Vol. XLI No. 11 TWO SHILLINGS November 1965

MOTOR SPORT

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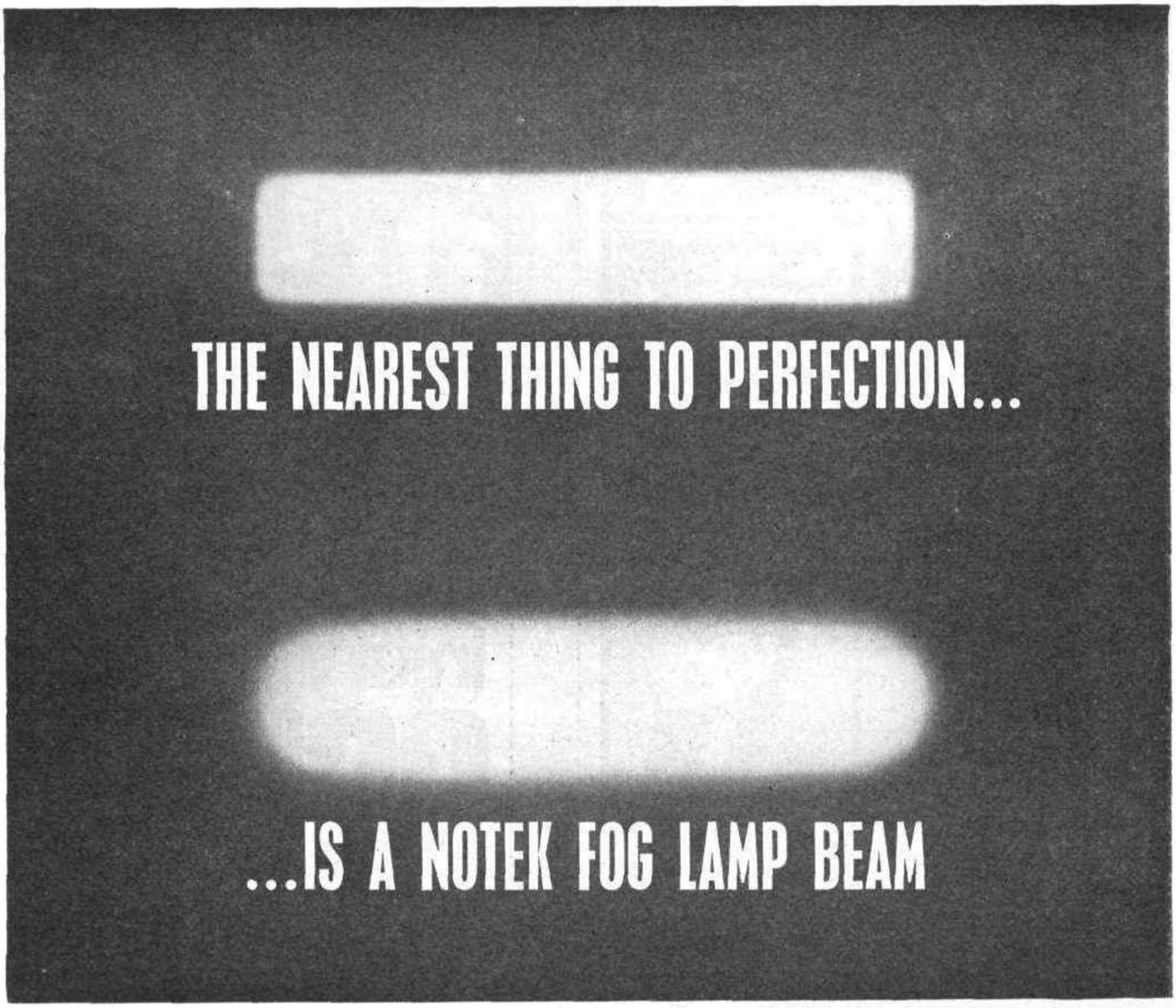
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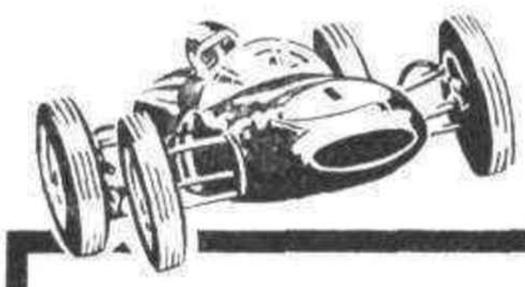
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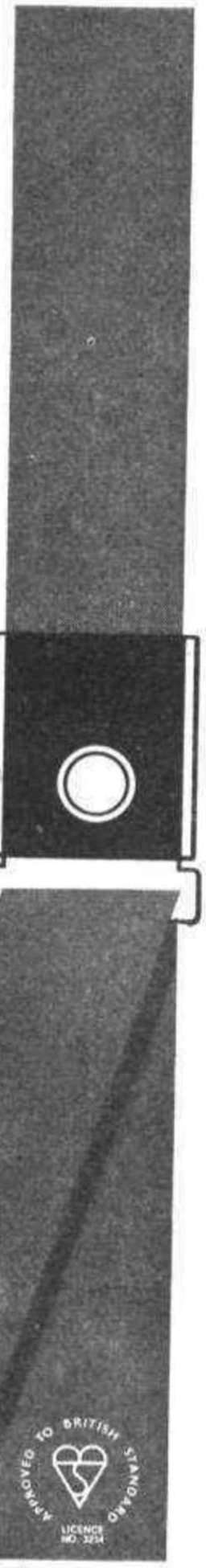
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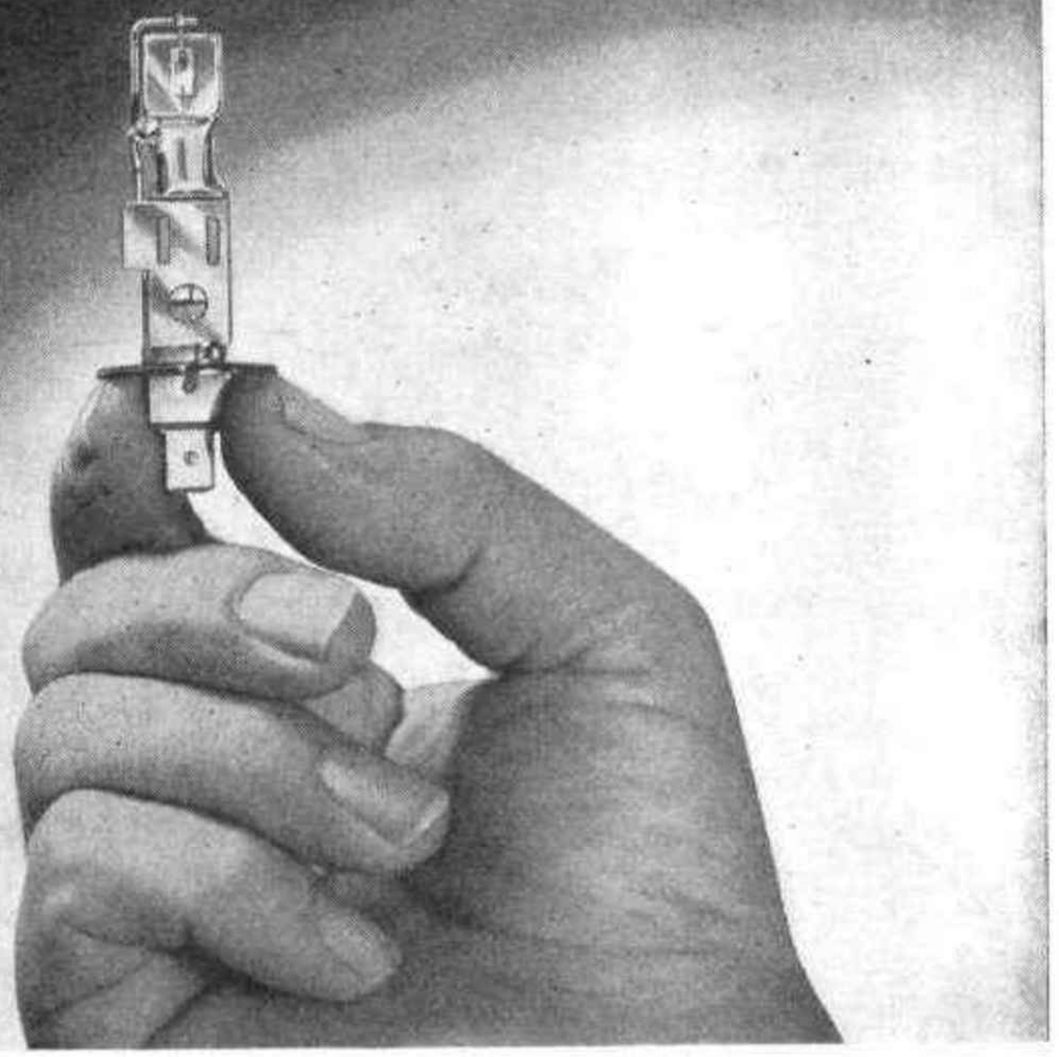
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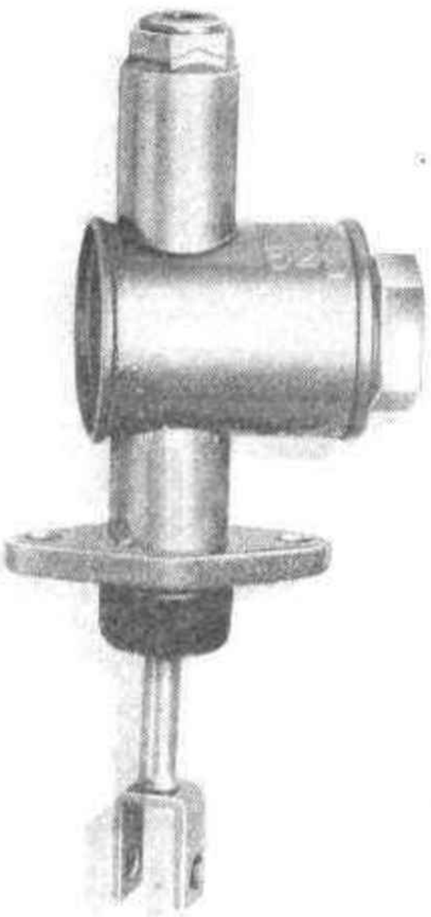
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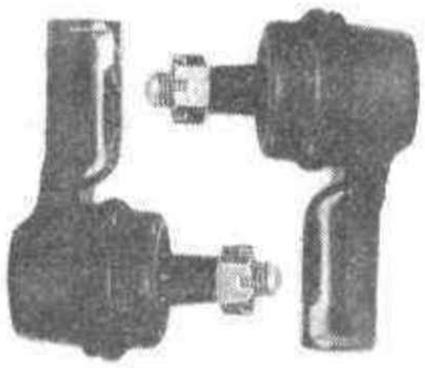
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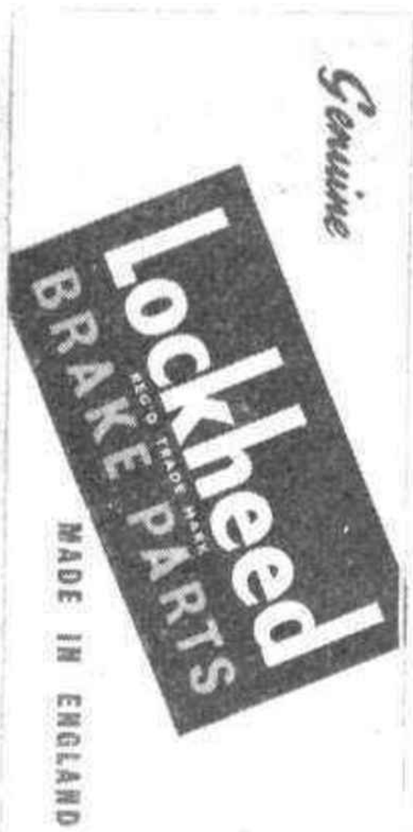








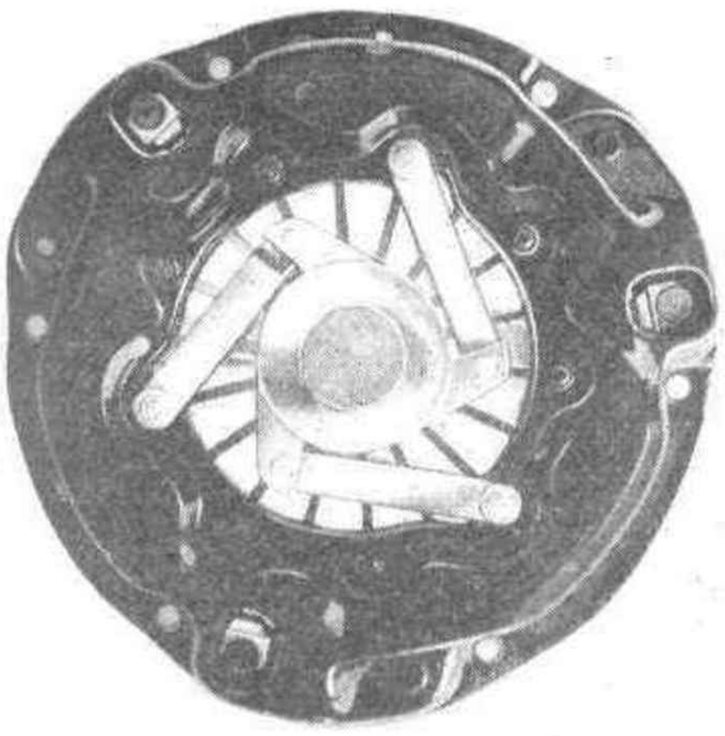


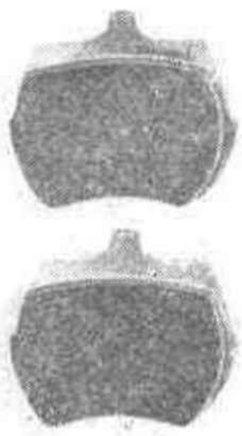


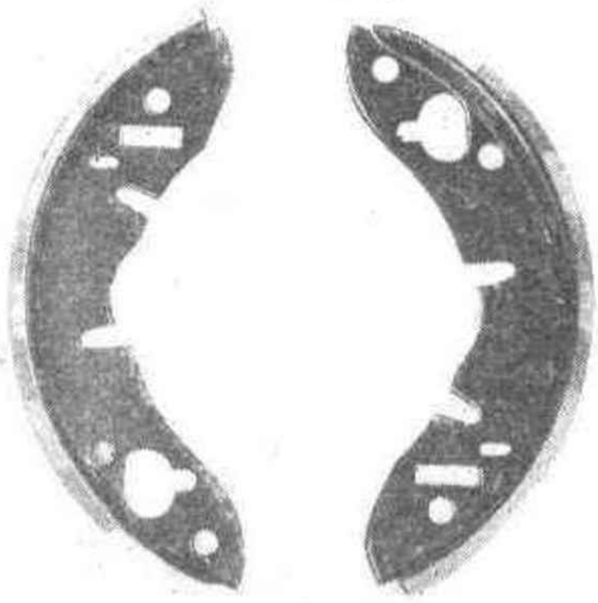




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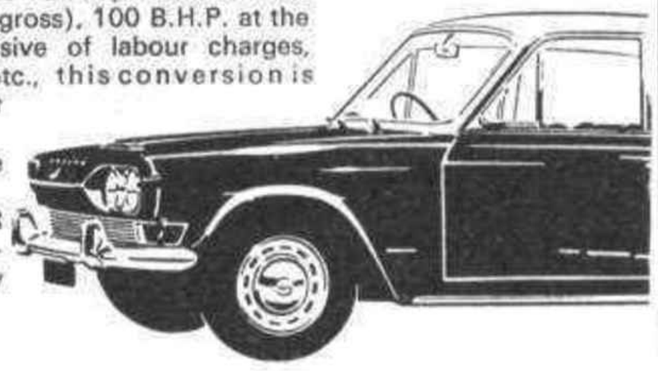
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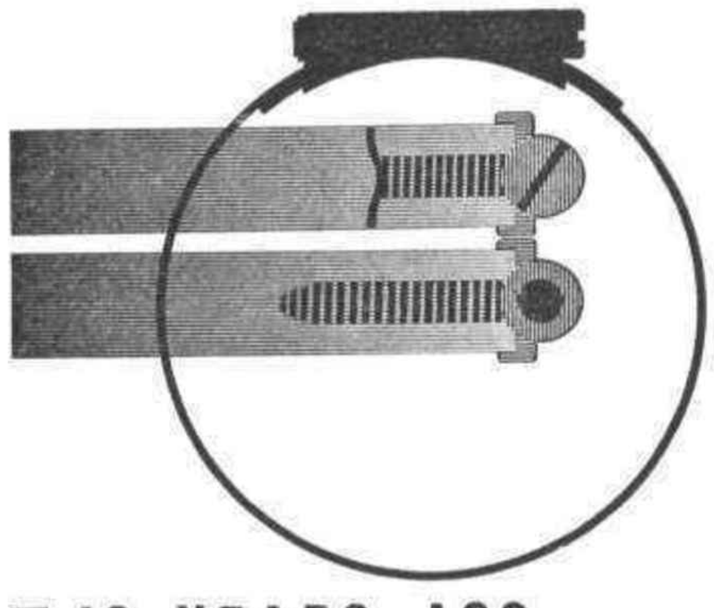
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'Few cars in our experience combine so well the sumptuous comfort of a quality saloon with the handling and performance of a good sports car . . . the road-holding is superb . . . the four-speed all-synchromesh gearbox—one of the best we have ever tried.' ('Motor' Road Test, 15 July 1964)

We are equally impressed with this astonishingly fast 5-seater saloon—one of the most beautifully made cars we have ever handled. See the BMW 1800 TI now (and its sister model, the 100 m.p.h. BMW 1800) at the Showrooms below. Then arrange a test drive—the *only* way to appreciate a BMW's combination of luxury and performance.

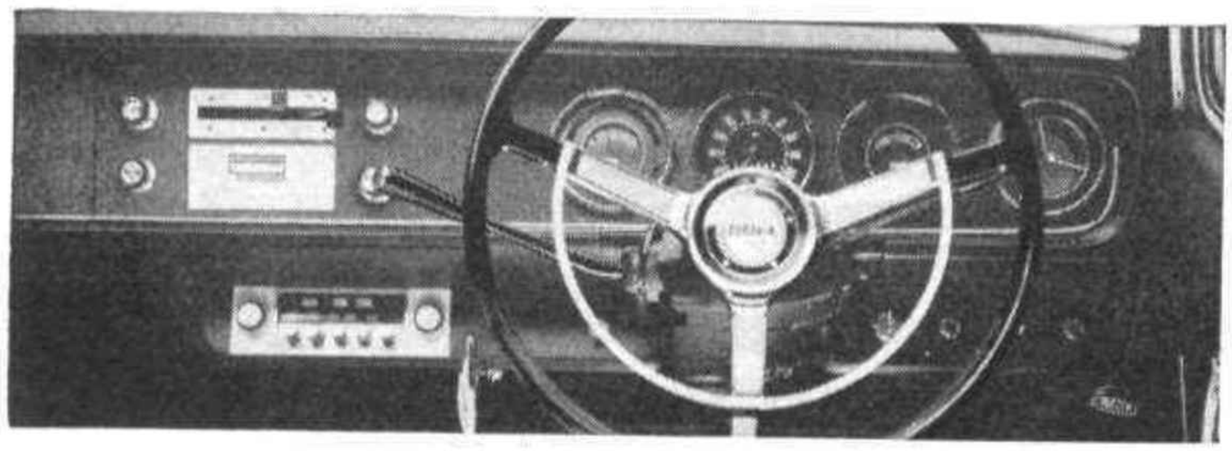
1,773 c.c. engine, developing 124 b.h.p.; twin double-choke Solex carburettors; reclining seats; 4-speed Porsche-type all-synchromesh gearbox; 109 m.p.h., 0-60 in 11.3 secs. £1,748 (inc. P.T.)

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Fresh ideas about ventilation. Ordinary car heating and ventilation systems have no proper means of extracting stale air. Corsair's wonderful new Aeroflow system changes all the air in the car every 40 seconds. Twin extractor vents at the rear take away the used air; movable ducts at either end of the facia control the direction of incoming fresh air. To complete your comfort, there are simple controls to adjust both temperature and rate of airflow.

Design for high living. Everywhere in the new Corsair V4 you'll find evidence of the most careful attention to detail and finish. There's a new facia with redesigned instruments and controls; new, elegant trim on the bench seats (bucket seats are optional). White sidewall tyres are optional and there's a wide range of FoMoCo accessories to choose from, such as the radio and wheel trims shown on the model illustrated.

Impressive facts for the hard-headed. Corsair's new engine, with its cross-flow head, short stroke, bowl-in-piston combustion chambers and stud-mounted rockers, extracts a remarkable amount of power from 1662 cc. It also provides the sort of low-speed flexibility which makes traffic driving a pleasure.

You'll find the new Corsair V4 a pleasure to drive in other ways, too—for instance, a new, more positive gearshift linkage, new feather-light diaphragm clutch and reflex accelerator pedal make for silky gearchanges and less fatigue all round. The front disc brakes are now larger, the rear drums self-adjusting. Maximum speed is nearly 90 mph (up to 100 mph for the GT) and acceleration from 0 to 60 mph takes only 16.5 seconds (14.0 seconds for the GT).

Delivered price (inc. tax): Corsair V4 De Luxe £785, GT £909

NEW **CORSAIR** 4 Ford

VOL. XLI No. II

THE LAST PISTON-ENGINED CAR TO BREAK THE LAND SPEED RECORD—see pages 986-991

NOVEMBER 1965

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH

FORTY-FIRST YEAR OF PUBLICATION

MATTERS OF MOMENT

GUY FAWKES DAY

November 5th is the day when much money goes up in smoke and some people burn their fingers. This year it is the day of Sotheby's first Vintage and Veteran Car Auction Sale.

Pictures, works of art and the better pieces of antique furniture have had their values inflated until they are virtually unobtainable by the majority of house-owners, as a result of auction sales. But very often, when the owner of a great mansion dies, the whole contents of the house have to be disposed of, and the effects come up for sale unavoidably. Those who take their historic or merely ancient motor vehicles to such sales seem, however, to be overcome by a sordid desire for quick and very substantial profits.

This growing inflation of values, this distortion of commonsense in the matter of prices when old vehicles are sold, is detrimental to honest enjoyment of such cars as objects to be cared for and used on the road, perhaps in V.C.C., V.S.C.C. and One-Make-Club rallies and competitions. And, contrary to the views of Maurice Wiggin of the *Sunday Times*, a considerable number of people like vintage cars for more than their rarity value.

It places such cars outside the scope of most of those who intend to run them, as distinct from salting them away until such time as the next opportunity for financial speculation arises; it will very soon make such valuable vehicles almost impossible to insure! It puts, in fact, a new face on an old hobby, tending to make even genuine enthusiasts regard their cars in a new light, for although they may consider that it should be possible to recoup the not-inconsiderable cost of overhauling and maintaining an old car when the time comes to sell it, they are unlikely to feel happy about using in trials and races something which, almost overnight, has come to represent a small fortune. Obviously, prices rise with the deflation of currency, but we consider it, to say the least, optimistic to ask £500 for a just-vintage Austin 7 saloon, to value a vintage sports car, immaculate but not unique, at upwards of £3,000, or to set a minimum value of £800 on a mediocre vintage small car with perhaps a slipping clutch, to quote mythical examples. *The only way to beat such an intolerable situation is to refuse to pay absurd prices.*

BRIGHTON RUN SUNDAY

In happy contrast to the speculators, hundreds of heavily-clad enthusiasts will once again coax pre-1905 veterans from London to Brighton on November 7th, in an R.A.C./V.C.C. event which stems from a lighthearted newspaper stunt in 1927, the forerunner of all the many enjoyable vintage and veteran vehicle runs which have since taken place. Support the veterans by spectating by all means, but please give them steering and pull-up space. Lord Montagu of Beaulieu has again entered the Editor of MOTOR SPORT as driver of his 1904 single-cylinder 6-h.p. Brushmobile, and we hope to get it safely to Brighton for the third time. The start is from Hyde Park, at 8.00 a.m.

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Front Cover Picture: GROWING TENSION.—Pre-race tension grows as the last minutes tick away before the start of the American Grand Prix. With low cloud and the chance of rain, many mechanics and drivers were wondering whether the cars were set up in the right way.

TOWARDS THE POLICE STATE

There is still evidence of time-wasting in the Courts and of unhealthy persecution of motorists by self-imposed informers. For instance, the Surrey police brought a charge against a woman learner-driver because the car she was driving had an L-plate which was 6 in. × 8¼ in. bigger than regulation size. The driving instructor who was in the car was fined £1 for aiding and abetting. Some control of signs and numbers on cars is desirable, but surely a caution would have sufficed, especially in this age of tigers in tanks and toy animals on back shelves, etc.?

According to the *Yorkshire Post*, Donald Leech of Tranby Avenue, Osbaldwick, near York, has been making signed statements to the police about drivers who have exceeded the 30-minute parking limit in York. The A.A. says it doesn't like the sound of this!

Then, testing a very safe £8,900 car on the Cricklade-Cirencester road the other day, we touched 100 m.p.h. on the Clearway, reduced speed, and later came quietly to rest when a roadworks traffic signal bade us STOP. Some minutes later a scruffy van tore down the offside of this two-lane road against the on-coming traffic, swung into the space between us and the stop-sign, and blocked the passage of on-coming traffic. Out of it jumped a morbid-looking man, who rushed up to us, signalled for our driver's window to be wound down (it drops hydraulically, in fact) and thumped loudly on our door panel. The window being lowered, he said we had been driving like a maniac, that he was from the Road Research Laboratory, and that he had taken the car's number. He demanded our driving licence. . . .

By this time, traffic in both directions was stationary and curiosity had caused a roadman to join the van driver at our window; when asked hadn't we driven furiously, this dear old

Continued on page 959

Motoring Sport Events For November

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Nov. 6/7th	Shipley & Dist. M.C.	Arthur Little Ltd.	Shipley	Night Hawk Rally (*R.*)	10.30 p.m.
Nov. 6/7th	Munster M.C. & C.C.	Vernon Mount	Cork	Trials Weekend	7.00 p.m.
Nov. 7th ..	R.A.C.	Hyde Park	London	London/Brighton Veteran Run	8.00 a.m.
Nov. 13th ..	Maidstone & Mid Kent M.C.	Crouches Garage	Ashford, Kent	Harold Sharp Rally (*R.*)	7.30 p.m.
Nov. 14th ..	Tavern M.C. (Bristol)	Cooks Garage	Kingswood	Production Car Trial (*C.*)	11.30 a.m.
Nov. 14th ..	B.A.R.C./Circle C.C.	Brands Hatch	Farningham	Sprint (*C.*)	12.30 p.m.
Nov. 14th ..	Leicestershire C.C.	Great Dalby	Melton Mowbray	John Bull Trial (*R.*)	11.00 p.m.
Nov. 21/26th	**R.A.C.**	**Fortes Airport Hotel**	**Heathrow**	**R.A.C. Rally of G.B.** (*INT.*)	**2.00 p.m.**
Nov. 27/28th	Herefordshire M.C.	Bengry's Garage	Leominster	Rally (*R.*)	10.30 p.m.
Nov. 28th ..	London M.C.	Brands Hatch	Farningham	Race Meeting (*R.*)	1.30 p.m.

CANADIAN GRAND PRIX

ONCE again the Canadian Grand Prix was for sports cars and was held at the Toronto circuit of Mosport. There were five main contenders in this year's race, the new Lola 70s driven by Surtees and Stewart, the Chaparral of Jim Hall, the new, shorter, lighter McLaren, the new Ford XI to be driven by Amon, and the N.A.R.T. 4.4 Ferrari for Rodriguez.

With a field of this nature all should have been set for a very good race, but the meeting was marred by an accident and certain organisational mix-ups. Firstly, Surtees, who was the fastest qualifier, was trying different tyres and attempting to get down to Hall's unofficial fast laps of around 1 min. 26 sec. when the left-hand upright casting snapped on a fast right-hand corner. The car, out of control, hit the outer bank and rolled over into a 35-ft. deep culvert on the other side. Surtees was trapped under the car, which fortunately did not catch fire. His injuries, although severe, will not keep him away from the driving seat indefinitely.

As the castings on Stewart's car were the same, it was decided to withdraw this until they could be tested. This left only four main contenders. Of these, the Ford retired early when the alternator belt was cut by the timing needle when it flew off. Rodriguez was outclassed from the start, though the Ferrari may have been running when all the other hot sports machinery had stopped; in a short race it was out of the running.

McLaren led from the first lap pulling out a quick 30-second lead, while Hall, who had no qualifying time, started from the back and forged his way through the tail-enders. Two cars had minor engine fires, and as there seemed to be no fire extinguishers that worked (when they did work they were quite inadequate), these small fires developed until the cars, a McLaren Elva and an Elva-B.M.W., gutted themselves, which took well over half-an-hour. As if this was not enough, the assistant starter got himself run over, a photographer leapt in front of a car coming into the pits, and a pit marshal fell over fracturing his elbow ! All three were hospital cases.

The battle for the lead was not affected by these mishaps and even the dense smoke which lay over the track didn't slow the two leaders up. Relentlessly, Hall began to overhaul the McLaren, and as he got closer the Canadian crowd got more excited, for the Texan is very popular at Mosport. Then eleven laps from the end, the white Chaparral came round in the lead with the red McLaren only inches off his rear wheel. The crowd went berserk, cheering every lap until the end, when the gap was officially 1.2 sec., although it could have been much closer.—M. J. T.

1st : J. Hall (Chaparral H) .. .. 100 laps, 2 hr. 27 min. 27.6 sec.—150.884 k.p.h.
2nd: B. McLaren (McLaren Oldsmobile) 100 laps 2 hr. 27 min. 28.8 sec.
3rd : P. Rodriguez (Ferrari 365 P2) .. 95 laps
4th : C. Hayes (McLaren Chevrolet) .. 95 laps
5th : D. Piper (Ferrari 365 P2) .. .. 92 laps
6th : L. Motchenhacher (Cooper-Ford) .. 92 laps
Fastest lap : J. Hall (Chaparral), 1 min. 24.9 sec.—167.77 k.p.h.

RECORDS

Just when Europe, and Great Britain in particular, was appreciating the meaning of acceleration by witnessing American Dragsters reaching 200 m.p.h. in a standing-start quarter-mile, and recording times of under 8 sec., the F.I.A. ratified the recognition of short-distance records. Until now the shortest recognised distance for a record attempt has been the kilometre, with the mile as the next shortest, and all recognised acceleration records which are the mean of runs in both directions, to counteract gradient and wind, have been over these distances.

The quarter-mile has now been officially recognised and with it the 500 metres (or half-kilometre), so that a whole spate of new records can now be established in all the various classes, from 350 c.c. to unlimited engine capacity. These being International Class Records, while the best one, irrespective of engine size, will stand as the World Record for these distances.

Quick off the mark (literally) were Porsche, and racing manager von Hanstein took one of the 8-cylinder 2-litre Porsche sports/racing prototypes and established International Class E records for the s.s. quarter-mile and 500 metres. As he was the first to establish records in these new categories, under F.I.A. timing, they naturally count as World Records as well, and will stand until someone runs a Dragster in both directions and sets up Class A records, for they will almost certainly be the fastest of all. In a Press handout the Porsche Press department have gone to a lot of trouble to explain the differences between World Records and International Class Records, and it is a most praiseworthy effort, more especially as our own R.A.C. Competitions Department seem unable to understand the differences and certainly will not commit themselves in writing. As a result many British manufacturers who set up International Class Records make exaggerated claims in their advertising that they have taken *World Records*. To make it all quite clear I will quote from the Porsche Press handout, and while this is not official it is absolutely correct and better than any official description that I have seen.

" In the automobile sport there is a strict difference between a World Record and an International Class Record. Very often these two definitions are being mixed up and people are speaking of a World Record when, in fact, only an International Class Record has been set up. A World Record is the absolute best time, achieved over a certain distance or a certain time (1 kilometre, 1 hour, etc.), regardless of cubic capacity of the respective car; in other words : it is absolutely the same whether the record has been established by a 500-c.c. or an 8,000-c.c. car. An International Class Record, on the other hand, is the best time a car has achieved in its own class."

They go on to point out that since 1920 Germany has only captured five World Records, all the great speeds achieved by Mercedes-Benz in 1938/39 were only Class Records. The five records in question were all done by cars from the drawing-board of the Porsche family : Rosemeyer's standing-start records with the Auto-Union over the kilometre and mile, a little-known 3-day record by an early Porsche 1100, and the two new records set up by von Hanstein. This honest approach and clear and concise appreciation by Porsche is first class, for the lay public must have the idea that some British manufacturers hold *all* the *World Records* that have ever been established.

Huschke von Hanstein set up his records on the Hockenheim track and while there he also broke the existing Class E standing-start kilometre record, held by John Cooper.—D. S. J.

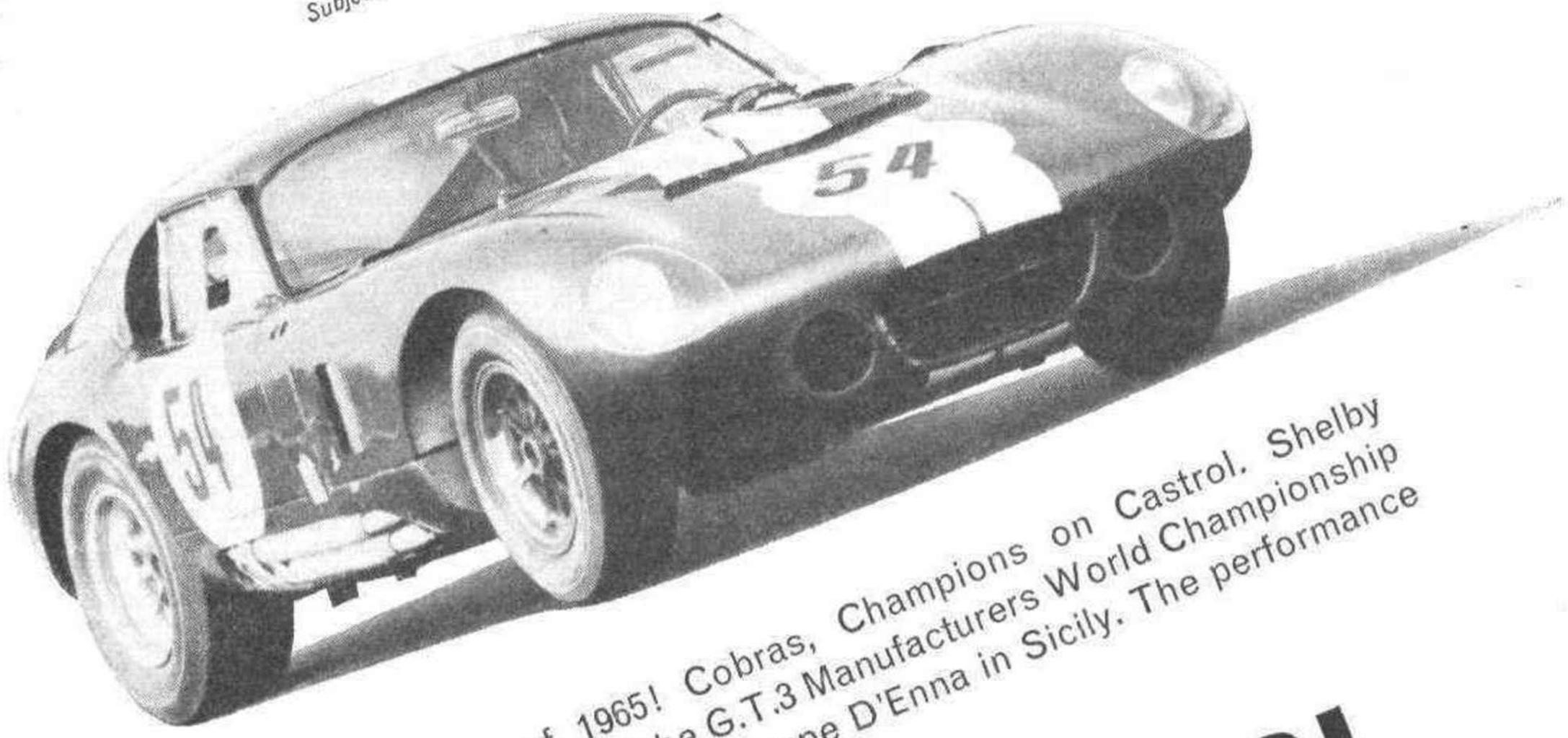
Class E and World Records	Standing-start quarter-mile :	11.892 sec.
	Standing-start 500 metres :	13.557 sec.
Class E Record	Standing-start kilometre :	22.212 sec.

CLUB CHANGES

Mr. J. Stoton, 23, Millais, Horsham, Sussex, is the new secretary of the Riley Register, succeeding Mrs. E. M. Hudson who has retired, and Mr. Roger Richmond, 15, Penn Hill Avenue, Parkstone, Dorset, once again becomes secretary of the Morgan Three-Wheeler Club.

COBRAS ARE CHAMPIONS ON CASTROL!

Subject to official confirmation



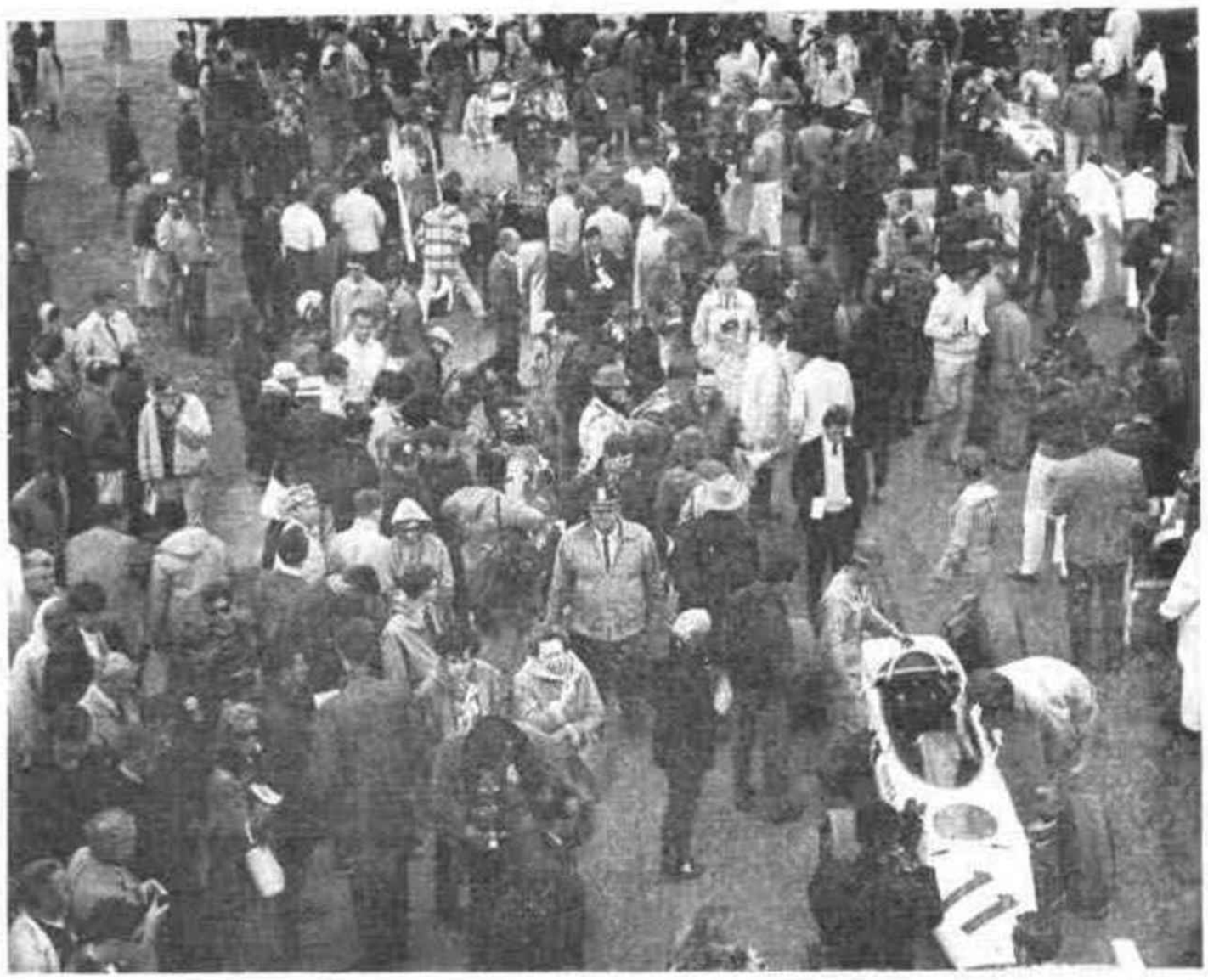
Here's the 'Big C' of 1965! Cobras, Champions on Castrol. Shelby American Cobras clinched the G.T.3 Manufacturers World Championship with 1st. and 2nd. places in the Coupe D'Enna in Sicily. The performance oil. The reliable oil. That's Castrol!

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On This and That



CROWD SCENE.—Some people think that too many people get into the paddock and wonder how many are there to "see" and how many to "be seen."

WITH something like 150,000 readers of MOTOR SPORT, it can well be imagined how sizeable is the incoming post, with letters from readers on all subjects. Naturally, I get quite a selection on matters concerning motor racing, and Grand Prix racing in particular, while any that the Editor receives which concern racing are invariably passed on to me. During the summer racing season in Europe this business of receiving letters can get quite complicated, for I cover more than 20,000 miles around Europe and am never in one place for very long, so that quite often letters are forwarded on to me and then proceed to chase me from hotel to hotel, often for many weeks, so that by the time I read them they can be out of date, or too late to receive a coherent reply. Letters that ask for help or information about visiting a Continental circuit for a Grand Prix meeting have reached me on the morning of the event in question, and I can only hope that the reader has managed on his own and is somewhere in the crowd, watching the race. I should hate to think that someone did not set off on a Continental trip simply because he never got a reply to his letter.

These letters from readers can be divided into numerous categories, some for publication, some purely expressing opinions, with a closing remark that they are not for publication, while others offer helpful suggestions. One in the last category once asked if the little arrow on the Grand Prix starting grids in the reports was intended to show the direction of the first corner. In actual fact it did not indicate this, but as a result of that letter it now does so. Letters come in on all aspects of Grand Prix racing, and if I were to sit down and reply to all of them in the detail they deserve there would not be time to write the lengthy Grand Prix reports, so there would be nothing for the readers to write to me about, and we would all come to a grinding halt. I have to decide who deserves a lengthy reply, who gets a brief postcard, and who gets ignored, and there is no hard and fast rule about it. It is fairly easy to go by the tone of the letter as to whether the writer is a serious student of motor racing or just a "letters to the Editor" writer. I am convinced that there are people in this World who set out to be professional writers of "letters to the Editor," but I do not think it is a very paying profession, unless it leads to a job as a journalist. In fact, I began my connections with MOTOR SPORT by writing a letter to the Editor, purely out of enthusiasm, so imagine my surprise and delight when I found he printed it in the following issue; and our present Editor was writing enthusiastic letters to the Editor of MOTOR SPORT way back in the nineteen-twenties.

Among the letters that come in are numerous rude and abusive ones, and these get ignored, but honest criticism or polite corrections to errors made by the Editorial staff are received with the respect they command. It really is incredible how you can read an article you have just written, read it again in various printed forms, before it finally goes to be made into pages, and then read the finished page, and all the time overlook some simple error. On the first day of the month you will get a 'phone call to the office politely pointing out the error, and the following day a letter or postcard will arrive from another reader pointing out the mistake. Naturally, many mistakes are seen just as the printing presses grind into action and it is too late to retract, so you have to wait for a week or ten days, quite helpless, and see who is first to write in or telephone. The only consolation to all this is that it means we have a lot of very keen, very knowledgeable and eagle-eyed readers, any one of whom could probably do the job as well as I do it, if only they had the chance. One day I suppose I shall become too old and senile to get to motor races or to write about them, and someone will have to take over my job. I feel sure that it will be one of my keener readers, for, after all, I read MOTOR SPORT for more than ten years before I ever wrote an article for it. During the war years, when motor racing and motoring sport was non-existent, our magazine was kept going single-handed by our present Editor, and though you can stop activity you cannot stop enthusiasm, and often when he was visiting aerodromes or factories on behalf of the Ministry of Aircraft Production, unknown people would quietly walk across and say, "keep it going, it's a sort of bible."

Quite often people write in and say, "Why do you keep on about Grand Prix racing; surely saloon cars, go-karts, rallies, etc., are more important?" This is a question that is impossible to answer in a few words, but the designing, building, operating and driving of a Grand Prix car has always been the ultimate pinnacle of all forms of motor racing, and it always will be, principally because designers are given a very free hand and can produce a vehicle that is the ultimate in performance for a given size. There are no design restrictions to control engine type, or chassis layout, and driving these cars must be the pinnacle in driving ability, which is why so few people make the top bracket in Grand Prix driving. If it were all easy and simple everyone could be the top driver. Almost any driver who is racing has the ambition to race single-seater cars, and while the Grand Prix car is the fastest single-seater then they strive to get a drive in one. A Le Mans prototype of 4 or 5-litres might be quicker in a straight line, but its cornering propensities are not as high as a Grand Prix car, and almost everyone wants to show that he can corner faster than the next man, because that is where finesse, judgement and skill are at a premium and over-ride bravery. This subject could go on and on, which is why many letters on the subject never get a complete answer, life is too short and too full.

Many other queries come in, such as "Why is the print so small at the end of some of your reports?", or "Why do you put speeds in kilometres per hour?" The print is small because of limited space and the fact that I play hell with the production

department if they cut out any words, and I use k.p.h. because that is the official measurement in Europe. Also, I found in the past that no two people seemed capable of converting k.p.h. to m.p.h. with the same result, and being a monthly magazine a lot of people had already seen a figure in "*Motorcar*" or "*Autoracing*" which differed, and letters would come in suggesting that I was wrong. By giving the result as produced by the official F.I.A. timekeepers there was no argument. In addition, it is a hope of mine that one day Europe will be completely united, and the first step is surely that Great Britain should change to the decimal system and metric measurement.

Letters often arrive expressing serious doubts about the intentions of certain individuals in the motor-racing world, especially organisers and promoters, and while I am in agreement with a lot of the views expressed, for I also have serious doubts about our future, I cannot put these things in writing, for somewhere, someone is unfortunately waiting with a "small print man" (solicitor) ready to pounce and line their own pocket at the expense of honest opinion or sporting interests. There are many questions asked on this subject, such as "Why do all race promoters keep saying they don't make any profit, even with 100,000 spectators?" and another will ask, "If these people are business men, why can't they make a profit?" Nobody will deny that big-time motor racing is a business, and the whole point of business is to make a profit, yet race organisers or circuit owners have to get financial backing from newspapers, cigarette manufacturers, drink manufacturers and so on. My feeling is that these self-styled business men are not very good business men, and they would not last long in the open world of business. If there is any profit from organising motor racing I am not sure where it goes, but one thing is certain, it does not go into the pocket of the spectator.

On the subject of spectators, I get a lot of letters from readers who are visiting foreign circuits for the first time and ask advice about spectator facilities. Whenever possible I give this information gladly, for it is all too easy to visit a race and see nothing, returning home sadly disillusioned. There are no hard and fast rules about viewing points; they depend entirely on the nature of the race and the circuit in question, but if it is driving that you want to see then you seldom see it near the main grandstands or pits. During practice I often move around the circuit, invariably in the public enclosures, for some of the best viewing can be done from the cheapest enclosure. A typical example is the Nurburgring, for there are splendid vantage points all round the circuit where you can look down on the track from a high bank. It may mean a long walk up earthy slopes and some foraging through undergrowth, but it is worth it. Monaco is another circuit where the paying public get a much better view than those people in the pits with free tickets, and I spend some of the practice time in the stand at the Station Hairpin, or the Casino Square, while if you have a friend with a balcony in the Hotel de Paris, you can get a wonderful view of driving techniques. At Rouen you see nothing from the pits or grandstands, but a walk down the hill in the public enclosure will produce some first-class sights of high-speed cornering, while at the Nouveau Monde hairpin the natural banks of the public enclosures are much better than being on the track with a special pass. The raised banks at Goodwood on Madgwick or St. Mary's corners produce excellent views of cornering, and Brands Hatch can offer splendid viewing, but you must be prepared to walk through the woods and climb up banks and slopes. There is a point at the foot of Paddock Bend, in the public enclosure on the outside of the bend, that offers one of the best views of full-lock slides, with the driver biting his lip, that you could wish to see. Of course, if you are only interested in the mechanical aspect of motor racing, or the personal aspect, then the situation is quite different, and you get the best viewing from the pits or grandstands; and, equally, if you wish to follow the race minutely then you are bound to stay in the pit area, for that is the nerve centre of any race. Having to write reports on these races I am more or less forced to stay within the pits and start area, otherwise you get out of touch with detail movements, but occasionally I get the opportunity to go to a motor race and not write the report, and then I can enjoy a wander round the circuit and watch the actual racing taking place, instead of having to visualise it. One of the happiest races I went to was a Tourist Trophy at Goodwood, where I went without a free pass, and wandered around in the public enclosures. It was a glorious sunny day and I was able to see the racing taking place on the corners, and, in addition, I met a surprising number of old friends. It was all very enjoyable.

Another interesting aspect of actual race meetings, especially on the Continent, is the growing number of readers who are taking their holidays to coincide with a Grand Prix event, or Le Mans or the Targa Florio. I meet a great variety of these, and it is interesting to have a brief chat, for I have always considered that I know the type of person I am writing for. Having been an avid reader of MOTOR SPORT since the age of 12 years, I know what I wanted to read about, and I was a normal (or should it be abnormal) enthusiast for motor racing, and especially Grand Prix racing and Grand Prix cars. It soon became an obsession which in turn became virtually a religion, and certainly became a way of life, and it still is. I don't think you can successfully turn people into motor-racing enthusiasts, you either get the disease or you don't, and most of us got it at a very early age. Once it is there I am sure it stays forever, which is why many racing drivers do not disappear when they retire, they take on jobs of helping with the organisation or the trade aspects of the game; once you are really in it, you cannot give it up. I meet readers of all ages, and nationalities, during my travels, and it is really refreshing to meet those who obviously have the same outlook on motoring and motor racing as I have, added to which it makes my job of reporting really satisfying. A great many of them say, "I wish I had your job," and I know just how they feel, for I used to be in the same situation thirty years ago.

The paddock is always a fascinating place for an enthusiast and entry is never easy, with the result that many people ask me for help. There are those who get ignored, because of their manner of asking, or approach, and those who get help. One of my happiest memories was at Monza, where the paddock is surrounded by a high wire-mesh fence. It was during practice when an Australian reader approached me and asked if he could borrow my paddock pass for five minutes. I have had many people ask if I could *give* them one, but never to *borrow* one, so I inquired why he wanted to borrow it. He said he had four mates that he wanted to get in, and he had no pass himself. He was so obviously organised, and anyone who comes all the way from Australia to Monza deserves to be in the paddock anyway, so I lent him my pass. Sure enough, in five minutes he was back, slipped the pass into my hand and said "thanks a lot, we're all in," and I never saw him again. I met another reader in the paddock at another race meeting who had been there for all three practice sessions, but said he would probably not be there on race day as he was running out of plausible excuses to give to the man at the gate. All this brings to mind the letter in last month's issue, from the reader who suggested that a lot of the "hangers on" who fill the pits and paddock, because it is a fashionable place to be seen, should go away and leave it to the really keen ones. I agree with him entirely, for it pains me to see people in the paddock or pits who are not really interested in racing cars, or even racing itself, but it is good for their social standing to be there. They stand around showing themselves off to each other, and are always in the way when mechanics want to start a car, or move a transporter, and never think of helping anyone. They will watch a lone mechanic struggling with tool boxes, wheels, etc., as if it were a circus stunt and make no attempt to even open a gate for him. The first time I ever got into a paddock, when I was a pimply schoolboy, I was beside myself with joy when I was able to help a mechanic push-start a racing car, and he turned round and said "thanks sonny." Some paddocks get full to a point of stupidity with people who just want to be seen, and if they would realise that it is only people of similar character that are seeing them, they could all go and stand in a field together and admire themselves, or each other, or whatever it is they are admiring, and leave the paddock to those who have work to do and those who appreciate the work. That master of humour Russell Brockbank summed all this up in a cartoon some while ago, in which two mechanics were about to tow-start a racing car amidst the "social set," quite regardless of the mayhem they were about to cause to the "dear things." Motor racing certainly has a lot of problems around it, least of all the simple matter of producing more b.h.p. per litre than the next team, or knocking a tenth of a second off Jim Clark's lap times.

Writing reports about motor racing also has its problems, as well as its tricks of the trade, and there are so many interesting things to do in life, that routine and conventional things must get put aside at times, as I instanced last month during the Mercedes-Benz Press Day, and as happened again this month at a Lotus Press Reception, but that's another story. Wherever possible, readers' letters are dealt with, some immediately, others eventually, but whatever the outcome I would ask those who write to take heart, for even if you never get a reply, your letter has been read and appreciated, and quite often acted upon.—D. S. J.

[I should like to endorse this!—ED.]



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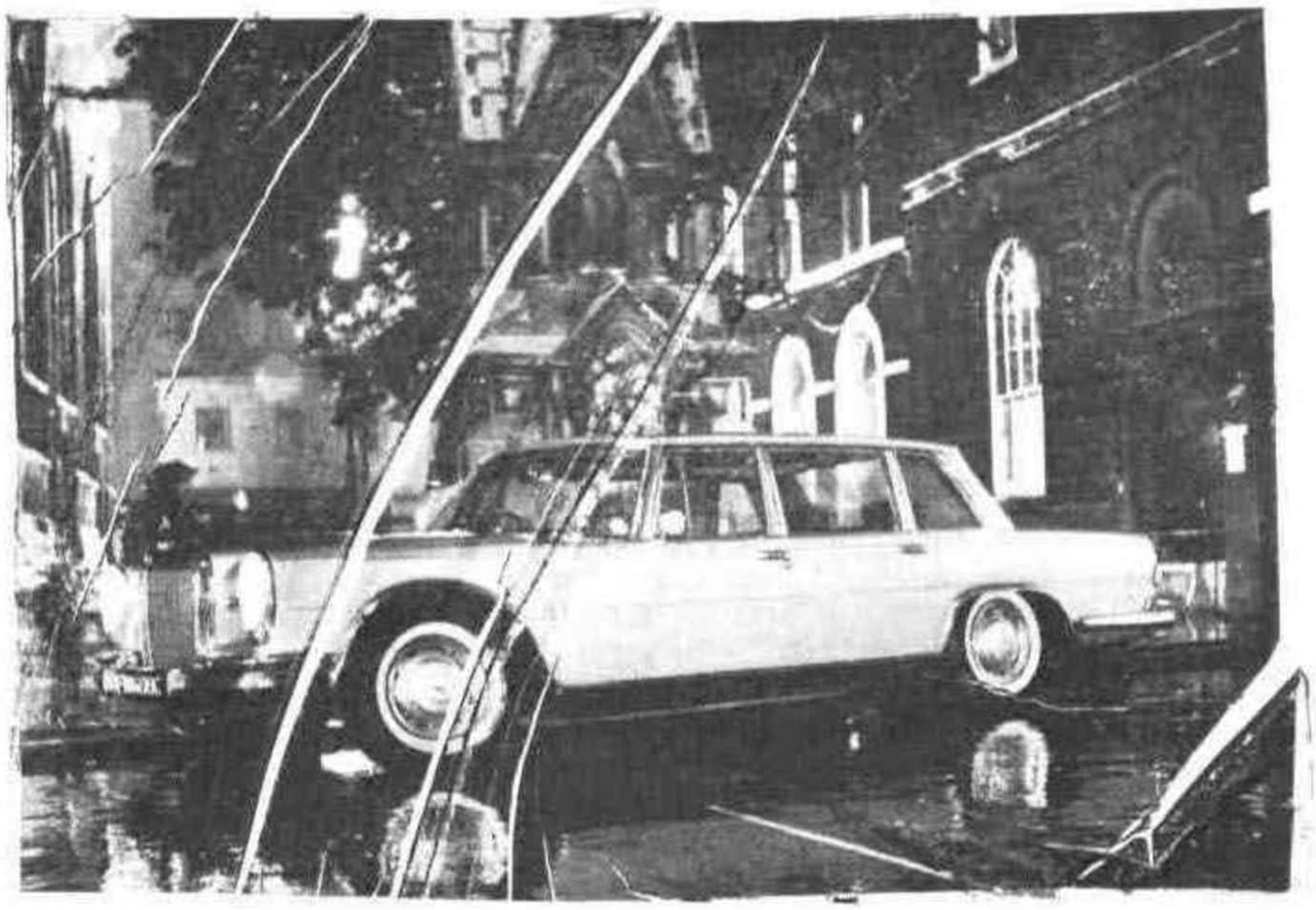
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CVS-533

ROAD IMPRESSIONS OF

THE MERCEDES-BENZ 600



THE MAJESTIC CAR FROM STUTTGART outside the Guildhall, London, on a pouring wet night. Technically the most advanced production car available, except that it lacks four-wheel-drive, the Mercedes-Benz 600 offers high-speed luxury travel which is not so much the best in the World as out of this World —the central hydraulic system does almost everything for the owner except open the doors!

DAIMLER-BENZ, having withdrawn (one hopes temporarily) from racing, embarked on a luxury-car project as a prestige engineering exercise. The result was the 6.3-litre V8 Mercedes-Benz 600, with hydraulic main services and self-levelling, variable-height pneumatic suspension. So much interest was shown in this great car that it was put into production over two years ago and very soon was selling at the rate of 50 a month.

I was anxious to try this ultimate in Mercedes and suggested going to Stuttgart to sample one. But it eluded me until just before this year's Motor Show, and then I had it for only 30 hours, although in that time, taking normal meals, having a night's sleep, doing some office work and other business, I was able to drive it for 530 miles. This is altogether an insufficient distance in which to fully comprehend this very complicated and specialised motor-car. But after a most enthralling spell with it—I had the "sporting short-chassis version," as distinct from the long-wheelbase Pullman limousine—both in London in the wet after dark and covering 350 miles in daylight on dry fast roads, I can say unhesitatingly, with the proviso that I have had only the briefest experience of the Rolls-Royce Silver Shadow, that the Mercedes-Benz 600 is the finest luxury car I have driven. In case anyone thinks this is W. B. Continental-car bias, I would add that an American monthly, after comparative tests of six of the World's top-class automobiles, remarked that "The Mercedes-Benz 600 proved to our complete satisfaction that it is the best car in the World" and that a German motor paper said "it is unquestionably the most advanced of cars."

Certainly every other car seems unsophisticated beside the 600. The hydraulic system which enables the driver to lock all four doors by depressing his sill door-lock, which allows the driver's-door key to lock every door, close the scuttle ventilator flap, and lock boot and fuel-filler flap, which provides adjustment of the separate front seats forward and backwards, for squab rake *and* up and down from a single knob, and provides for adjustment of the back seat, sets new standards of comfort and convenience. The luggage boot lid both rises and closes by operating the catch, there are electric window lifts, every form of interior lighting, an easily adjustable steering column, multiple horns, an outside-air-temperature dial to warn of ice on the *autobahn* and, another sophisticated safety feature, internal adjustment of the exterior mirrors. There are curtains for the back window, but these have to be drawn manually.

Couple this with the silent, smooth fuel-injection V8 engine with its two generators, the most up-to-date all-independent suspension, with ride-control and the means of elevating the whole car 40 mm. to protect it from rough surfaces, the servo-assisted disc brakes, the automatic transmission with hold positions for 2nd and 3rd gears, and the size and impeccable finish of this lavishly-equipped car, and you have the ultimate in luxury motoring.

What is even more impressive is the handling and braking of this 2½-ton car. Both are out of this world. The 600 can be cornered at sports-car speeds, or faster, with little roll, absolute certainty, and no noise or other distractions. Its power steering, geared just over 3½-turns, lock-to-lock, but feeling rather lower geared due to the big steering wheel, is light but not absurdly so, and has the accuracy of the best manual steering, with the proviso that towards full lock there is a slight loss of positive feel. The turning circle is commendably small for a car of 10 ft. 6 in. wheel base. The brakes are so powerful you tend to back off at first for normal stops; they are completely untemperamental, quiet, light, and fade-free even with smoke pouring from the discs. There is a foot parking-brake to please American purchasers but it releases automatically as a gear is selected.

The Mercedes-Benz 600 will go to 100 m.p.h. on any convenient stretch of English road, and it accelerates very swiftly indeed, with scarcely any lag on kick-down on the accelerator, this needing heavy pressure over the final range of the pedal. The ventilation is such that all windows and the ¼-lights (which are opened or shut by simple push-pull levers) are normally kept shut, when the car is very quiet indeed, only a modicum of road noise from the 9.00 × 15 Fulda "Diadem" nylon whitewall tyres and a subdued whine rather like an underground train gaining speed as the DB 4-speed transmission takes itself out of low gear, intruding. Because the window lifts are hydraulic, not electric, these, too, are silent. If a sliding roof is fitted, this, also, is hydraulically actuated; the car I drove had a Motorola radio, with automatic-aerial retraction. The doors shut more easily and quietly than those of a Silver Shadow.

I do not propose to discuss the 600 in detail—in interior arrangements, facia layout, extreme comfort of its seats, safety-padding, discreet walnut trim, etc. it follows traditional Mercedes-Benz practice, so that the MOTOR SPORT full road-test report of the 300SE, published in August 1964, goes over substantially the same ground. The 600 showed 45 lb./sq. in. oil pressure, 180° F. water heat. Its fuel warning light came in purposefully, without a preliminary wink, after about 180 miles from having the 24.6-gallon tank filled. The 9.0 to 1 c.r. seemed suited to premium petrol. There are glass deflectors inside the body, enabling the back windows to be lowered without draughts, head-rests for the back seats are available, and the low level of the 600 makes entry and exit supremely easy, aided by various, rigid hand-grips. To the right of the steering column is the DB multiple-purpose stalk, controlling turn indicators, 2-speed wipers, washers and lamps-flasher. The foot dimmer button is set slightly too far to the right.

Using the gear holds, the engine can be taken up to 4,800 r.p.m. (the tachometer starts at "3", reads to 6,000 r.p.m.); automatic change-up out of third happens at about 70 m.p.h.

Continued on page 959

The Editor's Annual —

Showtime Soliloquy

Oh Mr. Grylls,
Whatever shall I do?
I have always praised Mercedes,
But now there's a new car from Crewe!

With apologies to *Everybody's Weekly*.

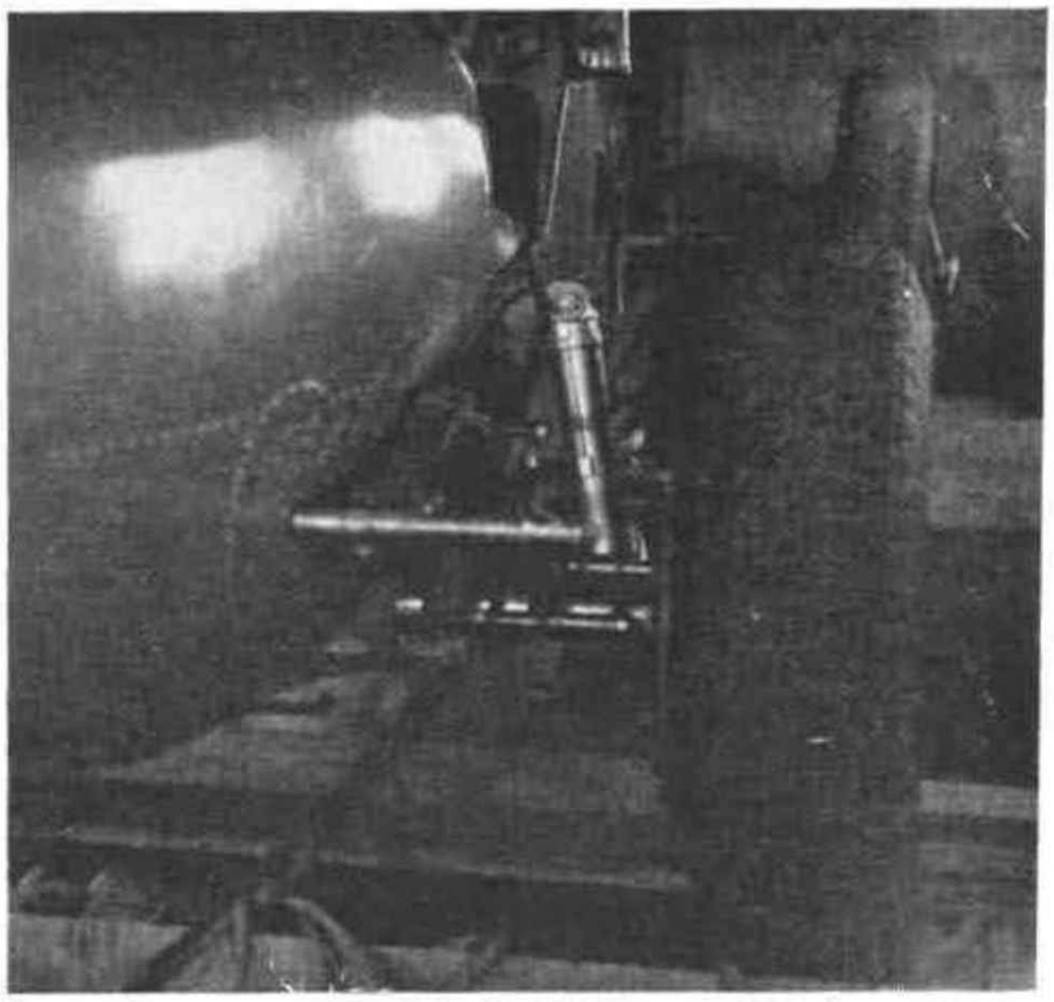
ANOTHER year gone; another Motor Show at Earls Court. . . . It has been a year of great endeavour—with Jim Clark winning Indianapolis in a Lotus-Powered-by-Ford. And a year of anxiety. But, although the roads of Britain become ever more crowded, motoring remains enjoyable, is still the most convenient form of personal transportation, the greatest of hobbies. I have to be careful in describing the degree of its greatness; I once remarked that a car is man's most coveted and cosseted possession after his wife and his home, only to be deluged in letters from motor-widows, telling me that the order of affection is emphatically CAR, home, wife. . . .

The past year must have been one of the wettest on record, which decreased my desire to return to open-air motoring, which the female of the species put the kibosh on many years ago. I have a theory that as man is always trying to out-wit nature and nature never lets up, this is the answer to our concern with atomic weapons, for it is said that rain, and lots of it, is the best means of dispersing fall-out. The more cynical will contradict this, suggesting that the atomic bomb is something nature intends man to use, thereby solving the problem of over-population. . . . Be that as it may, in an age of wars in various parts of the globe, Rhodesia demanding its freedom, and the cost of living rising all the time at home (which latter Socialists will foist onto the Conservatives for having presented them with a financial mess and Conservatives will blame on Socialists because prices have risen sharply since they have been in office, making me glad I am not a *political* writer), men and women need plenty of relaxation. The much-maligned motor car provides it, more satisfyingly, in a more practical form, and more universally than any other vehicle controlled by *homo sapiens*. The boat comes next, if you can find anywhere to moor it. The private aeroplane is the trickiest means of personal transport because it cannot support itself at rest in the medium in which it travels, which caused the inimitable C. G. Grey, when Editor of *The Aeroplane*, to comment, on learning that the Royal Household was to make considerable use of aerial transport in the future, " God Save the Queen " . . .

So it is a pity that it costs more to use a car, either stationary or in motion, as each year goes by, and that those in authority over our Police Forces and those in power in the Courts of Law seem to take as great a perverse delight in harassing drivers as they did in the decades following the Emancipation Run of 1895. To the present heavy burdens of petrol tax, road tax, compulsory insurance, purchase tax, 15s. driving licence, parking fees and fines, coupled with the beginner's burden of the M.o.T. driving test (more fees!) and, for historic-car enthusiasts or impecunious owners of merely old cars, the M.o.T. test (more fees again!), there is the threat of a new system of differential car taxation, which the Labour Government is said to be planning. I do not suppose, when it comes, it will be any easier to understand than the mechanical differential but almost certainly it will involve paying more—the Chancellor of the Exchequer has already stressed that the increase in car tax to £17 10s. per annum in the Labour Budget was merely an interim measure! When the next increase is announced it could well be that some of it will be given to Local Government, to offset the rates. The more cars in an area, the greater the local authority's income—but as local rates rise, so would car tax be liable to rise with them. Ponder on this, all you over-taxed car owners!

Turning to cars themselves, what has the great London Motor Show revealed that is significant or what technical trends does it portend for the future?

The new Rolls-Royce is perhaps the most discussed car in this great static exhibition where tobacco and whisky fumes replace exhaust fumes—is it not remarkable that after all these years, although Islington's Agricultural Hall, the Crystal Palace, Olympia and White City have served their purpose, we are *still* content with a Motor Show which is not only all but inaccessible by motor car but one in which cars can be sat in but not started, stared at but not steered, discussed but not driven? Surely the time has come to stage the thing in the wide open spaces, with a course over which prospective customers could be driven, new cars seen in fast action, and where you could be shown, over rough surfaces, how the suspension coped, and so on?



" . . . I saw a racing E.R.A. of Raymond Mays' on air-strut suspension more years ago than I care to remember. . . ."

Coming back to Earls Court and the new car from Crewe, I must express satisfaction (but not self-congratulation, for the Silver Shadow was being planned at least a decade ago) that almost everything MOTOR SPORT suggested a modern Rolls-Royce should have, has been embodied in the new Silver Shadow. I might be excused for wondering why Mr. Grylls, the Chief Engineer of Rolls-Royce's Motor Car Division, has so effectively burned the boats he floated on when I was privileged to interview him late last year. As long ago as 1914, H. Massac Buist, who edited a weekly known as *The Autocar*, observed how the average automobile engineer produced the most abstruse theoretical and serious arguments against anything new—four-wheel-brakes, for example—to prove conclusively that they could not possibly work, when all the time he fully intended to have them on his own cars the following year! If it were not for the ten-year time-factor in Crewe's aim towards perfection and the fact that Mr. Grylls cannot be called merely an *average* automobile engineer, I would be tempted to call this a parallel case, the case of a man upholding the rigid leaf-sprung back axle, drum brakes, the gearbox-driven mechanical brake servo, etc., then dropping them all overboard within six months.

An appraisal of this latest, very wonderful Rolls-Royce appears elsewhere in this issue but it was not possible to mention therein all the meticulous technical innovations which make this Silver Shadow the most exciting engineering exhibit at Earls Court. It challenges technically the great Mercedes-Benz 600 in all but fuel injection, variable height air suspension and some power services. Incidentally, I note that having at last discarded the mechanical servo brake on which R.-R. are said to have paid royalties to Renault and Hispano-Suiza, they have adapted a power braking system which uses pressure-regulating valves built under Citroën licence. And the warning light to show when new brake pads are required is common to both Silver Shadow and Pallas—with the subtle difference that R.-R. have disc brakes all round. But if Mr. Grylls had his head in the clouds when he spoke to me, I am delighted that this eminent engineer, who has lived close to the R.-R. legend for thirty-five years, was developing in the shadows a really advanced automobile, which itself replies to nearly all my criticisms and has put the illustrious Company for which he toils once again in the running for the Best Car stakes.

However, there is little new under the satellites or the automobile draughtsman's pen, and what Rolls-Royce, Mercedes-Benz and others are doing to level-ride their cars, Citroën did

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NOTHING NEW UNDER THE SUN.—On the left, an early D.K.W. two-stroke competing in a Monte Carlo Rally; on the right the new Peugeot 204. Both have transverse engines and front-wheel-drive. Of the Peugeot, Issigonis can console himself that imitation is the sincerest form of flattery. What the D.K.W. designer said about Issigonis may be left to the imagination.

more than a decade ago. Come to that, I saw a racing E.R.A. of Raymond Mays on air-strut suspension more years ago than I care to remember. . . . And now comes the most revolutionary motor car of them all, at less than the cost of a Silver Shadow—the four-wheel-drive, Dunlop Maxaret-braked Jensen F.F.

Anyone who has had experience of f.w.d., preferably on snow and ice, will accept that this is the safest form of car on the road—but the Jensen F.F. should be even safer. All credit to the firm which stemmed from those Avon-bodied pseudo sports cars of the vintage years for taking this bold step in automotive technology. . . . I have only two regrets, (1) that, in spite of my warm regard for front-drive, unreliability of the product (B.M.C.) has lately forced me back to an old-fashioned rear-drive machine (Ford) in search of dependability and performance, and (2) that I was not invited to see or try the new 4-w-d. Jensen, which could well be The Car of the Year in 1966. Certainly the proof of the product is in driving it—did you notice how quick some English writers were to sneer at General Motors for putting nearly 400 h.p. through the front wheels of their new Oldsmobile Toronado, but how loud was their praise after having a drive in it? This Toronado is a two-fold breakthrough for front-wheel-drive, for G.M. have returned to a layout last used in America by Cord 28 years ago, at the same time putting nearly four times more power through the steered wheels than British and European engineers have thought advisable.

Standard-Triumph need have no fear that they are putting too much urge through the front wheels of the Triumph 1300, judging by its performance when I drove it on the foothills of Wales! This is yet another new f.w.d. car, which has a curious power unit, the toothed flywheel of which is naked but presumably unashamed, although horribly exposed, at the front of the engine, and the transmission line of which is arranged to allow you to quickly remove the whole clutch unit and replace it within a short space of time, if you feel so disposed. As the hard-worked clutch is amongst the most reliable of modern components the logic of this facility escapes me, unless this is another power unit intended for commercial-vehicle as well as private-car installation. Nor need Standard-Triumph have tweaked Issigonis' nose by stating that "Another 'first' resulting in longer life for both power unit and the gears is *the separation of the oil supplies.* (Engine oil can be contaminated with the products of combustion, and the oil used for the gear train carries metal particles which can shorten the life of cylinder bores, bearings and journals.)," considering how successfully one lubricant has sufficed for engine and gears ever since the advent of the very first Mini. The logic is obscure here, also, because almost every car I have ever had anything to do with has had its sump oil separated from the gearbox lubricant, and even amongst f.w.d. designs I can think only of the B.M.C. range and the new Peugeot 204 where this is not the case—so where does S.-T.'s 'first' come in? Certainly B.M.C./A.P. have scored a significant 'first' for lady drivers, morons and all non-enthusiasts by getting gremlins actuated by engines of 1,100 c.c. and under to swap cogs—Mini gremlins presumably. Indeed, S.-T. seem a bit awed by the Issigonis concept, inasmuch as they have gone over to front-wheel-drive which he advocates for small cars, yet make play of the fact that *their* engine "is placed longitudinally so that the front-drive power pack does not spoil the Company's reputation for tight turning-circles." (Triumph 1300 = 30 ft., B.M.C. 1100 = 34 ft. 9 in., B.M.C. 1800 = 37 ft.)

Of course, there is very little under the satellites which hasn't been done before; the brilliant transverse-engine front-drive power pack of the Issigonis Mini was pre-dated by another once-best-selling small car, in the form of the pre-war two-stroke D.K.W., which my friends Pomeroy and Tubbs used with great enjoyment during the petrol-starved motoring era of the last World War. In this case even two cylinders were apparently worth placing transversely, one suspects as much to simplify the transmission line as to save space, and even then the layout was, I seem to remember, less compact than the Mini's on account of the separate gearbox—but, come to think of it, the separation of oil supplies which the S.-T. engineers regard as so important was certainly ensured in the D.K.W., by not putting oil of any sort in the sump—the engine being lubricated on the petroil system!

If I was asked what is the single most significant engine development of recent times, I would point to belt-drive as applied to overhead camshafts—being careful not to get a finger chopped off, because these new drives, unless enclosed, seem to me to be as lethal as those exposed gear wheels which drove the magneto or the camshaft on the more primitive early engines. Glas in Germany, who bravely introduced this cogged-belt o.h. camshaft drive, now uses it for both o.h. camshafts of his new 2600 V8 engine, and in America it is found on the Pontiac Tempest, Tempest Custom and Le Mans models. Harry Ferguson Research Ltd. also use two such belts in the camshaft drive of their new Ferguson R.5 engine.

In America these are North British PowerGrip belts, that for the Pontiac weighing 9¼ oz. and proving satisfactory over 3,000,000 miles of test running. This dream of inventors, who filed over 100 patents since the turn of the century covering non-mechanical timing, became reality when Dick Case, who joined U.S. Rubber in 1928, was asked by the Singer sewing machine people to develop a constant-pitch belt in 1936. The Case belt was not perfected for production sewing machines until 1945. It won him the Longstreth Medal of the Franklin Institute of Philadelphia, an honour which links him with Edison, Bell and Marconi, as well it might, because this simple timing belt looks like enabling all motorists to enjoy the manifest advantages of o.h.c. valve actuation, which in spite of costly complexity when mechanical drives were necessary, was already well established in Germany, and which may soon make push-rods as obsolete as side valves.

This should delight costing departments and production engineers, too, and I cannot see how salesmen can complain, providing the Case is kept in a case, to obviate finger tips falling into the undertray. . . .

Almost as important as simplifying the camshaft drive is simplifying the combustion chamber by putting it in the piston crown instead of in the cylinder head. Diesel engine designers have been doing this for years, Rover copied them for the Rover 2000, the idea finds favour with Daimler-Benz, and Ford use it for their new V4 car and truck engines. This bowl-in-piston enables the c.r. to be altered without changing the basic shape of the combustion chamber, whereas taking a cut off the face of a head with wedge-section chambers changes the whole shape and ruins the gas and flame-flow characteristics.

So, with belts to drive the camshafts and combustion chambers in piston-heads, the o.h.c. outlook is rosy. I have often stressed that, despite sleeves and slides and rotary valves, the poppet is with us still, but I think the push-rod will soon be as defunct as

the hot-tube. . . .

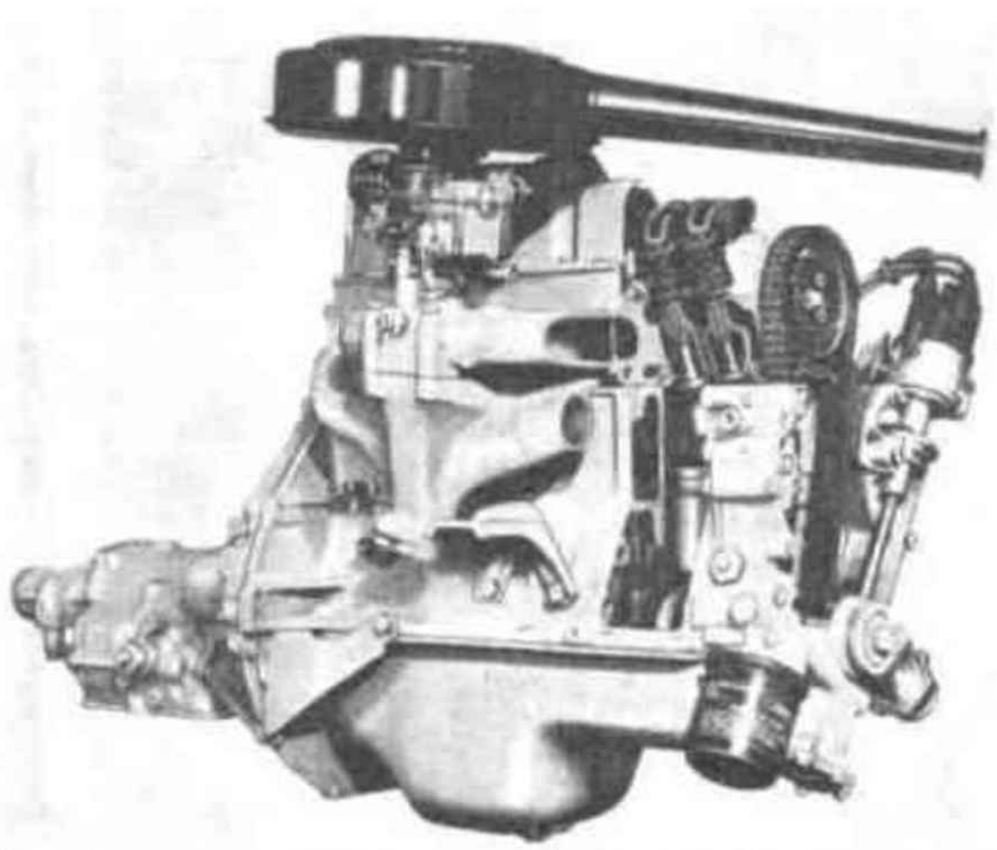
Thinking in terms of costing, I have been pondering why Ford of Dagenham has suddenly gone over to a V4 power unit for the Corsair. I suspected that someone in costing had calculated that more metal was saved by shortening the crankshaft and camshaft and omitting a couple of bearings than was expended on that curious balance shaft and its pinion. I argued that the five-bearing engine of the Cortina and this year's Corsair is so smooth that balance couldn't be the reason—rather the reverse, I should have thought! I figured out that space saving wasn't the answer, as it presumably was in the Ford Taunus 12M, where the drive to the front wheels had to be accommodated, or in the Taunus 20M, in which there was a 2-litre 6-cylinder engine to be installed in a Corsair-size car. I read carefully all the Ford hand-outs, without being any clearer. However, we grow grapes in the MOTOR SPORT office and along the vine came what may well be the true reason—merely that the in-line engine wouldn't fit so nicely into the new Transit range of Ford commercial vehicles. . . . This could certainly explain the complacency with which Alan Worters regards the complexity of balancing a 60° V4 engine. . . .

And before this is misconstrued as *sour* grapes, let me add that I have no doubt that these are jolly good engines, with several advantages over the old in-line bangers; but I also suspect that it was rationalisation of private-car and commercial-vehicle design that justified the building of a new 44-acre £13,000,000 factory at Dagenham in which to make them, and not the advantages of the vee-layout on its own account. . . .

In this context, it is courageous of Ford to be able to derive enjoyment from the wit of *L'Argus de l'Automobile et des Locomotions* whose preview of Le Mans was headed "Victoire prevue d'un moteur en V" when it was a V12 Ferrari and not a V8 Ford which triumphed in this much-publicised race. And I note that Ford predict that this vee-cylinder formation will become increasingly recognised for production cars in the next few years—but surely in *eight*, rather than in four- and six-cylinder, engines; unless more makers seek to improve the cabs of their commercial vehicles.

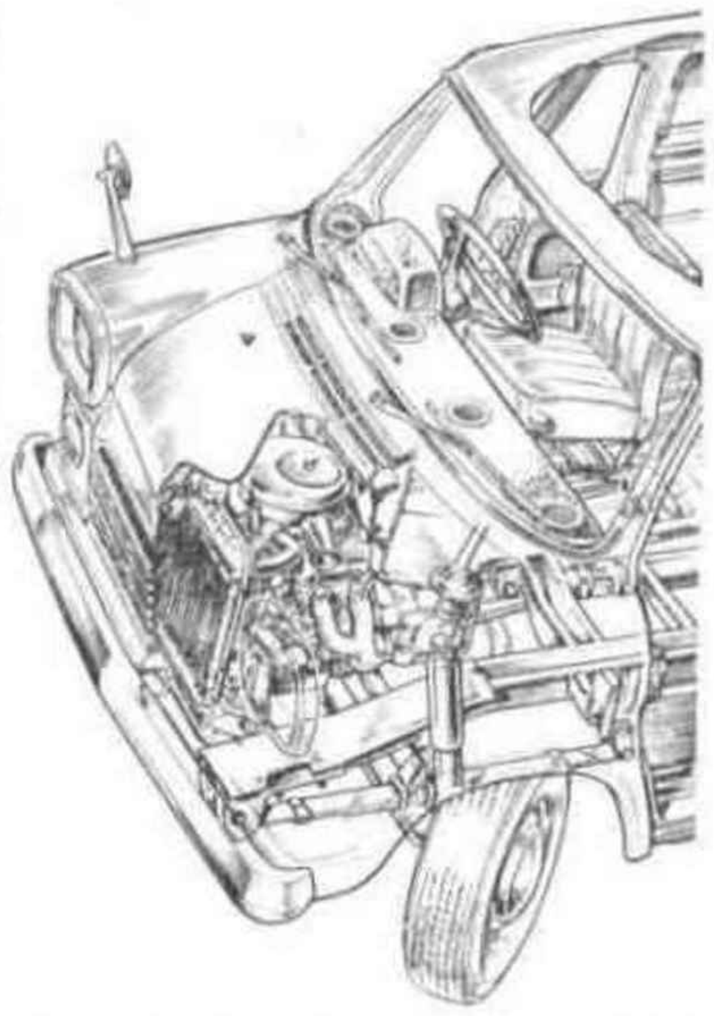
I must confess that having advocated front-wheel-drive and independent suspension of the driven wheels in MOTOR SPORT for years, it gives me great pleasure to discover cars as far removed as Oldsmobile Toronado and Triumph 1300 swelling the ranks of the former and Rolls-Royce and Bentley at last going over to i.r.s., along with disc brakes, which we have long advocated for the World's best cars—and rumour suggests that, in a very different field, the Lotus-Cortina may also be abandoning an old-fashioned if sophisticated-design back axle for i.r.s.

The foregoing has to do with the engineering of new cars. But, whether you run a new car or an old one, motoring is still the greatest sport. What a remarkably widespread affair this open-air hobby is—on any one Sunday you are likely to see a rally in progress, spectators and competitors setting off to various race meetings, the boys riding to a motorcycle trial or scramble,



The o.h.c. engine is popular in Germany and should become universal everywhere now that the camshaft can be driven by a simple belt. This is the Opel Record single o.h.c. version, which still employs a timing chain. It develops 102 b.h.p. at 5,400 r.p.m. in 1.9-litre form.

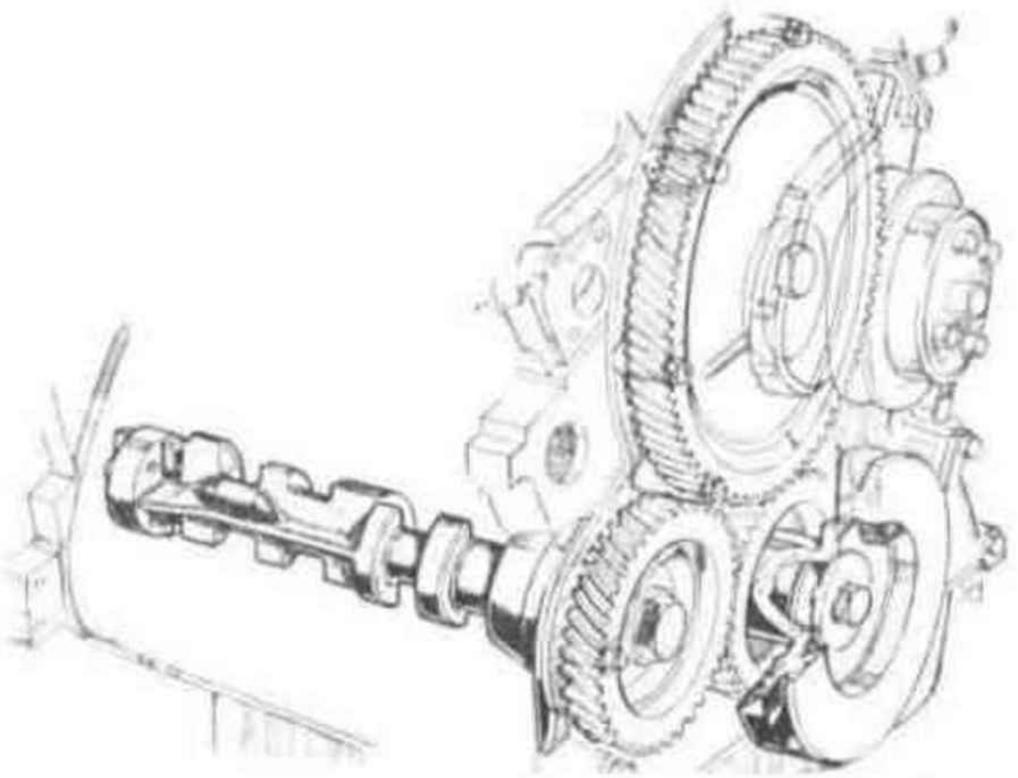
FORD'S NEW V4 ENGINE is used in their Transit commercial vehicles. Usually, unless it is a rear-engined VW, the power unit of a forward-drive vehicle bisects the cab and fills it with noise if not heat. The compact Ford vee engine enables a short bonnet to be combined with an unobstructed cab.



go-karts being carted to a local stadium, vintage cars being polished for a *concours d'elegance*, a speed trial getting off to a sprint start, the local church or factory having a treasure-hunt, one-make clubs holding a rally, even off-beat things like jallopy-racing, and driving-tests galore. Literally thousands of motorists having fun out in the fresh air, and paying a hefty tax on every gallon they burn. . . . Indeed, this healthy enthusiasm for mechanised sport has resulted in fresh legislation, but in spite of the soon-to-be-implemented "Motor Vehicles (Competitions and Trials) Regulations" I am sure the fun will continue fast and furious, and that 1966 will be as good a year for motoring sport (and I hope for MOTOR SPORT) as 1965 has been.

The very popularity of the motor car has resulted in it receiving the close attention of financiers, salesmen, publicity pundits, auctioneers, gimmick-kings and the rest. Copy-writers think up catchy slogans like "Go Safe, Go Swift, Go ——," "We've got a V in our bonnet!," "Unbeatable ——!," and so on (try fitting the correct makes to them), and Tigers, Jaguars, Kestrels, Hornets, Gazelles, Chamois, Hawks, Impalas, Mustangs, Huskies, and Spiders give Earls Court a touch of the zoos.

But it's the sporting aspect of motoring that matters, and which allows us to keep a proper sense of proportion, at a time when, according to a recent ITV "The World Tonight" programme, "Ask the Man Who Owns One" is a slogan to be avoided by British motor manufacturers, and when the continuing sales-success of Volkswagenwerk make British salesmen shy of that other old slogan, "Count Them on the Road!"—W. B.



". . . the complexity of balancing a 60° V4 engine. . . ."

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MERCEDES-BENZ 600—continued from page 953

No car is really perfect—the suspension of the 600 gives an exceptionally good ride but you can feel the big wheels rising and falling, although the damping is excellent, so that hump-bridges, etc. do not catch it out. The luggage boot is surprisingly small for a car of this type and the spare wheel, partially sprung to aid its removal, is mounted vertically on the o/s. There is too much plated beading round the wheel arches, although I think the single headlamps are preferable to dual lamps.

Top speed ?—Mercedes, who make no mystery about horse-power (300 at 4,100 r.p.m.) claim a cool 125 m.p.h.

The Mercedes-Benz 600 impresses most when it is taken fast through dense traffic or hurled round corners—it feels no bigger than a 300SE and handles superbly. Otherwise, it is so light to drive, so predictably automatic, so smooth and quiet, that like other great cars, its very great merit is rather masked by its imperturbability.

But all the old allure that lies behind the 3-pointed star is there ! As a schoolboy I was intrigued by the great 32/220 and 38/250 Mercedes-Benz sports cars which departed from the London showrooms bound for far-flung destinations all over Europe. Today Mercedes-Benz (Gt. Britain) Ltd. run a school for owners and chauffeurs of 600s at their ultra-modern Brentford premises; I was shown a 6-door limousine ordered by a Sultan, who had sent not only his chauffeur but his A.D.C. to this school—which is something Rolls-Royce have had for years, of course.

Already 30 discerning motorists have bought 600s in this country, representing a turnover for the British concessionaires in the region of £270,000 on this one model alone. They will be glad to sell you a saloon for £8,926, a limousine for £9,994, and try, wherever possible, to get a Reg. No. incorporating the numerals " 600." The car is available in any finish, metallic or otherwise, can be had with leather, cloth, velour or bedford cord upholstery and with choice of walnut, lined walnut, macassar or palisander trim. If you invest your money thus you will own the most advanced motor-car in the world, a splendid example of Daimler-Benz engineering at its highest pinnacle.

—W. B.

MATTERS OF MOMENT—continued from page 947

man just looked puzzled. We pointed out that what might seem dangerous in an aged van is entirely different in a modern car, that there was no speed-limit and little traffic on this road (which was dry), and that we had no intention of showing our licence, except to a police officer.

This merely caused a reiteration that our assailant was from the R.R.L., Crowthorne, and that he had driven smaller cars—he quoted their model numbers—of the same illustrious make as the one we were occupying.

Knowing how some magistrates listen more closely to hysterical witnesses than to innocent motorists, we got out and asked the man in charge of the STOP-GO signal whether we had had any trouble in pulling up. " None whatsoever," he said—why, wasn't there ample room for this van between our car and the stopping point? Next we asked other drivers, who were now standing beside their cars in the road, if they thought we had passed them in a dangerous manner or if they regarded 100 m.p.h. as dangerous under the circumstances. None did.

The lorry driver obstructed by the van justifiably began to get cross, so we asked the van-driver to accompany us to a Police Station. He leapt into his seat, drove off, and the last we saw of him was dashing into Cirencester's 30-m.p.h. limit at an undiminished 60 m.p.h. . . .

Two thoughts arise—(1) Under such circumstances it is comforting to be in a car so well designed that the driver can lock all four doors from one button, and (2) That if someone so excitable and aggressive drives cars for the R.R.L., his findings lack the authority one has a right to expect from cool, dispassionate scientists employed by a government organisation!

MINIATURES NEWS

Great news for collectors—Lesney have brought out another " Model of Yesteryear," this being No. Y-14, a very fine, much brassed 1911 Maxwell roadster. It is 3¼ in. long (49 : 1) and costs a competitive 5s. Lesney also have an Atkinson grit-spreader on the new Ford D-series chassis, 2⅝ in. long (83 : 1), " Matchbox " No. 70, at 2s., and a " Matchbox Major " M-6 racing-car transporter with transparent roof, 5⅛ in. long (54 : 1), which takes two " Matchbox " racing cars, which is just the job as a kid's Xmas toy, and sells for 7s. 6d.

Corgi's newest include an enormous Ford Series-H " Express Service " van with detachable trailer, with tilting cab to show a detailed engine, automatic coupling, four sliding doors, spring suspension and even adjustable mirrors, No. 1137 in Playcraft Toys' " Corgi Major " series, and a 9 ft. 1 in.-wheelbase Land-Rover fitted up for Chipperfield's Circus, No. 487 in the " Corgi " series. Ford should be grateful to Corgi and Lesney for excellent replicas of their latest commercial vehicles—may they buy plenty of them!—W. B.

COUPE VERSION OF LOTUS ELAN

Though the familiar open Lotus Elan S2 is to continue unchanged for 1966, a coupé version will also make its appearance on the market. Mechanically, the car will be the same as its open counterpart, except that an optional 3.55-to-1 axle ratio is offered to more easily facilitate long-distance touring. If this axle is fitted, it will be mated to a Lotus-Ford close-ratio gearbox, with slightly ower 1st and 2nd ratios so that the acceleration times associated with the 3.9-to-1 final drive will be largely unaffected. The body-work consists of a one-piece moulding in reinforced fibreglass, with front and rear bumpers also of fibreglass.

Initially, ten Elan coupés will be produced each week, three-quarters of the total production being earmarked for export.

Price, including purchase tax, will be £1,597, with an extra £22 for chrome-plated bumpers. In kit form, the car will cost £1,312, with an extra £1 for the plated bumpers.

B.R.S.C.C. SALOON-CAR CHAMPIONSHIP

In our report last month of the 1965 International Gold Cup Meeting at Oulton Park the winner of the saloon-car race was shown as Jack Brabham (Mustang). However, after we closed for press we heard that the Mustang had been disqualified because its triple valve springs were not shown on the homologation form, leaving Clark (Lotus Cortina) the overall winner. This development had one or two repercussions, the most important being the winning of his class by Roy Pierpoint (Mustang), who gained enough points in so doing to clinch the B.R.S.C.C. Saloon-Car Championship. Had Brabham's win been allowed, Warwick Banks (Mini-Cooper), who won the under-1,000-c.c. class, would have kept the championship trophy with which he was presented at the end of the race.

Strange, though, that the question of valve springs did not arise at Brands Hatch on August Bank Holiday Monday when Brabham, in the same Alan Brown Mustang, won the Ilford Films Trophy for saloon cars.—G. P.

BELTED CAR INSURANCE

Bandied about in the National Press early in September was a story about car insurance that caused a considerable amount of heart fluttering in the insurance world—flutters, not of pleasure but of consternation. It seemed that a new insurance system was about to be launched that would throw to the winds such hitherto traditional imperatives as knock-for-knock and cancellation of a blameless driver's no-claims bonus.

The dailies didn't quite have the whole picture, so we went along to an informal meeting to see what it was all about.

The whole thing is hinged on a new safety belt made by Wingard of Chichester. Now as far as any kind of restrictive harness is concerned, this magazine prefers to sit back and watch, [I prefer to sit back, without a belt, and drive.—ED.], but, as belts go, this seems to be a good one. Release is by a simple push-button, and the anchor points are protected by p.v.c. sleeves.

Fitting such a belt to a car entitles its owner to apply for insurance under the scheme which Wingard has arranged with a Lloyd's broker. Basically, the scheme relies upon driver record, rather than type of car, to calculate premiums, and promises never to invoke the knock-for-knock agreement, which should be of immense benefit to those whose cars are mysteriously creased when parked. Windscreen damage up to £25 is also covered with no reduction in no-claims bonus. N.C.B. never goes down to zero in the case of a blameless driver, but reduces only to 25%.

Since few drivers have similar records, we are not quoting figures, but we feel sure (in fact we're positive) that a quotation would be simple to arrange.—G. P.

[I am all for insurance based on the driver's record and not on the sort of car he proposes to drive but to assume that the timid who appear to hang by their necks from harnesses are a better risk than beltless belters who know how to drive and therefore do not forever anticipate accidents is going rather too far.—ED.]

EARLS COURT 1965

ONCE again there is this assignment I love so much—reporting what is at Earls Court the day before the Show opens, to meet printing deadlines. You might think that at least this would mean freedom from parking problems. But no—at 10.30 a.m. on the Tuesday before Opening Day all the official car parks were full, even exhibitors' vans were being turned away from the Exhibition Hall and the streets within a mile hadn't a car's length of parking space to spare. So this is a motor show you cannot comfortably go to in a motor car, and the S.M.M.T. having now run 50 successful ones, I suggest they move to somewhere spacious just out of London for their 51st International Motor Show.

However, once we had "lost" the Ford Cortina GT in a dismal side street and walked to the place, it was a great Show.

Space being at a premium we decided to look mostly at the high-performance cars, leaving automatic Minis to the district nurse and luxury cars to other pages—Mercedes-Benz didn't have the six-door 600 limousine at Earls Court this year. Just as well, maybe, for it would have been a bit subdued by the *eight-door* 12-seater Checker Aerocar, which is 22½ feet long.

Leaving the MOTOR SPORT Stand (you will find it at No. 4 on the Ground Floor, opposite the Lotus display of World Champion-bred cars), we first of all came upon Jem Marsh and his Marcos 1800s—mainly unchanged except for new prominent louvres on the bonnet top and a neat extractor in the back window to get the heat away, and with knock-on wire wheels as standard. There is also the new Marcos 1800L, with decently-located Ford live back axle, which brings the price down to that of a Lotus Elan.

Pride of place on the Austin Healey Stand was devoted to the Le Mans Sprite, No. 49, perhaps because there was nothing new to show. The Ford Mustang GT had the bodywork of a true GT car—two seats and a luggage platform within the coupé body and was on Goodyear tyres—Goodyear and Firestone tyres were far more prevalent at this Show than ever before and the days of Dunlop domination are over.

This year Lotus racing cars have a place of honour at Earls Court—a F.1 car on Dunlops and Lotus' own Indianapolis Lotus-Powered-by-Ford on Goodyears, a very proud exhibit indeed. The two racing cars standing back-to-back show the F.1 cars to be over-tyred.

B.M.W., who seem to be enjoying a new lease of sales drive, showed one of the most tastefully appointed cars at the Show, in the form of the new 2-litre two-door 2+2 CS coupé. This engine size seems right for a B.M.W. and this is a new o.h.c. engine, not a bored-out 1800. It develops 120 b.h.p. and has a 4-speed manual gearbox. All windows are electrically-operated, the rear seats shaped for comfort, circular and rectangular head-lamps are fitted and the interior is extremely well done.

I suppose the smoothest and almost certainly the lowest car was the Dino Ferrari on the Pininfarina Stand, with the long tail taken up by the 4-o.h.c. V6 engine and spare wheel. The hand-brake was, however, a bit of an anti-climax. Maserati showed GT cars altered only in details and a four-door saloon with the 5-litre V8 power unit, while a surprise on the British School of Motoring Stand was a Ford GT 40 coupé wearing their High-Performance-Course badge.

The new M.G.-B GT coupé had nice lines, looked heavy, and divided itself very neatly for mechanical appraisal. But why trouble to upholster its very occasional back seat—a true GT car needs only a flat platform for luggage. The Aston Martin *looked* too ordinary and old-fashioned for its price but the new sports estate-car seemed to be attracting an avid public, until we discovered that they were admiring some girl-bunnies who were burrowing on the sofas. But the A.C. exhibits really *were* something—with a white 7-litre Goodyear-shod Cobra with the coil-sprung 427 chassis in full competition trim—what a motor car!—and the very handsome new Frua d.h. coupé on the same 7-litre chassis, only 6 in. longer, with r.h.d. and a Maserati-like wind-screen. Price : £4,250. In contrast, the normal 4.7-litre A.C. 289 looked quite sober.

The G.M. Oldsmobile Toronado, on U.S. Royal tyres for a change, is enormous, so that one hopes the stories about its f.w.d. not promoting excessive under-/oversteer are true! Its headlamps are concealed beneath flaps but not so cleverly as those on that very ingenious car, the Chevrolet Mako Shark II with Mk. IV 427 engine—which would really make the neighbours look sideways, yet is not so far off being a practical GT car.

Even more expensive than a Mercedes-Benz 600 is the Ferrari 500 Super Fast Pininfarina GT priced at £11,518 15s. Ferrari show also the GTS with i.r.s. and the 330 Pininfarina GT. We went to the Zagato stand, to see the replica Zagato Alfa Romeo 1750 with modern Alfa components, but it is too wide, too low, and is just stupid, like a sort of distorted Fiat Balilla. Just ask Peter Hull about it—then stand well back! Still, at around £2,500 it is a lot cheaper than trying to pick up a real vintage Zagato Alfa at an auction sale! The best thing on this stand was the new 4-o.h.c. V12 Lamborghini 350GT Zagato with six double-choke Webers. The Lancia Flaminia Supersport Zagato has almost the old Aurelia look. The Zagato Imp isn't there this year. . . .

You might think a Giulia Alfa Romeo adequately equipped but Harold Radford have had a go at improving one. They also show a DB5 estate car, and this trend towards super sports shooting-brakes seems to be spreading, for Ogle had one with centre-lock wire wheels, the body hiding a Reliant Scimitar which was pretending to be a Glazing Test Special—which Triplex had better explain . . . , or you can read about it in an "Ogletter." Things seemed to be getting out of hand, so, passing on the way the actual 10,000,000th VW, we returned to No. 4.—W. B.

MORE RECORD BREAKING

Elsewhere it is mentioned that the F.I.A. have now recognised the ¼-mile distance for standing-start records; the motorcycle Federation, the F.I.M., have now recognised this distance as well, so members of the National Sprint Association recently held a records weekend on a 2-mile R.A.F. runway near York. Standing-start ¼-mile International records for 250, 350, 500, 750, 1,000 and 1,300-c.c. solo classes were all established, and some existing British records were broken, while attempts were made on numerous existing records over the standing-start kilometre, in all cases the times being the mean of two-way runs.

The small group of record breakers represented the cream of the British motorcycle sprint world, all members of the N.S.A. and among the truly outstanding performances were those of Roberts, Rous and Smith, all riding sprint specials powered by supercharged 650-c.c. Triumph engines, competing in the 750 c.c. class. At the end of the attempts on the ¼-mile Roberts had beaten Smith by 3/1,000ths of a second, and on the kilometre Rous beat Roberts by less than 8/1,000ths of a second, and they both recorded one-way times of under 20 sec.

Of technical interest were the standing-start attempts by Hagon with his supercharged vee-twin 1,151-c.c. J.A.P.-powered machine, known as "Leprechaun," using a direct drive to the rear wheel, like an American dragster. He started his acceleration runs by standing the motorcycle on a spring-loaded central stand, with engine running and clutch engaged so that the rear wheel was revolving at maximum speed, and then pulling a trigger which released the stand and dropped the bike onto the ground! However he could not beat Brown on his supercharged Vincent who was doing orthodox clutch starts and using a gearbox.—D. S. J.

International Standing Start Quarter-Mile—Records Established

250 c.c. :	J. Terry (Honda Sport)	15.188 sec.
350 c.c. :	E. Hurley (Norton Special)	12.912 sec.
500 c.c. :	F. Cooper (Triumph Special s/c)	11.340 sec.
750 c.c. :	M. Roberts (Triumph Special s/c)	10.675 sec.
1,000 c.c. :	G. Brown (Vincent Special s/c)	10.311 sec.
1,300 c.c. :	A. Hagon (J.A.P. Special s/c)	10.645 sec.

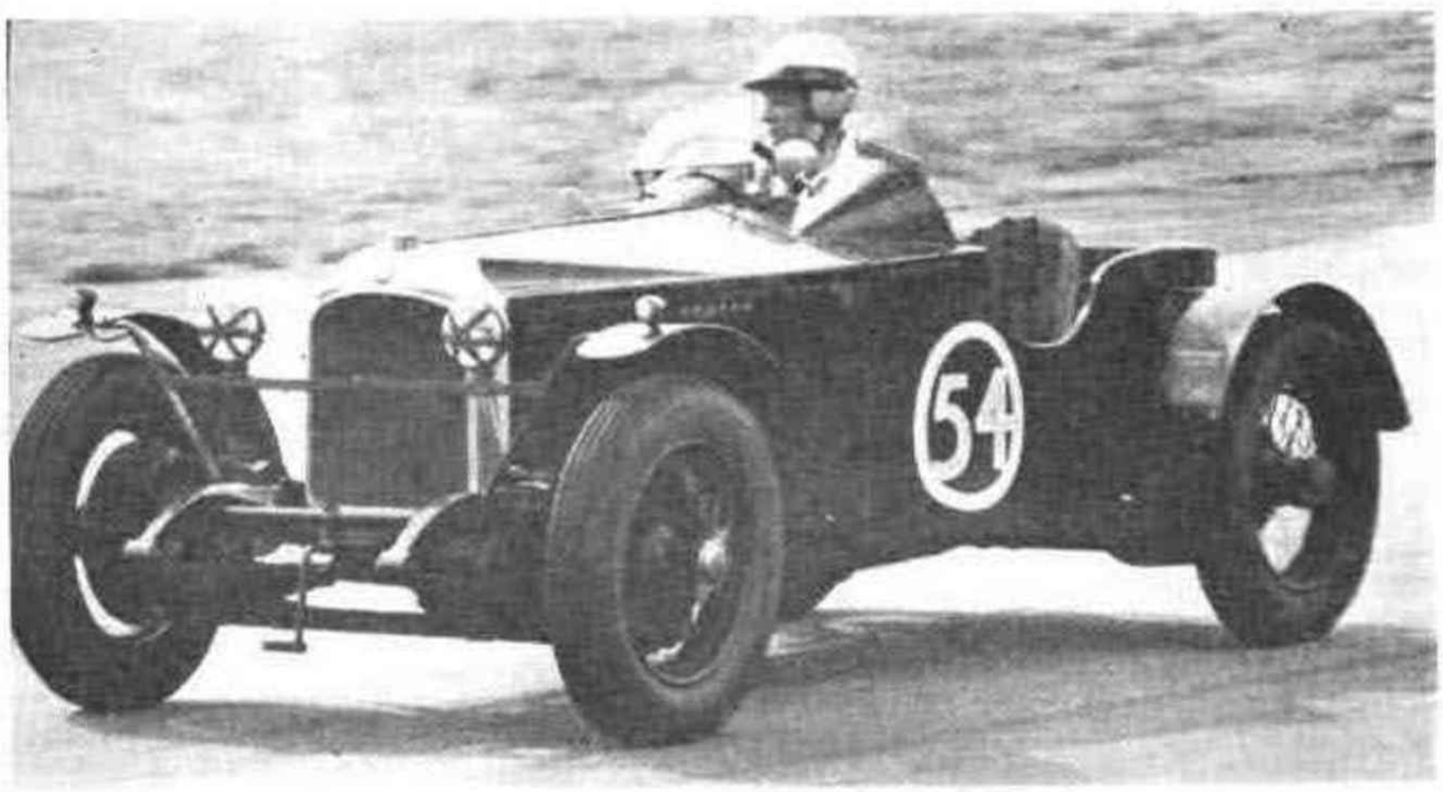
International Standing Start Kilometre

750 c.c. :	C. Rous (Triumph Special s/c) ..	20.034 sec. (*new record*) (111.66 m.p.h. average)
1,300 c.c. :	A. Hagon (J.A.P. Special s/c) ..	19.899 sec. (*record established*) (112.41 m.p.h. average)

N.B.—The fastest ever two-way s.s. kilometre still stands to George Brown (Vincent 1,000-c.c. s/c) in 19.50 sec. (114.83 k.p.h.).

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



CUT-ABOUT 30/98.—This Vauxhall won its race at the V.S.C.C. Castle Combe Meeting. The scuttle cowls look like those of a T.T. Vauxhall.

V.S.C.C. WELSH RALLY AND TRIAL (Oct. 2nd/3rd)

THIS year's popular Presteigne Rally had an entry of 90, although p.v.t. cars were not included. The population of the little Welsh town seemed as interested as ever in the assembly of vintage cars, with a scattering of Edwardians, which descends on them every October, and no-lights parking was readily found in the side streets and outside the Police House.

On the Saturday afternoon the *Concours d'Elegance* was judged on the basis of originality, cleanliness and elegance, Condon's Anzani-A.C. again scoring highest marks, and one elementary driving-test was held, in the yard of a hospitable aluminium factory.

Chadwick produced a 1928 14/40 Lea-Francis 2-seater with a 12/40 Meadows engine in lieu of the original 6-cylinder power unit, Essex's 1926 Rolls-Royce Twenty had been re-bodied (by Hooper?), Laurie's 3-litre Invicta had two modern Solex carburetters, a neat central hand-brake lever, the usual data plates on its engine and a spare wheel from a Soda Squirt. Mrs. Blakeney-Edwards' 1930 Austin 7 Chummy was splendidly presented, the originality of Howarth's 1925 Lancia Lambda was marred by a modern S.U. carburetter, and Vessey's 1927 Lancia Lambda was nearly as broad as it was long, being his special competition model. It, too, has a non-standard S.U. carburetter.

Macmillan's 1928 Rolls-Royce Twenty Cockshoot coupé with Tickford head was of a very high standard but had a rather ugly boot. Mellor's 1930 18/80 M.G. 2-seater possessed many interesting features, including a remote gear-lever with blanking-plate where the standard Morris lever would have been and Yale thief-proof lock, gaps in front wing valances and bonnet put there by the stylist, and rather handsome lines.

Ryley's 1925 3-litre Bentley with Jarvis boat-tail 2-seater body was a bit gimmicky, Bendall's 1911 Rolls-Royce Silver Ghost exuded an enormous pool of gearbox oil and is said to have got its body-stripes from a film company, Langton drove his 1904 2-cylinder 10-h.p. Rolls-Royce with replica body to the rally so was on his "driving," not original, sparking plugs, and Mann's Straker-Squire (he now has *two*, having acquired a tourer) was as smart as it is exciting. Stradling's 1913 Series V Georges-Richard has a drip-feed by the side of the cylinder block and had shed its multitude of badges but was still the mobile Christmas-tree of the party.

Five cars failed to check-in, including two Lagondas and the Roamer, but Warburton's 1920 Star arrived later, delayed by domestic affairs.

The rain of recent days obligingly kept away and Sunday's trial was held in delightful weather, although the hills were so muddy that marshals' instructions commencing "If wet, start on road. . . ." had a faintly humorous ring about them.

A Saturday casualty was Chris Winder, whose Humber Special broke its crown-wheel and pinion at Brackley. Father Winder, feeling guilty, could not stop because of the time schedule, so his more civilised Humber continued and Chris went home by by train. Forest Wood proved a very tough section, a Land-Rover was needed at Crug, and Cwmheyope was a long, grassy ascent. Observing and marshalling at Llangoch, run in one section with a restart halfway, as the local farmer was troubled about his grass on Llangoch II, Arnold-Forster, after delays to dry out his Frazer Nash's magneto after taking a flood too fast at Forest Wood, showed how it should be done, and Footit, with two in the dickey of his 1930 Jowett, made a fine restart and motored sedately over the curving summit, after which he set about repairing a slow puncture. Milner disdained to lower the pressure in the enormous tyres of his 30/98 Vauxhall but slowly made the section. Day's 4½-litre Bentley stopped low down, Howard's bullnose Morris-Cowley, helped by bouncers in the dickey seat, just did the restart before wheelspin set in, but applause greeted Buckle's fine climb in his Lancia Lambda.

Nottingham's 14/40 Vauxhall tailwagged up to the restart, Hill's O.M. 4-seater failed early, as did Copson's very sporting Riley 9 tourer with twin S.U.s, aero-screens and side-protruding exhaust system. Batho took it oh-so-slowly in the Amilcar-Riley, handling his car very nicely indeed.

Bell's 10/23 Talbot 2-seater found it very difficult indeed to reach the restart and had a terrible struggle thereafter, Mitchell's 1927 Austin 7 Chummy with "Old Bill" mascot and brassed lamps was o.k., whereas Bendall's 30/98 Vauxhall, four-up, required a push. Graham Bryce's 1930 Alvis Silver Eagle coupé stopped before the restart, but Morgan's 1930 Austin 7 Special, complete with external trials' hand-brake lever, stormed up, albeit aided by big-section rear tyres, on which the V.S.C.C. is beginning to frown.

A splendid ascent was made by the President, John Rowley, in his 30/98 Vauxhall, Hill's A.J.S. went up very fast to the restart, then, barely moving, fought its way to the finish, and Whitehouse, blipping his Ballot's throttle, made a very similar ascent, then stuck firmly when just clear of the observed section. Miss Wood's 1930 Austin 7 stopped low down, Hamish Moffatt's Bugatti overshot the restart and stalled, and was stuck for a long time after the restart with a sticking clutch, Winder's Humber was very fast and had no trouble, making the best show to date, but Mills' Trojan, lacking power, failed before the restart.

Blake's 1927 Austin 7 Chummy, which had been delayed 14 hours by magneto trouble near M1 on the way down, failed, but got quite high up the hill, Doc. Harris in his Frazer Nash obviously thought he was at Prescott, and T. W. P. Harris also had no trouble, his Stadium-like 1930 Austin 7 having an Ulster-style exhaust system with high outside tail-pipe, inclined sparking plugs, a modern carburetter and the inevitable oversize back tyres.

Mrs. Ure's slightly-shortened 5th/8th series Lancia Lambda failed halfway from above the restart, Lilley's 1927 Jowett 2-seater made an excellent ascent but its engine was reluctant to restart thereafter, Fletcher's 1926 Alvis 12/50 was slow but just made it, Harry Bowler, with his wife as passenger, had to work hard to get his 1929 4½-litre Bentley up but blipped it through the slime to the summit, and Cardy's 1925 Austin 7 was extremely good.

Croome's Trojan conquered Crug and Llangoch, Barry Clarke had no anxieties in an Ulster Austin with standard camshaft which went up like a racer, but May had to disembark his entire family and repair a rear tyre, his Frazer Nash also needing oil and water. Welch's 1930 Lea-Francis failed immediately after restarting, Danaher's Austin 12 tourer went up as if ascending a casual main-road hill, Laxton's yellow 1927 Austin 7 Chummy failed a few lengths above the restart, but May shot up, the family now accommodated in the stern of his Frazer Nash.

Stretton's Lea-Francis made a very good climb, a beetle-back 12/50 Alvis got up, but Faulkner's beetle-back 12/50 Alvis was u/s at the r/s, if you can follow our notes!

From Llangoch the cars came down in bunches of six to tackle the long, steep ascent of Lloyds, before going on to try Cwmheyope. A brake-test, the Discoed special test and the two sections of Upper Discoed came, before that dreaded hill, The Smatcher, near New Radnor, had to be attempted. And so another very enjoyable Welsh Trial came to an end.—W. B.

Results :

Presteigne Trophy : W. S. May (1926 Frazer Nash).

Class 1 : Road Section and Trial :

First Class Awards : N. Arnold-Forster (1925 Frazer Nash), R. C. Batho 1927/8 Amilcar-Riley), B. M. Clarke (1929 Austin), M. J. Croome (1928 Trojan) and L. J. Stretton (1929 Frazer Nash).

Second Class Awards : H. F. Moffatt (1923 Bugatti), D. P. Harris (1926 Frazer Nash), C. W. Morgan (1930 Austin), W. L. T. Winder (1924 Humber), I. R. Cardy (1925 Austin) and K. Bowman (1930 Frazer Nash).

Third Class Awards : G. R. Footitt (1930 Jowett), T. W. P. Harris (1930 Austin), K. M. Hill (1930 A.J.S.) and H. P. Bowler (1929 Bentley).

Class 2 : Road Section, Concours and Driving Tests (Vintage) :

First Class Awards : J. K. Collins (1930 Lea-Francis), D. MacMillan (1928 Rolls-Royce) and J. G. Vessey (1927 Lancia).

Second Class Award : J. G. Mellor (M.G.).

Third Class Awards : D. T. R. Dighton (1928 Humber) and K. J. Fidgen (1923 Sunbeam).

Class 3 : Road Section, Concours and Driving Tests (Edwardian) :

First Class Award : C. J. Bendall (1911 Rolls-Royce).

Second Class Award : O. Langton (1904 Rolls-Royce).

Vintage Miscellany.—One hardly expects to include in this column extracts from *Woman's Own* but in their issue dated October 2nd Jack Warner, alias H. J. Waters, in his life story, refers to his races at Brooklands and goes on to tell of how he became associated with Sizaire-Berwick, driving the second chassis to come off the line from Paris to London in pouring rain, and of driving at up to 80 m.p.h. on test chassis in the back roads of Park Royal. Warner quotes the post-war output of Sizaire-Berwicks as four a week, presumably from the London factory, and recalls driving King George V and Queen Mary in one when they visited Cambridge. We knew of his associations with Brooklands—these he enlarges on, mentioning an Aston Martin owned by a ballerina (can the A.M.O.C. tell us which one this was?), and racing in Spain, France and Italy, and "gaining third prize in the Monte Carlo Rally in a 250-h.p. Mercedes-Benz "(!). Remarkably, one of the *Woman's Own* illustrations is of a 1914 T.T. Sunbeam, with Waters apparently at the wheel. It has some unreadable script on its radiator and the Reg. No. is —6675—can Stanley Sears or Sir Francis Samuelson, Bt., enlarge on this, please?

An Austin 10/4 van, in good condition, exists in Wales and a Singer Junior saloon is looking for a good home, to prevent its destruction, in Essex. Rumour also murmurs about a 1914 Thornycroft truck in going order in Wales, while a Yorkshire breaker harbours a Singer Ten engine and back axle/gearbox assembly.

It is with the deepest regret that, as we close for Press, we learn of the death of that great enthusiast and member of the Bentley D.C., Gerald Crozier, from a heart attack.

The next V.S.C.C. fixtures are the Eastern Rally on November 7th and the Northern Trial on November 27th. The V.S.C.C. announces that no changes are anticipated in its list of 1931-39 cars eligible for p.v.t. membership and that it is not intended to hold a long-distance sports-car race at Silverstone or Oulton Park next year, as this would encroach too much on the normal 5-lap races.

VINTAGE POSTBAG

Kent Karslake Discusses the 1914 French G.P.

Sir,

The very kind references in your October issue to my book "The French Grand Prix 1906-1914" tempt me, first, to show that I am still alive, and, secondly, to stick my neck out by entering into controversies which in recent years have been discussed by those wielding far more erudite pens than mine.

And first, may I put in a word for my publishers? You say it is a pity that the publication of my book coincided with Motor Racing Publications' cardboard-cover, spiral-binding era. Perhaps it was; but in 1949 it was a courageous gesture for a small firm with limited capital to attempt to publish any sort of motor-racing history, even in the most primitive format. It thus blazed a trail which has since been followed by more "establishment" publishers, but which, I think, they would hardly have dared embark upon then. Even Gerald Rose's classic work, which you also refer to, was originally published, in 1909, in a limited edition by the R.A.C. The courage shown then by Motor Racing Publications was, I suggest, of the same order as that which attended the birth of MOTOR SPORT (I should say *The Brooklands Gazette*) and which, if I may say so, Sir, inspired you to allow me, during the 'thirties, to write articles in your paper on matters of motor-racing history, at a period when, your newer readers must take it from me, motor-racing history was not considered a proper study for enthusiasts.

None of this, so far as I know, is controversial. Where I should like to enter the lists is with regard to the fate of Georges Boillot's Peugeot in the 1914 Grand Prix. When writing my book I decided, as stated in your article "Race Reporting," in favour of the version of the story according to which the car was eliminated by back axle failure. In doing so, I relied entirely on contemporary reporting and admittedly, because of the almost immediately subsequent outbreak of war, considered contemporary accounts are meagre. But, having had some experience of the reliability of eye-witness accounts retailed after a longish period of years, I should have regarded any verbal evidence I might have been able to collect in 1949 with extreme caution.

I am, nevertheless, quite prepared to believe that contemporary accounts of the cause of the Peugeot's failure were erroneous. What, however, seems to me to be exceedingly curious is that, in recent years, a legend has grown up to the effect the attempt to ascribe the Peugeot's demise to back axle failure represents a French plot to disguise the real cause of the *débacle*, which was the breakage of a valve; as if, in some way, a broken back axle represented an honourable, and a broken valve a disgraceful, end. In my view, exactly the opposite case can be argued with much greater validity, if indeed it can be held that either cause of failure is more "honourable" than the other.

The whole history of the 1914 Grand Prix is, of course, charged with emotion. It was won by a German team on the very eve of a war between Germany and France in which Boillot, the French champion, was killed in aerial combat and thus denied for ever the chance of seeking his revenge. Moreover, at least with the benefit of hindsight, the tactics of the Mercedes team were held to smack more of war than of motor racing, from which the last element of sport seemed thereby to have been eliminated. But all these emotional reactions are irrelevant to the technical aspects of the race, and therefore irrelevant to the technical cause of the Peugeot's failure. Technically, the race was between a car of obsolete design in the shape of the Mercedes, with a single overhead camshaft engine, such as had been used particularly by Italian designers for years, and rear-wheel brakes; and a car of up-to-date design in the shape of the Peugeot, with its twin overhead camshaft Henry engine and four-wheel brakes. Of these two features, the four-wheel brakes were, I submit, much the more important. In spite of attempts during recent years to denigrate Henry, even to the extent of mis-spelling his name, he was of course a precursor of the future as far as racing engines are concerned and, moreover, Peugeot had used his design for several years with so much success that their racing cars had proved practically unbeatable. If, therefore, Boillot's car did "break a valve in the twin-cam engine" on this occasion, such a failure would have had little or no technical significance, since the viability of the twin-cam engine had been amply proved in previous races. The cars which used four-wheel brakes in the 1914 Grand Prix, on the other hand, were the first serious racing cars which had ever done so. This was something really new, genuinely receiving its baptism of fire, and the novelty on which Boillot primarily relied in order to show that the German cars were outmoded. We know that in this respect he had at least to some extent over-called his hand; there is ample evidence, as you quote Mr. Mathieson as saying, that towards the end of the race the Peugeot's brakes were no better, if indeed as good, than those on the Mercedes.

I was not aware of the further fact, which you say is recorded by Mr. Mathieson, that, by the time Boillot's car failed, its steering column had broken away from its mounting. This breakage suggests chassis flexure, which may well have been due to forces set up by the front brakes. Chassis flexure, in turn, could obviously account for the failure of the back axle. I cannot, of course, for a moment say that this was so; but I do suggest that miscalculations with regard to the front brakes could more logically be blamed for the breakage of the back axle than for the breakage of a valve. If, therefore, as I submit, the main technical effort by Peugeot in 1914 was to demonstrate the virtue of front brakes, then the failure of a valve would have been a

more " honourable," that is to say a more irrelevant, end to the effort, than the failure of a back axle; and in consequence, while it is probably impossible, at this distance of time, to establish what actually did happen, I can see no reason to ascribe contemporary evidence that the back axle failed to a French plot designed to hide the ugly truth.

London, W.14. KENT KARSLAKE.

* * *

How the Wensum Got its Name

Sir,

Reading your very interesting article " Cars in Books " on pages 891 and 892 of October's MOTOR SPORT, you ask if the River Wensum (where Boulton & Paul's works are) has anything to do with 30/98 bodywork.

Looking in " Vintage Cars," by Barron and Tubbs (published by B. T. Batsford), it depicts a 1924 Vauxhall 30/98 Wensum, on page 46.

The text describes how during the 1920s when " boat-deck " bodies were in fashion, Vauxhall's great Brooklands driver, A. Hancock, kept a fast boat on the Wensum at Norwich. The Vauxhall 30/98 with mahogany decking was very handsome and was named after that river.

Thank you for an interesting, informative and colourful magazine.

Norwich. ANTHONY FOTHERGILL.

* * *

That Maybach Mystery

Sir,

I read your " Maybach Mystery " with great interest. You may have unwittingly hit on a solution.

Quote : " The mystery hinges on whether it *was* possible to get another valve in each cylinder of an AZ Maybach, or whether there was an interim 30-valve version. . . . "

In July I went on to Friedrichshafen with La Met. after the Munich Rally, mainly in search of a replacement copy of the Instruction Book photostat, inadvertently lost, given to me by Maybach in 1957. Herr Direktor Böthner told me that these engines were given type designations of the nearest and furthest letters of the alphabet, beginning with the AZ model.

I have seen pictures and diagrams of this and the CX (long-stroke) model, but should there not also have been a BY model? Might that have been your " interim 30-valve version " ?

Norfolk. DOUGLAS FITZPATRICK.

* * *

Early Race Reports

Sir,

I have just finished reading my copy of MOTOR SPORT. I thought I might add to your discussion of the old racing reports. First, one thing I noticed was that Mr. Mathieson's lap times for 1906-7-8 agree exactly with those in Mr. Rose's book—presumably from the same source.

Secondly, I attended the French G.P. this year, and stayed in Pontgibaud (as did your Continental Correspondent), where there was a control in the 1905 Gordon Bennett. This place has certainly not changed a great deal, judging from buildings there and a photograph in Lord Montagu's book. The bridge is more permanent now but the houses in the background are still there (a filling station has been built on the corner before the bridge, which is now even more acute).

I also drove round the majority of the circuit—the surface in places being about the same as in 1905! The only other place I have seen photos of is Rochefort, which also looks exactly the same although some of the retaining wall has disappeared!

Mr. Bradley, in his " Memories 1903-21," gives the reason for Boillot's retirement as collapsed rear axle—two of each opinion now! Also he mentions the oversize F.I.A.T. engines and explains why.

Mr. Mathieson also describes an incident at Eu on the fourth lap in 1908 between Hemery and Pierron; there is a good photo of this on page 286 of Mr. Rose's book.

I hope someone can sort out the muddle over Boillot's retirement; it's nearly as bad as the classic example, quoted in MOTOR SPORT, of Lewis-Evans' retirement in the 1957 Italian G.P.

Reigate. SIMON MOORE.

* * *

Ash for Cars

Sir,

For years I have been reading about the use of seasoned ash as the framing for coachbuilt cars. I do not recall that quality wooden furniture is necessarily made of ash, but the references to ash in cars always left me with the impression that of the woods that could be built into cars, ash was the best.

I was able recently to saw up and split for firewood a good-sized white ash tree that had fallen across a private right-of-way, in the country. This was extremely easy to do. The ash was straight-grained, almost totally devoid of knots, and the shock of even a moderate axe blow caused splits to form. The ash was far easier to saw and split than a comparable trunk of pine that had seasoned longer. (I've never heard of even cheap car bodies being framed in pine!)

When I discovered that the natives of that part of the country who made a business of sawing and splitting wood for fires all regarded ash as the best firewood, a horrid suspicion stole over me. I suspect that all this admiration for ash is based solely on the ease with which it can be worked. If compressive strength, tensile strength, Young's modulus, or resistance to dry rot or termites formed the main criteria, would other woods be selected over ash?

I should certainly like to hear what you and your readers consider to be the best wood if ease of forming is not the prime concern. Apart from trim, did any of the major coachbuilders favour other woods?

Torrance, California. W. J. FRANKS.

[For facias and interior fittings, walnut, sycamore, beechwood, mahogany or ash. For frames, including complete cyclecar chassis and strengthening inserts in racing-car frames, ash. For the frames of coachbuilt bodies, now alas almost extinct, we wonder if craftsmen from Mulliner/Hooper or similar companies will care to comment?—ED.]

* * *

Error

Sir,

I should like to point out an error which appears to have crept into your account of the Bentley D.C. at Silverstone (October issue).

In the second 5-lap Handicap it was in fact J. Nutter's 6½-litre which dead-heated with Padgett's 6½-litre for third place.

May I take this opportunity to put in a plea for requiring respectable size sidelamps at all times, in preference to the use of dipped headlamps in well-lit built-up areas.

Thank you for a worthwhile magazine.

Northwood Green. TOM PASMORE.

* * *

Morgan 3-Wheeler

Sir,

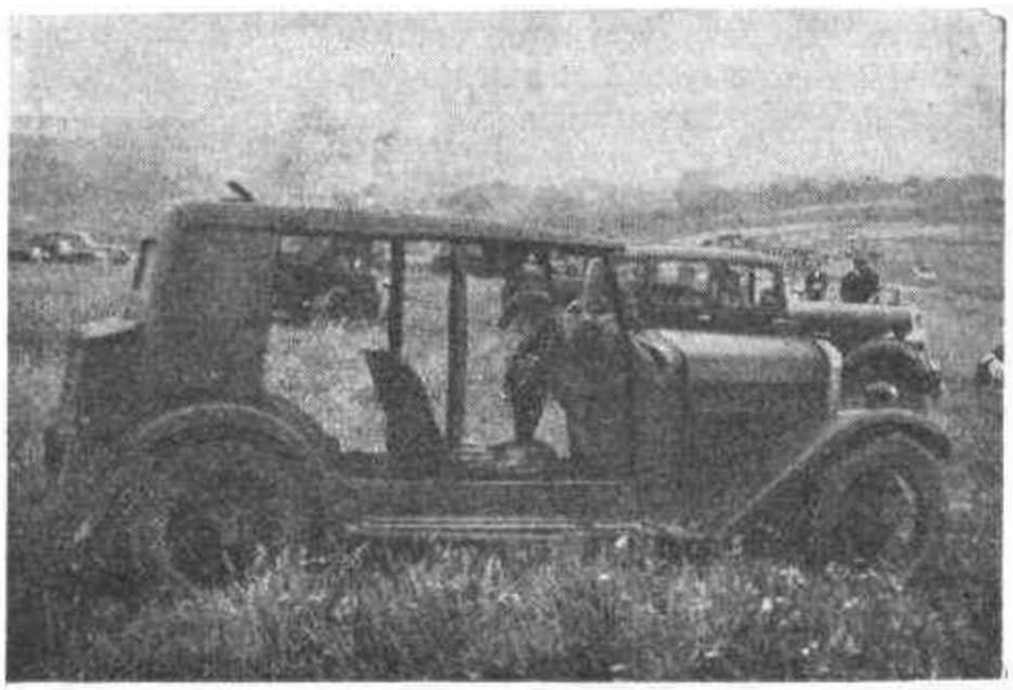
With reference to your article, " The Vintage Years of the Morgan 3-wheeler,"—July issue. I would like to point out that the caption under the small photo of E. B. Ware's 1922 s.v. Morgan-J.A.P., page 598, is in error.

The passenger/mechanic was my late father, A. H. Church, and not Mr. Allchin as printed.

Mr. Allchin, I agree, was with E. B. Ware when he crashed in the 1924 J.C.C. 200-Mile Race at Brooklands, my father being unable to race with E.B.W. on that occasion due to domestic circumstances.

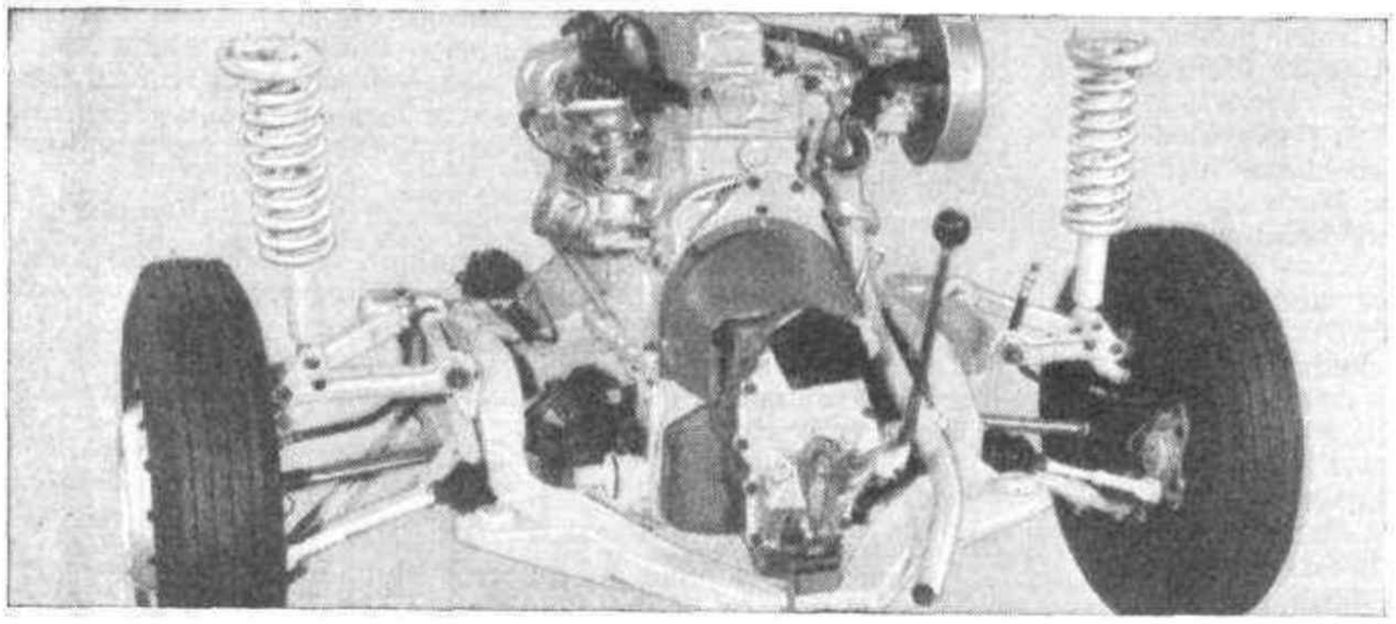
Cheshunt. G. C. CHURCH.

VINTAGE TAILPIECE



Stripped for racing?

Britain's best-equipped car next to the big ones!



Complete for performance

Front-wheel drive The 1296 cc engine (located fore-and-aft) is a developed version of the Herald engine, therefore tried and tested. The integral power and transmission unit is mounted over the line of the front wheels—which is good for cornering. And so is the all-wheel independent suspension.

All-synchro gearbox The four forward gears are *all* on synchromesh. The gear-shift operates direct to the gearbox without intermediate linkage: result, *very* crisp gearchange.

Small turning circle 30 feet only. Smaller than on any British front-wheel-drive car, smaller than on most cars of any kind.

'No loss' cooling system You top up the radiator water very, very rarely because of this ingenious system invented by the Leyland Motor Corporation.

Complete for safety

Disc brakes Standard equipment on front wheels.

Light dimmers Facia light can be turned up or down, so *you're* not dazzled. The driver behind you isn't dazzled either, because brake lights and winkers are automatically dimmed at night.

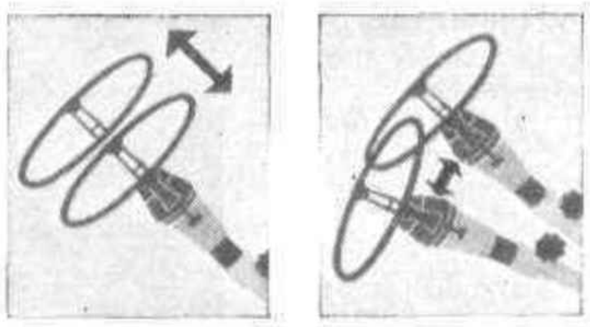
'Impact-break' steering column This explains itself. Childproof locks and safety-belt anchor points for four people explain *themselves*.

Recessed handles Door-openers and window-winders are entirely get-at-able but safely recessed inside the upholstery of the doors.

Complete for comfort

Heating and full-flow ventilation system You get real ventilation (i.e., outflow as well as inflow) with the windows tight shut. A specially-designed system (with temperature control and a two-speed fan) circulates fresh air up, round and out at the back where it demists the *rear* window.

Adjustable steering wheel, seats The steering wheel is easily adjustable for rake and length from the driver's position and,



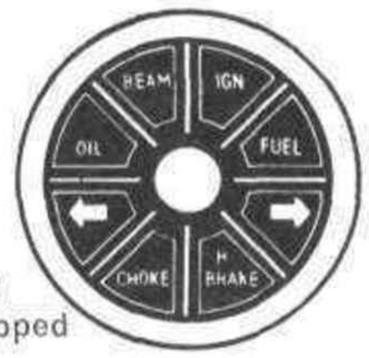
in addition, fore, aft, rake and height adjustment provides 81 possible positions for the driver's seat. The front passenger seat is also adjustable fore-and-aft.

Ventilated upholstery The expanded PVC is perforated, to keep you cool. And with the comfort comes downright luxury. Carpets not just fitted, but moulded to the floor shape. Lushly padded seats. And where it's wood, it's real walnut veneer.

Complete for convenience

All-systems-go dial All warning lights are grouped into one dial, like a cake sliced eight ways. And this is what the lights give warning of:

1 Ignition on
2 Fuel low
3 Right winker on
4 Handbrake on
5 Choke out
6 Left winker on
7 Oil pressure low
8 Headlights undipped



No-change lubrication Gearbox and final drive are lubricated for life, never need draining—only occasional toppings up. There are separate lubrication systems for engine, gearbox and final drive.

11¾-gallon tank—biggest tank for any British car under 1800 cc!

Tested—by the public

Over the next few weeks, Triumph 1300 production models will be driven by motorists who have been selected from all sections of the general public. This will give Standard-Triumph invaluable data on the car in everyday use, and supplement the massive testing already carried out by engineers.

The car will then be available throughout Britain on January 5th.

See the Triumph 1300 at the Motor Show

It is the star attraction of the Standard-Triumph stand. And that's saying something, because around it are such brilliant cars as the Heralds, Vitesse, Triumph 2000 saloon, TR4A and the Spitfire Mk. II. Look out too for the new Triumph 2000 Estate Car.

STANDARD TRIUMPH

A member of the Leyland Motor Corporation

TRIUMPH 1300

£796.12.11* complete



complete: that's the word for the new Triumph 1300—one word to cover dozens and dozens of important details. Those details go far beyond what other cars would call extras, for they have been planned into the car. They aren't embellishments, they're basic anatomy. The Triumph 1300 is Britain's best-equipped medium-size car: complete for performance, safety, comfort, convenience. Read on for an (incomplete) account of it.

** Ex-works price, inc. p.t.*

B.A.R.C. SILVERSTONE MEETING

October 9th

BEFORE the war the last race meeting of the season at Brooklands used to take place during the middle of October, with the light fading early and a decided nip in the air. The idea was to attract visitors from the Olympia Motor Show. In 1938, for instance, the last meeting was held on October 15th and, had war not intervened, there would have been motor racing at Weybridge on October 14th, 1939.

Nowadays we tend to close the season rather earlier, but the B.A.R.C. Meeting over the Silverstone Club Circuit on October 9th was in the tradition of these old Brooklands Autumn Meetings, and the weather was wonderful. The entry was said to be the largest ever for a meeting of this kind and in terms of sober numbers totalled 166. We were apparently not wanted, the Press Box being locked up all the afternoon.

Vic Wilson from Rhodesia led the 10-lap sports-car scratch race all the way in his ex-Hill/Marenello Concessionaires 275LM Ferrari, after which it was taken home in a Thames van. Second place was very warmly contested, between Moore's Lotus 30 and Widdows' Lotus 23-B.R.M., 4.7-litres beating 1-litre by 1.2 sec. Hovenden, not in a 30/98 of Huxley fiction but driving a 5.3-litre Attila-Chevrolet, spun into the Woodcote ditch on his first lap and broke the gearbox, while Nathan's Brabham BT8 Oldsmobile was a non-starter. The winning Ferrari averaged 88.3 m.p.h. and made fastest lap, at 90.45 m.p.h., but Clark's Ferrari couldn't do better than fourth place.

Nothing could match Hewitt's 1.7-litre Ford Anglia in the 7-lap saloon-car scratch race. It has registration number 105 E, carried advertisements for N.G.K. sparking plugs and used 6.00 × 13 front, 700L × 13 rear Dunlops, this Luton Motors Group Ford winning at 81.27 m.p.h. by 4.6 sec. from Jackson (Ford Anglia 1.5) and Fawsitt (Ford Anglia 1.6) who fought a hot duel for second place, which the former took by 0.6 sec., tail-sliding out of Woodcote. He set a new class saloon-car lap record of 81.99 m.p.h., a speed Hewitt equalled.

The 7-lap *Marque* scratch race was extremely good value, because a titantic battle for the lead was fought between Dawson's Austin Healey 3000, Lawrence's lightweight Morgan +4 coupé, and Moore in an Austin Healey Sprite coupé which not only kept up with the bigger cars but out-cornered them and boxed in whoever was behind. In the end, however, the Sprite's brakes appeared to weaken and it finished third, Dawson and Lawrence crossing the line so close together that the time-keepers couldn't separate them, although Dawson was given the race, at 79.61 m.p.h. The remarkable Sprite, however, made fastest lap, at 81.08 m.p.h.

The 10-lap scratch race for "Clubmen's" sports cars looked like a runaway victory for Bennett's Chevron-Ford, which pulled out a big lead from McLaughlin's Mallock U2 Ford but then lost its oil pressure and eased up, to win by only 0.2 sec., at 82.63 m.p.h. Lynch's Lotus 7-Ford was third and Meacham's Terrier-Ford won its duel with Reader's sister car.

A 7-lap scratch race for saloon cars up to 1,000 c.c. promised well, nor were we disappointed. The first four places were occupied by a frenzied mob comprising the two Frazer Imps of ex-policemen Calcutt and Brown, Nathan's converted Imp and Digby in the Cave A40. Nathan tried all he knew to beat the opposing Imps, trying to pass outside them at Beckett's, boxing in Brown when he could, only to blow-up while in second place a lap from the finish. So Calcutt won, at a rousing 76.92 m.p.h., from Digby, both drivers setting the saloon-car class lap record to 78.44 m.p.h. Brown's Hillman Imp was third, the Rootes cars staving off an enormous field of B.M.C. Minis, from which Heavens' Austin-Cooper S emerged in fourth place. [Commentator K. Best refers to the Minis as "Noddies" and admitted he isn't enamoured of them; I prefer the more affectionate term "Minibrics."—ED.] After this these saloon cars went home by trailers, the Imps included!

In the 7-lap scratch GT race Rootes' development engineer Unett led for three laps in a Sunbeam Tiger coupé, in spite of a spin at Beckett's, but let Clark, in a Ferrari 250LM, by, to win at 87.35 m.p.h. The Tiger then began to boil, but finished second, 5.6 sec. in arrears, while Jackie Bond-Smith drove her usual polished race, to come in third in Konig's Lotus Elan.

The 10-lap scratch race for F.L. and F.3 racing cars was rendered sensational by a mix-up at the start, which involved a lot of cars (nine, the commentator said) and sent Lockspeiser to hospital (no details—Press box closed!). Yellow flags waved furiously for two laps, but nothing could stop Bennett from running away with the lead, in Ashcroft's twin-cam 1½-litre Repco-Brabham-Ford. Stiller came round in second place in his 997-c.c. Brabham-Ford, winner of his class, and Long's Lotus-Ford was third. The race was won at 91.62 m.p.h., Bennett lapping at 93.97 m.p.h. Ewer, with a push-rod 1,598-c.c. Ford engine in his Brabham, held third place for four laps, then fell right back to sixth.

Two 5-lap handicaps concluded a very pleasant meeting only slightly behind schedule, although the "Delayed Start" notice had to be displayed before the second one. Mrs. Bond-Smith was on scratch, Miss Jackie Smith (Cooper S) on limit, in the first handicap, which pleased the commentators. Quick's Jaguar-E won, at 79.69 m.p.h. In the last race Fellows' Jaguar-E lost its gears as it moved off and Fraser's Lola-Climax led after four laps, but, penalised one minute for false-starting, lost to Gardner's Lotus 7-Ford.—W. B.

B.P. 5/- GUIDE TO LONDON SHOPPING

Kenneth Mason Publications Ltd. have published for B.P. a remarkable little book serving as a guide to every sort of shop in London, the whole most entertainingly presented, so that the reader will know where to go for anything from a skeleton to a stuffed otter, from boomerangs to back-scratchers, bullet-proof waistcoats to back numbers of rare periodicals. It runs to 170 small-type pages, with a quick-reference index ranging from academic gowns to zoological specimens, and is just the job for the motorist shopping, especially for the unusual, in London. Mason claims to personally recommend each shop. His book costs 5s.

THE THINGS THEY SAY . . .

"Today [Oct. 15th], the week before buyers arrive at the London Motor Show, another new British car is due to be announced. It is a Triumph, a family saloon which in price and size is half-way between the Herald and the Triumph 2000. . . . Known in the factory by the code name Ajax, it has been one of the Motor Industry's best-kept secrets."—From the *Radio Times, on sale on October 7th.* A secret, in fact, released over a week earlier by—the B.B.C.!

NEW MOTOR RACING FILM FROM PATHE

Associated British Pathé's newly released film, "Green to Glory," is a slick, professional, documentary production covering the world of motor racing. To obtain general interest, and therefore a commercial audience, the subject has been treated in rather a spectacular and dramatic fashion and covers such aspects of the motor sporting scene as trials, driving tests and the like as it goes on to draw the picture of "learner" racing drivers. The photography throughout is superb and the shots of mechanics and designers at work, and details of engines and other machinery, are first class. The title is rather misleading, for the film does not wave the National flag ostentatiously but rather gives a general and colourful view of the motor-racing scene as might be seen from the layman's point of view and, in the process, subtly emphasises Britain's supremacy in the field.

Some errors creep into the commentary and there are one or two editorial licences which will irritate the expert, but these are far outweighed by the splendid camera work and the views of certain aspects of motor racing which are normally only seen by the privileged few. The film runs for 22 minutes and closes with several minutes of film taken from Jim Clark's F.1 Lotus as it circulates round Brands Hatch in close company with several others at racing speeds, with no faking. The camera was pointed firstly over Clark's shoulder, then behind at the other cars, then panning in close up on one, and the whole edited into an order which gave the impression of travelling with Clark during a race. Very exciting and original material. A film well worth looking out for and, even though it is aimed at a general audience, one which will enthrall the enthusiast.—L. A. M.

ROVER PRICE CORRECTION

Last month we said that the price of a Rover Mk. III coupé was £1,997 2s. 6d. This figure includes automatic transmission, and the price of a Mk. III with manual gearbox is £1,934 17s. 11d.

RALLY REVIEW

MUNICH-VIENNA-BUDAPEST

SOMETIMES rallies that are a bit new to the International circus cause rally drivers to be taken aback when it is discovered that not only are the entrants puzzled by the regulations but that the organisers themselves are a bit hazy as to what is meant by them. Several years ago now, the Monte Carlo Rally organisers used to get into arguments of interpretation with its competitors, but since going over to special stages marks on a clear handicap system they have had much less trouble. The Tulip was one of the most famous rallies to use a class handicap system of marking where the top so many in each class set the average for the class and the class winners are then compared with that to give what is called his class improvement percentage. The bigger this class improvement, the better he is considered to have done in the rally.

With such an eminent predecessor, the organisers of the Munich–Vienna–Budapest Rally could scarcely be forgiven for adopting a similar form of marking using this class improvement basis to decide the winner of their rally. The exact working of the system was important as there were only six tests in the whole of the rally and, naturally, the three prime contestants—Sobieslaw Zasada (Steyr Puch), René Trautmann (Lancia) and Rauno Aaltonen (B.M.C.-Cooper)—were anxious to know just where they stood. This was the first time that this rally had formed part of the European Rally Championship and the first time, too, that it had been such a vital round in such a championship. The loosely worded regulations might have been quite adequate for the usual handful of keen German and Austrian entrants, but when the three protagonists turned up at the start and discovered that they had all interpreted them in a slightly different way, the organisers were eventually persuaded that something must be done and they issued an amendment to the regulations where, for the purposes of the European Championship, the class improvement would be disregarded if it led to ambiguities and the thing would be decided on a scratch basis.

Fortunately such a decision did not have to be taken, for Trautmann's Lancia Flavia Zagato, although beating Aaltonen's Cooper S on the first test on scratch, blew up on the last stages of the rally. The trouble was as in Finland—suspected piston failure—and a very disappointed René Trautmann flew out of Budapest at the end of the rally to think what he must do now. All year he has concentrated on gaining points in the European Rally Championship, in much the same way that in the past he concentrated on the French Rally Championship when he was driving for Citroën. Now his hopes have been almost completely shattered by the eleventh-hour intrusion of a diminutive Finn called Aaltonen and a large Oxford graduate called Ambrose who have quite calmly won no less than four championship events in the latter part of the year and finished second in another. He can still reclaim the crown of Champion, for the R.A.C. Rally is to be run this month, but without finishing in the first three and having Aaltonen retire as well, he cannot possibly beat the young Finn. As this is to be considered unlikely, he may well decide not to enter the R.A.C. at all, and the Championship will pass to Aaltonen quietly and with no last-minute scrapping, which will be rather a pity as personally I think it would create a lot more interest during the rally.

The Polish driver, Zasada, was already several points behind Aaltonen at the beginning of the Munich–Vienna–Budapest and it was his misfortune that during the rally one of the other Steyr Puchs entered in his class defeated him on one of the tests, so that he had to be content with fourth place overall as that single defeat reduced his class improvement by quite a large margin. He too would need to do well on the R.A.C. and have Aaltonen retire before he could catch Aaltonen and win the Championship, but here the possibility is less remote for the Steyr Puch is a strong little car which lasted out the Acropolis much better than did the works Cooper S entered for Timo Makinen. If the rough roads of central Greece can be tackled with such aplomb, it may well find the forest tracks of Great Britain to its liking, while Aaltonen's Cooper S may be more susceptible to mechanical failure on a long, hard rally like the R.A.C.

To return to the Three Cities, B.M.C. were using three crews in support of Aaltonen, partly as a form of insurance and partly to give them control of the class and the improvement made within it. Steyr Puch and Lancia did the same with their classes by entering masses of " private owners." The bright young boy from Bradford who won a *Coupe des Alpes* on his first appearance on the Continent—Tony Fall—was teamed with Ron Crellin, who had often in the past been given the job of going with mad young men to see how suitable they are for the B.M.C. Team, and they went very well to finish second in class to Aaltonen, and with Paul Easter/Henry Liddon and the winning car, B.M.C. also took the team prize. The fourth B.M.C. car was driven by a very mature pair, Geoff Halliwell and Mike Wood, who had the misfortune to invert the car on one of the special stages, fortunately without much damage to themselves.

Thus it is that the European Championship has been virtually decided on the result of this rally, and we can say almost with complete safety that a British-built car has dominated rallying almost entirely in 1965.

* * *

I thought that as this issue is coming out in November, I would say one or two things about the forthcoming R.A.C. Rally of Great Britain, as it will be January before I have another chance.

As far as entries go, the R.A.C. has not yet given any indication of how things are going, but I would imagine that if anything there will be rather less than the 170-odd that they had last year. This is mainly because I think that there will be fewer private owners than in the past two years, with no corresponding increase in the number of works cars entered. The private owner must find that the R.A.C. can be quite expensive, not so much in terms of outlay but because his car may be unserviceable for quite a long period after the rally and may need a lot of money spending on it to put it right. This notwithstanding, the majority of the entry will be comprised of private owners both from this country and the Scandinavian countries. There are hardly ever any Germans, Frenchmen or Italians that come for the R.A.C. Rally these days as they feel, quite rightly, that they are outclassed on dirt special stages by the Finns, the Swedes and now the British.

There are five main works teams in Britain, of which the two most successful are B.M.C. and Ford. The British Motor Corporation will be concentrating its attention mainly on the Minis with drivers like Paddy Hopkirk, Jorma Lusenius and Raunos Aaltonen driving 1275 Cooper Ss, while Timo Makinen will be taking a lone works Healey 3000 to try for an outright win, which he just missed last year. Fords, on the other hand, will be using exclusively the new leaf-sprung Lotus Cortina, which will be driven by David Seigle-Morris, Vic Elford, Bo Ljungfeldt and Bengt Soderstrom. This latter driver is one of the fastest Swedish drivers rallying today and in the absence of Tom Trana, who is prevented from appearing on the R.A.C. by virtue of legal action still pending from his accident on the Gulf International London Rally, Soderstrom is to be rated as a very likely winner.

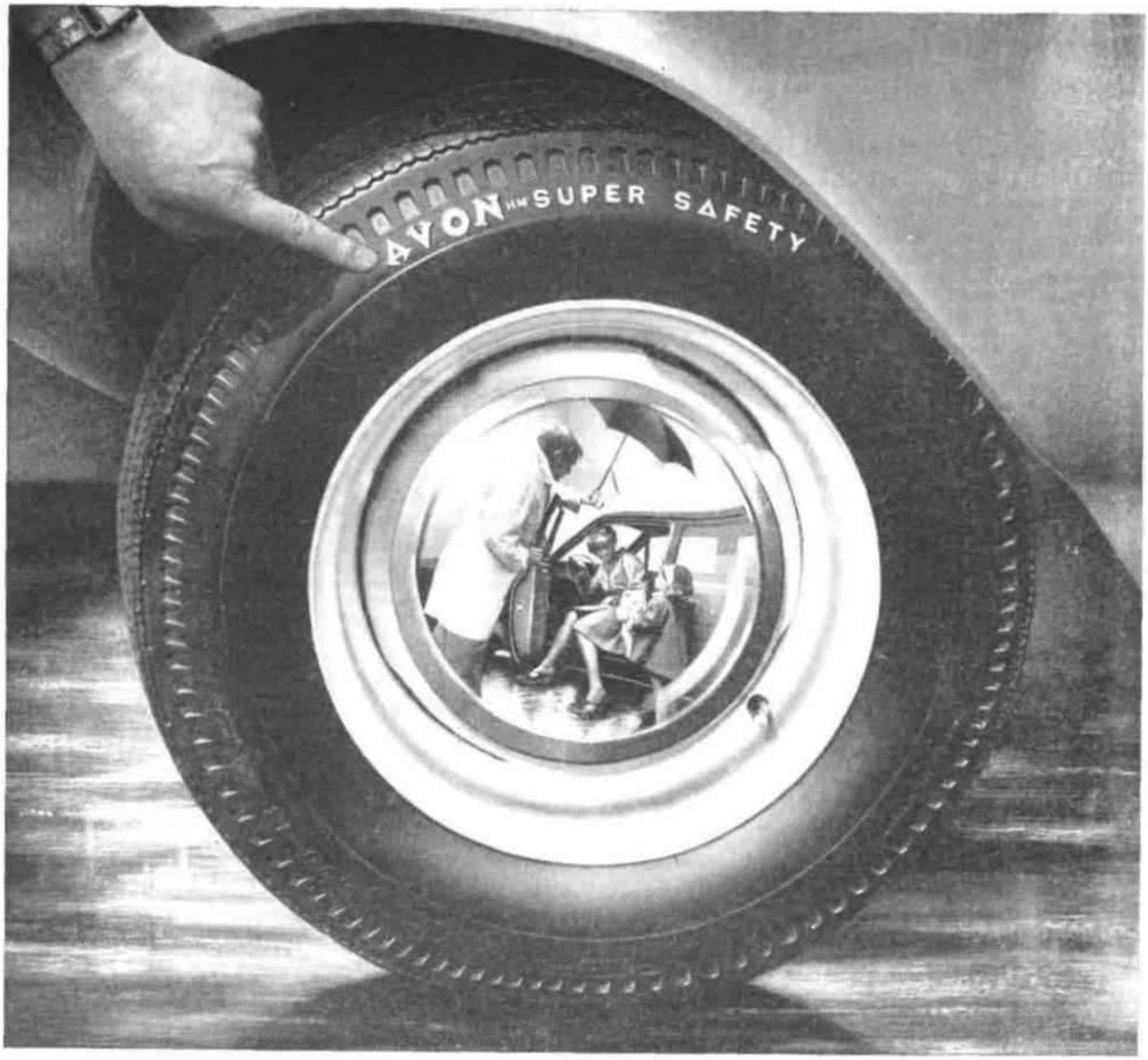
Rovers will be using their 2000s, which are virtually unchanged since the Alpine Rally, and these will be in the hands of Logan Morrison and Anne Hall, who may be joined by Peter Procter who will be driving for Rover next season. Rootes will be the only factory to have split their interests between two cars, with entries of both the Sunbeam Tiger and the Hillman Imp. Their drivers will include Andrew Cowan and Rosemary Smith, who will be taking Imps, and Tiny Lewis and Peter Harper, who will have the big-engined Tigers.

Lastly come Standard Triumphs; not for any particular reason, except possibly that your rally correspondent will be accompanying one of their team drivers and is trying to be modest about it. I will be going on the rally with Simo Lampinen in a Group III Triumph 2000, and this will be the first time that either he or I have rallied in one of these cars and it should prove an interesting experience. Also driving for the Triumph team will be Roy Fidler and Jean-Jacques Thuner, and one of these will have a similar Group III car and one will have a Group II version.

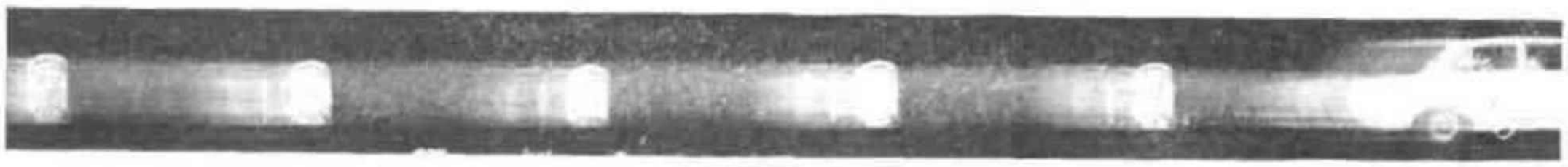
With Trana not able to come and make his R.A.C. hat-trick, Volvo will be sending three cars for regular drivers Carl-Magnus Skogh and Sylvia Osterberg as well as a new Finnish discovery, Raimo Kossila. He was very impressive on the 1000 Lakes in his own Volvo, and in much the same way that B.M.C. are experimenting with Lusenius, Volvo have decided to give a car to this fiery young Finn. Saab will probably have a large number of entries as usual, with the team headed by Erik Carlsson and Pat Moss and completed by drivers like Ake Andersson, Ove Andersson and Olle Bromark.

The full and detailed route of the rally has not yet been published but the regulations indicate that after the West Country the rally will pass through Wales and then go *via* Yorkshire to Scotland, returning *via* the Lake District and Wales to the finish at London Airport. It is expected that thousands will turn out to watch the rally and its speed tests, and, unless you live in East Anglia, you should have the chance to watch it yourself.

J. D. F. D.

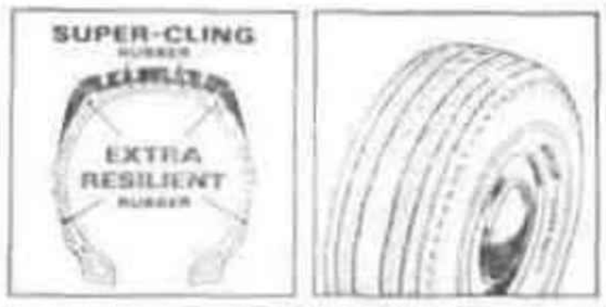


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-and higher mileage too!

If peace of mind means as much to you as saving money . . . if you want the utmost wet road adhesion when conditions are at their worst . . . you want Avon's latest, greatest tyre — SUPER SAFETY. Its unique twofold construction, advanced tread features and rounded shoulders give all the extra safety of special rubbers *plus* higher mileage. Ask your garage or tyre man about AVON SUPER SAFETY.



Only Avon's twofold construction unites cool-running undertread and sidewalls with 'cling' rubber tread to give 38% more wet road grip plus higher mileage! And, new on Super Safety, broad outer ribs with fully contoured rounded shoulders improve steering stability at high speeds.

AVON
SUPER
SAFETY

BOOK REVIEWS

"The Bullnose Morris," by Lytton P. Jarman and Robin Barraclough. 257 pp. 9¾ in. × 6¼ in. (*Macdonald & Co. (Publishers) Ltd., Gulf House, 2, Portman Street, London, W.1.* 45s.)

This is one of the more painstaking, informative and interesting one-make histories. In fact, it is more than just an intimate history of the famous bullnose Morris cars, because the joint authors, whose facts and figures have been gleaned over many years for the Bullnose Morris Club, deal also with the subsidiaries of the great Morris organisation, such as White and Poppe, Continental and Hotchkiss who supplied engines, with cars such as the Morris-Leon-Bollées, the commercial Morris models, small cars which sought to imitate the original Morris-Oxford, and so on. There is a lot of data about the Bean, which Morris beat in the mass-production stakes, and generally "The Bullnose Morris" is a really comprehensive history, dealing not only with the subject that forms its title but with a host of auxiliary matters as well.

Because the bullnose Morris was Britain's biggest-output car for many years this book should become a best-seller of its kind, appealing to the hundreds of people who still recall these cars with warm affection and to the great many people in the Motor Trade who were associated with Lord Nuffield and his products. They should revel in the many and diverse illustrations which materially enhance the book, not only the nostalgic photographs but the excellent drawings by Helen L. Stirling and Bray Webb of components, badges and similar bullnose items.

This book is, however, more than a history of the Morris-Cowley, Morris-Oxford, Morris Commercials and related vehicles. It contains much Bullnose overhaul and servicing data from the amusing but instructive pen of Norman Routledge, reprinted from the magazine of the Bullnose Morris Club, together with fascinating descriptions of how Routledge discovered and restored his own bullnose Morrises. It includes copious quotes from early motoring journals, and a complete article by William Boddy of MOTOR SPORT covering racing versions of the Bullnose.

The rare 6-cylinder Bullnoses and the M.G. versions are sorted out, and this splendid book concludes with pages and pages of tabulated data dealing with specifications of all the vintage Morris models, production figures, engine and components details, and the Register, usual in these Macdonald Automobile Histories, of all known surviving cars with dates, chassis and Reg. Nos. and owners' names.

"The Bullnose Morris" cannot fail to give pleasure to a great many readers, it is essential reading for past and present owners of these cars, and it would make an ideal Christmas present to anyone who used to work for Morris Motors or any of the subsidiary companies. It is dedicated to the late John Pollitt, whose archives contained much rare company data.

"The Flying Cathedral," by Arthur Gould Lee. 272 pp. 8¾ in. × 5¼ in. (*Methuen & Co. Ltd., 11, New Fetter Lane, London, E.C.4.* 30s.)

For years the legendary figure of Cody, the flamboyant Texan who came to England, built early aeroplanes known to the public who assembled to watch them fly, on account of their size and profile, as "Flying Cathedrals," has been wrapped in mystery.

This well-written and documented book throws light where previously little was clear. It shows that Samuel Franklin Cody really was a cowboy from the rough life of the prairie, then buffalo-hunter, bronco-buster, gold-miner and crack sharp-shooter.

It goes into fascinating detail about Cody's theatre performances of *The Klondyke Nugget* in which all his family took part and which gained for him an appreciable fortune. No less remarkable, and significant of what this book tells us of Cody's character, is the way in which the girl Lela Davis, living a life of ease and luxury in London, fell in love with the *gauche* cow-hand, married him and lived for many years the uncomfortable life of the barn-storming show-family.

Cody's very careful experimenting with man-lifting kites, which led him to build and fly the first powered aeroplane in this country, in 1908, are well described and his aeronautical achievements, up to his fatal accident in a seaplane in 1913, discussed in detail. The engines Cody used, the successful flight to London from Farnborough in the British Army Airship *Nulli Secondus* in 1907, a flight it is all but impossible to picture today, as this odd craft floated along following the London Road and later circled famous London buildings, "Col." Cody sounding his klaxon and Col. Kapper saluting his superior officers who were watching from the roof of the War Office, and the ingenious aspects of Cody's kites, stage turns, guns and aeroplanes, are admirably explained in this fascinating and important book, "The Flying Cathedral."

It is the story of a quite unique individual, whom the reader grows to love as the life-story unfolds, and the like of whom will never be seen again. Incidentally, Cody, after going out in the Hon. C. S. Rolls' Rolls-Royce Silver Ghost, bought a Simms-Welbeck car, from which he derived as much pleasure as he had from horses, Bergamo and Vichy. It is typical of the man that he drove his new possession home from the dealer in the Edgware Road from whom he had bought it, to Aldershot, without a single lesson. Incidentally, those living in the Aldershot, Farnborough and Fleet areas, will, with the aid of this enthralling book and the appropriate one-inch Ordnance Survey map, be able to trace the locations of some of Cody's aeronautical adventures.

W. B.

"A History of the World's Racing Cars," by Richard Hough & Michael Frostick. 190 pp. 10 in. × 7½ in. (*George Allen & Unwin Ltd., Ruskin House, 40, Museum Street, London, W.C.1.* 45s.)

There have been plenty of books about the history of the racing car, so that the need for another one scarcely arises. The text of this one is a clear guide to the subject but the real point is that this is a *pictorial* history, with some previously seen colour plates.

As a book to browse through it would be commendable, if it were not so expensive. The best item is a 13-page account of the 1914 French Grand Prix by H. Massac Buist, together with a detailed contemporary description of the all-conquering Mercedes cars built for that race. But as these have merely been reprinted from *The Autocar* of July 11th, 1914, and will be found in the bound volumes of that estimable journal, the authors can take very little credit for it.—W. B.

"Motor Car Lover's Companion." Edited by Richard Hough. 293 pp. 9¾ in. × 6¼ in. (*George Allen & Unwin Ltd., Ruskin House, 40, Museum Street, London, W.C.1.* 30s.)

Anthologies are luxuries, inasmuch as they repeat previously-published material. This one is certainly very readable and amusingly illustrated, but extracts about Jaguar and the Jam Factory come from books by Lord Montagu so recently published as to be repetitive. Most of the other material is very enjoyable, like the accounts of early Motor Shows by well-known contemporary writers, specifications of early cars and Laurence Pomeroy's article "On Running a Royce," together with other Rolls-Royce material. Lord Hovenden's fictional motoring in his 30/98 Vauxhall, as written by Aldous Huxley, is recounted in some detail, and is also very readable. Even James Bond gets in.

But this, as another reviewer has observed, is the very last motoring anthology we want to see for at least a decade.—W. B.

"Best Motor Racing Stories." Edited by Douglas Rutherford. 199 pp. 8¼ in. × 5¼ in. (*Faber & Faber Ltd., 24, Russell Square, London, W.C.1.* 16s.)

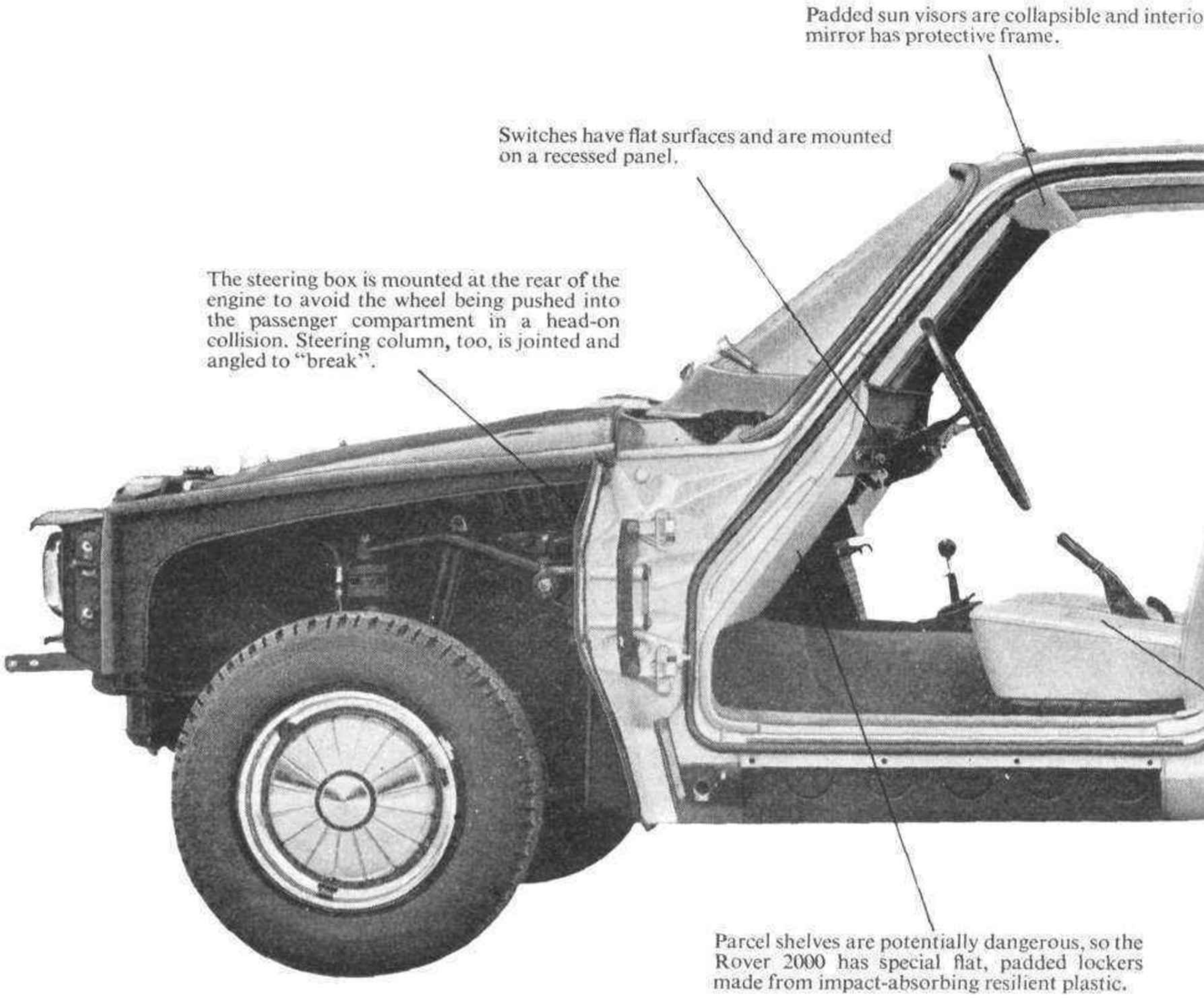
This is an unfortunate hotch-potch of poor fiction and dated reporting, and it is an insult to Denis Jenkinson—say I am biased if you like—to use a piece from "The Green Helmet" novel to cover the Mille Miglia, instead of his account of being in Moss' winning Mercedes-Benz in the 1955 race.

That Rutherford believes that "motor racing has not yet produced an Antoine de Saint-Exupéry" is no excuse! I dislike collections of previously published material. You can save money by skipping this one!—W. B.

CHRISTMAS CARDS

Victorian snowmen have long been pushed off their pedestals on the Christmas card market and the variety of themes now available is sufficient to satisfy all tastes. Motoring sport has not been left at the post and pictorialised competition cars pop into many a letter-box throughout each December. Perhaps the best known motoring sport brush-wielder is Michael Turner, whose superb colour illustrations have delighted many a beholder. Mr. Turner's 1965 Christmas card series will shortly be available, and they are even more magnificent than in previous years. The six designs are well printed and balanced and are sold in sets of twelve at 16s. per set, from 21, The Drive, North Harrow, Middlesex. Even if you are not a card sender, these prints are not to be missed.—G. P.

This car's got guts enough to talk about safety



"I have never come across a more safety-conscious car."

That's what the Sunday Express said about the brilliant Rover 2000: the only British car to take safety as a basic design concept. It's little wonder that the Press has been so unanimous in praise.

The Sunday Times said: "The Rover 2000 must be one of the safest, most roadworthy cars on the market." The Daily Telegraph: "The Rover 2000 sets new standards for safety." The Daily Mail: "The Rover 2000 is one of the safest cars I have ever driven anywhere in the world." Car: "As far as design for safety is concerned the Rover doesn't have any competitors at any price or in any size range."

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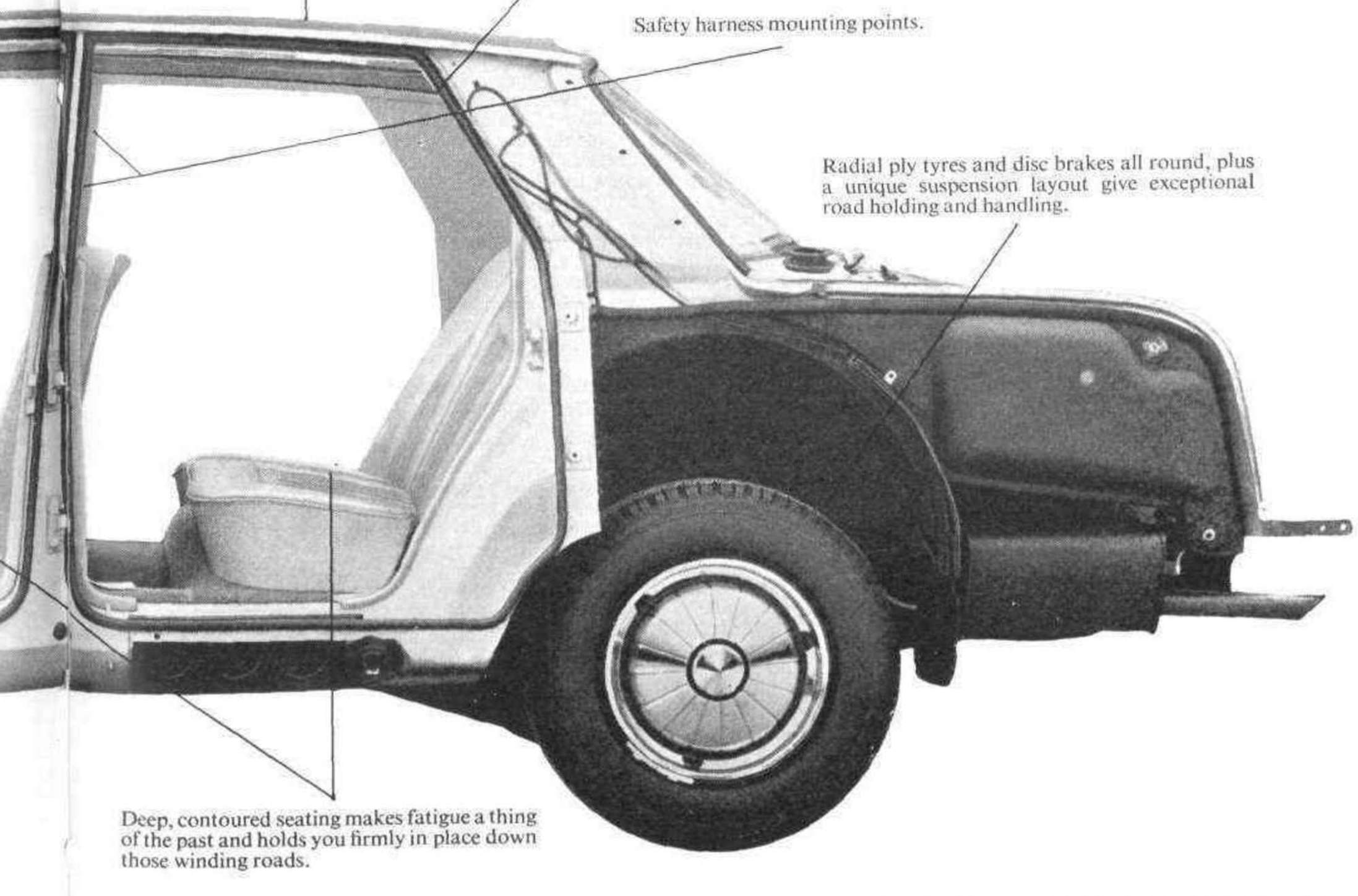
You may never need this degree of safety, but as the roa become more crowded and the accident figures rise, peace o mind comes more readily in the Rover 2000. Ask your dealer fo a trial run. £1,298.2.1 (including Purchase Tax) ex. works.

Immensely strong body cage is virtually a rigid steel box made to resist distortion and protect the occupants.

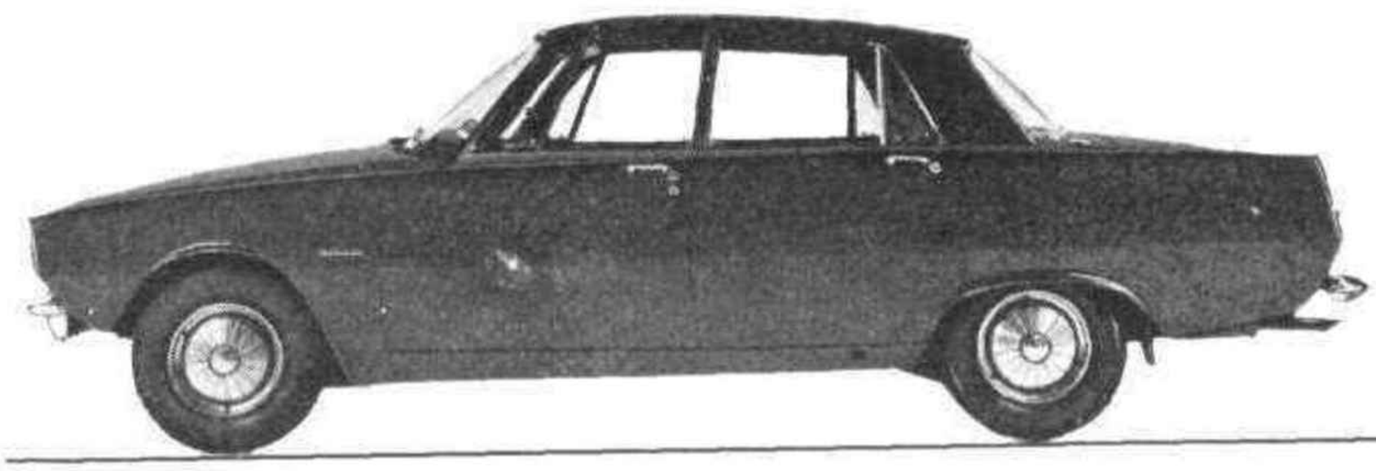
Thick, resilient padding on front and rear headlining, roof and quarter panels.

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ROVER 2000

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Oil Research at Bracknell

A DAY AT THE CASTROL LABORATORIES

OIL is oil no matter from whose hole in the ground it gushes —at least, so think the majority of people whose closest connection with the lubrication world has merely been the simple task of taking off a filler cap and popping a pint inside. But is this impression the right one? Is oil from, say, the Persian Gulf better than that currently being hunted in the North Sea? Is one refining process better than another, or are they all alike? These are questions which come to all of us at some time or another, and yet the task of taking steps to find the answers always seems to be far too tedious to be justified. We are probably content to sit back and be influenced by the television advertisement currently in vogue or to stubbornly insist on Brand X simply because we have always used the stuff since we first became aware of the view through a windscreen.

When I recently spent a day at the Castrol Research Laboratories at Bracknell in Berkshire I found that these questions, and several others which I had carefully prepared, were really quite irrelevant. For crude oil, the stuff that gushers are made of, is really of very little concern to Castrol, or to any other producer of lubricating oil for that matter. Crude oil is to Castrol as iron ore is to a car manufacturer. As vehicle makers use a processed form of raw material (steel in their case), so Castrol uses base oil, or " lube stock " as they call it, which is a by-product of the crude oil refining process, being given off at one of the levels of the fractional distillation columns.

Wandering through the spacious and well-appointed laboratories, doing our best not to become mixed up with a party of Soviet citizens over here for the International Six Days' Trial, and sporting Manx badges to boot, my first impression was that here were things Mr. H. G. Wells, or perhaps even Dr. Who, would have delighted in. The intricate glassware and pipework were, to a non-scientist like myself, fearsomely futuristic, but to the experts of Castrol they were as familiar as electric light switches. Every laboratory was well bestowed with masses of highly complex and expensive equipment, including a spectrophotometer capable of carrying out in seconds an analysis which would take as many hours if done chemically. During the two years that this establishment has been open, and indeed in the years before, the graphical results of this instrument have been preserved and indexed so that Castrol now has what is virtually a chemical Scotland Yard which can turn up a graph to identify a complex organic additive in much the same way as fingerprints are used to bring down stern arms on the shoulders of transgressors.

The establishment is divided into four main departments, the first of which is the Organic Research Laboratory, hub of a continuous search not for a new oil but for new chemical additives for the existing base oil. New blends of existing additives are not so much the goal as completely new ones. I ventured not into the realms of what these new additives were likely to be, or what they were likely to do, for I could almost see the " Hush-hush " stamp leaping from its resting place and making its impression right in the middle of my notebook.

The secret of an efficient research laboratory, so I was told, is the ability to recognise a dead horse early and bury it, rather than spend lots of precious man-hours fruitlessly trying to revive it. This is one of the maxims of the research department, where each bench is under the care of a graduate chemist, each of whom works in an amazingly aroma-free atmosphere.

The Development Department works very closely with Research. Indeed, their two functions are almost integrated, the one carrying on the successes of the other.

The Analytical Services Department is the trouble-shooting branch of the establishment. Not only does it investigate customers' queries, but feeds back all manner of useful gen to the other departments on whose behalf numerous complicated analyses are made.

Lastly, we have the Pilot Plant, but it is most certainly not deserving of the adjective least. On the contrary, it is probably the only place at Bracknell which has just claim to be called big. It is here that the test tube gives way to the larger pressure vessel, where laboratory techniques are adapted by the use of larger quantities in preparation for full-scale mass production. The problems of a laboratory bench differ greatly from those of production installations, and in the Pilot Plant the bugs of the scaling-up process are ironed out.

Supporting the four main departments are various ancillary services, including a workshop which even turns out furniture, a comprehensive library, restaurants and a conference room. In the grounds, signs of construction activity are evident. A new engine test house is nearing completion and, when the present Engine Test Department moves from its existing home at Hayes, Castrol's research activity will be completely centralised.

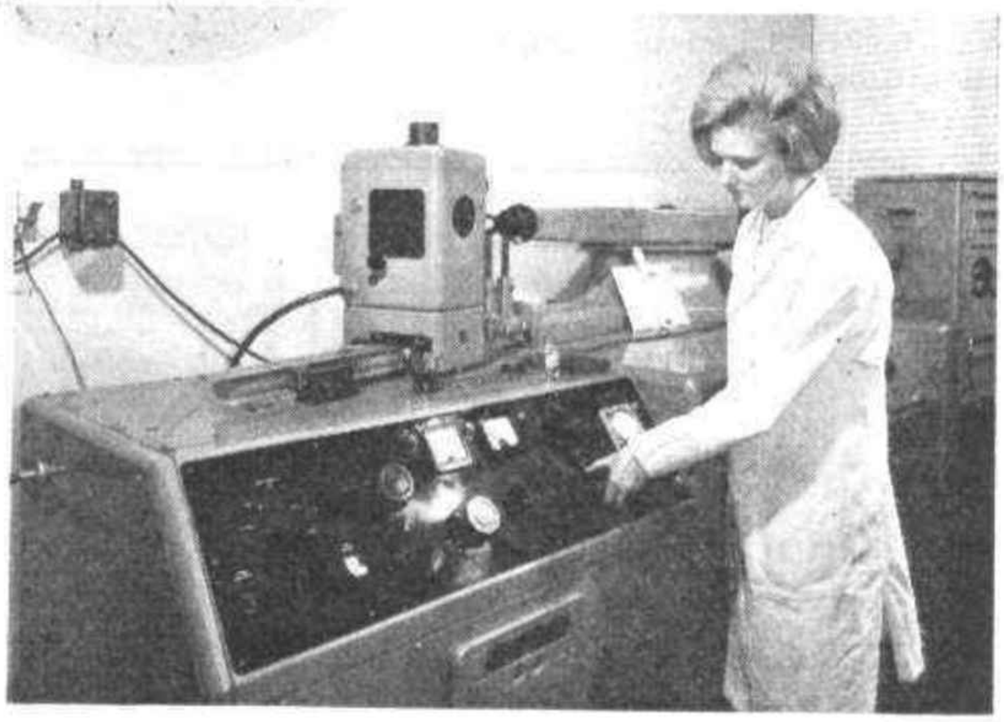
What is the range of Castrol's work at Bracknell, anyway? Though oil is their life blood they are obviously uninterested in such things as salad additives or suntan producers, but wherever there is a lubrication problem you can bet that Castrol are concerned somewhere along the line. Aviation turbine oils, radiation-resistant oils for nuclear power stations, dewatering fluids, the peculiar problems of grease, which is nothing more than oil with something added to make it " stand up "; all these things are very much the concern of the Castrol researchers. The Wankel engine brought something of a poser, but on investigation it was found not to be a new problem, more a new combination of ones already solved in themselves.

I learned that oil is virtually indestructible in an engine. The trouble starts when it is contaminated by the products of combustion in the cylinders, such contamination greatly reducing the oil's lubricative properties and causing premature wear on surfaces. Foreign matter from the combustion chamber is most likely to be introduced to the lubricant during cold running, a period far more damaging to the oil, and to the engine itself of course, than long, hard motorway drives.

Nowhere on the premises did I detect the delicious aroma of Castrol R. Indeed, it was difficult to detect any odour at all except in one or two remote corners, such was the efficiency of the air conditioning which provides twenty complete air changes per hour. The need for R-type oils is apparently diminishing. Modern mineral oils are just as good, and in many cases better, since " R " tends to become rubbery when contaminated, gumming up the works, as it were. There are certain specialised uses, of course, for which " R " continues to be produced.

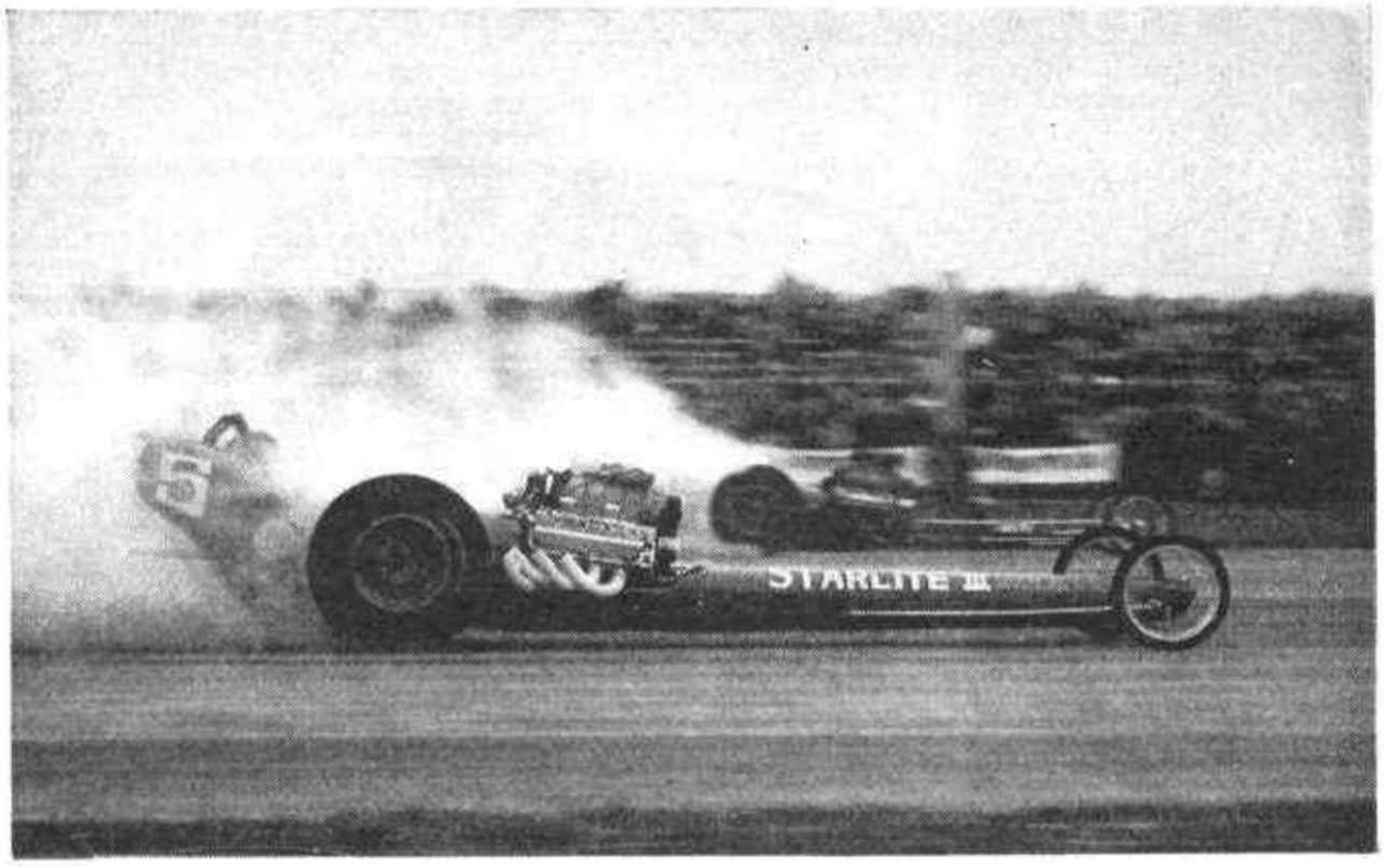
A very particularised study carried on in the Development Department at Bracknell is that of hydraulic fluid, and it takes place under the eagle eye of a completely dedicated man—and an amazingly tall one at that—who always has before him the fact that an inferior oil can only wreck an engine, but an inferior brake fluid may well destroy human lives. Hydraulic fluid is not a simple juice by any means, despite the fact that its most vital ingredient seems to be sheer sweat. It has to live for two or three years at least and must comply with certain standards which,

Continued on page 975



The emission spectograph can be used to instantly measure the metallic content of an oil, whether old or new.

2nd International Drag Festival



DRAG RACING.—Chuck Griffith (Chrysler V8), nearest camera, and Danny Ongais (Chrysler V8) leave the line in clouds of rubber smoke in their semi-final at Woodvale. Ongais won this round with 7.90/200.

LAST year the British Drag Racing Association arranged for a selection of American vehicles and drivers to visit this country and stage demonstrations of what American Drag Racing was all about, while at the same time a variety of British cars and motorcycles went through the motions of an American-type Drag meeting, running in pairs on a knock-out or elimination basis. Without doubt the stars of the demonstrations were the two big supercharged dragsters of Garlits and Ivo, these two drivers putting on some very impressive paired runs clocking just over 8 sec. for the standing-start ¼-mile, with terminal speeds of well over 190 m.p.h. Many of us were not only impressed by the two class AA/FD cars, running on nitro-methane fuel with a supercharger the size of a Mini engine and pushing out 900-1,000 b.h.p., but were really enthusiastic about the sight, sound, smell and speed of these out-and-out racing machines, untrammelled by restrictive regulations as are most European competition cars. There were many Americans at those British Drag meetings of 1964 who said we should go to a Championship meeting, where anything up to two or three dozen such cars and drivers perform. The mind began to boggle a bit.

This year the British Drag Racing Association organised another visit by an American team and it comprised eight cars and drivers all in the top class of Drag Racing, running AA/FD fuel-burning dragsters, and they came with the intention of racing against each other in all seriousness, not to give demonstration runs. Due to the motoring politics of this country the organising of the meetings at which these eight cars were going to perform had to be put into the hands of ordinary motor clubs and in the hands of a lot of people who did not appear to know the difference between Drag and Drug, with the result that the 2nd International Drag Festival was a bit of a shambles. Fearing that the paying public would not be satisfied with seeing eight really powerful cars in action, the organisers gathered together a motley collection of cars in a great variety of classes, more or less like an ordinary British sprint meeting or hill-climb and trying to run them in pairs as at a true Drag meeting seemed beyond the capabilities of the organisers who shall remain nameless for obvious reasons. In addition to the eight nitro-burning V8-engined dragsters there were also a half-dozen American motorcyclists, with some very potent machinery. In this country the motorcycle exponents of the sprint ¼-mile are the best there are, and we could field a team of six to match anyone, so the appearance of the six Americans was most welcome for there was every possibility of a real Anglo-American battle. With cars the story is different, for people have only just started to build specialised machinery for the standing-start ¼-mile, and we are 10 to 15 years behind the Americans. As with the car entry the motorcycle entry from this country was run as an ordinary sprint meeting, with classes for nearly all types of motorcycle, and the American bikes were put in the various classes according to engine sizes, just as our bikes were. The result of all this was a vast programme of events that perfect organisation would have been hard put to get through, and the muddled organisation that prevailed had little hope. To add to the difficulties the weather did not help.

Of the two meetings at Blackbushe Airport in Surrey, the less said the better, for the Saturday meeting had to be abandoned halfway through because of torrential rain. None of the big dragsters ran at all, which was hardly surprising, because 100 b.h.p. in the wet is pretty uncontrollable, so imagine what 1,000 b.h.p. would be like. On Sunday the rain was intermittent, with some dry spells, but the track was never dry. The Americans all did some gentle solo runs, never having driven their dragsters on a wet surface before, and they put on a fantastic show of skill and bravery. Going down the ¼-mile straight in full-lock slides many of them broke 10 sec. and recorded terminals of well over 150 m.p.h. and while the large and very wet crowd of spectators appreciated the efforts, it was not what they had come to see. The dreaded rain had turned a most promising week-end into a complete flop.

The following week-end another meeting was organised at the R.A.F. aerodrome at Woodvale, near Southport, and this time the weather was kind, but the organisation even more "shambolic." A very large crowd turned up to see the eight Americans put on a pocket-size Drag meeting, and they were not disappointed, even though the gaps between were pretty awful. These American drivers, owners and mechanics, were all experienced drag racers, who really knew what they were doing and in spite of the muddled British organisation they put on a show that must have "sold" American Drag racing to everyone who witnessed it. In the morning they each did a solo run to get the feel of the track, some of the times being around the 8 sec. mark, with terminal speeds of over 190 m.p.h. and there was an incredible air of expectancy surrounding the American camp, for not only was this a serious competition, but they had big prize money involved.

These big American dragsters with Chrysler, Plymouth or Chevrolet V8 engines, topped by huge superchargers and burning nitro-methane fuel, do not run for long, and once having run they have to be left for quite a time to cool off before they run again, so that action by the eight cars could not be continuous, there had to be intervals. It was during these intervals that it was intended to run British-built dragsters, driven by people who are only just getting into the game, but unfortunately they were all grouped in with sports cars, GT cars and hill-climb cars, in the multitude of classes and they barely had time to get themselves sorted out, let alone much opportunity to make runs, and the motorcycle classes were equally disorganised.

After lunch the eight Americans were ready for their first heats of the elimination contest, which is the whole point of Drag Racing, and they presented themselves in the starting area in pairs, all ready to go. You cannot run these powerful engines for very long, for their only cooling is the water in the heads and block, and the alcohol fuel, so they are taken up the ¼-mile and then push-started on the way back towards the start line. They come down the strip with the engines idling, each turn a semi-circle in the starting area and are then ready on the line. A few quick blips on the throttle which produces a noise like you never have heard before and the starter gives them the "ready" signal, to which they reply with a nod of the head. The flag goes up and all hell breaks loose as wheels spin, engines roar and everything disappears in a cloud of rubber smoke, and the two cars are gone. A standing-start ¼-mile in under 8 sec., with a speed through the traps at the end of



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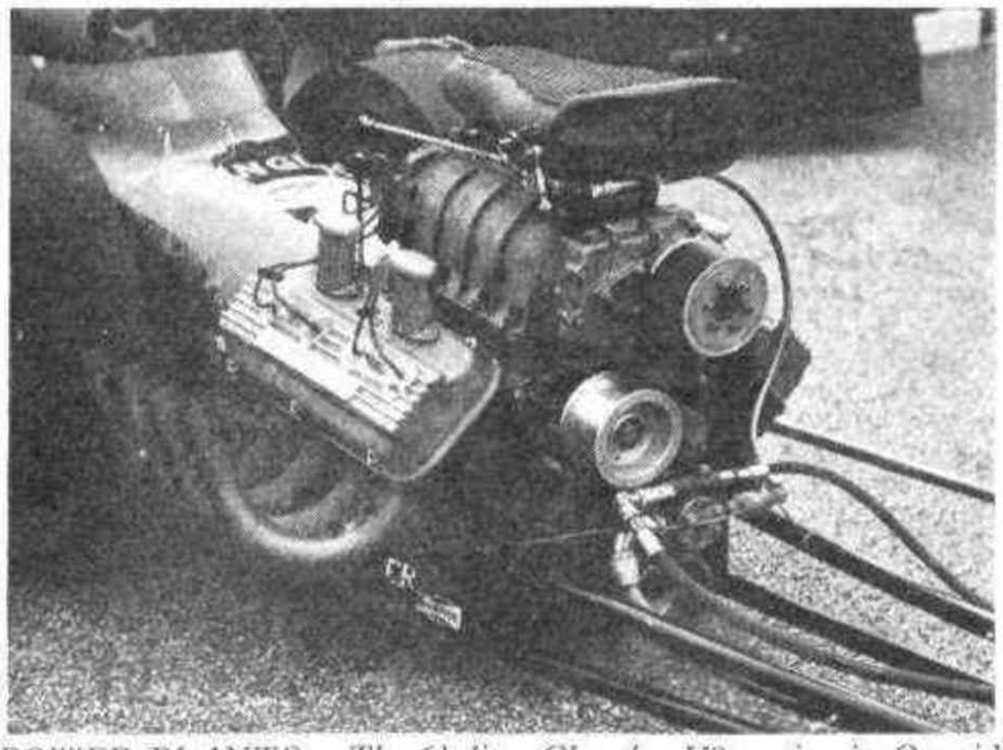
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200 m.p.h. This was recorded in the second heat, when Ongais beat Keith, and again in the third heat when Cortines beat Nancy. The speed through the traps at the end of the ¼-mile is measured by light beams actuating a timer that is accurate to 1/1,000th of a second, while the elapsed time for the ¼-mile is measured by another set of light beams and a similar timer. You don't use stop-watches or Longine clocks for these sort of speeds, you use electronic time counters. After the eight Americans had run their first round of the elimination they were all pushed back to the paddock to cool off and the four winners got ready to run the semi-finals later in the day. The time between was filled in by the British cars and the motorcycles, and Allan Allard in the latest Chrysler-engined Allard dragster did a brilliant run in 9.71 sec., with a terminal speed of 167 m.p.h. and later he improved on this with 9.30 sec., showing that a British-built and driven car is beginning to get the hang of really fast ¼-miles. With the building of dragsters still in its infancy in Britain there is as yet no very clear pattern, but there is quite a good nucleus of people and machines on a small and modest scale, using 150 b.h.p. and getting E-type Jaguar performance as a starting off point.

The four heat winning Americans turned out again for their semi-finals and again Ongais and Cortines got under 8 sec., to win their heats, so the final run-off was to be between them. As they had both broken 8 sec. and recorded 200 m.p.h. the final was obviously going to be a real needle match, but when Ongais returned from the far end of the strip it was heard that his clutch had broken on that last run. Undaunted he set to work to replace it, helped by other Americans, while the really quick motorcycles ran their eliminations, the battle for the fastest time of the day being hotly contested between British and American riders; the Americans using British Triumph engines in their special machines.

Right at the end of the day, when darkness had almost fallen, Ongais came out of the paddock and joined Cortines, who had been waiting, and they came up to the line, engines running and all set for the big final. The sun had long since gone down, and in the dusk the stub pipes of the dragsters blew out multi-coloured flames, with strange greens and blues flickering eerily. The starter leapt in the air with the " go " flag, Cortines shot away, but Ongais did not move. The front of his engine was literally sparkling like phosphorus, as the elecktron casing of the blower manifold burned, for it had split wide open as he blipped the engine for the take-off. The fire brigade soon smothered everything with foam, and meantime Cortines had disappeared into the gloom at a fantastic rate, to set f.t.d. with 7.74 sec. and a terminal speed of 201 m.p.h. It was an incredible climax to an exhibition of true professional Drag Racing, run in all seriousness by eight very fast and brave drivers, and if that was real Drag Racing then I feel we could do with a lot more of it, it really is powerful stuff.

In order to make the whole affair clearer I append a break-down of the elimination contest, with times and terminal speeds for each run of the eight American drivers. Some of the times and speeds do not at first appear to tie up, but are explained by drivers lifting off before the finish, thus getting a low terminal speed, or rolling through the starting lights before they have really got the power on, which gives a poor elapsed time, but a high terminal speed.



POWER PLANTS.—The 6½-litre Chrysler V8 engine in Ongais' dragster, known as " Mangler." On nearly 100% nitro-methane fuel these American supercharged V8 engines must produce around 1,000 b.h.p.

Judging by the crowds that turned out for this 2nd International Drag Festival, even at the rainy Blackbushe meeting, it would seem that Drag Racing has come to stay in this country. From the British competitors point of view there is plenty of enthusiasm for this sport and dragsters are beginning to appear, albeit in varying shapes and sizes at the moment, but these are early days and you cannot build a machine in a few weeks, nor can you expect to get it working properly first time out. The Americans showed us what big-time professional Drag Racing is like. At the moment the British competitors are doing it as a spare-time sport, starting on something that is entirely new to special builders, and the progress made in a short time is encouraging. As an outlet for special-building, engine tuning, ingenuity and letting-off steam, ¼-mile Drag Racing has a great potential. There is a feeling that all we can do is to copy the American cars, and use American engines, but the answer is " why not ?" The fast American bikes all use British Triumph twin engines, and the Indianapolis crowd were not too proud to copy European car designs, so let us not be proud, but get on with the job of having fun and enjoying ourselves.

Before leaving the Woodvale meeting I must record the results of motorcycle runs, well run by the riders, but badly organised by the officials. The battle for f.t.d. was between Hagon with his supercharged 1,150-c.c. vee-twin J.A.P.-engined machine, and the American Perry with a special bike with two 650-c.c. Triumph Twin engines mounted one behind the other. Third was George Brown with his supercharged 1,147-c.c. vee-twin Vincent and fourth was American Jim Cook with an unblown 650-c.c. Triumph-engined machine.—D. S. J.

THE BEST TIMES WERE :

Hagon	..	10.50 sec.—Britain	..	147 m.p.h.
Perry	..	10.53 sec.—America	..	150 m.p.h.
Brown	..	10.71 sec.—Britain		
Cook	..	10.93 sec.—America		

AMERICAN DRAG RACING TEAM—CARS
Elimination Contest

Chuck Griffith (Chrysler V8), 8.44 sec./185 m.p.h.
Nick Colbert (Plymouth V8), 9.05 sec./130 m.p.h.
→ Griffith, 8.11/198

Danny Ongais (Chrysler V8), 7.91 sec./200 m.p.h.
Bob Keith (Chrysler V8), 15.03 sec./169 m.p.h.
→ Ongais, 7. 90/200

→ Ongais failed

Tony Nancy (Plymouth V8), No time/153 m.p.h.
Buddy Cortines (Chrysler V8), 7.83 sec./200 m.p.h.
→ Cortines, 7. 86/192

Gary Casady (Chevrolet V8), 11.42 sec./166 m.p.h.
Ben Griffin (Chrysler V8), 12.92 sec./183 m.p.h.
→ Casady, 8. 57/173

→ Cortines, 7. 74/201

→ Cortines wins

VISIT TO CASTROL—continued from page 972

though not vitally essential in this country, are insisted upon by car manufacturers so that their export vehicles can comply. As most makers use the same fluid for both home and export cars, we in Britain benefit from the stringent regulations enforced overseas.

Of necessity, brake fluids must have high boiling points so that they can withstand the rigours of repeated hard braking. Unfortunately, the stuff has a high affinity for water which greatly lowers the boiling point, thus reducing its efficiency. Castrol Racing Brake Fluid boils, when moisture-free, at 520° F. With only 0.5% moisture content this is reduced to 450° F. One can easily visualise the danger of exposing the innards of a hydraulic system on a damp day at a racing circuit.

Pride of this department is the Citroën, which houses what is undoubtedly a complete hydraulic factory and relies upon Castrol for all its U.K. fluid needs.

Whilst at Bracknell, I came across various projects which brought very carefully phrased answers to my questions. It is to Castrol's credit that they did not attempt to fob me off. They supplied me with all the answers (well, *nearly* all of them) despite the blanket of secrecy which obviously shrouded these shapes of things to come. My oath of silence forbids that I should talk about these prototypes here, but take it from me that Castrol have a very open eye to the future, whilst at the same time they are taking great pains to constantly look for means of improving their things of the present.

When next I pop a pint into my own sump it will be with the reassuring knowledge that there are places like the Bracknell Research Laboratories solidly behind the stuff that slowly trickles in.—G. P.

GRAND PRIX OF THE UNITED STATES

Hat-Trick for Hill

WATKINS GLEN, *Sunday, October 3rd.*

THE World Drivers' Championship for 1965 was clinched before the G.P. circus crossed the Atlantic, so the U.S. Grand Prix, held for the fifth year in succession at the Watkins Glen circuit, was not surrounded with quite so much daily paper " ballyhoo " as usual. Autumn at the Glen was not so far advanced as in some previous years and the beautiful rolling wooded countryside had not taken on the brilliant hues for which the area is noted. All who have attended this race in the past enjoy the returning, for this is the friendliest of all the racing venues.

This year 18 cars and drivers were invited to participate in the seventh U.S. Grand Prix. The Ferrari team had three cars entered. The No. 1 driver was Bandini as Surtees was in hospital at Toronto following his accident there the week before when an upright in the front suspension broke on the Lola 70. Although still very ill, reports from the hospital indicated that he was on the mend although he will be out of racing for some time. Bandini took over the car Surtees would normally have driven and had a spare Flat-12 as well. Rodriguez was entered in a Flat-12 by North American Racing team, as was Bondurant in a V8; however, both cars were in the hands of Italian mechanics and under the control of Dragoni. Bondurant was driving in his first Formula One race and on a circuit on which he had not previously raced.

Team Lotus had three entries for Clark, Spence and Moises Solana. Clark's car was the one he used at Monza with the 32-valve Climax engine. Spence and Solana were both using short-stroke, flat-crank-engines in the 33 chassis. Solana is the Mexican driver who has raced in Formula One previously only in Mexico City and will be Lotus' No. 3 driver in both Grands Epreuves this side of the Atlantic. The B.R.M. entry was identical to Monza; two cars, one for Graham Hill and the other for Jackie Stewart and a spare in case of accidents. No alterations had been made for this end-of-season race.

Two Brabhams, for driver/constructor Jack and Dan Gurney, were unchanged. Gurney once again had a Climax 32-valve engine, but was not over-excited as it was evidently not producing anything like the power it should. After Monza, the engine, which was not used in the race, was returned to Climax, who found that it was peaking at 180 b.h.p. Brabham's own car was using a normal flat-crank engine. Cooper, Walker and Parnell all had two-car teams unchanged since Italy. The drivers, McLaren and Rindt were in Coopers, Bonnier in the Brabham-Climax and Siffert in a Brabham-B.R.M., and Ireland and Attwood both in Lotus B.R.M.s.

Honda flew in a third car to make up their team. The other two cars were as raced at Monza with the engine and suspension modifications described in that report, drivers Ginther and Bucknum being unchanged. The third car, which was using the same engine, was slightly modified; the wheelbase had been increased by two inches to try to improve handling, also the spline in the rear wheels had been re-designed to incorporate a torque absorber inside the hub.

Practice was split into two 4-hour sessions on Friday and Saturday, and the lap times from last year of 1 min. 12.7 sec. set during the race and the fastest practice lap, 0.05 sec. faster, were the targets. The drivers examined the circuit to see the new black and white kerbing which has been placed all the way round at the suggestion of the G.P.D.A., and at 13.00 hours, with a wet track and low cloud threatening more rain, Attwood started the ball rolling in Ireland's car, the latter having returned to his Motel with 'flu.

Hill, Bandini and Stewart were next out while Honda were trying to find all twelve cylinders. During the first hour all were out except Bucknum and Brabham who was concentrating on getting Gurney's car to work. Attwood was practising in both the Parnell cars, going faster in his own car than his team mate's. In the opening laps eyes were focused on Stewart, who was driving round the circuit for the first time. The wee Scot was out at the same time as his team mate, Hill, who knows the circuit very well, having won the last two races here. On their first lap, Hill did 1 min. 26.6 sec. to Stewart's 1 min. 31.0 sec. Five laps later it was 1 min. 21.3 sec. to 1 min. 23 sec., another five steadily improving laps and it was 1 min. 17.9 sec to 1 min. 19.6 sec. and when they came in at twelve and thirteen laps respectively their times were Hill, 1 min. 17.5 sec., Stewart 1 min. 17.6 sec. These times were done on a drying track and once again proved the speed at which Stewart can learn a circuit.

Honda had wheeled out their new spare car but were not using it as the two normal machines were not behaving properly and both cars completed many ear-shattering laps in the pits while mechanics with wet brushes daubed the exhausts to see which cylinders were not firing. Rodriguez showed Bondurant the way round for several laps. Hill did several laps in the spare car doing a time only 0.2 sec. slower than in the race car. B.R.M.s also did a test with R6 and R7 tyres and found the new pattern R7 to be between 0.3 and 0.5 sec. a lap faster than the R6. McLaren was using the wrong ratios and had them changed, and when mechanics started to change Rindt's ratios they found that the rear main oil seal had gone and wheeled the car off to repair it.

Clark and Gurney were both having troubles with their 32-valve engines. In the same way that Gurney's engine had oozed oil in practice at Monza, so both engines were doing it in practice here. Each time Clark came into the pit, oil dripped off the back of the car all over the pit road. The Brabham was in similar trouble but also Gurney was complaining at lack of power. Clark went out for a few laps in Spence's car and when arriving at the right-hander before the pits he selected fourth instead of second, leapt the new kerb with a nasty graunch and careered along the grass with all his brakes locked on. This episode caused many a witty comment from the pit staff, who found it amusing that the new World Champion should do this, especially under their eyes.

Siffert followed Clark's example and spun in front of the pits, then came in to change ratios. Bonnier in the other Walker car was going very well putting in some good times. Gurney's car was driven away after two hours' practice and Brabham brought his car out only to find his gearing was wrong, so this was changed in time for a few laps in the last half-hour. With an hour to go rain began to fall and most cars scurried back to the Tech. Building leaving only a few stalwarts to continue to the end.

McLaren coasted to a stop by the start line with a broken driveshaft as the rain was stopping. A last burst of activity by Hill equalled his best time to date, 1 min. 12.5 sec., which was to prove f.t.d. Clark and Stewart were 2nd and 3rd with 1 min. 12.7 sec. and 12.8 sec. respectively. Ginther was faster in the larger, training Honda and his time of 1 min. 14.2 sec. managed to equal his team mate's time in the normal car. Bandini was fourth fastest with Bonnier and Brabham with equal times in fifth place. B.R.M. with first and third fastest times were slightly undergeared; they had hoped that the slightly larger tyres would compensate for the increase in power but it was not enough.

Saturday's practice was preceded by a filming session with Stewart rushing round with a camera filming the back of his neck and a group of cars overtaking a camera car. Overnight B.R.M.s had changed the ratio on the training car but were leaving the others well alone. Clark's 32-valve engine had a new block made for the cam chain carrier which had almost stopped the oil leak. When filming stopped a mass of cars rushed out onto the circuit. Clark at this time was driving Solana's car while his own was being finished off.

Ireland was practising although still not feeling very well and when he had completed a few laps he left to go back to bed. Spence was trying hard and succeeded in spinning in front of the pits. Right early on a scrap for fastest time began to develop between Hill and Clark. Hill started to bring the times down by setting a time of 1 min. 11.85 sec. Clark went out to better this but before he could do so Hill again clipped a bit more off with a 1 min. 11.76 sec. lap. This was almost immediately equalled by Stewart. Clark's engine was misfiring and certain electrical components were replaced before he went out again. This time he recorded 1 min. 11.63 sec. which started B.R.M. making slight alterations to Hill's front suspension in the hope of finding another tenth of a second.

Ferrari had all four cars in the pits and Bandini was trying both



"Superlatives about Jaguars are inclined to be repetitive"

'MOTOR' 11 AUGUST 1965

LONDON SHOWROOMS: 88 PICCADILLY W.1

his and the training car most of the time. Later in practice he also tried the spare while Bondurant plodded on learning the circuit as well as the car, his two practice sessions for both days being in excess of 150 laps.

McLaren and Rindt both improved on the previous day's times, as did Bonnier and Siffert, the former still slightly faster. At this stage in practice Bucknum was consistently faster than Ginther who was going out in his own and the training car. Attwood improved his time and Solana came down from 1 min. 20.7 sec. in the first day's times to 1 min. 13.7 sec. for the second day.

Spence managed to get a good tow from Clark and did a lap of 1 min. 11.5 sec.; this stirred things up and Hill went out and bettered Clark's improved time of 1 min. 11.35 sec. with a sizzling lap of 1 min. 11.25 sec. This looked as if it would be the fastest as the 32-valve Climax engine had gone sick and was wheeled away. However, Clark went out in Spence's car and Spence took over Solana's car. The Lotus changes seemed to start changes in the Honda team. Ginther was certain Bucknum had the faster car and insisted on trying it, so Bucknum took out Ginther's car and vice versa. Bucknum knocked one and a half seconds off Ginther's time in his car while in a wild dice with Clark in Spence's car Ginther got down to 1 min. 11.4 sec., while Clark had to pass him, and due to Bucknum's Honda being slightly unstable had quite a job; however, when he did, his time of 1 min. 11.16 sec. was most impressive and the fastest time of both practices. So practice finished with a flurry of excitement and the Mustang Owner's Club did a lap of honour before the circuit was finally closed until race morning.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
2	L. Bandini	Ferrari Flat-12	1. 13.05	1. 11.73
3	G. Hill	B.R.M. V8	**1. 12.5**	1. 11.25
4	J. Stewart	B.R.M. V8	1. 12.8	1. 11.76
5	J. Clark	Lotus 33-Climax V8 32-valve	1. 12.7	1. 11.35
6	M. Spence	Lotus 33-Climax V8	1. 14.25	1. 11.2
7	J. Brabham	Brabham-Climax V8	1. 13.2	1. 12.2
8	D. Gurney	Brabham-Climax V8 32-valve	1. 13.5	1. 12.25
9	B. McLaren	Cooper-Climax V8	1. 15.4	1. 12.45
10	J. Rindt	Cooper-Climax V8	1. 14.85	1. 12.9
11	R. Ginther	Honda V12	1. 14.35	1. 14.35
12	R. Bucknum	Honda V12	1. 14.2	1. 12.3
14	P. Rodriguez	Ferrari Flat-12	1. 14.9	1. 13.0
15	J. Bonnier	Brabham-Climax V8	1. 13.2	1. 12.45
16	J. Siffert	Brabham-B.R.M. V8	1. 13.7	1. 12.5
18	M. Solana	Lotus 33-Climax V8	1. 20.7	1. 13.7
21	R. Attwood	Lotus-B.R.M. V8	1. 15.4	1. 13.7
22	I. Ireland	Lotus-B.R.M. V8	—	1. 15.0
24	B. Bondurant	Ferrari V8	1. 15.1	1. 12.9
2T	L. Bandini	Ferrari Flat-12	—	1. 12.05
2	P. Rodriguez	Ferrari Flat-12	—	1. 13.45
3T	G. Hill	B.R.M. V8	1. 13.2	—
6	J. Clark	Lotus 33-Climax V8	1. 13.4	**1. 11.16**
11	R. Bucknum	Honda V12	—	1. 12.7
11T	R. Bucknum	Honda V12	—	1. 15.1
11T	R. Ginther	Honda V12	1. 14.2	1. 12.05
12	R. Ginther	Honda V12	—	1. 11.4
18	J. Clark	Lotus 33-Climax V8	—	1. 31.1
18	M. Spence	Lotus 33-Climax V8	1. 24.5	1. 12.75
22	R. Attwood	Lotus-B.R.M. V8	1. 18.3	1. 15.2

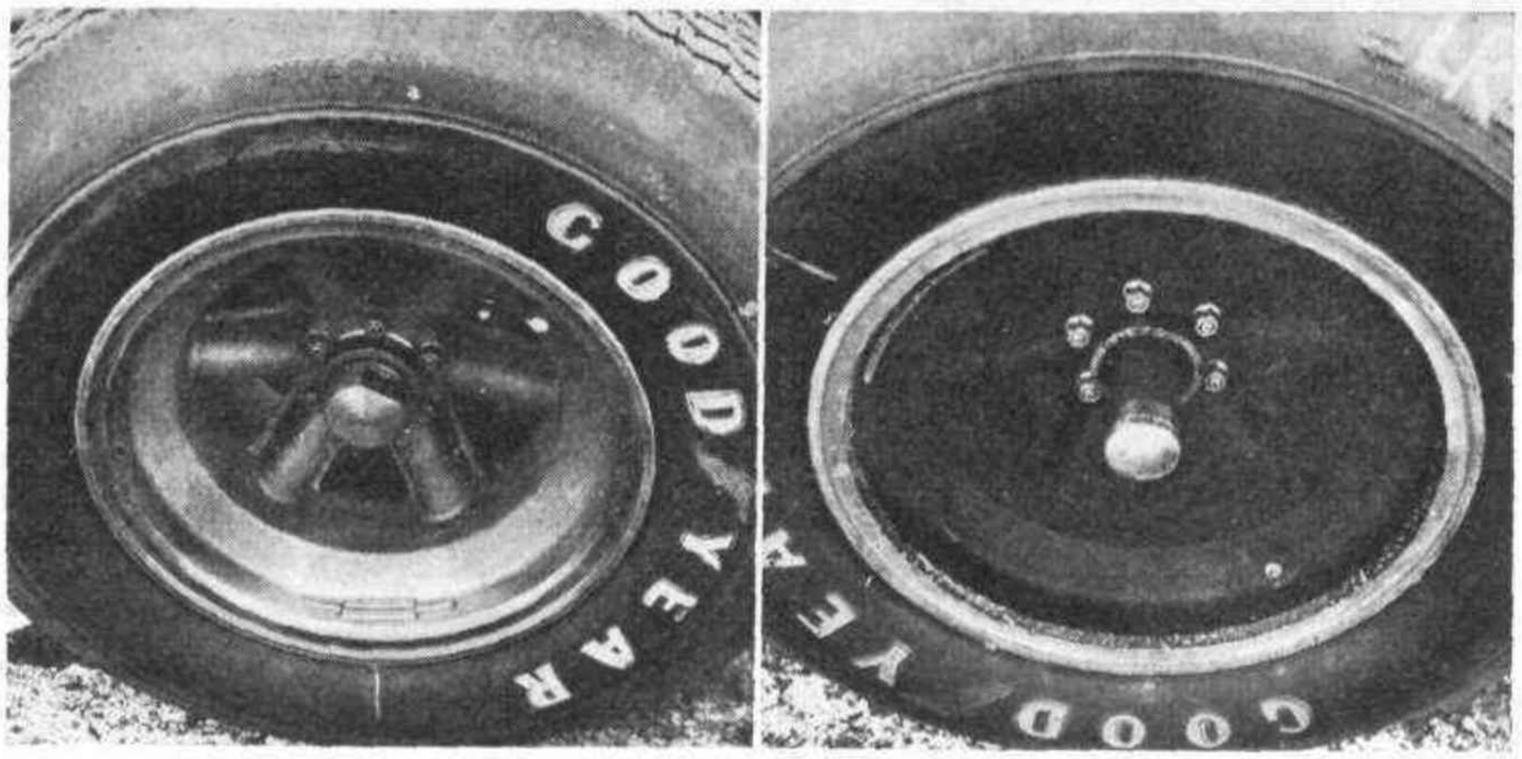
The Lotus team had a lot of work to do overnight. Clark had stripped the teeth off the timing gear, and they had no spares. Fortunately for them Gurney's 32-valve engine was losing so much oil that it was being scrapped in place of a more conventional unit and therefore the Lotus mechanics robbed the parts they wanted from that engine. This, of course, meant Clark had to be satisfied with second fastest time on the grid, although he received the prize for the fastest lap, done in Spence's car. Brabham's engine change kept the record straight, that Gurney has not started with the 32-valve engine this year and has had an engine change just before each race, not a very good record for Coventry-Climax. Honda finally settled on Ginther in the car which Bucknum used most in practice, while Bucknum took over the new car.

Race day was cold with low cloud and occasional bursts of sunshine. The cars were lined up on the grid, and three quarters of an hour before the 14.00 hours start the cars were flagged off to do a warming lap. The rush up the hill was almost like a proper start except for the crowds of hangers-on cluttering the start area. At 14.00 hours precisely the cars rolled down from the dummy grid and the purple-suited starter sent them off to a perfect start.

GRID

5 J. Clark (*Lotus-Climax*) 1 min. 11.35 sec.
3 G. Hill (*B.R.M. V8*) 1 min. 11.25 sec.
6 M. Spence (*Lotus-Climax*) 1 min. 11.5 sec.
11 R. Ginther (*Honda V12*) 1 min. 11.4 sec.
4 J. Stewart (*B.R.M. V8*) 1 min. 11.76 sec.
2 L. Bandini (*Ferrari Flat-12*) 1 min. 11.73 sec.
8 D. Gurney (*Brabham-Climax*) 1 min. 12.25 sec.
7 J. Brabham (*Brabham-Climax*) 1 min. 12.2 sec.
15 J. Bonnier (*Brabham-Climax*) 1 min. 12.45 sec.
9 B. McLaren (*Cooper-Climax*) 1 min. 12.45 sec.
12 R. Bucknum (*Honda V12*) 1 min. 12.7 sec.
16 J. Siffert (*Brabham-B.R.M.*) 1 min. 12.5 sec.
24 R. Bondurant (*Ferrari V8*) 1 min. 12.9 sec.
10 J. Rindt (*Cooper-Climax*) 1 min. 12.9 sec.
21 R. Attwood (*Lotus-B.R.M.*) 1 min. 13.7 sec.
14 P. Rodriguez (*Ferrari Flat-12*) 1 min. 13.0 sec.
22 I. Ireland (*Lotus-B.R.M.*) 1 min. 15.0 sec.
18 M. Solana (*Lotus-Climax*) 1 min. 13.7 sec.

Hill and Clark vanished over the hill side by side. At the end of the first lap Hill led from Clark with Stewart just behind. Stewart was in trouble already, although no-one but he knew, for while up by the side of the Honda on the opening lap he was pushed onto the grass and hit a kerb end. This buckled the top left-hand wishbone but didn't seem to alter the handling. Next, very closely bunched, came Bandini, Spence, Brabham and Gurney. Then a short gap and there followed Ginther, Bonnier, McLaren, Siffert,



TORQUE ABSORBER.—The new Honda, which is 2" larger and has other minor modifications, also has a torque absorber built into the hub. On the left is the normal spline protruding through the wheel while on the right is the new spline. This modification is to stop breaking drive shafts which has caused problems during testing.

Bondurant, Rindt, Rodriguez, Ireland, Solana, Attwood and lastly Bucknum, whose engine sounded horrible from the first lap. The next lap Hill and Clark were very close, with Stewart still close behind. The next four cars were in the same order, but were now clear of Bonnier's. Ginther dropped from eighth to 14th place when he went wide at the top end of the circuit.

On this second lap Clark got his opportunity to move ahead. Hill ran very wide on the sharp right-hander before the pits and, quick as a flash, Clark was past with both B.R.M.s in hot pursuit. Two more laps and Stewart's B.R.M. was no longer in its third position. The throttle cable had broken and the Scot brought the car to the pits, hand-operating the throttle over the back. The cable was eventually repaired and he regained the race only to find that on the wet roads on which he now had to drive the car was completely unstable due to the bent wishbone, so he retired.

In the second group Gurney passed Brabham on the third lap and closed right up on Bandini and Spence. These four cars were now well clear of the next group. As the next few laps slipped by, the rain began to fall or, rather, to travel horizontally to the ground, driven by a gale force wind. Hill re-took the lead on lap five and narrowly held it for the next six laps. On lap 10, two cars came slowly into the pits. Spence, who had been lying sixth, had a broken engine and retired, while Ireland, who followed him in, was feeling ill and had twice left the circuit, so he decided to call it a day. The track was now very slippery and the marshals were showing oil flags all round the circuit, as they did after every shower.

On lap 12 Hill went past in the lead, and Clark pulled into the pits to retire with a broken piston. Behind him into the pits came McLaren with no oil pressure and he too retired on lap 12. The field by now was thinned down to thirteen cars with Hill out in the lead by 14 sec. from Gurney, who was just ahead of Bandini and Brabham. Bonnier, Rodrigues, Siffert and Bondurant were still in a tight group now fighting for fifth place. Rindt had dropped to ninth place after spinning twice in four laps in front of the pits. On this same corner, Attwood, too, spun but got going again without damage.

In the next two laps on a wet track, Gurney dropped back and Brabham moved to second place ahead of his team mate. Bandini held his fourth place ahead of Bonnier who was being pushed by Rodriguez whom he let through on lap 19. Siffert and Bondurant were still breathing down Bonnier's neck. Next, with big gaps between, came Rindt, Ginther and Attwood, while being lapped for the first time were Solana and Bucknum bringing up the rear. On his 22nd lap, Siffert came into the pit with a slipping clutch, and after some adjustments he went out again, now in last place.

Gurney re-took the second place on the 19th lap and stayed ahead of Brabham for the next 28 laps. The leaders were now settling down but Rindt, who dropped back with his earlier spins, had now got the wet road taped and passed Bondurant and Bonnier on the 27th and 28th laps. The Cooper driver then slowly overhauled Rodriguez and moved into fifth place on the 45th lap.

As Hill completed the 37th lap a squall swept over the fast right-hand corner at the end of the back straight, so when the B.R.M. arrived there next lap the road was like glass. Taken by surprise Hill took to the grass on the outside and did not regain the track for another 200 yards. The 15-sec. gap between Hill and Gurney dropped to four seconds and before Hill could get back into his stride Gurney was right on his tail. Gurney overdid it on the 48th lap and while he was sorting himself out Brabham passed into second place. On the next lap Bucknum went into the pit with electrical trouble and when he came to start again, the battery was dead. The mechanics push-started him and he continued to the end, being given 13th place with 92 laps to his credit. However, the regulations state that no car shall be push-started and to keep the records straight he must be assumed to be disqualified.

Brabham held Hill for a few laps and on the 53rd lap the B.R.M. got badly baulked by Attwood's Lotus-B.R.M. First he tried to pass on the inside, then on the outside, only to be cut off each time, and this gave Brabham, with his extra momentum, the chance to take the lead. However, this was short-lived, for the Australian went wide on to the grass in front of the pits and Hill was once more in the lead. Gurney moved into second place as his constructor/manager scrabbled back on to the road. This position remained until the end, although before the track dried out Hill was pushed by Gurney very closely. As the track dried so Hill increased his lead and prayed that the rain would stay off.

Bonnier went into the pits on lap 61 with a broken exhaust flange but went out again very quickly. Attwood made a pit. stop on lap 67 to complain that his car was handling badly; as there was nothing obvious he went out again. Bandini had for some laps been catching Rindt, who was lying fourth, and on lap 69, he passed him. The Cooper driver seemed to be having gearbox trouble. Rodriguez was signalled by his pit to go faster as there was a chance that he might be able to catch Rindt. This he did, and on the 103rd lap he pushed the Cooper back to sixth place. No other alterations took place as the race came to an end, Hill put in a very fast lap on the 105th lap with a time of 1 min. 11.9 sec., a speed of 185.328 k.p.h.

So, for the third year in succession, Graham Hill, in a B.R.M., won the United States Grand Prix, with Gurney 12.5 sec. behind and Brabham 57.5 sec. behind. These three cars were the only ones on the same lap. Bandini, Rodriguez and Rindt were next, one lap down.

A good race spoiled by the very cold, strong wind and the rain, but even this could not dampen the efficiency and enthusiasm with which the Watkins Glen Grand Prix Corporation ran their event.—M. J. T.

Results :

U.S. GRAND PRIX—Formula One—110 laps—407 kilometres
Windy and driving showers

1st :	G. Hill (B.R.M. V8)	2 hr. 20 min. 36.1 sec.—173.773 k.p.h.
2nd :	D. Gurney (Brabham-Climax V8)	2 hr. 20 min. 48.6 sec.
3rd :	J. Brabham (Brabham-Climax V8)	2 hr. 21 min. 33.6 sec.
4th :	L. Bandini (Ferrari Flat-12)	109 laps
5th :	P. Rodriguez (Ferrari Flat-12)	109 laps
6th :	J. Rindt (Cooper-Climax V8)	108 laps
7th :	R. Ginther (Honda V12)	108 laps
8th :	J. Bonnier (Brabham-Climax V8)	107 laps
9th :	B. Bondurant (Ferrari V8)	106 laps
10th :	R. Attwood (Lotus-B.R.M. V8)	101 laps
11th :	J. Siffert (Brabham-B.R.M. V8)	99 laps
12th :	M. Solana (Lotus-Climax V8)	95 laps
13th* :	R. Bucknum (Honda V12)	92 laps

Fastest lap : G. Hill (B.R.M. V8), on lap 105, in 1 min. 11.9 sec.—185.328 k.p.h.
Retired : M. Spence (Lotus-Climax V8), lap 9, engine; I. Ireland (Lotus-B.R.M. V8), lap 9, influenza; J. Clark (Lotus-Climax V8 32-valve), lap 11, engine; B. McLaren (Cooper-Climax V8), lap 11, lost oil pressure; J. Stewart (B.R.M. V8), lap 12, damaged suspension.
18 *starters* — 13 *finishers.*

* Push-started; should have been disqualified on lap 49.

PRESTONE ANTIFREEZE FOR BRITAIN

After 38 years on the American and other overseas markets, Prestone antifreeze is making its first appearance in British garages and shops this autumn. Union Carbide, makers of Prestone, have long been producers of the chemical Ethylene Glycol, which they have supplied, and still are supplying, in bulk to other makers of proprietary antifreeze compounds. Now, they aim for a stake of the British retail market themselves with a product which is equally at home in an aluminium engine as in a cast iron one.

Many motorists, though they add antifreeze to their radiator coolants each winter, do so with some trepidation, fearing that the presence of the compound will prematurely corrode the cooling system and cause leaks all over the place.

Leaks, of course, are not *caused* by the antifreeze. It merely finds existing leaks by its " searching action " which is far greater than that of water alone.

The primary function of an antifreeze is to prevent freezing of the coolant. In addition, it must be non-corrosive, or at least as non-corrosive as it is possible to be, and it is this requirement that causes the headache to the manufacturers of antifreeze. Many people are of the opinion that antifreeze increases the corrosive power of the coolant. Water itself, of course, is a very active corrosive agent, and Union Carbide claim to have found, in the various Prestone additives, a solution which is far less harmful to cooling systems than water alone, so that it can be left in through-out the year with impunity. It seems that the molecules of one of the additives possess minute electric charges which attract them to the walls of the system, forming a thin layer over existing rust. preventing its possible circulation and the formation of new rust This property is also responsible for reducing the problem of seepage.

Another additive acts as a defoamant. Ethylene Glycol is particularly prone to this phenomenon and the additive ensures that actual liquid, and not just a bubble, always remains in contact with engine surfaces.

Prestone will sell in tins of four sizes at 38s. 6d. per gallon. Other new products from this manufacturer are a radiator flush compound and a sealer, both suitable for all types of engine, and selling at 4s. 9d. per tin.—G. P.

*The oil that likes to be driven hard

Warwick Banks, well known Mini-Cooper driver, combines his liking for speed with his job as a busy Commercial Pilot.





*DUCKHAM'S Q 20-50 MOTOR OIL

When you motor at sustained high speeds for hour after hour, when your engine operates in conditions of high stress and high temperatures, when you want to reach your journey's end with peace of mind, then you too can have confidence in the unique, full bodied protection of Duckham's Q20-50 Motor Oil

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Variety

The Editor Drives the Comparatively Simple Chevrolet Chevelle Malibu and Reappraises a Ford Corsair GT Convertible and the latest Ford Cortina GT



THE CHEVROLET CHEVELLE MALIBU is one of those presently non-flamboyant American cars which, apart from its size, does not look out of place in this country, as this picture taken at Madresfield Court emphasises.

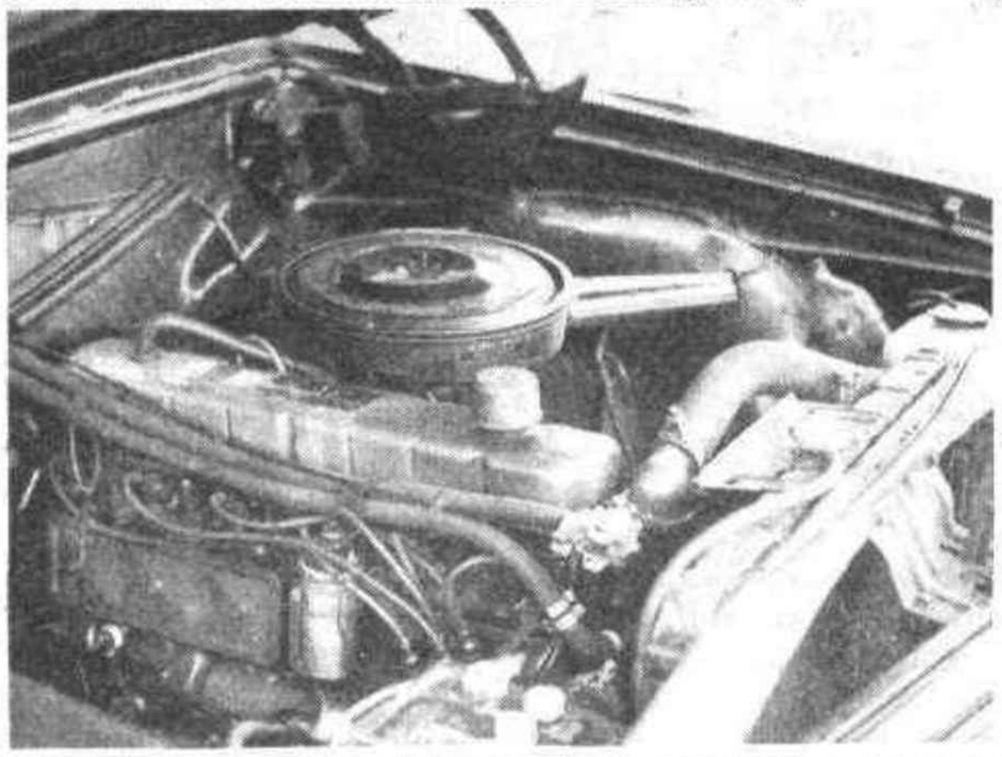
I LIKE to drive an American automobile occasionally, if only to keep a sense of proportion and understand how the other half of the World motors. Usually these vast sedans possess lots of power, not very good road-holding, insensitive brakes and too-sensitive power steering. The one I tried last was rather different.

It was a Chevrolet Chevelle Malibu, one of the less-costly of the General Motors' range, selling here as a very spacious, luggage-swallowing 4-door, 6-seater saloon, for rather less than £2,000 all on—actually £1,947 4s. 3d. It was not at all flamboyant, apart from its size, and the finish was that particularly nice shade of G.M. royal blue.

The engine was a 230 cu. in. in-line 6-cylinder, which I feel sure must be related to the long-lived Chevrolet "Stove Bolt Six" or "Cast-Iron Wonder," although it obviously has light-alloy pistons and other modernities. It poked out a modest 140 h.p. at an equally-modest 4,400 r.p.m., and the rather unexpected thing about it was that, when ticking over, you could neither feel nor hear it. In action it made very little fuss, probably on account of having a 7-bearing crankshaft and a fairly low c.r. of 8.5 to 1. Known as a Turbo-Thrift 260, it sufficed to propel this big, comfortable Malibu at 70 m.p.h., although acceleration under kick-down on the extremely smooth Powerglide 2-speed, 3-element torque converter was no more than adequate.

However, as almost any American should know, you can get any one of three Turbo-Fire V8 motors for your Chevelle if you wish to go faster, the normal 283 cu. in. job, giving 195 h.p., or the 327 cu. in. optionals in either 250- or 300-h.p. form. On the other hand, if thrift is more important than performance, there is a 120-h.p. Hi-Thrift 260 engine for the asking. And while on the topic of variations, General Motors make the Chevelle Malibu in smart 2-door convertible and fixed-top Super Sports form, with extras like power-steering, Positraction back axle, power brakes, 4-way power seat adjustment, and so on.

The Malibu I drove had none of these. It was a common-to-goodness plain American-type car of the old school, *sans* tail-fins, with round-dial instruments, manual steering, non-power brakes, self-wind windows, and no nonsense anywhere. Yet the steering was pleasantly light once on the move and not impossible when parking. It was also fairly accurate but horribly low-geared, needing 6¼ full turns lock-to-lock, of which half-a-turn was slicing into the sponge. Cornering revealed initial understeer and surprisingly little roll on normal bends. Moreover, on a bit of road between Malvern and Ledbury which I assume to have been abnormally slippery, because an old Austin A40 ahead of us suddenly skidded round in a wide arc and left the road, to all but somersault as it dug its nose into a fence (the elderly driver still had his pipe in his mouth after making the landfall), the Chevelle gripped well, thanks probably to its (whitewall) Dominion Royal Safety 800 Low Profile nylon tubeless 8.95 × 14 tyres. Just as well, with that steering ratio! With power assistance, I gather G.M. step up the gearing from 28 to 1 to 20.4 to 1. . . .



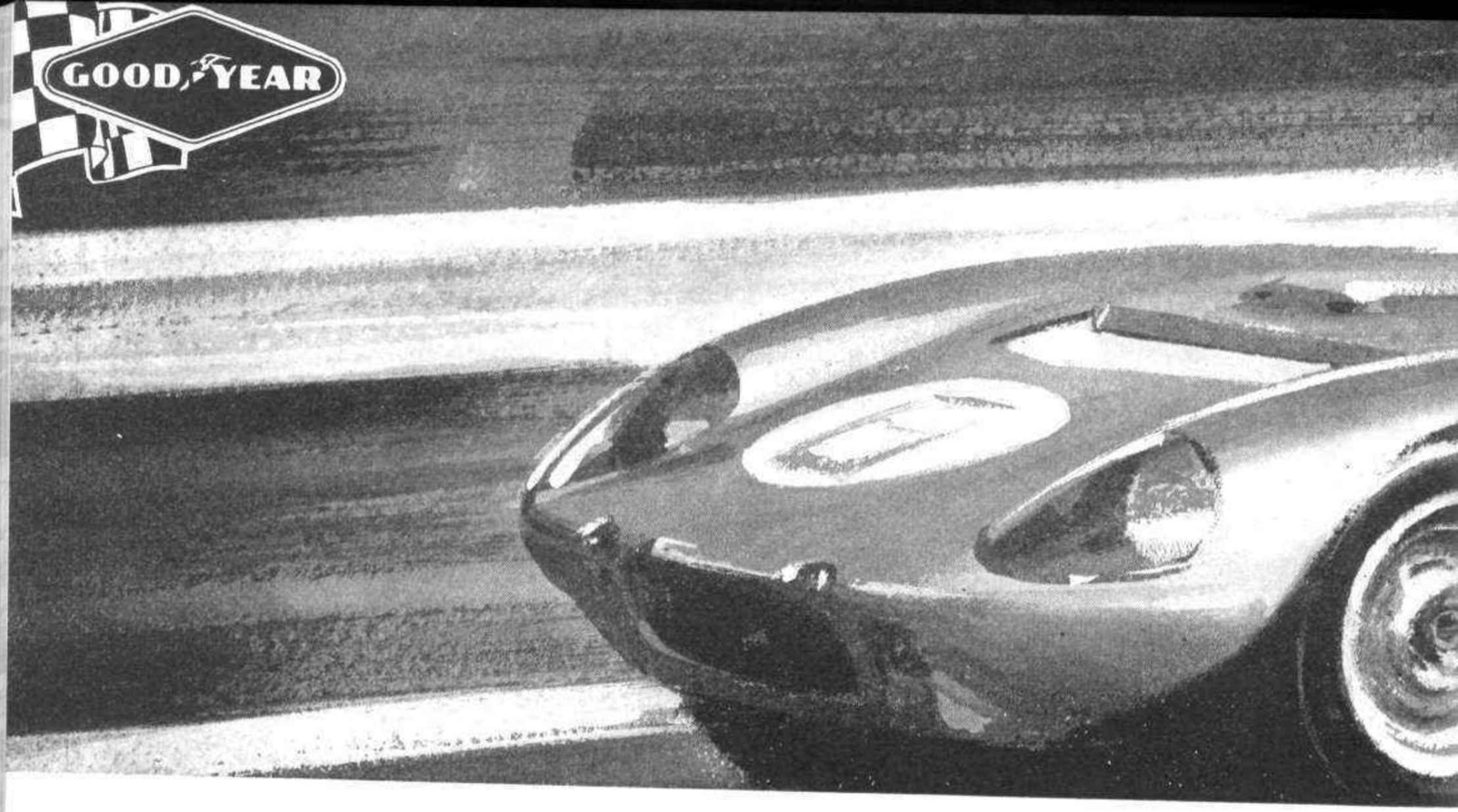
ALTHOUGH the Chevrolet Chevelle we tested had a 6-cylinder engine which stems from the famous "Stove-Bolt-Six," it ran with commendable smoothness and quietness.

The brakes were disconcertingly devoid of feel, so that they tended to be too sudden, but they didn't arrest this enormous Malibu too badly if you used reasonable force. Naturally, the car is quiet, comfortable and restful. It is endowed with a really big lockable illuminated cubby-hole, coat-hooks, good bench seats, nicely-contrived interior door handles and arm-rests, variable-speed screen-wipers with powerful washer-jets and satisfactory 4-headlamp lighting. The horn is sounded with a too-sharp-edged ⅓rd-ring, there are sensibly-labelled control knobs with G.M.-style single lamps-control, a precise turn-indicator stalk, scuttle vents that supply plenty of cool air, rheostat facia lighting, sill door locks, and front-seat safety-belts. The bonnet is easy to open and self-supporting; the boot-lid is counter-balanced. The quarter-lights were unnecessarily stiff to open and close, and I am astonished, knowing the store G.M. set on research, that the shelf behind the back seat is unlipped, so that anything stored thereon soon falls off, encouraged by those "sudden" brakes.

On the whole, though, this was a very practical American automobile, its wheelbase a modest 9 ft. 7 in. It ran 228 miles on a tankful (16⅝ gallons) of petrol before the gauge alarmed me into refuelling when probably a couple of gallons remained, and overall averaged 18.1 m.p.g., using no engine oil in 800 miles. I don't want one myself—I'm just telling you. But I wouldn't be surprised to learn that there are readers of MOTOR SPORT who find such cars quite acceptable in this country.

Next I did some miles and went to the V.S.C.C.'s first Castle Combe Race Meeting in a Ford Corsair (4-cylinder in-line!) with 2-door Crayford convertible body and Firestone F7 tyres. The soft-top allowed what remained of the body structure to shake a good deal, and the top drummed a bit if the windows were open. But this was a notably lively car as well as a means of having a Corsair that opens. A rough check showed that its efficient Ford engine was giving around the customary 30 m.p.g. of fuel. A minor point was that the door handles pressed *down* to open the car, whereas Ford contrive them more safely to open the doors by pulling upwards. These Corsair convertibles were made by Crayford Auto Development Ltd. of Tatsfield but have now virtually gone out of production, due to non-availability of the new Ford Corsair in 2-door form. If any more filter through the cost of conversion would be £235.

The Ford Corsair was followed by a Ford Cortina GT, which



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Another sweeping success for Goodyear. Shelby American Cobras fitted with Goodyear tyres have won the World G.T. Championship. Goodyear congratulate Shelby American—and are proud to share in a great victory achieved in the face of the fiercest competition.

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Congratulations to Sir John Whitmore on winning the European Touring Car Championship. Driving a Ford Cortina Lotus with Goodyear tyres he tamed Europe's best, in a series of brilliant victories.

A great triumph for the Mann/Whitmore team and a sensational demonstration of the increasing contribution that Goodyear and Ford are making to major racing successes everywhere.

G8 tyre by **GOODYEAR**



FORD CORTINA GT at the approach to the beach causeway leading to Shell Island off the North Wales coast, where care had to be taken not to sink into the soft sand. Some years ago an enterprising taxi proprietor used Ford Model-A's which were able to plough through shallow water to Holy Island off the Northumberland coast.

covered 1,600 trouble-free miles in 14 days, during which some 1966 cars were also sampled. During this hurried mileage it gave 31.1 m.p.g. of premium petrol. It has all the acceleration of the earlier model, with improved road-holding from the properly-located back axle, although ride and seating comfort are still not its strong points. The four-dial instrumentation to supplement speedometer and electric tachometer are appreciated, the minor controls are well positioned about the facia, there is convenient stowage in a central box as well as in the cubby-hole and on the lipped under-facia shelf, and the Aeroflow ventilation system, which changes the air in the car every 40 seconds, works very well. Incidentally, the best cars usually have their names on the instruments; the speedometer and tachometer of this Ford have "Cortina" in script on their dials. A full tank of (premium) fuel took me a useful 223 miles and a subsequent check showed that in spite of its very generous performance this 4-door family Ford was returning 30.2 m.p.g. in less favourable conditions. It sits down very well in the wet on its Firestone F100 165 × 13 tubeless braced-tread tyres, on wide-base rims, which are not a normal extra but which can be obtained from the Ford Competition Department.

SUNBEAMS AT SANDHURST (Sept. 26th)

WHILE the dragsters were devouring Blackbushe in the International Dragfest a few miles away, the S.T.D. Register was quietly conducting its annual *Concours d'Elegance* and driving-test meeting at the Royal Military Academy at Sandhurst, a dignified setting for dignified motor cars.

Judging the 14 *Concours d'Elegance* entries were Sir F. Phillipson-Stow, Georges Roesch and the President, Winifred Boddy, her husband judging for "best engine," and P. Howarth for original condition, while concurrently six gentle tests (gently at the Army's request) were run by Roger Carter. The oldest competitor was C. South's 1913 12/16 Sunbeam, which had unfortunately scraped off its hood passing under a bridge at Marlow, when startled by the hooting of impatient modern cars. Most recent was A. Scates' 1936 Talbot 110. There were four twin-cam 3-litre Sunbeams present, one a non-competing visitor, and a couple of 1934 Sunbeam Dawns, while Talbots were well represented, including a couple of 1925 10/23 2-seaters. Carnegie and Charlton brought their 1926 Sunbeam 25 with 20/60 touring body all the way from Newcastle, the former driving blindfolded in a zig-zag test better than many people do it with full vision. An early very original Sunbeam 16 saloon had an unlucky prang *en route*, but vintage cars are tough and it duly arrived at Sandhurst. The under-bonnet condition of some cars was terrible, suggesting they are in daily use and not intended for quick and profitable disposal at some auction sale! The best was thought to be that of D. Whiting's ex-Barry Dove 1929 Sunbeam 16 tourer, but the complicated bi-block engine of Peter Moore's 1921 24-h.p. 6-cylinder Sunbeam ran it very close, oil-smear by one of the valve caps just docking it of first place. As only one prize could be won, this section was headed by Gp. Capt. Welsh's 1926 twin-cam 3-litre Sunbeam, the complicated engine of which was very presentable but not pristine. As usual, Ivor Foulkes' 1933 Talbot 90 engine looked all ready for the Talbot stand at Olympia, until one looked closer and found the well under the petrol pump full of oil, a little petrol staining under the carburetter and an apparently non-standard ornate roof-lamp on the bulkhead serving as an under-bonnet light. These four engines were really commendable, however.

R. Pearce-Boby lost marks for having grafted an S.U. carburetter onto the inlet manifold of his 1933 Sunbeam 16, which also had a non-original coil (but do any Delco coils in working order exist?) and a kinky top water-hose. Victor Rawlings had contrived to graft a modern S.U. petrol pump onto the crankcase of his 1931 Talbot 90 saloon. But on the whole the 28 entries made a brave show. This time a Firestone-shod Morgan-J.A.P. 3-wheeler came to look at them.—W. B.

Results:

Concours d'Elegance: **1st**: P. Moores (1921 24-h.p. Sunbeam limousine).
2nd: D. Whiting (1929 Sunbeam 16 tourer).
3rd: C. Paget (1934 Sunbeam Dawn saloon).
Best Original Condition: N. Ferrier (1925 Talbot 10/23 2-seater).
Best Under-Bonnet entry (D'Arcy Clarke Memorial Trophy): Gp. Capt. Welsh (1926 twin-cam 3-litre Sunbeam tourer).
Driving Tests: **1st**: V. Rawlings (1931 Talbot 90 saloon).
2nd: T. Brett (1925 Talbot 10/23 2-seater).

A USEFUL SIGNAL LAMP

For more years than I can count accurately I have used a pair of Bardic electric hand torches—one conveniently stubby, the other a formidable weapon—for night motoring. They are not only very nicely finished, but they incorporate a number of extremely practical features. What is more, they are amongst the very few mechanical possessions which have never given any trouble—my complex Breitling wrist stop-watch is another—so that I have the greatest possible respect for Bardic, who, I consider, make the best portable lighting equipment available anywhere in the World.

This firm, which is also concerned with aluminium and zinc die-casting, has now introduced a hand signalling lamp which looks like matching my old Bardic hand torches for toughness and dependability. Intended for railway work, British Railways having made their first equipment change in a century by ordering 42,500 of them, this lamp is not in any way an ornament. It looks, in fact, rather like an iron, being held by a handgrip above its battery container. But it looks superbly strong, well finished and fitted to its task, yet is acceptably light to carry. There is a simple on-off switch which, when rotated, changes the colour of the powerful beam from white to red, green, and orange, as required. These colour variations are achieved by moving a circular screen round in front of the bulb, which is a strong, reliable method in the best Bardic tradition.

Railways in Australia, France, Sweden, Denmark, Norway and elsewhere are displaying interest in this compact, effective signal lamp, which is already in use by various Police Forces as an emergency warning lamp at the scene of road accidents, etc. The 4½-volt battery has a polythene cover and there is a spare 3.8-volt bulb within the casing, which is precision engineered for long life. We think rally drivers, race and rally officials, garages, private aviators and aerodrome managers, etc., will find them invaluable. The makers are Bardic Limited, Northam, Southampton.—W.B.

LISTEN TO YOUR FLASHERS

A new sound has been born. It hails not from Liverpool nor from any other tin-pan-alley source, for this sound has a distinctly motoring note and comes from Crypton, the well-known workshop equipment people. The Crypton Beat, if I may modernistically refer to it as such, has its source in a not unattractive plastic box, 1½ in. square, which can be fixed magnetically or by means of a strip adhesive. It is very simply wired into the flashing indicator circuit so that a high-pitched "bleep" is intermittently sounded in synchronisation with the flashing of the indicators.

Called the "Atracta," this transistorised bleeper has lived on my own dashboard for several weeks and I find it quite pleasant to live with. The sound is certainly not annoying and, particularly by day when the indicator warning light isn't as easily discernible as by night (my own hides on a stalk under the steering wheel), it is distinctly useful. Another of its values is a change in note, or even complete silence, should an indicator bulb fail. It will market through normal accessory outlets at a retail price of 45s.

This venture into the accessory field is a new one for Crypton, but the fact that they have formed a completely new division for this purpose may well be the initial breeze of future winds. Who knows, we may soon have oil-pressure warning pips or even brake light buzzes.—G. P.



This much hotter beetle still stays a cool £649*

Don't mistake this one for last year's car. 23 improvements hide in its familiar beetle shape.

Some are big ones. Like the way the engine's grown. It's a rugged 1300 cc. now. 11 seconds faster from 0-60 mph.

Naturally it's still air cooled. So it can't freeze. And nor can you. You get heat from the beetle's heater almost as soon as the engine starts.

Sit inside: and you're in a different car. It's expensively upholstered with everything colour matched. Seats, doors, carpets, trim. Even the luggage area in the back.

Look around and you'll see more improvements. The third defroster vent for better visibility. The new lock to hold the seats rigidly in place. Or, if you look underneath, the new front axle you won't be greasing for 6000 miles.

By the way, your insurers will still call this Volkswagen a family saloon. Which helps remind you it's a full five-seater.

Though it goes like a car that seats two.

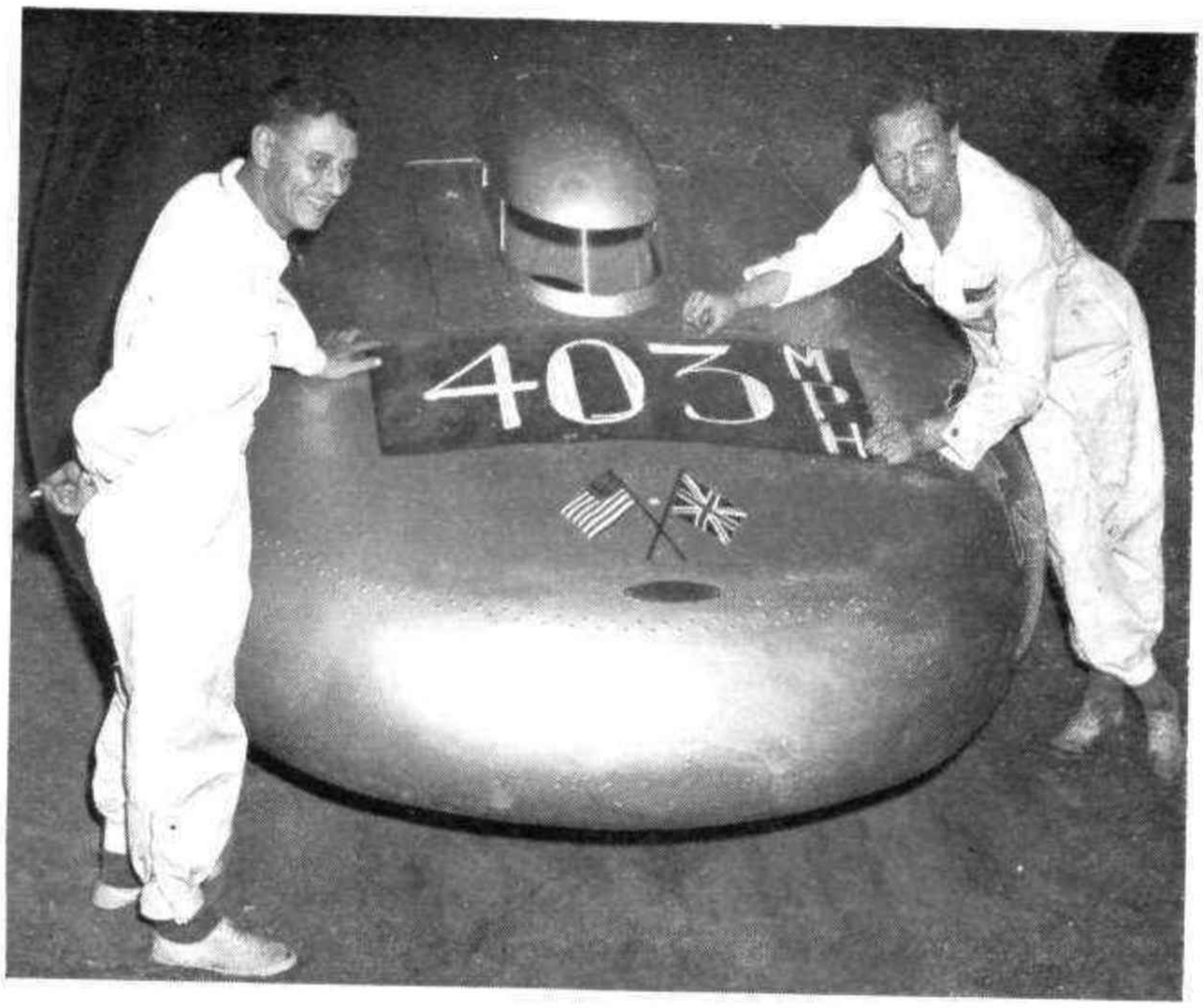
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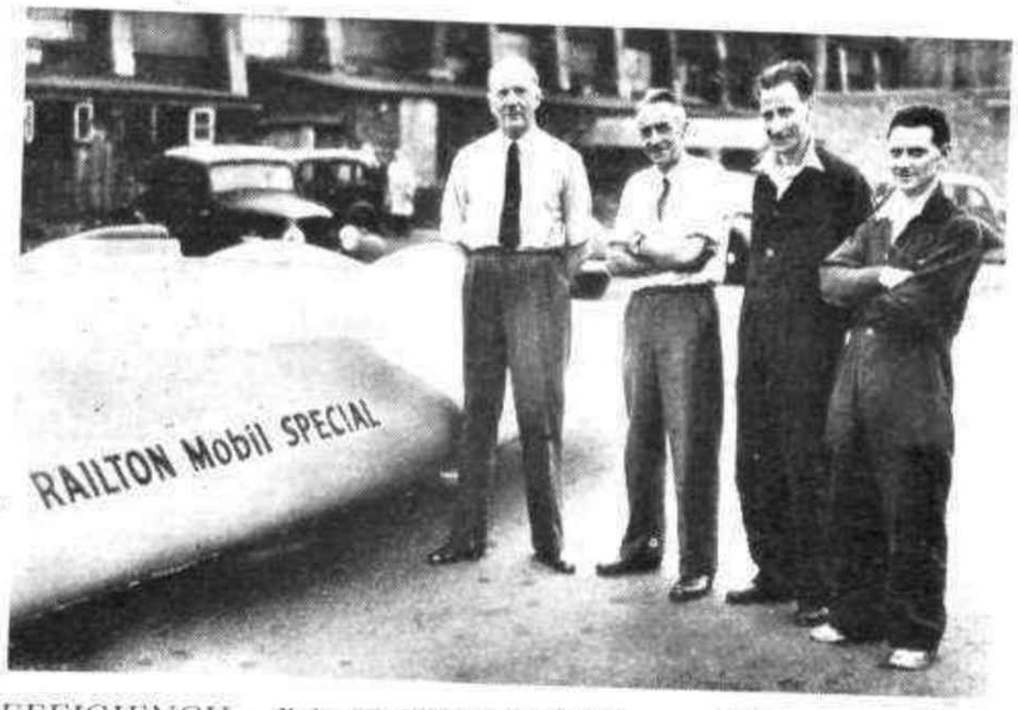
JOHN COBB'S THREE SUCCESSFUL LAND SPEED RECORD ATTEMPTS

An Interview with Jim Rands



FIRST OVER 400 M.P.H.—Thomson & Taylor mechanics Jim Rands (left) and John Norris (right) proudly display the speed in one direction of the Railton Mobil Special after its 1947 record run. They are leaning on the nose of the car, with the cockpit "conning tower" between them.

[The late John Cobb three times broke the World's Land Speed Record in his twin-Napier-engined four-wheel-drive Railton Special, the last piston-engined car to hold the "fastest-ever" title, at 394.196 m.p.h. That speed was recorded at Utah in 1947. It was beaten by nine m.p.h. in 1964 by Donald Campbell, O.B.E., whose Bristol-Siddeley Bluebird gas-turbine car was nearly twice as powerful and cost at least fifty times, perhaps 150 times, as much as Cobb's car. In one direction Cobb was officially timed at a speed fractionally greater than the 403.1 m.p.h. to which Campbell raised the record 17 years later. In an interview with JIM RANDS, who, as a member of the Thomson & Taylor team, accompanied Cobb on all these record attempts, I learned at first hand some fresh aspects about how comparatively easily Cobb attained his goal, and some interesting new aspects of these fascinating runs by the last successful reciprocating-engine L.S.R. car.—Ed.]



EFFICIENCY.—John Cobb (left) with the small but very efficient team from T. & T's, Ken Taylor, John Norris and Jim Rands. They stand alongside the record car before setting off for Utah in 1947.

WHAT follows are notes about John Cobb's successful bids on the L.S.R. in the Reid Railton-designed car he used for this purpose in 1938 (350.20 m.p.h.), 1939 (369.74 m.p.h.) and 1947 (394.196 m.p.h.). I do not propose to describe the car itself, ingenious and effective as it undoubtedly was, because its, and all the other L.S.R. bids made between 1898 and 1964, are admirably covered, together with a description of each visit to the Utah Salt Flats, in that excellent little 15s. book "The World's Land Speed Record" (Phoenix House, 1964). What I hope this article will emphasise, with Jim Rands' patient explanations and his unique photographic coverage of Cobb's activities, is how effectively Reid Railton, the late Ken Taylor, the late John Cobb and all those associated with these record bids accomplished what they set out to do—quickly, cleanly and without ballyhoo.... I think it may also present some hitherto little-known but very fascinating facts about these now-historic projects.

* * *

Rands recalls Wally Hassan, the liaison man, bringing the curious S-shaped backbone frame of the Railton Mobil Special into T. & T.'s Brooklands premises—it had been made by John Thompson Pressings—and the speculation which this odd structure caused among the T. & T. mechanics. It needed two tables on which to set it up and mark it off, which was done unelaborately but effectively by well-tried methods.

Meanwhile, two ancient supercharged Napier Lion 1,250-h.p. aero-engines, dating back some eight years, had arrived, and special 3-speed gearboxes (with aluminium casings) from David Brown. It was apparent that Reid Railton, B.SC., A.M.I.A.E., was building a car in which John Cobb could have a go at George Eyston's cumbersome and powerful 73-litre twin-Rolls-Royce-engined 8-wheeled Thunderbolt. Eyebrows must have been elevated when it became apparent that Railton intended to hang an engine each side of the frame, one at the front, the other at the back, and drive all four wheels of the car, with nothing but the throttle pedal to synchronise the speeds of the two power units. Excitement, too, was caused when the body was seen to be literally an all-enveloping shell, with no mechanism attached to it, and of near-perfect aerodynamic form.

Ken Taylor, with characteristic thoroughness, checked the clearances in the gearboxes and supervised the developing project. There was fun when it was decided to use Simmonds cables for coupling the distant gearboxes to the gearlever. A rep. arrived, marked the run with an enormously long length of wire, found he couldn't take this back by train to his office, cut it in half, and lost all semblance of what was required. A more technical bod took over, who possessed of a car, used stronger wire, and the cables were made. They took three days to fit, and a week before the



TRANSPORT PROBLEM.—On arriving at Utah in 1938 the huge crate containing the Railton had to be manhandled off the railway truck by means of sleepers and rollers. One end of the crate was levered onto a roadside bank so that the car could be rolled out.



ON TOW.—The Railton being towed from the unloading point to its garage in Wendover, with Jim Rands in the cockpit. All this sort of movement was made on "slave" wheels and tyres, the special alloy wheels and racing tyres only being fitted in the starting area before a high-speed run.

mechanics made them function as required.

The body shell was made at Brooklands by George and Jack Grey. Very great care was taken to seal the bulkheads of the engine bays to ensure that fumes should not enter the cockpit, which, almost more revolutionary than the four-wheel-drive, was set in the very nose of the car, ahead of the front wheels. This 6-cwt. aluminium shell was located on the chassis by eight pegs and it is to the everlasting credit of the Greys that when it was carried from the shop was where it made and lowered onto the chassis for the first time, apart from easing one attachment, it fitted perfectly. The cockpit cover completely enclosed the driver, an open-top canopy having been made but never used. Cobb could release this lid by operating a couple of handles and the surrounds of the cockpit were of aircraft fabric, to enable the mechanics to break in, in case of emergency—this, fortunately, was never necessary and the fabric was not disturbed. Cobb scorned a gas-mask but wore goggles in case any salt particles flew about the cockpit.

Transporting this smooth-surfaced 2¾/3-ton vehicle to Utah presented several problems. Malcolm Campbell's Bluebird had been attached to its travelling crate by its wheelhubs and on the railroad the movement of the truck as the train stopped and started broke a steering arm. So Railton was determined to anchor Cobb's car more securely and into its big box prepared by Lepp Transport the unfortunate Rands had to crawl, offering up great steel plates to the wheels in the semi-dark and bolting them in place, after which he had to get a hand inside the car and free off the track-rod.

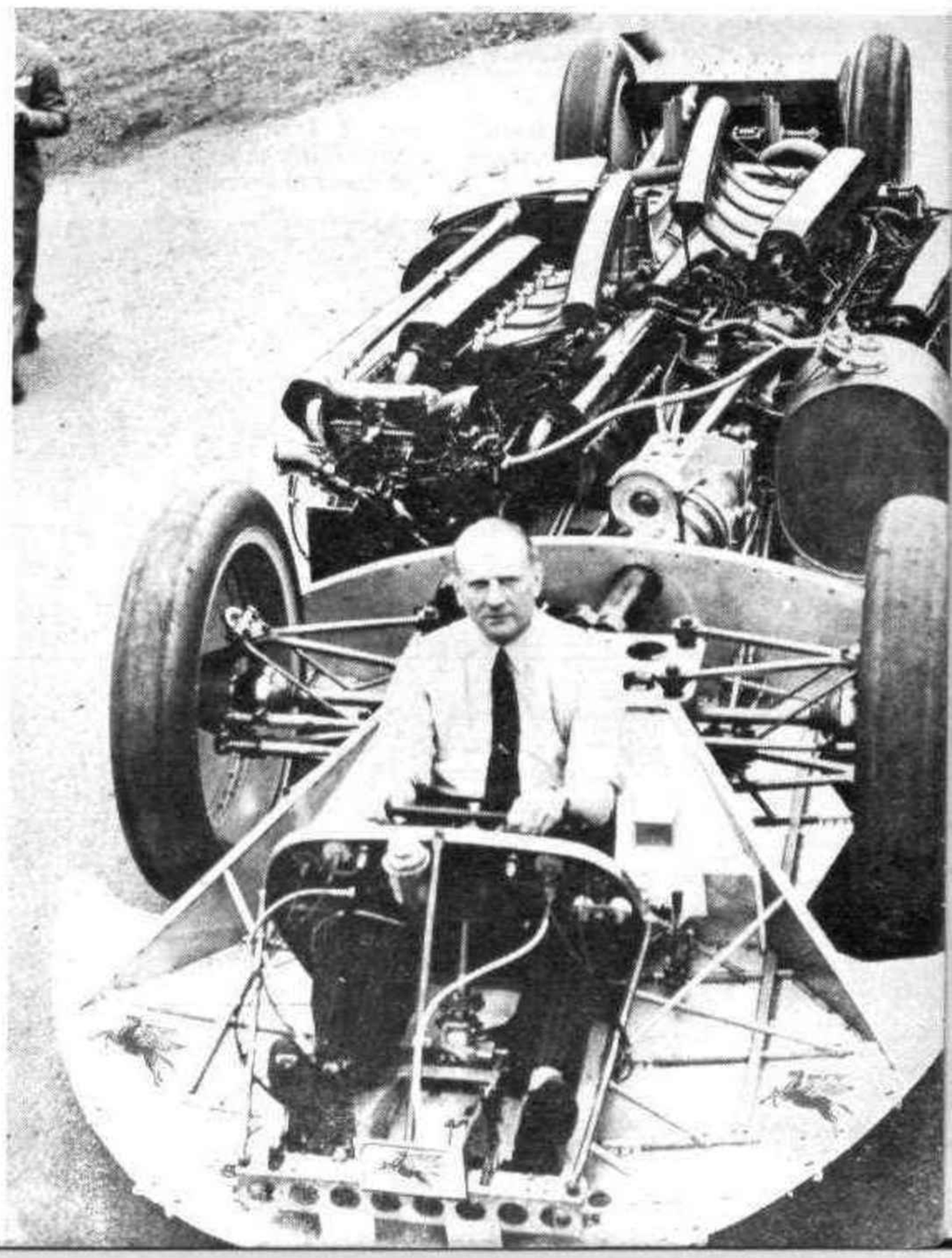
It took 20 men on each side to put the sides and top on the crate, which posed an unloading problem at the salt flats, where cranes were unknown until the U.S.A.F. moved in during the war. When lifted, the base of this crate bowed perceptibly under the car's wheels, but all was well, and the precious cargo left for the Port of London and by barge to the 27,000-ton motor-ship *Georgic*.

Incidentally, John Norris and Jim Rands became proficient in being winched up long ramps into the low-loader lorry which took the car from T. & T.'s to Lepp's, but naturally, if Ken Taylor was present, his understandable anxiety gave rise to moments of alarm. In 1938 one spare engine was taken out to Utah, Dunlop, who made the special tyres with their 1/20 in treads sent Dunlop Mac, Harry Fletcher and Syd West, Readings, Rands and the very talented T. & T. chief draughtsman, Beauchamp, under Taylor and Railton, completing the team. No transport was taken, as Railton's contacts produced Hudson cars on arrival. The record-car was started by pushing it and before leaving England the necessary attachment had been built up from drawings, for attachment to the front bumper of a Dodge truck on arrival at Utah.

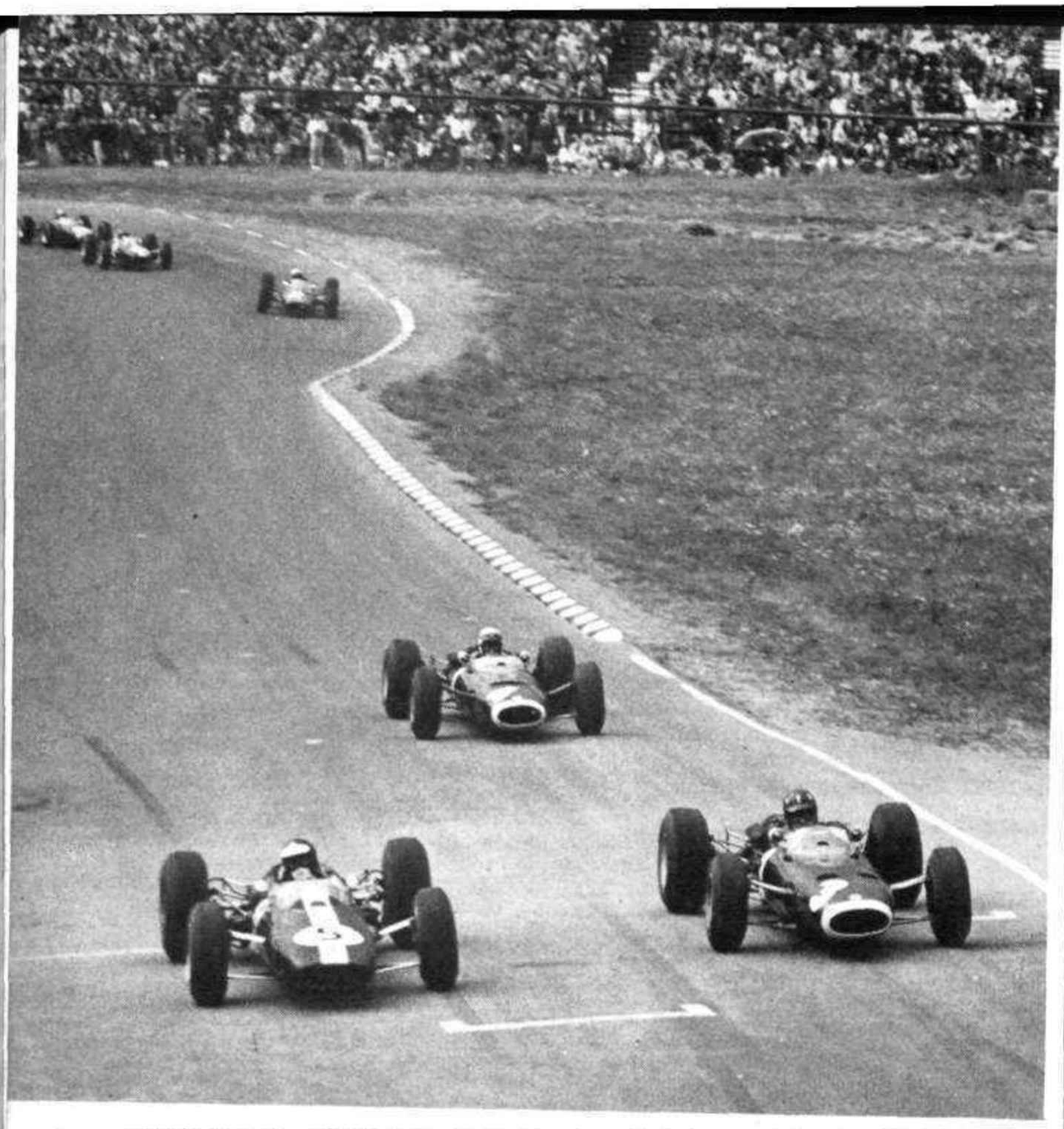
The Railton Special had, in fact, never run in England, was never driven under power by anyone except Cobb, and he had never previously exceeded 170 m.p.h. (The engines could, of course, be started, for running up, on compressed air.)*

On reaching the salt flats the crate had to be levered sideways off its truck by gangers onto the Trans-Continental Highway and as someone always had to be in the cockpit to steer the car, after another cramped, groping, claustrophobic crawl into the box to release it, Rands had to worm his way into the driving seat before the Railton could be rolled out and towed off along the road. It

ADVANCED ENGINEERING.—John Cobb sitting in the cockpit of the Railton, showing the very forward driving position of the twin-engined 4-wheel-drive record breaker. Over Cobb's left shoulder can be seen the prop.-shaft to the front drive, and above it the belt-driven shaft driving to a free-wheel mechanism to enable a "stalled" engine to be restarted while on the move.



*We refer to the record attempts; in 1948 the Railton was demonstrated at Silverstone, but again Cobb drove.

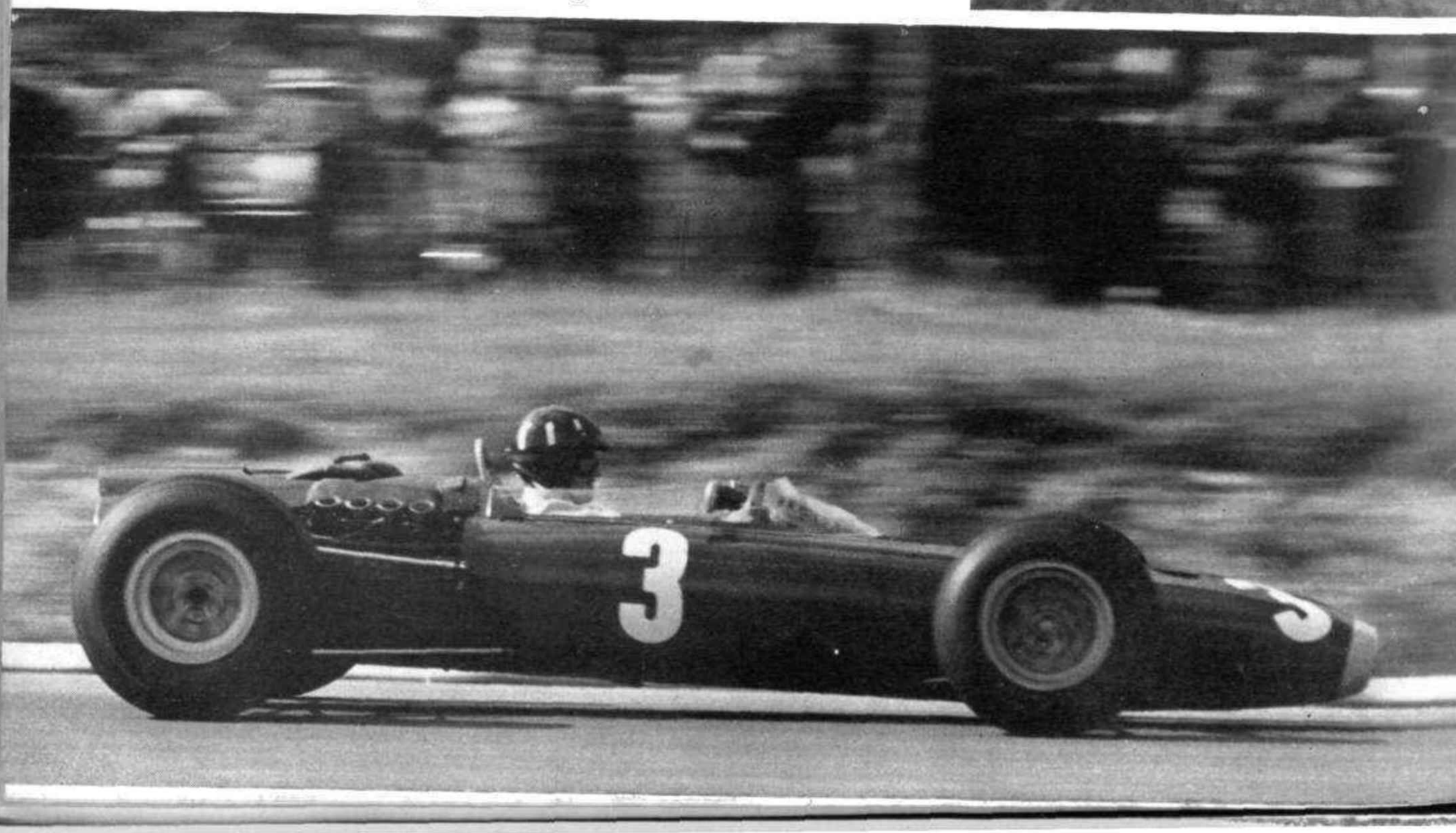




▲ *SECOND LAP.—Clark taking the lead at the end of the second lap after Hill had scrubbed off speed coming out of the turn in the background. Behind them Stewart lies in third place with Bandini, Spence and Brabham in the background.*

THIRD TIME WINNER.—Graham Hill speeding towards his third victory at Watkins Glen. This circuit is particularly suited to the B.R.M. and Hill's own approach to driving.

▼



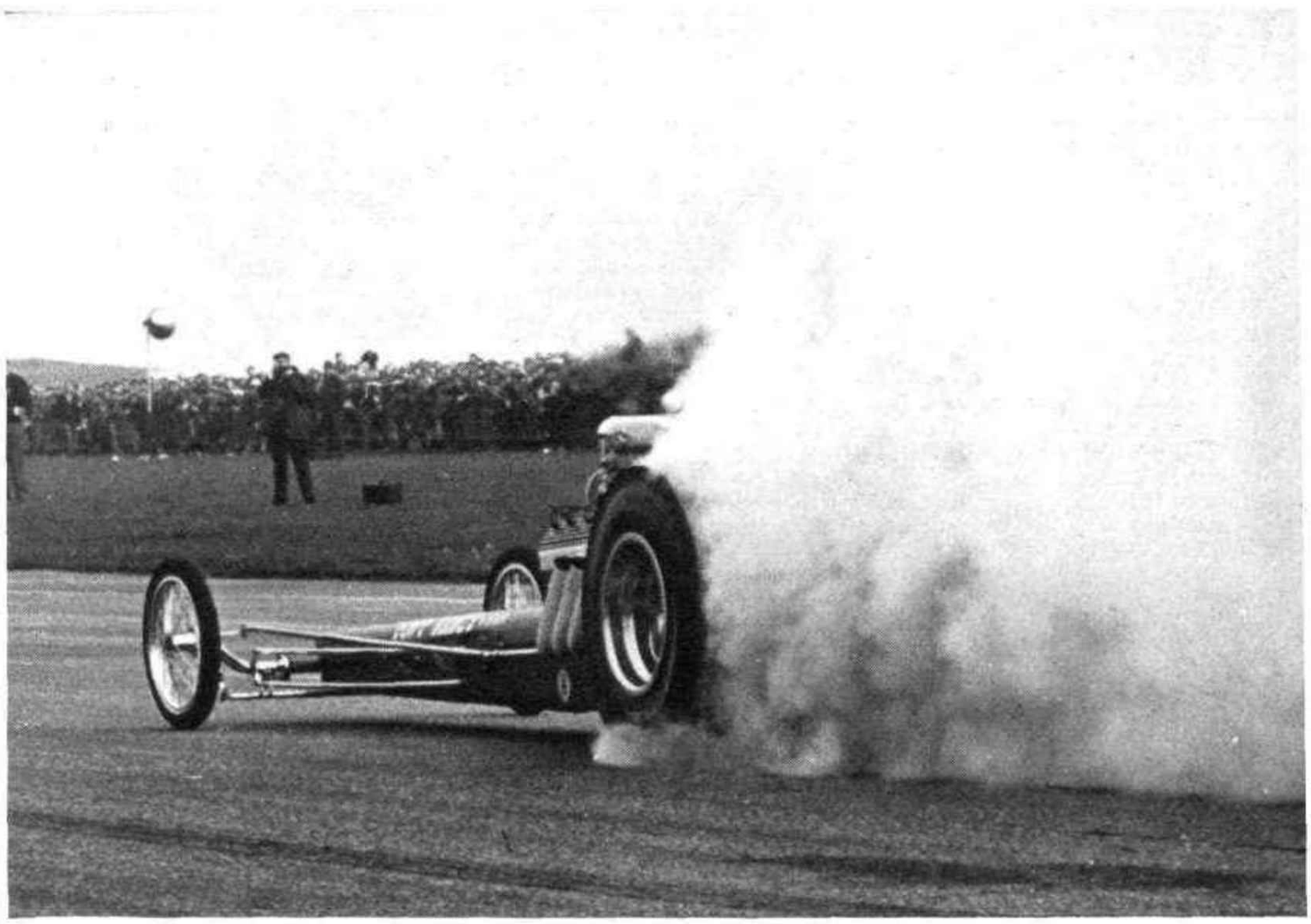
PICTORIAL REVIEW

AMERICAN & CANADIAN G.P.s

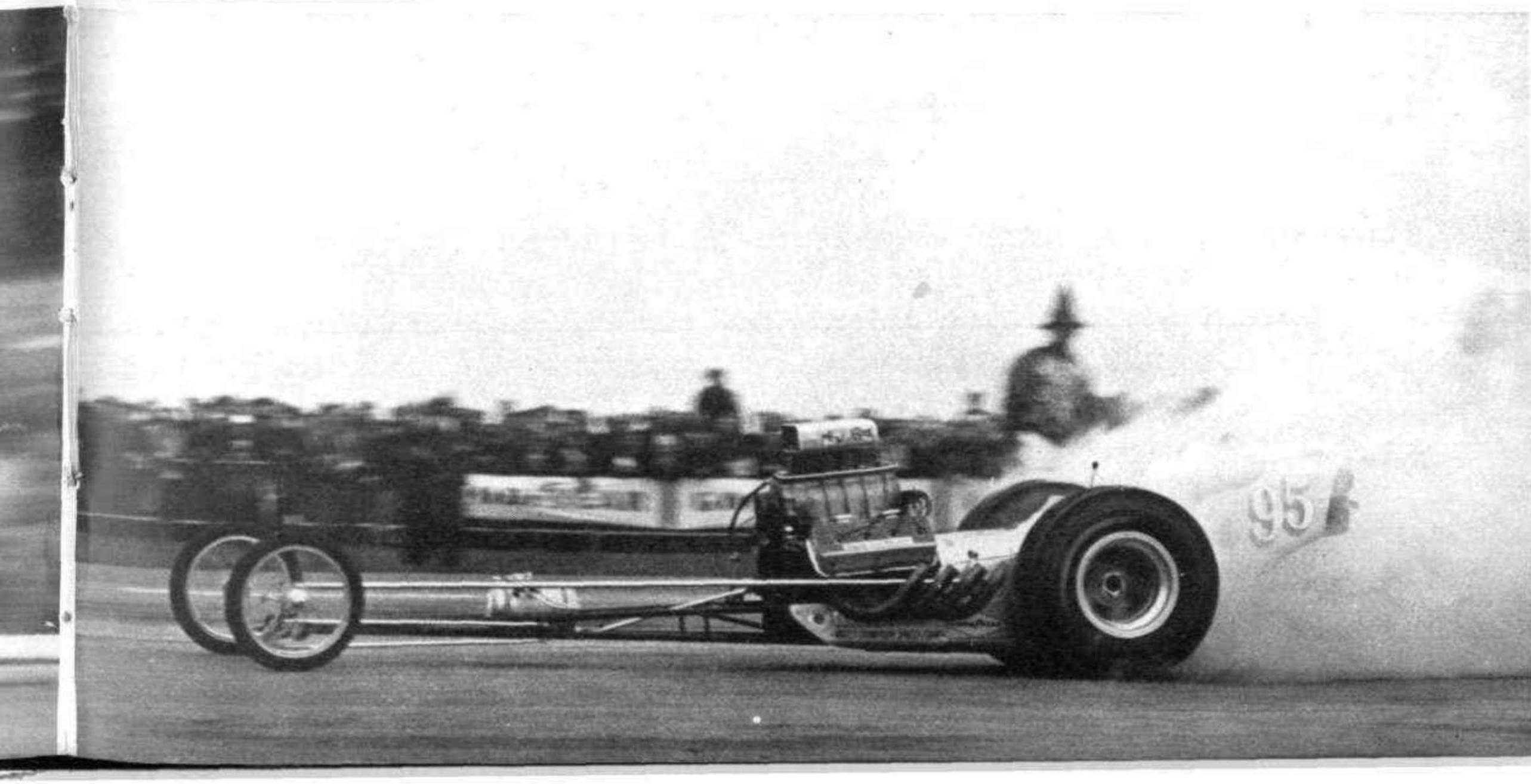
DRAG FESTIVAL



WINNER.—Jim Hall (Chaparral) who won the Canadian Grand Prix after a tremendous fight with Bruce McLaren. In the background amateur fire-fighters making a half-hearted effort to put out Pabst's blazing McLaren-Elva.



INCREDIBLE.—The visit of the eight American AA/FD dragsters recently gave British spectators a chance to see the unique sight of these cars covering the ¼-mile in under eight seconds with terminal velocities of around 200 m.p.h. Here Tony Nancy (above) and U.S. Team Captain Bob Keith, demonstrate the fantastic tyre burning getaway necessary to achieve such incredible times.



was presented with an appropriate State Registration Plate for this, but only as a joke, because when the body was lowered, it became invisible. In the same way, the boys of Cobb's team went home with American driving licences, without taking the driving test.

Railton had arranged for the contracting drum brakes to be water-cooled and had put a vertical air-brake in the tail; the latter was tested on a workshop compressor in England but never used and was later removed.

The engines were cooled by a 75-gallon ice tank, Railton being able to calculate to within a few cubes how much ice would be needed for a given run. Shell-B.P. backed this attempt.

In 1938 rain made the course tricky, and, remember, Eyston was using it as well. The Railton gave only minor troubles, such as a tendency for one engine to run too hot. To cure this the dual thermostats controlling flow from the ice-tank had to be altered to separate the flow, and they were most inaccessible, as Rands recalls, the mechanics having to stand on their heads.

Cobb, who drove in a linen helmet, not a crash hat, had some startling experiences when the tyres, o/s. front, n/s. rear, lost rubber and three layers of canvas round part of their circumference. He described this as " like a terrier shaking a rat " but would continue full-bore over the measured mile. Apart from this, and denting of the body by downdraughts on the tail, which had to be hammered out, the Railton gave little cause for anxiety, although Cobb's very first run, with the body off, was almost as exciting as the record attempt itself, because, as the big engines thundered and the car accelerated away, the team knew the daring expedient of four-wheel-drive from separate uncoupled engines was going to work ! Cobb was soon doing test-runs in the region of 300 m.p.h.

Eyston had done 345.49 m.p.h. Cobb took the record, at 350.20 m.p.h. That night both drivers and all Cobb's team attended a dinner, during which Eyston told Cobb he wouldn't have the record on the morrow and Cobb retorted " I hope it rains like hell! " Taking Rands aside to ask if the boys had any beer money—they were skint—Cobb doled out some dollar notes, remarking " If anyone tells you a man can become rich out of the L.S.R., he is a liar! "

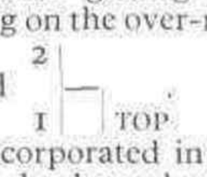
Cobb was the first driver to exceed 350 m.p.h. But shortly afterwards Eyston took his record, at 357.50 m.p.h. On Thunderbolt's next attempt a crash was narrowly averted when part of the body became entangled with one of the back wheels. Cobb, his tyres nearly used up, had left for home.

During the winter of 1938/39 Railton instituted twisting tests on the frame, believing that the tyre trouble arose from torque distorting the backbone. The cure was to pre-load the two wheels involved, the suspension being set up in England, checked, and then set up again at Utah. To this end the back axle was now restricted to vertical movements only.

Cobb went out again on the eve of the war, Fiddle replacing Dunlop Mac., with Syd Cooper, otherwise the team was the same. Railton's cure proved absolute, the tyres giving no more anxiety. *It is typical of the careful attention to detail that the car was never moved on the wheels used for the runs.*

" *Slave* " *wheels were always substituted after every run and the special wheels removed to the van or depot. Even while fitting them, the special tyres were encased in a protective sleeve, to obviate damage from the surface, the sun, the body cowlings or the curiosity of onlookers.* This, too, was a formidable task, each of the special rims carrying the 7.00 × 31 Dunlop thin-tread tyres being attached by 36 bolts. Incidentally, Schrader tyre valves were used. And the wheels were changed between every fast run.

Railton had contrived better breathing for the front engine, the salt was in very good condition, and Cobb beat Hitler, leaving the record at 369.74 m.p.h. just before war was declared. He had a difficult task, because there was no time to consult the minimum of instruments in front of him, although he glanced when possible at the tachometer for one engine. Above 300 m.p.h. he found the speed really something. Cobb was also hampered by the fact that if one engine fluffed out there was no means of restarting it, as free-wheels replaced clutches. The drill was that these were locked for the push-start, Cobb then kicked down the " clutch " pedal which had a catch to hold it down, making the free-wheels operative for gear changing, then, after getting into top, he let the pedal up, so as to give engine braking on the over-run.

The gear lever was difficult, too, being arranged 

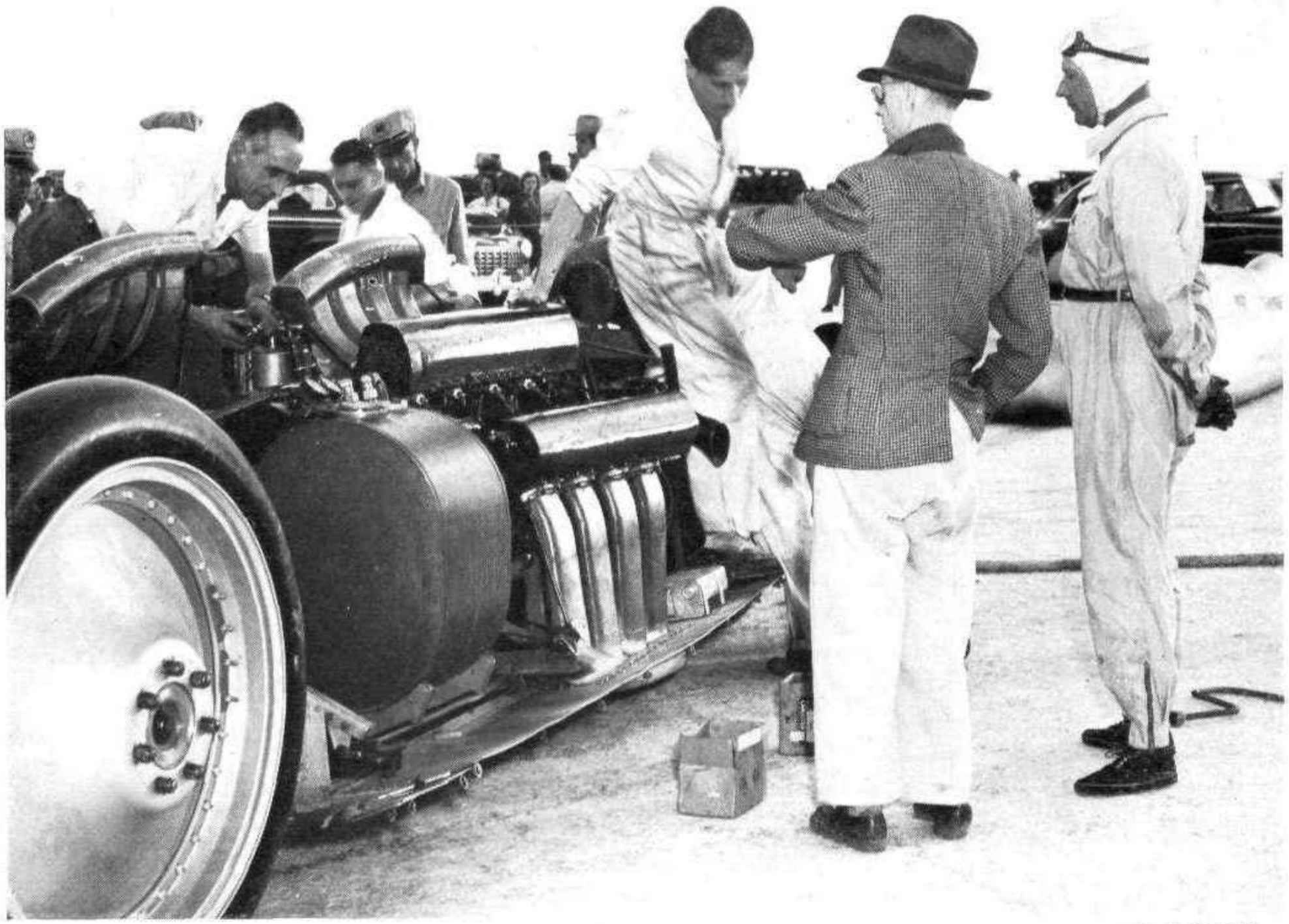
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After the war, when a slight kink had to be incorporated in the measured distance to get firm salt, Cobb had to do the awkward, clutchless " round-the-corner " change into top at some 250 m.p.h. In 1939 records up to 10 miles were taken, as well as the L.S.R. *The remarkable thing is that the old Napier engines had not been stripped down during the winter at home !*

During the war the car—now known as the Railton Special, because it had last run under the auspices of the Gilmore Oil Co., not Mobil, although by 1947 this company was part of Mobil—*was* stripped, mainly to enable parts to be stored in dispersed places. In 1939 the ice-tank had been moved to the back of the chassis. Railton now extracted more power from the aged engines—" We used aviation spirit before the war, something more fancy afterwards," recalls Rands. The ball and roller bearings had pressed in the gearbox casings and had to be chromium-



MANY HANDS.—Everyone on the Bonneville Salt Flats involved in the record breaking was conscripted to help manhandle the beautiful aluminium body-shell on and off. Here it is being lowered into position, alongside the Dodge truck used for push-starting, the " probe " on the front fitting into the Railton Special's tail to engage in a socket at the end of the backbone chassis.



CALM EFFICIENCY.—John Cobb (extreme right) stands quietly by during a "turn round" pit stop on a record run, while Reid Railton keeps an eye on the time. Working on the Napier Lion engines are Ken Taylor and John Norris, and on the right of the picture can be seen the body-shell sitting on the salt surface.

plated and ground to a fresh fit, new brake drums with a stiffened rib installed, and the car generally made ready. But it was unmodified, although the engines were to be run at 4,000 r.p.m. on increased boost—whereas Napier's threw up their hands in horror at anything over 3,600 r.p.m. Testing was done on Thornycroft's test bed at Caversham, the open exhausts thundering and banging across the river.

Previously there was no means of restarting a stalled engine during a run, which wasted time, so Railton evolved a simple but effective belt-drive from each prop-shaft, using twin fan belts over pulleys which, through the medium of additional free-wheels, turned the engines if they happened to cut-out for any reason. As these belts would have been very tedious to replace had they broken, a spare set was taped around the shafting. But they withstood the load and never did break—Railton, once again, had calculated correctly.

For the post-war bid unloading was facilitated by an Air Force ramp at Utah, the crew being the same except that John Norris had taken Bob Reading's place. Even in 1938/39 the local radio station had linked time-keepers and the turn-round points by short-wave radio (30 min. were allowed between the out and home runs), over which they broadcast a lurid account of Cobb's progress along the course, useful to his helpers as well as a news-service to listeners. The mirage effect of the salt, by the way, made the car appear first of all up in the air, as it rushed towards Rands and his fellow mechanics waiting to change the wheels, replenish the tanks and turn the car around.

There was more trouble than before in 1947, mainly because the varnish had come away from the floats in the Claudel-Hobson carburetters, upsetting the mixture, elaborate flow tests giving no joy. Smaller jets, devised by filling them with solder and reaming out, cured that trouble. Then, on a run one morning, Cobb reported no power from one engine. A camshaft had seized in its bearings, locked the camshaft drive vertical shaft and sprung the driving bevel out of position. This was the first occasion when no spare engine had been taken out to Utah, but T. & T.s were ready at home and spares were flown out. A chunk of ice falling outside the tank during replenishment holed the tank, but after a stripping down session occupying from 2 a.m. on a Sunday to 2 a.m. on the Tuesday the mechanics knew what faced them. . . . The gremlins were beaten.

The Railton Mobil's defective engine was re-assembled, Cobb went out, and with the car going from 0-400-0 m.p.h. in about 3½ min., got the record up to 394.196 m.p.h., on bad, patchy salt, giving him a difficult drive. Indeed the Railton had sunk well and truly into the salt on one run. *In one direction a speed of* 403.135 *m.p.h. was officially timed; the car reached probably* 415 *m.p.h. momentarily.*

The Railton, now in the Birmingham Science Museum, still holds the fastest-ever record by a piston-engined car and on this last occasion, the team was only away for about eight to 10 weeks; an achievement of which all concerned, with the calm uninterfering John Cobb to set the example, must still be very proud.

W. B.

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B.R.D.C. 4th Clubmen's Championship

THE majority of British race-goers are enthusiastic followers of all forms of motor racing. Others, whilst appreciative of everything that goes round a circuit, have a preference for either International events or Club racing. Advocates of the latter were given powerful arguments in favour of their likes at Silverstone on October 2nd, when the B.R.D.C. held their 4th annual Clubmen's Championship Meeting. Perhaps that title is something of a misnomer, for there was no race for cars of the Clubman's Formula, but the programme was nevertheless a mixed bag and was sufficiently subscribed to hold interests captive in every lap of every race. It is not often that a Club meeting gets the benefit of a full Grand Prix circuit, but this is what happened on this occasion (it happened also at Brands Hatch the following day), with the resultant flavour and atmosphere of much bigger things.

Most satisfied partnership at the end of the day was Staffordshire Irishman Sid Taylor and his wife Mary, but their satisfaction was somewhat dampened later when a protest put one of Sid's two firsts in jeopardy. Mary emerged the winner of the Embassy Trophy for the British Women Racing Drivers' Club, beating her rival contenders by a narrow margin of points.

Trackside conversations were in a distinctly reminiscent vein when cars lined up before the first race for the Jack Emmott Trophy. Sixteen vintage and venerable sports cars made up the field. In pole position was the 1933 3½-litre Alvis of P. Venables-Llewellyn, with the similar, but slightly younger, car of E. M. H. Cairns alongside him. John Mudd, in his Monza Alfa, was third on the front row, with Bill Fowler's 1933 1½-litre Aston on the outside. Mudd stormed into the lead and by the second lap was 200 yards ahead of second man Venables-Llewellyn, who lost his place in the third lap to the 1938 S.S.100 of A. Peters. One lap later the Alvis burst a tyre and Venables-Llewellyn was out. By the fifth lap, Mudd had a commanding lead over the S.S.100, which in turn was well in front of Cairn's Alvis. These three cars, with Glydon's 1932 1½-litre Aston coming up fourth, finished the 7-lap race in that order.

The 750/1172 Formulae race brought its usual splendid variety of lovingly concocted machines to the grid. David Berry had earned pole position but his U2 broke its gearbox in the paddock during the morning and he ranked among the non-starters. Bill Cooper, in a rear-engined 1172 Aquilla (ex-Ian Tolliway), left the front row and went right through the 5-lap race to take a deserving win. Alan Gould, in what he calls a Dingo II, pressed Cooper very hard but took second place despite his efforts. Jim Yardley in Complexity, a car fitted with a dry sump engine mounted on its side, led the smaller engined cars to win his class.

The 10-lap saloon-car race for the Britax Trophy was held in three classes with 1,000 c.c. and 1,300 c.c. as the dividing lines. Mike Young (1,650-c.c. Ford) was to have been in pole position but non-started due to a roll in practice. Roger Swanton (1,294-c.c. Anglia) and Mick Cave (1,293-c.c. Austin A40) were together on the front row, with Alan Peer in the 1,800-c.c. Anglia of East Anglian Racing Cars on the outside. Peer, whose car sounded extremely healthy, led from the start and stayed there to win, but in the first five laps he was being closely followed by "Doc." Merfield in his V8 Cortina. The 4.7-litre engine of the Cortina began to miss badly and on his seventh lap Merfield retired at Hangar Straight. The 1,293-c.c. Austin-Cooper of Simon Saye also gave trouble in the engine compartment and he retired at Woodcote at the end of his fourth lap with smoke belching from his bonnet. Leaving Copse on his fourth lap, Tom Fletcher's 1,594-c.c. Ford slid off, came back again, touched John Lewis' 1275 S and promptly rolled, with no ill effects to Fletcher. Lewis went on, his car still bearing the battle scars of unavoidable excursions at Brands Hatch and Oulton Park and his open boot lid being scorched by its proximity to the exhaust outlet. Lewis finished fourth overall, passing Phil de Banks' 1,594-c.c. t.c. Ford one lap from the end, his exuberant and extremely polished cornering at Woodcote delighting everyone. Meanwhile, Swanton and Cave were duelling for the lead in their class and the second overall position. They changed places several times but it was Swanton who finally crossed the line ahead of Cave's A40.

In the Formula Three race for the Gordon Glenn Trophy, Piers Courage added to his list of victories by getting well ahead in the early stages and staying there throughout the ten laps in his Charles Lucas-entered Brabham. Mike Costin, the Cos half of Cosworth, also had rather a lonely ride in his Brabham in second place. Third place was at a premium with the Brabhams of Jonathan Williams and Harry Stiller very closely bunched with the Lotuses of Peter Gethin, Morris Nunn and Melvyn Long. These five continually changed station but it was Williams who finally made third place, with Stiller and the other three behind.

The Paddy Hopkirk Trophy race for sports cars, in classes of up to, and over, 1,600 c.c., saw Sid Taylor's Climax-engined BT8 in pole position, but it was Max Wilson in the ex-Hugh Dibley Brabham who took the lead in the first lap. On a wet track caused by a sudden shower before the race, Taylor gradually closed up on Wilson and "took him" on the last lap after a thrilling race. Meanwhile, a similar battle for third place resolved itself in a like manner. Robin Widdows (1,001-c.c. Lotus-B.R.M.) led Peter Sadler in the ex-J. C. B. modified Lotus 30, but Sadler got by in the last lap to take third place.

Chris Meek (1,598-c.c. Ginetta) took the honours in the Grand Touring Car race after being continually harried by Johnny Blades in a similar car. Blades spun at Beckett's on the eighth lap, touched the tail of Meek's car, and let Jeff Edmonds' 1,594-c.c. Lotus through into second place as a result.

The W. D. & H. O. Wills Trophy was won on the road by Sid Taylor in what the programme described as a race for Historic and Modern Racing Cars, Formule Libre. Peter Sadler's Lotus 30 was similarly second. At the end of the day a protest against the eligibility of the 2-seater sports/racers was firstly rejected on the grounds that it did not materialise within the requisite time after scrutineering. But an hour later the stewards announced that they were reconsidering the matter and we were left with an unconfirmed result. Times, and not placings, are therefore given in the results of this race below. First historic car home was the beautiful 250F Maserati of Nobby Spero, being driven by his son John in his first year with the car. Chris Summers (5,360-c.c. Lotus) started well from pole position but coasted into the pits after two laps, still in the lead, with a broken shaft in the gearbox.

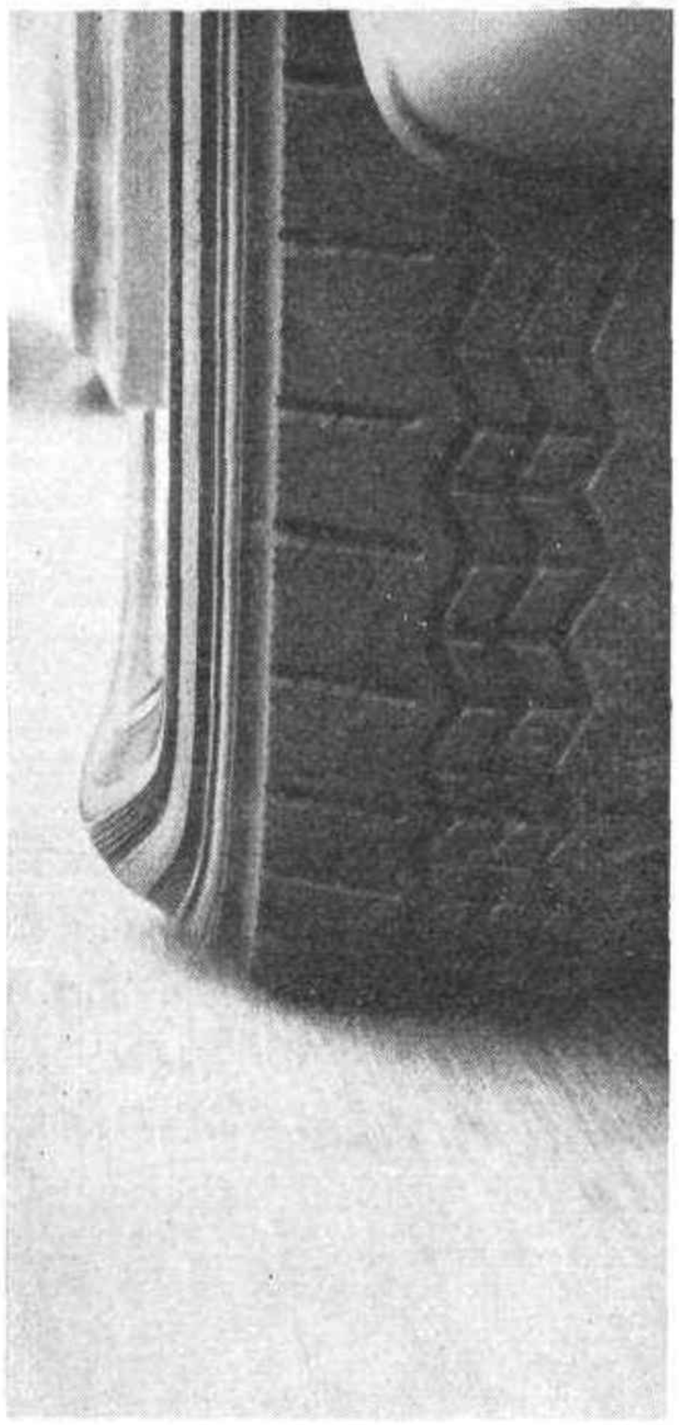
The last race, for the Newton Oil Trophy, was for the big GT cars and resulted in yet another win for Ron Fry in his 250LM. Another Ferrari on the grid was the front-engined l.h.d. car of Vitafoam. This was to have been driven by Harry Ratcliffe but was sportingly given to Gabrielle Konig so that she could battle for vital points for the Embassy Trophy. Her final total was not quite enough. The third Ferrari was in the hands of Peter Clarke having his first drive in a rear-engined car from Modena. Not far behind Fry at the end of the 10-lap race was the ex-Coombes lightweight E-type of Brian Redman, fitted with fuel injection. Three such cars appeared in the race. Alan House (Morgan), who had been scrapping throughout the race with Lionel Mayman's ex-B.M.C. Rally Team Austin Healey 3000, tried desperately, but vainly, whilst rounding Woodcote on the last lap to pass the big Healey on the outside. He took to the grass, came back on again to cross the line, only to crash into the banking at the far end of the pit grandstand just before the footbridge. House was thrown out and at first appeared to be seriously injured. Happily, after a few days in hospital, he was allowed home with all bones intact.

Despite the slightly damp blanket which was lowered on enthusiasm as a result of the Formule Libre exchange, everyone left Silverstone well satisfied with a good day's racing. A very engaging little ceremony took place outside race control when Mrs. Mary Taylor received the Embassy Trophy, her charming rivals gathered around her.—G. P.

The Winners were.

Vintage Sports Cars (scratch) : J. Mudd (Alfa Romeo) ..		15 min. 48.0 sec.
750/1172 Formulae :		
750 class : H. W. Cooper (Aquilla)		10 min. 09.6 sec.
1172 class : J. Yardley (Complexity)		11 min. 05.2 sec.
Saloons :		
Up to 1,000 c.c. : M. Gould (Austin-Cooper)		20 min. 29.2 sec.
1,000-1,300 c.c. : R. P. Swanton (Anglia)		18 min. 58.0 sec.
Over 1,300 c.c. : A. Peer (Anglia)		18 min. 49.4 sec.
Formula Three : P. Courage (Brabham)		17 min. 03.0 sec.
Sports Cars :		
Up to 1,600 c.c. : R. M. Widdows (Lotus-B.R.M.) ..		20 min. 08.0 sec.
Over 1,600 c.c. : S. Taylor (Brabham-Climax)		19 min. 12.8 sec.
Grand Touring Cars up to 1,600 c.c. :		
Up to 1,150 c.c. : J. Moore (Austin Healey)		20 min. 10.8 sec.
Over 1,150 c.c. : C. Meek (Ginetta)		19 min. 21.4 sec.
Formule Libre for Historic and Modern Racing Cars :		
S. Taylor (Brabham BT8)		20 min. 51.0 sec.
P. Sadler (Lotus 30)		20 min. 52.4 sec.
M. C. Costin (Brabham F.3)		21 min. 15.6 sec.
1st Historic car : J. P. Spero (Maserati 250F)		21 min. 13.8 sec. *
** 11 laps only.*		
Grand Touring Cars over 1,600 c.c. :		
Up to 2,000 c.c. : R. Burnard (Abarth-Simca)		18 min. 19.2 sec.
2,000-4,000 c.c. : R. Fry (Ferrari 250LM)		17 min. 31.4 sec.
Over 4,000 c.c. : W. B. Unett (Sunbeam Tiger) ..		18 min. 00.2 sec.

Why is he deliberately driving on flat tyres



?

He's not
it's Michelin's
formula
for tenacious
roadholding

!



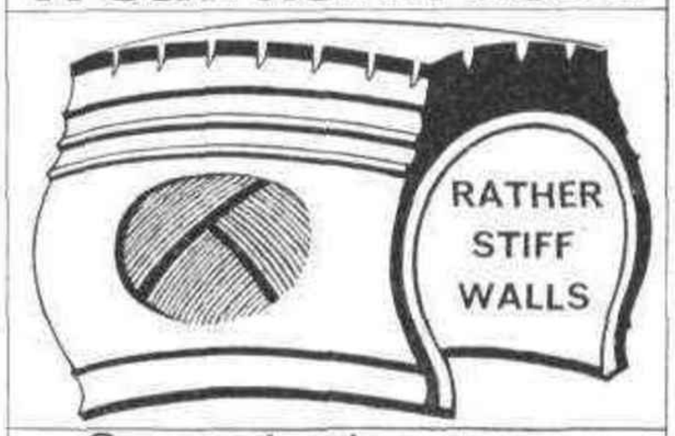
'They're all the same.' That's what most people think of tyres. Michelin X aren't the same. But it's no use us just saying it. The only way to convince you is to explain why. Which, first of all means explaining how tyres are made. Right then: ready? Start at the left-hand-top of the opposite page . . . .

How is a conventional tyre made?

Tyres can't be made of just rubber. They wouldn't be strong enough.

The diagram below shows you exactly what gives the conventional tyre its strength. A whole lot of textile cords, criss-crossed, and embedded in the rubber: Arranged in layers: Usually called 'plies'.

Tread not braced



Several criss-cross Textile Casing Plies

And that's all that strengthens it. Just this one set of criss-crossed plies continuing round the walls and under the tread.

Which means: This one set of plies has two jobs to do.

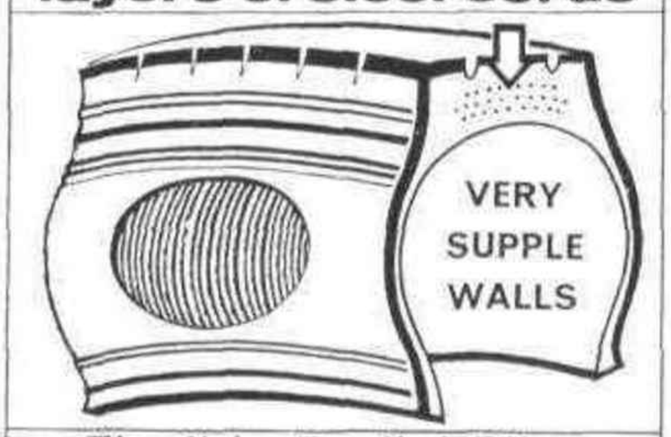
Job one: It has to strengthen the walls, which, ideally, should be as supple as possible.

Job two: It has to support the tread, which, ideally, should be as stable as possible.

Result: Walls that are, comparatively, stiffer than they ought to be: a tread that is, comparatively, less stably supported than it ought to be.

Not good.

Tread braced layers of steel cords



Flexible Radial Plies

How a Michelin X is made

Now consult the diagram above: see that instead of having just the one set of general purpose plies, Michelin X tyres have:

Wall Plies

These have only one job to do. To strengthen the walls. They do not have to support the tread. Just to strengthen the walls. So Michelin X wall plies don't have to be criss-crossed. Instead, they can be laid radially—following the natural profile of the tyre.

Result: Strong walls, but supple walls that bend fluently and easily. (Hence that flattish look).

Tread Brace

This is something the conventional tyre just doesn't have. Something there specifically to support the tread.

Underneath the X tread is a set of layers of steel cords. This set of layers of steel cords is totally independent of the wall plies. Its only job is to brace the whole area of the tread firmly flat down and open on to the road.

Result: A tread that is very stably supported and that has a firm and open tread grip at all times.

So, what happens when you corner?

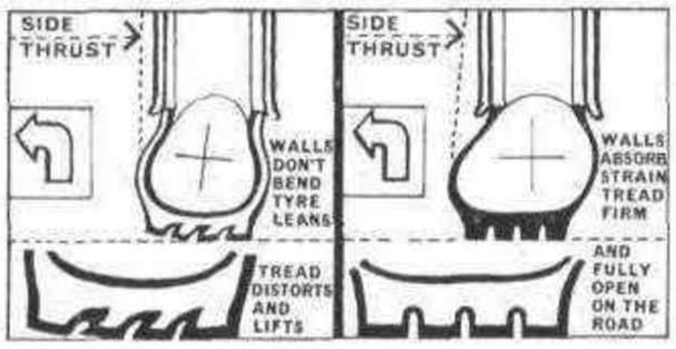
When your car goes round a corner there's a lot of sideways force on the tyres.

Conventional tyres have comparatively stiff walls. They won't bend very much to take up this strain. So the tread, which is unbraced, and linked directly to the walls, can begin to lift.

To lift ever so slightly up and off the road.

You must have felt it happen. Felt your steering get lighter and the car start to 'float'. You probably didn't much like it.

Conventional **Michelin X**



With Michelin X something totally different occurs. Same car. Same corner. But, the very supple walls of the X bend fluently and easily to absorb the swing of the swerve. While the tread, braced, hard down, has the whole area of its gripping surface held firmly down on to the road.

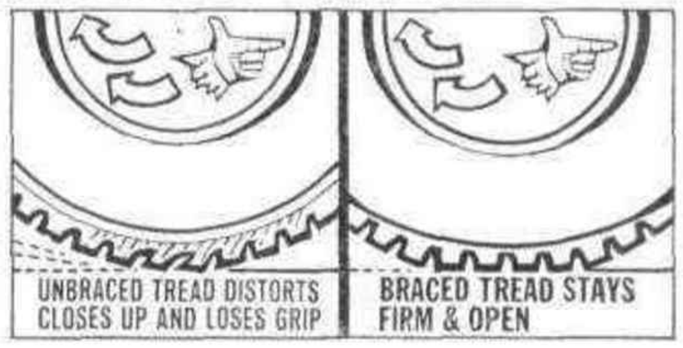
You really do get tighter cornering control with Michelin X.

And now you brake

You put on the brakes. The wheels want to stop. The rest of the car wants to go on. Your tyres have to deal with a lot of extra strain.

Conventional tyres have no tread brace. The whole working area of tread pattern is not held down, firm, flat and biting into the road surface. So the tread blocks are all too able to shuffle about. So the tyre, in difficult conditions, is liable to skid.

Conventional **Michelin X**



With Michelin X something different occurs

The Michelin X tread is braced. The whole area of the tread pattern is being fully stabilised, being held down on to the road, being braced to bite firmly and fully into the road surface.

You really do get a firmer grip on the road with Michelin X.

Bonus of comfort—Bonus of money—And one snag

Comfort: You might be surprised to know how much the 'give' of your tyres cushions the road. And the more supple the 'give' the smoother the ride.

No tyre in the world has suppler walls than a Michelin X.

Money: Less tilting and scrubbing on corners. Less scuffing and skidding on stops. Always the tread held down firmer and flatter on the road. Result: less tyre wear: better performance.

Definite proven fact: Michelin X last twice as long as conventional tyres: even give more m.p.g.

Snag: It had to come! They cost more. Michelin X are safer and more comfortable and they last twice as long and they even save money on fuel. But they cost 25% more to buy.

Sorry.

LIKE TO KNOW EVEN MORE?

There's still a lot more to tell you about Michelin X, the radial tyre made by the people who invented radial tyres. It's all in a great new book.

Your local garage has a free copy. Or, for a personal copy, rushed to your home address, please fill in the coupon below.

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81, Fulham Road, London, S.W.3.
Please send me your new treatise on tyres:

My name is .....

My address is .....

.....

My car is .....

MICHELIN X

THE WORLD'S LEADING RADIAL TYRE

NEW FOR 1966

THE ROLLS-ROYCE SILVER SHADOW and BENTLEY T-SERIES



THE ROLLS-ROYCE SILVER SHADOW at its Press Pre-view at Crewe, a complicated motor car which brings the famous British product into line with the most advanced automobile engineering in the World.

New Monocoque Construction, Independent Rear Suspension, Power-Operated Disc Brakes All Round, Hydraulic Self-Levelling, Electrical Selection of Automatic Transmission, Reduced Exterior Dimensions, New Styling and Several Unusual Safety Factors

THE announcement of a new car by Rolls-Royce Ltd. is a momentous occasion and the Silver Shadow which superseded the Silver Cloud III on October 6th (except for this, the Phantom V and Bentley S.3 Continental with specialised coachwork) and the companion Bentley T-Series, the first new models from Crewe for ten years, resulted in a pilgrimage to the factory on the part of U.K. motoring journalists to see and try the latest, very revolutionary Rolls-Royce.

Most of them came by train and motor-coach, although John Bolster drove up in his Edwardian Rolls-Royce Silver Ghost tourer and we decided that as we couldn't do that, the best thing would be to arrive in a Ford, which, if it lacks finesse in ride and road-holding, covers the ground extremely well and economically in Cortina GT guise, especially when you consider that you can buy seven of these Fords, and a lot of petrol as well, for the price of one Silver Shadow.

After dinner at the Crewe Arms Hotel, at which Puligny Montraclet 1962 and Nuits St. George 1961 was drunk, the railway-borne motor writers went by coach to the factory the next morning to be welcomed by J. E. Scott, Sales Director of the Motor Car Division, and to have the complexities of the Silver Shadow explained to them by S. H. Grylls, the Chief Engineer, after which it was clearly apparent that the new Rolls-Royce is very far from being merely a shadow of its former self. . . . They later saw this very modern conception of the Rolls-Royce ideal on the assembly lines and learned that it is intended to increase production from 25/35 cars a week to forty. One of the first of them has taken the LG 100 registration number of the Silver Cloud demonstrator.

Lunch was taken at the Wild Boar Inn at Beeston, a meal which, like most of the World's great accomplishments, was simple yet very close to perfection. The new car was toasted in Chablis Premier Cru 1961 and Corton les Bressandes 1959. Afterwards test-driving was resumed by the 31 Pressmen present. Unfortunately only two cars, one Rolls-Royce, one Bentley, were available, so that we could only average nine miles each, mostly on traffic-heavy roads. We drove the Bentley T-Series and found ourselves unable in this distance to become accustomed to the exceedingly light power steering, and very supple suspension which lacks ride-control. The electric selection of hold-third and hold-second gear is also a matter of finger-light actuation, and after the clumsy gated lever of the Silver Cloud we tended to be too heavy-fingered and get "2" when "3" was more desirable or would have sufficed. Radiator and bonnet are now so low that nothing except the windscreen frame can be seen from the back seat.

On one continuous l.h. bend at speed a curious vibrational sound intruded and travelled up the steering column, a legacy apparently from the S-Series, which was unexplained, and some road-noise was heard when in the back seat. But the more powerful version of the former light-alloy V8 engine is now inaudible and tremor-free at idling r.p.m. The disc brakes emitted as much smoke and hot smell in arresting this 2½-ton car after quite moderate motoring as did the drums of the Silver Cloud, and the Bentley's hand-brake—it is still under the facia on the right but self-adjusting—stuck on momentarily. The doors are still disconcerting to shut to those brought up in a vintage, or earlier, tradition; they now have plated sill-type internal locks.

However, not nine but 900 miles would be needed to analyse and appraise the newest of Rolls-Royces, and apparently we may have to wait until the Spring before we can publish a detailed road-test. Meanwhile, we can say that we are most gratified that the 1966 Rolls-Royce and Bentley cars will incorporate all those design factors, except fuel-injection, which we for so long insisted they ought to have so as not to be out-dated by Mercedes-Benz and other forward-thinking manufacturers of high-quality fast luxury cars. Indeed, in minor as well as major items of specification, the Silver Shadow, which sells for £6,556, the Bentley T-Series costing £6,496, is as individualistic as any previous design from Derby or Crewe and very advanced by any standards.

It may seem a considerable reversal of previous thinking for Mr. Grylls to have adopted i.r.s. and disc brakes, but he started



T-SERIES.—The Bentley equivalent of the Silver Shadow, its side view reminiscent of a Peugeot 403 and the grille flatter than previously.

planning this completely new Rolls-Royce ten years ago and has now found the answers that were lacking when, last year, we discussed the Silver Cloud with him. In respect of i.r.s., he explains that, having gone to considerable pains to locate and tie-down the rigid back axle, he was nearly there without all the advantages, so it was opportune to go to independent suspension, after the traditional quietness associated with the Rolls-Royce had been ensured by using resilient spring mounts to attach the final-drive and rear suspension sub-frames to the body. Trailing-arm i.r.s. took up the least passenger-space.

The angle of the trailing-arms gives some swing-axle effect; there is 12 in. strut deflection and 8 in. wheel travel.

So far as disc brakes all round, albeit power-actuated, not just hydraulically applied (a feature which surely only Citroën shares with R.-R.?), were concerned, Mr. Grylls believes that while it is mathematically impossible to cure squealing drum brakes it is *theoretically* possible to stop discs from squeaking, and he has used soft-wire winding and special pad abuttments for the Girling discs of the Silver Shadow. The well-known triple safety factor is retained with the involved and ingenious new braking system, a " brain " gives the " feel " and progressiveness associated with the old gearbox-driven mechanical servo R.-R. introduced 40 years ago, this system being abandoned only because in lowering the new car by 5 in. there was no room for the linkages, which in any case suffered from the effect of the salt found on the World's roads.

The monocoque steel and aluminium body, with its side-view resemblance to a Peugeot 403, is safer in an accident and saves some 150 lb. The engine has revised cylinder heads with better air flow; traditionally, power and torque figures are not disclosed (but the military L841 variant of the old engine gave 240 b.h.p. at 4,250 r.p.m.). Nor are performance claims made, beyond stating that speed and acceleration are somewhat improved—which implies a maximum in the region of 120 m.p.h. The sparking plugs are now rather more accessible.

The Silver Shadow was designed to meet the Englishman's desire to own a car which is bigger inside than out, and the American's insistence on lightness of the controls, while retaining all the traditional R.-R. characteristics. It is 7 in. shorter, 3½ in. narrower than the Silver Cloud yet possesses greater passenger space, more luggage space and a 24-gallon fuel tank.

The hydraulic height-adjustment, which works rapidly if the gear-lever is in neutral or a door is opened to receive passengers, less responsively on the road, while differing from the inter-connected suspension of B.M.C. cars or the variable-height, self-levelling Citroën suspension, is a notably advanced aspect of the new Rolls-Royce and Bentley cars. Safety factors include the new steering-column design, positive transmission braking once the " R " position has been selected and the ignition-key removed, even if the lever is tampered with, a duplicated headlamps circuit, warning lamps for loss of pressure in either of the two hydraulic systems, failure of the stop-lamps and excessive wear of the brake pads, and dimming of the stop-lamps and rear turn-indicators when the side-lamps are on. A warning lamp also tells when radiator fluid falls. The monocoque is zinc-plated below to combat corrosive road-salt, and a free-wheel and clutch have removed jerk from the automatic transmission.

Naturally the famous Rolls-Royce radiator and mascot are retained, but it now assumes the broader-than-high shape of the Silver Ghost radiator; the latest Bentley retains its winged-B badge in opposition to the stylist's wishes.

The ventilation system has been revised, the optional refrigeration unit is now located behind the bulkhead—the most difficult part of a car to design, it is so crowded, says Mr. Grylls—and the body is intentionally slightly pressurised to keep out fumes and dust, no extractor vents being deemed necessary, because it has been found that the best-sealed body leaks over 12 sq. in. of its total area. The traditional quality of finish and trim is naturally retained and seat adjustment is now achieved electrically for position, height and tilt, while the electric window-lifts are retained.

A special Lucas dynamo is preferred to the noisier alternator and the aforesaid automatic height regulation is sensitive to changes in petrol tank contents.

With the Silver Shadow which made its debut at the Paris Salon, Rolls-Royce have cast off the stigma of conservatism and now make one of the World's most interesting and technically-advanced motor cars.

Turning to the new Rolls-Royce in detail, the Rolls-Royce Silver Shadow and Bentley T-Series are powered by the 90° V8 4.1 in. × 3.6 in. (6,230 c.c.) aluminium engine introduced in 1959, but with redesigned cylinder heads, giving an increase in power. The 4-speed automatic transmission has been improved to give smoother changes by the incorporation of a free-wheel device and clutch. The gear selection lever, mounted on the steering column, actuates an electric motor on the gearbox which changes the gear selected. The ratios are 11.75, 8.10, 4.46 and 3.08 to 1; 1,000 r.p.m. in top gear equals 26.2 m.p.h.

Independent suspension of all four wheels is provided by coil-springs and hydraulic shock dampers. The front suspension is new and comprises twin double-triangle levers. The new independent rear suspension comprises a single trailing-arm on each side of the car, and the hypoid bevel final drive is contained in an aluminium casing. The geometry of the front and rear suspension is claimed to eliminate " nose dive " when the brakes are applied. Incorporated into the suspension system is an automatic hydraulic height-control which ensures a constant riding height whatever the load. Three sensor devices, one in the front of the car and two at the rear, measure the deflection of the springs and the mean riding height is restored by hydraulic power, operating on a jack on each of the suspension coil-springs. Normally the height-control operates at a slow rate, so that it does not compensate for ordinary driving conditions, *e.g.*, bends and hump-backed bridges, but when the car is standing with the doors open or when the gear lever is in neutral a fast rate of levelling is provided so that the correct riding height is achieved quickly.

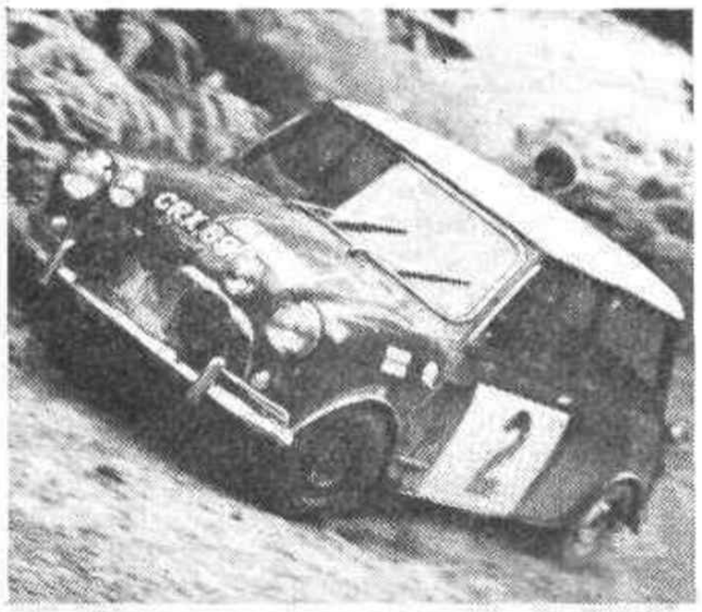
An entirely new hydraulic power braking system, incorporating Girling 11-in. discs to all four wheels. Hydraulic power is provided by two engine-driven pumps, each feeding its own hydraulic accumulator, operating at 2,500 lb./sq. in. pressure. One of the hydraulic systems feeds the first caliper on the front discs and provides the power for the automatic height-control, and the second system feeds the second caliper on the front discs and provides 42% of the braking in a combined caliper-unit on the rear discs. Additionally, a separate master cylinder circuit provides the remaining 58% of the rear braking. Thus there are three separate hydraulic systems for complete safety, matching the car's performance. Also incorporated in the braking system is a " deceleration-conscious " valve which is designed to ensure that the maximum amount of braking is available under all conditions.

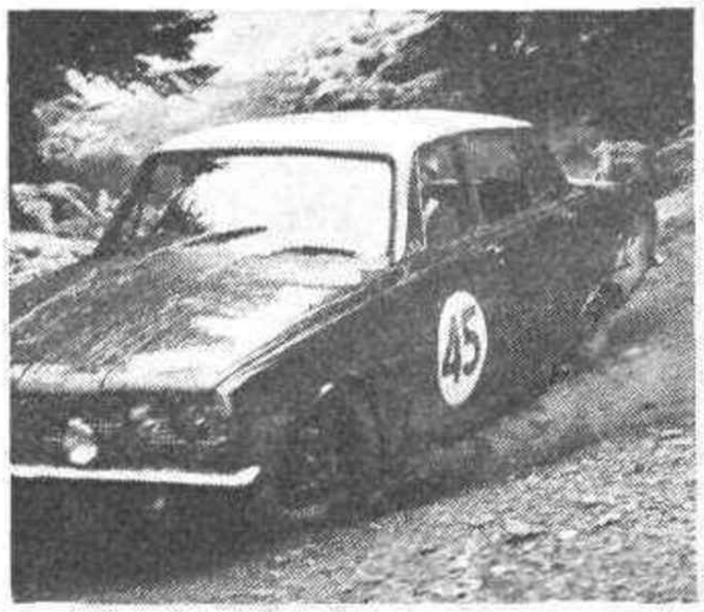
Completely new power-assisted steering with torsion-bar operated control valve. The steering box incorporates a re-circulating ball and nut mechanism with an integral ram. The ratio is 19.32 to 1, giving four turns, lock-to-lock, with a turning circle of 38 ft.

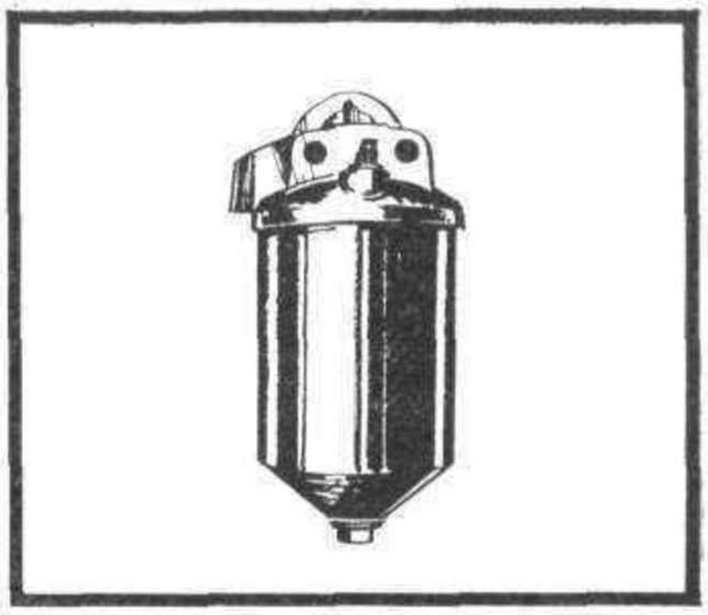
The steel monocoque body has aluminium-alloy doors, boot-lid and bonnet-top, to reduce weight. The luggage boot has a capacity of 22 cu. ft. The engine suspension and steering mechanisms are mounted on a substantial sub-frame, attached to the body by resilient spring mounts, to isolate the body from noise and road shocks. The final-drive and rear-suspension units are mounted on rear sub-frames, also attached to the body by resilient spring mounts. Following the traditional Rolls-Royce pattern, the upholstery is in best quality top-grade English hide. The facia panel and door-capping rail are trimmed in the best quality walnut veneer. A deep pile carpet covers the floor. The two individual front seats are electrically adjustable for height, forward/backward movement and tilt. The rake of the back rest is manually adjustable. The rear seat has been designed for maximum comfort for two persons but is wide enough to accommodate a third person.

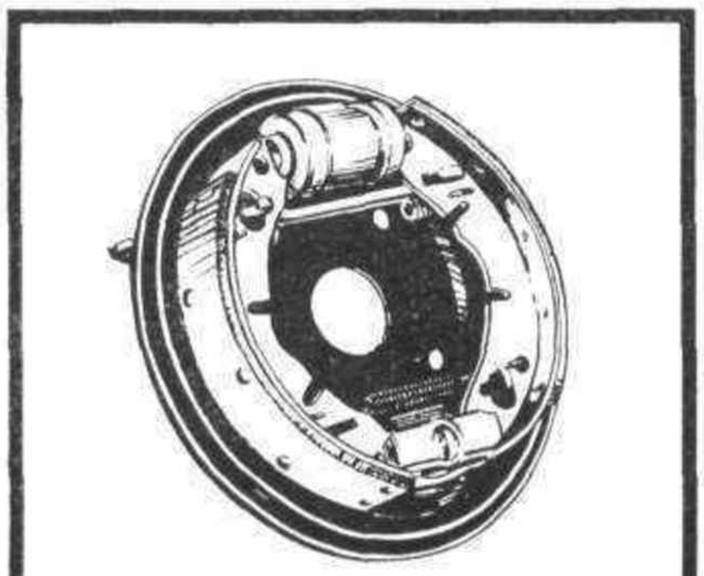
A new fresh-air heating and ventilating system is provided. The system comprises an upper and lower circuit which can be operated independently. The upper system can be used to demist the windscreen and two adjustable outlets on the facia can direct air inside the car to provide the greatest degree of comfort to the passengers. The lower system provides air to the body through ducting on the floor. Air conditioning can be supplied as an optional extra.

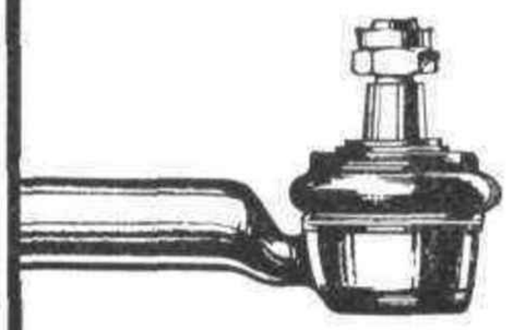
The extreme strength of the car is of itself a primary safety feature. Seat-belt anchorages are provided as standard and the capping rail to the facia panel is padded. A positive transmission brake is provided through the gearbox, by selecting " reverse " with the car stationary and the ignition in the " off " position. Once this has been selected, inadvertent movement of the gear selection lever will not disengage the lock. The circuit can only be re-energised by switching " on " the ignition. Incorporated into the headlight system is a separate circuit so that, should the headlights fail because of a break in the main circuit, a secondary circuit automatically bypasses the failure and restores the head-lamps to the dipped position. Separate warning lights on the facia panel show when there is a fall in pressure of either of the two hydraulic systems; the level of coolant in the radiator falls

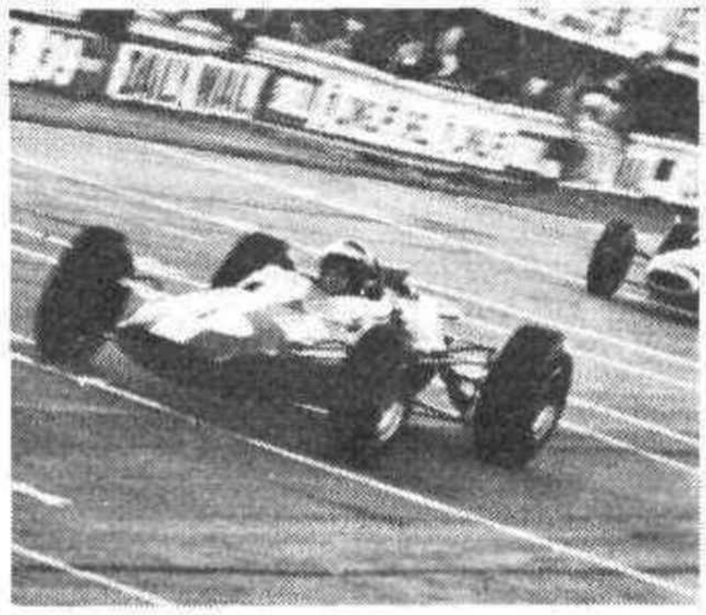






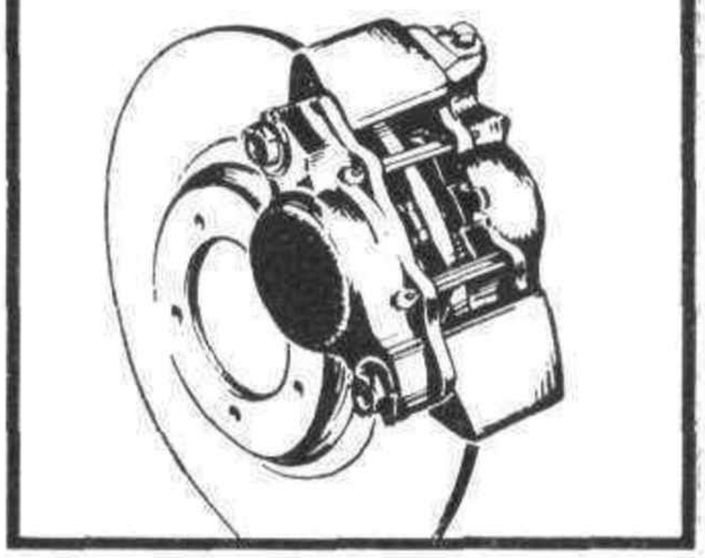








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and when the generator is not charging. Incorporated in the hand-brake warning light is a separate circuit which will light if there is a failure of either of the stop-lights. At night, when the side-lights are switched on, the rear stop-light and rear direction indicators are dimmed to avoid dazzle to following drivers.

Dunlop, Avon or Firestone 8.45 × 15 low profile tyres are fitted. Greasing is required every 12,000 miles of steering and height-control ball-joints, all other joints being sealed for life. The fuel tank has a capacity of 24 gallons. The Silver Shadow has a wheelbase of 9 ft. 11½ in., a track of 4 ft. 9½ in., and is 16 ft. 11½ in. long. The kerb weight is quoted as 2 tons 1 cwt. 44 lb. and there is 6½ in. ground clearance. The price with p.t. is £6,556 for the Rolls-Royce, £6,496 for the Bentley.—W. B.

THE TRIUMPH 1300—Another Front-Wheel-Drive Family Saloon with a Luxury Demeanour and Many Ingenious Features



THE TRIUMPH 1300 looks outwardly like a scaled-down Triumph 2000 but is, in fact, yet another convert to front-wheel-drive.

THE day after I had seen the new Rolls-Royce unveiled at Crewe I was at Portmeirion, the gay (if artificial) holiday village on a private peninsula in Cardigan Bay, which Clough Williams-Ellis started to plan and develop over 30 years ago. Believing that if you write about cars you should drive them whenever possible, I arrived in the Ford Cortina GT; the majority of the other writers came next day by Morton Airways' Heron.

As dusk came down I chanced to stop at an hotel such as, I discovered later, one might find in the less civilised parts of France—I will refrain from further comment! When I inquired what I should do with the Ford I was told it couldn't go in a lock-up, because these were—hush—*full of secret new cars. . . .* They turned out, of course, to be Triumph 1300s, the outward resemblance of which to scaled-down Triumph 2000s belies their completely new, front-wheel-drive design. Which is how I came to take the accompanying pictures of Mr. Donald Stokes' "Project Ajax," as the new venture is called, almost before the rest of the writers were air-borne!

On this occasion we were able to drive some 50 miles round Welsh roads, the test itinerary including a couple of runs over Bwlch-y-Groes. In that distance this new medium-size Triumph was found to be well-damped, to corner well with the usual front-drive under/oversteer characteristics, to have comfortable Ambla-covered soft seats, an ingenious steering column adjustable for both height and rake by merely unscrewing a hand-wheel, a nice gear-change, rather spongy brakes which soon smelt warm, and a facia of walnut veneer containing Rover 2000 style switches and all the indicator lamps in one dial which S.-T. call a "radar-type screen" (it includes a hand-brake-on light like expensive powerful cars!). The rack-and-pinion steering was slightly low geared, accurate, but suffered from column shake, the ride was excellent, the engine rather under-powered, but already S.-T. are experimenting with hotter versions. The drive-shafts displayed big Lotus Elan type rubber universals at their inner ends, devoid of Elan-like kick-back, and it was interesting to find air-extractors along the overlap of the roof, more elaborate than on a Ford Cortina or Corsair.

Coming back to the hotel the Cardigan police were sportingly operating a radar speed-trap on the outskirts of Penrhyndeudraeth. Although they said, after stopping a colleague in the very rorty twin-carburetter Triumph 1300 Ex. 3, that he would be cautioned, and would we pass on news that the trap was in operation, perhaps they were only practising on this occasion. This sort of activity in this remote and deserted town is poor publicity for Portmeirion, which is supposed to be an anxiety-free haven for holiday-minded motorists. . . .



TRIUMPH 1300s lined up at a secret hide-out on September 31st awaiting the arrival of the Gentlemen of the Press.

The power unit of the 1300, unlike the B.M.C. f.w.d. models, is mounted longitudinally. This is so that the front-drive arrangement does not blemish Triumph's reputation for tight turning circles. Its four cylinders make up 1,296 c.c., fed from a single side-draught Stromberg carburetter. Basically, it is an enlarged version of the Herald engine, with improvements such as a redesigned 4-port cylinder head and a water-heated jacket around the inlet manifold. It produces 61 b.h.p. at 5,000 r.p.m. and 875 lb. in. of torque at 3,000 r.p.m. Maximum speed is quoted as 85 m.p.h.

Wheelbase is 8 ft. 0⅜ in., and track width 4 ft. 5 in. at the front and ⅜ in. less at the rear. Ground clearance is 5½ in. and the turning circle 30 ft. Overall length is 12 ft. 11 in. and width 5 ft. 1¾ in.

A diaphragm-spring 6½ in. diameter clutch transmits the power to a 4-speed, all-syncromesh gearbox operated by a central, floor-mounted lever. The final drive unit is integrated with gearbox and engine, but the whole clutch unit can nevertheless be replaced without dismantling engine or transmission simply by withdrawing the quill shaft. Another feature is the separation of engine and gearbox oils. All four wheels have independent suspension—rubber-bushed double wishbones at the front with coil-springs and telescopic dampers operating on the upper wishbones. The rear suspension is scaled down from the Triumph 2000—rubber-bushed semi-trailing arms with co-axial coil-springs and dampers.

Disc brakes (8¾ in. diameter) appear on the front, and drums (8 in. diameter) at the rear. Rack-and-pinion steering and a 16 in. diameter 2-spoke wheel give 3¼ turns from lock-to-lock. The wheel is fully adjustable.

Price : £658, plus purchase tax of £138 12s. 11d., giving a total showroom price of £796 12s. 11d.

BRISTOL 409

It is now eight years or so since Bristol Cars stopped making their own engines and, after much testing and trying, went over to Chrysler power units. That Chrysler engines are still being fitted to Bristols says much for the success of this Anglo-American partnership. Indeed, the number of others who have followed suit is an indication of the desirability of an American engine surrounded by British motor car.

The latest from the Filton factory is the Bristol 409 and it is no departure from their eight-year-old practice. The 90° V8 5,211-c.c. engine, with a c.r. of 9 : 1, produces 250 b.h.p. at 4,400 r.p.m. and maximum torque of 340 lb. ft. at 2,800 r.p.m. A Carter 4-choke carburetter is fitted, with manifold heat control valve for rapid warm up. The twin electric fans are thermostatically controlled. Brakes have been completely redesigned, with servo-assisted Girling discs all round. The hand-brake employs separate clamps and a mechanical parking lock operates

on the transmission, which is Chrysler Torqueflite automatic incorporating a hold in each ratio. A sturdy, box-section chassis frame, with three cross-members, rests on unequal wishbones with coils at the front and Watts linkages with torsion bars at the rear.



Outwardly, the attractive, if vaguely Continental, lines of the Bristol 409 are unchanged from those of its predecessor, the 408. The car is a full 4-seater with two doors and, for an inclusive price of £4,849 7s. 11d., is understandably luxurious inside. Boot-room is deceptively large, the spare wheel being stowed in the nearside front wing. Battery, brake servo and fuse panel are housed in the other front wing. A maximum speed of 132 m.p.h. is claimed.

ASTON MARTIN DB6 AND VOLANTE

Two new models have arrived from the David Brown stable—the DB6 saloon and the Volante convertible. Mechanical specification is largely the same as that of the DB5 but several body refinements render the car easily distinguishable from its predecessor. Styling changes include a more steeply raked windscreen, divided bumpers and new tail-light clusters. I checked but found no spikes in the latter. A higher roof line over the rear passenger compartment provides increased headroom, and the swept-back tail lips upwards into a rather attractive aerodynamic spoiler. Gone is the arrangement of padded cushions in the rear which used to suffice as seating for two persons but in fact provided no more than temporary or emergency accommodation. In its place is a pukka rear seat, roomy enough to render long journeys a possibility for four adults. The DB6 is certainly no limousine but it can now make just claim to be called a 4-seater. The front seats are buckets, but could do with just a little more "wrap-around" to prevent sideways body movement when cornering.

Power unit can be either the 325-b.h.p. Vantage engine with three twin-choke Webers or the normal 282-b.h.p. unit with three S.U.s. Whichever choice is made the inclusive U.K. price remains at £4,998 0s. 5d. In fact, this price is unchanged whether you have manual or Borg Warner Model 8 automatic transmission, heated or plain rear screen, normal or Powr-Lok rear axle with 3.73 or 3.54 ratios, or 2- or 3-eared knock-on hub caps.

Wheelbase has been increased from 8 ft. 2 in. to 8 ft. 5¾ in. and overall length from 15 ft. to 15 ft. 2 in. Magnetic petrol filler flaps are now fitted to both inlets, and on the dash appears a larger speedometer and rev.-counter, whilst ancillary instruments are centre-dial-reading in place of the quadrant type.



The aerodynamically stabilising spoiler, now becoming a feature of many high performance cars, blends well with the DB6 body style

CRESTA CHANGES

Besides titivating the Viva, Vauxhall Motors have announced two new models, the Cresta and the Cresta De Luxe. They will replace the existing Velox and Cresta, and so the familiar Velox will disappear from Luton's terminology.

Basically, the cars are identical, the De Luxe version being distinguished by its twin headlamp system, a new departure for Vauxhall. The body is brand new but obviously based on the styling introduced last year with the series 101 Victors, for the side windows and door panels are vertically curved, resulting in an interior width increase of 4½ in., despite the exterior being ½ in. narrower than before. The heating system incorporates a feed to the rear seats, and an electric rear window demister is optional.

The waist-line is no longer one long sweep from front to rear. Just forward of the rear wheel arch it lifts upward, then drops to merge with the downward-sloping boot top. As a result of this higher lid-level, the boot capacity is increased to 30 cu. ft., almost double its former size.

Engine-wise, the Crestas are virtually unchanged. The same 3,294-c.c. 6-cylinder power unit that was announced last year appears in these two models, with a down-draught carburetter fitted with an automatic choke.

Three types of transmission are available: a 3-speed box (column change) with optional overdrive on two, a 4-speed box (floor-mounted lever), or Powerglide fully automatic transmission as fitted to the previous Vauxhall Sixes. Other options include hydraulic power-assisted steering. Servo-assisted brakes are standard on both models, and the rear drum brakes now have automatic adjustment. Disc brakes continue on the front. The hand-brake, too, now features self adjustment.



The Cresta sells at an inclusive price of £956 2s. 11d., and the De Luxe at £1,058 17s. 1d. These prices are for cars fitted with the 3-speed box. Powerglide adds £102 14s. 2d. to the prices.

JENSEN F.F.

Jensen, another British maker of high-performance cars which relies upon Detroit for its power plants, have, after nearly a year of rumours, produced a four-wheel-drive saloon. The Jensen F.F. (Ferguson Formula) is the result of lengthy joint development by Jensen Motors and the Harry Ferguson Research Organisation.

The car uses the body, with only very slight modifications, of the C-V8 Mark III and is powered by the 6.3-litre Chrysler V8 engine, with overhead valves operated by hydraulic tappets.

Independent wishbones and combined spring/damper units appear at the front and semi-elliptic springs, with driver-controlled Armstrong shock-absorbers at the rear. The high-pressure cooling system is controlled by a pellet-type thermostat.

Transmission, of course, is by Chrysler Torqueflite 3-speed with torque converter. A transmission oil cooler is incorporated in the radiator bottom tank.

The Ferguson 4.w.d. unit has open propeller shafts and hypoid final drive units with an axle ratio of 3.07 to 1. Steering is power assisted (ratio 19.8 to 1) and turns 3.8 times from lock-to-lock. Turning circle is 39 ft. Dunlop disc brakes are fitted to all four wheels, the front and rear systems being separate, operated *via* a tandem master cylinder. The petrol filler cap lid is controlled from a switch on the facia. The overall length is 15 ft. 7½ in., with a wheelbase of 9 ft. 1 in. Track is 4 ft. 8⅞ in. front and rear, and overall width 5 ft. 7½ in. Ground clearance is 5¾ in. The car will be available early in the New Year at a price (including p.t.) of £5,249 7s. 1d.

LETTERS FROM READERS

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

THE FORD CORTINA GT

Sir,

Mr. Ralph Canter in his letter in your September issue describes the Cortina GT as uncomfortable and potentially dangerous. I am sure that you, Sir, and many other readers will strongly disagree.

After 43 years' driving, covering over 500,000 miles in every kind of car, from vintage Austin 7s and 12s to 3- and 4½-litre Bentleys and various moderns, I consider my 1965 Cortina GT an outstanding motor car and remarkable value for money. It is quiet, comfortable, roomy, surefooted and fast over give-and-take cross-country journeys. Its excellent acceleration and controllability make it unusually safe.

The most dangerous cars I have driven were large Americans of the 1920s. The greatest peril on the roads today is the overdriven, underpowered small car: on almost every journey one faces crisis and heavy braking on one or more bends, owing to dangerous overtaking by drivers of these small underpowered cars.

I should like to congratulate you on maintaining the high standard of MOTOR SPORT. One has seen the unfortunate results of attempts to "improve" or "modernise" other journals and I trust that pressure or temptation to alter the format of MOTOR SPORT will be resisted.

Leek. J. N. H. PURSAILL.

[It will!—ED.]

* * *

THE ROLLS-ROYCE SILVER CLOUD III ROAD-TEST

Sir,

As one who was very critical of your editorial early last year about current Rolls-Royce and Bentley cars, may I now write and congratulate you on your impressions of the Silver Cloud III, as expressed in the September issue. I would accept your write-up as a very fair and correct assessment of these wonderful cars. I would perhaps not agree that it is best to operate the hand-brake with the left hand but it is true that the makers are able to attain the best compromise in most circumstances!

Truly it is an easy car to handle and one only realises that it is 17 ft. 6¼ in. long if it is necessary to park in a congested area!

You refer to the "old-fashioned vertical internal door handles" and here I have to agree with you. To lock or unlock the rear nearside door from the driver's seat is something that makes me ask certain searching questions every time I have to do it. I am not one who has a chauffeur to do it for me; I have and drive the car for the sheer joy and constant trouble-free service it gives me.

My present car is a 1961 S.II Bentley, which I hope to change for a new one in about two years' time when my present car will have done well over 100,000 miles.

I would hope there will be a new model in production by then and if it is as far ahead of the "S" series as this was of the "R" type then I am in for even greater pleasure, if that is possible.

West Hagley. NORMAN GROVE.

[See page 996.—ED.]

* * *

SERVICE WITH A SMILE

Sir,

At 7 p.m. on a recent Friday, in heavy traffic and pouring rain, the clutch cable on my VW broke and left me gearless in Marlborough. I was making for Bristol, laden with luggage. Fortunately, as it proved, the Bridge Garage owned by Mr. Swanton was only a few yards away. Although closed except for petrol, Mr. Swanton cheerfully came to my help, towed the VW in, offered me a Hillman Minx in which to complete my journey, and promised to have the VW ready the following day. Such excellent service, willingly given, deserves credit. Usual disclaimers.

London, W.C.2. P. E. GORDON-MARSHALL.

* * *

THE COST OF BRAKE LININGS

Sir,

I read in a recent *Daily Mail* of mercury being £3 10s. per lb., due to a world shortage of this metal.

Can you tell me why brake linings should cost £6 4s. per lb. excluding shoes and rivets? Oxford and A40 linings come out at 7s. 9d. per ounce.

Liverpool, 4. S. HALL.

STARTING THE EDITORIAL MORRIS 1100

Sir,

You did Joe Lucas an injustice! Who supplied the faulty electrical equipment on the Editorial 1100?

Wantage. J. L. JONES.

[Maybe! What I intended to get over was the fact that the Lucas battery was reasonably healthy after nearly three years' neglect but it appeared to be losing its powers because the carburation had become so bad that the engine didn't want to fire. However, in the next 2,000 miles the direction indicator control has failed again and the starter now refuses to turn the engine, so perhaps Mr. Jones has a point!—ED.]

* * *

ANOTHER SATISFIED FIAT 500 OWNER

Sir,

I was very interested to read your second interim report on the Fiat 500D, and fully agree with your favourable comments.

You may be interested to know that I have just completed a fortnight's tour on the Continent in a 500D (Dec. 1964). Starting with 7,700 miles on the clock, my wife and I, plus a load of camping equipment, really thrashed the car for 2,800 miles (incidentally including a visit to Monza for the Italian G.P.).

The car returned a petrol consumption of 54 m.p.g. overall and used only 1½ pints of oil throughout. The only trouble we had was when the distributor contacts burned out. This was speedily and efficiently rectified by a General Motors agent in Switzerland.

Needless to say we are delighted that the car stood up to such a hammering, and I believe it may be quite some time before you are able to give us a full and final report on the car which you have under test at the moment.

Finally, many thanks for a fine magazine.

Halifax. ANTHONY B. HAYMER.

* * *

MINI *v.* IMP

Sir,

What a vastly improved car the Mini is now after six years of production. It was a disgrace, in my view, that the Mini was originally allowed on the market in its then state of complete underdevelopment. To say that B.M.C. had been developing the car since 1952 at a cost of £10,000,000 seems laughable when one considers the original defective design parts.

For example: It took B.M.C. until October 1962 to fit effective syncromesh to the gears, the original wipers did not properly suit the windscreen, the original heater/demister unit served only to fog the windows, the original wheels were too frail and tended to crack, the body leaked water, the dampers were exceptionally short lived, as were the drive-shafts, the hand-brake seized regularly in the tubes through which the cable passed, the linings in the doors and rear parcel shelf wrinkled like a rough sea, the inadequate brakes called for constant adjustment, and the seats were extremely uncomfortable, etc., etc.

Despite these defects, all of which have been attended to over the years, there was little hue and cry amongst the general public compared to the criticisms one hears of the Imp by people who have never even sat in one. In fact, there seems a popular movement to decry the Imp, which in my view was in a far more advanced state of development on introduction to the public than the original Mini. The pneumatic throttle, automatic choke, water problems and scuttle shake were early troubles, all of which have been put right.

The Imp is quieter, the engine smoother and more advanced, the gearbox is more pleasant to use, and generally it is faster and only marginally inferior to the Mini in road-holding and cornering power. The de luxe Imp is only marginally more expensive than the comparative Mini.

I own a 1959 Mini and have done so for some years and have also driven a great many other Minis, including the latest models. I have also had a large number of driving hours in an Imp, an early model, and I just cannot understand why so many people have criticised this car.

My next purchase will undoubtedly be an Imp or one of its derivatives. Is it my imagination or is this unfair criticism of the Imp general in the country?

I must of course add that I have no connection whatsoever with the Motor Trade.

[Name and address supplied.—ED.]

THE PETERBOROUGH POLICE ARE WONDERFUL

Sir,

I have recently been involved in my first accident (my Jaguar collided with a Mini trying to do a U-turn from the grass verge by a woman who had rather too much to drink). The Peterborough police were wonderful, and not every member of the public is critical towards "Noddy," as the Editor seems to think.

In my 19 years of driving I have not yet seen an armed criminal roaming free, but I have seen many fatal accidents on the roads, some no doubt caused from what you may consider motoring offences of a minor nature.

If ever your correspondent "Public Opinion" is in the same position as I was, he will be really amazed at the help, understanding and kindness given by our police.

Please, Editor, do not adopt the same attitude to our wonderful Police Force as you used to adopt towards the best car in the World.

Leicester. JOHN K. THOMAS.

* * *

BRITISH IS BEST?

Sir,

How about a word in your columns about our British rear-engine car, the Hillman Imp, instead of the better-known (and publicised) German make.

I have recently completed a tour of Scotland in mine; 2,500 happy miles at 41 miles per gallon and only three pints of oil, even with those hills!

Be British, I say!

Shepshed. I. R. MARVIN.

* * *

A MAGNANIMOUS GESTURE

Sir,

What a magnanimous gesture by J. P. M. Jolley (October 1965), recommending we all pay a minimum of £20 Road Tax and £30 insurance (who let him in). Could his suggestion stem from the fact that to put his souped-up Ford Anglia on the road his insurance is rated at £30, trusting, of course, that his insurance company do know his Anglia is modified!

A magnanimous gesture to him!

Malvern. J. CHAMBERS.

Sir,

With reference to Mr. J. P. M. Jolley's letter in the October issue, I should like to point out to Mr. Jolley that if the "other" 80 or 90% of his suggested £20 road tax were spent on the roads of Britain the public would be only too glad to pay this sum. Also, please bear in mind that the insurance premiums, whereas they are enforced by law, are, of course, affixed by the insurance companies themselves.

I am a young motorist, using my car for both pleasure (and there is still some to be had) and business; I most certainly do not earn £18, as I am sure most other readers do not. No, it is the overtime/125-hour-a-week men in our illustrious car factories who earn sums such as these, and other privileged persons in the upper wage bracket, as I am sure Mr. Jolley knows from personal experience.

Please, oh, please, can I have a go at Mr. Jolley? I shall look out for him outside Parliament whilst he waits for H. S. Wildman. . . . Anyone for tennis?

Romsey. N. BEECH.

* * *

DRIVING TUITION IN SCHOOLS

Sir,

I was most interested to read your leader "Driving Tuition in Schools" in the October issue, where it was stated that you wished to hear from establishments working on these lines.

You will doubtless be interested to know that here we operate two 1951 Alvis TA21 saloons, both of which were acquired in a semi-derelict state. The senior boys have repaired and rebuilt one car by cannibalising the other, which itself is now stripped and is being rebuilt from the chassis up, providing at the same time valuable visual aid material for explaining the workings of engine and transmission.

Meanwhile the repaired car is being used in our two large playgrounds for the purpose of driving tuition. All our senior pupils, boys *and* girls, have driven the car, its large size engendering confidence rather than awe. The fact that they have worked on, and understood, the mechanical components prior to driving, will, I feel, enable them to gain greater enjoyment from their future motoring. Repairs, adjustments and servicing are carried out as necessary by the young drivers.

DAVID CULSHAW,
Technical Department, Lancashire Education Committee,
St. Joseph's R.C. Secondary School, Horwich.

[This is just the sort of tuition we had in mind, and the kind which in our opinion should do the most good. Motor-minded young men and women want *to drive* and learn about cars, not listen to stuffy lectures about how dangerous their elders believe motoring to be. Safe driving should be achieved by subtle means and by setting good examples, rather than by policemen taking a class on what must seem like just another subject. So we advocate this rebuilding of old cars, driving them on private ground and generally playing with and getting to know cars, with sensible reminders of the need to be very careful, and comply with the Law, when driving from experienced motorists among the teaching staff. Good show, St. Joseph's.—ED.]

Sir,

With reference to the lead article in your October issue, I should like to bring to your notice the record of St. Michael's School, Ingoldisthorpe, King's Lynn, Norfolk. The school at present runs no less than five vehicles, probably more at time of writing. I have lost count. These include two double-decker 'buses, a large Commer van, a Minibus and a Hillman Husky with dual controls.

The instigator of all this is the Rev. R. P. Pott, Vicar of Heacham and Headmaster of the school, who, I have heard say, used to arrive at the school in the early days on a large and powerful motor-bike.

I doubt whether any other school in the country has quite such a comprehensive range of vehicles at its disposal, or has been teaching pupils to drive for so long. If so, I should be more than interested to hear about it in the columns of your excellent magazine.

Finchley, N.3. K. D. COLMAN.

Sir,

With reference to your Editorial on driving tuition in schools, might I give you some details of the scheme supported by the London Borough of Bexley, through this department.

It has long been my opinion that posters, etc., have only a limited effect and that good driving is the only long-term answer which will bring about a reduction in road casualties. It is, however, our intention to offer to all senior schools in this Borough a fully comprehensive training scheme which will lay the foundation to a good driving technique.

This course will be open to any pupil nominated by the Head Teacher. In this respect we lag behind American schools which for some time have had this facility.

UNUSUAL ROAD SIGNS No. 2



Sensible, but amusing nevertheless.

In addition to this we are examining the possibility of providing a training track, together with a skid pan and classrooms on which practical tuition can be given to the junior drivers before they embark on our already over-crowded roads. This, however, would not preclude driving clubs, etc., from using the skid pan or reputable driving schools from using the track, which would also be used for the training of child cyclists, learner motor-cyclists through the R.A.C./A.C.U. Training Scheme, and invalid carriage drivers.

It is indeed of great assistance to us to know that we have the support and encouragement of responsible persons such as yourself backed as it is by experience of motoring matters.

ERIC CROUCH,
Road Safety Organiser,
Bexleyheath. London Borough of Bexley.

Sir,

Congratulations on your comment in "Matters of Moment" regarding driving tuition in schools. I believe your ideas on the teaching of driving to children on playgrounds, etc., to be similar to ours.

For two years a colleague and I have run a Motor Club here at school using a 1947 Standard for tuition, until it got beyond repair.

Owing to the demand for this tuition we have reorganised this year as follows:

Six young masters give up one hour (4-5 p.m.) on one evening of the school week (one is a reserve instructor, in case, for any reason, an instructor cannot stay) and each have six pupils. We limit the Club to 30 members and have a waiting list.

We now have a 1951 Ford Consul and the pupils drive on the field and playground—learning the art of driving a car, a little of the Highway Code and maintenance.

We have had many girls in our Club in the past and have four at the moment. The Club is open to boys and girls but there is much less interest shown in driving by the girls.

Need I say we *all* enjoy these evenings. I am enclosing our Motor Club card (printed on the school press).

One thing you may be able to assist us with—do you know any source for rubber or inflatable markers (free?), secondhand—discarded? We sometimes use rounders posts but that is dangerous to both car and post, as they are concrete and wood.

BRIAN RICKETTS,
Totton. Testwood County Secondary School.

* * *

YOU NAME 'EM

Sir,

I am feet-upwise perusing the 1965 Gold Cup Meeting report. I am seeing that a device called Repco-Brabham-Cosworth-Ford has booked into fourth slot, and I am thinking how kinky can you get. Man, these titles get worse, like as if some boozed-up nut has thought them up messagewise. And man, The August Bank Holiday at Brands. The McLaren-Elva-Oldsmobile-V8. Jeeze! How much longer I thinks must this jazz continue. The Boddy Man must put the finger on the Continental Correspondent. He's the one. Groovy with these fantabulous names like for kicks. I am now diving like crazy from the pad for my Lucas-Goodyear-Zenith-Girling-Autolite-Smiths-Mobil-Ford/Zephyr 6 to make the Pony Express station downtown in order that you may dig me.

Rotton Park. B. H. SHILVOCK.

[By gad, Sir!—ED.]

* * *

RIDING MECHANIC

Sir,

How heartily I agree with D. S. J. when he says "passengers for 2-seater sports/racing machines." May I be one of the first to volunteer for a position!

While on the subject of passengers in competition cars, what about passengers for all cars with two or more seats? A "riding mechanic" in saloon cars would not be amiss. The extra responsibility may help to curb the often over-exuberant and sometimes downright dangerous driving that seems to plague this category of racing. On second thoughts, I think "riding panel-beater" would be more apt than "mechanic"!

In closing, may I congratulate you on last month's issue, especially that colour section. Please keep up the good work.

Huntingdon. S. M. HOWE.

YET ANOTHER FIAT 500D ENTHUSIAST

Sir,

I read your article on the Fiat 500D (October 1965) with much interest, for my mother's 1964 Fiat 500D has had an almost identical history. It has now completed 7,250 miles with very little trouble, except for a faulty battery (which was quickly replaced free of charge) and some trouble with the throttle cable.

I am 18 years old and since I passed my driving test last winter have driven the car every week-end, while my mother uses it during the week. Last August I talked my parents into allowing me to drive the car to Scotland for the holidays. The little Fiat went on for mile after mile with its speedometer recording its maximum level of 69 m.p.h., and found no difficulty in keeping up with the other family car, a Triumph Herald 12/50. Indeed I often had to wait for up to a quarter of an hour for the Triumph to catch up. The return journey from Scotland was completed in just over 10 hours. Just over 2,000 miles were travelled, using the cheapest petrol, the consumption working out at 55 m.p.g.

The Fiat 500D is a wonderful car to drive, especially when there is a Mini on your tail! The crash gearbox adds to the challenge that you feel when you sit behind the wheel. I consider its suspension to be even better than B.M.C.'s hydrolastic suspension, and its road-holding is extremely good, despite the rear engine. If you are willing to use the gears and keep your foot hard down on the accelerator, you can usually keep up with all but the largest engined cars. I only wish my mother would buy a new one so that I could have this one!

Guildford. IAN DONALD.

* * *

IN PRAISE OF AN N.S.U.

Sir,

As a firm believer that your excellent MOTOR SPORT is the finest one of its kind published, may I be permitted to say that, out of all the cars that people have "praised" and "moaned about," no one seems to spare a thought for the car of which I am now the very proud owner. It is a 1964 N.S.U. Sport Prinz, and what a car. It is, in my opinion, one of the finest little GT cars available today and although only 598 c.c., its performance, road-holding, fuel consumption, *i.e.*, at 54 m.p.h., 50 m.p.g., and its 30 b.h.p. at 5,500 r.p.m., is superb.

Having previously owned a Mini with usual engine "mods," I have no regrets at all in making a change to "one of those foreign cars." All the things the British manufacturer considers are extras are standard equipment, *i.e.*, windscreen washer, good tool kit, electric clock, headlamp flasher, horn ring, lockable steering. You name it, it's got it.

If you can find it possible to give a little space in your "Letters from Readers" column so that people may get to know of this little car and its charming features, I shall be very grateful, and would love to hear from other Prinz owners, too.

Winchester. GRAHAM GOODWIN.

* * *

MILK DRINKER?

Sir,

After making a journey of a few miles into the obscurity of Mid Wales I came across a small pub in the village of Llangammarch-Wells, at which I stopped for a few beers.

Later on in the evening I had the pleasure to meet Innes Ireland, and I can assure you he wasn't drinking milk.

Thank you for your excellent reports on Grand Prix racing.

Llandovery. M. NICHOLAS.

* * *

U.S. TAKE-OVER AGAIN

Sir,

Having been a regular but lazy reader of your excellent journal for many years now, I am at last roused to write to you after reading C. J. C. Tennant's letter in the October issue. How refreshing it is to hear from someone who genuinely has the interests of the Sport, as we know it, at heart.

The American take-over, when it becomes successful, will obviously reap great benefits for the manufacturers concerned in the way of publicity and sales. May I suggest that we see far too little trumpet blowing from Maranello in our National Press after their GT and Sports victories. Perhaps if they capitalised on their victories a little more, then Ferrari might provide more serious sales competition against British and American luxury GT cars in this country.

Palmers Green, N.13. D. C. BARRATT.

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FOR SALE

ZB MAGNETTE, Dec. 1956, one owner. Grey, maroon upholstery. Konis, 5 Michelin Xs, Lucas spot, electric screen-wash, lam. screen, childproof locks, parcel shelf, 4 seat belts. New clutch, brakes 7,000 miles ago. Taxed, MoT. Offers. Parker, 2 Adastral Close, Newmarket. [3562

M.G. PA, 1934. Original 4-seater, repainted dark green. New seats, hood, carefully stored since 1963. £65 o.n.o. Hopwood, Samborne, Bath Rd, Chippenham (Tel. 2084), Wilts. [3564

RACING CAR TRANSPORTER. Converted Albion Coach, new brakes, battery, recond. engine. Offers. Cleveland Cottage, Hoarwithy, Hereford. Tel. Carey 279. [3565

M.G.-A, 1960. New engine, heater, wireless, tonneau, l/rack. £375. Tel. Sawbridgeworth 3169. [3567

M.G. TC, 1946, red, engine rebuilt 300 miles ago; new king-pins, bearings, brakes, dynamo, etc.; new hood, sidescreens, tonneau. Little work required to finish (e.g. speedo, wipers). Excellent appearance and chrome. MoT. £110 ono. Lattin, 3 East Woodhay Rd, Harestock, Winchester. [3570

MERCEDES 170 VA, 1951, l.h.d.; character, comfort, economy, reliability, good cond. £75 ono. Boyce, The Elms, Elm Lane, Tonbridge. Tel. 4968. [3571

HOTROD BASIS? Very original "B" model Ford sedan in excellent running order. Must be one of the best in existence. Will deliver anywhere in UK under own steam. Price required £120. Box No. 1318. [3572

PEUGEOT 203 saloon, 1960. One owner only, absolutely showroom throughout, full history from new. This motor car must be seen to be appreciated. Bargain at £240. Tel. Tunbridge Wells 25091. [3573

1927 ROLLS-ROYCE 20 hp Cockshoot saloon. Excell. overall cond., sound coachwork in British Racing Green/black. Taxed and MoT certificate. £595 ono. Tel. Little Chalfont 2988. [3574

HEALEY 3000, 1959, white, h/t., new tyres. £365. Edgar, Tel. Howard 1221, ext. 20. [3575

EARLY 1929 M.G. M-type, partially rebuilt, special hand-beaten body. Lack of space forces sale. Buyers collects. Offers. Girvan, Tel. Bookham 2602 or Metropolitan 9061. [3576

AEROAUTO HEALEY, coachbuilt prototype on the Mille Miglia Donald Healey chassis, 1951, Reade-designed fast-back with Le Mans cockpit. Unique, modern collector's piece. USA inquiries, test, McAusland, Morley, Derby, England. [3577

£150—RILEY 2½ roadster, excellent engine, good body and tyres. Tel. Harbour, Ashtead (Surrey) 3066. [3578

BERKELEY B95 4-wheel sports car, recond. 692 c.c. Royal Enfield Constellation engine, very good cond. throughout. Details and photographs from D. Huddleston, 2 Hillside, Newport-on-Tay, Fife. [3580

M.G. YB SALOON, 1952, Gold Seal engine, twin carbs., new tyres, very good cond. £150 ono. Tel. Narborough (Leics.) 3280. [3581

JAGUAR MK. IX 3.8, 1960; two-tone grey, automatic, radio, htr., towbar; 34,000 miles, superb cond. £395. 114 Haunch Lane, Birmingham 14. Tel. Highbury 1806. [3582

TRIUMPH 2000 ROADSTER, 1949, excell. cond., MoT, nearly new tyres, 60,000 miles. £95 ono, or exchange Mini Pick-up or Rolls Champ. 114 Haunch Lane, Birmingham 14. Tel. Highbury 1806. [3583

RILEY 9 MONACO, 1934, high compression head, twin carbs., new pins and bushes in steering and suspension; 10,000 miles since rebore, excellent mechanically; all-metal body. Quick sale necessary. £100 ono. Heron, Pinehurst Rd, West Moors, Wimborne, Dorset. [3584

MAGNIFICENT BENTLEY, James Young coachbuilt saloon, September 1951. Complete engine overhaul 1965; genuine mileage 99,000. £750. Box No. 1319. [3585

LANCIA AURELIA GT 2500 coupé, latest series. Full Nardi conversion, low mileage. £650. Box No. 1320. [3586

N.S.U. SPORT PRINZ, 1960, red, good cond. £280. Johnson, 204 Horton Rd, Datchet, Bucks. Tel. Farnham Common 4332. [3587

ALVIS TA14, 1949, good cond., htr., radio. Offers around £120. Box No. 1321. [3588

M.G. TC. Excellent bodywork and mechanics. Owner emigrating. £180 ono. Details from: Sells, Martins Flat "A", Peckhams Copse Lane, North Mundham, Chichester. [3589

TRIUMPH ROADSTER 2000, Immaculate. £120. Ashley, 54 Hampton Park, Bristol 6. Tel. 33329. [3590

1948 2½-LITRE JAGUAR, black saloon, in outstanding cond. £80. 40 Coronation Rd, Hayes, Middx. Tel. HAY 6014. [3593

RAILTON FAIRMILE SALOON, 1936, Bentley appearance, aluminium body, new brakes and 12 months' MoT. Excell. Straight-8 engine. Drive away for £110. C. Andrews, 140 Hill Lane, Southampton. Tel. 25647. [3594

LAGONDA V12 D.H.C., 1939. Outstanding condition, one owner for last 9 years. £595. Full history on request. Box No. 1322. [3596

FOR SALE—continued

PORSCHE 1600 SUPER, 1958. Excell. cond., radio, new carpets, Cinturatos, photos. £680. Moxham, 161 Westend Rd, Bitterne, Southampton. Tel. (office hrs.) 26975. [3597

SO YOU LIKE SPEED (100 plus), comfort, good looks, reliability? Well, don't follow the sheep and spend £900 on a clapped E-type. My '55 A.C. Ace for £350 is at least original and interesting. Resprayed red, new carpets, tonneau, good hood, htr., radio, spot, "Fag-lite", new brakes, track rods, twin copper pipes don't know what blue smoke looks like. Highest offer secures. Will exchange for fast 'n' hairy GT, Alfa, TVR, etc. J. Moore, Orchard Rd, March. [3598

1927 HILLMAN Saloon, absolutely original, quiet and reliable. £185. Tel. Prestbury 88140 (Cheshire). [3599

ASTON MARTIN DB2, Vantage engine, twin exhausts, etc., excell. cond. £365. Daniells, 4 Kinsale Rd, Plymouth. [3600

M.G. TC, black, recond., tuned engine, professionally rewired, retrimmed, restyled dash and interior, flashers, spots, htr., tonneau, new petrol, water pumps, carbs., exhaust, tachometer and v.heel bearings, bodily very good. MoT, taxed. Tel. Stafford 62233. [3601

1936 BENTLEY 4¼ Park Ward sports saloon. £185. J. G. Mellor, 647 Rochdale Rd, Royton, Lancs. [3602

1962 M.G. MIDGET, 20,000 miles, red, excell. cond. throughout, Mich. X. Extras include s/covers, htr., w/washers, spot, etc. £375. Tel. Wentworth 2133 [3603

JAGUAR XK120, f.h.c., special equipment. Over £600 spent on this car in last year; recellulosed red, rechromed, has been fitted with servo-assisted disc brakes all round, 15in. 72-spoke chrome wire wheels, new tyres (Cinturas), new clutch, flywheel, exhaust system; every conceivable extra, radio, s/belts, spotlights, l/rack, specially made woodrim wheel, racing mirrors, mascot. £450. Tel. Southampton 74970. [3604

TR3A, 1958, h/s-tops, htr., Mich. X; good cond. £275 ono, consider part ex. 7 Cauldwell Close, Monkseaton, Whitley Bay. [3605

LOTUS SUPER SEVEN, 1962. Full Cosworth unit, 95/100 bhp, road or race. Full weather equipment. £450 for quick sale. Phillips, 2 Longmeadows, Crediton, Devon. [3606

1958 FORD ZODIAC convertible, recent extensive overhaul, new tyres, battery, much chrome replaced, full tonneau cover, perfect, sealed automatic hood; body, engine all good. £180 ono. Tel. TUDor 8658. [3607

M.G. J2 in magnificent all-round cond. Many spares. Tel. Southall 7856. [3608

B.M.W. 501 6-cylinder, l.h.d., one owner, Cortina grey, many extras. Tel. Kirk Langley 344 (Derbys.). [3684

SUPERB RILEY MONACO, 1933, reliable, pretty and original, perfect mechanics and body, genuine 64,000 miles. £150 ono. Organ, 42 Seabourne Rd, Bournemouth (weekends). [3685

XK150 F.H.C., special equipment, Indigo/grey leather, radio, htr., s/belts. £395. 97 Kingsfield Ave, North Harrow, Middx. [3686

ROLLS-ROYCE, 1932, 20/25 by Paddon Bro., resprayed lemon and black, very good engine; brakes need relining, otherwise very little work left for complete renovation; magnificent-looking thoroughbred. £285. Box No. 1335. [3687

BENTLEY, 1935, 3½-LITRE. Hooper coachwork, just re-upholstered, engine very good, body fair; used every day. Genuine reason for sale. £250. Box No. 1336. [3688

MORGAN PLUS 4, 1960. There's definitely something special about this Moggie, it's a real eye-catcher in B.R.G. Unfortunately cramped Labrador prefers our saloon. 194 Main St, Stonnall, Walsall. Tel. Brownhills 2781. [3689

SHORROCK FOR MINI or A-series. 4,000 miles only, complete with carb., manifolds, belts. Cooper-eater. £45 ono. 11 Grace St, Lochgelly, Fife. [3690

BRISTOL 400, excell. mechanically, smart appearance, fast and reliable, taxed and MoT. £190 ono. P. J. Bloor, 28 Mornington Rd, Sneyd Green, Hanley, Stoke-on-Trent. [3691

T.V.R., 1960. M.G. 1600 engine, htr., elec. fan, Cinturas, excell. cond. £315 ono. Tel. Didsbury 8439 (Manchester). [3692

1935 S.S. II. Just decoked engine, body sound but surface rust, needs work. First offer. Tel. RIC 2052 (evenings). [3693

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RILEY, all models, 1946/64	40/–
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SKODA, all models, 1955/65, *state which*	60/–
STANDARD 8, 10, 12, 14, 1938/48	30/–
STANDARD Vanguard II, III, *state which*	37/6
STANDARD 8, 10, 1953/61 *state which*	32/6
TRIUMPH TR2, TR3, TR4	45/–
TRIUMPH Herald 948, 1200, *state which*	45/–
VAUXHALL, all models, 1933/64	45/–
VOLKSWAGEN, all 1200 models inc. **Transporters, etc.**, state model & year	37/6
VOLKSWAGEN, all 1500 models	40/–
WOLSELEY 6/90, 1956/59	40/–
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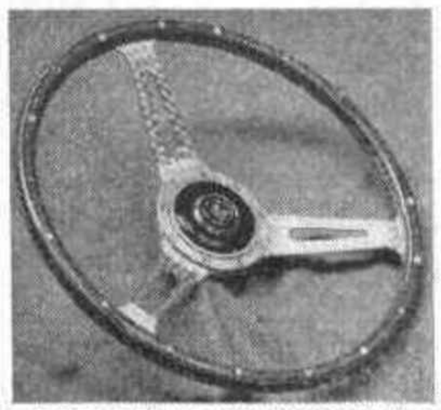
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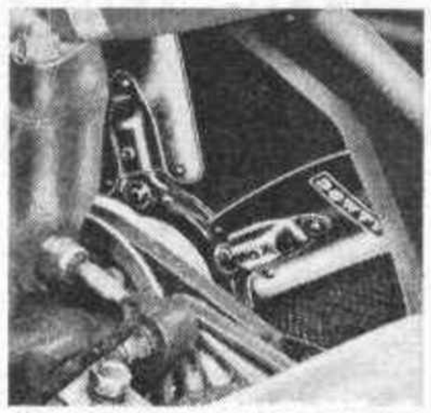
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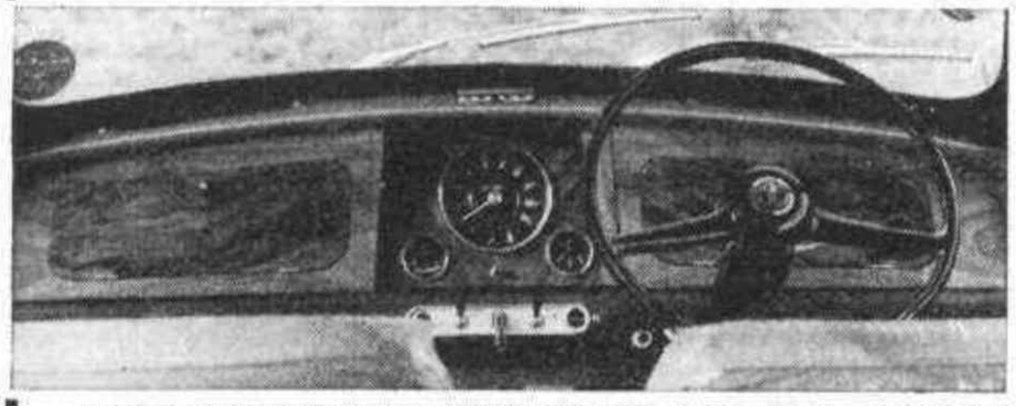
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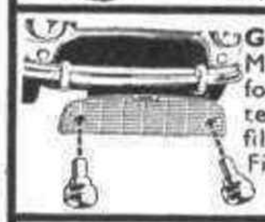
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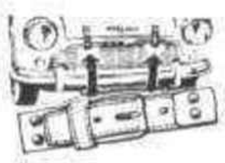
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MOTOR ACCESSORIES



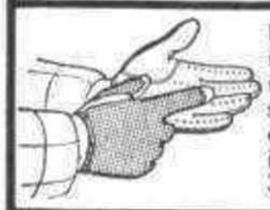
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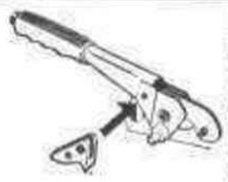
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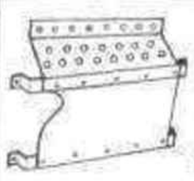
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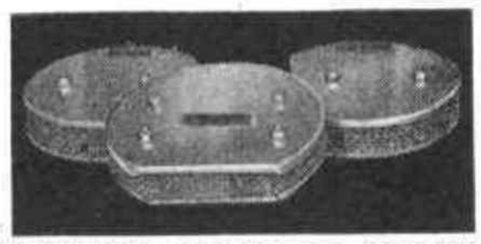


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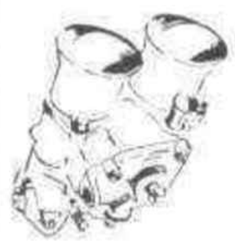
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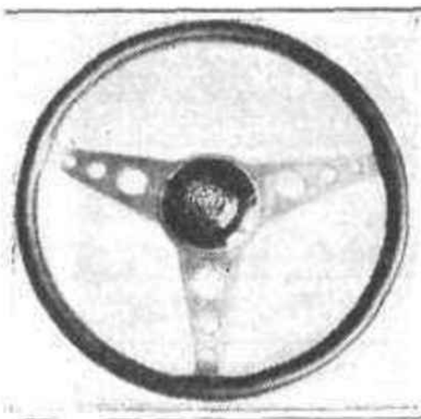
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JOHN BRITTEN is caught by the camera grinning away in the cockpit of our F.3 Alexis (class winner at Stapleford last time out and for sale at £415). Also to be glimpsed are the hindquarters of my 112 m.p.h. Mini-Cooper S pick-up truck. Triumph TR4, August 1963, conifer green with black top and interior, equipped overdrive, 60-spoke wire wheels, Cinturatos, racing mirrors, belts, Strombergs, £625. Austin Healey Sprite, December 1959, leaf green with dark green interior, heater, three spotlamps, SFT575 reversing lamp, radio, woodrim, new "X"s and much other gear, £255. I have another Sprite of about the same age but in yellow with wire wheels; I haven't definitely decided to sell it and am a bit vague about the price. Austin Healey BN1 4-cylinder, late 1955, red with dark red leather, overdrive, wire wheels, Cinturatos, etc., £140. Sunbeam Alpine Series II 1600, 1961, pale blue with black trim, overdrive, wire wheels, woodrim, Alexander conversion with twin SUs, Michelin "X"s, a real sports car, £395. Triumph Spitfire, May 1964, conifer with black interior, zip tonneau, £435. Austin Healey Sprite Mk.II, 1962, yellow with black hood and trim, £340. Volkswagen 1500 saloon, 1962, gulf blue, new Michelins, £440. Triumph Spitfire Mk. II, April 1965, Wedgwood blue with dark blue interior, one gonabroad owner, 5,000 miles, £565. M.G.-A 1600 Mk. II fixed-head coupé, November 1961, specially finished when new at Abingdon in dark metallic green with beige leather, 20,000 miles, nearly one lady owner, £480. I understand that this month we have been banished to a little-frequented section of *Motor Sport* and therefore these words have to be committed to paper by the first week in October. A dozen or more cars will be arriving between now and November, and meanwhile we are in process of completing the sale (subject to H.P., etc.) of: 1965 Spitfire Mk. II hard-top, green, 2,000 m., £605. 1962 B.M.W. 700 sports coupé, red, £395. 1962, August, M.G.-B, blue, wire wheels, Taurus conversion, Cinturatos, close gears, power brakes, oil cooler, radio, lamps, leather rim, £600. Accessory shop with Koni shock-absorbers, wood or leather rim wheels, lamps, horns, mirrors, racing plugs, extra instruments, etc. Fairly good selection new spares for B.M.C. and Triumph sports cars. Cinturatos 20% discount many sizes in stock. Shell Anti-freeze 25% discount, you pour. Castrol R on draught. National Benzole. Wheel balancing to racing tolerances. Complete workshop service. H.P. with 3rd party insurance. Every car guaranteed. Great shedful secondhand spare parts and accessories for Triumph TR, M.G.-A, etc. **JOHN BRITTEN, Barnet Road, Arkley, Hants.** On the A411 a few hundred yards off the A1 towards Barnet. Nine miles Marble Arch on a clear day. Skilled mechanic wanted urgently. 107 and 306 buses pass the door. Nice pub short walk away. Open to 7.30 p.m., shut Sundays. You simply must ring **Barnet 1144.**

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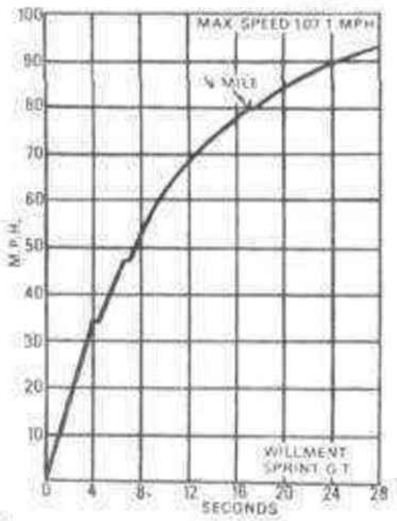
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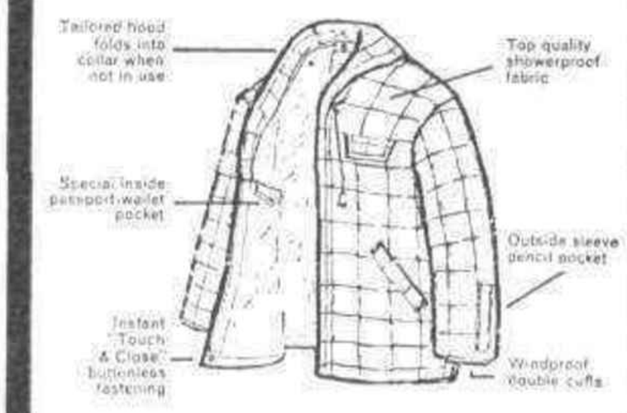
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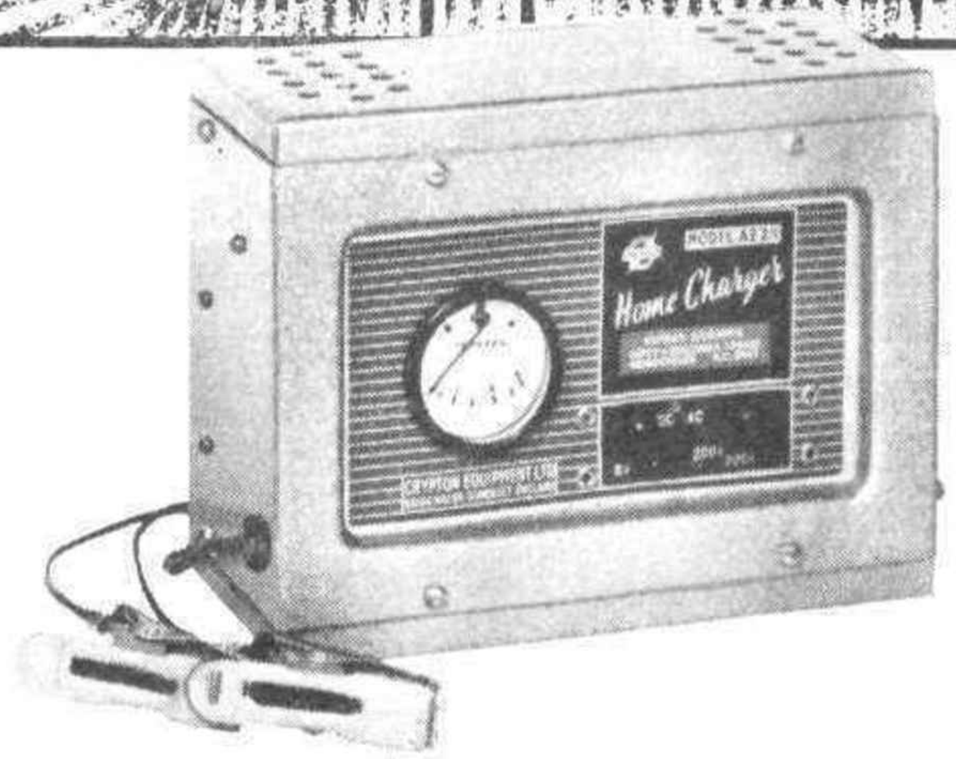
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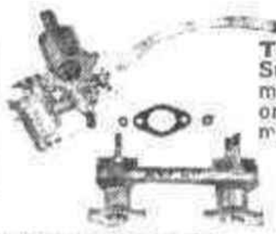
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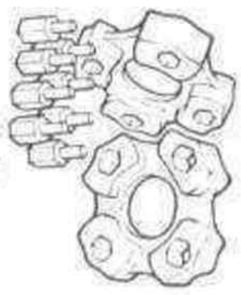
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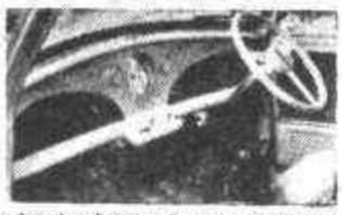
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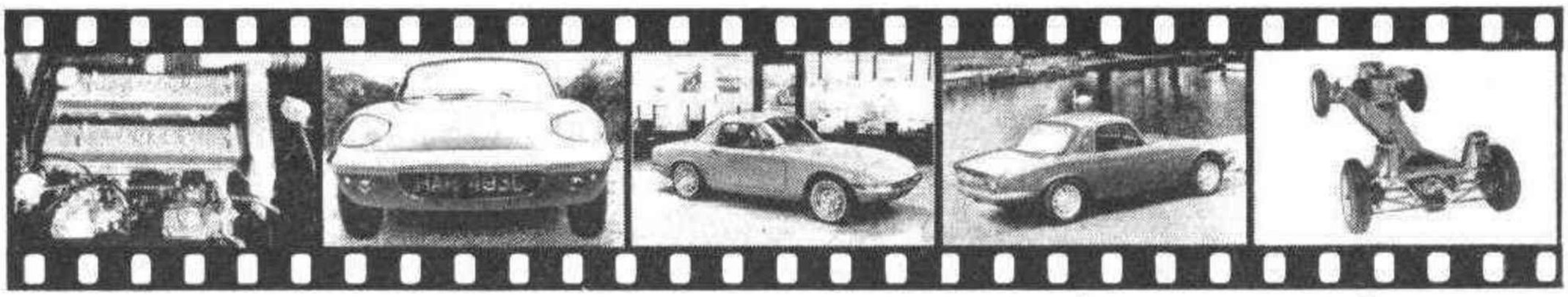
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FOR SALE—continued

1963 M.G.B., 24,000 miles, overdrive, radio, w/wheels, tonneau, htr. red. £670. Ruislip 8864. [3764

1926 ROLLS-ROYCE Phantom I, magnificent "period" limousine, original and low mileage, looks and drives like a Ghost £685. Marper, 121 Palatine Rd, Didsbury (2050), Manchester. [3765

SUPERCHARGER, as new, £25; old Fiat carb., £10; pair P.80s, £10; Invicta parts, 1924; 16H Norton, £15. 6 James Rd, Castletown, Isle of Man. [3766

BENTLEY 4¼ Litre, 1949 model with all alloy body by James Young; surely the most opulent 2-door sports saloon produced; one owner from new; silver grey with blue leather. Bargain at £295 ovno. Ashton-under-Lyne 1113 (nr. Manchester). [3767

1962 LOTUS ELITE, S/E, ZF gearbox. £725. Good cond. Tel. High Wycombe 1724. [3769

TRIUMPH SPITFIRE, 1964, low mileage, h/s-tops, tonneau, htr., belts etc., immac. cond. £545. Tel. Luton 23753. [3770

A.C. SALOON, 1951, under 65,000 miles from new, one previous owner, £300 overhaul 1,000 miles only, taxed April 1966, excell. cond. except chrome; reason selling garage too small. Offers, A. Abrahamson, 171 Palatine Rd, Manchester 20. [3768

ALEXANDER TUNED Singer Gazelle convertible, 1960, immac. cond. throughout; lots of extras, Cinturatos, spots, radio, w/s, manual, etc., etc. Addition to family forces sale. £360 ono. Tel. Derwent 6399 (Surrey). [3771

REGISTRATION FXA 7, with 1939 Sunbeam Talbot d/h coupe. £10. Mr. Shelley, Pollards 1533. [3722

M.G.B. 1,800 c.c. and M.G.A. c.r. gearbox, will fit M.G.A. or T.V.R. Nearest offer to £100. Box No. 1340. [3773

RARE RILEY 2½ litre '49 roadster, open 3-seater tourer, first class body, tyres; engine has big end gone; complete with spare engine, new shock absorbers and many parts. Log book with interesting names. Offers to Budden, 5 Bankhall Lane, Hale, Cheshire. [3774

1963 JULY Humber Sceptre, Brabham stage 3 conversion, 2 double choke Webers, plus branch exhaust, 0-60 in 10.9 sec., Pirelli Cinturatos, s/belts. £765. 15 Barraham Rd, Cambridge. [3775

HEALEY 100/6, h/s-tops; belts; spots, wood wheel, htr., etc. £250 ono. Box No. 1341. [3776

ALVIS, 1936. Silver Eagle saloon, mechanically and bodily excell., resprayed B.R.G. Offers: Pengrove, Pandy, Abergavenny, Monmouthshire. [3777

PEERLESS 4-seater GT, B.R.G., excell. cond., many extras. £375. EUSton 6992 day, HOGarth 0437 evenings. [3778

FOR SALE—continued

LOTUS ELITE, 1962, special equipment, 18,000 miles, Coventry Climax 1,216 c.c. engine, ZF German gearbox, disc brakes, twin SU carbs., Pirelli Cinturato tyres, serviced regularly. £725 ono. Tel. PAL 3328 between 6-8 p.m. Mon.-Thurs. [3779

M.G. TC, 1947, v.g. body, recon. engine, spot, new hood, king pins and steering box new, B.R.G. £170 ono. Weyhill 473. [3780

1964 FALCON CARIBBEAN, 1,172 balanced engine, Aquaplane head, twin SUs, 15in. wheels, Xs, c.r. gears, etc., all instruments; 3,500 miles only. £250 ono. Medway 77323 after 7.30 p.m. 44 Lingley Drive, Frindsbury, Kent. [3781

MORGAN 4/4, 1950, red, 100 per cent rebuilt, guaranteed excell. £145. Tel. Huddersfield 26320. [3782

AUSTIN-HEALEY 100/4. This beautiful 1955 model BN1 in white is offered with overdrive and w/wheels at £200. Tel. Harlow 24833. [3783

PEERLESS, 1959, yellow, TR3 unit, overhauled at 45,000 miles, total mileage 50,000. £400. Tel. VIKing 3429 evenings. [3784

ALVIS TB14, 1951, sports 2-seater, recent engine overhaul, excell. cond. £100 ono. West, 54 Bedale Rd, Wellingborough, Northants. [3785

FISH CARBURETTER SB.2 with de-icer; unused since factory overhaul. £20 ono. 169 Pontypridd Rd, Barry, Glam. [3786

1932 AUSTIN 7, good running order and appearance. £40 ono. Tel. Sunbury 4678. [3787

OCT. 1963 ALFA-ROMEO f.h. coupé, 2600 sprint model, finished in black, excell. cond. throughout, demonstration and any reasonable trial arranged with pleasure. £1,750. Contact Albert Farnell, 38 Manningham Lane, Bradford. Tel. 32444. [3788

RILEY 2½ LITRE RMF genuine works replacement Golden engine, unused. Outright sale £70. Buyer collects. 18 St. John's Cres., Whitchurch, Cardiff. [3789

M.G. TF 1250 (1955) red, excell. cond., Michelins, MoT, owner leaving country. £275. Fryett, 2 Douglas Close, Stanmore, Middx. Evenings or weekends. [3790

"MOTOR SPORT", March '54—June '65 inc., good cond. £7 10s. ono 54 Somers Park Ave, Malvern Link, Worcs. [3791

COOPER 1963. Downton head, sun roof, new tyres, recon. engine 8,000 miles ago, never raced or rallied, only reason for sale, bought 1275S. £375. H.P. possible. Loader, "Heusden House", Gerrards Cross 4160. [3792

AUSTIN 12/4, 1928, Windsor saloon; good cond., MoT to July '66; new batteries. Offers. 85 Enys Rd, Eastbourne. Tel. 2364. [3793

FOR SALE—continued

328 B.M.W., 1937, rhd, engine just rebuilt at a cost which makes me come over all faint thinking of it. This car must now be one of the finest survivors of the marque. You'll have to travel a few leagues to find a better pre-war sports car at £397, particularly when considering that a scrapyard-full of spares go with it. I'll consider your old horror in part exchange too. Richard Skilbeck, 76 Overstrand Mansions, London SW11. MAC 4413. [3794

1935 M.G. PA for sale. Fitted TA engine, body and general mechanics good. £70 ono. Ring Claverdon (Mr. Warwick) 463 after 6 p.m. [3795

M.G.A. WINTER sports opportunity. 1961 1600 fhc in fine order, htr., radio, Kenlowe, grid, belts, etc., etc. Accept £420. Southampton 69624. [3796

1952 A.C. Greyhound, gun metal blue, 2 litre. £100 cash. 3 Trewe Close, Woolston, Warrington, Lancs. [3797

TWIN SU carbs., inlet manifold, 3-branch exhaust manifold; suitable for B.M.C. series B engines, 1,500 c.c., little used. £26 R. Stone, "Ambleside", Herbert Rd, Salcombe, Devon. Tel. Salcombe 2398. [3798

COMPLETE KIT to build 6-cyl. luxury '46 Armstrong Siddeley 2-litre d/head Hurricane plus all new parts (cost £98) to recon. engine; daily use now; excell. chrome. £45. 19 Lower Church Rd, Benfleet, Essex. Tel. South Benfleet 3667. [3799

FOUND 1935 Humber 12, genuine 44,000, MoT, as new; offers. Mr. Hartley, 56 Warwick Place, Leamington Spa, Warks. Tel. 25032. [3800

JAGUAR XK120 roadster, excep. throughout, suspension, brakes overhauled, nearly new batteries, hood, just resprayed, tested. Nearest £180. Guildford 66696. [3802

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M.G. TF 1,250 c.c., recon. engine, radio, spotlight, radiator blind, Michelin Xs all round. Owned by careful girl driver. £285. Tel. Fleet 1356. [3805

TRIUMPH 1800 Roadster, engine professionally rebuilt 2,500 miles ago; extras include htr., radio; taxed, MoT Oct. 1966; in first class cond. £120. Esher 63855. [3806

RILEY 2½ LITRE 100 bhp saloon, 1953; dark green with black top; engine, body and interior all in fair cond.; in daily use; 96,000 miles. £125. Write to R. Fyfe, 26 Sewardstone Rd, London E4, or Tel. SIL 8574 (evenings or weekends). [3807

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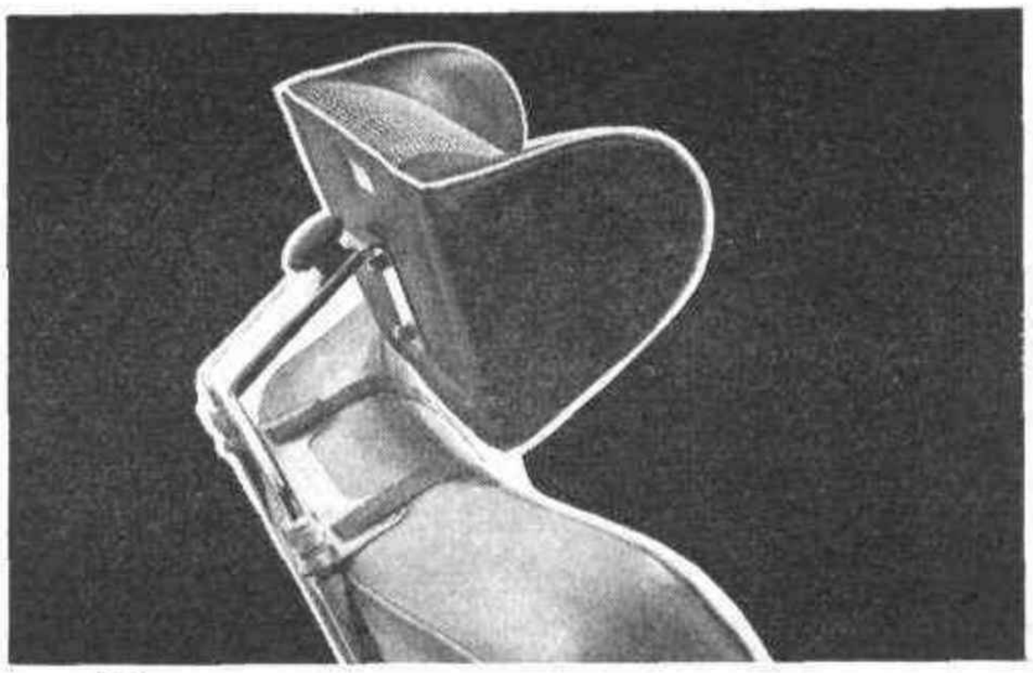


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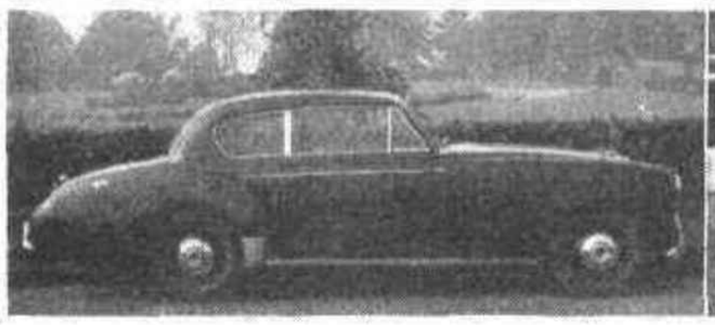
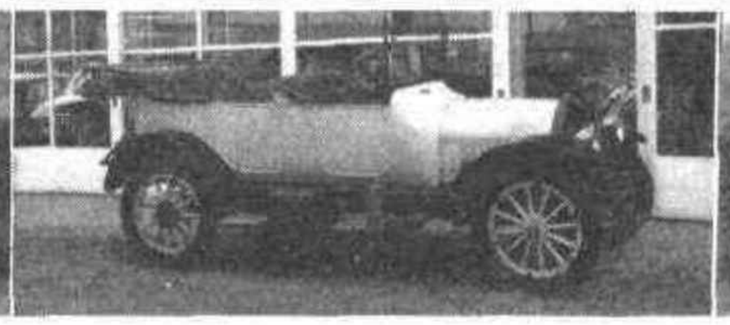
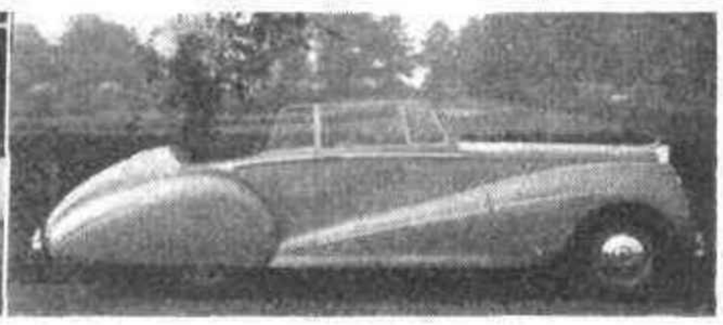
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BENTLEY S.1, 1956, special Radford conversion, reclining seats front and rear, picnic tables, flasks, etc., most luxurious interior. Black on silver grey with maroon hide. An outstanding car. **£1,375**

BENTLEY 3-litre Speed model V.D.P. tourer, *circa* 1926. For photograph and further details see last month. **£1,750**

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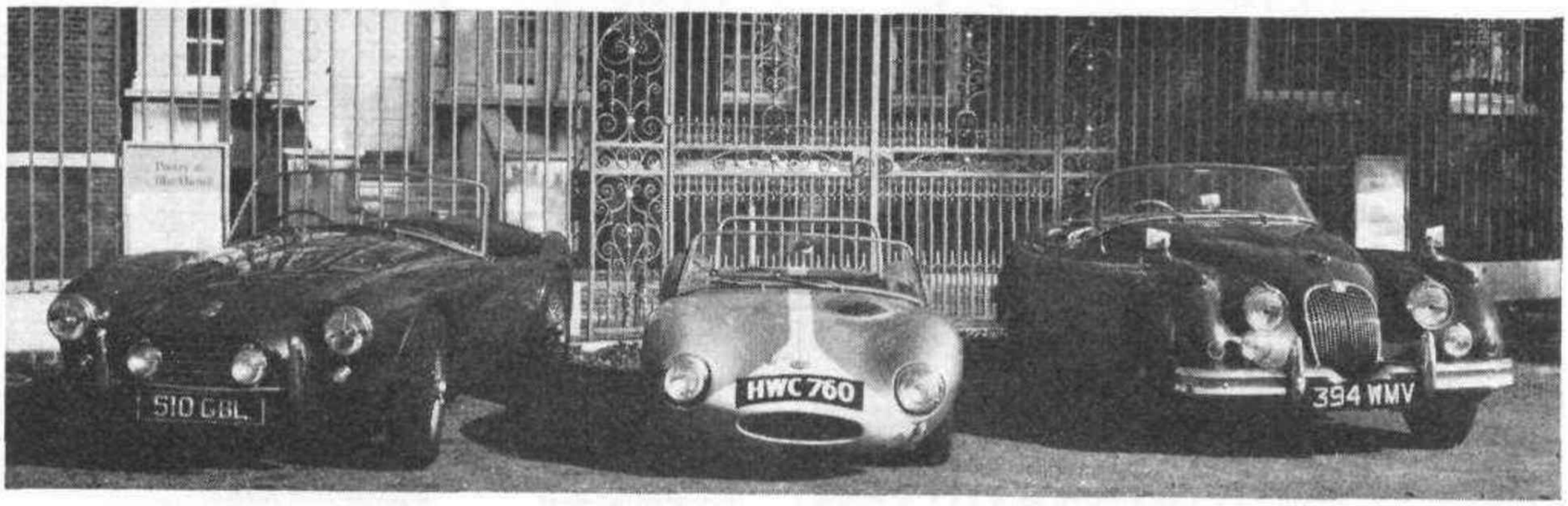
The following are interesting recent acquisitions, some not yet to hand, hence brief details—1924 **MORRIS Cowley** tourer, complete, original, but scruffy. 1925 **AUSTIN 12** tourer, similar condition. Two "bull-nose" **Cowley** chassis. Late series **TALBOT 90** sports saloon, syncromesh, bodily good but needs engine work. An outstanding 1927 **VAUXHALL 14/40** saloon which we are repainting and an equally outstanding and fully restored 1932 (possibly earlier) **LEA-FRANCIS** 2-seater fixed-head coupe. We also have a number of interesting veteran cars including a 1913 **HUMBERETTE**, a 1914 **METALLURGIQUE** 2-seater and a 1899/1900 **DE DION** tricycle.

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£595 M.G.-B, 1963. Red with black interior; usual extras, including heater.

£595 TRIUMPH TR4, 1962. British Racing Green, red interior; heater, screen washers, etc., tonneau.

£595 AUSTIN Mini-Cooper 'S' 1275, 1964. Green and white. Extras include twin tanks, heater, special dashboard, etc.

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£355 AUSTIN HEALEY Sprite Mk II, 1962. Finished in ivory with black trim, luggage rack, 'X' tyres.

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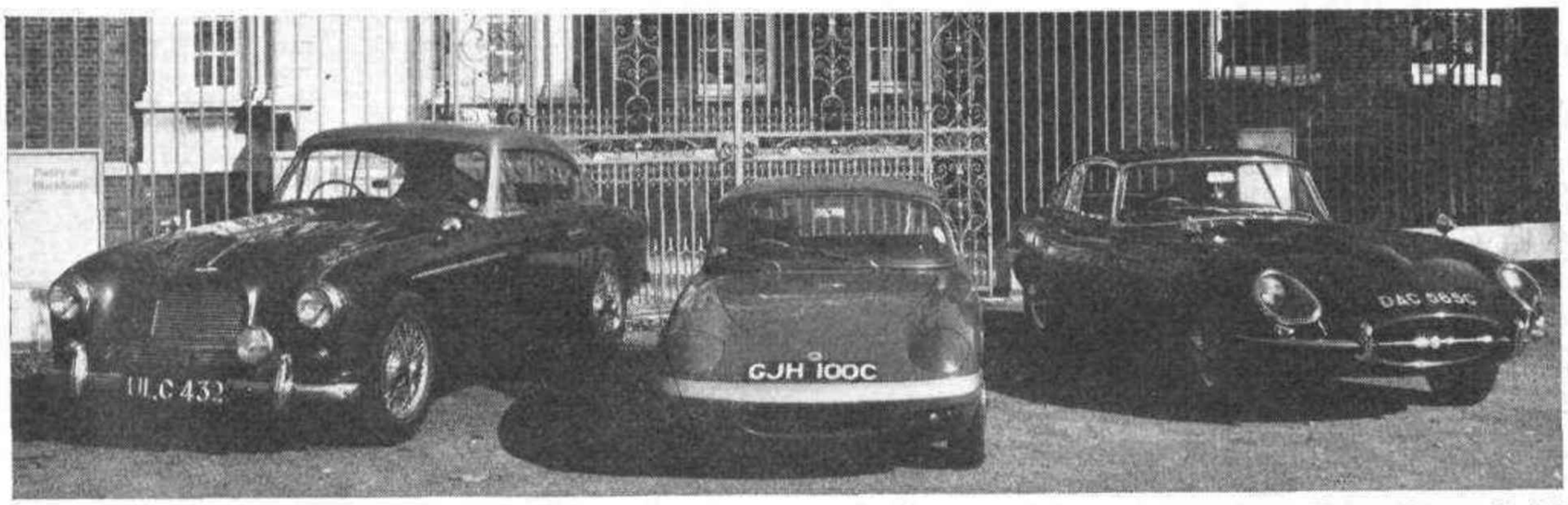
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£345 **T.V.R., 1959.** Fitted with Mk. II body and chassis and finished in Old English white with contrasting interior. Excellent value for the money.

£345 **TRIUMPH TR3A, 1958** Red with grey interior, hard-top, power brakes, twin spots, heater.

£315 **M.G.-A f.h. coupé, 1958.** Finished in white with black interior. Extras include wire wheels, radio, heater, etc.

£255 **M.G.-A, 1958, roadster.** Very highly modified and lightened, fitted hard-top, etc.

£245 **SWALLOW Doretti, 1955.** Finished in midnight blue with black trim; radio, heater.

£245 **AUSTIN HEALEY Sprite, 1959.** An excellent car fully equipped with hard- and soft-tops, etc.

£255 **M.G.-A, 1956.** Finished in British Racing Green with black trim; tonneau cover, heater, etc.

£255 **LOTUS 7.** Fitted reconditioned 100E unit. Full weather equipment.

£195 **AUSTIN HEALEY, 1955, BN1.** A nice little car finished in Old English white with red interior, heater, etc.

£165 **JAGUAR XK140 f.h.c.** Finished in red with matching interior; wire wheels, overdrive, C-type mods. Without warranty.

£165 **JAGUAR XK140 f.h.c., 1957.** Overdrive, heater, etc. Without warranty.

£145 **CHEETAH M.G.** 2-seater sports. Superbly built and very well maintained. Full weather equipment.

£95 **AUSTIN HEALEY BN1, 1954.** Requires some attention.

£975 **LOTUS Elan, 1964 model.** Reg. 1965. With some S. II mods. Dark blue; hard- and soft tops, SP tyres, heater etc.

£195 **SPEEDBOAT.** 13-ft. 4-seater powered by 35-h.p. Evinrude outboard unit. Remote controls, wheel steering, complete with trailer.

£135 **SPEEDBOAT.** Powered by 35-h.p. Evinrude engine. Fitted with ski hooks. Remote control, wheel steering.

SALOONS

£1,095 **MERCEDES 220SB, 1961,** regd. 1962. A 29,000-mile two-owner example in smoke grey with white roof, fitted sun roof, Blue Spot radio, reclining seats with special trim.

£525 **CORTINA GT, 1963.** Finished in indigo blue with contrasting trim.

£465 **MORRIS 1100 saloon, 1963.** Connaught green with light green interior.

£355 **FORD Estate.** 105E. Finished in blue and white with contrasting interior. Fitted with heater. An excellent little car in every respect.

£345 **AUSTIN Mini Van, 1965.** Finished in grey. One owner, 10,000 miles from new; heater seat belts.

£335 **AUSTIN Mini saloon, Oct. 1963.** Fitted sun roof, heater, etc.; new tyres.

£265 **SUNBEAM Rapier d.h.c.** Gunmetal grey with red flash.

£245 **MERCEDES-BENZ 220, 1955 model,** regd. 1964, in black with grey trim; sunroof, Becker radio, heater, tow bar, etc.

£195 **AUSTIN Mini saloon, 1959.** Modified engine, twin spots. Finished in red and black.

£200 **FORD Thames 7 cwt., 1962.** Finished in ivory.

£1,795 **JAGUAR 4.2 'E'-type f.h. coupé, 1965.** Finished in indigo blue with light grey interior; chrome wire wheels, radio, heated rear window; 7,000 miles from new; electrical aerial.

£195 **AUSTIN A35 saloon.** A genuine car in black.

£155 **AUSTIN Mini Van, 1961.** A very clean, little van finished in grey, fitted with heater and screen washers, wing mirrors, etc.

£125 **LANCHESTER saloon, 1952.**

£125 **WOLSELEY 4/44, 1956.** Finished in mid-blue, contrasting trim. Engine just overhauled.

£95 **BEDFORD Dormobile, 1960,** with windows and seats, tow bar, heater, etc.

£75 **STANDARD VANGUARD saloon.** Very sound and reliable.

£55 **AUSTIN A40.** Finished in grey with tan interior. An excellent car for the money.

NEW CARS

List Price **TR4A.** Finished in Old English white, black trim. Equipped with overdrive, wire wheels, tonneau cover, heater, etc.

" " **TRIUMPH Spitfire.** Finished in royal blue, fitted with heater.

" " **MORRIS Mini De Luxe.** Finished in Old English white and fitted with heater.

" " **MORRIS Mini De Luxe.** Finished in maroon and fitted with heater.

" " **M.G.-B.** Finished in British Racing Green and fitted with wire wheels and heater.

" " **LOTUS Elan Kit.**

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1965 LOTUS Elan S.2. Finished in white with black interior, fitted with hard-top, knock-off wheels, SP41 tyres, push-button radio. 2,000 miles only **£1,245**

1965 LOTUS Elan S.2. Red with black interior, SP tyres, 420 miles only **£1,185**

1963 LOTUS Elan. One owner, red with black interior, push-button radio, SP tyres, etc.... **£825**

1963 (Aug.) M.G.-B. Tartan red with black leather trim. One careful owner from new. Quite original and unmarked **£645**

1963 M.G.-B. Finished in conifer green with black interior **£625**

1963 M.G.-B. A one-owner car finished in red with black interior and equipped with wire wheels, push-button radio, spot and reversing lamps, etc. **£675**

1964 M.G. Midget. Finished in Riviera blue and fitted with heater, tonneau cover, anti-roll bar, seat covers, low mileage and fully guaranteed **£525**

1965 (Sept.) M.G. Midget. Finished in tartan red with matching interior trim and fitted with wire wheels **£585**

1962 M.G. Midget. Finished in birch grey with black interior trim **£395**

1964 M.G.-B. Finished in blue, wire wheels, overdrive, push-button radio, folding hood, tonneau cover, air horns, etc. **£795**

1964 M.G.-B. Finished in iris blue with black trim, a one-owner car supplied and serviced by ourselves, equipped with wire wheels, oil cooler, air horns, tonneau cover and so on **£745**

ALFA ROMEO Giulia T.I. saloon. First registered in August this year, 640 miles only. Grey with grey cloth interior **£1,245**

1964 MERCEDES-BENZ 230SL roadster. A superb example finished in red with black interior, and equipped with hard-top, soft-top, power steering, radio, whitewall tyres. A low-mileage specimen car—spare quite unused **£2,825**

1965 ALFA ROMEO Giulia T.I. saloon. Supplied and serviced by us. Under 5,000 miles and fitted many extras, including push-button radio, spot and fog lamps, safety belts, etc. Just as new and fully guaranteed **£1,145**

1964 TRIUMPH TR4. An attractive 15,000-mile car, finished in black with red upholstery and fitted with overdrive, wire wheels, Interior Silent Travel, tonneau cover, etc. **£795**

1964 TRIUMPH Spitfire. Fitted works hard-top, wood-rim wheel, etc. White with black top **£554**

B.M.W. TISA. Right-hand drive. Only car of its type in the country. Telephone for full details please.

1963 JAGUAR E-Type fixed head. Finished in metallic green with contrasting interior. Fitted push-button radio **£1,245**

1965 DAIMLER 2½ V8 saloon. Finished in metallic maroon with tan interior trim. Fitted push-button radio, wire wheels, heated rear window **£1,395**

1963 PORSCHE Super 90. Finished in leaf green and fitted with Webasto roof, radio, etc. A really exceptional specimen, low mileage car ... **£1,295**

1964 AUSTIN-COOPERS (1,275 c.c.) non-Hydrolastic. Finished in tartan red with black roof, and equipped with Goodyear G8-100 tyres, safety belts, etc. A moderate mileage one-owner car **£620**

1963 1,071-c.c. AUSTIN Mini-Cooper S. Finished in almond green with white roof **£495**

1964 1,275-c.c. MORRIS-COOPER S. A non-Hydrolastic car finished in harvest yellow with white roof and equipped with wire rim wheels, radio, etc. Offered at 7,000 miles for ... **£625**

1964 SUNBEAM Alpine Mk. IV. Old English white with black interior. Michelin 'X' tyres, heater, spot and fog lamps; very low mileage **£645**

1965 registered RILEY Elf saloon Finished in almond green with white roof. Indistinguishable from new at 6,000 miles and still covered by manufacturers' guarantee at **£465**

1964 HILLMAN Imp Group III saloon. Fitted with 999-c.c. engine, close-ratio gearbox, twin Weber carburetters, magnesium wheels, green spot R6s, fibreglass doors, boot and bonnet lid. Having recently undergone a thorough overhaul the car is ready to race, and offered with trailer at ... ... **£685 o.n.o.**

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LOTUS ELAN. We are proud to announce that we have on display in our Showrooms the Exciting New Lotus Elan Coupé. S.2 Lotus Elan kit for early delivery.

ALFA ROMEO. T.I. Super, finished in green. **Sprint GTs** for early delivery.

DAIMLER. 2½-litre saloon finished in maroon fitted with special black interior, power steering, wire wheels, heated rear window, reclining seats, etc.

M.G.-B.: White with black interior, wire wheels, o/d. White with red interior, wire wheels, o/d. White with black interior, wire wheels. Green and black, overdrive. Green with black, wire wheels. Black, wire wheels.
Midget: Riviera blue, wire wheels. White wire wheels. Red, wire wheels.
1100: Connaught green.
MORRIS. 1100: Green. Old English white.
1,275-c.c. Cooper S: Red with black roof.
Mini Super: Tweed grey.

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THIS IS MERELY A SAMPLE SELECTION FROM OUR STOCK OF TOP QUALITY HIGH-PERFORMANCE CARS. PLEASE TELEPHONE FOR FURTHER DETAILS. BEST H.P. TERMS, TOP PART EXCHANGE PRICES PAID FOR ALL VEHICLES INCLUDING MOTOR CYCLES AND THREE-WHEELERS AND HIGHLY COMPETITIVE INSURANCE RATES. WE ALSO OPERATE A GUARANTEED RE-PURCHASE SCHEME FOR OVERSEAS VISITORS.

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

FOR SALE—continued

ROLLS-ROYCE, Sept. '55, James Young, owner-driver limousine, low mileage, believed genuine, mechanically and interior excell., paintwork rather shabby hence low asking price £1,250. Tel. Sandbach (Cheshire) 417. [3921

1,800 c.c. M.G.B. engine, 1964, complete and with tachometer and drive, very carefully run in, 10,000 miles only and guaranteed perfect; strip inspection if required. £90. Thomson, Forge Cottage, Fenstanton, Hunts. St. Ives 2534. [3922

RENAULT 8 h.p. Saloon, 1939, instruction book etc., not used for 12 months, ideal for rebuild. £35 ono. Evenings, Bournemouth 46810. [3923

BORGWARD ISABELLA T.S. convertible, lhd, radio, new tyres, good engine, etc. but needs respray etc., 1957/8 model. £100 Evenings, Bournemouth 46810. [3924

MAGNIFICENT SUNBEAM Mk III (Aug. '55) for sale, 54,600 miles only; one of the finest examples of this sportsman's saloon, in gleaming white with a host of extras including o/drive, taxed and tested. £195 ovno. Southend 76341 (Essex). [3925

1962 BUCKLER, flame with black pvc hood, spare set fitted wheels, tonneau, full instrumentation; sensible cash offers around £150 from genuine enthusiasts/callers only please. Further details, Tel. CHE 1300, afts./eves./w-ends. [3926

TR3, IMMACULATE cond., h/s-tops, o/drive, w/wheels, recon. engine, new trim, rear seat. £250 or exchange 4 seats. 7 Egdon Drive, Luton. Tel. 24761. [3927

RILEY NINE Falcon, 1936, excell. cond., resprayed, rechromed, engine overhauled, some spares. £55 ono. 5 Chilbolton Down Farm, Nr. Stockbridge, Hants. [3928

M.G.A., 1956, beautiful cond., new engine 10,000 miles, Xs, htr., sliding screens, spot, washers, tonneau. £250. Sunbury 4828. [3929

TR ENGINE, 1,991 c.c., 90 bhp, in good order, complete with carbs., manifolds, starter motor, dynamo; suit Vanguard. £25 ono. R. Morris, 8 Minster Rd, Stourport 3288 (business), Great Witley 335 (home). [3930

M.G. TA, recon. engine, new exhaust, clutch, brake linings, oil seals, very good bodywork and hood. £95. Tel. Ingham, Cockfield Green 437 (W. Suffolk). [3931

ALVIS CRESTED EAGLE engine £25. Silver Eagle crash gearbox £10. A7 fibreglass special, engineless £50. Squariel engine £10. ENV 75 gearbox £10. Haywards Heath 2823. [3932

ALEXANDER TURNER, 1962, only 23,000 gentle miles, bags of extras; a real bargain at £320 ono. Tel. Dr. Reitzik at EAL 3541 during office hours. [3933

BOND EQUIPE 2 plus 2 GT. Brand new (unregistered), works mileage, cherry red, Cinturatos (5), 2 Delaney Galley harnesses, special black leather adjustable headrests, fitted shaver, oil and ammeter gauges, Carello Iodine spot, Haida spot, twin reversing lights, Ferrari wood rim, extinguishers, racing mirrors, rubber mats, interior temp. gauge, aerial 100in. tele., and u/seal. Cost £946. Sell for £840 ovno, or exchange for best hairy Lotus 7 or Super 7 of £4-500 value plus cast/H.P. arrangement. West Sussex area. (Tame 21st present.) Box No. 1356. [3934

MERCEDES 190 SL, 1957, immac. mechanically and bodily, one owner. £650, or exchange saloon/estate. Box No. 1357. [3935

1961-62 3000 AUSTIN HEALEY BN7, o/drive, wire wheels, leather, h/s-tops, tonneau, immac. cond. £450. Roberts, 25 Keats Close, Cwmbran, Mon. [3936

COMPLETE MINI unit with twin carbs. and manifold. £30. 24 Sylvan Ave, Birmingham 31. [3937

TRIPLE CARB. Mini eater, '51 A.C. 2 litre, 2-door, 5-seater, clean and sound including htr. Phone her up or come and meet her, at 64 Bawnmore Rd, Rugby. Tel. 2736. [3938

VOLKSWAGEN KARMANN GHIA, 1960; colour mango, low mileage, regularly serviced. £450. Tel. Maidenhead 28409. [3939

JOWETT JAVELIN, 1951, taxed, MoT. £70. Quicke, Norfolk Cres, Aldridge, Staffs. Tel. Aldridge 51105. [3940

WOLSELEY HORNET 14 h.p. special; engine, gearbox and back axle. £20. Rickards, Hoath Farm, Canterbury. [3941

WANT AN immac. Triumph Spitfire and/or have a 1963/64 sun-roof VW? See "Exchanges". [3942

VOLVO 1225, 1959, blue and white, excep. cond., wood rim steering wheel, seat covers; offers 90 mph motoring at 30 mpg. £360 ono. Tel. Radlett 5385. [3943

PORSCHE 356B, excell. cond., many extras including radio. £750 ono. Guildford 2054. [3944

MORGAN PLUS 4, 1965, B.R.G., wire wheels, bucket seats, wood rim, htr., 7,000 miles. £720. Tel. Upton-on-Severn 179. [3945

1936 MORRIS 10 h.p., original cond., sunshine roof. £50 ono. Details, 59 Cumberland Rd, London E13. [3946

ROLLS-ROYCE. Sir Henry Royce's prototype Phantom II Continental by Barker will be sold by Sotheby's on November 5th at Earls Court. [3947

M.G. TD, 1953, outstanding cond., used as second car. £320, complete with many extras. Photographs and full details on request. Birmingham, ACOcks Green 1054. [3948

M.G. Y, 1¼ black saloon, outstandingly good order, MoT. £80 ono. 120 Unthank, Norwich. [3949

ALPINE, 1960, moonstone, hard and soft tops, o/drive, wire wheels, 5 Xs, htr., recon. engine, extras. £395. Bishops Stortford 2692. [3950

1963 SAAB Model 96, white, 28,000 miles, fitted Webasto folding roof, excell. cond. throughout. £550 ono. Tel. Littlebourne, Kent 339 after 6 p.m. [3951

VOLKSWAGEN, 1957, de luxe (1958 model), regd. UK 1963. lhd. £195. Major MacWilliam, 14 Beech Close, Walton-on-Thames. Tel. Walton 22743 after 6.30. [3952

ASTON MARTIN, 1955, DB 2/4 d/head, haze blue, excell. cond., 4 new Cinturatos; history. £575 ono. Evans, St. Albans 55371 (weekends). [3953

100 MPH, 25 mpg, 6 seats; Pathfinder in superb nick with everything working, including o/drive. Exchange (or sell) for large estate similar cond. Chalfont St. Giles, Bucks, 2906. [3954

PORSCHE 1600, 1956, maroon, Telefunken radio, maintained by A.F.N., £350. Riley 1.5, 1959, maroon, good cond. except for tyres, £225. M.G. 1100, reg. 1965, white/grey, Speedwell alloy head, exhaust system, recoil belts, l/grid, £575. Maidenhead 27802. [3955

1918 VINOT DEGUINGAND 4-seater tourer, 15.9 hp, excell. cond.; only known model; realistic offers; view by appointment only. C. H. Smith, 24 Lansdown Rd, Sidcup, Kent. Tel. Footscray 3137. [3956

4¼ 1936 BENTLEY, Vanden Plas pillarless saloon, excell mechanics; paint, interior average; MoT May 1966. £200 ono. 111 Gill Royd Lane, Linthwaite, Huddersfield. Slaithwaite 2371. [3957

FOR SALE—continued

TRIUMPH SPITFIRE, 1964, white, radio, htr., tonneau, belts, etc., superb, 14,000 miles. £540. Tel. Watford 41733. [3958

1949 SINGER Roadster, completely rebuilt, new engine Dec. '62, approx. 10,000 miles. Offers. 22 Conway Rd, Hylton Castle Est., Sunderland. [3959

1959 AUSTIN Sprite Mk. I, lhd, engine 15,000 miles, German or British registration, owner emigrating. £160. Tel. Brough, East Yorks. 667637 after 6. [3960

1932 HORNET Special, partly rebuilt; must sell. £70 ono. Smith, 82 Thetford Rd, New Malden, MAL 1604 evenings. [3961

M.G.A. 1500 Roadster, 1957, white, Xs, excell. cond. £300. 73 Heywood Boulevard, Thingwall, Wirral, Ches. [3964

RARE RILEY 9 Ascot, 1932, 2-seater, dickey, Alby body, excell. hood, renovated mechanically; spare engine. Bannister, Melbourn Rd, Royston, Herts. [3965

RILEY, 1948, 2½ litre open tourer, extensive overhaul and respray 1965. £200 ono. Can be viewed at Shirley, Warks. Ring Mr. Hall, Shirley 2215, 10 a.m.-4 p.m. only. Genuine bargain. [3966

PORSCHE 1500, Reg. 1957, engine and transmission overhauled, Xs, diaphragm clutch, resprayed silver. Lee, 14 Hollytree Close, Inner Park Rd, SW19. GIB 3786 after 7 p.m. £250 ono. [3967

PACKARD CLASSIC, 1937, limousine, 7-seater, 5½ litre, 32 shp. Best offer. 21 Quarry Park Rd, Cheam, Surrey. [3968

1934 CHRYSLER 20 h.p. gangsters' saloon, one family since new, wonderful cond., maintained regardless of cost. £60. "Al Capone", 39 Manor Rd, Borrowash, Derby. Tel. 61945. [4036

1952 RILEY 2½, very sound throughout, engine completely o/hauled, htr., good tyres, taxed, MoT. £125 ono. Well worth seeing. Bickerstaffe, Ham Hill House, Powick, Worcs. [4037

M.G. TA, 1938 Tickford. Yes! Tickford. Appearance/performance constantly admired, excell. throughout, white, recent hood. £145. Hillary, Brook Cottage, Easton-in-Gordano, Nr. Bristol. Tel. Pill 2598. [4038

SPITFIRE, 1963, navy blue, radio, htr., s/belts, u/seal, tonneau, immac. Will haggle around £450. Tel. Thanet 52445. [4039

SOUND AND SEXY, M.G.A., 1957 (Nov.), white/black, Gold Seal engine, htr., badge bar, twin spots, tonneau, carrier, Xs; immac. respray. £245. Going abroad—honest! 10 Underwood Rd, Birmingham 20. [4040

M.G. TD II, 1952, autumn red, restored to concours cond. at great expense; full details on request. £375 ovno. Genuine enthusiasts please. Box No. 1380. [4041

H.R.G. 1100 (1946), good cond., spare engine and gearbox parts; history and MoT; owner emigrated therefore must sell. Offers around £275. Box No. 1377. [4042

1958 **PORSCHE** 1600 Super, new A.F.N. engine, blue, immac. £575. Worswick, Brunlea, Simonstone, Burnley. [4043

1965 **T.V.R.** Griffith, 285 h.p. engine, 4-wheel discs, red. £2,000. Worswick, Brunlea, Simonstone, Burnley. [4044

1927 **BENTLEY** 3 litre Speed model, B.R.G., attractive Corsica 4-seater d/head, new hood, tonneau, hood bag; resleeved approx. 3,000 miles ago; good tyres, original instruments, same owner 11 yrs., now acquired 4½. £1,000. Croxson, Woodend, Welcomes Rd, Kenley, Surrey (Uplands 0770). [4045

RILEY 2½ LITRE, Aug. 1953, immac. appearance and very sound mechanical cond.; a real bargain for the enthusiast at £185. Seen by appointment only. A. C. Butler, 20 Park View Drive, Belfairs Estate, Leigh-on-Sea, Essex. Tel. Southend 525912. [4046

AUSTIN HEALEY 3000 Mk. 3, white, o/drive in 3rd and 4th, radio, extras, 1 year old, 12,000 miles. £880. Bordon 355. [4047

MINI OGLE SX1000, silver grey, 1963, 24,000 miles, one owner, immac. inside and out, extras include Weber, modified head and servo, new gearbox. £495. Dr. Langdon, Fulmer 198. [4048

RARE M.G., 1935 KN pillarless saloon, believed one of six left; engine good, bodywork needs attention. £60. Also M.G. TC, rebuild almost complete, needs respray, re-wiring, finished in primer, fitted TA type MPJG engine, also rebuilt. £120. Dowley, Battlefield, Shrewsbury. [4049

CONCOURS WINNING 1928 Morris Cowley 2-seat tourer with dickey, recent mechanical o/haul costing £120, all bills available, superb original cond., new hood, absolutely rust-free body. £200. Two De Dion Bouton 6 h.p. 1904 engines (£45 each). 1908 2-cyl. De Dion Bouton (£45). 1900 De Dion Tri-bike engine (£40). 1903 Coronet engine (£35). Large collection veteran horns including boa constrictors, oil and acetylene lamps; manual/electric klaxons, GWK and Bullnose radiators, several mascots, many vintage motoring books. Box No. 1378. [4050

1954 JAGUAR XK120 Special Equipment Roadster, w/wheels, C-type engine, radio, htr., near concours (very near). £300. Box No. 1379. [4051

FOR SALE, DB2 Aston Martin, good cond., recon. engine 7,000 miles ago. £350. Northwood 21675 evenings. [4052

TRIUMPH SPITFIRE 4, 1963, beautiful cond., wood rim steering wheel, Maserati horns, radio, etc. £440. Chalfont St. Giles 2487. [4053

BUGATTI TYPE 44, completely restored, unique Italian Grand Sport body; no dealers. Box No. 1381. [4054

NO ABOUT-BUSH BEATING. 1 x TR3 (1958). Mechanics, good (o/drive); body, poor; price £240. Wales, 1 Hopwood Bank, Horsforth. [4055

LOTUS SUPER SEVEN, 1,340 c.c., all equipment, including new set Dunlop racing tyres, 5.00 L, 6in. rims; careful 10,000 miles; sprayed metallic grey; getting married next month so must sell. Start haggling £450. Tel. Newbury 3350 (Berks.) evenings. [4056

1172 SPECIAL, registered 1963, taxed, insured. £70 ono. 216 Harwood St, Darwen. [4057

ELITE, £475. Fitted Climax engine with stage II equipment; this Lotus is immac.; note reasonable price. 1 Highcliffe Rd, Two Gates, Tamworth, Staffs. [4058

1930 ROLLS-ROYCE 20/25 f/head coupé by Park Ward; only 3,000 miles since complete engine rebuild, recent respray, only minor details needed to complete the restoration of this attractive and rare little car. £750 ono. Box No. 1382. [4059

DAIMLER BARKER 1952 Special Sports d/head, new works engine including carbs., coil, distributor, dynamo and fluid flywheel fitted, 2,500 miles since; new works diff. fitted last month; new hood and excell. c/work; a lot of money has been spent in preserving this unusual specimen which is now fit for a further 60,000 miles; bills available. £350 or near offer to agents. Mr. Staunton, Randolph Motors, Lissenden Gardens, Highgate. Tel. Gulliver 3606. [4060

THE CHEQUERED FLAG

NOTTINGHAM
Used Cars

1962 ASTON MARTIN DB4, Vantage, Dubonnet red, deep blue interior; wire wheels, Cinturatos, Motorola radio; full history ... **£1,985**

1965 AUSTIN HEALEY 3000 Mk. III convertible, B.R.G., black interior; o/d., wire wheels' htr., tonneau, SP41s, headlamp flasher, Cibie headlamps, spotlights **£995**

1964 ALFA ROMEO Giulia Spyder, red, beige trim; radio, Cinturatos, discs; one owner **£985**

1963 DAIMLER SP250, maroon, beige trim; C. Spec., hard- and soft-tops, tonneau, RS5s; one owner **£825**

1964 M.G.-B, B.R.G., black interior, wire wheels, radio, tonneau cover, heaters, Cinturatos **£785**

1964 M.G.-B, blue with blue interior; wire wheels, heater, SP41, seat belt **£775**

1964 SUNBEAM Alpine Mk. IV GT. Royal blue, blue interior, tonneau, heater, o/d., one owner **£775**

1963 AUSTIN HEALEY 3000 Mk. II, blue/ivory, blue leather int., o/drive, wire wheels, wood-rim wheel, heater, racing wing mirrors, door locks, RS5s **£745**

1962 LOTUS Elite, Special Equipment, ZF gearbox, servo discs; white, silver roof, black trim **£745**

1965 AUSTIN HEALEY Sprite, Riviera blue, blue int., htr., tonneau cover, wire wheels, one owner, 2,595 miles; undersealed, anti-roll bar **£575**

1964 AUSTIN HEALEY Sprite, Riviera blue, blue interior, heater, tonneau, one owner **£545**

1964 AUSTIN Mini-Cooper S, 1,071 c.c. Green, white top, green interior; twin spot grille, bonnet lock, wing mirrors, SP tyres, seat covers, radio, Cibie lamps **£545**

1963 TRIUMPH Spitfire. Conifer green, black trim; heater, tonneau, Cinturas, disc brakes **£495**

1963 TRIUMPH Spitfire, red, black trim; htr., tonneau, wing mirrors, rev. light, disc brakes **£495**

1961 AUSTIN HEALEY 3000 Mk. II, primrose, black interior; o/d., wire wheels, tonneau cover, 2/4-seater, heater **£495**

1963 M.G. Midget, 1,098 c.c., green, black int. htr., twin spots, wing mirrors, rev. light ... **£495**

1962 M.G. Midget, red, red trim; htr., tonneau, wing mirrors. Good history **£395**

1955 JAGUAR XK140 f.h.c., B.R.G., grey int.; overdrive, power brakes, twin spotlights, adjustable steering column **£295**

1956 TR3, red, black int., black hard-top, heater, wing mirrors, excellent value **£245**

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ARKWRIGHT STREET. TEL. 89282

CHISWICK
Used Cars

1963 (Oct.) M.G.-B, red, red int.; o/drive, wire wheels, htr., tonneau, wood-rim steering wheel, Selectaride, SP41s, balanced unit, twin spots; one owner **£675**

1965 EXPORT HERALD Convertible, red, black trim, R.H.D., 12/50 engine, discs, heater, tonneau; one owner... ... ... **£645**

1965 M.G. Midget Mk. II, white, red interior; heater, tonneau; low mileage **£595**

1964 SPITFIRE, Wedgwood, hard- and soft-tops, tonneau, wing mirrors, luggage rack, seat cover, ammeter, wheel trims, mirrors, Helphos **£565**

1964 SPITFIRE, white, hard- and soft-tops, black interior; one owner... ... ... **£565**

1963 AUSTIN HEALEY Prototype, white with blue stripe, M.G.-A 1,622-c.c. engine, wire wheels, wood-rim wheel. Very fast **£545**

1964 SPRITE Mk. III, white, red trim; wire wheels, htr., screen-washers, tonneau; one owner **£545**

1964 SPRITE Mk. III, red, black trim; heater, tonneau, racing wing mirrors, rev. light ... **£545**

1963 SPRITE Mk. II '1100', hard-top, heater, mirrors, disc brakes; red with black interior **£485**

1963 SPRITE Mk. II 1100, red, red trim, htr., tonneau, wing mirrors, seat belts, disc brakes **£465**

1962 SPRITE Mk. II, wood-rim wheel, seat belts, Cinturatos, wing mirrors; Healey blue with dark interior, tonneau **£435**

1960 AUSTIN HEALEY 3000, dark blue; hard-top, wire wheels, overdrive, Restar seat, wood-rim wheel, soft-top, flasher, Cinturatos, wing mirrors, twin spots, rev. lamp **£425**

1963 ELVA Courier III, B.R.G., black trim; tonneau, discs, heater; one owner **£425**

1963 (Nov.) TRIUMPH Herald 12/50, cherry red/white, red interior; heater, discs, Michelin 'X' rear, Weber carb. **£425**

1963 LOTUS Seven, 1,000 c.c., Taurus head, twin S.U.s, Turbospeed Mk. IV **£415**

1960 M.G.-A f.h.c., red, black trim; mirrors, luggage rack, twin spots **£395**

1962 HERALD Convertible 1200, grey, red interior; heater, tonneau **£385**

1962 HERALD Convertible 1200, red, blue interior; mirrors, heater, wood-rim wheel, oil-pressure and water-temp. gauges, discs front, tonneau cover **£375**

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1932 M.G. J1, 4-seater, excell. running order, perfect bodywork, new hood, rare model, MoT, also spares. £75 ono. Farnborough (Kent) 52964. [3808

M.G. PA, 1935. Loss of accommodation (for car) means first offer of good home and £85 secures. Tel. Chichester E6364 office hrs. [3809

PAIR FIRESTONE Town and Country tyres and wheels, 5.60 x 14, suitable Riley 1.5 etc., excell. cond., nearly new, £8 the pair; set of 5 Michelin X tyres and tubes 5.90 x 15, excell. cond., nearly new, £20 the set. Tel. Chalfont St. Giles 2024. [3810

1965 MAY TR4A, red/black trim, overdrive, w/wheels, radio, htr., Dunlop SP3 tyres, taxed, woodrim wheel, mirrors, etc. Offered £950 or exchange sound E-type. Contact B. Manning, 358/64 London Rd, Mitcham, Surrey. Tel. MIT 1171. [3811

1928 PHANTOM 3, very original hearse. 1929 Morris Minor. Will anyone offer £330 for 3 Phantom hearses in good cond. (2 1929, 1 1930), delivery arranged? Ring Skipton 2561. [3812

AUSTIN HEALEY 100/4, 1955, white, overdrive, w/wheels, re-wired, extras; used daily. £225 ono. Davies, 1b Southbourne Rd, Bournemouth. Tel. 33301 (office). [3813

ROLLS-ROYCE f.h. coupé, 1926, 20 hp, blue cellulose, grey hide interior (all mint), polished aluminium bonnet, mascot, handbook, taxed and tested, better than gilt-edged at only £675. William Goodsall, Flat over 1470 London Rd, Leigh-on-Sea, Essex. [3814

1928 AUSTIN 7 top hat saloon, good cond., taxed. £150 ono. Southend 72148. [3815

1¾in. TWIN SU carbs. (new) and inlet manifold complete for 3.4 Jaguar. £15. Mr. Boon, "Elmfield", Clarborough, Nr. Retford, Notts. [3816

I HAVE in my possession one of the most unusual cars in this country. It is a professionally built Mercedes-Benz 170VA special. Finished in bright red, the aluminium body was designed on similar lines as the famous 12/28 M.B. 36/220S. The 1,800 c.c. side valve engine is recon. and I have another engine, gearbox and r/axle as spares. MoT till 29.9.66. 4 new tyres. Offers around £140. R. Duncalfe, Weybridge 45754. [3817

MINI TRAVELLER, 1963 model, 23,000 miles, stage II Downton head, Fish carb., oil cooler, special brakes, large exhaust, silent travel, 90 mph, immac. Fiesta yellow/wood battens; used as second car. £365. Windsor 64179. [3818

1955 SUNBEAM Mk. III, overdrive, floorchange, radio, htr., rev-counter, new Xs, 100 mph plus, resprayed metallic silver blue, not been used since 6 month renovation, excell. cond. £200. Romford 40540. [3718

LOTUS CORTINA (Oct. 1963), new r/axle and adjustable s/a fitted 1 month ago. £600 ono. Tel. Hatfield 2080. [3820

1934 ALVIS FIREFLY, body by Ellis of Coventry, mechanically OK but body rotting away, laid-up at 86 Newmarket Rd, Norwich. Owner, Briscoe, Holmes Cottages, Letchmore Heath, Nr. Watford. Tel. Radlett 6952. [3822

RILEY KESTREL Big 4, excell. cond. throughout, probably the finest Riley of this type in existence. Tel. Warrington 61959 after 7 p.m. Walker, The Willows, Knutsford Rd, Grappenhall, Warrington. [3823

ALVIS 12/60 sports saloon, superbly recond., handsome, unique. £150. Oundle 3341 (Northants). [3824

A FEW Triumph TR and M.G. TA parts remain at sensible prices, including recond. TR3A engine (2.2 litre) and gearbox; T.A. chassis and front axle, etc. List available SAE. Box No. 1342. [3825

TRIUMPH SPITFIRE, 1964, 7,000 miles, red, htr., s/washers, undersealed, in first class cond. £500 ono. Box No. 1343. [3826

RILEY 1½, 1947, 40,000 miles, grand cond.; available to enthusiast at £135; view Durham. Box No. 1344. [3827

REGISTRATION NUMBER LKF 27. Offers to Box No. 1345. [3828

1904 V.C.C. dated Humberette 2 seater, very good cond., newly repainted; entered for this year's Brighton. Best offer over £1,750. Replies to Box No. 1347. [3829

DAMAGED! 1963 JAGUAR Mk. II 3.8, fitted o/drive, wire wheels; damage to o/s front. £245. Box No. 1348. [3830

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A.C. 2 LITRE saloon, 1953, well maintained, taxed and tested. £105. Primrose, 53 Pettits Lane, Romford. RO 66306. [3832

STANDARD AVON SPECIAL, 1929, open sports; rare model; good mechanical and body cond., taxed. £65 ono. Clark (work) CHA 9080, (home) Haslemere (Surrey) 2186. [3833

XK140 (1956), fhc, excell. con., full C-type engine recon. 5,000 miles ago, high comp. pistons, o/drive, htr., radio, etc. May be seen evenings and weekends, SE London. FN 56978. £275 ono. [3834

TR3A 1961 hardtop for sale. £20 ono. Tel. Tunbridge Wells 27484. [3835

SPITFIRE, Dec. '63, o/drive, twin-choke Solex, 4-branch manifold exhaust, Cinturatos, h/s-tops, tonneau, radio, s/belts, immac. £550 ono. Deveson, 19 Trafford Rd, Norwich. [3836

BUCKLER-FORD, 1959, Mk. II Consul engine (1,703 c.c.), extensively modified, 4-speed M.G. gearbox, Ashley body with detachable h/top, recently resprayed. £150 ono. Tel. Eaton Bray 566 after 7.30. [3837

PORSCHE 356A 1600, 1956 but looks years younger; radio, Xs, professionally maintained, mechanically and bodily faultless. £440 ono. Lindsay, TERminus 0275 (London). [3838

CORTINA ESTATE, Oct. '64, 1,200 c.c., 12,000 miles, green/white, £650, or p/exchange mid '30s Rolls-Royce 20/25; Austin Chummy Tourer, 1929, bench seat, well shod, good hood, host of spares including 6in. drum b/axle, taxed, £150; M.G. 18/80 Mk. I, 1929, special lightweight body, £70 engine bill 2,000 miles ago, mechanically good, £100. Photos on request. Vernon, Hillside, Baltonsborough (381), Glastonbury. [3839

CMJ 1, 1939 Rover 16, Tickford d/h coupé by Salmons; a custom-built motor car in superb original cond., 70,000 miles. £250. E. A. S. Houfe, Gates House, Ampthill, Beds. Tel. Ampthill 2115. [3845

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BENTLEY 1934 3½ litre with beautiful 3-position d/h coupé coachwork by Thrupp & Maberly; this is one of the really rare ones and will turn heads anywhere; excell. mechanics including blower and finished in light blue with contrasting blue trim. £650 ono. P/exchange considered. Ashton-under-Lyne 1113 (Nr. Manchester). [3841

VINTAGE 1930 Humber 16/50 tourer, concours cond., really beautiful, must be seen, frequently placed in concours; lack of space reluctantly forces sale at £365 ono. Hardman, Woodfield House, Woodplumpton, Preston, Lancs. Catforth 402. [3842

ROLLS BENTLEY, 1935, Hooper alloy 4-door d/h, hood is concealed under panel when folded giving outstanding sweeping line; complete chassis overhaul 40,000 miles ago; one family car since 1937; handbook. Box No. 1351. [3843

ROLLS, 1936, 25/30 Barker sports saloon, black/grey. About £450. 2 Beach Green, Shoreham (3311), Sussex. [3844

DAIMLER 104 sportsman's saloon, power steering, radio, htr., walnut fillets and picnic tables, 150 bhp, fluid flywheel, 28,000 miles, long low lines, exceptional, but must part; colour photos available. £750 or offer. TULse Hill 5294. [3846

1963 MINI COOPER, htr., washers, belts, Konis, w/mirrors, reversing light, tachometer, air horns, rake adjuster, Xs; emigrating. £315. 40 Gloucester Ave, Slough, Bucks. [3847

FIVE 15in TR wheels, new 4 months, 2,000 miles only, fitted Continental radials and tubes. £6 each complete. Service House, 27 Palmerston Rd, Boscombe, Bournemouth. [3849

1962 FIAT 1500 saloon, top performance with economy. £550. Pitts, Thornlea, The Crescent, Menston, Ilkley, Yorks. Tel. Menston 3938. [3850

WADE SUPERCHARGER, with SU carb., gauge and fittings for Dauphine; suitable any engine up to 1,200 c.c. £20. Wood, 5 Rokeby Drive, Newcastle-on-Tyne. [3851

1921 G.W.K. 4-cyl., 4-seater, complete but needs restoring; another similar 90 per cent complete for spares or sold separately. 1936 S.S. Jaguar 2½ litre, running, MoT, not taxed. 1936 Ford 8, any offers? 1952 Alvis TE 21 3 litre, MoT and taxed to Jan. '66, in fair order; also another less gearbox for spares, £25 the two or offers. Gray, Great Beere, North Tawton, Devon. Tel. N.T. 396. [3852

1929 MODEL Humber, touring sedan, sliding head, twin spares mounted in wings, 99 per cent original and in superb cond. £295. Tel. PAL 5276. [3853

1954 SUNBEAM-TALBOT 90 Mk. IIA convertible, excell. cond.; can be seen Brighton. £110. Box No. 1352. [3854

FORD 1928 Model A 4-door saloon, admired wherever it goes, mechanically sound, bodywork wonderful; can be seen any time without obligation. W. H. Lee, 12 Westfield Terrace, Undercliffe, Bradford 2. P.S. Nobody under 30 years need apply; reason for sale old age, 82 years. [3855

£645. IMMACULATE TR4, Oct. 1963, green, 31,000 miles, u/sealed, 5 Cinturas 10,000 miles ago, meticulously maintained, major service by Triumph Jan. 1965. H.P. available. Extra for Philips 5-button radio (if required) £22; black custom made tonneau £8. Kirkham, Lark Street Works, Bolton 21027 (office hours). [3856

FRISKY SPORTS, 1960, with reg. No. OCH 1, nice cond. £70. 77 Parkside, Belper, Derby. Belper 2807. [3857

TWO 600 x 16 Avon Turbo-speeds, 500 miles, £5 each. 249 Wellington St, Long Eaton, Notts. [3858

SAAB 1964 model, one owner, belts, Cinturatos, immaculate. £515 ono. H.P. arranged. Endicott, 54 Chandos Ave, Ealing W5. [3859

AUSTIN 750 special, highly modified, hydraulic brakes; must sell. Allsop, 61 Longmoore Rd, Halesowen, Birmingham. [3860

BRISTOL 400, 100 B engine and gearbox fitted by Bristol, history known. £120. Tel. Bearwood 1446. 170 Lightwoods Hill, Smethwick 41, Staffs. [3861

BENTLEY 4½ litre, 1951, grey saloon, owner going abroad. Best offer accepted. SHO 8822. [3862

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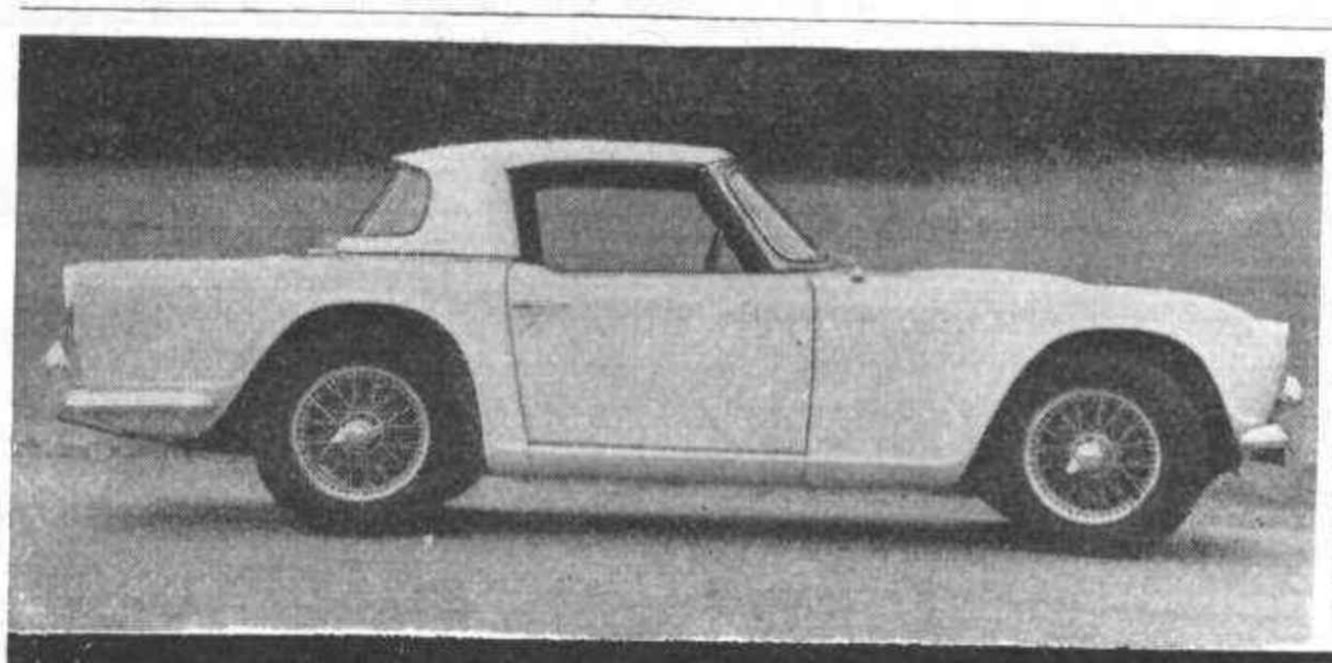
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ASTON MARTIN DB2.4, 1956 Mk. II. Duo green/green trim, fitted radio, heater, Pirelli Cinturato's, a beautiful car to drive **£595**

ASTON MARTIN DB2.4, 1955. A magnificent example, property of well known sportsman, Regal red, light tan leather, disc brakes, must be tried ... **£545**

MORGAN Plus 4, 2-seater, 1956. A delightful car, property of local car club secretary, unmarked in B.R.G., recent bills available, radio, heater... ... ... **£295**

PORSCHE 1600 Cabriolet, 1957. White with black leather, excellent shape for year, bills available for complete overhaul, excellent value **£495**

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M.G. Midget Mk. II, 1965. One lady owner, 2,000 miles only, hasn't been used for months, white/black trim, heater, tonneau etc. **£595**

M.G. Midget Mk. II, 1964. One owner, 9,000 miles, immaculate in B.R.G., tonneau, heater, chrome luggage carrier, turbo discs **£565**

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LOTUS Cortina, 1964. One owner, low mileage, fitted radio, heater, twin spots, etc., a really wonderful performer **£665**

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MERCEDES 300SL Roadster, 1958. A lovely specimen of this all too rare car, and truly a great motoring experience, cost £5,500 ... ...**£1,695**

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AUSTIN HEALEY 3000 2/4-seater, 1960. Ice blue/white, hard- and soft-tops, overdrive, wire wheels, Pirelli Cinturato's, woodrim wheel, tonneau, spotlight, etc. **£475**

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AUSTIN HEALEY 3000 convertible, 1964 series. A real eye-catcher, in Fiesta red with black trim, and how it motors, wonderful value... ... ... **£695**

AUSTIN Mini Cooper, 1964. A delightful one-owner example in white with black top, fitted Dunlop SP tyres and heater, etc., value at **£415**

AUSTIN Mini Cooper, 1963. A superb local car in green/white top, heater, new Dunlop C41s, complete overhaul, regardless of cost **£375**

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TRIUMPH Spitfire, 1963. A magnificent one-owner car in Jonquil yellow, black trim, fitted radio, heater, rear seat, twin spots, luggage carrier **£495**

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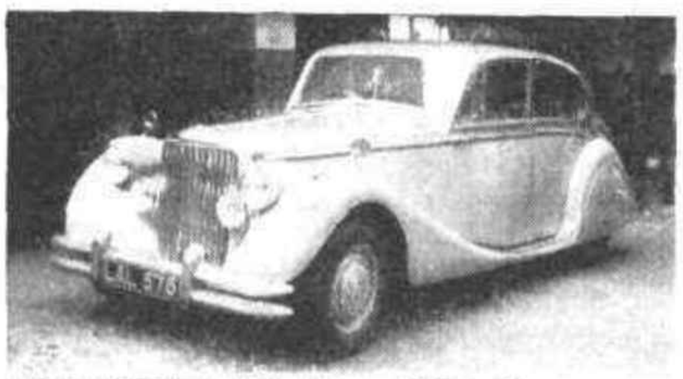
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RED SAAB 96, 1962, SPs, Konis, belts, 32,000, vgc. 425. 2 Maple Ave, Blaby, Leicester. [4063

ALVIS TA21 Tickford convertible, 1951, £200. Skoda Felicia convertible, 1962, £300. Both very good. Wanted, Fiat 600 or Volkswagen. Swanley (Kent) 3400. [4064

1964 **ALFA ROMEO** Giulia Sprint, 1,600 c.c., 5-speed, finished dark blue/grey interior; incredible cond. throughout, 9,000 miles only, fitted Webasto roof, wind deflector, push button radio, Cinturato tyres; one careful owner from new and regularly serviced by main agents; must be the finest Sprint available today having cost £2,050 when new. H.P. £995, part ex. considered. P. Yates, Paddington 1478 daytime, Cunningham 2066 after 7 p.m. [4065

1927 **TALBOT** 14/45 saloon, bodywork immac., engine needs attention. Alexander, 66 Tile Hill Lane, Coventry. [4066

BENTLEY R TYPE, dark green, brown upholstery, manual gearbox, new tyres, excell. cond., 90,000 miles, taxed, £680. Alpine series IV, forest green, black upholstery, w/wheels, o/drive, under 5,000 miles, taxed July 1966, £745. Pirelli Cinturato tyres and tubes, 155 x 44, set of 4, £5 each. Dunlop Gold Seal, 590 x 14, 2 only, £4 each. Bennett, 42 Welbeck Ave, Highfield, Southampton. [4067

REGISTRATION NUMBER for sale, PHU 3. Offers. Box No. 1384. [4068

3000 **HEALEY,** o/drive, w/wheels, wood rim steering, tonneau and other extras, sound cond. all round; insurance assistance. £415. Tel. Cheltenham 22065. [4069

M.G.B. a/r bar and fittings, 30s. Two 590 x 14 nylon tyres, nearly new, £5 pair. Boot rack, new, £4. Gt. Missenden 3429. [4070

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T.V.R. Mk. II, silver blue, 105E unit, twin carbs., w/wheels, htr. Cash only. £315 ono. Jarman, Tel. SWI 2613 after 7 p.m. [4077

1934 **SINGER** Le Mans 2-seater, 9 h.p., immac., engine o/hauled, balanced Laystall, very potent, many spares. £250 ovno. 1a Second Ave, Sherwood Rise, Nottingham. [4078

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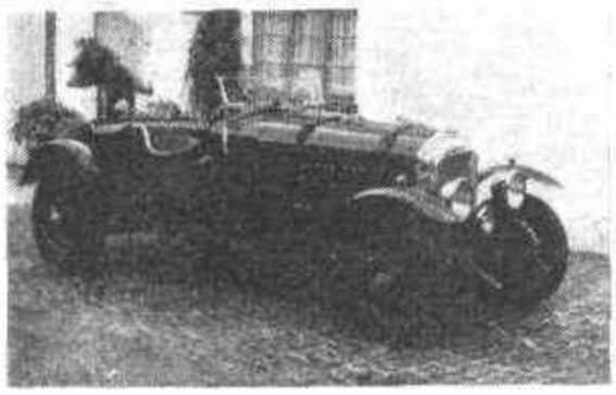
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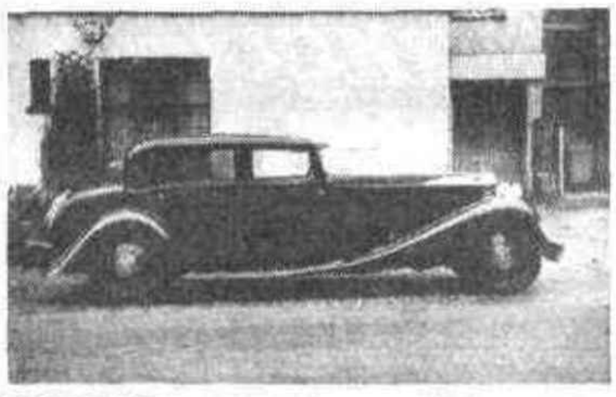
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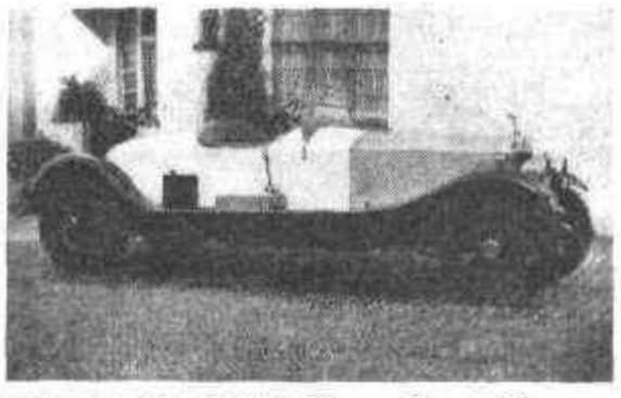
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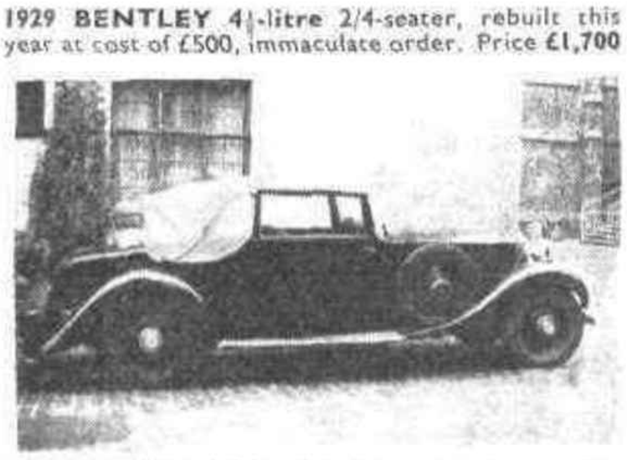
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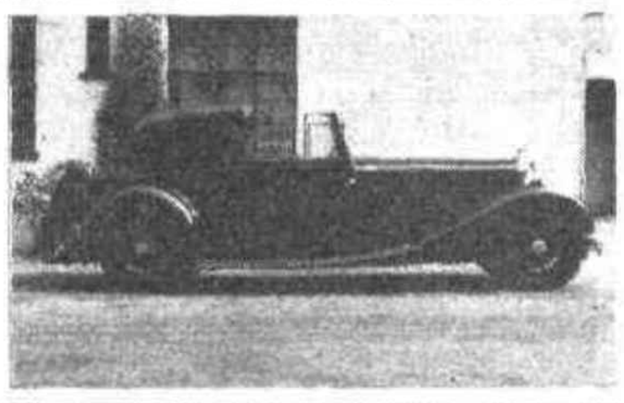
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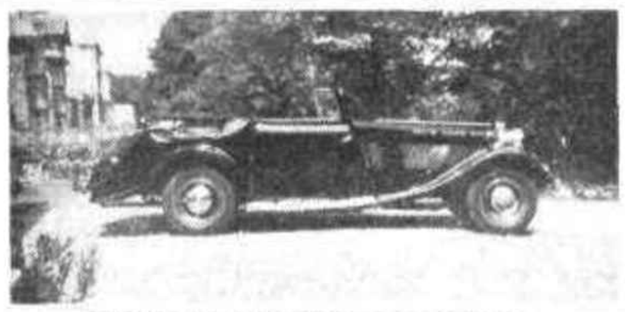
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PORSCHE SUPER 75, 356B, fh coupé, 1961, grey, Motorola, SP3s, belts, wonderful car. £895. Bloxwich 75046. [3900

ALLARD SALOON, 1950, bent wing and steering in need slight attention, restorable and towable. London. Please write Box No. 1354. [3901

M.G. TF, 1954; regretfully must sell excell. example, everything recond. 1,200 miles ago (bills), full weather equipment, split tonneau, htr., Xs, etc. £350. Tel. London PAL 1042. [3902

BREAKING G.D.3 A.40 Sports. All parts; very good 1,200 c.c. engine, 7,000 miles; twin SUs; manifold; auxiliaries; gearbox, etc. £30 the lot. Austin 7, good little special; Bowdenex brakes, alloy body; skimmed drums, new linings; new hood, £50 ono. 1948 Bentley 4¼ steel saloon; tatty body; mechanically fair; suitable rebuild or spares, £115 ono. Tom Fleetwood, 1 Stanway Rd, Shirley, Solihull, Warks. SHI 7355; Alcester 2498 after 7 and weekends. [3903

1900 de DION BOUTON, 4½ hp Vis-a-Vis Voiturette, 4-seater, mint cond. Harper, 121 Palatine Rd, Didsbury (2050), Manchester. [3904

SPRITE, 1959, white, h/s-tops, tonneau, radio, htr., wood rim wheel, Xs and many other extras, modified engine. £265 ono. Romford (Essex) 61910. [3905

FIAT 509A tourer, 1927, good running order and general cond., 3,000 miles since engine rebuilt, rewired, new hood. £175. MOU 5702. [3906

ALVIS 12/70 sound engine and gearbox complete £18. Rear axle £7. Other parts. Beer, Owenwood, Well Hill Chelsfield, Kent. Badgers Mount 381 after 6 p.m. [3907

AUSTIN HEALEY 3000 Sports Convertible, March 1965, blue/silver, dark blue hide, tonneau, htr., racing mirrors; hardly used by lady owner. £975 ono. Mrs. K. Gibson, Walton-on-Trent, Burton-on-Trent. Tel. Barton under Needwood 421. [3908

BUGATTI TYPE 57, 1938, Ventoux coach, two tone blue; engine, chassis body, extensively recond.; vivid performance; original hydraulic brakes. Offers considered. Black, The Elms, Knowsley, Prescot, Lancs. SIM 3866. [3909

M.G. TD, recond. engine, new hood, screens, immac., 1951. £200 ovno. Stone, AMH 8249. [3910

P100 HEADLAMPS, external fitting, 12in. diam., d/dip, perfect. £25. Box No. 1355. [3911

1932 STANDARD Avon Special, 10 h.p., fh coupé, one owner, very good cond., MoT. Nearest £100. Fox, 76 Bolling Rd, Ben-Rhydding, Ilkley, Yorks. [3912

MORGAN PLUS 4, 4-seater, 1958, connoisseur's cond. Tel. Stewart, Camberley 4581. [3913

VOLKSWAGEN, 1956, blue, recon. engine, extras, Xs. £160. Tel. ALTrincham (Cheshire) 2574. [3914

1929 AUSTIN SEVEN Chummy Tourer, excell. and original cond., cream with red rustic hood and interior, well shod, MoT. Best offer over £235. Ellor, 11 Rutland Ave, Poulton-le-Fylde. Tel. 4308. [3915

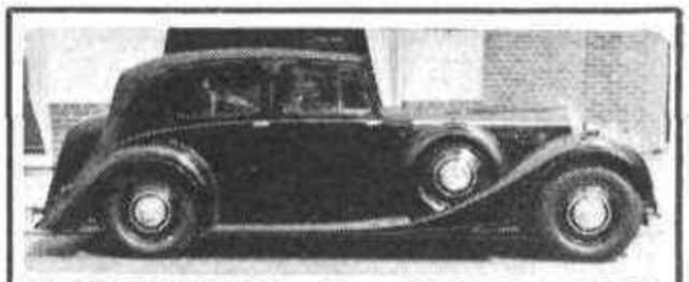
SUNBEAM ALPINE II, 1962. This excell. car with o/drive and h/top is a bargain. I will accept as little as £450 or near offer for quick sale, would consider exchange for 4-seater saloon. Spyvee, Monks Rise, Ludborough, Grimsby. Tel. North Thoresby 403. [3916

1924 ROLLS-ROYCE Silver Ghost, recently rebuilt with Barker torpedo tourer body, new nickel, tyres and full weather equipment, wheels checked and restoved, professionally coach-painted mid blue with black wings, 8in. mascot, klaxon, etc. Offers around £2,000 please. Prestbury 88140 (Cheshire). [3917

WRAITH 1953 Sedanca, Mulliner, gunmetal and silver. Rolls history and maintained, occasional seats, renewed grey leather, elec. division, rear blind and windscreen spray, 2-speed wiper, 2-speaker radio, htr., flasher and indicators, extremely elegant car. £1,375. MAC 9742. [3918

SUPERLATIVE 1956 Jaguar 2.4, 56,875 miles, o/drive, radio, r/mirrors, s/belt. £195 ono. Exchange XK140, TR3. Wimbledon 4542. [3919

F.J. ENGINED Mk. I A-H Sprite, 8,000 rpm, 80 bhp, 8 wheels, h/s-tops, tonneau, resprayed, ideal club racing. £290 ono. Newbury 1838 (evenings). [3920



1939 BENTLEY 4¼-litre HOOPER SALOON

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TRIUMPH TR4 roadster, 1965, one owner, late property of Standard Triumph executive, works maintained and superb throughout..... **£829**

TRIUMPH TR4 coupé hard-top, 1964, overdrive, push-button radio, safety belts, fog and long-range lamps, SP tyres almost new, "Ice Alert" with indicator lamp, low mileage; magnificent example..... **£849**

TRIUMPH TR4 roadster, 1964, in racing green and virtually "as new," overdrive, wire wheels, wood-rim steering wheel, Michelin 'X', white/black **£799**

TRIUMPH Spitfire sports, 1963, choice of four, white, red or green **£459**

TRIUMPH TR3A, 1960, sparkling car, red with white hood, fitted new Michelin 'X' tyres, fully reconditioned engine, heater, mirrors **£399**

TRIUMPH Vitesse convertible, late 1963, finished in dark blue; one owner only; fitted safety belts, heater; low-mileage example... **£499**

TRIUMPH Herald saloons. Ten examples in stock plus a convertible or two, full range of prices, big choice of colours, all guaranteed.



SUNBEAM Alpine Harrington, 1964, British Racing Green, fitted overdrive, wire wheels, push-button radio, Lucas Sealed Beam fog and long-range driving lamps; one owner example, magnificent car **£829**

SUNBEAM Alpine Harrington Le Mans, November 1961, overdrive, chrome wire wheels; first-class example, fitted with extras **£649**

SUNBEAM Alpine roadster with alternative hard-top, fitted radio, safety belts, mirrors; red with black top and trim; small mileage **£569**
We also have two 1962 roadsters in stock.

SUNBEAM Alpine GT hard-top, 1965, nominal mileage and as new, fitted overdrive, heater, mirrors, push-button radio, rev.-counter **£849**

SUNBEAM Alpine Series IIIA, prepared for the 1962 Monte and fitted many Rally accessories, overdrive, radio; real professional's car **£549**

SUNBEAM Rapiers, 1960/65, eight available, saloons and convertibles.

DAIMLER SP250, 1960, hard-top and soft-top model, dark green with beige trim; paintwork excellent, mechanically first class, well kept **£519**

DAIMLER SP250, 1964, super condition, owned and driven by accountant with high standards, who has just bought a 4.2 'E'-type Jaguar **£979**

AUSTIN HEALEY Sprite, 1963 (late), superior little car, weekended by and personally enthused over by our Sales Manager, one non-sporting owner now Mini-ing; white with red trim, some extras, good tyres **£449**



AUSTIN HEALEY Sprite Mk. I, 1961, an A.1 car bodily and mechanically, with new hood, top overhauled in August, excellent tyres, additional lamps, Irvin seat belts; white with black upholstery **£299**

AUSTIN HEALEY Sprites, 1959/63, eight other examples in stock.

AUSTIN HEALEY 3000 4-seater sports convertible, 1963, 20,000 miles, revised windscreen and hood, wind-up windows; outstanding **£729**

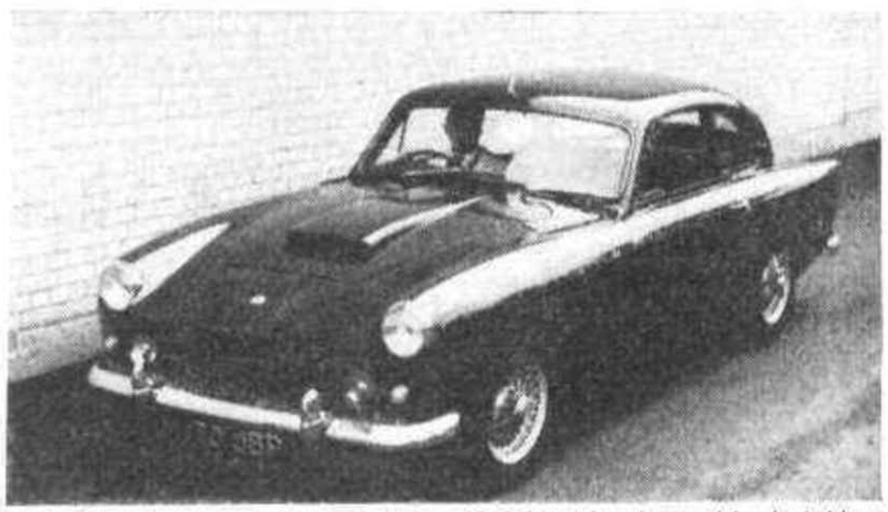
AUSTIN HEALEY 3000 4-seater sports convertible, Mk. III, fitted overdrive, wire wheels, radio, Cinturatos, anti-theft device, etc. **£899**

AUSTIN HEALEY 3000 Mk. II, 1962, hard- and soft-tops, overdrive, wire wheels, safety belts, Cinturatos; one owner, low mileage only **£599**

AUSTIN HEALEY 3000 Mk. II, 1961, with overdrive; one owner; red with matching upholstery; really nice car; heater, screen-wash, etc. **£499**

ASTON MARTIN DB2/4 drophead coupé, 1965, ivory with red hide upholstery and hood, wire wheels, heater mirrors; spotless condition **£499**

ASTON MARTIN DB2/4 fixed-head, 1955, sea-blue with blue leather; push-button radio, heater, wire wheels, mirrors; thoroughly clean **£499**



JAGUAR 'E'-types in stock include a 1963 fixed-head coupé in dark blue; a 1963 roadster in dark grey; a 1962 roadster in white; a 1962 fixed-head coupé in light grey and another in dark grey. Special insurance facilities are available and any car, sports or saloon or utility, gets a good high part exchange allowance. Further examples are constantly arriving, available for demonstration.

JAGUAR Mk. X saloon, 1963, automatic, power-assisted steering, radio, British Racing Green; magnificent car, spotless condition..... **£999**

JAGUAR 3.8 Mk. II saloon, 1964, manual with overdrive; finished in gunmetal metallic; low mileage; just coming into stock; one owner **£1,149**

JAGUAR 3.8 saloons, 1962. We have two superb examples, one overdrive with reclining seats, one automatic with radio; also four 1962 3.4 saloons all fitted with overdrive and extras; prices from..... **£729**

JAGUAR 3.4 Mk. I saloon, 1959, automatic; an outstanding car **£349**

JAGUAR 2.4 Mk. II saloon, 1961, selectively purchased just recently for our top-grade stock; expertly recellulosed and first class..... **£579**

JAGUAR 2.4 Mk. II saloon, 1960, manual with overdrive; thoroughly good history, all original and definitely not shunted; seat belts, etc. **£529**

PORSCHES in stock currently include :—

PORSCHE convertible, 1955 (October), in white, remarkable cond. **£499**

PORSCHE 356B saloon, 1960 (registered 1961), one owner from new **£849**

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FOR SALE—continued

1950 BRISTOL 401, good generally but soon needs new clutch. £125. Sorry I was away on holiday last time. Please try again. FRE 9740. [4102

DAIMLER BARKER SPECIAL, 25 m.p.g., htr., spots, map light, cigar lighter, Motorola, MoT July 1966, excell. cond. £325 ono. 1 Tipple Mill Lane, Aley Green, Nr. Luton, Beds. Markyate 524. Delivered anywhere. [4103

ROLLS-ROYCE 20/25, owner-driver saloon, 1934. This superb car is in original and immac., well nigh concours, cond. throughout. Coachwork by Mulliner finished in black cellulose with red hide interior (individually adjustable front seats). Mechanical cond. is faultless. Good tyres, mascot, handbook, tools and some history. MoT. £450. Mrs. James, Old Rectory, Pulham Market, Norfolk. Tel. Pulham Market 309. [4104

BENTLEY MARK VI, 1949, with immac. aluminium coachwork by Freestone and Webb, mechanically spot-on having very recently had an engine o/haul, new gearbox and clutch. £375. McNab, Vinces Cottage, Churt, Surrey. Frensham 3249. [4105

HARD TOP for M.G. Midget or Sprite, cost £48, accept £20. McNab, Frensham 3249. [4105A

JOWETT JAVELIN, 1952 de luxe, three owners; there are few better than this. £65. Apply, Gibson, The Manse, Great Staughton, Huntingdon. [4106

CHEAP LUXURY. Jaguar Mk. VII, 1954, good runner, MoT, daily use; owner going abroad. £50, offers? Write, Finch, 31 Portland Cres., Greenford, Middx. [4107

1962 M.G.A., fhc, Mk. 2, black with red interior, an excell. car with fitted s/belts and htr., recent mechanical o/haul. £500 ono. Tel. ENT 5525 (London). [4108

HAFFORD 2-seater special, fully modified 1172 engine with twin SUs, close ratio gearbox, 13in. wheels, similar to Lotus 7, fast and reliable. £160 ono. Cooke, 218 Eastfield Rd, Peterborough. Tel. 3883. [4109

TWIN CAM M.G.A., 1960, 35,000, two owners, engine being rebuilt, new clutch and Speedwell exhaust, Xs, many extras. £395 ono. Davy, D.F.C.S., R.A.F., Binbrook, Lincoln. [4110

M.G. TC, recent respray and MoT, taxed; sound, smart and reliable; must sell at only £120 ono. 442 Westwood Heath Rd, Coventry. Tel. Tile Hill 66146. [4111

LANCIA AURELIA, 1953, resprayed, Xs, MoT; company car now. £250 ono. Dowrick, 5 St. Wilfrids Close, New Barnet, Herts. Evenings Barnet 6804. [4112

TRIUMPH TR3, 1957, o/drive, w/wheels, s/h-tops, 2 tonneaux, htr., washers and other extras; good cond. Offers. 100 Kingsway, Stoke, Coventry. [4113

SUPERCHARGED Single-seater Austin Seven, ex Bill Williams, in excell. cond., accepted by V.S.C.C. for their events, complete with trailer and spares. £225. Shirley 5556, Warks. [4114

TUNED FORD E93A engine and 4-speed gearbox to fit same. Full details, P. Shelly, 3 Romney Rd, Bournemouth. [4115

TRIUMPH SPITFIRE Mk. 2, h/top, w/wheels, htr., tonneau, s/belts, bonnet locks, u/sealed, mileage 2,500, guaranteed to Aug. 1966, saving £150 on new price. £650. Tel. Harlow 23900. [4116

1933 ALVIS Speed 20, p.v.t., vynide hood and tonneau, spare engine, gearbox, etc., B.R.G., red k.o. wheels. £295 ono. Tel Ely (Cambs.) 3175. [4117

FOR SALE—continued

SHORROCK SUPERCHARGER, B.M.C., with manifold and gauge, 4,000 miles, £35. 2 Nellers Cotts, Ash Vale, Aldershot, Hants. [4118

S.S. JAGUAR 1½ litre, good overall cond., MoT; 1946 Jaguar 1½ litre, absolutely magnificent, immac. concours cond., radio, numerous extras, MoT. Offers/exchange either for XK, 2.4, sports? 1932 Austin 7, excell. original order, brass headlights, sunroof, £125. Tel. Huntingdon 4644. [4119

1958 JAGUAR XK150, 2/4 str., fixed head coupé; this very fine motor car is absolutely superb and has the following specification: high ratio axle, twin exhausts, w/wheels, Koni dampers and disc brakes all round; the 200 b.h.p. engine gives terrific performance and a surprisingly good economy. £395. Boughton (Kent) 475 daytime. [4120

XK120 F.H. COUPE, 1953, black, radio, htr., w/wheels, very good cond. £220. Newton, 53 Bampton Rd, Luton. [4121

JAGUAR 3½ litre, 1947, good cond., spares, MoT. £55 ono. 64 Laburnum St, Hollingwood, Chesterfield. [4122

RILEY 9 Kestrel, 1936, good appearance and mechanics. Write, please, for details and photo. Evans, 10 Northern Rd, Swindon, Wilts. [4123

1926 BENTLEY 3 litre Park Ward tourer, sound, smart, reliable, new hood, tonneau; owner going abroad. £1,500 ono. Box No. 1387. [4124

1948 JAGUAR 3½ litre dhc; offers. A. E. Birch, 63 Lime Grove, Eastcote, Middx. FIE 6634. [4125

1932 STANDARD 9, 25,000 miles only, completely original cond.; forced sale, any offers considered. £25? 48 Buckingham Rd, Shoreham, Sussex. [4126

BRISTOL 401, scruffy, MoT, recent new rad., Michelin Xs; offers over £40. Handford, Algarnick House, Carnon Downs, Truro, Cornwall. [4127

JAVELIN, 1953, genuine 43,000 miles, outstanding, spares, manuals. Offers. Henderson, 17 Semphill Gardens, East Kilbride, Glasgow. [4128

1957 ASTON MARTIN DB2/4 Mk. II, h/top, Tickford body, many extras, £700. M.G.A. fhc 1600 or similar taken in part exchange. Tel. Rickmansworth 74958. [4129

VINTAGE HOT-ROD! Model A Ford, 1933, immac., V8, Lockheed brakes, all mod. con., 90 m.p.h. £200 ono. Evans, FDUntain 9634. [4130

1960 FERRARI 250-GT Pininfarina 2-seater coupé, dark green, black leather, Reutters, discs, maintained by Ferrari agents, lhd. Offers, cash/exchange. Ham Mill, Newbury 1346. [4131

1934 ROLLS-ROYCE 20/25 sports saloon, Thrupp & Maberly, excell. cond., new chrome, tyres, cellulose, blue, fine running cond. £550. Ham Mill, Newbury 1346. [4132

PHOTOS, pre- and post-war, modern racing cars. 6d. stamp secures list. Knapman, 15 Ingrave Rd, Brentwood, Essex. [4153

RILEY 2½ litre, 1952, just o/hauled, skimmed head and tuned for high performance, very fast, superb cond. £150. Johnson, 61 Lancaster Mews, W2. PAD 5948. [4155

XK150 1959 Drophead Special Equipment model in Old English white, superb cond. throughout, recon. engine, new hood, 5 new tyres, Motorola radio, 1960 modifications. £450 ono. Tel. Nottingham 82744 evenings. [4156

FOR SALE—continued

RILEY 1½ R.M.E., 1954, excell. body and mechanics, enthusiast maintained, 5 good tyres, htr., MoT. £130. Tel. Wickford (Essex) 2500. [4154

MODIFIED VITESSE, 1963 saloon, with o/drive, modified engine and rear suspension, competition clutch, u/sealed and fitted with s/belts, reversing lamps, etc. £475. EDMonton 9890 (evenings). [4157

BRISTOL 401, 1954, recent new engine, tyres, brakes, MoT June 1966, fast and economical. £200. 405 wanted. Dixon, 93 Pleasant Valley, Saffron Walden. Tel. 3400. [4158

BENTLEY Mk. VI Saloon, 1948, black. £150 or offer. 114 Old Farleigh Rd, Selsdon, Surrey. SAN 5269. [4159

BENTLEY DROPHEAD by Mulliner, 4¼, Dec. 1937, taxed, MoT July, sound throughout. £365 ono. Tel. Wellesbourne (Warks.) 274. [4160

LANCIA SPARES. Considering dismantling Appia Saloon; excell. mechanically, chassis rusted but repairable; quantity of Aurelia and Aprilia spares also for disposal. Box No. 1390. [4161

M.G. Y TYPE, late 1952. This is an almost perfect example, just had £33 o/haul, recently resprayed in silver grey, 20,000 miles on recon. engine; must sell, need larger car; available at what it cost me. £150. Tel. THO 7402. [4162

COLLECTOR'S PIECES. Both absolutely immac., repeat, immac.: Aston Martin 1955 3 litre, dark blue, radio, one shot chassis lubrication, air horns, two owners, authentic 62,000 miles, complete history to prove, new engine, brakes, tyres; refused £850 earlier this year, now accept £675. Lagonda 1957 Series II 4-door Continental Tickford saloon, one owner, dark blue/shell grey, radio, independent suspension, inbuilt hydraulic jacks, 47,000 miles, original paint, £550. I repeat, both cars are immac. 22 Antenberry Rd, Wimbledon SW20. GRO 3056 (day). [4163

GINETTA G4, GT 1500, silver blue, Aug. 1964 (85 b.h.p.), 1 s/d Weber (30 m.p.g.), new SP41s with wide base rears, full instrumentation, comfortable road car, fully carpeted, weatherproof equipment, with fantastic performance, many extras. £630 ono. Tel. Burgess Hill 2025 evenings. [4164

ASTON DB2/4, mint original cond., low mileage. £485 (H.P.). Uxbridge 32624 (exchange possible). [4165

1960 JAGUAR 3.8S XK150 fixed head coupé in beautiful all round cond.; owner going abroad only reason for sale; o/drive, wires, twin spots, etc. £460. 117a Church Rd, Richmond, Surrey. Tel. before calling, Richmond 3034. [4166A

1960 (SERIES) Austin Healey 3000, beautifully maintained, 2/4 seat model, wire wheels, o/drive, radio, new tyres; owner going abroad. £365. 75 Broughton Ave, Ham, Richmond, Surrey. Tel. for appointment Richmond 8938. [4166

1937 ASTON MARTIN 2 litre, 4-seater tourer, concours cond. throughout, recent mechanical o/haul, new hood, trim, tonneau, etc., black. £365. Tel. day Preston 6842, evenings Lytham 6842. [4167

1952 ARMSTRONG SIDDELEY 18 h.p. Whitley preselector, radio, htr., exceptionally good all round cond.; one owner last 7 years. £85. Samuel, 38 Windway Rd, Victoria Park, Cardiff. Tel. 72851. [4168

1931 AUSTIN 7, good original body, choice of engines, numerous spares, all good cond. £60. Tel. Trowbridge 2080 (Wilts.). [4169

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At today's date I am negotiating the purchase of the following cars and I hope to have most of them in stock by the time you read this advert. EVERYONE WILL BE IN IMMACULATE CONDITION.

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LAGONDA, 1937, 4½ sports saloon.
ROLLS 20, 1923, owner-driver saloon by Hooper.
ROLLS 20, 1938, Replica sports saloon.
ROLLS 20/25, 1933, sports saloon by H. J. Mulliner.
ROLLS 25/30, 1938, sports saloon by Freestone & Webb.
ROLLS Wraith, 1939, sports saloon by James Young.
ROLLS 20/25, 1933, sedanca de ville by H. J. Mulliner.

We all know that Vintage and Classic Cars in **MINT CONDITION** are going up in value every year, but some of the cars that I have inspected in the last few months and the ridiculous prices some owners think their cars are worth, makes me think that they are under the impression that I run a charitable institution ! For instance, I will not pay £1,000 for clapped-out 3-litre Bentleys that require complete rebuilds, **BUT I WILL PAY HIGHER CASH PRICES THAN ANY OTHER DEALER IN ENGLAND FOR MINT CONDITION CARS OF THE TYPE I SELL.**

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FOR SALE—continued

TR3, 1956, enthusiast maintained, good value. £195 ono. Spare TR3 f/length tonneau, head, exhaust manifold, offers. Headlands, Llangollen. Tel. 3287. [4170

1963 TRIUMPH SPITFIRE, red, 4 Xs, radio, htr. and other extras, immac., taxed 4 months. Somerset. West Coker 471. [4171

TR4, 1962, white/black, hard/Surrey tops, w/wheels, o/drive, cooler, belts, l/rack, etc., excell. cond., one owner, 41,000 careful miles. James, 45 Belvide Rd, Shrewsbury 3790. [4172

FIAT 1100 TV, 1956, twin-choke Weber, alloy drums, taxed. £95. 40 Mount Drive, Nantwich, Ches. [4173

1960 TRIUMPH TR3A, powder blue, recon. motor/gearbox, discs, o/drive, htr., washers, new hood, sidescreens, tonneau, battery, carpets, X tyres, tubes; beautiful car. £375, or part exchange crashed Elan, Triumph Vitesse convertible. 17 Elsdon Rd, Whickham Grange Estate, Newcastle-on-Tyne. [4174

M.G. TD, Triumph TR2, both with many extras; must sell at least one to run the other. £230, £120 respectively. Offers? Kay, 7 Kew Terrace, Edinburgh 12. [4175

1958 A.C. ACE, taxed, tested, htr., radio, l/rack, new front suspension, Michelin Xs, hood, tonneau, side screens and battery recently fitted; factory maintained. £485. Lillywhite, 49 Greenheys Drive, London E18. [4176

1962 OCT. Mini Cooper, green/white, one owner, baulk ring, Xs, rev counter, immac. £300. Upper Warlingham 4450. [4177

S.P.250. Leather wheel, unused h/top, unused comp. clutch (would suit TR), etc. Tel. HOL 3211, or write A.F.L., 19 Bedford Row, WC1. [4196

ALVIS ENTHUSIAST has spares for Speed 20, 25 and 4.3 litre; TA14, TA21, TC21/100, including engines, carb. sets, instruments, complete rear axles; also partly restored Speed 25 saloon (1939). S.A.E. details. 3 Hall St, Blackburn, Lancs. [4197

M.G.A. 1600, 1960, sky, htr., belts, good cond. £360. Owen, 43 Cherry Tree Ave, Hillside Estate, Far Laund, Belper, Derby. [4198

OLDSMOBILE SUPER 88, 1960 (fastest American road sedan), one owner, V8 automatic, immac. throughout, unmarked original cellulose, low-line body in silver blue and white, electric windows and seats, htrs., radio, lighter, power steering and brakes, etc., etc. £750. A. D. Green, Trenant, Redlynch, Nr. Salisbury. Tel. Downton 354. [4199

BENTLEY Mk. VI Mulliner, slab-side body, been taken for Series S. £250 recently spent on it; 2 owners. £385 ono. Wright, Tivetshall, Norwich. [4201

ASTON-MARTIN DB 2/4, 1955, 2 owners, 60,000 miles, lhd, just resprayed metallic blue, new Konis, 5 good Cinturatos, servo brakes, radio, htr., 2-speed wipers, s/washers, reversing light, s/belt, air horns, headlamp flasher, foglights, Servais straight-through; raced once; 115 m.p.h., 27 m.p.g. touring; taxed to March. £525 ono. Lourie, 18 Warnborough Rd, Oxford. [4205

SELLING COLLECTION, Talbot 65 (NJ 4281), extensively o/hauled, many spares, £65. Two other 1934 Talbots as spares. Beautiful 1929 Morris Minor, completely rebuilt, offers. Wolseley Hornet, 1934, rare car, original cond., £50. Slinfold (Sussex) 517. [4210

ASTON MARTIN DB2/4 Mk. II, April 1957, first class cond., two-tone metallic blue, recent extensive o/haul, new Cinturatos on rear. £550 for quick sale. Available Sundays. 87 Leicester Rd, Glenfield, Leicester. [4213

TRIUMPH DOLOMITE 1½ litre saloon, 1937, excell. mechanical cond., very good body, spares galore. £65 ono. Laraway, 114 Tobyfield Rd, Bishops Cleeve, Cheltenham. [4214

LANCIA AURELIA B20, 5th Series, unusually good, unbent example regretfully offered; dark blue, floor change, special front seats, new rear Konis, excell. Xs; clutch, front brakes relined; oil 600 miles per pint; numerous new spares. Soen Glos. weekends. £540. Box No. 1397. [4215

SUPERB LOTUS ELITE (Dec. '61), rebuilt to Super 95 spec. 1963, stage III, ZF gearbox, immac., low mileage, unraced. £745 or exchange saloon. Fiat 9, 49 Surrey Rd, Bournemouth. [4216

JAGUAR XK120 dhc, 1954, body rough, mechanically sound. £75. Tel. BAY 1537. [4217

JAGUAR PREPARED works competition model E-type Roadster, 1964; rare opportunity to obtain an outstanding specimen, cost nearly £3,000, every extra, unmarked and unraced. £1,295. 3 Mudeford Quay, Christchurch. [4218

BAYLISS-THOMAS Tourer, 1923, needs some panels, £125. H.R.G. 1100, bent, £50? Three early wood-spoke wheels, 30 x 4.95. One tyre each, 32 x 4, 820 x 135. Possibly Austin Ulster bits. Shorrock 800-1,100 c.c., £18. M.G. M/J/P hydraulics. Write first, 4 Marlpit Hill, Sutton Bonington, Loughborough. [4219

S.P.250 DAIMLER DART, mountain blue, in superb cond., 120 plus; mileage 14,000, s/top, 4 new tyres, average 27 m.p.g. £650. Might consider p/exchange Mini Cooper. Norwich, Norfolk. Brundall 2209. [4220

LOTUS SIX, 1953. £250. M.G. TF 1500 engine, cross-flow alloy head, SUs, 4-branch exhaust, oil cooler, M.G. close ratios, 4.7 diff., R6s front (new), R5s rear (good). Chassis, steering, front suspension, engine o/hauled. MoT June 1966; scrutineer proof; still competitive hill climbs (2 awards 1964), sprints, club races (Brands 65 secs.); amusing road car. Hugo Tippet, St. Pirans, Maidenhead (27316), Berks. Office: Whitehall 6700, ext. 409. [4221

AUSTIN NIPPY, 1936, excell. cond., spares. £115. Devall, Hillside, Milford Rd, Walton, Stafford. [4222

1934 LAGONDA RAPIER, open 2-seater, tuned recon. engine, vintage bodywork, fast and economical. £195 ono. 48 Rutland Rd, West Bridgford, Nottingham. [4223

BOND EQUIPE, 1964, 10,000 miles. £580, terms, p/exchange considered. 26 Elmwood Drive, Breadsall, Derby. [4224

SAAB, 1961, red, s/belts, Motorola radio, seat covers, bed-kit, etc.; maintained by main distributors. £355. 6 St. John's Avenue, Worthing. Tel. 44245. [4225

1958 JAGUAR XK150 f/head, dark blue with contrasting enamelled wire wheels, red hide interior with deep pile carpets; recently spent £170 on clutch, steering, front suspension, tyres, re-cellulosed, re-carpeting, exhaust, brake pads, etc., bringing this car into the really superb cond. of which it is worthy; genuine buyers of a fine XK would not be wasting time, but pleasantly surprised. £395. P. Taylor, Old Kiln Cottages, Pinkneys Green, Berks. Tel. Maidenhead 27890. H.P., insurance. [4227

M.G. MIDGET, 1965, red, tonneau cover, Motorola radio etc., 40 miles only; unable to obtain insurance, age spoils dream. Best offer near £650. Box No. 1399. [4233A

FOR SALE—continued

AUSTIN HEALEY 100/4, 1956, enthusiast maintained, w/w, o/d, lovely car. £260. Tel. Cambridge 51462. [4226

LANCIA APRILIA, 1938, good mechanically and bodily. £95. 47 Evelyn Ave, Ruislip, Middx. Ruislip 5710. [4228

1953 SUNBEAM TALBOT Mk. IIa, htr., in very good order throughout, bargain, £85. Flat 10, No. 48 Aldrington Rd, SW16. [4229

PACKARD, 1936, Super Eight Limousine, black and grey, driven and maintained by one chauffeur only since new; present owner only 200 miles; original immac. cond.; engine uses oil; selling to make room for V12. £500. Lambton, Mortimer (Tel. 337), Berks. [4230

MORGAN 4/4, Series II, 1959, 100E engine, Laystall tuned and balanced, Aquaplane head and exhaust, twin SUs, new tyres, hood, battery, htr., immac. throughout, 25,000 miles from new, taxed. £235. 1 Birchway Ave, Blackpool. Tel. 33639. [4231

1950 RILEY Roadster, 3-seater, immac. cond., black, fawn hood and full tonneau cover; collector's piece. £265. Box No. 1398. [4232

HEALEY SILVERSTONE, chassis, engine rebuilt, requires spray; host of spares, wings, wheels, etc. Best offer over £100 secures lot. Box No. 1399. [4233

1934 BENTLEY 3½, unusual Young body, aluminium, 2-door, sun-roof, high ratio axle, good general cond. £250 ono. Photo on request. 7 Welbeck Ave, Sidcup. Tel. FOO 2915. [4234

ROLLS ROYCE 20/25, 1936, Mulliner Saloon, MoT Aug. 1966, good cond. offering pleasurable motoring for many years and no depreciation. £195. 18 Bluefield Close, Hampton. MOL 5945. [4235

AUSTIN HEALEY 3000, 1961 (reg. Dec. '60), only 18,500 miles as second car and laid up each winter, 2/4-seater, o/drive, radio, htr., spotlamps, l/grid; genuine bargain at £475. Tel. Horsham (Sussex) 2442. [4236

VOLKSWAGEN 1200, 1959, black, 63,000, s/belts, engine o/hauled 54,000, vgc, complete with trailer and r/rack. £305. Derby 24037. [4237

AUSTIN HEALEY 3000, 1961, 2/4, o/drive, htr., extras, exceptional. Acquisition of company car only reason for sale. £475 ono. Box No. 1400. [4238

VOLVO, 1965 (June), 122S Saloon with o/drive, colour dark blue, complete with Bosch twin speaker radio, Bosch fog and spot, full carpeting, tow-bar and lighting socket; a superb vehicle maintained exactly to manufacturer's schedule; taxed till May 1966; only for sale as owner has to accept company tinware. Asking £980 ono. Box No. 1401. Tel. HILLside (Worcs.) 2019 weekends. [4239

GENUINE family crisis only reason for sale of silver blue 1963 T.V.R. Mk. 3, discs, new tyres, htr., spots, many extras, beautiful cond. £600 ono. Ring Sawtry (Hunts.) 236, evenings. [4240

PEERLESS Mk. I, good mechanically, Xs, discs, o/drive, needs tidying. £210. Tel. Albrighton (Staffs.) 2297. [4241

DOLOMITE 14/60, £30. Many spares, engines, gearboxes. Hayles, 35 Blossom Waye, Heston, Middx. [4242

1933 M.G. J2, engine recently rebuilt, new hood, taxed, MoT. £55. Box No. 1402 (Shropshire). [4243

M.G. TC, 1949, excell. bodily, mechanically, B.R.G., Gold Seal engine, 16in. rears, Abarth exhaust, reupholstered, buckets, vynide hood, flashers, MoT, taxed. £160. 1 Warwick Court, Michaelmas Rd, Coventry. [4244

RILEY BROOKLANDS, 1929, Cuthbert special; spare blown engine, needs some attention; view at Watford. Box No. 1403. [4245

1937 RILEY Falcon, good engine, bodywork, needs wiring; quick sale; owner jilted by enthusiast. £45. Tel. HOUnslow 8704. [4246

TRIUMPH VITESSE, 1963, radio, s/belts, fog lamp, wing mirrors, Cinturatos, sunshine roof, 31,000 miles. £470. Buckley, Gerrards Cross 3177. [4247

HARD TOP, M.G.A., cost new in 1962 £85; hardly used and still as new; also unused Lucas fog lamp. The lot £35. Must be ready! Southend 76024. [4248

M.G.B., 1963, white, 20,000 genuine miles, fitted htr., washers, fog light, tonneau, etc., unmarked cond., £635 or take Elite p/exchange. Falcon Comp. Mk. II body fitted on Ford chassis, offers. Ford 105E Derrington 4-branch exhaust and inlet (twin) manifold, £7 10s. Shorrock supercharger, suit 850-1,500 c.c., good cond., £25. Ford Prefect, 1961, 105E engine and gearbox, £265 or exchange. Lloyd Roach oil cooler, offers wanted. Trials car. Preston, Thorpe, Ashbourne, Derbys. Tel. Thorpe Cloud 209. [4249

TR2, 1955, htr., 3A front, red, excell. trim; £130 spent on mechanics this year; Xs almost new. MoT May. £165. Jones, Flat 4, 1 Palmerston Rd, Mossley Hill, Liverpool 18. Allerton 4817. [4250

1932 LAGONDA 2 litre l/c Speed Model Tourer. £200. Widgery, 29 Holland Park, London W11. [4251

M.G. NA Magnette Allingham Coupé, 1935. £80 ono. Roxburgh, Grove Farm, Tring (Tel. 2285), Herts. [4252

M.G. TC, 1947, requires small amount of attention but basically sound, good tyres, new road springs, driveable, no MoT. Offers to Price, 111 Melbourne Rd, Ibstock, Leicester. [4253

£85. 1956 Armstrong Sapphire 236, taxed, MoT Dec., garaged, saloon, black/ivory, w/washers, spot, mirrors, 18.2 R.A.C., 26 m.p.g., Manumatic, books, P. L. Sinclair, Hill Top, Fencepiece Rd, Chigwell, Essex. HAI 6035. [4254

BREAKING Mk. 7 Jaguar, 1954, engine, o/d, gearbox, axle, etc. Foulkes, 133 Paradydre, Ruthin, Denbys. [4255

1939 M.G. TB, just completed rebuild, re-upholstered, new tyres, hood, etc., MoT tested, immac. £210 ono. Lord, East View, School Green, Shinfield, Reading, Berks. [4256

BENTLEY 4½ Drop Head Coupé by H. J. Mulliner, 1937, mechanically and bodily very sound indeed, excell. hood and tyres; very reasonably priced at £475. Tel. Blakedown 326 or write Box No. 1404. [4257

RILEY 2½ litre, 1952, taxed, MoT, 1,000 miles to the pint, £110 ono. Sinclair, 131 The Tideway, Rochester, Kent. 4258

1934 LANCHESTER, fairly good cond., MoT tested, reasonable offer. 93 Antrobus Rd, Chiswick W4. [4259

1961 TRIUMPH HERALD, grey, over £100 spent in last 4 months, recon. twin carb. engine, new half shafts, etc., extra instruments and lights, excell. cond. £390 ono. M.G.A., TF or Morgan 4/4 considered in p/exchange. Macaulay, 22 Ryfold Rd, SW19. WIM 2051 (evenings). [4261

1961 HERALD 1200, Derrington 9:1 polished head, twin SUs, modified exhaust, water/oil gauge, Cyprton rev. counter, radio, taxed 31st Dec., 34,500, reshod Cinturatos 32,000. £360. Shewan. Tel. Derwent 1524; Esher 65301 (business). [4260

FOR SALE—continued

5P250 DAIMLER rear half complete, 4 5.90 x 15 wheels and tyres, rear axle, htr., tonneau cover, etc.; will break. Parsons, 22 Maidstone Rd, Rochester, Kent. Tel. Medway 41139. [4262A

AUSTIN 7 Special, ifs, 16in. wheels, hydraulic brakes. Offers. Tel. Medway 41139. [4262

KARMANN GHIA 1200, 1960, lhd, spot/fog, seat covers, s/belts, racing mirrors, 5 X tyres, mechanically perfect, minor paintwork touching-up needed. £399 ono. Box No. 1415. [4263

1939 JAGUAR 1½ litre, really good car in outstanding cond., plus load of spares; genuine reason, after 16 years Jag. enthusiast. Offers please. Parkinson, 214 Bispham Rd, Blackpool. [4264

M.G.A. TWIN-CAM fhc, 1959, Tartan red, black trim, genuine 33,000 miles only, concours cond., radio, s/belts, s/washers, etc., u/sealed. Best offer over £300. 5 Lambourn Way, Tunbridge Wells. Tel. 27933. [4265

TRIUMPH VITESSE dhc, 1938, good cond. £100 ono. Tel. Palmers Green 8987 business hrs. [4266

HUMBER, 1934, 12 Tourer. Canvas hood, magneto, enthusiast's snip. £30. Sat., Sun., Matthews, 57 Upcerne Rd, Chelsea SW10. [4267

"MOTOR SPORT", 1950-65, complete, vgc. Offers. Parkhouse, 8 Avonbank Cottages, Pershore, Worcs. [4268

RECON. 3.4 JAGUAR engine and completely o/hauled automatic transmission, new torque converter, perfect, £80. Other spares also available. Greenwich 6986 evenings. [4269

M.G.A. ROADSTER, ivory, excell. cond., numerous extras, 60-spoke wires, genuine reason for sale. I.A.M., driver's second car. 50 Station Rd, Cogenhoe, Northampton. [4270

ALVIS, 1952, TA21 dhc, good cond. throughout, black and silver, belts, radio, bills. £85. Chesham 2287 after 7.30 and weekends. [4271

TO SUPPORT V8 Fiat, which incidentally requires a crankshaft, must sell 1954 M.G. TF in nice cond., with usual extras, for £290. Tel. Warrington 31659. [4272

ELVA F/E JUNIOR, ex Jack Pearce, excell. cond., wide wheels, full race 100E for monoposto, etc., Weber. £285, or sell less engine £225. Also Mk. II Cooper frame (unused) with bits to suit. Panter, Mulsanne, Newtown Rd, Uppingham, Rutland. [4273

MORGAN PLUS FOUR, red, tuned engine, w/wheels, discs, htr., Konis, immac., innumerable extras. £450. Shields, Parkgate Cottage, Fivehead, Taunton, Somis. [4274

M.G.A. Mk. II Roadster, superb cond., red with black interior, 33,000 miles, fitted w/wheels, l/rack, tonneau, s/belts, htr., etc. £525 ono. Rawdon 4119 (evenings). [4275

M.G. TC, 1948, excell. cond., recent engine o/haul, new hood, tonneau. £140 ono. 18 Tyisha Rd, Llanelly, Carms. [4276

M.G. M, 1930, chassis No. 895 AJ, non-original, new floor, brakes (12in.), king pins, front axle, rewire, respray, 5 new tyres, winkers, etc., recon. Ford 8 engine. Offers to Mr. J. G. Landless, No. 2 Handling Flt., R.A.F. Church Fenton, Tadcaster, Yorks. [4277

1951 RILEY 2½ litre Saloon, vgc, recent engine o/haul, s/belts. £119 ono. Blamey, 7 Stainburn Ave, Leeds 17. Tel. 681797. [4278

M.G.A., 1958, fhc, immac., new Xs, s/covers, belts, spots, l/rack, etc. £230. Pudsey (Yorks.) 76953. [4279

M.G. TC, 1947, taxed, MoT, 16in. wheels, spare engine, wheels, supercharger. £95 ono. Jacques, 7 Southlea Ave, Oakworth, Keighley, Yorks. [4280

T.R.2, 1955, dismantling, rec. engine, gearbox, back axle, doors, wings, steering box. Tel. Pudsey 3720. [4281

M.G. J2, 1933, absolutely sound throughout. £95. Hickman, 65 Broadway, Dudley, Worcs. [4282

RILEY 2½, 1953, 3 owners, MoT 1966, black, superb cond. £90 ono. Tel. Leicester 24607. [4283

RILEY KESTREL, 1½, 1936, MoT but rough, worth renovating; optimist drive away! £25 ono. Meakin, MEL 2931. [4284

RAILTON 1939 Sandown Saloon, magnificent, recent decoke and diff., many, many extras. £120. Tel. BUC 8468. [4285

DAIMLER 24 h.p., 1939 Limousine by Windover, mileage 44,000, maintained regardless. Offers over £500. Box No. 1405. [4286

TRIUMPH TR2, Oct. 1955, h/s-tops, tonneau, Cinturatos, many extras, immac. cond. Will haggle around £195. Wanted for TR4, h/t, w/w, w.h.y. Mitchell, Dunham Lawn, Bradgate Rd, Altrincham, Ches. ALT 2966. [4291

SUNBEAM Mk. III, 1955, o/drive, sliding roof, Michelin Xs, duo-green, extras; a superb car, carefully maintained. £195. Hague, Wedgwood, Tivington, Minehead 996. [4292

1934 3½ LITRE Bentley Park Ward, excell. cond., £150 bills. £225 ono. Tel. Cradley Heath (Staffs.) 69304. [4293

ALVIS 12/50 Shooting Brake, 1932, body rough, well shod. £25. Bishop, Whitehall, Ashford Hill, Newbury. [4294

LAGONDA, 1954, 3 litre, ready early Nov.; mechanically perfect, body really needs respray. £275 ono. Mackay, 33a Kinnerton St, SW1. BEL 2859 after 6. [4295

TR4A, JULY '65, h/top coupé with Surrey top, red/black interior, fitted radio, htr., racing wing mirrors, s/belts, rear seat, spot/map lights. Offered at £160 below cost. £980 ono. J. Gray, FUL 2203 evenings, HAY 2412 daytime. [4296

P.V.T. SINGER Le Mans Sports Coupé (sports saloon). £68. 92 Staines Rd, Hounslow, Middx. [4297

PORSCHE 356A 1600 Super, excell. cond. Offers over £530. Consider Volkswagen p/exchange. 2 Coniston Rd, Tettenhall, Staffs. [4298

M.G. TC, recon. engine, clutch, 8,000 miles, dynamo, water-pump, springs, new half-shafts, hubs, bearings, oil seals, TR exhaust, flashers, wind-tones, spot, fog, rack, twin spare carrier, excell. body and hood. £170. Glennie, Exwick Barton, Exeter. Tel. 73496. [4299

A.C. 2 LITRE Saloon, 1950, good appearance, reliable engine, used daily, MoT Aug. Offers. 14 Grindstone Cres, Knaphill, Woking. Tel. Brookwood 2293. [4300

AUSTIN 7 Special, Ashley fibreglass body, 750 formula. £80 ono. Blackburn 21447. [4301

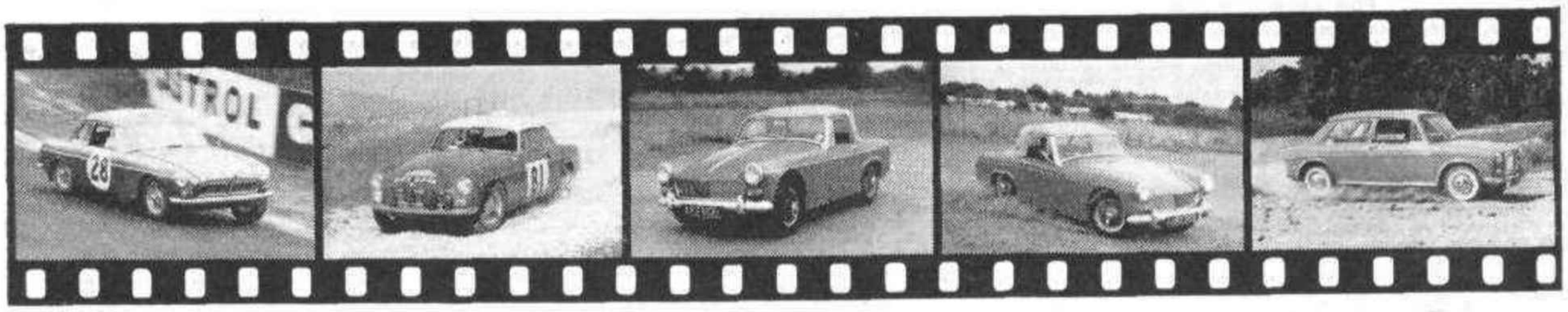
UNREGISTERED Model A Ford 30 cwt. pick-up truck, also some Model T spare parts. Tel. Ashton-in-Makerfield 77497. [4302

AUSTIN HEALEY 100/4, 1954, all refinements including o/drive, h/top, w/wheels. £180. Farnham (Surrey) 5706. [4303

1939 1¼ M.G. Saloon, good cond., worth restoring. £45. Cooke, Chapmanslade, Wilts. [4304

1929 AUSTIN 12/4 Saloon, excell. cond., completely original, all history known. £120 ono. Williams, 41 Cambrian View, Chester. [4305

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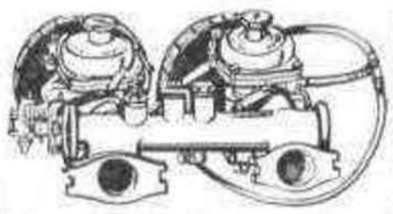
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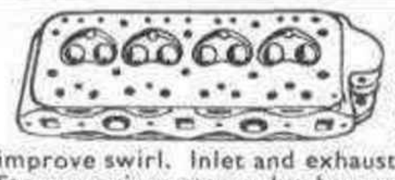
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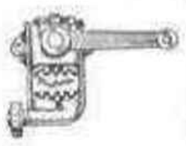
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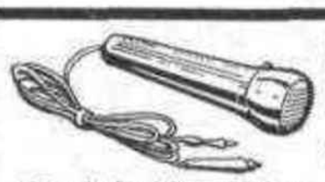
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LEA FRANCIS, 1951, 14 h.p. saloon, excell. cond., complete mechanical o/haul, respray, MoT. £80 ono. J. Moore, 2 Haviland Cottages, Quidhampton, Salisbury, Wilts. [4203

BENTLEY 3½ litre, 1934, taxed 1966, new tyres recently, good body, in daily use; other Bentley reason for sale. £120 ono. Hulme Hall 2821 (Ches.) evenings. [4204

ALFA ROMEO Giulietta TI, 1962 (reg. 1963), rhd, one owner, 26,000 miles, recent engine o/haul, Abarth exhaust system. £625 ono. Phillips, 91 Burridge Rd, Burridge, Southampton. Tel. Locksheath 2017. [4206

SINGER 9 Le Mans Coupé, 1937, good cond. although a bit battered. £40 ono. Tel. GRE (Birmingham) 2628. [4207

TR3A, 1960, £395. Primrose/black, htr., Xs, new tonneau, beautiful cond.; consider exchange. Hill, 84 Whitefield Rd, Walton, Nr. Warrington, Lancs. Tel. Warrington 61694. [4208

1958 **LANCIA** Aurelia Spyder Series 4, lhd, good cond., red, many extras, new Xs, brakes, clutch, universals. Quick sale £300. D. G. Lewis, Finchley 2688, ext. 206 or Stourbridge 6826. [4209

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REGISTRATION LETTERS GKB with single or distinctive numeral. Quote price. Box No. 1360. [3982

ROLLS-ROYCE Phantom IIs. Martin, 42 Craignair Rd, Tulse Hill, London SW2. [3983

WANTED, post-war damaged or neglected sports car, anything considered. Taylor, 6 South Ave, Cleveleys. [3984

RILEY BUMPERS, 1953 onwards, bars, ends, overriders. Box No. 1361. [3985

FORD V8 engine, clutch and gearbox, 4.2 or 4.7 litres; age fairly unimportant but must be sound. Box No. 1362. [3986

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BUGATTI T57 original 4-door body by Jean Bugatti, Mercedes SSK or similar, Alfa Romeo 1700, 2300 blown. Please send details, picture, price. Box No. 1364. [3988

URGENTLY WANTED. Hard top suitable Morgan Plus 4, condition immaterial; good price paid. Ring Ashtead (Surrey) 3786. [3989

WANTED, crashed B.M.C. Mini or Cooper, state damage, year, price. North, 20 Oxford Rd, Littlemore, Oxford. [3990

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V.G.C. LEA-FRANCIS 2½ sports. "Jays", Cricketers Lane, Herongate (Tel. 602), Essex. [3998

PREVIOUS OWNER anxious to contact present or recent owners of '29 Austin 7 saloon RY 7929; last seen Devon. Pook, Thurmaston, Leics. [3999

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ASTON MARTIN 1½ litre, any model, in good original cond. Details to Box No. 1370. [4012

PRIVATE ENTHUSIAST urgently requires pre-1919 22in. Silver Ghost radiator, 6in. wide at the top tank, and 895 x 135 beaded edge wire wheels to fit Ghost hubs to complete restoration. Saul, Fiat 3, 100 Eglinton Hill, Plumstead, London SE18. [4011

WANTED, hard top for Austin Healey Mk. II 1963 model, metallic blue; state colour and price. Harrison, 159 Newbrook Rd, Over Hulton, Bolton. Tel. daytime Atherton 2231, evening Over Hulton 231. [4013

H.R.G. 1100 or 1500 wanted, non aero body, any cond. Full details, Box No. 1371. [4014

WANTED, 5.00 x 15. 5in. rim, magnesium wheels suitable for Elva Mk. 6 rears. Shakespeare, Laurels, Higham, Derby. [4015

WANTED, chassis for 30-40 h.p. Spyker car of 1920-1924, and 5 Dunlop wired wheels to fit 895 x 135 tyres. Letters, Box No. 1372. [4016

WANTED—continued

1938 OR 1939 Citroen L.15 roadster (the car which appeared in "Room at the Top"), should be in reasonable cond. Dr. D. W. Brook, Bottesford (461), Notts. [4017

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SHORROCK SUPERCHARGER wanted for Mini, complete kit. £35 offered. Tel. WES 0482, Birmingham. [4022

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AUSTIN CHUMMY wanted to keep as pet, sound and original cond. desired. Box No. 1383. [4133

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ROLLS-ROYCE or Bentley wanted, pre-war drop head or open coachwork preferred, but all offers considered; no dealers or silly prices please. Box No. 1385. [4135

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BULLNOSE MORRIS wanted, 2- or 4-seater, must be in good cond. bodily and mechanically; will give high price for the right car. Details to, Kitchin, 35 Mattock Cres, Morecambe, Lancs. Tel. 20. [4137

WANTED, Austin Healey, BN1/2, 100S, Morgan or M.G., 2/4-seater, wire wheels; to £150. Robinson, 6 High Beech, Lowestoft, Suffolk. [4138

CHAIN GANG Nash wanted for vintage competition, good price paid for good mechanical cond. Fuller, St. Stephen's Rd, Cold Norton, Chelmsford, Essex. [4140

WANTED, cheap reliable Fiat 500, 600. Doyle, 99 Heybridge Rd, Ingatestone, Essex. [4141

1935 BENTLEY 3½ litre cyl. head required in sound cond. Ewell 5507. [4142

AQUAPLANE OR Derrington tuning equipment for E93A. 9 Silverton Rd, Oadby, Leics. [4143

EARLY COOPER or Emeryson 500 wanted, with or without engine. McQueen, 14 Queenstown Rd, SW8. [4144

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FOR ALPINE, gearbox, o/drive preferred, performance modifications. 18 Audrey Rd, Sheffield 13. [4146

INTERESTING VINTAGE Car, preferably tourer, of high quality for cash. Ham Mill, Newbury 1346. [4147

REGISTRATION LETTERS IC with low or distinctive numeral; state price. Box No. 1391. [4178

SERIES TWO ALPINE, excell. order essential; cash. Pearce, 25 Brading Ave, Southsea. Portsmouth 31600. [4180

WANTED, Singer Nine, 1929 or nearest, original body, running order. Box No. 1394. [4181

HEALEY TICKFORD, Elliot or Abbott, Rogers, 24 Millard Rd, London N16. Tel. SPA 1377. [4182

VINTAGE CAR, large, small, early or late, suitable for competition of some sort, a car with some restoration work needed, but concours considered; cash burning a hole in my pocket. Sunbury-on-Thames 2048. [4183

IMPECCABLE JENSEN Interceptor, preferably 1956; price, details, Garratt, 48 Bath Rd, Swindon. [4184

BRISTOL 403 cyl. head wanted, also parts for disc brake conversion. Tel. Mr. Standing, Downham Market 2323 weekdays, evenings, or Walton-on-Thames 26826 weekends. [4185

WANTED, Austin Healey Sprite Mk. 1 bonnet. Replies to J. E. Hobbs, 8 Westwood Rd, Ryde, IOW, Hants. [4186

WANTED, 1933/34 Standard 9 engine in reasonable cond. (cyl. head has 9 h.p. cast on), also instruction book. Campbell, Trundle Close, Box End, Kempston, Beds. [4187

ARNOTT Type 224 supercharger or centric equivalent. Box No. 1395. [4188

XK150, write-off, must have 4 seats; cash or exchange for Rover 75, value around £100. Details to Green, 6 Beech Rd, Oxley, Wolverhampton. Tel. Fordhouses 2180. [4189

JAGUAR Mk. V 3½ litre rocker box cover. Johnstone, 13 Trigon Rd, London SW8. [4190

STANDARD SPECIAL engine for 1947 Morgan 4/4. Jones, 41 Primrose Ave, Bushbury, Wolverhampton, Staffs. [4191

ACE OR ACECA, £500 cash. W. Bell, 125 Mason Lathe Rd, Sheffield 5. [4194

"MOTOR SPORT", new series, prefer bound, quote delivered price in airmail reply Walsh, Carmel Valley, California, USA. [4290

EXCHANGES

WANTED, M.G. TF, TD; will exchange 1960 Mini 25,000, plus cash. Derbys. Box No. 1359. [4028

1964 SPITFIRE, red, h/s-tops, s/belts, Pirelli tyres, roll over bar, special wheeels, 18,000 miles, hot head fitted if required. 1962 Mini van, fitted with Traveller side windows, rear seats, 30,000 miles. Exchange both for E-type. J. Ridgway, 14 Lee Rd, Southcourt, Aylesbury. Tel. 81269. [4029

850 MINI de luxe 1964, red/white, 1¼in. SUs, ex/exhaust, widened track, many extras; fast, immaculate; accept £300 plus older vehicle. Morgan, 186 Bedford Hill, SW12. [4027

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WILL EXCHANGE my pristine Lancia Aprillia, 1937, must be best one left in this country, for good small open Austin or Morris, or w.h.y. or sell nearest £200. 8 Barons Court Rd, Penylan, Cardiff 36775. [4031

EXCHANGES—continued

1964 TRIUMPH SPITFIRE, steel h/top, s/top, tonneau cover, o/drive, htr., SP tyres, twin spot lamps, bonnet locks, sealed cooling, racing mirrors, etc., etc., mileage 15,000, genuine reason for parting, for 1963/64 sun-roof VW, cash adjustment, or would sell £555, insurance, H.P. arranged. Tel. Burton (Westmorland) 336 after 6 p.m. [4032

105E TWIN SUs on manifold, for standard carb. or exchange hot 1962 Anglia Estate, £200 extras, for economical vehicle, both with cash adjustment. 3 Challis Close, Barrington, Cambs. [4035

SMART 4-SEATER speed boat, 18 h.p. outboard, with road trailer, worth at least £200, for Riley Ascot, Gamecock or Lynx in concours cond., or sell. Perrow, Toad Hall, Watlington, Norfolk. [4149

MORRIS COOPER S for well maintained Aceca or Ace Bristol, value £500. Simmonds, 5 Wellington Rd, Newark, Notts. [4150

CORTINA, blue de luxe, 1964, value £425, for 1500 Anglia 105E, £300-£350. Blyth-mede, Diddington Lane, Hampton-in-Arden (Warks.) 2579. [4151

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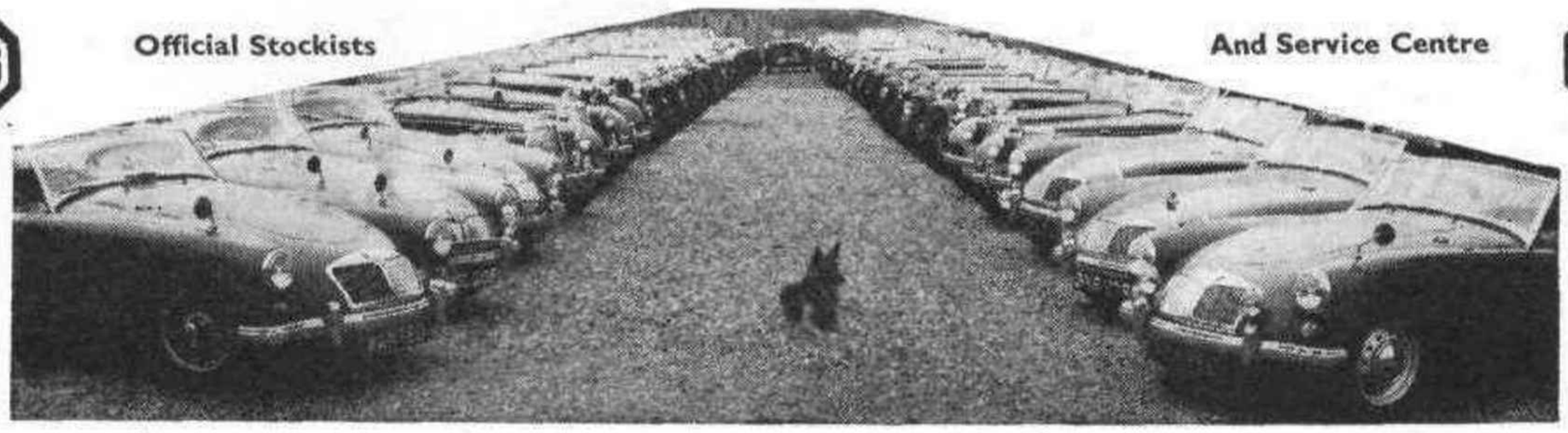
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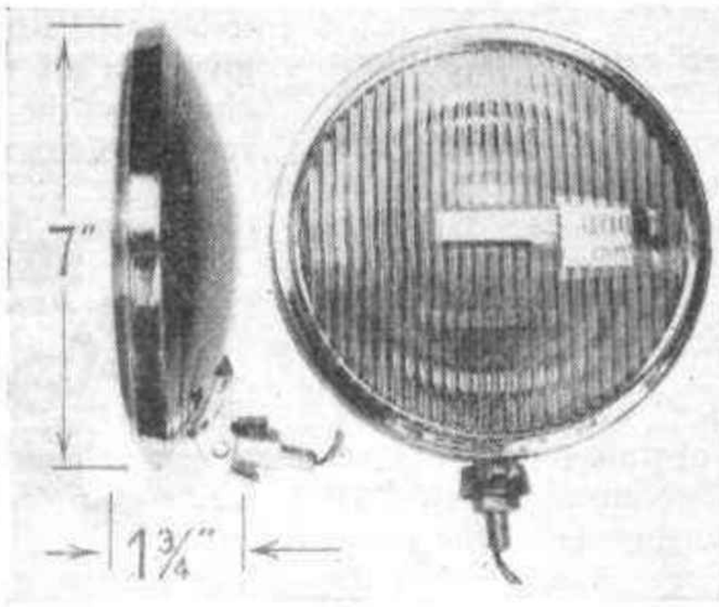
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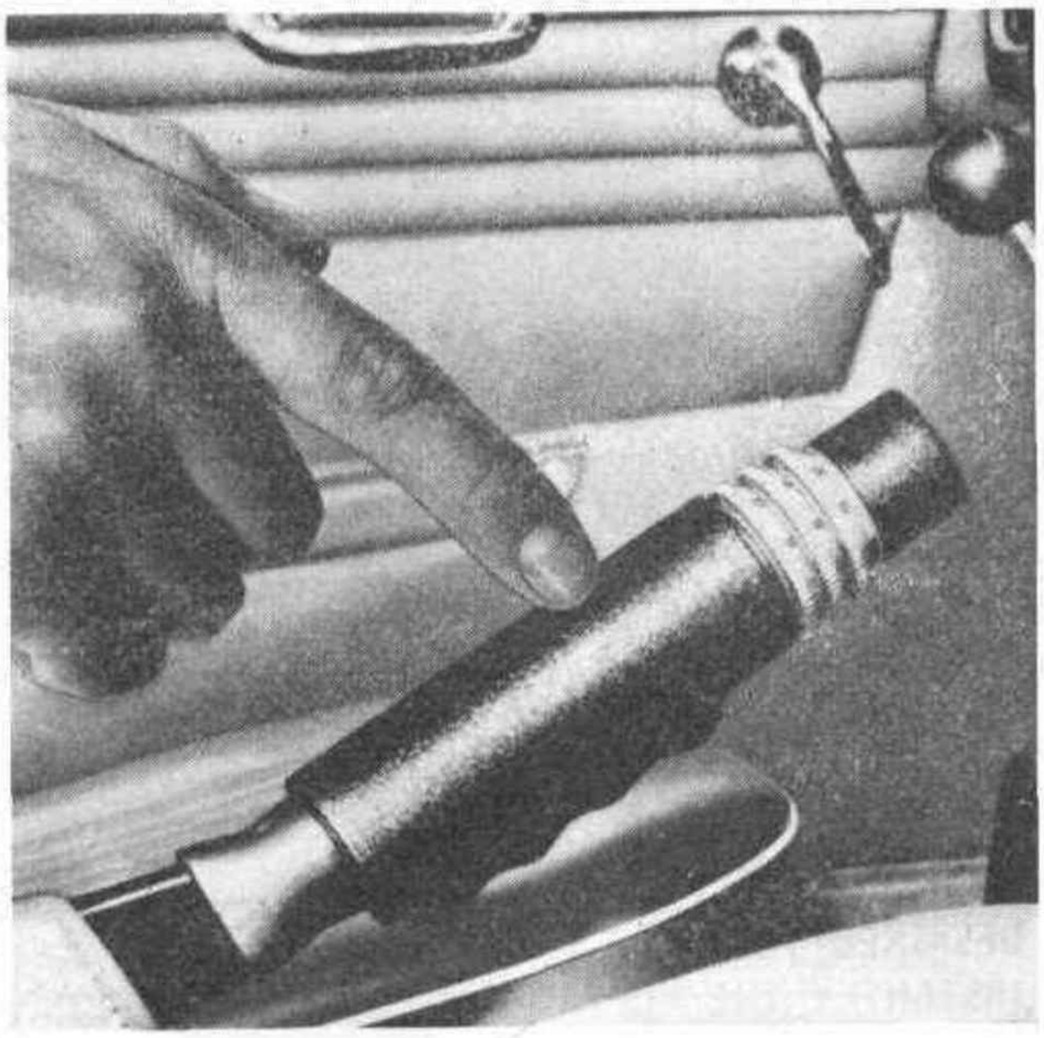
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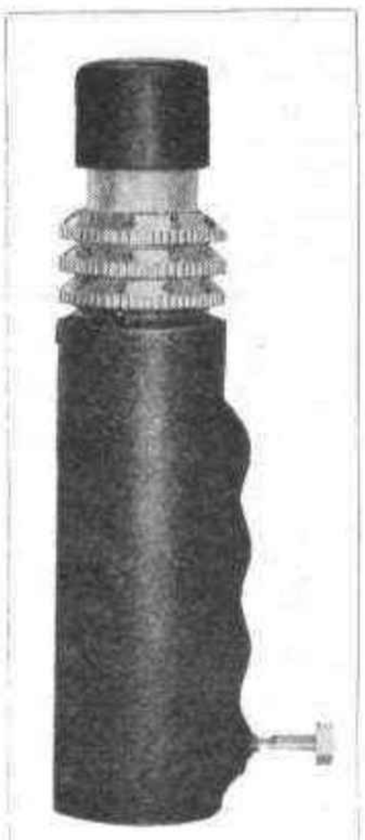
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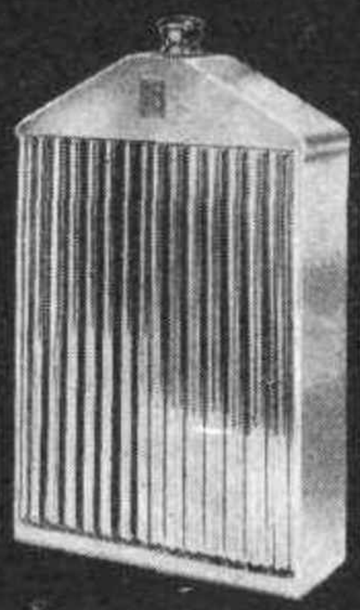
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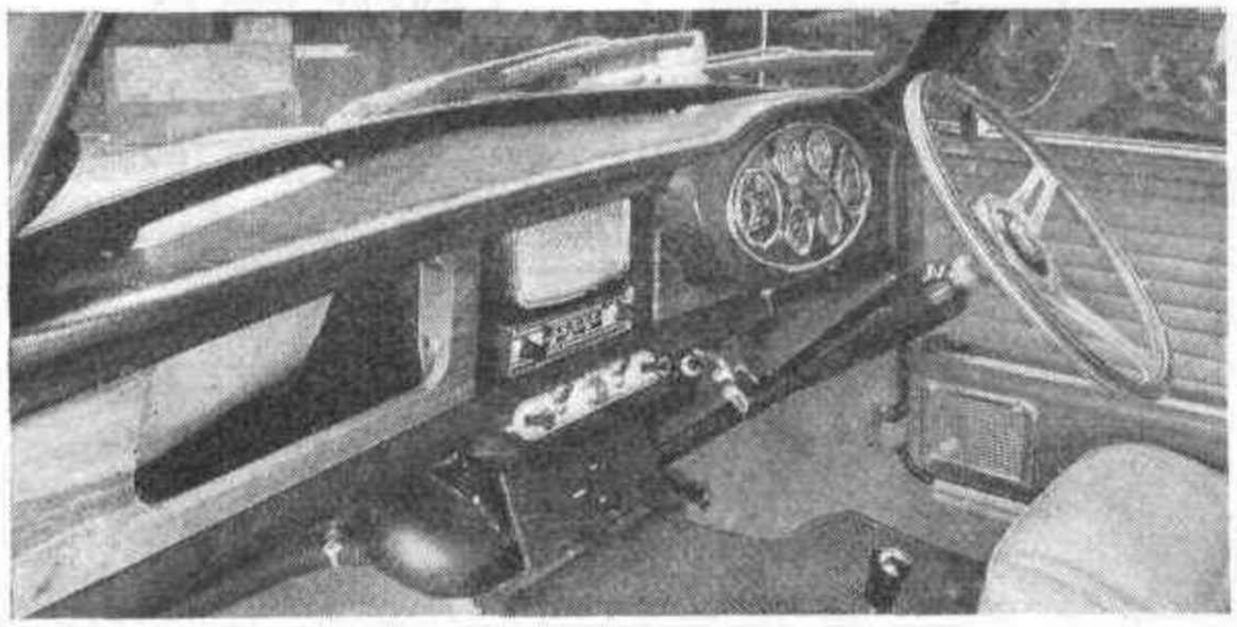
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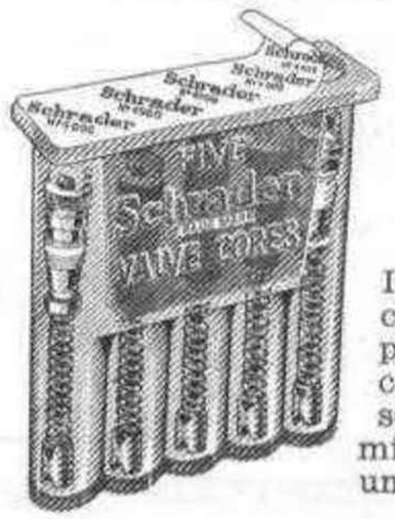
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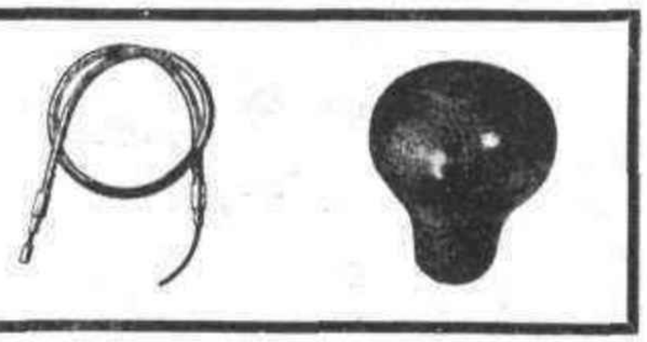
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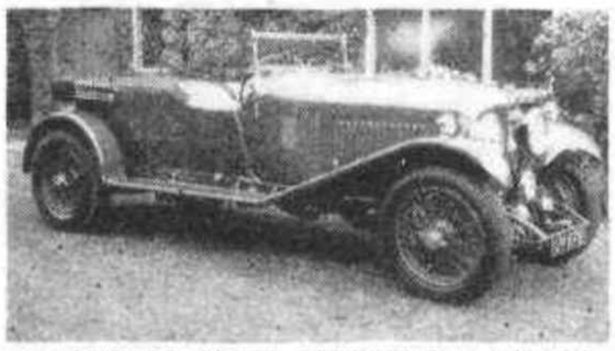


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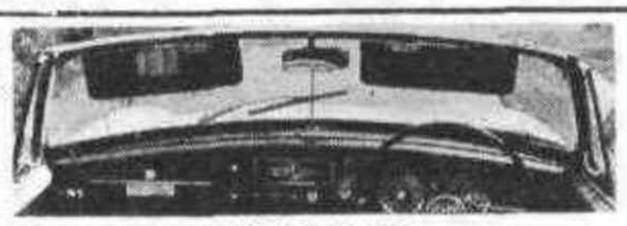


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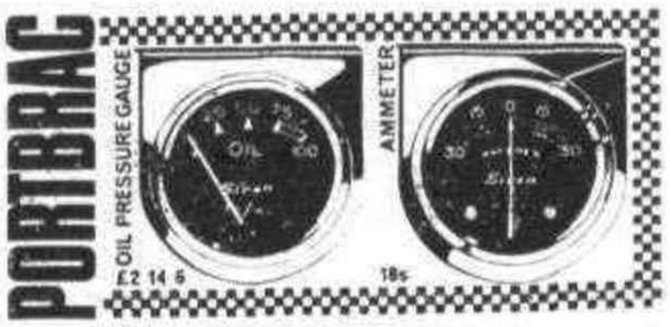


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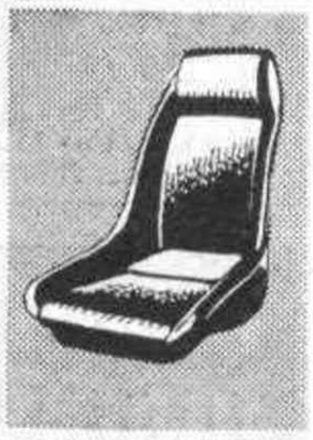




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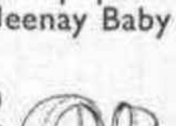
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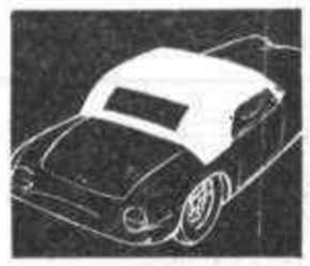
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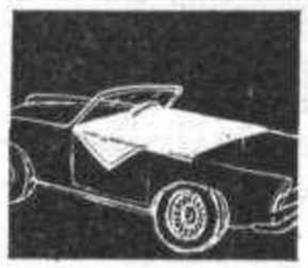
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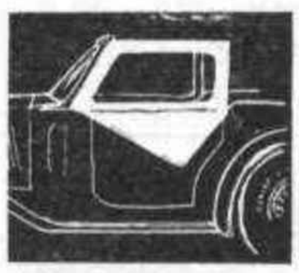
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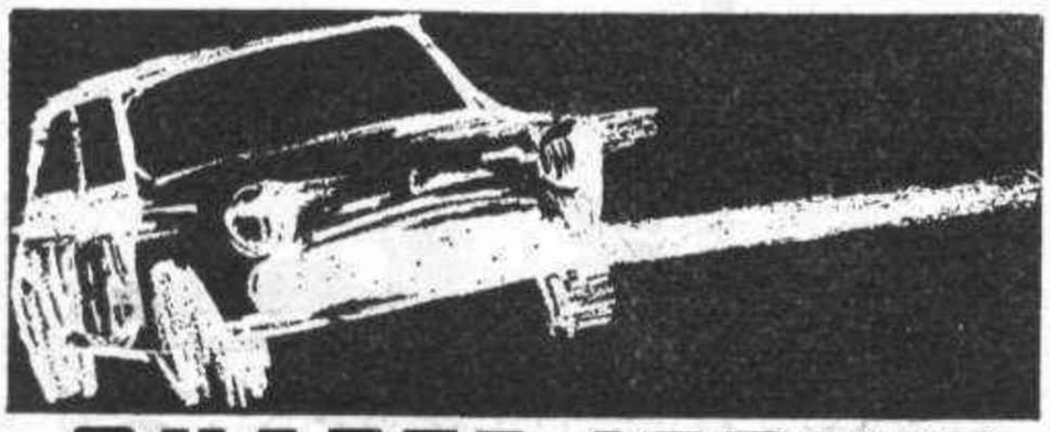
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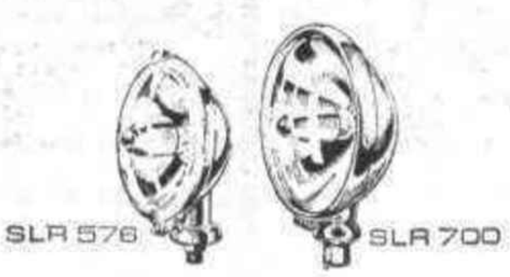
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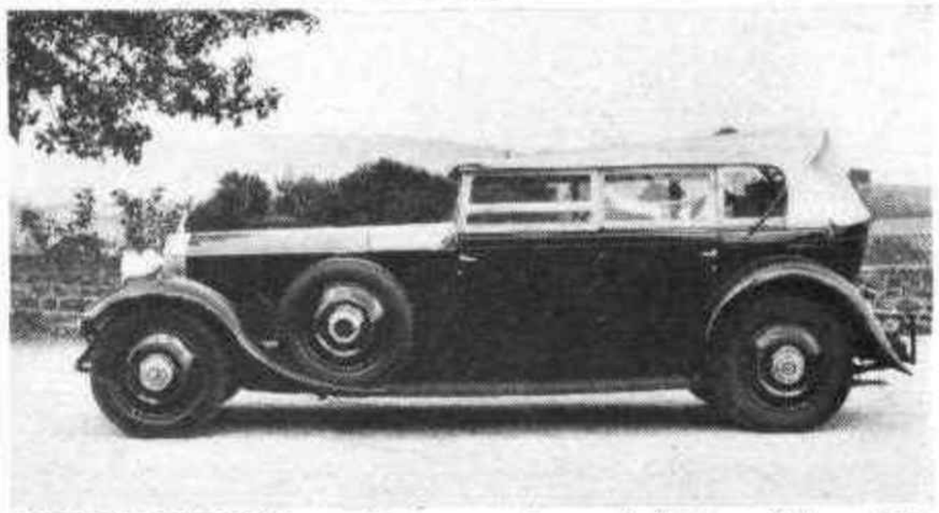
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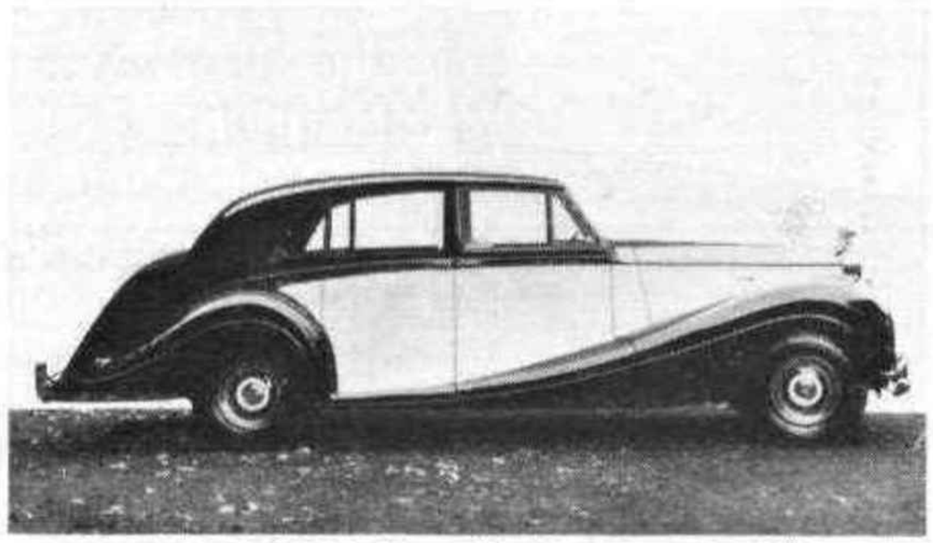
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