft-top and tonneau, £465. Austin Healey 3000 Mk. 2, 1962, last of the earlies with a central gear lever, ice blue with white flash and blue interior, overdrive, seat belts and tonneau, £385. TR3A, 1960, red with red interior, overdrive and well above average, £345. TR3A, 1959, metalachrome ice blue with matching interior, overdrive, wire wheels and Cints., £285. Choice of several 1957 TR3s with or without overdrive, £185. MG TF 1,250 c.c. in excellent condition, recently fitted with new sidescreens and hood, £325. All cars covered by our full parts and labour guarantee, effective for varying periods according to age of car. Publication date will undoubtedly see changes in stock, so all enquiries welcome. H.P. with Third Party insurance is always available. Our address is :

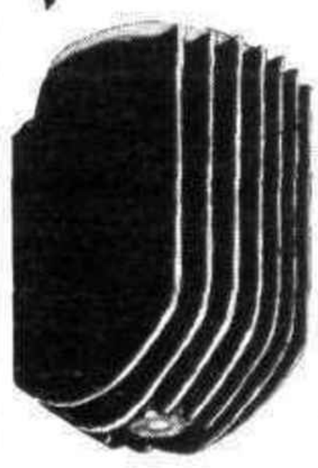
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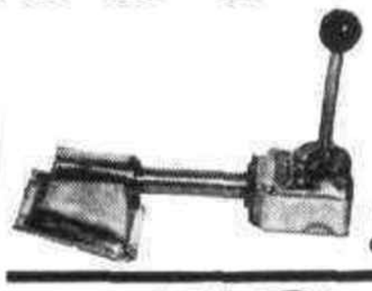
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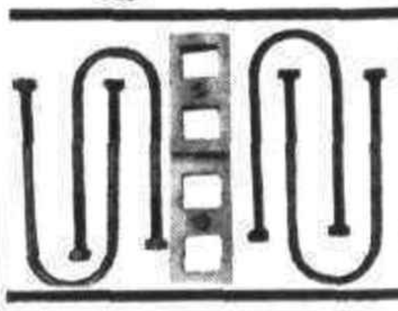
***Price:* Fords 52s 6d, BMC 49s 6d** } **both 4s 6d p & p.**

Patent applied for



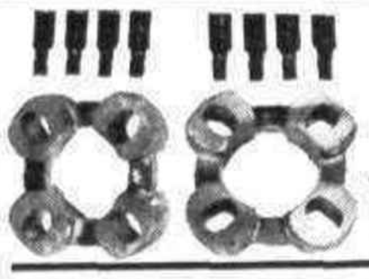
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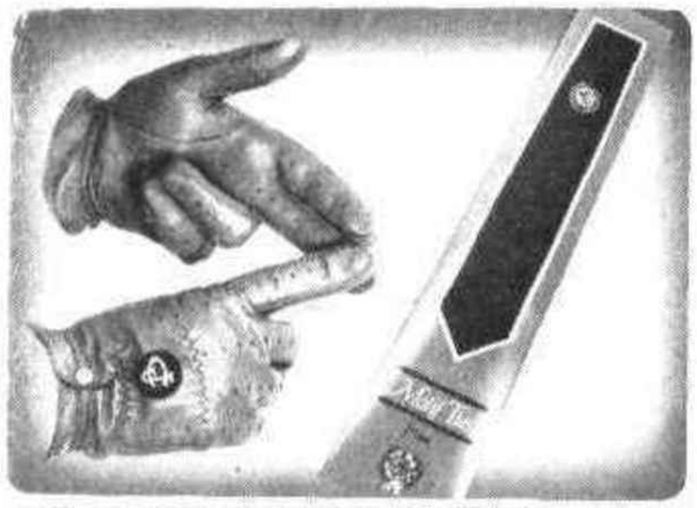


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MINI WIRE-WHEEL TRIMS designed to give your Mini a touch of the GTs with elegance. Heavily chromed, real wire spokes and two-eared hub-caps, they are easily fitted to any B.M.C. Mini. Supplied in sets of 4 complete with special tool for easy removal. £14.0.0 per set

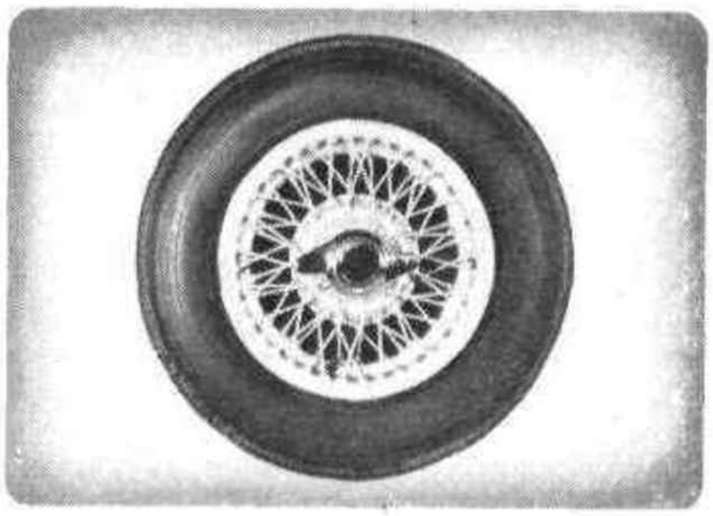


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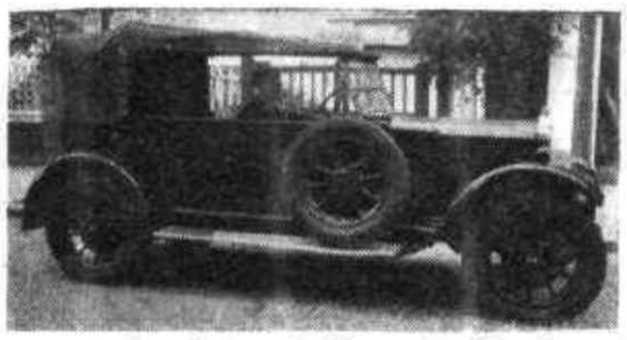
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PORTOBELLO MOTOR COMPANY LTD.



Opportunity knocks (not the big ends). Together with the Autumn leaves we are dropping some of our prices this month (nothing wrong with the cars it's the customers). Back copies of *Motor Sport* give fuller details.

Illustrated above our **1924 STANDARD Warwick** tourer, all British vintage transport reduced £75 to **£350**

ALLARD J2, 1950 (see last month's photo), shattering performance, reduced £50 to **£475**

1932 FORD Model B sedan, an absolute sparkler reduced £30 to **£165**

1930 only registered vintage example of the **STANDARD Swallow 9 h.p.** sports saloon reduced £30 to **£155**

Circa **1930 RENAULT 12** saloon, quaint coal scuttle front, reduced £25 to **£150**

1934 12 h.p. SUNBEAM Dawn sports saloon, delightful old motor in original order, plus ½ ton of spares... **£125**

AUSTIN 7 Ruby Cabriolet 36 (ex Fats Waller), tidy and reliable **£85**

1935 MORRIS 8 saloon, unblemished, quiet, nippy, 40 m.p.g. **£75**

1934 M.G. P.A. 2-str. (fitted rebuilt P.B. engine), gleaming coachwork in red/black **£150**

AUSTIN 7 special 2-str.: prettiest we've had, immaculate, hydraulics, 4 speed box, S.U. carb, a mini Lotus at **£120**

AUSTIN 12/4 "open road" tourer **1934**, glorious old lady **£125**

MORRIS 8 series 'E', ex Bibberfield (secret mods) **£35**

1949 JAGUAR 2½-litre classic shape, excellent engine... ... ... **£60**

1939 BUICK straight 8 limousine, fabulous looker and goer **£75**

FORD V8 Pilot, superb condition throughout... **£55**

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We sincerely hope that by now each and every reader of "Motor Sport" has done his—or her—stuff, and returned an enormous number of completed petition forms opposing the absurd 70 limit. By this means, thanks to the proprietors of "Motor Sport," we can do what our pathetically ineffective motoring organisations should have done long ago. That is, make it quite plain to the M.O.T. that a vast number of right-thinking people are heartily sick of having their freedom slowly, senselessly, and insidiously whittled away by Whitehall.

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1963 Jaguar "E", f.h.c. in metallic dark green with green trim. 41,000 miles. Cints. and Konis. Full history etc. Mint car... ... ... **£845**
1961 Jaguar XK150 3.8, d.h.c., silver. Overdrive and wire wheels. Radio 50,000 miles **£595**
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1966 Audi 70. 4 door. Blue, one owner. Mercedes history ... **£775**
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1965 Austin Cooper "S" 970. Tweed grey ,extras too numerous to mention **£415**
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1966 Lotus Cortina. One owner. SP's. 17,000 miles **£825**
1966 Lotus Cortina. One owner. SP's. 20,000 miles **£795**
1965 Lotus Cortina. Radio, air horns, Cinturatos. Engine rebuild in progress. Leaf springs. 30,000 miles **£695**
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1964 Lotus Cortina, 35,000 miles. Leaf springs and radio... ... **£575**
1964 Lotus Cortina, 30,000 miles. Cints. Heated rear window. Leaf springs **£585**
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HILLMAN IMP 1963, EMERY CONVERTED, VERY fast, twin Webers, power brakes, £285. Ware, Edenbridge 3303. 203 PUEGEOT REG. '62, suit enthusiast £110. Ware, Edenbridge 3303 (8482

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HILLMAN IMP. JAN. 1967, FOR SALE, V.G.C., PRO-perly run in, must sell, £495 o.n.o. Geoff Evans, 10 Woodgrange Ave., Kenton, Middlesex. (8484

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SUNBEAM TALBOT SPORTS DROPHEAD 1939. ABSO-lutely faultless mechanically and bodily. Taxed and tested. Photo available for genuine enquiry. £150 o.n.o. 40 New St. Haslington, nr. Crewer, Cheshire. Tel.: *Crewe* 56451. (8487

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H.R.G. W156 1948, 1500. GOOD TYRES, BATTERY engine. In daily use. Radio heater. Paint and hood tatty. £350. Batey, 47 Stockwood Rd., Stockwood, Bristol 4. Tel.: Whitchurch 4465. (8489

ROLLS 20 TOURER. 1928. ALL WEATHER BODY BY Windover. Mechanically very good. M.o.T. Runs well. Body sound and original but needs some restoration. £795. Box 0167. (8490

VINTAGE SHOWMANS CARAVAN PLUS '63 GYPSY (18,000 miles) towing vehicle. 'Van has vacuum brakes operated by Gypsy footbrake and/or individual hand-brake. Van £200, Gypsy £225. S.a.e. for full details. A. Fraser, Hillberry, Greenways, Lambourn, Berks. Tel.: *(evenings) Lambourn* 601. (8491

BENTLEY SPECIAL SIX. GURNEY NUTTING CLOSE coupled four-seater. £3,750. Bishop Ashford Hill, Newbury. (8492

1963 KARMANN GHIA COUPE PETROL RIGHT HAND drive, sun roof, approx. 39,000 miles ex-condition. Price, £595. Apply Mrs. Rita Sayer, 11 Kings Meadow Rd., Colchester. Tel.: 71992. (8493

ROLLS-ROYCE SILVER WRAITH, OWNER DRIVER, Park Ward Sports Saloon 1948. One owner, one chauffeur from new. Complete overhaul at works, including new engine. Negligible mileage since. Bills for £890. Whole car as new, finest available, £895. Complete history from new. Booth, Wolfstones Farm, Holmfirth Yorkshire. (8494

BRISTOL TYPE 400. IN VERY PRESENTABLE CONDI-tion, considerable overhaul work completed. M.o.T. certificate. Price £170. Hayes WEL 1149 (office). (8495

1928 ALVIS 14.75 BEETLE BACK, RARISH MODEL, restored almost original. Prof. painted, some spares, present owner 8 years. Moved no space, £400. 3 Meadow Way, Liphook, Hants. (8496

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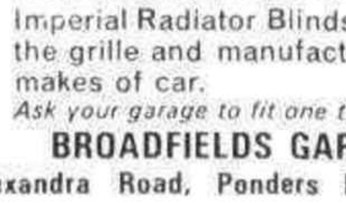
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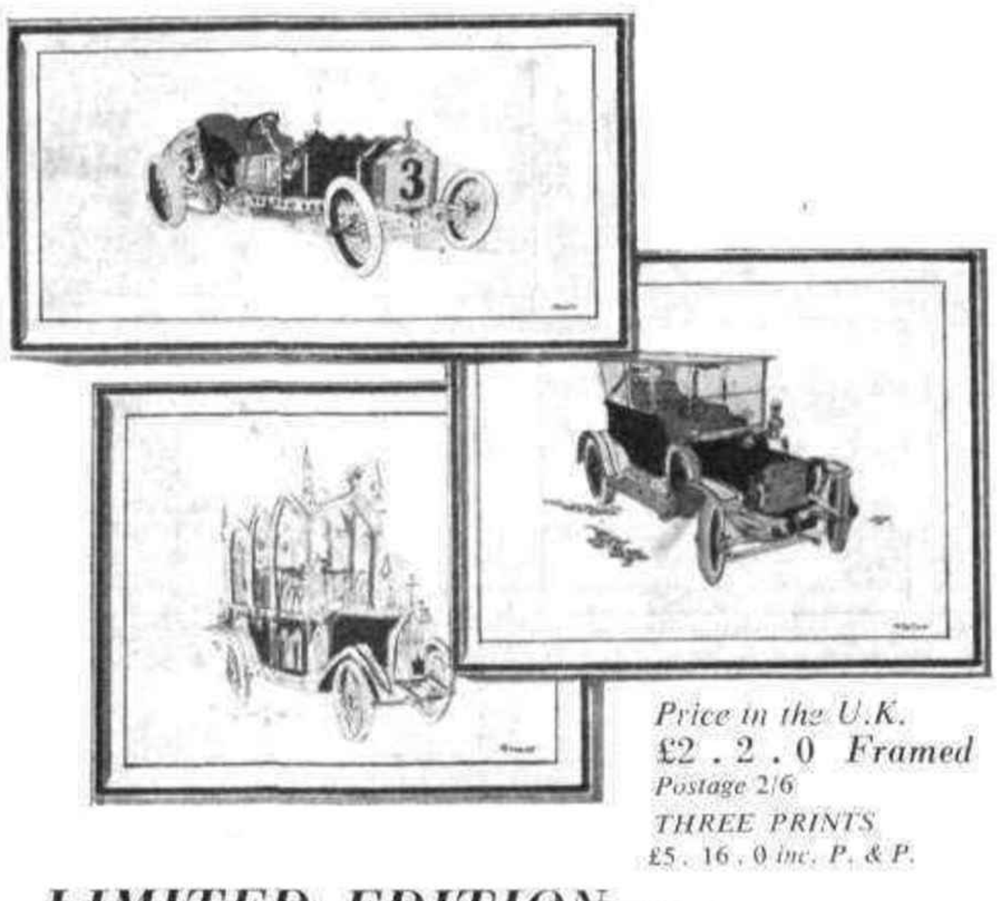
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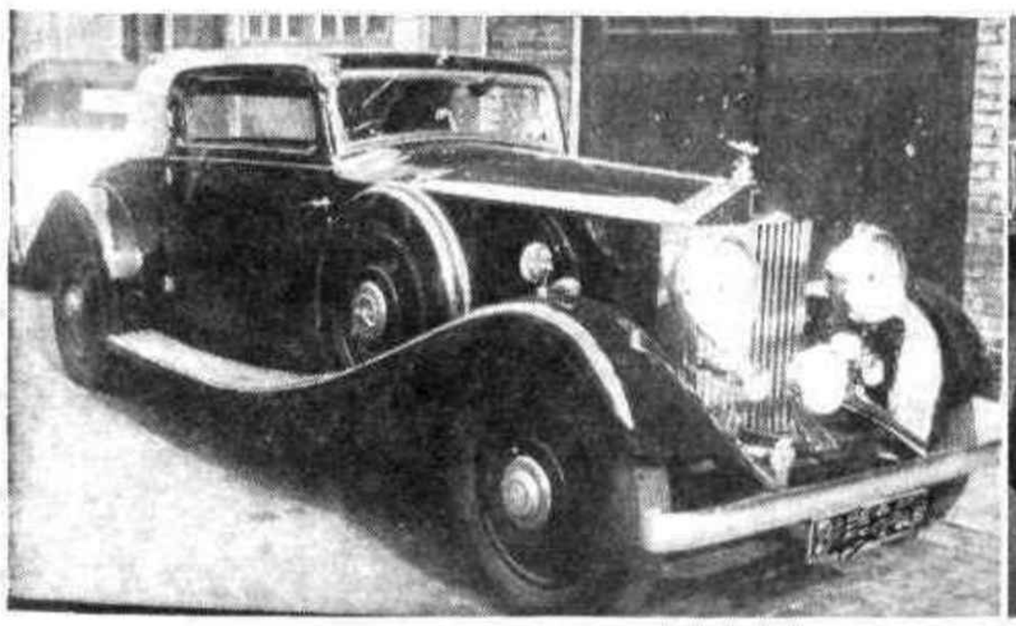
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M.G.-A 1600, 1960. In metallic moss green with red cockpit, with heater, spotlamp, etc. **£295**

AUSTIN-COOPER, 1963. Blue with white roof, with wide-rim wheels, Derrington head, etc. Very fast indeed, and in first class order **£345**

JAGUAR XK120 roadster, 1951. Old English white with tan interior. *This is a good example of this increasing rare sports car* **£295**

MORRIS 1100, 1966. One owner from new. De Luxe. Finished in white with red interior trim, heater, etc. **£525**

M.G. Midget, 1963. Tartan red with black interior, heater, screen-washers, etc. **£345**

VOLKSWAGEN 1200 de Luxe, 1961. In Burgundy with pale grey interior trim, with heater, etc. Excellent value at **£265**

M.G. TC, 1949. B.R.G. with red cockpit; recently reconditioned engine, and fitted luggage rack, 16-in. rear wheels, heater, twin spotlamps **£295**

AUSTIN Mini Super de Luxe, 1964. One owner from new. Spotless white with black roof, and red trim; seat belts, spotlamp **£325**

LOTUS Elite Series 2, 1962. Pale blue with red interior, ZF gearbox, 'X' tyres, etc. **£595**

ARKWRIGHT STREET, NOTTINGHAM. Tel.: 89282

CHISWICK

FERRARI 250GT Pininfarina, 1963. Dark blue and silver, with pale grey upholstery; radio, heater, overdrive, etc. Immaculate, fast and beautiful ... **£1,995**

A.C. Cobra 4.7, 1965. 22,000 miles only. Unmarked pale metallic blue with red interior **£1,695**

T.V.R., 1966. Low mileage. Spotless white with red trim; M.G.-B 1800 engine and gearbox, wire wheels **£895**

TRIUMPH Spitfire Mk. 3, 1967. One owner, 2,500 miles only since new. Quite unblemished in blue with black interior; overdrive, wire wheels, heater, tonneau, wood-rim wheel. Cost over £900 new. Now **£765**

M.G.-B, 1965. Very smart in black with black upholstery; wire wheels, radio, heater and tonneau cover **£725**

TRIUMPH TR4A, 1965. 17,000 miles only. Faultless tartan red with matching "Surrey" hard-top, black interior, with overdrive, radio, heater **£715**

ALFA ROMEO Giulia TI, 1964. One owner only. Pale grey with red trim, radio and heater. First class condition **£625**

M.G.-B, 1964. Two owners from new. Chelsea grey with red upholstery. Radio, heater, tonneau cover **£645**

TRIUMPH Spitfire, 1965. One owner only. Choice of two in midnight blue with black hard-top, overdrive, radio, etc., or in red with black hard-top, heater, tonneau, etc. ... ... From **£565**

AUSTIN HEALEY Sprite Mk. 3, 1966. One owner only. Unmarked B.R.G. with black trim; heater, tonneau cover **£565**

M.G. Midget Mk. 2, 1966. Choice of two in red with black interior; or in B.R.G. with black interior and seat belts, heater, etc. **£595**

PORSCHE 1600 Super 90 roadster, 1960. Finished in white with black upholstery. A most attractive car **£695**

AUSTIN HEALEY 3000, 1960/61. Choice of three examples. A two-owner car in red; or in black and red with red interior; or Arctic ice-blue with dark blue trim. All have heater, wire wheels, and the first two have *overdrive* ... ... *From* **£385**

M.G. TC, 1946. This is the 1967 *Concours* Winner of the M.G. Car Club. Unbelievable condition throughout, and is a collector's item. We also have three other TCs, in red, B.R.G. or white, so if you're after a TC, come and have a look ... ... Prices from **£195**

DAIMLER SP250, 1962. "B" specification. In Burgundy with white interior; hard-top, radio and heater... ... ... **£495**

T.V.R. Mk. 3, 1963. Signal red with red interior, with M.G.-A 1600 engine and gearbox, discs, etc. ... **£565**

AUSTIN HEALEY Sprite Mk. 3, 1965. One owner only, 25,000 miles. Riviera blue with blue interior. Unmarked throughout. Wire wheels, heater, tonneau. Also another in red with black trim, with heater, seat belts, tonneau ... ... From **£495**

M.G.-A 1600, 1956. Red with black hard-top and interior; radio, heater, spotlamp **£235**

TRIUMPH Spitfire, 1963. Red with black upholstery, with seat belts, tonneau and heater **£425**

JAGUAR XK150 "S" type 3.8 d.h.c., 1960. White with suede green upholstery; wire wheels, overdrive, heater, twin spots, etc. **£595**

AUSTIN HEALEY Sprite Mk. 1, 1958. Three owners. In cherry red with matching interior; heater, luggage rack, etc. **£245**

M.G. Midget Mk. 1, 1963. Dark metallic blue with matching interior, Speedwell bonnet, Barwell Stage 2 engine, radio and heater **£435**

SUNBEAM Alpine Mk. 3, 1963. Pale Sherwood green with black upholstery, with heater and tonneau cover **£495**

AUSTIN HEALEY Sprite Mk. 2, 1961-63. A selection of four examples, finished in pale blue, or white. All are equipped with various sensible extras, and competitively priced ... ... From **£295**

M.G.-A 1600 Twin-Cam fixed-head coupés, 1960. Two cars, both in white, one with red interior, the other with black ... ... From **£295**

LANCIA Aurelia 2500GT (6th series), 1958. Spotless midnight blue with pale grey upholstery, superlatively maintained. *With radio and heater* ... **£595**

492 & 548 HIGH RD., CHISWICK, W.4. Tel.: CHI 7871 and TUR 0022

NEW CARS: AGENTS FOR LOTUS, AUSTIN HEALEY, TRIUMPH M.G., AND RELIANT SCIMITAR. Immediate or Early Delivery.

H.P. TERMS-25% DOWN & 36 MONTHS TO REPAY

FOR PROMPT ATTENTION—SEND NOW!

I wish to buy a New/Used..... I own a 19.....

I own a 19.....for Part-Exchange/Outright Sale. I value at £.....

NAME..... ADDRESS.....

FOR SALE—continued

SPRITE 1961. RECENTLY RESPRAYED AND OVER-hauled, new hood, carpets, wood dash and wheel, rally seat, good tyres very fast, must sell, no room for junior. Bargain £265. Lorbria, Didcot Rd., Harwell, Berks (evenings) 349 (8612

CITROEN ID19, 1958. NEEDS GEARBOX, FIVE NEAR new tyres. Reclining seats, good suspension, £45. 55 Oakwood Rd., Sutton Coldfield. (8613

1960 REG. M.G.-A., *ORIGINAL SPECIMEN CONDI*-tion, 4 new Cinturato's, tonneau, hood, extras, £348 o.n.o., or p/exchange Ewell 5166. (8614

1948 JAGUAR 2½-LITRE SALOON. FINISHED IN Jaguar racing green, with matching upholstery. Near Concours condition. 12 months M.o.T. £200 o.n.o. 52 Gillsway, Kingsthorpe, Northampton. Or telephone Northampton 30191 (daytime) (8615

JAGUAR, 1953 GREY MARK VII. 60,000 MILES AND 2 owners from new. New tyres and battery recently. Laid up winters. Body and mechanically excellent. Real opportunity at £150. Douglas, Henham (Essex) 456. (8616

1955 BENTLEY CONTINENTAL R-TYPE DROPHEAD, rare and exquisite, 2-door coachwork, big series engine, manual gearchange. Entire car just extensively overhauled, including coachwork, trim, hood, mechanics, brakes, chrome, tyres etc. Absolute unique speciment comprehensive history, £2,250. P/exchange vintage or interesting car considered. Bermic, Box 0189. (8617

BENTLEY MK 6 4½-LITRE SPORTS TOURER, 5 EXTRA wheels, new tyres etc. £750. Box 0190. (8618

UNIQUE LEA FRANCIS 2½-LITRE SPORTS ROADSTER. Actual Motor Show Car (1952) and last one made. Owned by works until 1958 when first registered. Genuine mileage 38,000, new hood, tonneau cover, all chrome and paint renewed. Original red/black trim. Two new Cinturatos. Heater. Selling with great regret at £365. Box 0191. (8619

SUNBEAM ALPINE, SEPT. 1964. OVERDRIVE, DISCS, heater, SP41's, spot, fog, signpost, reversing lamps, two burglar systems, mirrors, belts, fitted for radio, soft top, superb mechanically, good condition, one owner gone abroad, £495. Chalfont St. Giles (Bucks). 2379. (8620

MORRIS COOPER 1965, VERY GOOD CONDITION, £60 worth extras, oil cooler, Servo brakes. One owner, service/petrol records. Genuine need for larger car. £435 o.v.n.o. Knight. Tel. Dorchester 8069 (after six). (8621

CITROEN LT. 15 FITTED DS19 ENGINE, RUSTFREE. 32m.p.g., taxed, £145 o.n.o. Tel.: (Mr. Wood) Silverton 314 (Devon). (8622

AUSTIN RUBY 1939. RENOVATED THROUGHOUT. Rare model with rod rear brakes. £100. Also tonneau cover for Alpine series 1/11 as new, £4 10s. 84 Sylvan Way, Sea Mills, Bristol. Tel.: 683026. (8623

TR4, 1963, RED. 31,000. SOFT TOP. TONNEAU, overdrive, new tyres. Reclining seats. Boot rack. Many other extras. As new. £510. Would accept Mini under £200, plus cash. P. Vann, 452 Belchers Lane, Birmingham 9. VIC 6456 (8624

1960 ALVIS 3-LITRE PARK WARD DROP HEAD coupe. A fabulous vehicle. A fortune has been spent on the car to keep it in near perfect condition. Contact me for details. Mr. Ian Black, 9 Broad Lane, Hampton, Middx. Tel.: Molesey 4955. Price £575. (8625

1929 FIAT 509A TOURER. VERY CLEAN. GOOD HOOD. Sidescreens. Spares. £285. Hewitson, Mercury 4208. (8626

CITROEN LT15 1949 PROBABLY ONE OF THE NICEST examples left. Little used since expensive mechanical overhaul. Can only appreciate in value. £130. 154 Higham Lane, Nuneaton. Tel.: 5725. (8627

FOR SALE—continued

GREY LADY ALVIS, 1955, ELEGANTLY PRACTICAL, V.G.C. Dog and child trouble reason for sale. £175. 9 Westfield Rd., Rugby 6121. (8628

OFFERS INVITED. 1934 HUDSON TERRAPLANE. GOOD condition. M. Gist, Bassmead Cottage, Staploe, St. Neots, Hunts. (8629

ALVIS FIREBIRD. CROSS AND ELLIS TOURER. TWIN scuttle mounted spare wheels. Plus various odd spares. M.o.T. August 1968, £200. O'Mara, White Gates, Baylham, Ipswich, Claydon 419 (after 6 p.m.). (8630

1954 DAIMLER CONQUEST COUPE. POWER HOOD, remarkable condition for age and type, 36,000 miles from new. £275 o.n.o. Dobson. Tel.: ALTrincham 4495 (Cheshire). (8631

JAGUAR XK140 F.H.C. 1955 WHITE/BLUE. MUCH time and money spent in keeping this car in above average condition £230 o.n.o. Tel.: Bolton (Lancs) 53234 (after 5.30 p.m.) (8632

1932 AUSTIN SEVEN SALOON, GREEN/BLACK, SUN-shine roof, good condition, taxed, tested April 1968, many spares, £75 o.n.o. 01-998 3074. (8633

MASERATI 2-LITRE, AGG 2,000. FARINA FASTBACK 2 plus 2 G.T. body. Woodrim. Triple Webers. Borrani wire wheels, 1952/3 model. Reg. UK 1960. Offers. Darbyshire, 1 Toll Bar Cottages, Ollerton, Knutsford, Cheshire. (8634

1965, ABARTH CONVERTED FIAT 750. SOLE OWNER regrets necessity to sell due to foreign appointment, new tyres, never raced. £400 o.n.o. G. J. Berni, "Highlands", Llandough, Penarth, Glam. (8635

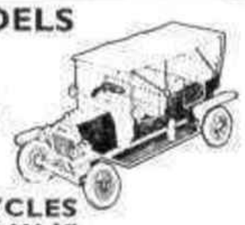
1929 SPEED SIX BENTLEY. DISMANTLED, REBUILT parts, fine potential, £1,800. Box 0192. (8636

ALVIS TB14 1950 2-SEAT TOURER, GOOD CONDITION, new hood. Details from Mitchell, c/o Todd, 8 Viewforth Gdns., Edinburgh. (8637

VETERAN MODELS

FOR ENTHUSIASTS

Fully assembled in presentation box. Rolls-Royce Ghost, Renault, Panhard, Packard, Ford T, Morris Bull-Nose. 9½ in. long. **£1 each.** P.P. 3/-. *S.A.E. details :*



H.F.S. MOTOR CYCLES
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CAMS Road, Rally, Race, **Fr. £5 ex.** for FORDS, BMC, IMP, etc.

Exhausts from £6 Inlets from 65/-

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WIDE WHEELS, LOWERING KITS, SILENCERS, FRONT SPRINGS, HEADS, SUSPENSION
Brands Hatch 1 min. Open to 8 p.m.
JEFF HOWE EXHAUSTS Main Road, A20, **WEST KINGSDOWN (Tel.: 2347), KENT**

FOR SALE—continued

SUNBEAM ALPINE, 1960, HARD/SOFT TOP, WIRES, immaculate, £295. Daniells, 4 Kinsale Rd., Plymouth. (8638

ROVER 12 A.P.A. TOURER 1947. NEW R/SPRINGS, king pins, brakes, wiring, dashboard, trim, respray, engine rough. Taxed, tested. £75. Stanley, 25 Meadow Way, Liphook, Hants, 2683. (8639

JAGUAR 1950 MK5 D/H COUPE. ACTUAL SHOW CAR. Specially painted underneath, which has preserved it. £295. Wolverhampton 25707 (business hours). (8640

SPRITE, MAY '66. FIANCEE NOW IMPATIENTLY awaits ring etc., so B.R.G. with wires, SP41's, airhorns, tonneau, heater, wing mirrors, Q.I. spot, fog, excellent condition. Tel.: LIB 5731. (8641

LANCHESTER, LD10, 1947, MECHANICALLY PERFECT, excellent original condition, genuine 46,000 miles, M.o.T. August 1968, good tyres, new battery, taxed, £110. Tel.: 01-300 2118 (evenings) Sidcup. (8642

MK I SPRITE 1960, CHERRY RED. MUST BE SEEN to be believed. 30,500 miles. Layed up for more than 2 years. Addition to family forces reluctant sale. Heater, chrome luggage rack, ammeter, tonneau, workshop manual. £245. Tel.: Orpington 30221. (2643

GT AURELIA. VERY, VERY SPECIAL INCLUDING conversion to full four-seater by Restall (£170 bill). Nairdi, R.H.D., etc. Box 0193. (8644

APPARENT WRAITH, BUT CLOUD PERFORMANCE and much cheaper Bentley, 4½, fitted R.-R. radiator, overhauled, resprayed, £845. Details, photographs. Low Fell 876662. (8645

M.G.-TF 1500 (1955). RESPRAYED DARK GREY, *rechromed, reupholstered red leather.* Factory condition, 31,000 miles. New gearbox, tyres. L/rack, s/washers, aeroscreen, goggles. Family increase forces sale. Beautiful car. £450. Tel.: Bournemouth 21932 (weekends). (8646

ROLLS-ROYCE 1936, 20/25, VERY ATTRACTIVE CLOSE coupled 4-door saloon finished in golden sand and dark blue, Mascot, Handbook, original tools, new headlining, excellent leather, woodwork and plating, three owners from new. P100 headlights, windtones, good battery and carpets £545 o.n.o. Consider exchange. Tel.: Heathfield 2952 (Sussex). (8647

1960 A.C. ACECA FITTED BRISTOL D2.100 ENGINE with triple carbs. 57,000 miles, recent overhaul at Thames Ditton works, one owner from nine months old, immaculate light blue bodywork with midnight blue interior, never crashed etc., extras include: radio, seat-belts, Icealert, Cinturatos, spots, reversing light, Konis etc. Taxed until December. £685. Tel.: 01-546 0472 (Kingston, Surrey). (8650

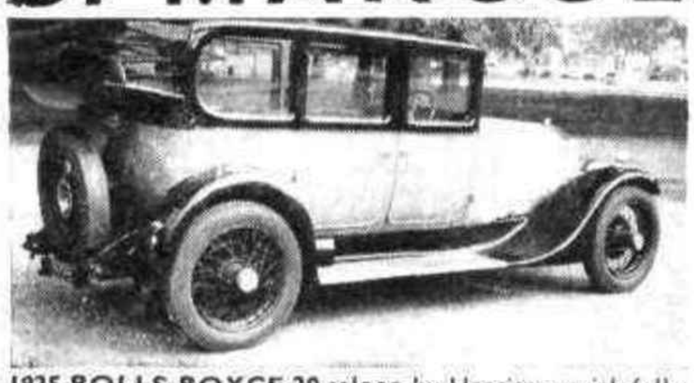
1930 AUSTIN 12 H.P. TWO-SEATER AND DICKEY, beautiful condition. Halifax 81475 (8651

BENTLEY S1. 1956. SHELL GREY AND PEARL BLACK, automatic, excellent mechanical condition, body and interior very good, tested, taxed, *one previous owner.* £1050. Malvern 3923 (8652

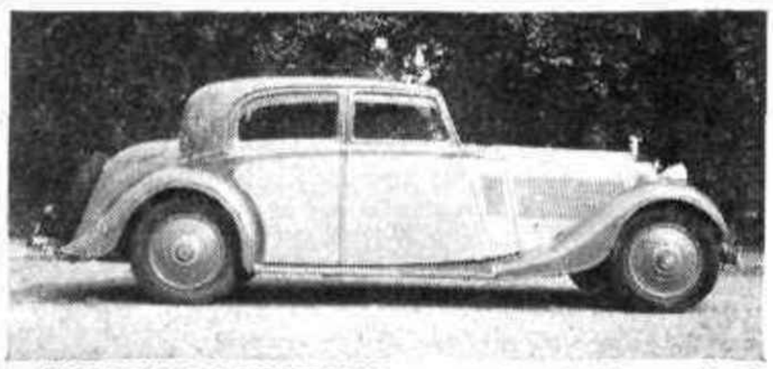
VOLVO 122S 1960, REALLY SUPERB EXAMPLE OF this luxury sports saloon, faultless interior, mechanically perfect. £375. Tel.: Medway 70286. 161 Allington Drive, Strood, Kent. (8653

ROLLS-ROYCE LANDAULET 1932, 20/25 H.P. CHAUF-feur driven for original owner until 1961. Thorough overhaul by Rippon 1959, used regularly by present owner 4½ years, lovely engine, whole car good condition, handbook, mascot, Klaxon. £650. Gibson, 10 College Fields, Clifton, Bristol. Tel.: 37558. (8654

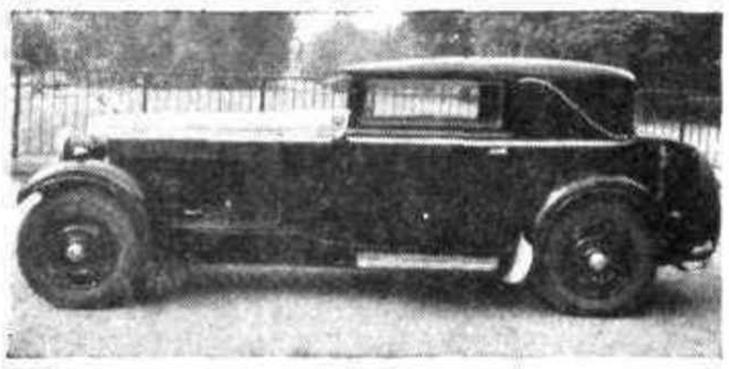
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1925 ROLLS-ROYCE 20 saloon by Harrison, with fully opening Tickford top, renovated to a very high standard.



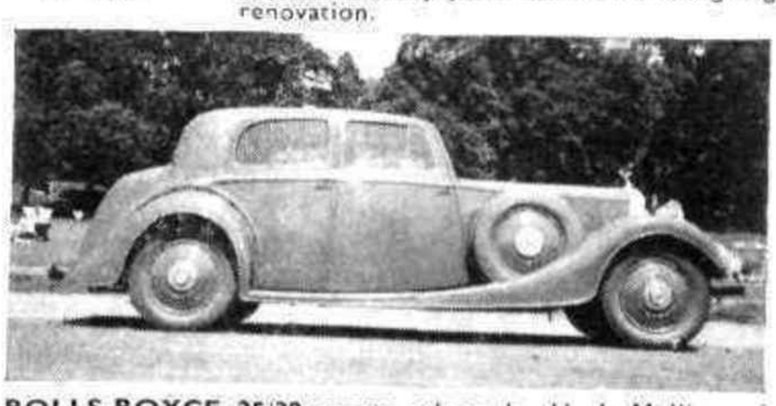
1935 ROLLS-ROYCE 20/25 sports saloon by Thrupp & Maberly, in good order **£575**



1931 DELAGE D8S fixed-head coupé by Henri Chapron, stored for many years and now undergoing coachwork renovation.



1939 BENTLEY 4¼-litre MR series sports saloon by Park Ward, engine overhaul includes new pistons and complete rear axle overhaul ... **£550**



1938 ROLLS-ROYCE 25/30 sports saloon by H. J. Mulliner, in fine original order **£975**

1962 ROLLS-ROYCE S2 Silver Cloud long wheel-base saloon by Park Ward with division, 66,000 miles, left-hand drive **£3,100**

1938 ROLLS-ROYCE Phantom III DL series landaulette by Hooper, very fine example.

1933 ROLLS-ROYCE 20/25 sports saloon by Park Ward, restored to *concours* condition, **£1,350**

1932 ROLLS-ROYCE 20/25 sports saloon by A. Mulliner, extensively renovated, very handsome lines **£950**

1937 BENTLEY 4¼-litre sports saloon by Thrupp & Maberly, bills for £170 overhaul at R-R last year, price **£365**

1967 (May) PORSCHE 911 S, modified at works to full Group 3 specification, 6,800 miles, in new condition **£3,350**

BENTLEY " R " type and Mark VI, choice of two from... ... ... **£450**

1938 LANCIA Aprilia saloon, no rust, in good order... ... ... **£145**

1934 LAGONDA Rapier fixed-head coupé **£245**

LANCIA Aurelia GT series 4, choice of two from **£250**

1930 ALFA ROMEO 1¾-litre twin camshaft drop-head coupé by James Young, in good original order.

WANTED : ROLLS-ROYCE AND BENTLEY CARS ANY AGE, ANY TYPE ALSO, interesting VINTAGE & POST-VINTAGE CARS

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

FOR SALE—continued

EXCALIBER SS SSK MERCEDES—NO: BUT VERY similar. The most hairy looking vintage machine ever, 4.3 Maybach racing engine out of Brooklands outer circuit car, coupled to Alvis gearbox, SS 100 rear axle. Rudge wide track 18in. wire wheels clothed in cycle winged 12ft. bonnet, slab tanked 2str. body, rebuilt over 2yrs. at cost in excess of £1,500, must be one of the most fascinating and unique machines ever built, and before any vintage enthusiast thinks of spending £2,000 he must see this at £495 o.n.o., or exchange, full details, DID 5142, DID 9777 (Manchester). (8655

M.G.-A 1600 LATE 1959, WHITE, IMMACULATE mechanically and bodily, manufacturer's oil pressure, h/s tops, Cinturatos, many extras £350. Still, Cardiff 31565 (8656

RILEY 1½-LITRE 1954, SUPERB CONDITION throughout, must be one of the best available. £250. UND 1988 (8657

1932 3-LITRE LAGONDA "SELECTOR SPECIAL" saloon. Forced to sell after 3 years sweat and tears. Tel.: 01-262 0432 (evenings). (8658

1923 TALBOT 10/23 UNIQUE FOUR-SEATER TOURER, recently restored in concours condition, complete history, original manuals. £675 o.n.o. Tel. 01-359 0631 (8659

JAGUAR 1948 3½-LITRE, BUFF, RED LEATHER upholstery, unusual condition offers. McPherson, 1 Sandhills Rd., Salcombe, Devon 2494 (8660

M.G. PA 1935 GOOD ORIGINAL ENGINE, STEERING rebuilt, recent M.o.T., move forces sale. £75. Great Horkesley 262 (8661

1928 4½ BENTLEY FOUR-SEATER TOURER MECHANI-cally quite good, completely original but very tatty. V. D. P. body, no time to restore. £1395. Box 0194 (8662

M.G. PA GOOD OVERALL CONDITION, RESPRAYED, taxed, M.o.T September 1968, numerous spares (including J2), offers over £145. 01-937 3851 (evenings). (8663

1928 AUSTIN 12/4 OWNER DRIVEN LANDAULET, cherished and restored by present owner for nine years. £275 or p/e Mk. V Bentley. Blackfield (Southampton) 2467 (8664

SUNBEAM TALBOT 90 1952, ORIGINAL EQUIPMENT intact. Engine good, top overhaul, new exhaust, in running order, not yet M.o.T. £40. Tomlinson, Cambridge 52173 (day). (8665

FIRST CLASS ASTON MARTIN DB2-4 VANTAGE sound in every way. £425 or exchange Mk. VI Rolls-Bentley. Marlow 5140 (evenings). (8666

JAGUAR XK 150 D.H.C. OVERDRIVE, WIRES, RADIO etc., excellent condition throughout. £340 o.n.o. 68 Island Wall, Whitstable, Kent. Tel.: 3262. (8667

LANCIA AURELIA 2500 GT, GENUINE 50,000 MILES, in outstanding condition, Borrani wheels, probably best third series in country. £385. Tel.: WEMbley 9352 (8668

DAIMLER CONSORT 1953, 38,000 MILES, CHAUFFEUR driven elderly accountant's car, mechanically, externally, internally and tyres all excellent, twin f'speakers push button H.M.V., fog lamp, heater, tools. M.o.T. £225—haggle if insist. Tel.: Sevenoaks 51641 (8669

RILEY AMILCAR BUILT C. 1934 FOR RACING AT Brooklands, mechanically original including Laystall crank and 4 SU's. Replica Amilcar body, complete rebuild. £800 or offers. Townsend, Grove House, Warren Road, Kingston Hill. 01-949 4626 (8672

1932 ALVIS TL 12/60 BEETLEBACK, MECHANICALLY perfect, but body needs some work, original with twin SUs, all bills £250 spent, owner going abroad, seen Wilts. Box 0197 (8686

FOR SALE—continued

MORGAN PLUS 4, JUNE 1964, 2-STR., 21,000 MILES, B.R.G., one careful owner, head modified by Lawrence-tune, Derrington exhaust, fully balanced engine, wire wheels, Cinturatos, heater, washers, woodrim, sliding sidescreens, undersealed, absolutely sound in every possible way, no expense spared on this immaculate car, going abroad sole reason for sale. £575 o.n.o. Tel.: Purford 2259 (8671

ALVIS GREY LADY 1955 TC 21/100, RADIO, HEATER, Q.1 spot and fog lamps, new tyres, top overhaul just done. £185 o.n.o. F. Sgt. Clarke, Sgts. Mess, R.A.F. Wyton, Huntingdon. Tel: 2569 (evenings). (8673

TR3A 1960 (SEPT) RESPRAYED, HARDTOP, NEW soft-top, tonneau, o/dr., spots. £300 o.n.o. F/O Cuttle, Officers Mess, R.A.F. Stradishall, Suffolk. (8674

BENTLEY, 1952 COUNTRYMAN BY HAROLD Radford, mechanically very good, alloy coachbuilt body with attractive lines, Motorola radio with rear speaker, four 6-ply India Autoway super tyres recently fitted, sunshine roof, for sale or exchange Jaguar 3.4, Mk 10, XK 150, E-type, Aston Martin, Jensen or what have you, must be in first class condition mechanically and bodily. Box 0195. (8675

MORRIS COOPER "S" 1071, APRIL 1964, TAXED March 1968, 30,000 miles, many extras, perfect. £375. Marple 3572 (8677

AUSTIN COOPER 1275S 1965, WHITE, BLACK ROOF, 25,000 miles, immaculate, many extras, unraced, unrallied, good SP3s, good reason for selling. £495. Whitehead, "Newlands", Clarence Rd., Sale, Cheshire. Tel.: Altrincham 5138. (8678

JAGUAR XK 120 1950, CREAM, CINTURATOS, NEEDS tidying up. £110 o.n.o. Tel.: ISLeworth 2457. (8679

OFFERS INVITED FOR MY IMMACULATE 1956 Sunbeam Mk. III, two tone green with sage green leather interior, H.M.V. radio, sliding roof, overdrive, two owners only, mileage 47,000, full servicing records from new. Davy, St.Davids, Crawley Drive, Camberley 21473. (8680

COLLECTOR DISPOSING OF LONDON TAXIS, AUSTIN diesel, three door, 1957, immaculate througout also, Austin Cabriolet, 1936, also, Beardmore Cab, 1933, each is original with meter and perfect running order, not cheap, would prefer one buyer for the three. Box 0196. (8681

1933 RILEY 9 OPEN 2-SEATER, 3 YEARS SPENT rebuilding, great fun car, extremely sound and good looking, M.o.T. April 1968, reluctantly must sell as going abroad, must see to appreciate. £140. Wel. Gar. 23343 (evenings). (8682

BRISTOL 403 1955, IN GOOD CONDITION, LOW milage, metallic blue, first offer over £175. Tel.: Mrs. Hatch, Chapel-en-le-Frith 2430. (8683

1927 SALMSON, 4-STR. TOURER, GOOD CONDITION, rebuilt engine and spare, page 15 January Motor Sport, offers or exchange Bugatti parts. White, Mill Hill 3136 after 7/10/67. 3a Langley Park, London N.W.7 (8684

COOPER-BRISTOL, ROAD EQUIPPED EX-ALAN brown formula 2, famous racing history, fast reliable car for griffiths formula, sprints, hill-climbs etc., accepted by V.S.C.C. as historic racing car if rebodied as single seater. £495. Curtis, 2 Trood House Stables, Alphington, Exeter. Tel.: Exeter 58501 (office hrs.) (8685

1952 HEALY TICKFORD, 2½ LITRE RILEY ENGINE, recent complete overhaul, new braking system, tyres, batteries, silencer, must sell £35 o.n.o. 061 STAlybridge 2735. (8704

FOR SALE—continued

M.G.-A TWIN-CAM 1960. £285 O.N.O. GOLD SEAL motor, M.o.T., taxed, good condition. M. J. Goff 8 Northey Rd., Southbourne, Bournemouth. (8670

MG T.F. 1500 B.R.G. 1955. SAID TO BE THE MOST beautiful car ever built, this model rebuilt 1962 sports, immaculate bodywork and chrome, replacement engine 38,000 miles, new tyres 98s, woodrim steering wheel, heater, screen washers, a fine example of this most coveted sports car. £420. Cox, 28 Alexandra Rd., Cleethorpes, Lincs. (8687

M.G.-B 1966 (NOVEMBER) WHITE, BLACK TRIM, o/drive, radio, underseal, spotlights, fitted carpets, one owner, 11,500 miles. £850. Tel.:01-229 5632 (evenings). (8688

£30 VINTAGE BENTLEY BODY INCLUDING HOOD and aluminium front and rear wings, suitable for restoration. Powell, White Cottage, 14 Fambridge Rd., Maldon Essex. Tel.: 2916. (8689

AUSTIN TEN AGED 31 YEARS, SECOND OWNER selling, best offer. Box 0198. (8690

MG T.C. 1949 GREEN, V.G.C. £175, EXCHANGE FAST saloon and cash, any offers considered, need transport for elderly mother. Lester, 1023 Cathcart Rd., Glasgow S.2 (8691

1275 COOPER "S" 1965, GREY/WHITE, NO MODS., no competitions, p/exchanges considered. £495. C. Deny, 7 Victoria Rd., St. Annes, 26204. (8692

VINTAGE CITROEN B.14 1926 OPEN TOURER £350. Burdett, 5 Brook Rd., London, W.4 after 6 p.m. weekdays, 01-995 1644. (8693

MG T.D. II 1953, V.G.C. RED, EXTRAS. £240 O.N.O. Johnston, 7 Brookside, Netherton, Maryport, Cumberland. (8694

1959 PORSCHE COUPE, RUBY RED CELLULOSE unmarked, 51,000 miles, engine untouched from new, owner's second car from 1960, wooden wheel, radio, G.Q. full harness belts, seat covers, must be finest in the country, owner bought another Porsche. £650. Hughes, 31a Sefton Rd., Liverpool 21. Waterloo 7040. (8695

A.C. SALOON (1951), FITTED 3.4 JAGUAR ENGINE, transmission, dragster acceleration, resprayed. £100. "Icknield", East Hendred, (Tel.:232) Wantage, Berks. (8696

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DAIMLER SP 250 1962 (OCT.) NEW HOOD, TYRES, exhausts, taxed, excellent condition. £460. Shelford 3164 (evenings) Cambridge. (8702

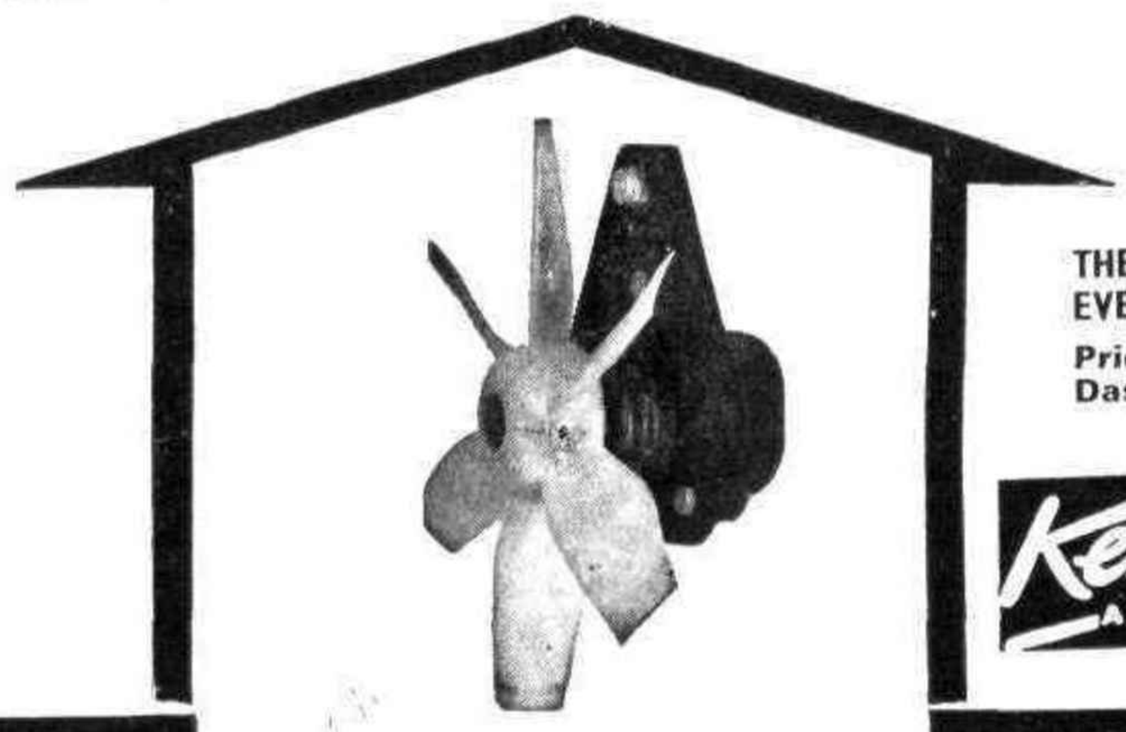
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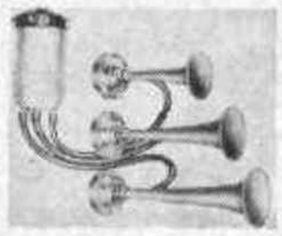
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1927 MORRIS OXFORD, 4-SEATER OPEN TOURER, first supplied by Colmore Depot. Fully restored to original condition. All bright parts nickel plated. Requires new hood—offers. Tabbenor, 35 Westbourne Ave., Cannock. Tel.: Cannock 2350. (8548

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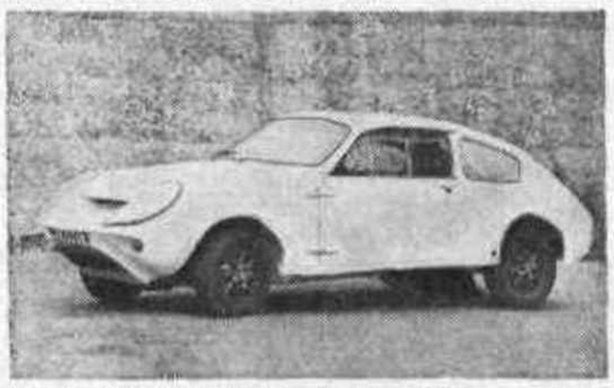
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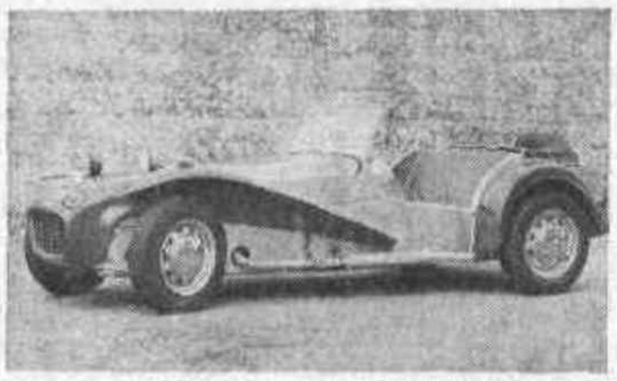
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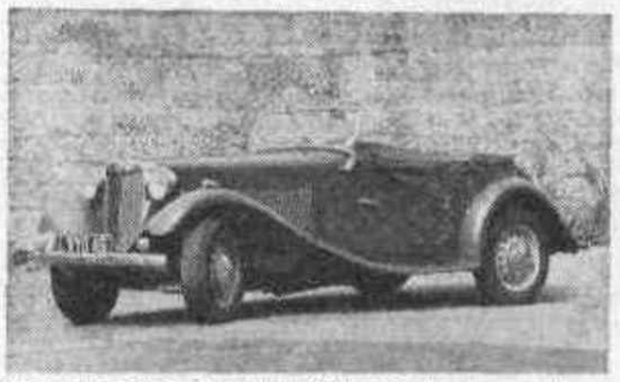
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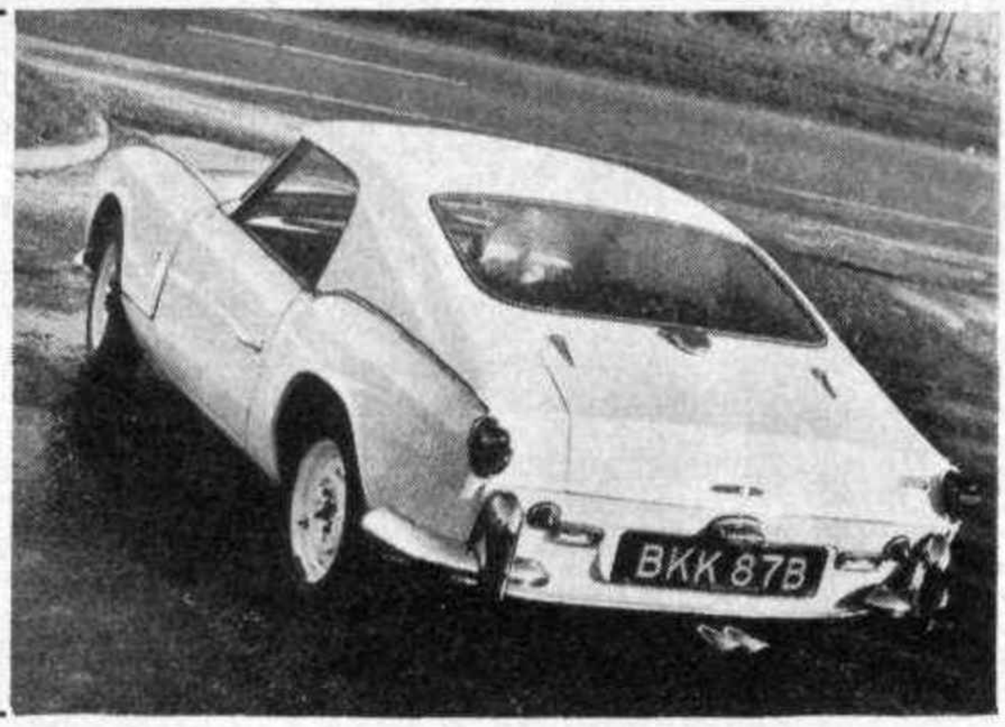
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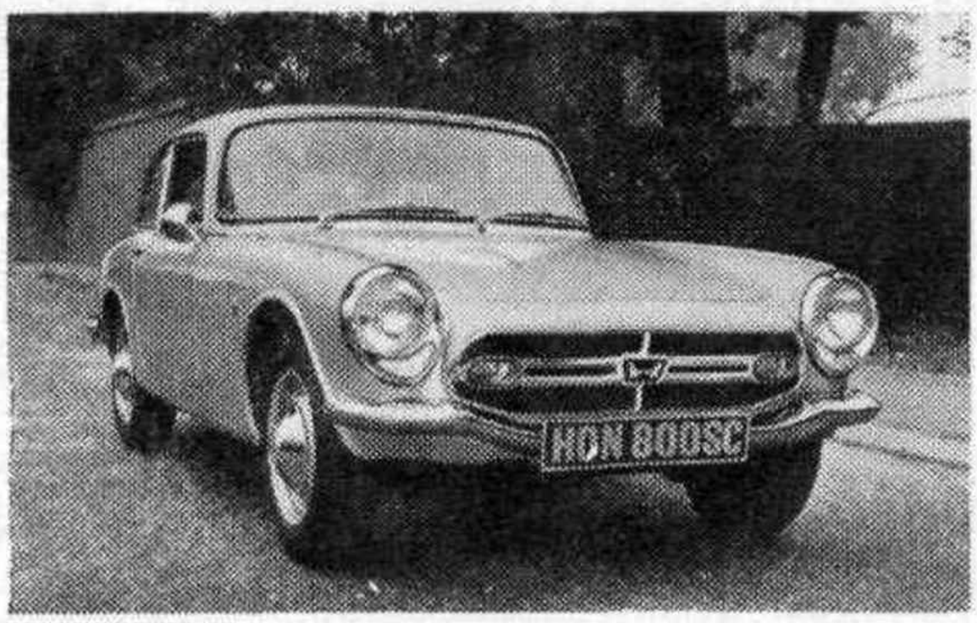
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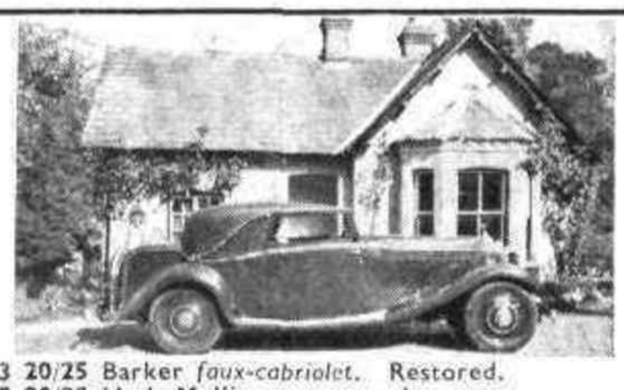
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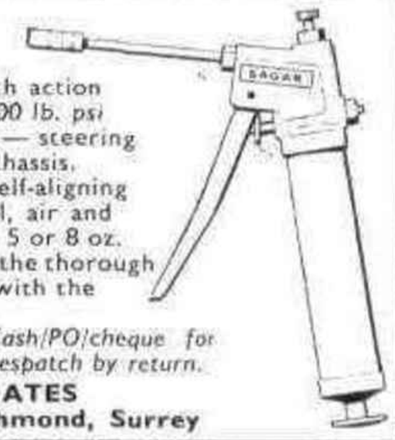
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RILEY 1½, 1946. EXCELL. THROUGHOUT. YEAR'S M.o.T. Good battery, tyres, roof. Must be sold, £65 o.n.o. Tel.: Mr. Small, Eastleigh 3767 (Hants). (8741

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ROLLS-ROYCE, 30H.P., 1938 BARKER LIMOUSINE. Recent £100 engine overhaul. £275 o.n.o. Smith, "Beth Shalom", Whins Lane, Simonstone, Burnley. (8744

LOTUS SIX, A VERY ATTRACTIVE LITTLE SPORTS-car. M.G.-TD engine/gearbox unit. Reasonable weather equipment. Bills to show for £110. Therefore V.G.C. Taxed and tested, £195. May exchange. Please write, Caton, 28 Oakwood Ave., Leeds 8. (8745

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1938 BENTLEY WITH COACHWORK BY BARKER. Bodily and mechanically in excellent condition, and with a good history. Used regularly. Genuine reason for sale, not because of any defects on car. £395. Box 0202. (8750

FULL RACE DOWNTON 850 MINI. ENGINE AND gearbox just rebuilt and ready to race!! Complete with 5½ J wheels, adjustable Armstrong racing shock gearbox just rebuilt and ready to race. Complete with extras. Extensively lightened modified bodywork. One of the best prepared cars to be seen. £400 o.n.o., or part exchange. A. F. Rendell, 30 Barrow Rd., Burnham-on-Sea, Somerset. (8752

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M.G.-A TWIN-CAM ENGINE CLUTCH G/BOX REBUILT new Abarth exhaust, 2 new Cinturatos, w/mirrors. Manual. Esher (Sy) 62600. (8754

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ASTON-MARTIN DB 2/4 DROPHEAD, 1954, FULL engine overhaul, re-upholstered, new hood, etc. Bills £1,000 in 18 months, now immaculate enthusiast's car. Seen Dulwich, London. Best offer secures. Box 0179. (8756

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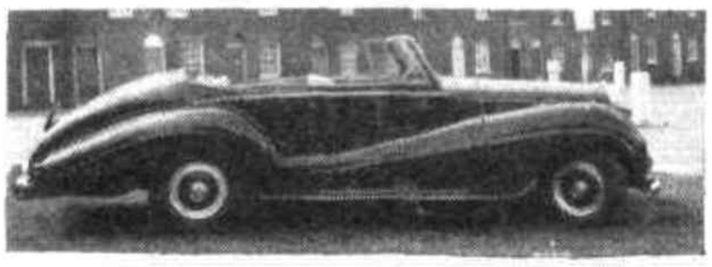
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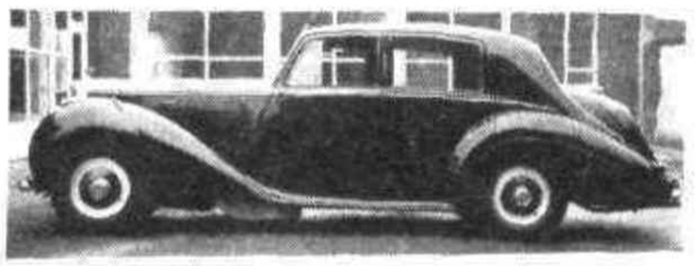
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BENTLEY R-Type Park Ward convertible, 1954, automatic, dark green, pale green leather; coachwork recently renovated and in excellent order; mechanically likewise and recorded mileage of 90,000 is probably genuine. **£1,650**



"FLYING FIFTEEN" (Uffa Fox design, Cowes-built), appears in excellent condition, approximately 10 years old, nylon-sheathed hull, new Terylene racing sails, also cruising set 30-ft. aluminium mast, stainless steel fittings, buoyancy bags, all-over canvas cover, trailer, etc. **£350**



BENTLEY R-Type standard steel saloon, 1953 Series, Reg. Dec. 1952, synchromesh; black, grey interior. No particular known history but obviously well maintained, in excellent mechanical order and coachwork above average for its year. Excellent value at **£590**

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 Phantom I hearse, 1927, one owner many years, extremely well maintained, recent rebore and exhaust system, modern coachwork; equally suitable for usage or conversion. **£550**

ROLLS-ROYCE Phantom II hearse, 1933, MY Series, quite a fair chassis; the body appears older than the chassis and is a period piece and much too good to destroy. As seen **£325**

BENTLEY S.1, 1958 Series (Dec. 1957), 8 : 1 compression, power-steering, automatic. Shell grey on black, grey interior; two owners, mileage 79,000; paintwork, plating, etc., recently renovated, fully serviced, and this car is in very good order indeed. **£1,575**

BENTLEY R-Type standard steel, 1954, black on grey, red hide interior. Paintwork excellent, interior particularly good; two owners only and we have just done a complete engine overhaul; chassis is excellent, brakes just relined, etc., new tyres, and this car must therefore offer excellent value even by today's prices at **£850**

1926 BENTLEY 3-litre short-chassis Speed Model, no coachwork aft of scuttle, but front wings, lamps and instruments all original. Stored many years but much work done, and we are completely overhauling engine including rebore, crank regrind, etc.; big sump engine, Hardy-Spicer joints, 3.53 axle, 'C' box. Should be available in approximately six weeks.

A.C. sports saloon, 1937, one owner since 1938, original and quite fair coachwork, but big-end gone, hence no reasonable offer refused.

BORGWARD Isabella TS 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£175**

HUMBER Pullman Estate, 1952, the so-called Safari wagon, 4-litre side-valve engine, six-seater, loads of luggage space, new tyres. All-timber coachwork needs some renovation, but chassis sound and remarkable value at **£75**

MORRIS 10/6 saloon, 1935, one owner until 1965 and in surprisingly good order. **£95**

TATRA rear-engined V8, *circa* 1937/8; this is the big 4-litre model; body needs repainting but interior has been retrimmed, engine has been completely overhauled but not yet re-assembled, chassis can be presumed to be very sound. As seen. **£250**

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 and therefore eligible under Griffiths formula. **£275**

VINTAGE

B.S.A. Ten twin-cylinder air-cooled 4-seater tourer, 1924, extremely well restored to original standards and a very practical, but highly unusual vintage car offered at a figure representing considerably less than the cost of restoration. **£650**

1929/30 CHRYSLER, believed Model 70, on wood wheels, chassis only with bonnet and scuttle, but in running order. **£65**

DAIMLER 25-h.p. sleeve-valve, 1928, hearse body, complete and quite sound. As seen. **£95**

FIAT Model 503 (square radiator), 11-h.p. 1927 saloon, Italian coachwork, very complete and original, needs repainting and some work on interior, but believed mechanically sound. As seen. **£125**

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£575 O.N.O. M.G. MIDGET 1966, WHITE, 10,600 MILES, £100 plus of modifications and extras. W. G. Weaver, Swallow Cottage, Cutrall Green 611, nr. Droitwich, Worcestershire. (8758

AUSTIN RUBY, 1936. ONE OF THE BEST. SPARE engine etc. Garage space wanted hence offers over £55. Box 0231. (8759

ROLLS-ROYCE 20/25 1935. HOOPER SALOON WITH division, black. 52,600 miles. History. Excellent condition. Tel.: Beaconsfield 3039. (8760

1927 AUSTIN 12/4 OPEN ROAD TOURER. BEAUTIFUL and perfect. New upholstery. Host spares. £350. No offers. Details Box 0232. (8428A

RILEY 2½-LITRE D.H.C. 4/5 SEATS. VERY RARE AND beautiful car. Collector's item. Photo and details on page 986. (8758

FORD MODEL T, CIRCA 1924, ONE TON, CHASSIS, engine, gearbox, axles. Austin heavy 12/4, 1930/31 chassis, engine, gearbox, axles. Austin 14/6 saloon, 1935. Duff, Westcraig, Forfar, Angus. (8851

1938 KESTREL BLUE STREAK. USED DAILY. AVERAGE condition, £70. Tel.: Great Dunmow 2450. (8852

AUSTIN 12/4 1930, 2-SEATER WITH DICKEY, ORIGINAL and in excellent order, tough not concours, taxed and tested. £170. *Wolhampton 3383* (evenings). (6853

CHEVROLET BEL-AIR 2-DOOR PILLARLESS, V-8, automatic, radio, heater, l.h.d., taxed, tested. £97 10s. Wolhampton 3383 (evenings). (8854

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1930 ALVIS 12/50 TOURER. CROSS & ELLIS BODY near concours condition. Manchester-Blackpool Rally '67, £500. Tel. Great Harwood (Lancs.) 3520. (8858

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MASERATI 2-LITRE G.T. 1955 (REGD. '60). MULTI-tubular. Fabulous alloy body. *Griffiths formula racer?* Cost over £8,000. Only 18 built. £575. Box 0215. (8863

1937 ASTON MARTIN 2-LITRE SALOON ABBOTT coachbuilt. 500 miles. Complete rebuild. Immac. and rare. £500. *Pair (T.W.R. Acton) cast* All acetylene side lamps. 8 Jour clock (Chenard & Walker). Immac. Howard, 177 Market St., Hyde, Cheshire. (8864

1931 ROLLS-ROYCE CONTINENTAL PHANTOM II. *Beautiful flared wing close coupled saloon coachwork,* built by H. J. Mulliner to the original Continental design, and light-weight specification. Sunshine roof and rear mounted twin spares. The engine has been *overhauled by Rolls-Royce specialists,* and the radiator completely rebuilt and replated. No expense has been spared in restoring the coachwork including re-upholstery in Connolly's "Vaumol" hide. Circumstances force sale for £1,500 which barely covers cost of work done. S. E. L. Sturgeon, 19 Millfield Close, Rustington, Sussex. Rustington 2626. (8865

1962 MORGAN PLUS 4, 4-SEATER, B.R.G./BLACK, exceptional condition, bodily and mechanically, £420. Rogate 320. (8866

AUSTIN 11/9, 1935. MINT CONDITION. DAILY *runner,* one owner from new. M.o.T. Taxed. £40 o.n.o. TAD 2505. (8867

A SUPERB JAGUAR XK140. CARMEN RED. GOOD weather equipment. Tonneau cover. Michelin X. £175 o.n.o. Tel.: Newport (Mon.) 74102 (after 5 p.m.). (8868

1953 M.G. TD II, GREY WITH RED UPHOLSTERY, heater, spot, rack, Cinturatos, l/c head, extractor manifold, *sports cam, balanced,* beautiful condition. £245. Bonner, The Homing, Bosham, Sussex (Tel.: 2256). (8869

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1962 JAGUAR E-TYPE, F.H.C. SILVER R/INT. S/BELTS, radio, raised comp. ratio, "D" type cams, Konis, new Cints. Known history, beautiful, genuine car. £825 o.n.o. Tel.: (office) Sheffield 27042, (home) Dronfield 3436. *(8871*

1965 SAH, S2 SPITFIRE. COUNTLESS EXTRAS. COST £1,100. Sell or exchange Vitesse. Billericay 2732 (evenings). (8872

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FACEL VEGA 1957, SILVER GREY, MANUAL TRANS-mission, electric windows, Radiomobile, 57,000 miles, one owner, carefully maintained. £495 H.P. 01-723 9114 (days). (8874

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ANGLIA G.T. 1500c.c. ANGLIA DE LUXE FITTED with 96 b.h.p. Cortina G.T. superspeed engine. G.T. clutch *and disc brakes.* Lowered, anti roll bar adjustable rear shock-absorbers etc., etc. Cost £350 to convert. Total mileage since 1,700 miles. This car was not built from an old wreck, but a really good 105E Anglia. £325. *No H.P.* or joy riders, but a part exchange considered. Tel.: 01-228 4893 for a test run. Workshop inspection if required. D. Habgood, 39 Montholme Rd., London, S.W.11. (8880

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SPRITE MARK III, RED. W/WHEELS. CINTURATOS. W/rim steering, radio, tonneau, alarm, immaculate H.P. arranged, £435. Charing 583 (Kent). (8879

1934 MORRIS TEN-SIX OPEN TOURER. £50. TEL.: *Birmingham Midland 5919 (day).* (8881

ROVER 12 TOURER. EXCELLENT, LOW MILEAGE. example of very attractive rare car. Much admired, £145. Cobham 4675 (Surrey). (8882

LANCIA APPIA SPORT 1958 2/4 COUPE BY FARINA 1100c.c. V4 engine. Excellent performance and economy. £165 OHY12 4155. (8883

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M.G.-TF. DARK BLUE, ENGINE RECENTLY REBUILT, recon. g/box, rewired, retrimmed, rechromed. Many extras, spot/fog lamps, tonneau, heater, screen washers, etc. Excellent condition. £385 o.n.o. Tel.: HUL 4808 (M/C). (8885

SPECIAL FORD SUPERCHARGED. TUBULAR STEEL chassis. Tony Marsh built. Excellent condition. Trials, driving test and Autocross South West championship winner. £150. Winter Gardens Hotel, Torquay 38956. (8886

TURNER, MK II, WHITE SPORTS 1962. 1340c.c., w/wheels, spotlights. Excellent condition £350 o.n.o. Tel.: Barnes, High Wycombe 30896 (evenings). (8887

1935 ROLLS-BENTLEY 3½-LITRE ALUMINIUM SPORTS saloon, regular use, £425. Tel.: 01-440 4165. (8888

AUSTIN CHUMMY, 1927. IMMACULATE CONDITION. Magneto engine. Offers. Cooper, 35 Vernon Rd., Leigh-on-Sea, Essex. Tel.: Southend 75835. (8889

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1966 MORRIS COOPER, 12,000 MILES, WHITE/BLACK, seat belts. Immaculate £450. 021 WOO 3230. (8891

1935 *ASTON MARTIN MK II LONG CHASSIS* TOURER. Completely rebuilt and in concours condition, £525. 1964 Lotus Cortina with most 1966 modifications. Fully rally equipped—offers. Tel.: Aberkenfig 645. (8892

CORTINA SUPER ESTATE. SERIES 1. COST £870, accept £699. 5 months guarantee left. Perfect. Ermine white, black interior. Genuine reason. Batson, 5 Claydon Close, Aylesbury, Bucks. Aylesbury 2261 (office). (8893

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M.G.-TD II. EXCELLENT CONDITION, RUSTFREE, resprayed year ago. Almost new X's. Luggage rack, *sealed beam* lights and new battery. M.o.T. March '68. Steering renovated, rebore, new crank, bearings, valves, guides and rocker shaft all recent. £280 o.n.o. Tel.: Leamington 24081. (8895

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Consistent with our policy of maintaining a stock of *interesting* vehicles at every price range and in varying conditions, so that we may satisfy enthusiasts of all types, we have for sale this month cars as widely different as a **1923 Vauxhall 23/60** *which we are completely* rebuilding and rebodying — and for which we shall ultimately require a good deal of money; a **1934 Wolseley Hornet** Salmond coupé which we are fitting with new bearings and so forth; and a **1928 Sunbeam 20** saloon which is all there but really needs rebuilding, at **£100.**

It is worth noting, too, that the majority of cars which pass through our hands do so so quickly that they are not advertised at all, and enthusiasts are therefore invited to write to us at any time stating their requirements, which we shall always do our best to satisfy.

Our sales side apart, we are now *in a position to carry* out rebuilds, restorations and repairs on customers' behalf, to any extent and upon any make of vehicle. We shall be happy to discuss enquiries for this service at any time, and to exhibit examples of our work, as required.

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ENTHUSIAST'S 1961 MINOR 1000 SALOON, 39,000, equipped new engine, polished c/head, Cooper camshaft, valves, and twin carbs. Vastly improved performance, normal 40 m.p.g. New tyres, brakes, heater. Safety belts, r/lamp. Mechanically guaranteed, £245. 3 Eastnor Close, Battenhall Rd., Worcester. Tel.: 22367. (8896

M.G.-TC, 1949. £210. TAXED. M.O.T. RECONDITIONED engine/gearbox, sound in body, very smart, photographs on request. 031-334 4370 (Edinburgh). (8898

AUSTIN HEALEY 3000 MK III, LATE 1964, B.R.G. Wire wheels, overdrive, five new X.A.S. tyres, heater, Servo., safety belts, woodrim, tonneaus, luggage rack, many extras, unmarked condition. £625. For appointment, write please to, Hilton, 52 Wray House, Elystan St., London, S.W.3. (8899

SPRITE MK I B.M.C. RECON. ENGINE, LOW mileage. Many extras, coachwork and mechanics in immaculate condition. Impending infant only reason for sale, £225. Tel.: Reigate 42927 (evenings). (8900

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ROLLS-ROYCE SEDANCA LIMOUSINE, EXCELLENT only. Photos returned. Box 0170. (8514

PHANTOM II CONTINENTAL, SHORT CHASSIS. Prefer open coachwork, but will consider any. Particulars to: Dr. R. G. Valpey, 1511 Hollydale, Fullerton, California, 92631, U.S.A. (8515

WANTED CORTINA GT, GTS, LOTUS OR SIMILAR, have for part exchange immaculate Cooper and up to £165. Details, Plot 32, Abbots Park Estate, Abbotskerswell, Newton Abbot. (8516

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S.S. JAGUAR 100 IN ORIGINAL CONDITION. FULL particulars and price to, J. H. Mathew, Willowby, Tavistock, Devon. Tel: 2858. (8518

WANTED, SPARES FOR 1932 HUMBER 16/50, ALSO complete 2-seater coupé. Registration Nos. H or JH low number. VW headlamps and radio. Box 0172. (8519

MOTOR SPORT. PRIVATE ENTHUSIAST COLLECTOR would like to acquire any issues prior to November 1931 (volume 8) to complete collection. de la Rue, Halford House, Charles Street, Leicester. Tel.: 21216 (reverse charge). (8520

LAGONDA RAPIER AYM 787 WOULD THE PRESENT owner, or anyone who can put me in touch, write! Walwyn, Pantiles, Charlton-Mackrell, Somerset. (8521

WANTED, REAR HUB FOR WIRE WHEELED M.G. TF, any condition. For sale M.G.-A TD/TF and Y model spares. Pearson, 42 Cunningham Park, Harrow. Tel.: HAR 9829 (evenings). (8522

RILEY ALPINE 14/6 1933 CYL. HD. AND BLOCK OR *complete engine urgently required.* Will collect. W. Gilchrist, (R.R.G. 245) 31 Williamswood Pk., Netherlee, Glasgow S.4. (8523

WANTED M.G. TC ALLOY ROCKER COVER, *original pattern preferred.* Also old M.G. sales literature, state prices. M. Green, 3 Bodmin Close, Kesgrave, Ipswich, Suffolk. (8524

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WOLSELEY 6-80 1951, WORKSHOP MANUAL WANTED, Cove, Knole Park, Almondsbury, Glos. (8761

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ROLLS P111 WANTED. BODY TYPE AND CONDITION fairly immaterial but some evidence that chassis has been well cared for required. *Please write to* J. Sumner, 43 Fentiman Rd., S.W.8 with photograph if possible which will be returned. (8765

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WHEREABOUTS OR FATE OF BENTLEY SPEED SIX Gurney Nutting Saloon, 1930. PG 7583. Chassis LR 2795, Engine LR 2799. Goddard, Barnfield, Dunsfold, *Godalming, Surrey.* (8773

JOHN BRITTEN

Here is a word of advice from me: purchase a sports car from (yours truly) JB. Today is the first day of my summer holiday and I am typing this screed at home prior to departing in search of the sun in the company of why funk ids. Unfortunately I have left our list of cars for sale at the office and nothing on earth would persuade me to return there today, so as regards this month's ad., E. & O. are strictly E. Our Moscow Road establishment, conducted by Hutchings & Morley, is now a TVR agency. I wanted to show you a picture of one in the showroom but it got sold already. However we will have two new kit-form (easy week-end build) TVR 1800S Mk. IVs in stock by Oct. 1st. The price is £998 which includes radial ply tyres, oil cooler for the MG-B engine, wood-rim wheel, tinted rear window, cig. lighter and copious instrumentation. Also on display at Moscow Road until mid-October is the Ashley GT hard-top, soft-top, numerous other extras, one lady owner, £445. I believe we have a '65 and a '66 but am not sure about the prices. Also a fully equipped 1962 Midget in white, as shown below, at £340, and a cheaper 1962 Midget, one owner, red. Triumph Spitfire Mk. II, 1965, white with black trim, one owner, £490. MG-B, 1964, BRG with black leather, overdrive, radio, Cinturatos, £595. Several other MG-Bs in stock. Honda Benly 125 twin, 1964, tuned engine, 14,000 rpm rev.-counter, fairing, electric start, 12,000 miles, cost over £250, eat breakfast off whole thing, £90. Bath-chair, £20. Old car, £10. Many more sports cars that I can't call to mind at present. When phoning Arkley to enquire about stocks, ask for Andrew and when he comes to the phone say "Have you Macleaned your cars today?" This will guarantee you a friendly reply. Cinturatos by the hundred, 25% discount. Trelle-

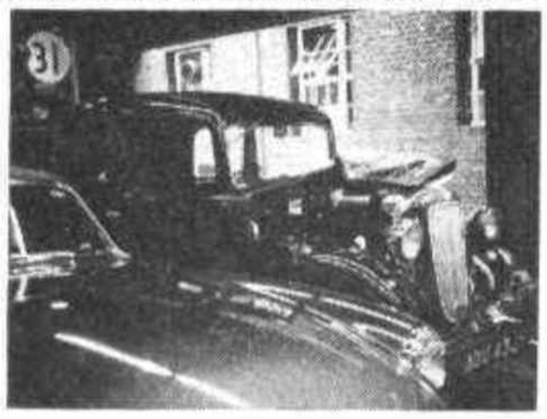


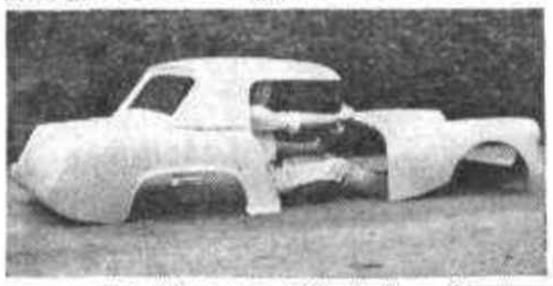
borg radials, as fitted Saab/Volvo by the canr y Swedes, special offer 35% discount, only 155–13 left. T/borg cross-ply tubeless 32½% discount.

new rear-engine Unipower GT. A very advanced design using Mini-Cooper power unit and running gear (which carry BMC warranty), square tube space frame chassis, and while in the photo it looks quite large it actually has tiny but superbly proportioned 2 + 0 GT coachwork. I should think that at 40½ inches high it is the lowest closed car ever produced for road use — it's waist high to a 5ft. 9in. man without sacrificing headroom or ground clearance. The 998 engine sends it quite a long way beyond 100mph and the price (kit-form) is in the very vague region (I don't even want to *phone* the office) of £850. You can pay extra for 1275 'S' engine, Minilite wheels and things. You're liable to find all sorts of odd cars at Moscow Road and when I last called in they had an old Austin Seven Ruby of 1935 non-vintage for which they want the ridiculous price of £150, but I must admit it's fully restored, eat breakfast off engine, sun-roof, opening windscreen and windtone horn (the wind being of the



Many special offers in brand new and unused RQ tyres (slightly blemished but nothing to fret about). From 37½% to 50% discount on Cinturato, SP3, SP41 and G800 RQs. Ring Barnet 1146 and Tubeless Tyler will give you a quotation. Also a special purchase of brand new unblemished first quality factory fresh, fully wrapped, Goodyear G800 radials, fine-line white-wall one side only, size 155–13, 40% discount. Michelin XAS, all sizes including the new 165–14 for Rover 2000 and MG-B, a miserable 21% discount but I doubt if anyone else will even give you that much. The mechanics are now refreshed after their summer hols. and we can again accept bookings only a few days ahead for Vane electronic engine tuning, 1-day service, fixed labour charge with no hidden extras; why put up with a rough engine lacking power, using too much



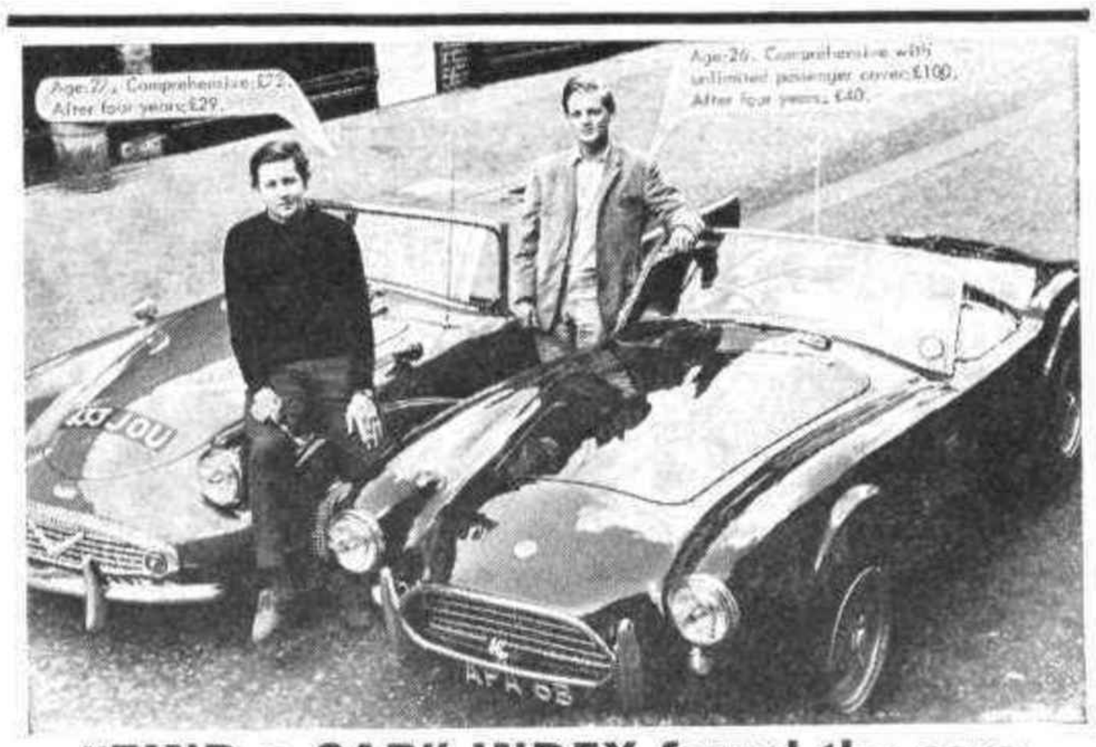


indigestible variety), all in working order. Beaulieu award winner too. To get down to the serious business of selling you a sports car, we have TVR Griffith 200, 1965, red, black trim, Cinturatos, leather steering wheel, limited slip diff., £990. Jaguar E-type roadster, 1963 model, opalescent dark green, black mohair hood, one lady owner, radio, record player, 31,000 miles, £820. Jaguar E-type fixed-head coupé, 1962, white, red interior, radio, excellent history, 35,000 miles, £820. Triumph TR4, 1964, signal red, black interior, overdrive, Cinturatos, £590. TR4, late '63, with 1964 features, conifer green, steel hard-top and Surrey top, Cinturatos, £550. A vast selection of Sprites and Midgets, about which I can never think of anything excruciatingly funny to say, but in my opinion they are the best value of all second-hand sports cars, and if you're going to get one you might as well buy it from the man who races one with such monotonous regularity. Roughly 10/- of the price of each car goes to pay for our motor racing exploits, but if you are prepared to stand at the top of our drive shouting "Down with Motor Racing" you may have 10/- discount off any car. 1963 Spridget (i.e., a Sprite with Midget chromework), signal red, new black hood, 1098 engine and disc brakes, new SP41s, £395. December 1963 Sprite, Iris blue, Cinturatos, tonneau, detachable radio, £365. Late 1964 Midget,

petrol and inclined to stall? Lenham GT conversions for Sprite and Midget, from £35; complete fastback rear body with fittings available from stock, also the one-piece Mk. II Sprite shape fibreglass bonnet and the more expensive "little E-type" competition bonnet. Leaflets upon request. Also, as shown in picture, we now do a Mk. II Spridget standard rear body with integral hard-top, the easiest way to convert your special-bodied car for next season's *marque* racing. £93 buys you the complete car as shown, all you need is a few wheels and things. HP with 3rd party insurance, quarter down and 36 months to pay, slightly larger deposit wanted for 9-year-old cars and over. Open to 7pm, closed Sundays. Closed lunch-time Sats. Moscow Road is off Queensway, top left-hand corner of Hyde Park. Arkley is 1 mile West of Barnet.

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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1964 BOND EQUIPE GT. One owner, 31,000 miles, pale blue, fitted Pirelli tyres and radio, obviously well maintained **£495**

1967 B.M.W. 1800 saloon. Terrific saving on original cost of £1,500 as left hand drive, red/black interior, Bluespot radio, 8,000 miles **£945**

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1963 DAIMLER SP250. Maroon with grey interior. Bills for over £250 for new gearbox and brakes recently fitted. New Pirellis **£645**

1961 DAIMLER SP250. Opalescent silver grey, fitted matching hard-top, new Pirellis all round, well above average condition... ... ... **£495**

1964 JAGUAR E-type roadster. Immaculate in Carmen red with matching hard-top, black interior, radio, Waso lock. A most genuine low-mileage one-owner car **£1,095**

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1962 LOTUS Elite. Extremely attractive car in red with black interior. This is the Special Equipment model with ZF gearbox etc. **£595**

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1960 PORSCHE Cabriolet. Red with detachable black special Reutter hard-top and leather interior. Unusual 4-seater interior **£695**

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1965 TRIUMPH TR4A roadster. With detachable hard- and soft-tops, overdrive and radio. White with black interior, one owner, low mileage **£745**

1964 TR4. Surrey top version in B.R.G. with black interior, overdrive and radio. Very well kept **£645**

1962 TRIUMPH TR4. Surrey top version, also B.R.G. with overdrive ... **£515**

1966 JAGUAR 3.8 S. One owner, automatic gearbox, power steering. A most beautiful and genuine one-owner saloon... ... ... **£1,445**

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ACECA-BRISTOL D2 WITH OVERDRIVE 1960/2. CON-sider Daimler unit. Tel.: Buntingford 282. (8778

MUST FIND FN/B.M.W. 319 OR 315, SMALL TWO-seat, alloy body, sport, important to my mental health, any condition, would like one complete. Fenton, "Zara", Links Green Way, Cobham, Surrey. Oxshott 2868. (8779

LITERATURE OR PHOTOGRAPHS ETC., ON M.G.-S from earliest to TF. N. Webb, Clover Hall, Sandford St. Martin, Oxford. (8780

WANTED, INFORMATION AS TO WHEREABOUTS OF Wolseley Hornet Special AXL 309, 1932 Eustace-Watkins body. Neville, Talbot Rd., Rushden, Northants. (8781

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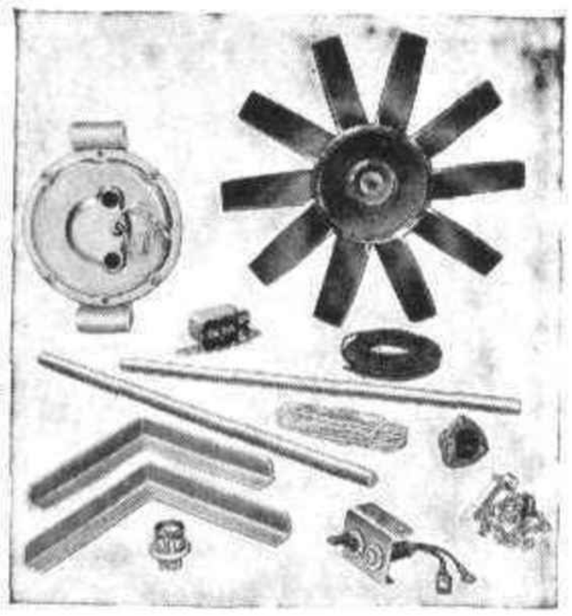
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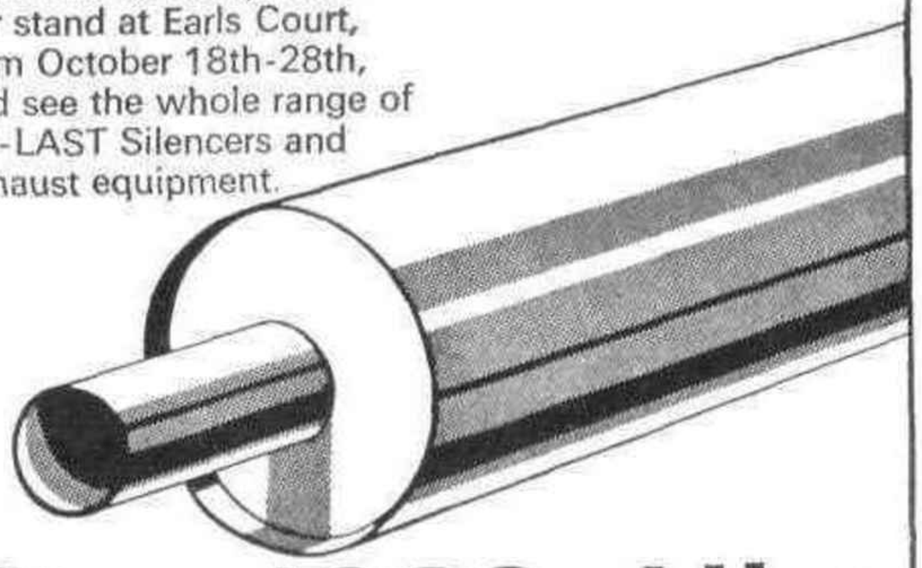


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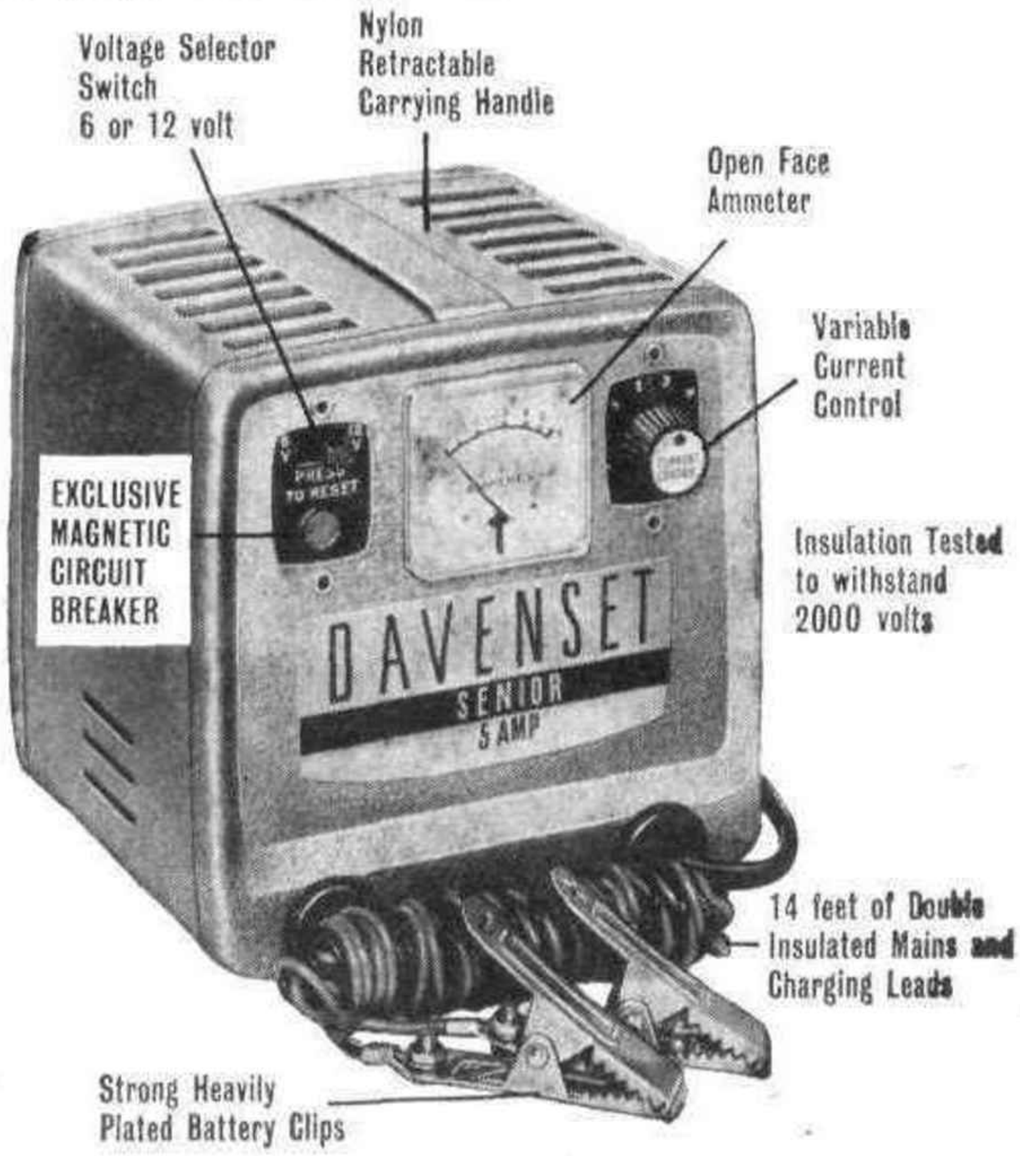
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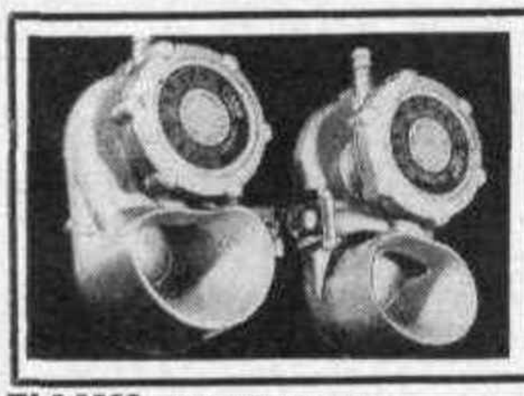
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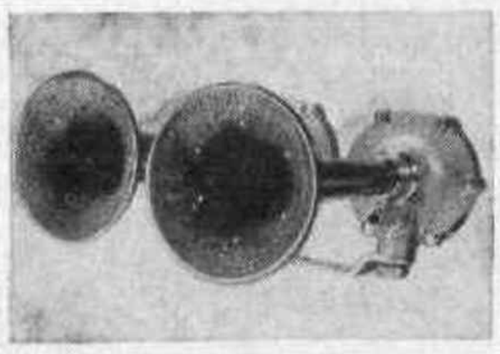


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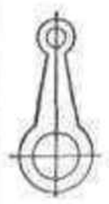
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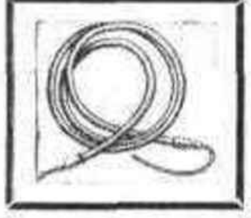
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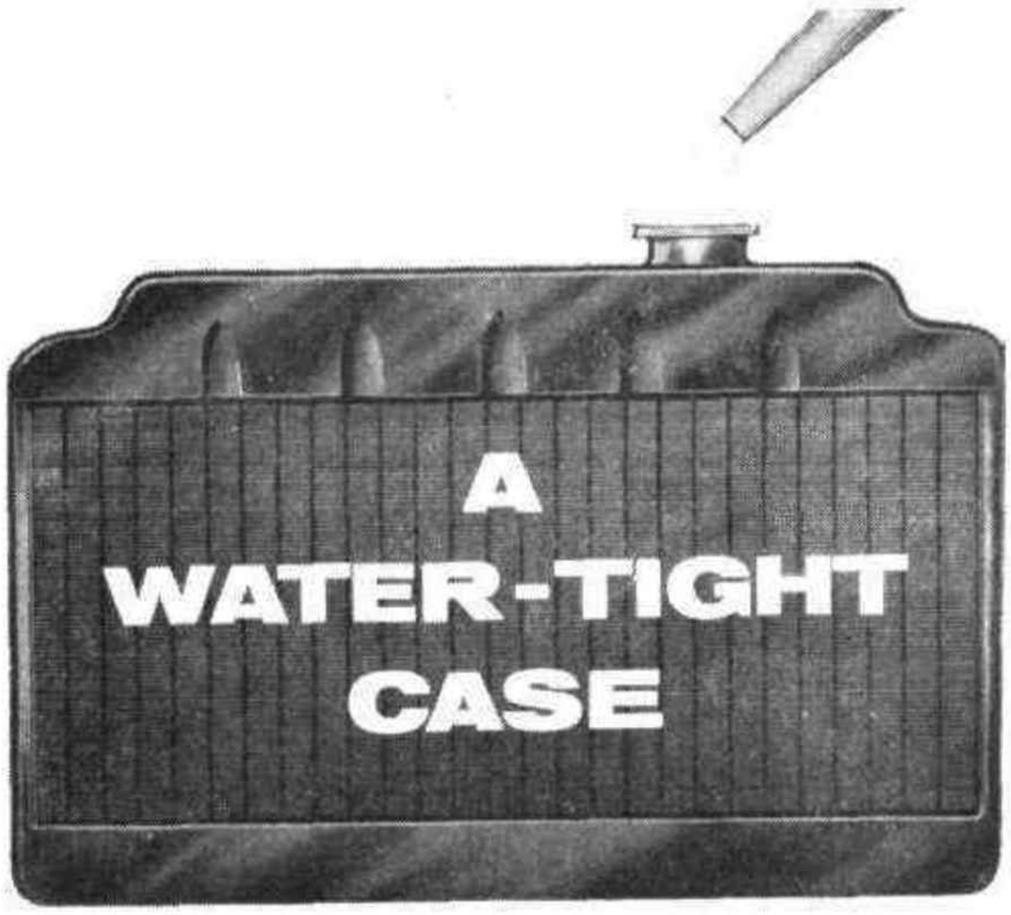
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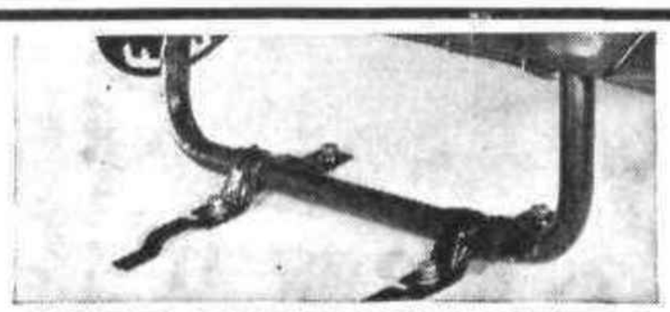
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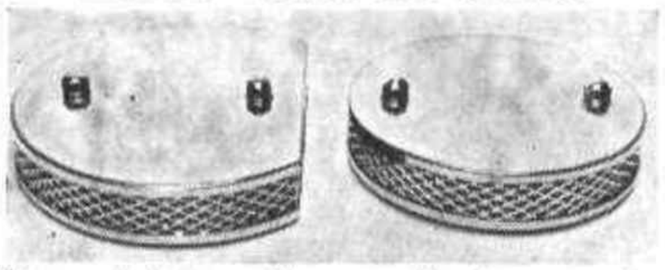
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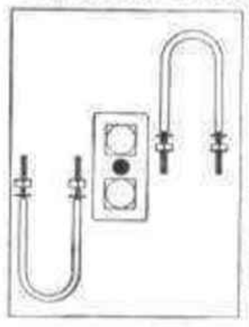
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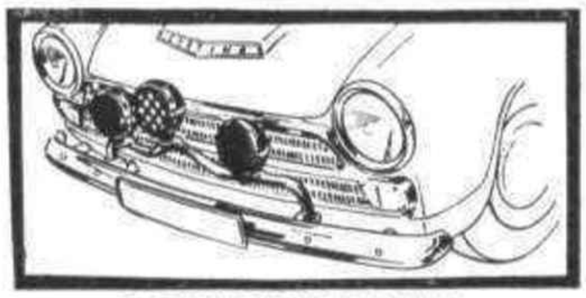


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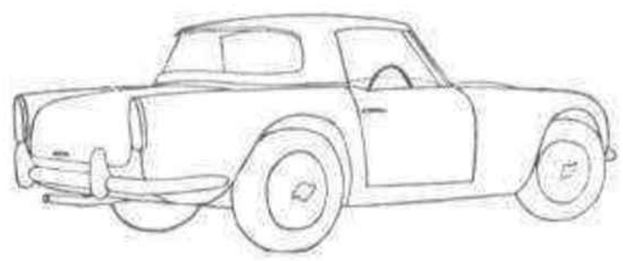
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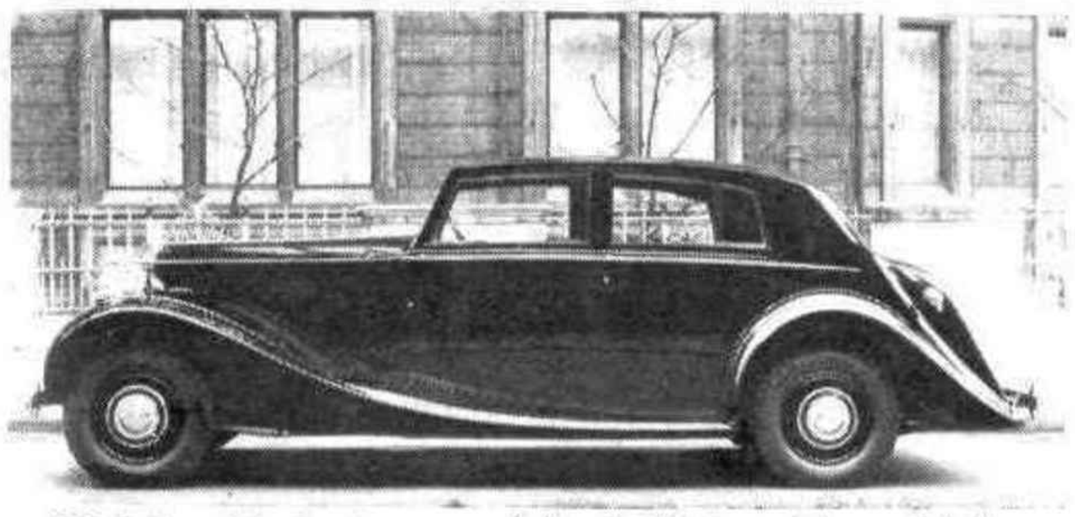
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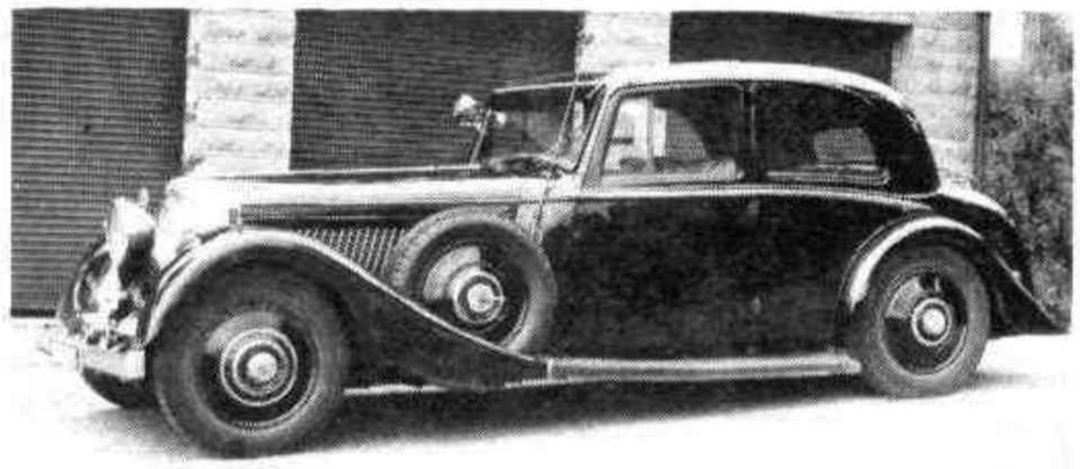
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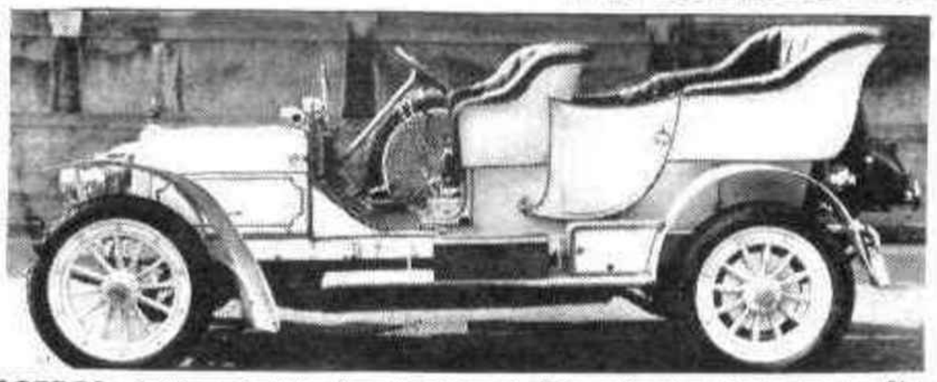
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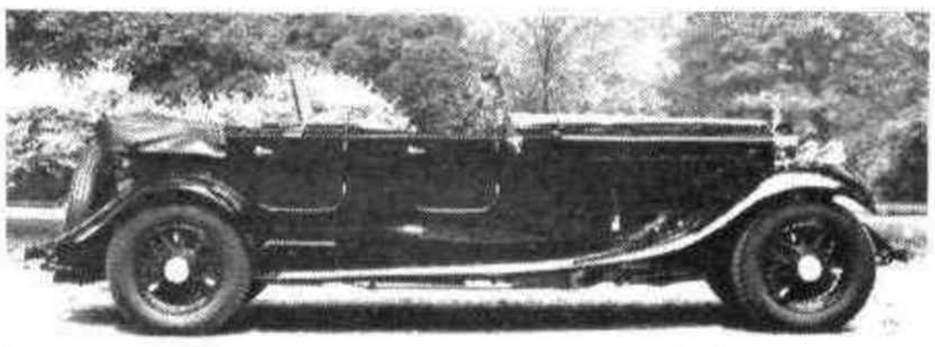
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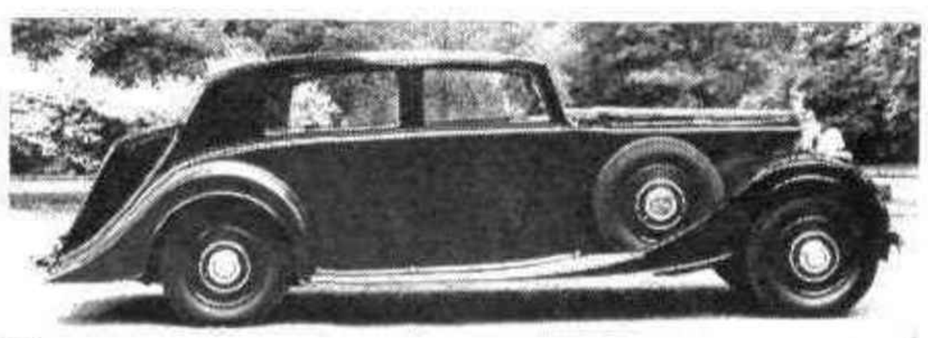


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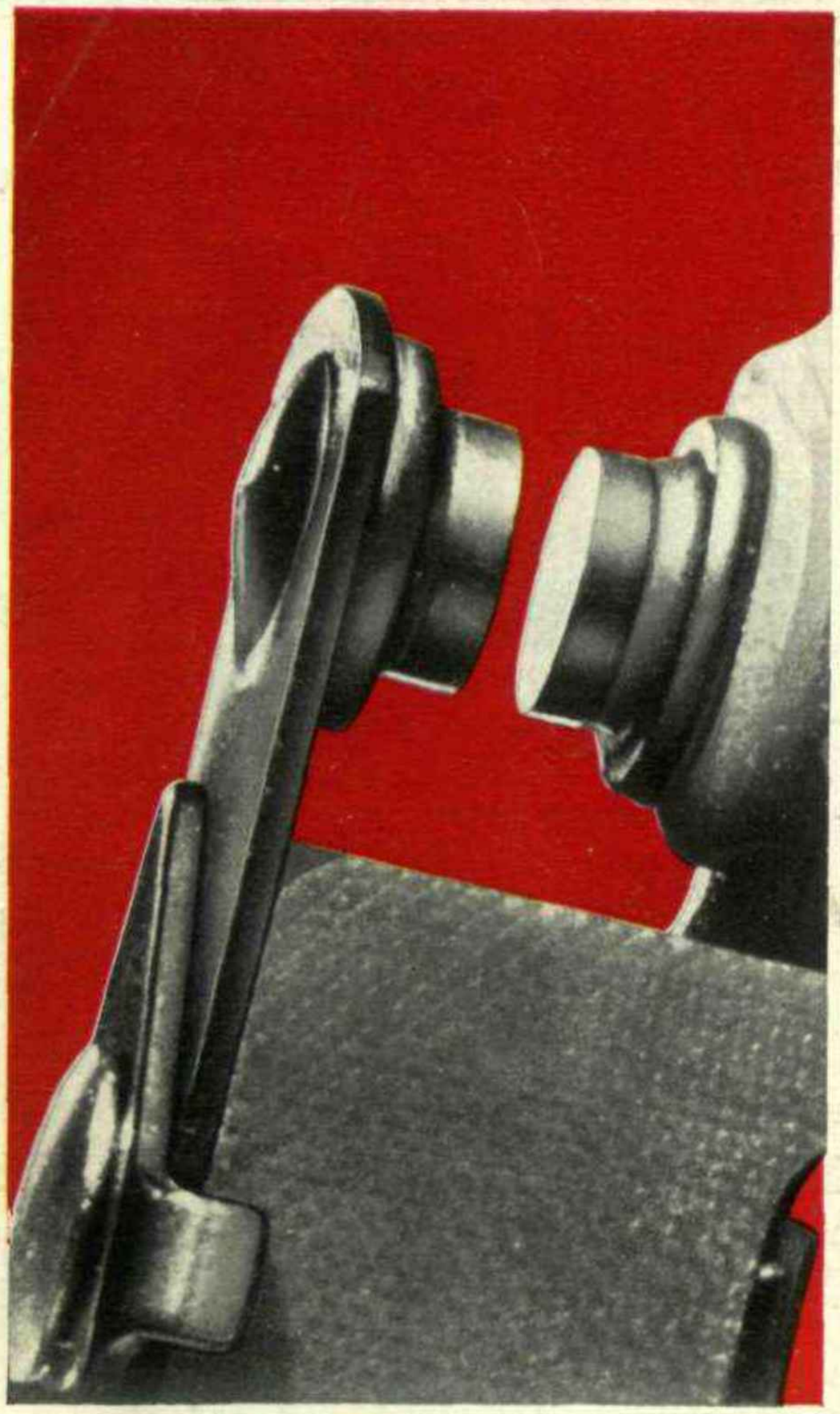
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YOU ARE INVITED TO INSPECT LONDON'S LARGEST STOCK OF PRE- AND POST-WAR CARS
WE URGENTLY WISH TO BUY ANY GOOD ROLLS-ROYCE OR BENTLEYS, OR ANY CLASSIC CARS

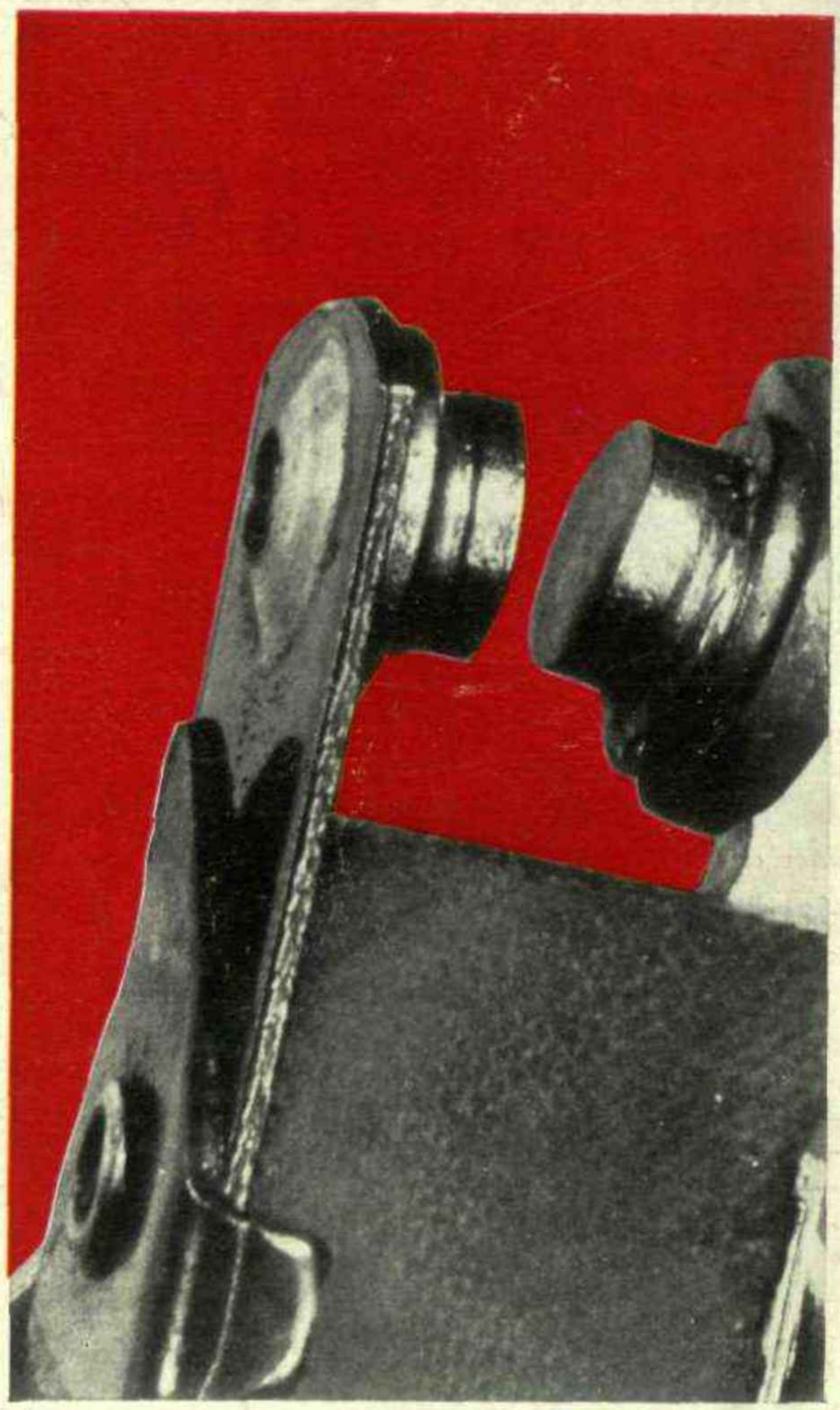
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E. & O. E.



Joe Lucas's contact breaker



Joe Soap's contact breaker

So where's the difference?

If your car is British, in 90 cases out of 100 the makers will have fitted a Lucas contact breaker.

So when you need a replacement contact breaker, if you specify Lucas you get a component made on the same machines as the original, using the same materials. You get what your car maker specified in the first instance.

But if you are sold Joe Soap's copy, nobody knows what you're getting. No one is staking their good name on it. And you have no come-back if it's a dud.

And here's the funniest thing of all.

Joe Soap's imitation is no cheaper than the genuine thing from Lucas! A middleman somewhere may make a bit more profit on it (that's how Joe Soap stays in business) but you won't save anything.

So tell your garage: replace Lucas with Lucas.

LUCAS

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