

Vol. XLI No. 10

TWO SHILLINGS

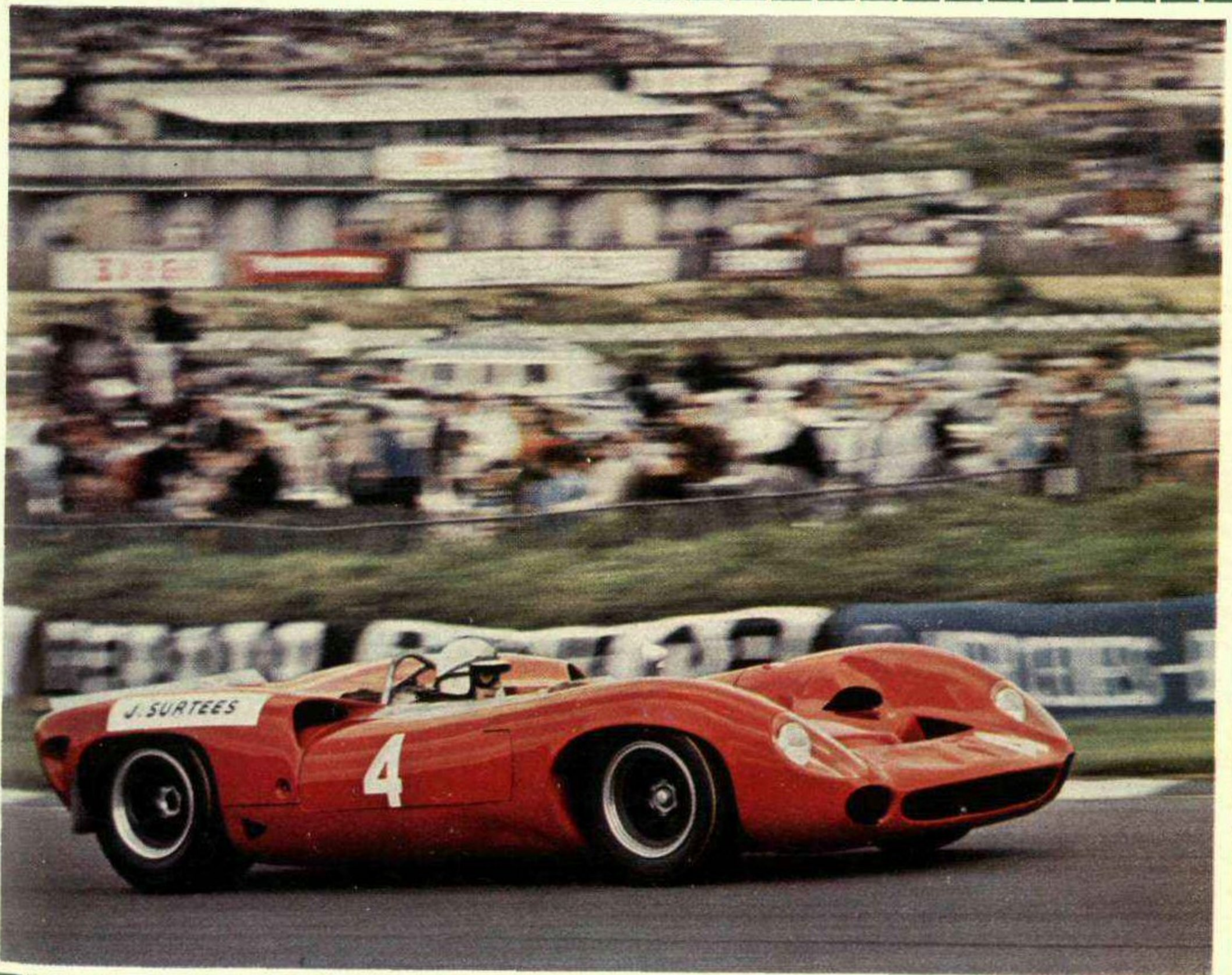
October 1965

MOTOR SPORT

FOUNDED IN THE YEAR

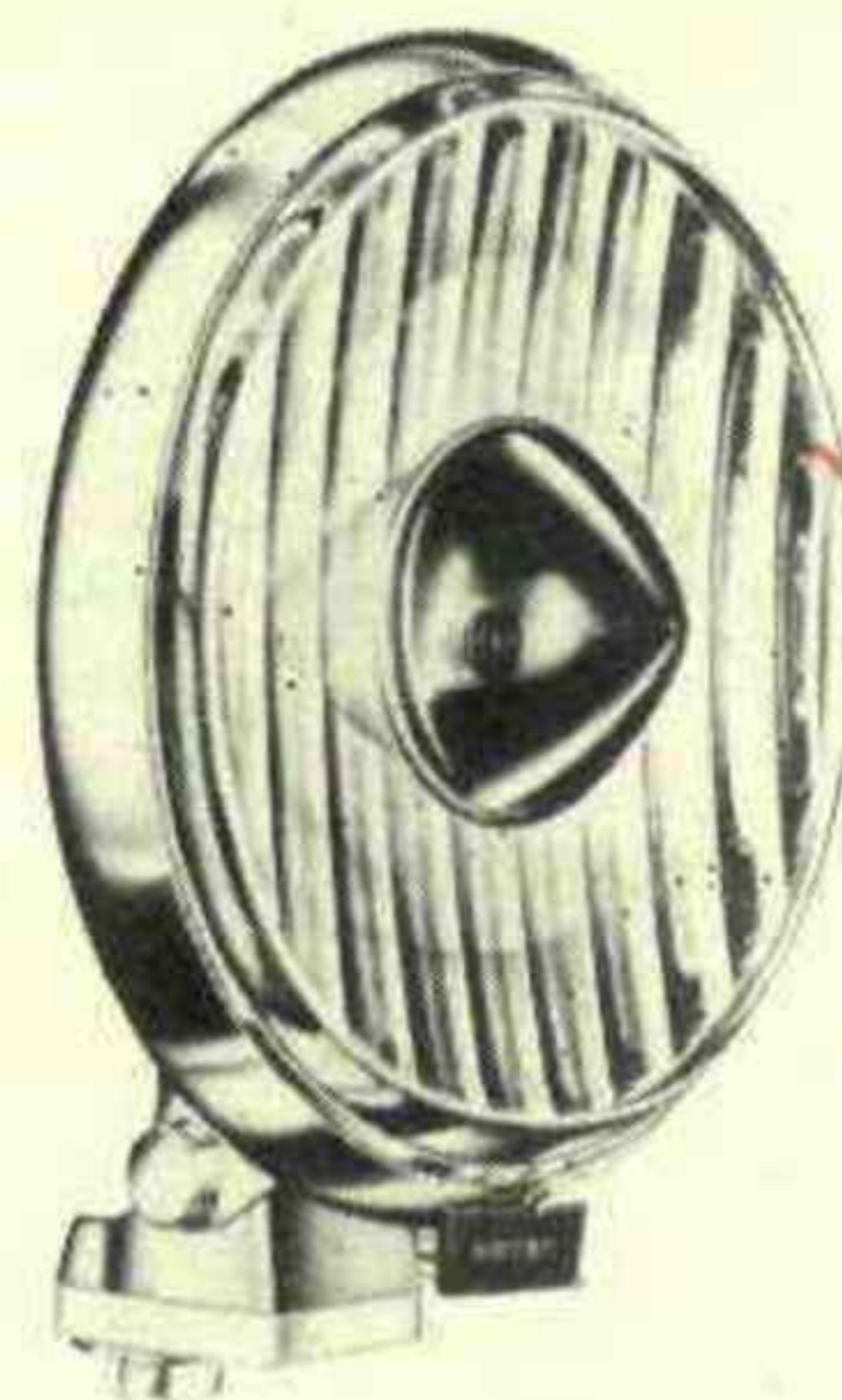


NINETEEN TWENTY-FOUR



SHEER BRILLIANCE BY NOTEK

We can claim with all modesty that our new 777 Series Tungsten Iodine lamps give almost double the penetration and brilliance from virtually the same output as conventional bulbs. We don't take credit for developing this wonderful new bulb but we do claim to put it to the best possible use. New Notek Tungsten Iodine lamps feature an Amber Spot and they have the same excellent beam characteristics as Notek Blue Spot lamps. This is particularly important with the brighter, whiter light to eliminate dazzle. All Notek lamps are tested for an optically correct lens, a perfectly shaped reflector and accurate bulb alignment. That's why they give the perfect beam. If you're a two carburetter man you'll need the Notek Amber Spot. Notek lamps are available from your usual garage, accessory shop or Halfords.



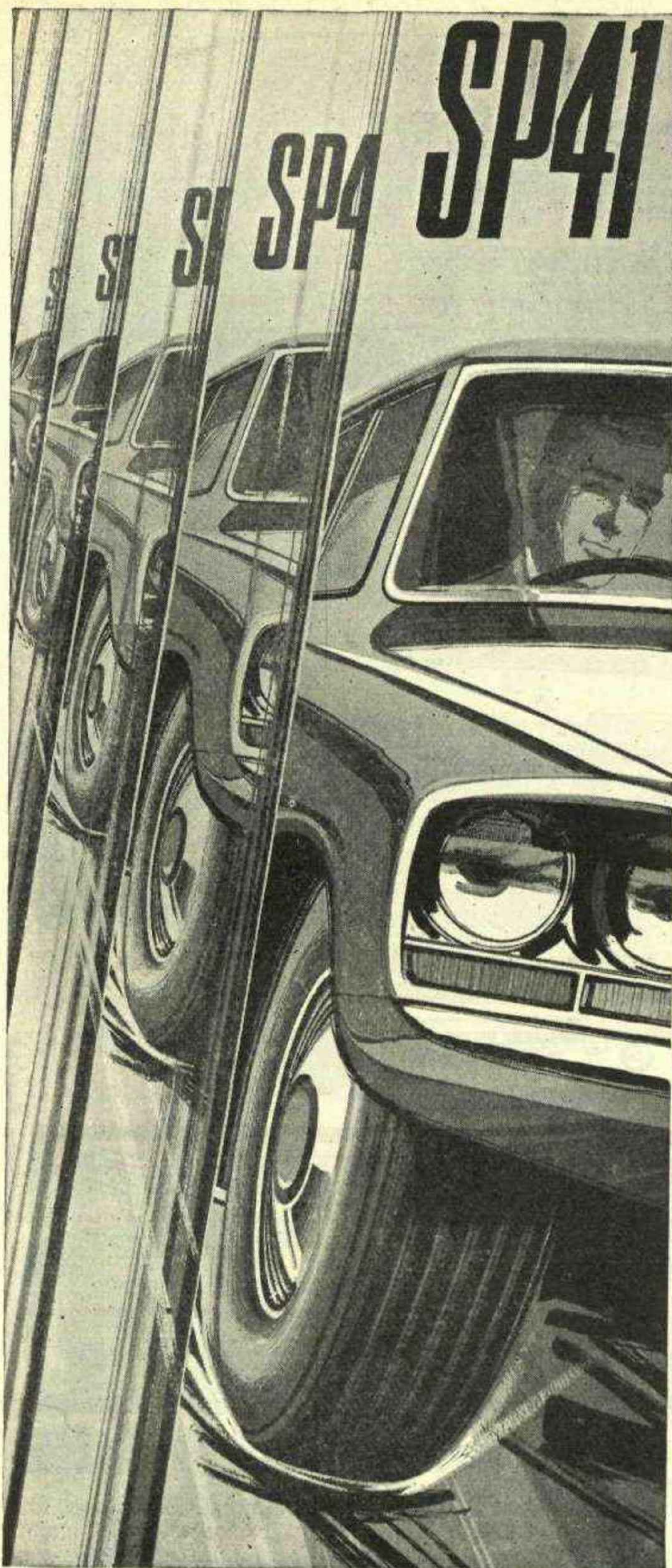
Notek 777 Series Blue Spot.
Nearlite. Foglite. Passlite. Farlite.
Prices £4.7.0 each model.
Micromatic adjustment.



Notek Amber Spot.
Nearlite. Farlite.
Prices £6.3.0 each model.
All lamps are finished in Stainless Steel. 100° adjustment on universal mounting. Prices include cable and switch.

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NEW **NOTEK** AMBER SPOT TUNGSTEN IODINE LAMPS



TOMORROW'S TYRE... TODAY

***never... never...
has durability
and roadhold
reached such a
brilliant peak...***

SP41 SIX WAYS BETTER!

DESIGNED specially for hard-driving 'peak performance' motoring this amazing radial-ply tyre gives you ● up to 80% more miles than conventional cross-ply tyres ● safer-than-ever grip on wet roads or dry ● precise steering control ('like riding on rails', report the experts) ● more positive braking and acceleration, less 'tyre drag' ● reduced road roar or 'drumming', less noise fatigue on long, fast journeys ● a small but positive saving in fuel. And these are only the main advantages, as your Dunlop tyre dealer will tell you!—To sum up, although costing a little more than conventional cross-ply tyres the SP41 immeasurably improves both car and tyre performance... especially for the experienced motorist driving today's high-performance car. For him SP41 is the *inevitable choice!*

DUNLOP

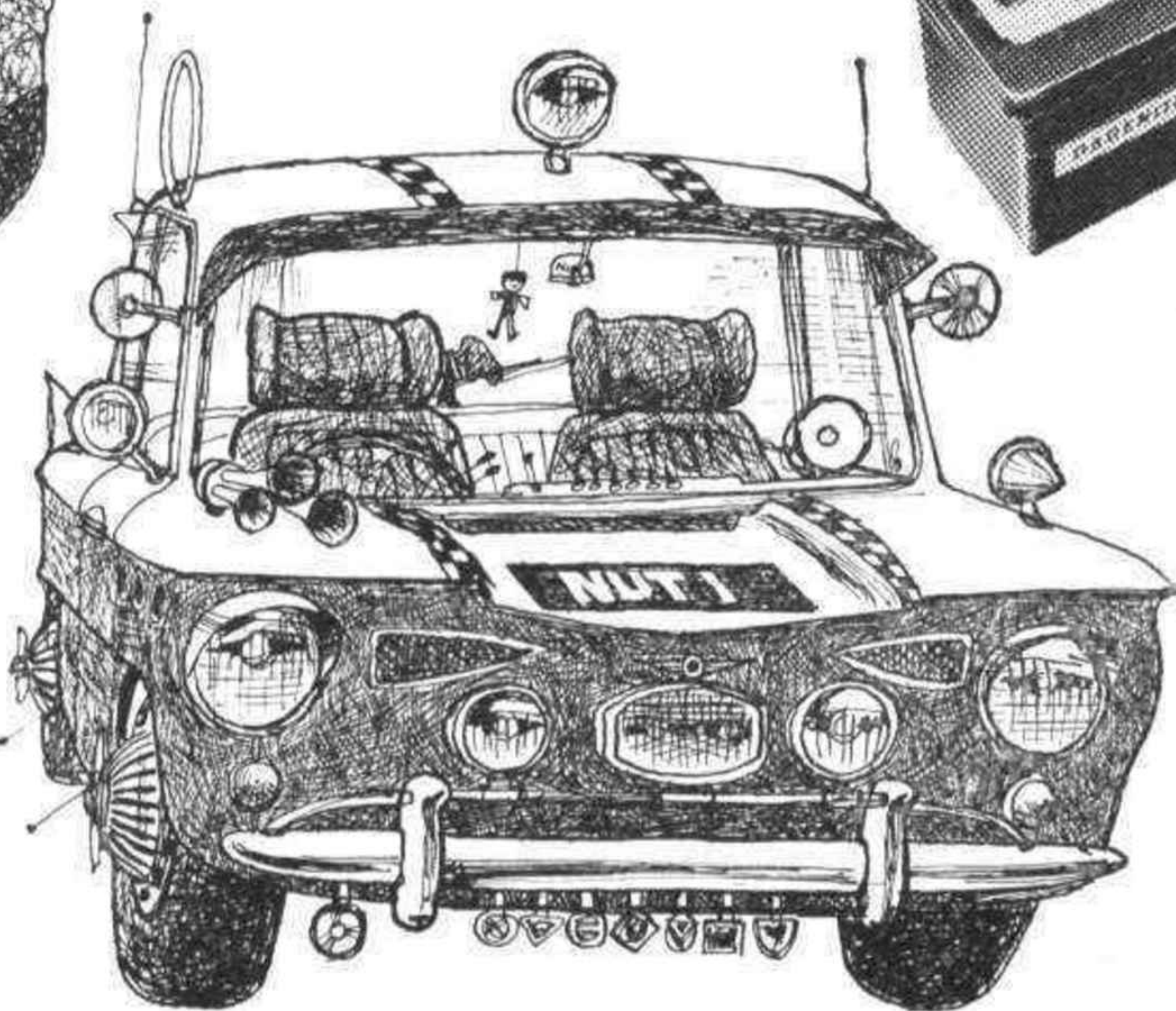
* If you prefer a cross-ply tyre or your car is not suited to radial-ply tyres, then Dunlop C41 is your obvious choice. It's the safest and most economical tyre of its type on the roads today.



For top
tyre service
look for
this sign

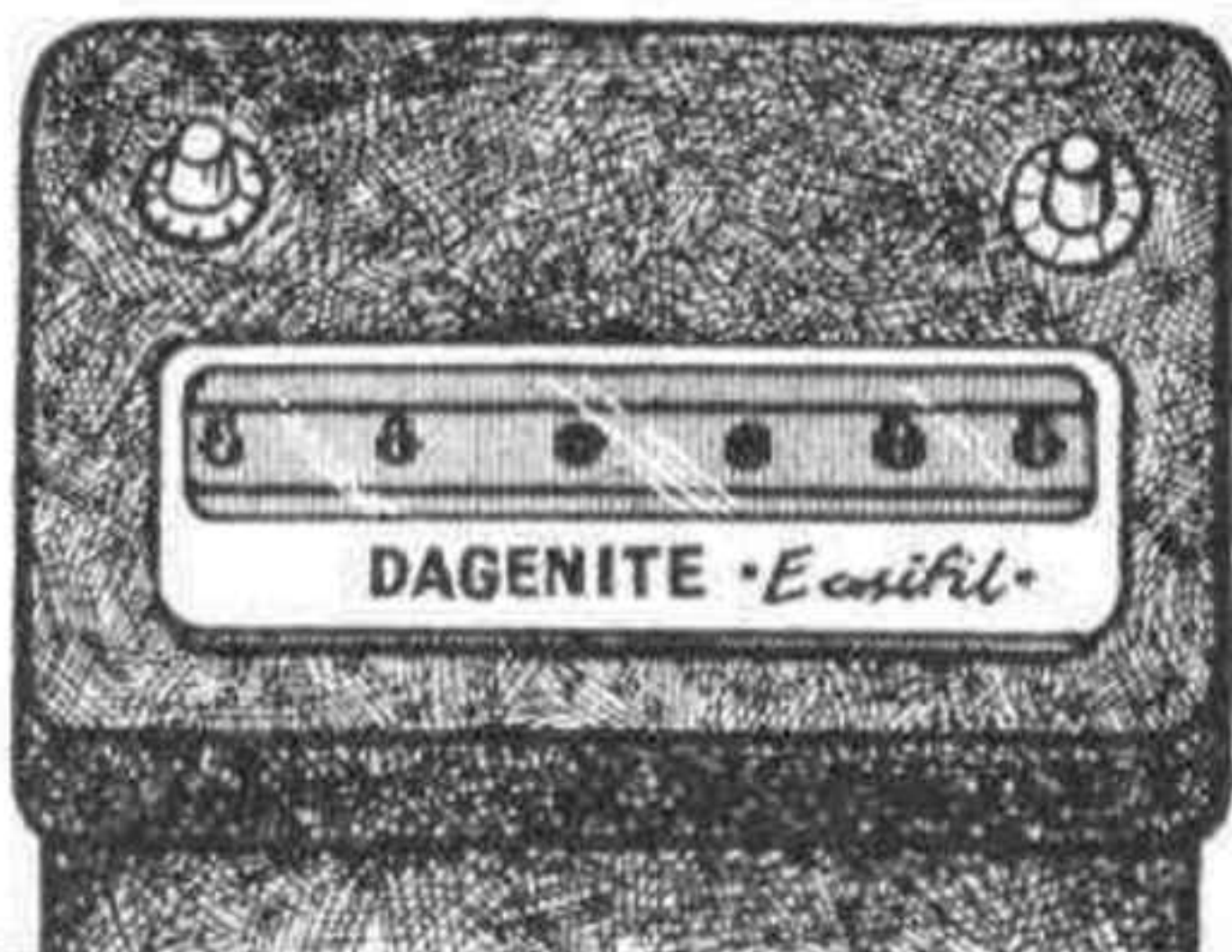


Gimmicky? You think this new **DAGENITE EASIFIL** is too clever by half? But look how easy it makes topping up! Nothing to touch for inspection—just one lid to lift for filling—and that's all. If that's a gimmick, you've got to agree it's a pretty practical one!



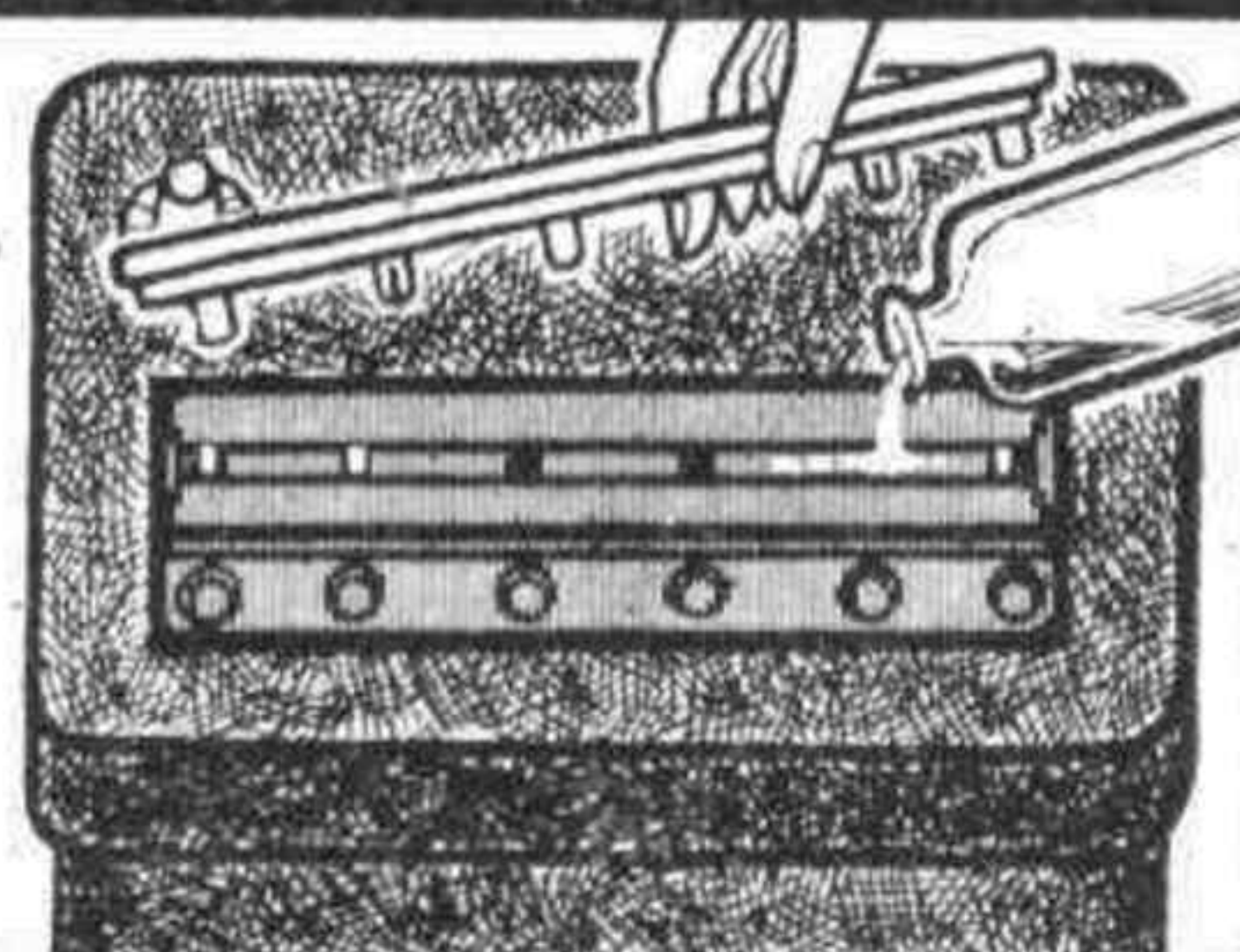
Easy to check-

One glance and you know if your Easifil needs topping up. No need to touch a thing. If any of those funny little floats has dropped, you need water. C'est tout!



Easy to top up-

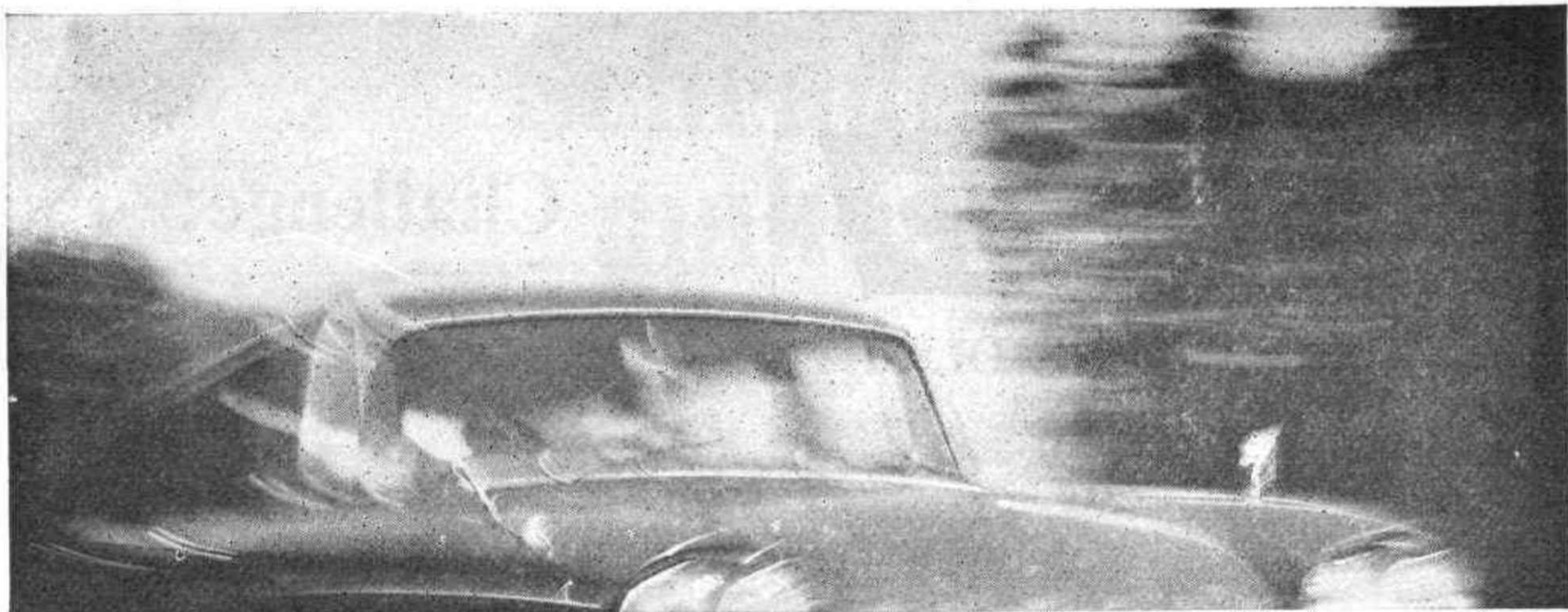
Lift the lid, pour water into the trough, put the lid on again. Too easy to be true, you think—but it is true, honestly! And it will need topping up less frequently too.



FC94C

TIME-SAVER! THE DAGENITE EASIFIL

Has been especially designed for people who value their time. If your time costs money, the Dagenite Easifil is a gilt-edged investment. Dagenite Easifil batteries are now available for all cars taking a 12-volt 7-plate or 9-plate battery. They are insured for the first two years of their life, and you can buy them on easy payment terms. So next time you need a replacement, ask your dealer for a Dagenite Easifil.



IF YOU DRIVE A FAST CAR



YOU NEED THIS TYRE

If your customer drives at sustained speeds over 90 mph he needs the Firestone Sports 130. This fabulous tyre is the outcome of Firestone's vast world-wide experience on road and race track. Built for sustained speeds of up to 130 mph, here is why the Firestone Sports 130 is the best high speed tyre:

- 1 Body cords have high crown angle for great stability and resistance to flex heat.
- 2 Racing construction ensures greater strength and a higher standing wave.
- 3 Thousands of closed tread sipes increase road grip and prevent tread chunk-out at speed.
- 4 Rib stabilisers lessen movement of tread elements and reduce wear: prevent ribs from closing, enabling tyre to squeeze water away from wet road surface, so giving first-class wet adhesion.

With Sup-R-Tuf rubber for long life and grip. And Nylon Cord for strength behind the grip.

Firestone
SPORTS 130

FOR STRENGTH AND SAFETY AT SUSTAINED SPEEDS UP TO 130 MPH

auto dip

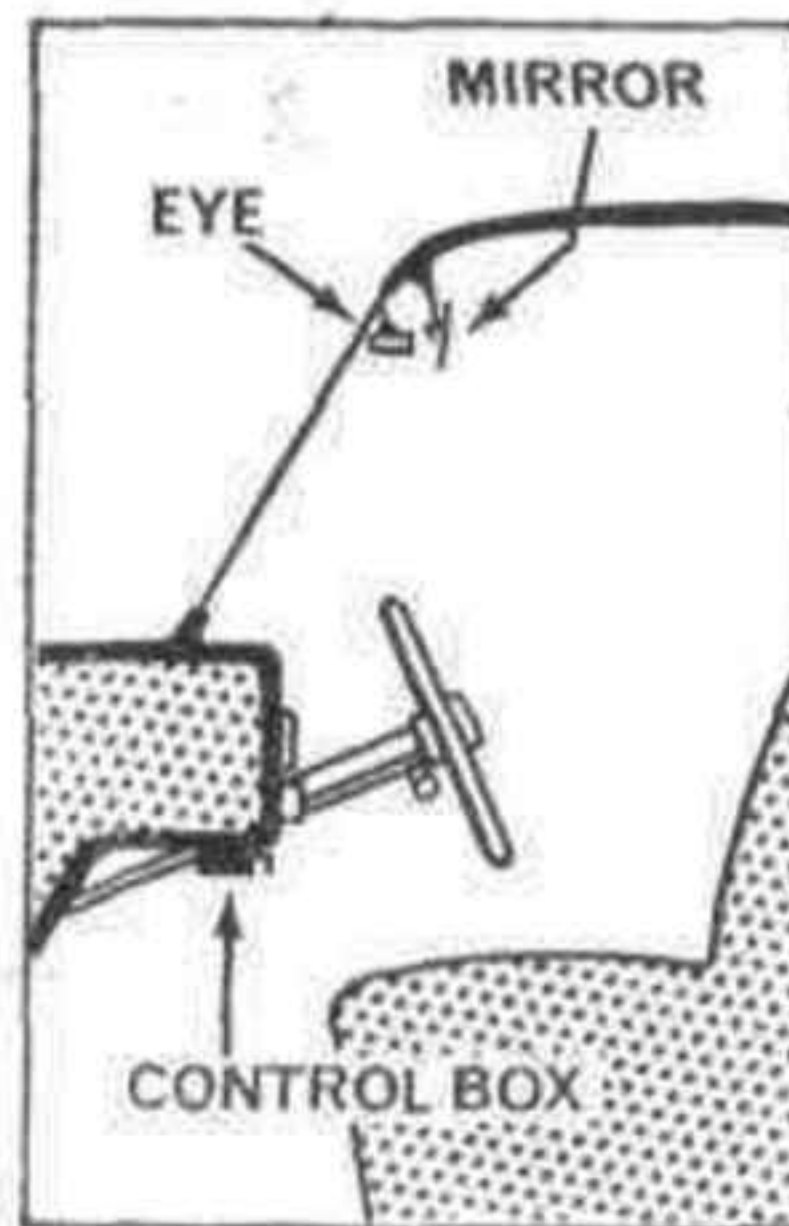


adds ease and safety to NIGHT DRIVING

Autodip (formerly Photodip) automatically dips your headlights. "It is uncanny," says 'Autocar' Magazine, "the way the beams flip up and down in silence and without any driver action, and a surprising relief to forget about the dipswitch and concentrate on driving." With Autodip your headlights are dipped automatically as the on-coming light increases or as you enter a brightly lit area. Autodip is red-light sensitive, too, and will dip your headlights as you draw closer to the tail lights of the car in front.

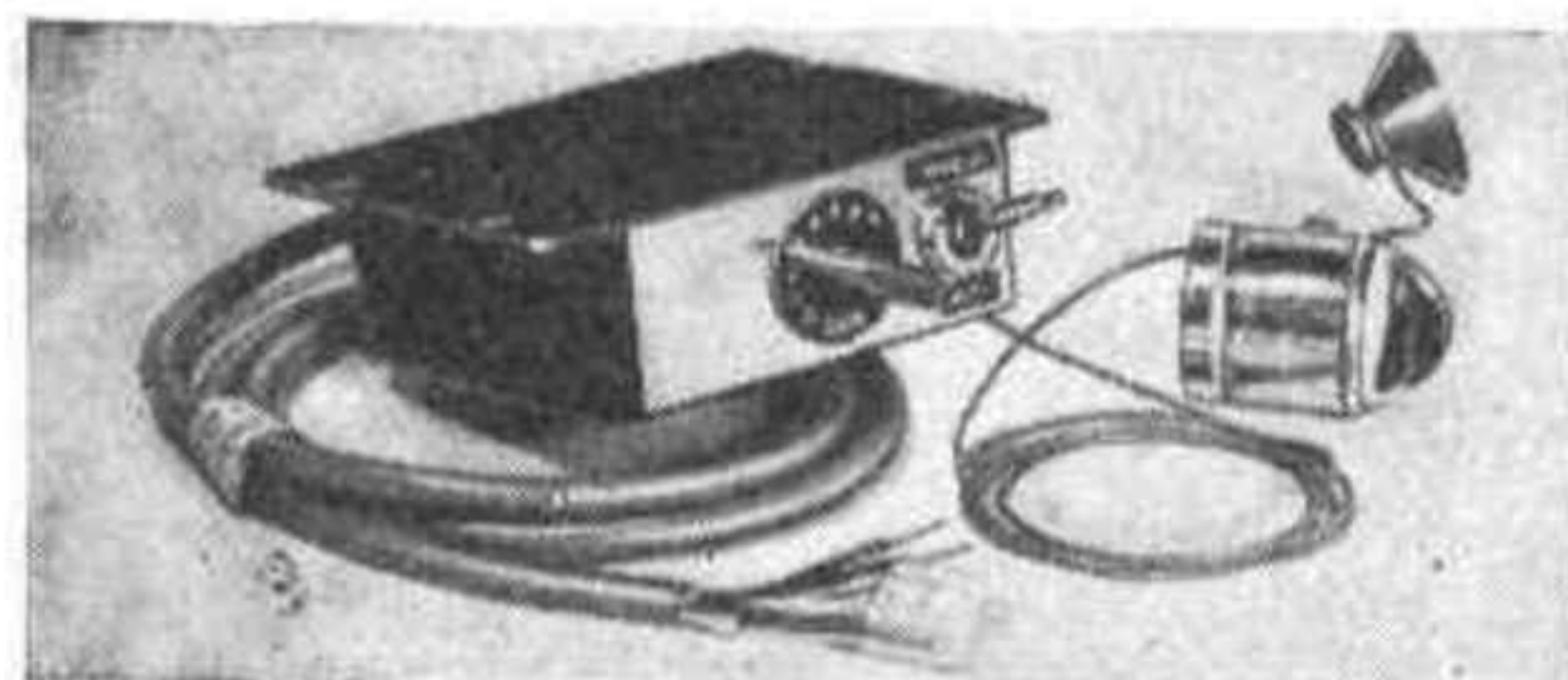
SIMPLE, SCIENTIFIC

Autodip is a clever photo-electric device, fitted easily and unobtrusively to any car. It consists of a "Detector Eye," a small Control Box and a connecting lead. Although it anticipates human reaction it does not supersede the normal dipswitch which can still be operated independently if required. In practice, however, once Autodip is installed, manual or foot switching becomes a thing of the past. Autodip is unique in the additional pleasure, relaxation and safety that it gives to night driving. Autodip becomes your silent partner giving you complete confidence in its ability to control your headlights, leaving hands or feet free for an emergency. What's more, your driving becomes the utmost in courtesy!



TECHNICAL ADVANTAGES. A unique feature of Autodip is a built in time-lag before your lights return to main-beam. This means that your headlights are not forever flickering up and down as each on-coming car goes past. They remain dipped until all possibility of dazzling other road users has receded.

FITTING. Full instructions are supplied for fitting, whether by the "do-it-yourself" motorist or garage mechanic. The operation is both simple and speedy and once installed, Autodip requires no maintenance.



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 Please supply descriptive literature.
(✓ Tick as applicable)

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All officers have the opportunity to be selected for a permanent commission.

Permanent Commissions: Either 5 G.C.E. subjects including 2 at 'A' level, for Dartmouth entry between 17 and 19½; or as a graduate under 21.

Royal Navy

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Please send me details about joining the Fleet Air Arm as a pilot or observer, fixed wing or helicopter.

NAME

ADDRESS

Date of Birth

Schrader makes the tyres last longer



The core is the heart of the valve

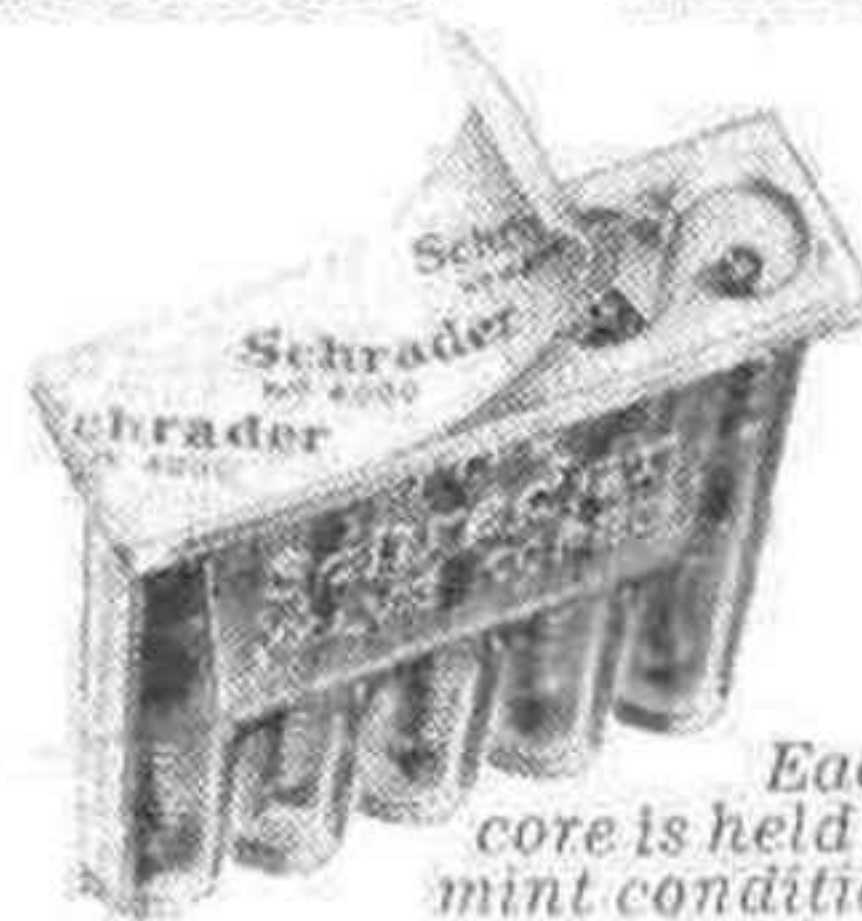
The core which is the heart of the valve, is the control point for tyre pressures which determine car performance—acceleration, braking and road holding. It is a diminutive piece of mechanism, but as dirt and grit can be diminutive too, it needs the protection of a Schrader valve cap. If a core should become damaged, replace it with a new one. Never take risks when it's so easy to be right. Now, Schrader valve cores are

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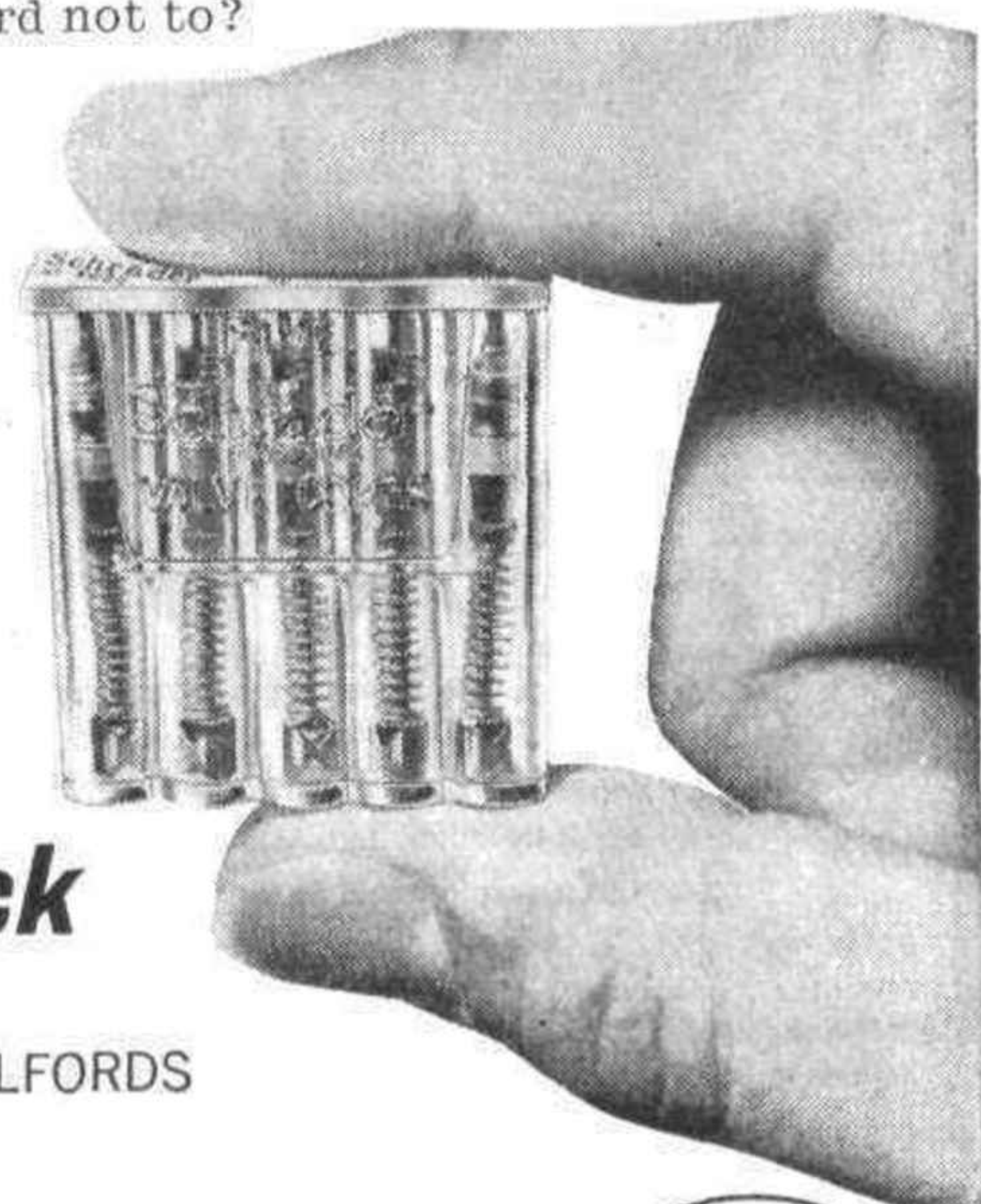
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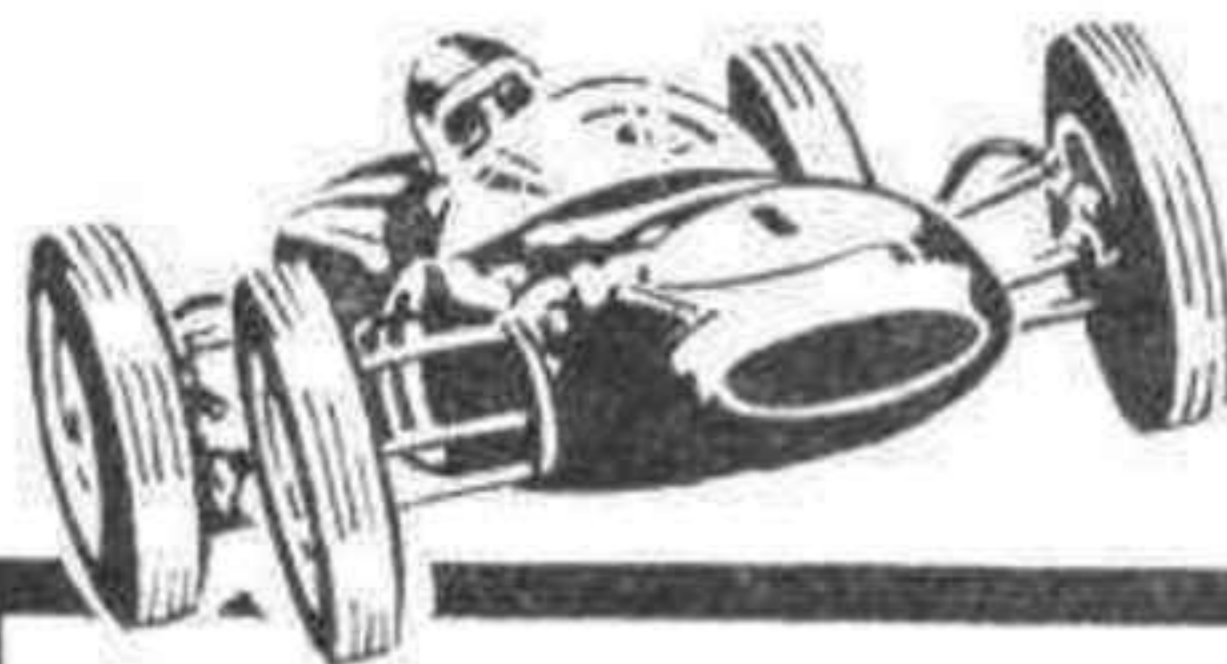


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CONTROL OF MOTOR RALLIES

TREASURE HUNTS, ETC.

After 1st March 1966 it will be an offence, under Section 36 of the Road Traffic Act 1962, to promote or take part in a competition or trial involving the use of motor vehicles on a public highway in England and Wales unless the event is authorised.

Regulations for the control of these events have been laid before Parliament. Certain types of event are authorised by the Regulations themselves without conditions, but most events will need to be specifically authorised, depending on the type of event and the locality, by either the appropriate Chief Constable or by the Royal Automobile Club.

Applications for authorisation may be submitted 6 months before the date of the event, but not less than 2 months beforehand in the case of events to be authorised by the R.A.C. and not less than 4 weeks beforehand in the case of events to be authorised by a Chief Constable. Application forms, together with a copy of the "Motor Rally Code", which contains a Guide to the Regulations, may be obtained now from any Chief Constable or from the Royal Automobile Club, 31 Belgrave Square, London, S.W.1.

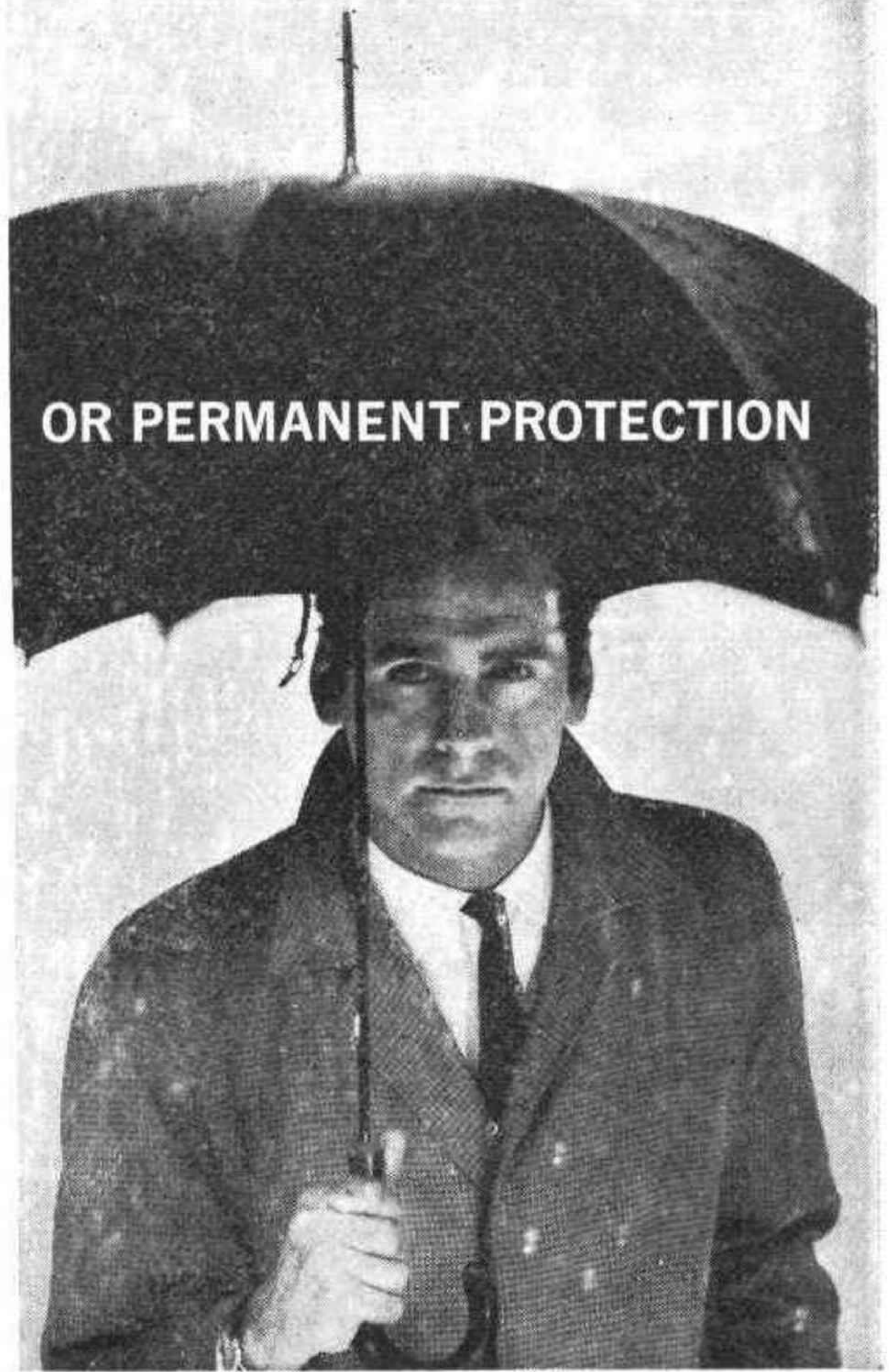
The Regulations, the Motor Vehicles (Competitions and Trials) (England) Regulations 1965 and the Motor Vehicles (Competitions and Trials) (Wales) Regulations 1965, may be obtained from Her Majesty's Stationery Office or through any bookseller, price 1/6d each.

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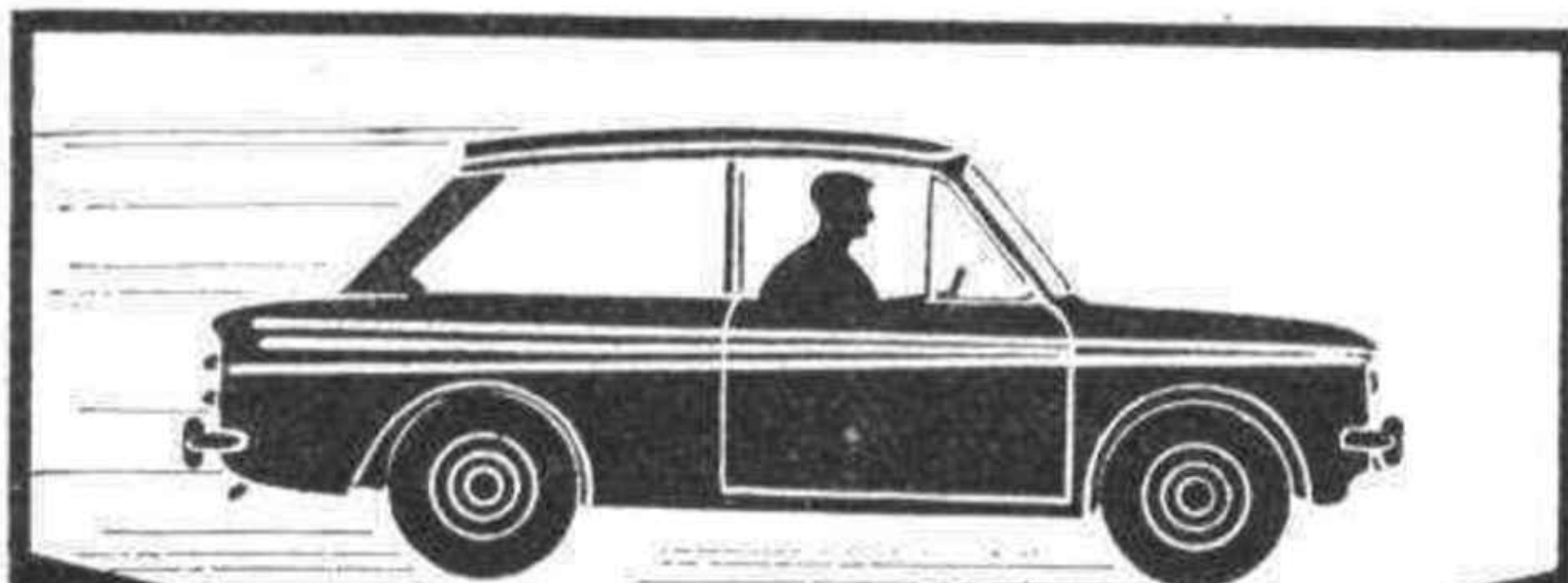
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the name of your nearest appointed applicator.

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MAKE OF CAR, MODEL & YEAR



Performance+

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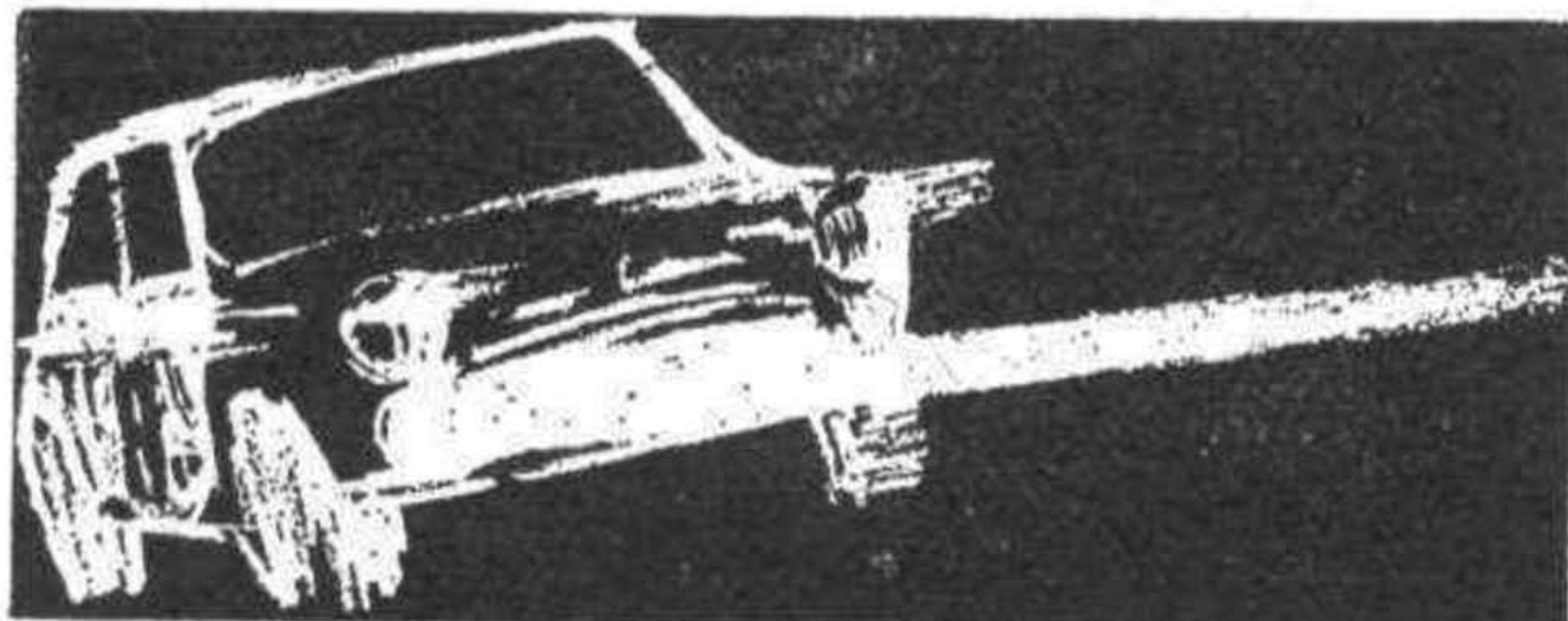
Why not out-imp and out-Chamois all your fellow drivers? Show them something new and unexpected from a car like yours: a dazzling acceleration, a catch-me-if-you-can top speed. The secret's simple. A Paul Emery conversion gives your car a sporting chance.

Stage I to stage IV. Four steps up the high performance path give you the raciest little car you've ever owned. With conversions ranging from as little as £27.10.0 Paul Emery-upmanship is cheaper than you dare to think. Why not write to find out more?

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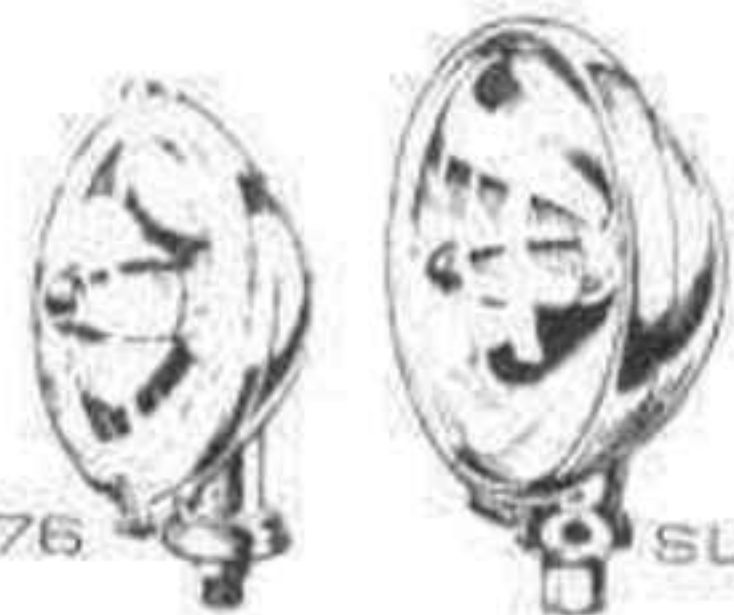


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gives

3

times
the
LIGHT



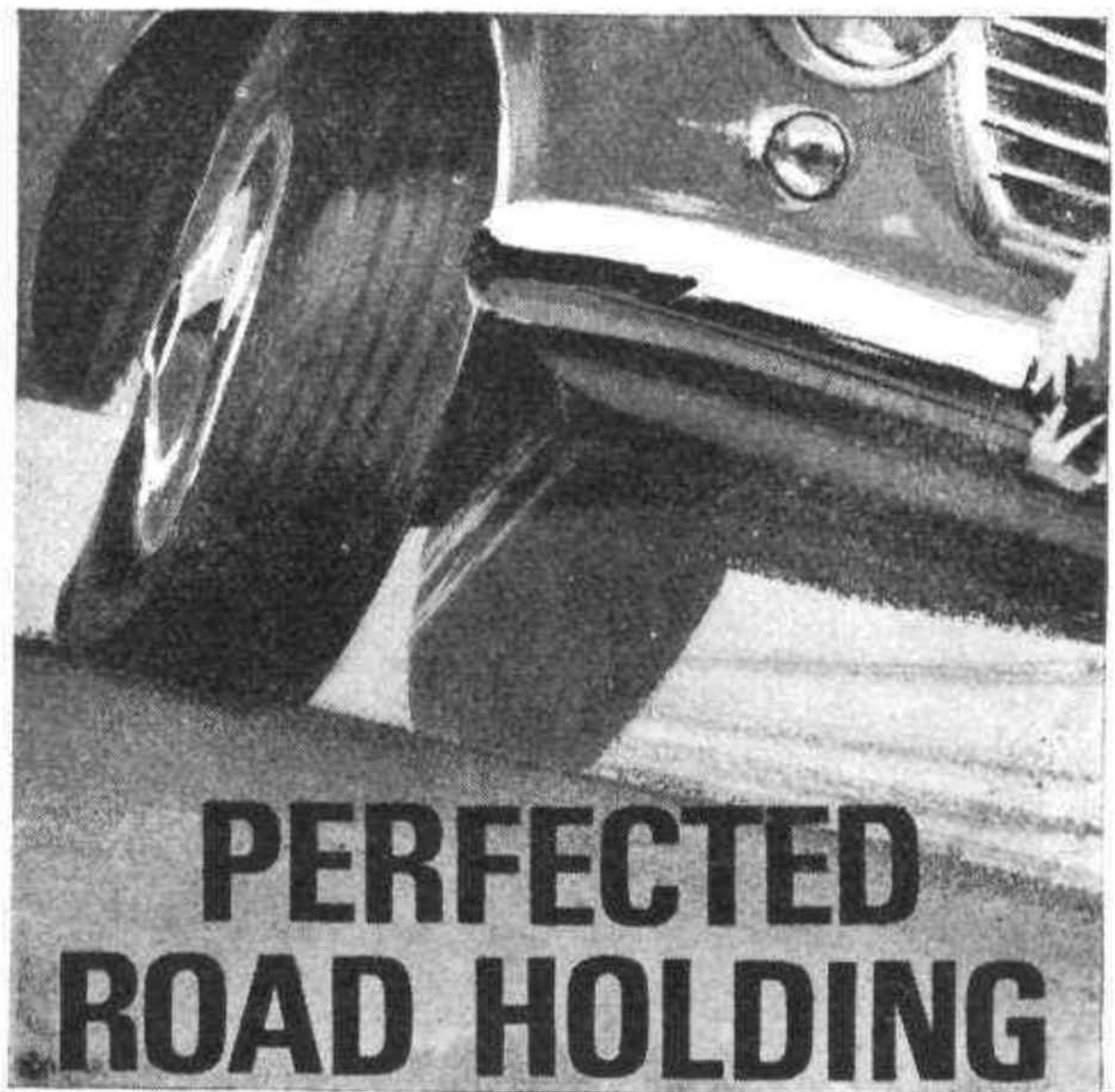
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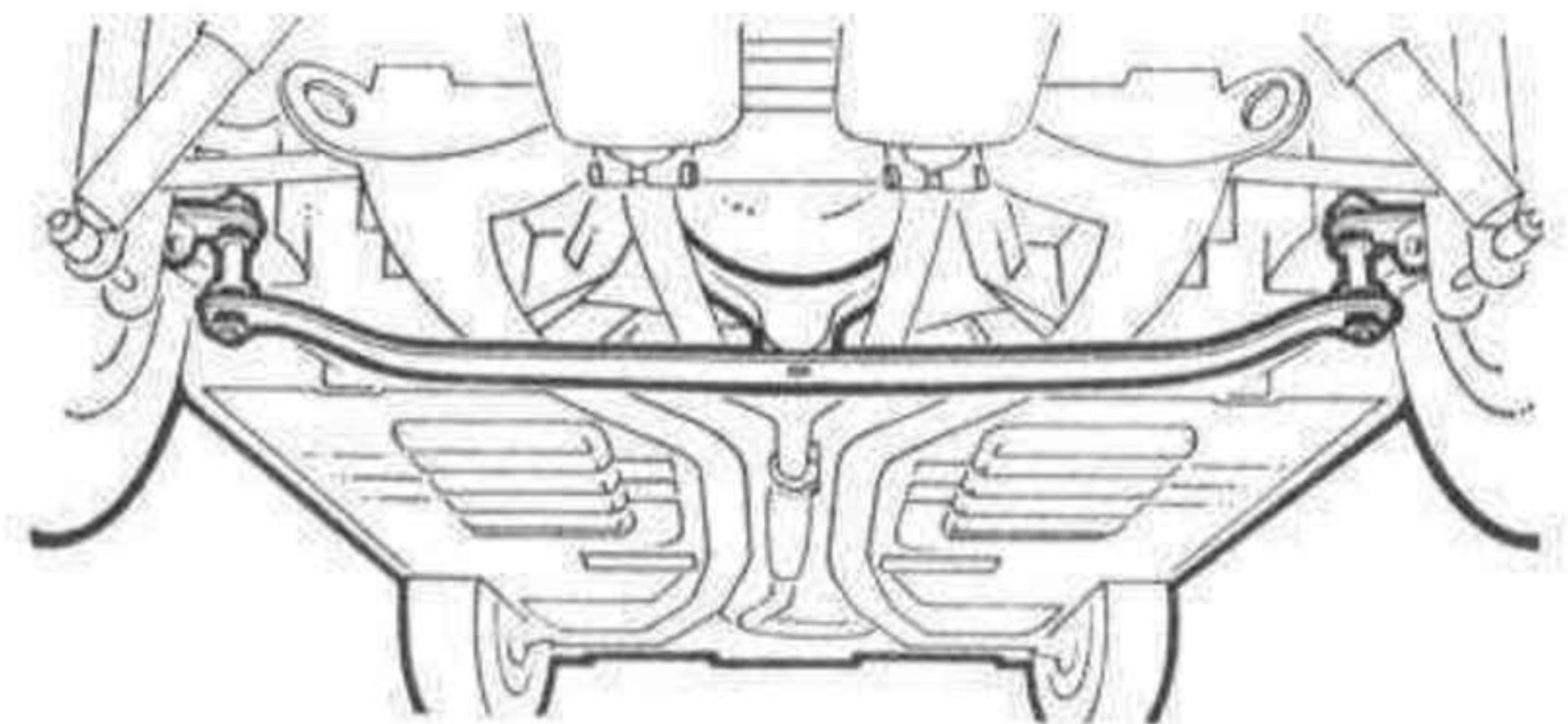
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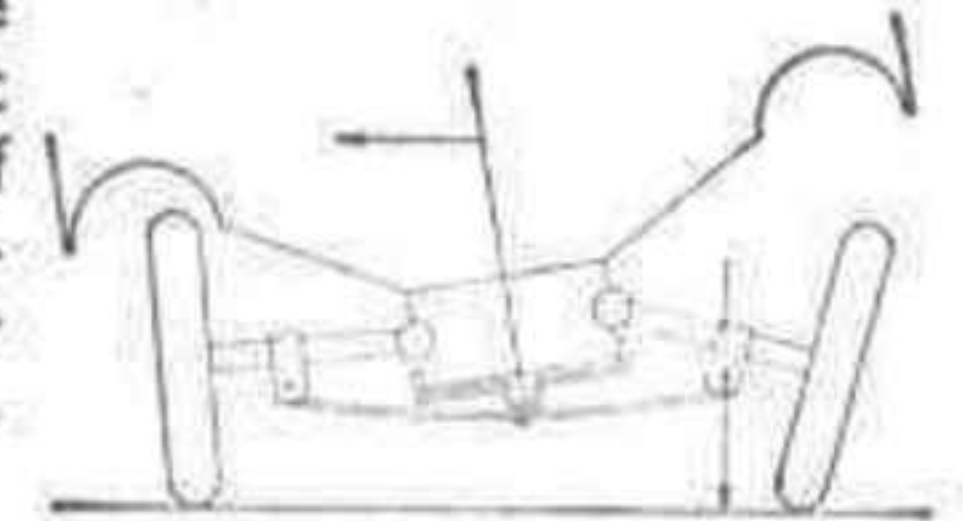
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MOTORSPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH

FORTY-FIRST YEAR OF PUBLICATION

MATTERS OF MOMENT

EARLS COURT

On the 20th of this month another London Motor Show will open—strikes permitting—at Earls Court. Once inside the Exhibition Hall it will probably seem worth attending, if only because the lights, the crowds, the bars and the cars, draw the motor-minded public like a magnet.

But this Motor Show is about as badly situated as could be for those misguidedly arriving by car, because the official car parks are perpetually full, the Police seem to take a delight in prohibiting parking in the many wide side roads that radiate from Earls Court, and public car parks in the area are mostly of the temporary, congested and quick-profit type.

So this greatest of motor displays should be attended pedestrian-wise! What will it reveal? Steady development of existing models rather than revolutionary new cars seems likely to be the 1966 trend, with more power from smoother engines, the 5-bearing 4-cylinder and 7-bearing 6-cylinder power unit predominant, but with Ford of Dagenham following Taunus Ford in pushing the V4, and luxury cars from Crewe, Coventry and across the Atlantic favouring vee-eights. The influence of the World's Motorways can be seen in these moves to render engines smoother and more durable at high speeds, yet the complex valve gears of our youth are being rendered unnecessary by forming the combustion chamber in the piston crown, development with which those great automobile engineers, Daimler-Benz, are intimately concerned. Such technicalities, however, will go largely unseen, or unappreciated, at the great static show that is Earls Court.

Indeed, remembering that, whatever may be the case five years from now, during the first eight months of Socialist rule the cost of living has risen by 4.4%, rates are up by 14%, the Bank Rate is at 6%, rail fares are up by 8%, grocery prices by 6%, Income Tax is up by 6d. in the £, petrol tax up by the same amount, car, motorcycle, TV and radio licences cost more, cigarettes cost 6d. more for a packet of 20, a bottle of spirits 4s. more, postage stamps have increased in cost by 33½%, and there is a 50% increase in the Excise duty of goods vehicles, the more immediate problem is how far we shall be able to motor next year, or whether we shall soon be able to afford a car at all...

It is perhaps significant that Fiat and Citroën are continuing their excellent 500D and 2 c.v. economy twins, with useful improvements.

But, putting aside politics while acknowledging that the British standard of living is vitally dependent on a virile motor industry, perhaps the rumoured new Rolls-Royce will steal the Show. Will it, for instance, put firmly in its place the fabulous Mercedes-Benz 600, which is faster round the Solitude circuit than a 230SL Mercedes-Benz sports car? Another very advanced automobile is the Citroën Pallas, an acceptable engine now embodied in its technically-commendable specification.

The challenge from Europe in all classes is a strong one and Earls Court will indicate how British designers and manufacturers are meeting it. In the sports car field we are still unassailable.

In spite of the inconveniences of the London Motor Show it is a splendid social gathering, a place at which to recall the stirring motoring of the past, talk of your present car, and plan for the future. MOTORSPORT will be pleased to meet old friends and make new ones at Stand 4 on the Ground Floor, opposite the Lotus Stand.

DRIVING TUITION IN SCHOOLS

Because nearly all young people have a strong urge to drive a motor vehicle as soon as they are old enough and because a driving licence is often a passport to much personal pleasure and a good job, it is high time schools included driving instruction as part of their normal curriculum. Some already do so and the foresight of their headmasters and headmistresses is to be

highly commended. However much one may selfishly regret the rate at which new drivers are coming on the roads, learn they will, and serious tuition at an early age is the best possible insurance for a reduction in future road accidents. Driving instruction on private ground is surely less hazardous than playing rugby football or hockey!

MOTORSPORT will be glad to hear from any modern-minded teachers who intend to adopt it in girls' schools as well as in boys' schools. As we go to press we learn, for instance, that Blackwell Secondary Modern School, Harrow, intends to give instruction during the Autumn term in road safety and good driving to twelve senior pupils, both boys and girls, aged 15 to 16, and that similar courses are envisaged each term for the next two years. We wish all such schemes success and hope many more will be instituted.

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Front Cover Picture: WINNING TREND.—John Surtees winning the August Bank Holiday Brands Hatch Guards Trophy race with his new Lola 70. Surtees led the race from start to finish, and seems to have found the reliability in this new car which he lacked in the old one.

Motoring Sport Events For October

★ 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
Oct. 2nd	B.R.D.C.	Silverstone	Towcester	Clubmen's Ch'ship Race Meeting (R.)	12.30 p.m.
Oct. 2nd	B.A.R.C.	Aintree	Liverpool	Race Meeting (R.)	2.00 p.m.
Oct. 2nd	Burnham-on-Sea M.C.	Marine Parade	Weston-super-Mare	Speed Trials (N.O.)	10.00 a.m.
Oct. 2nd	Ulster A.C.	Knockagh Hill	Belfast	Hill-Climb (C.)	2.00 p.m.
Oct. 2nd	Motor Cycling Club	Coventry area	Coventry	11th Derbyshire Trial (C.)	3.00 p.m.
Oct. 2nd	Stafford & Dist. C.C.	Walton Garage	Stafford	Autumn Rally (R.)	8.45 a.m.
Oct. 2nd	Enfield & Dist. V.V.S.	Railway Hotel	Enfield	Veteran/Vintage Display	2.00 p.m.
Oct. 3rd	Watkins G.P. Corp.	Watkins Glen	Watkins Glen	U.S.A. Grand Prix (F.1) (INT.)	2.00 p.m.
Oct. 3rd	Allard O.C./B.D.R.A.	R.A.F., Woodvale	Southport	Part 2 of Drag Festival (INT.)	11.00 a.m.
Oct. 3rd	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (C.)	2.15 p.m.
Oct. 3rd	Midland A.C.	Curborough	Lichfield	Sprint Meeting (R.)	2.00 p.m.
Oct. 3rd	B.M.W. O.C./Bristol O.C.	Stanford Hall	Rugby	Social Meeting	11.00 a.m.
Oct. 3rd	W. Essex C.C.	Stapleford	Abridge, Essex	Hill-Climb (R.)	1.00 p.m.
Oct. 3rd	E.E. (Stafford) M.C.	Brocton	Stafford	Grand Driving Tests (C.)	2.00 p.m.
Oct. 3rd	Northampton & Dist. C.C.	Clipston	Market Harborough	Derngate Trophy Sporting Trial (R.)	11.00 a.m.
Oct. 3rd	B.A.R.C. (S.W.)	MR 168/549268	Winchester/Petersfield	Autocross (R.)	2.30 p.m.
Oct. 3rd	Chorley A.C.	Whittle-le-Woods	Chorley	Production Car Trial (C.)	1.30 p.m.
Oct. 3rd	B.A.R.C. (S.E.)/Eastbourne D.C.C.	Dower House Farm	Uckfield	Production Car Trial (C.)	1.30 p.m.
Oct. 3rd	Nucleus M.C.	Market Place	Brentford	Scorpion Driving Tests (C.I.)	2.00 p.m.
Oct. 3rd	Farnborough & Dist. M.C.	R.A.F. Station	Odiham	Sprint (C.I.)	2.00 p.m.
Oct. 3rd	Southsea M.C.	Clarence Pier	Southsea	Driving Tests (R.)	12 noon
Oct. 8/10th	A.D.A.C./O.A.M.T.C./Magyar A.C.	Budapest	Budapest	Stade Rallye (INT.)	—
Oct. 9th	B.A.R.C.	Silverstone	Towcester	Race Meeting (R.)	2.00 p.m.
Oct. 9th	Hagley & Dist. L.C.C.	Castle Combe	Chippenham	Race Meeting (R.)	1.30 p.m.
Oct. 9/10th	W. Hants & Dorset C.C.	Bournemouth area	Bournemouth	Bournemouth Rally (N.B.)	8.30 p.m.
Oct. 9/10th	Tunbridge Wells M.C.	Isenhurst Garage	Cross-in-Hand	Half-night Navigation Run (C.)	8.00 p.m.
Oct. 9/10th	F.B.P. M.C.	Wootan Hall	Northampton	Night Watch Rally (C.)	4.00 p.m.
Oct. 10th	Welsh Border C.C.	Park Hall Camp	Oswestry	Driving Tests	11.00 a.m.
Oct. 10th	750 M.C.	Wiscombe Park	Honiton	Hill-Climb (N.O.)	11.30 a.m.
Oct. 10th	Y.S.C.C.	Castle Howard	Malton	Hill-Climb (R.)	2.15 p.m.
Oct. 10th	Falcon M.C.	Church Lawford	Rugby	Sprint (R.)	1.30 p.m.
Oct. 10th	Allard O.C.	Brighton Road	Horsham	Concours d'Elegance	1.00 p.m.
Oct. 10th	Sutton & Cheam M.C.	Tillinghurst Farm	Ardingly	Autocross (R.)	1.30 p.m.
Oct. 10th	B.A.R.C. (N. Thames)	Crow's Nest Farm	Ruislip	Autocross (C.)	2.00 p.m.
Oct. 10th	A.G.A.C.I.	Monthery	Paris	Paris 1,000-km. (INT.)	11.00 a.m.
Oct. 16/17th	N.L.E.C.C.	Ross Service Station	Ross-on-Wye	Radcap Rally (R.)	10.30 p.m.
Oct. 17th	B.R.S.C.C.	Mallory Park	Hinckley	Race Meeting (C.)	2.00 p.m.
Oct. 17th	750 M.C. (S.)	Blandford Forum	Blandford	Hill-Climb (R.)	12 noon*
Oct. 17th	Liverpool M.C.	Ainsdale Beach	Southport	Sandocross (R.)	12 noon*
Oct. 17th	S. Wales A.C.	Llandow	Llandow	Sprint (R.)	12 noon*
Oct. 23rd/24th	Grimsby M.C.	Wellowgate	Grimsby	Rally (R.)	8.00 p.m.
Oct. 23rd/24th	Quinton M.C.	Border Garage	Welshpool	Rally (C.)	—
Oct. 24th	A.C. Mexico	Mexico City	Mexico City	Mexican G.P. (F.1) (INT.)	2.00 p.m.
Oct. 24th	Port Talbot M.C.	Mynydd Eppynt	Breconshire	Tour d'Eppynt (C.)	10.00 a.m.
Oct. 24th	Elland M.C.	Sowerby Bridge	Halifax	Driving Tests (R.)	12 noon*
Oct. 24th	Sheffield & Hallamshire M.C.	Strines Inn	Bradfield	High Peak Sporting Trial (R.)	10.00 a.m.
Oct. 24th	750 M.C.	Weaversdown	Longmoor	Trial (C.)	10.00 a.m.
Oct. 31st	B.A.R.C.	Brands Hatch	Farningham	Race Meeting (C.)	1.45 p.m.
Oct. 31st	S.W.A.C.	Castell Hill	Maesteg	Hill-Climb (C.)	12 noon*
Oct. 31st	Cambridge A.C.	Snetterton	Thetford	Slalom (R.)	1.00 p.m.

* No time of start available at time of going to press, suggested time for spectators.

MATTERS OF MOMENT—continued from previous page

ALFA ROMEO (GREAT BRITAIN) LTD. REPLY

[Although we closed the recent Alfa Romeo correspondence last month, we include this belated letter from the British concessionaires, for what it is worth, in order not to be accused of failing to present both viewpoints.—ED.]

Sir,

To those readers of MOTOR SPORT who, through your columns, have complained of inconveniences suffered during the initial stages of the establishment of our network in this country, we offer our sincere apologies.

To those readers who have answered to express their satisfaction, we convey our thanks for their enthusiasm and unsolicited support.

To all Alfa owners who have purchased our cars since we, recently, first set up to import and service them in this challenging market, we direct our whole-hearted gratitude. Their custom has helped us to grow and to lay the way for the expansion of our network. Since May 1963, from a range of cars of which any manufacturer would be proud, thousands of discerning motorists in Great Britain have purchased their Alfas and, judging by the amount of repeated business, the large majority of them must be reasonably satisfied.

No one knows better than we how much gruelling work was put into those first two years by our Dealers to make the Alfa Romeo exercise a success and we are honoured to be associated with them. But the time and exactitude that go into the setting up of service facilities have not always made it possible to increase them at the same fast rate at which the demand for our cars kept growing.

It takes time to achieve any goal: more so when the goal is high. Ours is such: we are getting closer to it daily, but no matter how much wealth of experience or development is put behind any venture, there will always be room for improvement: such is the way of progress.

In conclusion, dear Sir, we thank you for remaining impartial in publishing the controversial epistles concerning us. They have further strengthened our sixty-year-old desire to serve our customers constantly better and confirmed our plans for the work that lies ahead.

G. TASSAN,
Alfa Romeo (G.B.) Limited.

London, S.W.1.

12th COPPA AUTODROMO MONZA

The Formula Three race took place in the morning, run in two heats of 25 laps each, all the survivors from the first heat taking part in the second. Jonathan Williams in a Brabham-Ford of the Lucas Team looked a certain winner after Heat 1, but at the second start his engine would not fire and he lost a lot of time. He joined the race late and drove hard to finish eighth, and this added to his win in Heat 1 gave him third overall. Bob Bondurant, driving a Willment Lotus-Ford, finished fifth in Heat 1 and won Heat 2, which gave him an overall victory on time.

Results:

FORMULA THREE—50 laps—287.5 kilometres—Two Heats with addition of times

1st: R. Bondurant (Lotus-Ford) ... 1 hr. 46 min. 15.9 sec.—162.330 k.p.h.
 2nd: P. Dal Bo (Pigmeo-Ford) ... 1 hr. 44 min. 52.1 sec.—49 laps
 3rd: J. Williams (Brabham-Ford) ... 1 hr. 45 min. 07.2 sec.—49 laps
 Fastest lap: C. Facetti (Brabham-Ford), in 1 min. 52.7 sec.—183.073 k.p.h.

IN ERROR

We regret that in referring last month to the Ford Motor Co.'s publication dealing with automatic transmissions we inadvertently said it was free to MOTOR SPORT readers. In fact, this book costs 6s. 6d. post free, from The Ford Motor Company Ltd., Warley, Brentwood, Essex. And those readers who have written to point out that a Rolls-Royce Silver Cloud III driver applies the hand-brake with his or her right hand, not left hand as we implied, are absolutely correct.

FORD WINS

European Touring Car Championship **ON CASTROL**



(Subject to official confirmation)

Yet another championship goes to a Castrol lubricated car! Sir John Whitmore, driving a Ford Cortina Lotus achieved a magnificent victory to add to the ever-growing list of Castrol championships. Congratulations—Sir John and Ford!



BRITAIN'S MOST SUCCESSFUL MOTOR OIL

CONTINENTAL NOTES

ONE problem with a monthly magazine, especially when printing schedules call for copy near the middle of the month, is that by the time anything appears in print it is either out-of-date or further developments have made it inaccurate. Last month I mentioned the Serenissima car being built in Modena, and suggested that it showed few signs of getting near a competitive event. Just as the page in question was sealed and committed to printing the Serenissima appeared in the Austrian sports-car race at Zeltweg, and following that it appeared at the Ollon-Villars hill-climb in Switzerland, so as a racing project we can say it is now under way. It did not make much of an impression, but then few brand new machines ever do on their first outing.

The Swiss do not have much in the way of motor racing these days, being limited to a few mountain hill-climbs, but at least they were able to see and hear an Indianapolis Lotus-Ford V8, for Jim Clark gave demonstration runs at two hill-climbs during August. This was not the Indianapolis winning car, but one just like it, except that the suspension wishbones were the same length both sides, making the car exactly like an enlarged Lotus 33 Grand Prix car, but with more than twice the horsepower in the engine compartment. For Indianapolis the Lotus-Ford cars had lengthened suspension members on the right-hand side to give an unequal weight distribution that became favourable on the four left-hand bends of the American track. This was not a Colin Chapman innovation, the "Indy designers" employing this dodge long before Lotus came on the scene, but Chapman is ever-willing to copy something that makes good sense; he won't copy anything that is traditional until he has analysed it and found it is justified, and you would be surprised at the number of things that have been traditional in engineering, especially automobile engineering, for a long time but have been discarded by Lotus because they could not stand up to Chapman's logical and questioning scrutiny

* * *

Last month I made a quick trip out to Germany, along with a great number of my press colleagues, in order that we might sample the new range of Mercedes-Benz cars. The mighty Daimler-Benz organisation put on a big show at the rebuilt Hockenheim circuit, near Heidelberg, taking over the whole place for three days and they had examples of all their passenger cars, from the lowly 200 diesel, to the fantastic 600 limousine, and in addition a complete range of commercial vehicles, including Unimog universal tractor-like vehicles, long-distance coaches, lorries of every size, small buses and vans. Altogether an imposing array of vehicles filled the special paddock, and in a vast marquee there were other exhibits, including a 1,250-h.p. gas-turbine for helicopter use and a range of industrial diesel engines. These latter are founded on a basic V6 design and are built in V8, V10 and V20 form, power outputs up to 4,500 h.p. being available. You merely say how much industrial power you require and Daimler-Benz decide how many cylinders in vee-form will do the job, whether it be for rail-cars, boats, power-houses or any other present-day activity. Looking at some of these engines, and remembering the impressive display of engines in the Stuttgart Museum, I was once again reminded that Daimler-Benz really do understand the internal combustion engine. It is ten years ago that they proved to the world that they had mastered the *desmodromic* valve actuation of positive opening and closing of the poppet valve, without the need for springs, and of direct high-pressure fuel injection into the cylinder, even on pump petrol. I await the time when they are ready to prove to the world, by racing, that they have mastered the Wankel engine.

After they stopped racing Mercedes-Benz introduced the new 220 series of passenger cars and now, 10 years later, the range of Mercedes-Benz cars has been revised, with the introduction of new models and new engines. There was a collection of these new models for everyone to try, the idea being that you were taken round for one lap by a works driver and then drove a lap yourself. By using approach roads as well as the new circuit there was a variety of going, but unfortunately it was all flat. On the way to the line of cars I met S. Moss and he was with Rudolf Uhlenhaut, the chief engineer of the passenger-car division of Mercedes-Benz and a technical director of Daimler-Benz A.G. As there was a crowd forming for the new cars Stirling asked if he could drive a commercial vehicle, and Uhlenhaut said "Yes, of course, come and try our latest one," so off we went, forgetting that we were supposed to be serious-minded journalists testing the new cars for our Editors, and Uhlenhaut, in spite of his high position and 58 years, is always ready for a bit of fun. He took us to their new LPS2020, a giant among diesel lorries, with 230-h.p. engine,

6-speed gearbox, 2-speed axle, power steering, power brakes, fully sprung cab and many other things besides. It was an articulated truck, fully laden with 24 tons of test material, giving an all-up weight of 38 tons. The tractor had three axles, the first two steering and the third driving, while the articulated part had two axles, both of which steered automatically and the whole thing was 49 ft. long, with the driving seat right up at the front. There was no question of taking this leviathan on the circuit so we went out on the public highway, with Moss at the wheel and me keeping my fingers crossed and ready to take note of passing destruction. With a thing this size there was no personal worry about hitting anything, but one could not help feeling sorry for other road users and if the rear wheels ran over a VW you would never know, unless you were looking in the huge mirrors.

After winding our way through narrow streets, during which time we were most impressed with the way the trailing axles pivoted and moved the back end outwards so that it did not cut the corner and knock houses down, we got out on to the open road. We finally got up into 6th gear, using 2,200 r.p.m. in the indirects, and then into the high-speed axle and were bowling along at over 50 m.p.h. and it was gratifying how other road users got out of the way; not surprising really, with a total load of 38 tons, though few people realised that Moss was at the controls. Returning homewards along a narrow road at about 20 m.p.h. this feeling of being monarch of the road was suddenly squashed, for coming towards us was a Magirus-Deutsch diesel, with trailer, that was certainly as big as we were, if not as heavy, and Herrman was pressing along gaily, whistling to himself as he got on with his job as a professional lorry driver. Stirling said "Crikey, he's as big as we are" and we suddenly felt we wanted L-plates to wave at Herrman. Coming almost to a stop, Moss eased over to the edge of the road, very conscious that the grass verge probably would not support 38 tons, and then "wham," Herrman had gone by at his full 20 m.p.h. and probably not even noticed us! We took this "toy" back and let the Mercedes driver reverse it into position, but it was an interesting experience.

Stirling went off to drive a new 300SEL and before I followed to see which of the range of 17 models was available, I noticed a Type 600 limousine parked discreetly in a corner, this not being considered to be in the new range, being unaltered from last year. I mentioned to Uhlenhaut that I had never been in one and he promptly said, "Come along, I'll take you for a lap and then you can try it. It's a nice car, with very powerful brakes." This is the 6.3-litre V8 o.h.c. vehicle, with every conceivable technical innovation, mostly operated by power or electricity. Ten years ago I had some drives with Uhlenhaut in various Mercedes-Benz cars and they were inspiring by any standards, and more so when you consider that he is chief engineer and a very responsible person in the Daimler-Benz empire. If ever a man loved his work and motor cars it is Rudolf Uhlenhaut, and I hope Colin Chapman will have the same sense of fun and enthusiasm when he is 58 years old. We left the paddock in a great broadside with the rear wheels spinning and charged off, using 5,000 r.p.m. in each gear by using



DIFFERENT.—Stirling Moss and the Continental Correspondent try a Mercedes-Benz product that is out of the run of ordinary vehicles, while at Hockenheim recently. It is 10 years since they beat all opposition in the Mille Miglia, and together again in this 38-ton, 16-wheeled product of the German firm they were let loose on the German highways and bye-ways.

the "hold" lever of the excellent automatic transmission. As we took the first long left-hand bend, with tyres screaming and the great 2½-ton motor car on the point of sliding, Uhlenhaut said "I've not tried a 600 on this circuit, it will be interesting to see how it goes." It went well, as he used all the brakes, all the gears and all the cornering propensities to their limit, with 120 m.p.h. along the straight. When we finished the lap he got out and said "Do three or four laps now, you'll enjoy it, and then we'll go out in one with much stiffer anti-roll bars." Anyone who has driven a 220S or SE Mercedes-Benz knows how incredibly safe they are, and how you can hurl them at a corner and they will understeer themselves down to a speed at which the cornering power of the tyres can cope, and then change to a gradual oversteer, so that you can balance the car at an enormous attitude angle. Then you drive out of the corner making finger-tip steering corrections on the perfect power-steering, which is even more sensitive than Citroën steering. The vast Type 600 limousine handles in exactly the same way, the only difference being that it accelerates better, the o.h.c. V8 engine really propelling it forwards. Mercedes-Benz always insist that they design their passenger cars for safety above all else, and you certainly get that feeling. They are very forgiving cars, and no matter what the angle of roll is or what the direction they "stay with you at all times," and the great 600 is exactly the same. On this closed racing circuit it just invited you to "play bears," and as my friend Henry Manney says "if you are going to be a bear, you might as well be a grizzly bear."

Returning to the car park I put the 600 away and headed off towards the line of 200, 230 and 250 models, remembering that I had promised the Editor I would do driving impressions on the new models, but before I could get there I heard a toot on a horn and there was Uhlenhaut in another 600 limousine. "Come and try this one," he said, "it's got stiffer anti-roll bars and a much better engine, but we must not go over 5,000 r.p.m." Away we charged and halfway round the circuit, going into an 80 m.p.h. long right-hand curve we saw a 250SE in front and Uhlenhaut positioned the 600 to go round the outside of it. Being left-hand drive he was too busy to see at which point he overtook the 250SE, but I realised we were not overtaking it, and as we accelerated past on the next straight I saw that S. Moss was driving the 250SE and grinning at us. With over 220 k.p.h. on the clock Uhlenhaut took the next left-hand curve in a long slide, looked in the mirror and chuckled. "That lost him," he said. This great car must have been approaching a pretty honest 125-130 m.p.h. and the stiffer anti-roll bars held it on quite an even keel. With all that inertia the brakes worked overtime at the end of the straight and Moss closed up a bit, but through the twisty section the power of the V8 told as Uhlenhaut hurled the car about. Out of the hairpin he "kicked-down" into first gear and left black marks on the road for 30 yards or more. On the return roads to the paddock we caught up with some slower traffic and Moss got right behind us, and on the last little straight someone was going sedately along in the other 600 limousine, preparing to slow for a left-hand bend into a gravel drive, when Uhlenhaut nipped into the closing gap, slid round the corner in a shower of gravel, closely followed by Moss. Looking in the mirror Uhlenhaut said "Goodness, he followed me through that gap."

When we stopped he gave the car to Moss to try, straightened his tie, smoothed his grey hair and walked serenely away to discuss technicalities with the gentlemen of the technical Press. With a chief engineer and technical director like that how can you lose, your cars must be good. I've always believed that you learn more by being driven by a really good driver, than by driving yourself in a mediocre fashion, so I happily let Moss take me for a couple of laps in the "competition" 600, and he certainly enjoyed himself. Afterwards he had a small moment of remorse and said how he wished he was still racing, not in all the races, but in the good ones, like Monte Carlo, the Targa Florio, Nurburgring; he did not miss Silverstone or Brands Hatch, but then he added wistfully "but I've lost the concentration and the fine edge of my judgement." He is still a lot better than many drivers racing in Grand Prix today, but he used to be "super-man" and he could not race and just be ordinary.

This time I made a big effort and got to the new production models and drove a 230S saloon, and after the 600 models it seemed a bit of a "gutless wonder," which was quite wrong, but I had got my sense of values all muddled up, so I abandoned the idea of doing "impressions of the new models" for the Editor and hoped it would not be long before Mercedes-Benz let him have some cars for proper road-test. Somehow I can't knuckle down to doing a responsible commission, and I know two other people who are also a bit irresponsible when it comes to motor cars and having fun. I also know that Daimler-Benz A.G. are as

high in my esteem as engineers as they always were, but I do wish they would build a GT coupé.

* * *

While on the subject of Hockenheim I will mention the rebuilding that is going on. The original circuit, in a completely flat forest, was a very long oval, with a fast bend at one end and a slow bend at the other, and it was used principally for motor-cycle racing, although it was a good test circuit for engine power. A new autobahn has been built which cuts right through the forest and has cut off the end of the oval with the slow bend, so while all the earth-moving for the autobahn has been going on the circuit owners have built up great banks surrounding an area like a vast Wembley Stadium, and on these banks are grandstands. In this stadium has been built a "road-circuit" that is more like an enlarged Go-Kart track than a racing circuit, the course twisting and turning and doubling back on itself in a ludicrous fashion. There is an inlet and an outlet from this stadium, on to the old part of the original oval circuit and the Germans are talking about holding the 1966 German Grand Prix at Hockenheim instead of Nurburgring. They even try to get people's opinions on this new "Kart-track" and how it will compare with Nurburgring. Like talking of "boiled cabbage and caviar" in the same breath. For 50-c.c. motor-cycle racing it might be all right but for the German Grand Prix . . . they must be mad!

* * *

A reader from South London has written in with an idea for a Grand Prix car for the new 3-litre Formula, based on the fact that it would seem that 4-wheel-drive is going to be desirable with over 400 b.h.p. available. He says that understeer with 4-w-d is a problem at present, and there does not seem to be a way of combatting this at present. His suggestion is that two engines of different power output should be used, one driving the front wheels and one the rear wheels, so that the driver (engineer!) could provoke oversteer by having more power available at the rear wheels. The idea is to use existing material and use a F.2 B.R.M. engine of 1,000 c.c. at the front and an oversize F.1 B.R.M. V8, of 2-litres, at the rear, giving a total of 3-litres and about 420 b.h.p. Exactly what would happen to the device, he wants to know, and so do I, for with 140 b.h.p. driving the front wheels and 280 b.h.p. driving the rear wheels it should oversteer down the straights like a top!

The idea of controlling 4-w-d is a good one and is probably occupying the minds of a lot of people already, but the Ferguson system of a controlled-slip differential between front and rear drives is the nearest answer to the problem. This reader's thoughts have probably been prompted by the rather futile efforts of twin-engined Mini-B.M.C. cars that have handled in a rather odd fashion. At some time or other almost every idea has been tried by someone, and a long time ago Ferrari built a twin-engined Alfa Romeo with both engines driving the rear wheels, and it was quite successful. Cisitalia built an interesting 4-w-d car with one engine in which the driver could select 4-w-d or rear-wheel drive and this seemed to be a good answer to the handling problem, but unfortunately the car was never raced. The Ferguson P99 showed that even with the limited power of 1½-litres 4-w-d could win races and Mercedes-Benz had every intention of using controlled 4-w-d on the W196, probably operated at the will of the driver by a foot-switch. Inevitably in any unusual layout the driver would be the limiting factor, for few fast drivers are engineers and they would need to be to get the correct results from unusual mechanical things. If optional 2- or 4-w-d could be operated automatically by electric or hydraulic means the driver handicap could be overcome but automatic devices are only satisfactory when everything functions correctly or conditions are predictable; it still calls for the human hand to take control in an emergency.

Another fallacy that our reader is working on in his suggested twin-engined layout, is that of using existing engines and material. The whole point of a new formula for Grand Prix racing is to prevent stagnation creeping in, as it did in 1959 and 1960, and it is not the intention of the F.I.A. that designers should go on using obsolete engine designs. The basic idea behind Grand Prix racing is that design should progress forwards, not sideways, and it should be a technical exercise. Look back to 1961, when all the British constructors used the then obsolete 4-cylinder 1½-litre Coventry-Climax engine, and just imagine where one of those puny 1½-litre engines would get today, among the 210-230 b.h.p. power units. I know some race promoters think that motor racing means competition with anything on four wheels, but motor racing is concerned with mechanical things and whether they want to or not they must improve technically; they do not always improve at a consistent rate, however.—D. S. J.

RALLY REVIEW

POLISH RALLY

- 1st : R. Aaltonen/T. Ambrose (Cooper S 1275)
 2nd : S. Zazada/K. Osinski (Steyr Puch 650)
 3rd : E. Carlsson/T. Aman (Saab Sport)
 4th : R. Trautmann/Mme. C. Bouchet (Lancia Flavia)
 5th : Pat Moss/Liz Nyström (Saab Sport)
 6th : C-M. Skogh/L. Berggren (Volvo 122S)

IN motoring competition, it seems that at any given time one man and one car will dominate any given branch of the sport. I doubt whether our Continental Correspondent would argue with me if I said that at present Jim Clark and the Lotus-Climax dominate Grand Prix racing for Formula One cars in the way that men like Nuvolari and Fangio and cars like Mercedes and Vanwall have in the past. Rallying too has its kings, both crowned and uncrowned, and in the 1960s Erik Carlsson and his Saab proved invincible all over the European continent from Jyväskylä in Finland to the Greek capital of Athens to make him the best-known rally driver the world has ever known. In the same way, Eugen Böhringer for Mercedes, René Trautmann and Lucien Bianchi for Citroën and Gunnar Andersson and Tom Trana for Volvo have become well-known and successful combinations.

No one car has emerged, however, to dominate the rally scene in the hands of several drivers at once in quite the same way as the Cooper S which, since winning the 1964 Monte Carlo Rally with Paddy Hopkirk in a 1,071-c.c. version, has gone from strength to strength. In 1965 with the 1,275-c.c. engine, this little British car has conquered all opposition in some of the toughest rallies in the calendar and it would appear that at least the undisputed speed and manoeuvrability of the Cooper S have been allied to strength and reliability by the team of mechanics from Abingdon. So far this year, Cooper Ss have won something like eight international rallies, including the Monte Carlo and the Geneva, and the biggest individual scorer in terms of actual wins has been the Finnish works driver, Rauno Aaltonen. His year did not start well with a minor electrical fault causing his retirement on the Monte Carlo Rally, but before the first six months were out he had rectified this by winning the Geneva Rally with Tony Ambrose. His next rally was the Czechoslovakian Rally Vltava, for which B.M.C. sent two Cooper Ss, and he won this too, but on the Alpine Rally where he had been unpenalised for two years in succession, a navigational error lost him any chance of success and a hat-trick.

However, on the Polish Rally, where he was up against the very same crews that had defeated him on the Alpine, he and Tony Ambrose made no mistakes and by virtue of being the only car to finish the rally unpenalised on the road section won the rally outright. His victory here and subsequent second place overall on the Rally of the 1000 Lakes has brought him to within only a few marks of the current leader of the European Rally Championship, René Trautmann, so that it is to be expected that there will be an exciting end to the championship with both drivers entering the last two events, the Munich-Vienna-Budapest Rally and our own R.A.C. Rally of Great Britain.

The Polish Rally was very much like the Czech rally that I went to see two months ago in that the local laws allow very high average speeds to be set on public roads at night and that, over these sections, the smallest cars have a slightly more generous time allowance than bigger cars. In the more conventional European rallies, the time allowed to complete the road sections is the same for all cars from a Ferrari to a Steyr-Puch and it is quite rare that competitors should lose time on these road sections so that the rally is decided either on special stages or hill-climbs on closed roads. This is brought about because the more crowded roads of the west European countries preclude any out and out road racing which is what rallying becomes when you race against the clock for long distances over main roads. Both the Polish and the Czech rallies also used closed roads for special stages, but there was no doubt that, in both cases, the road sections were the most important part of the rally and any failure to drive quickly on them would entail failure to do well on the rally. It may be that in the years to come if rallying cannot continue to use its old playgrounds of the French Alps, the Dolomites and the Cevennes because of more crowded traffic conditions, then these rallies run by east European countries may become the classic events of the sport. It is thus a very comforting sign that they are already well-organised events with a real idea of what goes to make an enjoyable and tough rally.



T. Mäkinen on his way to win the Rally of 1000 Lakes for B.M.C.

1000 LAKES RALLY

- 1st : T. Mäkinen/P. Keskitalo (Cooper S 1275)
 2nd : R. Aaltonen/A. Järvi (Cooper S 1275)
 3rd : P. Toivonen/K. Leivo (VW 1500S)
 4th : S. Lampinen/J. Ahava (Saab Sport)
 5th : J. Lusenius/S. Koskinen (Cooper S 1275)
 6th : P. Hopkirk/K. Ruutsalo (Cooper S 1275)
 7th : B. Jansson/E. Pettersson (Renault R8 Gordini)
 8th : E. Keinänen/K. Sohlberg (Cortina GT)
 9th : A. Erola/E. Nyman (Volvo PV554)
 10th : K. Bremer/R. Hartto (Cooper S 970)

Most Scandinavian rallies are rather parochial affairs with 99% of the entries coming from Finland and Sweden and the Rally of the 1000 Lakes, which is run every year by the Finnish Automobile Club at Jyväskylä, is normally no exception. Occasionally one or two English drivers, a German or a Dane will make the pilgrimage into the far north, but such journeys are few and far between, for while the Finnish drivers are hard enough to beat when they rally outside Scandinavia, on their home ground the task is almost impossible. I say almost, for only a few years ago Erik Carlsson became the only Swedish driver ever to win the Rally of the 1000 Lakes but, after his retirement this year, the highest placed Swedish driver was Berndt Jansson who finished seventh overall behind five Finns and an Irishman, Paddy Hopkirk.

On this year's 1000 Lakes there was a respectable entry from outside the Scandinavian countries that normally provide all the entries, Sweden and Finland. To start with, the Lancia team from Italy were almost forced to send René Trautmann and Claudine Bouchet as they are in the lead in the European Championship at the moment and with so few rounds left it would have been crazy to miss the chance of even just a few points in Finland. As things turned out, Trautmann came away without points as his Lancia, which had come straight from hard work on the Alpine practice, burnt out a piston at the halfway point in the rally, which is the only occasion this year when he has been let down by mechanical failure, with the possible exception of the Monte Carlo Rally when a spark plug failed. As they were already committed to sending one car, Lancias also sent their other works driver, Giorgio Pianta, in a Flavia Zagato as well as supporting several other Italian crews in assorted Lancia Flavias and Fulvias. Pianta eventually finished 36th overall which is a pretty fair comment upon the difference in ability to drive on loose surfaced roads between Scandinavians and Italian and French drivers generally, though with their increased participation in events like this and the two Iron Curtain events their prowess is bound to improve. The other largest foreign entry came from Russia, who on this rally had concentrated their efforts on entering seven of the big Volga M-21m. These cars are without any doubt technically inferior to the cars driven on this side of the Iron Curtain, but two things are pretty clear, and that is that their drivers are not slow and although they are hampered by heavy, awkward cars, they are evidently learning and should Russia turn her attention to producing cars the equal of those produced in the West (and surely no one can doubt her technical ability to do so) then it is quite conceivable that she could become a force to be reckoned with in rallying—and perhaps racing too.

The 1000 Lakes is a rally very much like our own R.A.C. Rally

Continued on page 852

36th ITALIAN GRAND PRIX

That Apprentice from Scotland

MONZA, ITALY, September 12th.

WITH no major Grand Prix race since the German Grand Prix at the beginning of August, the factory teams had plenty of time to prepare themselves for the annual high-speed race at Monza, on the 5.75-kilometre road circuit. A very full entry was received and Lotus, Brabham, Ferrari and Centro-Sud fielded three-car teams, the Ferrari one actually being a four-car team on paper, but three in reality. From Maranello came three 12-cylinder Ferraris, numbers 0007 and 0008, that were at the Nurburgring, and 0009, a brand new one, and these were accompanied by 0006 which is the last of the V8 Ferraris. Surtees, Bandini and Scarfiotti were entered on the 12-cylinder cars, though the last-named did not appear and Surtees thus had two cars at his disposal. The 12-cylinder engines had been improved with new cylinder heads having a different inlet-port angle, so that the long intakes, with Lucas fuel-injectors in them, were no longer vertical but inclined slightly outwards. Apart from improved brake calipers, as on the 12-cylinder cars, the V8 which Vaccarella drove was seemingly unchanged. In the official entry list Surtees was entered under number 2, and Scarfiotti under number 8, but in both practice sessions Surtees drove both cars and made his fastest laps in number 8, which was the latest car.

Jack Brabham made arrangements with the Automobile Club of Milan for Baghetti to drive his car, and form the third member of the team, along with Hulme and Gurney, the American having a 32-valve Coventry-Climax V8 engine in his car. Similarly, Colin Chapman agreed to lend his third Lotus to the young F.3 driver Giacomo Russo, who races under the pseudonym of "Geki." Clark had Lotus R11, with 32-valve Coventry-Climax engine, Spence had R9, with a flat-crank 16-valve Climax engine, and "Geki" had old R6, with an early Climax V8 in it. Although the B.R.M. team had three cars with them they kept the third one as a spare for Graham Hill, who was driving 2516, while Stewart had 2517. The spare car was 2515, rebuilt after its crash at Clermont-Ferrand, and all three were using the latest type of V8 engine and had short exhaust pipes, finishing within the tail of the car, instead of the normal ones that protrude, this shortening presumably being in the interests of power at high r.p.m. The Cooper team also had three cars, as they have used at previous races, the spare car having a Hewland gearbox instead of the heavy Cooper gearbox; McLaren and Rindt being the drivers.

Honda came with two cars and Bucknum was back as partner to Ginther, the two of them having spent a lot of time in Japan doing testing. The cars were basically the ones used all season but the engine/gearbox unit had been rotated forwards, about the rear mounting, and this allowed the engine part of the unit to be lowered some 2½ to 3 inches, improving the handling enormously. This lowering of the engine only affected the car's centre-of-gravity by a small amount, but on the modern G.P. car every inch counts. The new engine position meant that the exhaust pipes from the front bank of cylinders could no longer run underneath the crankcase, and they were spread out on each side, around the crankcase, and then under the gearbox/final-drive unit, to join together into the lower tail-pipes. This tilting of the engine was such that the rear-most camshaft housing was now the highest point of the unit, and the air intakes pointed slightly forwards. The repositioning also meant some adjustments to the rear suspension, but the principle remained unchanged.

Private teams made up the rest of the entry, Bonnier and Siffert with the Walker cars, Ireland and Attwood with the Parnell cars, Frank Gardner with the Willment Brabham, and Gregory, Businello and Giorgio Bassi with the Centro-Sud B.R.M. cars. The only non-starters were Anderson, who did not consider it worthwhile rebuilding his Brabham-Climax after his crash at Nurburgring, and Raby who had sold his Brabham-B.R.M.

There was practice for three and a half hours on Friday and Saturday afternoons, which was more than enough, for the Monza circuit does not take much learning, engine power being all-important. On the first afternoon Surtees started off in car number 2, but the engine went sour and he switched to number 8, but there was no sign of Scarfiotti. The Lotus team had all three cars out, but Spence and Clark both tried the third car, as well as driving their own cars, and "Geki" had to spend all afternoon standing around and never did get a drive. Baghetti was more fortunate and drove the works Brabham, but did not seem to

master the Hewland gearbox with its gate-less gear-lever. Gurney was in trouble with oil leaking out all over his 32-valve Climax engine, but Clark was fairly happy with his. However, it was Surtees who set the pace, in the newest flat-12-cylinder Ferrari, with a best time of 1 min. 37.0 sec. Bucknum's Honda was going well and made third fastest time, only one-tenth of a second behind Clark, but Ginther's Honda engine was off colour and would not give the power it was supposed to. Graham Hill and Stewart were well satisfied with their B.R.M.s, and after everyone had been going round for an hour or more there was a long pause and nobody seemed to want to go out. As there was 200,000 lire for F.T.D. all the fast drivers sat back with the idea of having a serious go in the last half-hour. Unfortunately, while they were waiting it began to rain, and then a steady downpour set in for the rest of the afternoon, so fast lap times were out of the question and results were decided on the early part of the afternoon. Gurney went out in the rain as the Brabham mechanics were still unable to sort out the oil leak, and in fact were still trying to locate its true source; Stewart also went out in the rain, to find out what it was like, this being his first visit to Monza. Apart from that, practice ended prematurely to all intents and purposes, and early darkness fell on a wet and gloomy paddock.

On Saturday Italy was back to normal and bright sunshine kept the track dry and speeds high. Throughout the afternoon there was a great deal of activity and everyone was circulating as hard as they could go, especially as there was another 200,000 lire for the fastest practice time, and 100,000 lire for the second fastest. In addition to this it was a requirement that everyone should lap in a time no slower than 15% over that of the second fastest time. While this was not very arduous a requirement it did mean that as the top drivers got faster, the tail-enders had to speed up as well, and the harder the works drivers tried the harder the private-team drivers had to try. The Honda team were in trouble, for Ginther's engine broke something inside before he had done any laps, and Bucknum's gearbox went wrong later in the afternoon, so that the Japanese mechanics had long hours of work ahead of them. Gurney's oil leak could not be cured, and while he and Hulme were circulating together Stewart came out of the pits, caught them, passed them, and went back into the pits again. Later he had a bit of a flurry with Surtees and out-braked him for the south turn each lap. Graham Hill was doing an immense number of laps and trying all he knew, making quite fair lap times in the process, but they could not approach Stewart's times, done with very little apparent effort.

In the middle of the afternoon there was a concerted rush by a number of fast drivers and during this Clark did a fantastic time of 1 min. 35.9 sec., compared with the 1964 lap record of 1 min. 38.8 sec. and the fastest practice lap in 1963 of 1 min. 37.3 sec., both by Surtees with Ferraris. Nobody else broke 1 min. 36 sec., but Surtees and Stewart were in the 1 min. 36 sec. bracket. Surtees went out with Bandini and gave him a "tow" to try and improve his position on the grid, and Hulme endeavoured to do the same for Baghetti, slip-streaming at Monza being all important. While the works drivers were out battling for the 200,000 lire the private team drivers took every opportunity to tuck in behind and profit from the superior speed of the works cars. Ireland, Attwood and Siffert making noticeable advances by this method.

Conditions were ideal all afternoon and there was activity right up to 6.30 p.m., Graham Hill flogging round to the bitter end. The general tempo of the second afternoon had been such that everyone was well within the required qualifying time and all twenty-three cars were accepted for the start, even the inexperienced Bassi in the third of the Centro-Sud B.R.M.s.

On Sunday morning the skies clouded and rain began, turning into a deluge that enveloped the Italian track, but by mid-day the rains had gone, the air cleared and the sun dried everything. Even the distant Alps could be seen quite clearly, a rare occurrence in September. The race was due to start at 3.30 p.m. and run for 76 laps, a distance of 437 kilometres, and well before time the 23 competing cars were wheeled out on to the track. The Lotus team were unchanged, Clark having the 32-valve Coventry-Climax engine, and "Geki" had practised on the Saturday afternoon with satisfying results. The Brabham team were not so happy as Gurney's 32-valve engine could not be cured of its oil-leaking tendencies and it had been removed from Gurney's car and an

PRACTICE TIMES				
No.	Driver	Car	Friday	Saturday
2	J. Surtees	Ferrari 12-cyl.	—	—
4	L. Bandini	Ferrari 12-cyl.	I. 38.4	I. 37.20
6	N. Vaccarella	Ferrari 8-cyl.	I. 40.2	F. 38.91
8	J. Surtees	Ferrari 12-cyl.	I. 37.0	I. 36.10
10	G. Baghetti	Brabham-Climax V8	I. 43.4	I. 40.90
12	D. Gurney	Brabham-Climax V8	I. 40.2	I. 38.11
14	D. Hulme	Brabham-Climax V8	I. 40.6	I. 38.30
16	B. McLaren	Cooper-Climax V8	I. 43.8	I. 38.26
18	J. Rindt	Cooper-Climax V8	I. 40.2	I. 37.70
20	R. Ginther	Honda 12-cyl.	I. 39.6	—
22	R. Bucknum	Honda 12-cyl.	I. 37.9	I. 37.30
24	J. Clark	Lotus-Climax V8	I. 37.8	I. 35.90
26	M. Spence	Lotus-Climax V8	I. 39.6	I. 37.80
28	"Geki"	Lotus-Climax V8	—	I. 41.73
30	G. Hill	B.R.M. V8	I. 38.4	I. 37.10
32	J. Stewart	B.R.M. V8	I. 38.4	I. 36.60
34	R. Anderson	Brabham-Climax V8	NON-STARTER	NON-STARTER
36	I. Raby	Brabham-Climax V8	NON-STARTER	NON-STARTER
38	I. Ireland	Lotus-B.R.M. V8	2. 00.5	I. 39.80
40	R. Attwood	Lotus-B.R.M. V8	I. 39.9	I. 38.85
42	J. Bonnier	Brabham-Climax V8	I. 40.5	I. 38.90
44	J. Siffert	Brabham-B.R.M. V8	I. 39.4	I. 38.12
46	F. Gardner	Brabham-B.R.M. V8	I. 40.5	I. 38.98
48	M. Gregory	B.R.M. V8	I. 45.6	—
50	R. Businello	B.R.M. V8	I. 41.8	I. 41.76
52	G. Bassi	B.R.M. V8	I. 49.1	I. 45.40
28	J. Clark	Lotus-Climax V8	I. 39.9	—
28	M. Spence	Lotus-Climax V8	I. 45.3	—
52	M. Gregory	B.R.M. V8	—	I. 42.40

old engine substituted. Surtees was using the latest of the 12-cylinder Ferraris, but as he went out to the starting grid the hydraulic mechanism of the clutch operation began to give trouble. The other Ferrari team drivers were in the cars used in practice, as were the B.R.M. drivers, but Rindt was driving the spare Cooper as his own car had broken a valve towards the end of practice. After an all-night session the Honda mechanics had got both engine units reassembled, and they joined the others on the grid. The clutch operation on Surtees' Ferrari appeared to have corrected itself and the whole field was lined up on the "dummy-grid."

At the signal to move forward onto the proper starting grid all 23 cars were in order, with engines running and 1st gear engaged; a pause on the starting line for Clark, Surtees and Stewart in the front row, and then down went the Italian flag. Clark spun the Lotus wheels and made sroke like a dragster, and Surtees got away slowly, his clutch playing-up again, while Graham Hill did a meteoric start from the second row and shot between Clark and Surtees with inches to spare. The whole field made a magnificent sight and sound as they surged forward, the total of 200 tiny cylinders working away at peak power.

STARTING GRID

24 J. Clark (Lotus 33-Climax V8) 1 min. 35.9 sec.	8 J. Surtees (Ferrari 12-cyl.) 1 min. 36.1 sec.	32 J. Stewart (B.R.M. V8) 1 min. 36.6 sec.
30 G. Hill (B.R.M. V8) 1 min. 37.1 sec.	4 L. Bandini (Ferrari 12-cyl.) 1 min. 37.2 sec.	
22 R. Bucknum (Honda V12) 1 min. 37.3 sec.	18 J. Rindt (Cooper-Climax V8) 1 min. 37.7 sec.	26 M. Spence (Lotus 33-Climax V8) 1 min. 37.8 sec.
12 D. Gurney (Brabham-Climax V8) 1 min. 38.11 sec.	44 J. Siffert (Brabham-B.R.M. V8) 1 min. 38.12 sec.	
16 B. McLaren (Cooper-Climax V8) 1 min. 38.26 sec.	14 D. Hulme (Brabham-Climax V8) 1 min. 38.3 sec.	40 R. Attwood (Lotus 25-B.R.M. V8) 1 min. 38.85 sec.
42 J. Bonnier (Brabham-Climax V8) 1 min. 38.9 sec.	6 N. Vaccarella (Ferrari V8) 1 min. 38.91 sec.	
46 F. Gardner (Brabham-B.R.M. V8) 1 min. 38.98 sec.	20 R. Ginther (Honda V12) 1 min. 39.6 sec.	38 I. Ireland (Lotus 25-B.R.M. V8) 1 min. 39.8 sec.
10 G. Baghetti (Brabham-Climax V8) 1 min. 40.9 sec.	28 "Geki" (Lotus 33-Climax V8) 1 min. 41.73 sec.	
50 R. Businello (B.R.M. V8) 1 min. 41.76 sec.	52 G. Bassi (B.R.M. V8) 1 min. 45.4 sec.	48 M. Gregory (B.R.M. V8) 1 min. 45.6 sec.

Everyone at the start waited eagerly while the scream of the exhausts disappeared towards the woods at Lesmo, and then they went singing down the back straight. Suddenly they were with us again, pouring out of the South Curve in a solid mass, with Clark and Stewart side-by-side, the Lotus a few inches in front of the B.R.M., but right behind came Hill, Bandini, Siffert, Spence, Gurney and the rest, with poor Surtees in 14th position, his clutch having slipped throughout the opening lap. By the end of the second lap the field had divided into two groups, the first led by Clark, with Hill, Stewart, Bandini, Siffert, Spence and Gurney all in a collective slipstream, and the second group led by McLaren, with Ireland and Ginther inches behind, followed by the rest. Surtees was in this lot, but now the clutch had gone completely solid and he was changing gear without it, but at least he could start serious racing and in no time at all he left the second group and chased after the leaders. Clark and the two B.R.M. drivers were sharing the lead and Gurney was hanging on grimly, using their slip-stream to make up for his shortage of power. Bandini, Spence and Siffert were being sucked along, the Swiss driver having done a skilful bit of manoeuvring on the opening lap to get in amongst the works drivers. Surtees made a remarkable recovery and by the sixth lap he was up with the leading group and working his way in amongst them. The pace was more than Siffert or his car could be expected to keep up, and he began to slip back, but he was way ahead of all the other runners, who were still in a pretty solid bunch, the Parnell cars fighting it out with the works Coopers and Hondas.

Clark and Stewart continued to share the lead, but even so Hill and Gurney were close enough to be touching all the time and Surtees was occasionally in between them. With a clear track Surtees had caught the leading group with ease, they being busy fouling each other up, but once with them he could not hope to get away, for everyone was in everyone else's slip-stream. At ten laps the situation was unchanged and Clark crossed the line mere inches ahead of Stewart, with Surtees third, and next lap the crowd shrieked with delight for the red nose of the Ferrari was actually in front of Stewart's dark green B.R.M. and Clark was now third. However, by the time this fact had been noted the lead had changed once more and Stewart was in front again, where he stayed for the next six laps, but it was a precarious lead for the others were in a bunch all round him at times. Meanwhile the rest of the field were chopping and changing positions as much as the leaders, and Bucknum had his Honda at the head of the pack, with McLaren's Cooper alongside. Vaccarella, Bonnier and Gardner had lost contact with this group and were racing in a tight trio, and the Centro-Sud cars were bringing up the rear, though they were one short as Bassi had retired, soon to be followed by Baghetti, who was fumbling gear-changes and over-revving the engine of his Brabham until it broke. Bucknum's Honda engine now showed signs of failing, no longer pulling maximum r.p.m. down the back straight, and he pulled into the pits to investigate, and Ireland took command of the group, with "Geki" right behind him. This was still anybody's race, just as was the leading group, and both Parnell cars were going splendidly, Attwood being in the thick of things. This group were urging themselves along at a higher rate than any of them would have gone on their own, with the result that they were slowly catching Siffert, who was completely on his own, having lost his "tow" from the works cars at the front of the race. Bucknum's Honda did a few more laps but then returned to the pits and retired.

For lap after lap Stewart and Clark shared the lead, with Hill snatching it once or twice and Surtees ever present in second or third place, while Gurney and Bandini were obviously being towed along, and Spence began to drop back. For a time it looked as though the situation was becoming settled, with the two B.R.M.s in front and Clark (Lotus) sitting just behind them while Surtees had dropped back a few yards and was with Gurney and Bandini. Even so the time interval covering this group of six cars was only one and a half seconds, and they were still in a tight bunch on the corners. By thirty laps, which was not even halfway, there was no question of the issue being settled, though it was obvious that it lay between the two B.R.M.s and the Lotus, for Gurney and the two Ferraris were now keeping up only by the grace of the slip-stream and the Ferrari of Surtees was beginning to show signs of weakening. At the back of the field Vaccarella, in the lone V8 Ferrari, was quite unable to get rid of Bonnier, in Walker's Brabham-Climax V8, and Gardner in Willment's Brabham-B.R.M. V8, the three of them having a good race together.

At 33 laps the leaders caught up with this trio, to lap them, and there was a lot of dodging in and out, during which Clark

went back into the lead. On the next lap, as Surtees passed the stands the Ferrari's clutch slipped violently and the car slowed, to crawl round for the rest of the lap and retire at the pits. Clark and Stewart finished that lap side-by-side, as did Graham Hill and Gurney, but Bandini dropped back a bit, for having seen the other 12-cylinder Ferrari fall by the wayside he decided to settle for a finish in fifth position rather than risk a retirement. He had never been higher than fifth even at the height of the battle so he had nothing to lose and had no idea of what had gone wrong with his team-leader's car. Spence was in sixth position and too far back to be any danger, so it was quite a wise decision that Bandini took. Gurney was still hanging on grimly, needing all the draught of the three cars in front of him to make up for his lack of horsepower, and this leading quartet were now in sight of lapping the mid-field mob. Although they had caught Siffert there was no question of getting rid of him and sometimes Ireland had the lead, sometimes McLaren, and quite often Siffert, while Ginther, Attwood and Hulme were still in the thick of it, but Rindt had dropped back. As the leaders caught this lot, Siffert's gearbox broke and his fine run came to a sudden end, but the rest battled on and for a lap and a half the traffic was thick and heavy, with the slower cars tucking in behind the works cars to get a "tow." Clark came out of this lot in the lead, but next lap Stewart was back in front and on lap 50 Graham Hill was in front.

Amidst all this fracas "Geki" had dropped out when his crown-wheel and pinion broke, due to all the oil leaking out of the final drive, Hulme retired his Brabham with deranged front suspension, and Gardner's Brabham-B.R.M. broke suddenly and he coasted into the side of the track. McLaren and Ireland were using Gurney's slip-stream and unwittingly they caused him to lose contact with the leaders, for on his own he could only just hang on to the leading trio, but with the Cooper and the Parnell Lotus worrying at his tail and distracting his attention and concentration he began to slow just sufficiently to lose the "draught" from the faster cars.

Clark led on two laps and then Hill led on two laps, but this was only as they crossed the finishing line, for the lead was changing all round the circuit. Then Clark led again and on lap 58 Stewart crossed the line first, with Hill and Clark in tow. McLaren and Ireland had caused Gurney to fall back quite a way to a distance of more than 10 seconds. For a few laps it looked as though stalemate had been achieved, with Clark following the two B.R.M.s, all three nose-to-tail, or else Clark was having a "breather" before making his final attack. It was quite obvious that he could not get away from the Bourne cars, and equally they could not get away from him, but the question was whether he could out-trick them or whether their team-driving could keep Clark back in third place to the finish. Scotsmen being the nationalistic race that they are, Graham Hill probably had fears that Clark and Stewart might put country before team and "fix" the Sassenach!

All down the field the pace was telling, and Ginther gave up when his Honda engine lost r.p.m., as well as having clutch trouble, and Vaccarella's V8 Ferrari broke a valve and he did two complete laps before he realised it. On lap 63, as the leading trio crossed the line Clark was seen to have dropped back a little, and next time round the two B.R.M.s were on their own. Clark had stopped on the far side of the circuit with trouble in the electrical system, which affected the fuel-injection pressure pump. By a coincidence Spence ran into trouble at the same time, his alternator packing up and the ignition system failing through lack of amps. After a time they both got going again, to limp round to

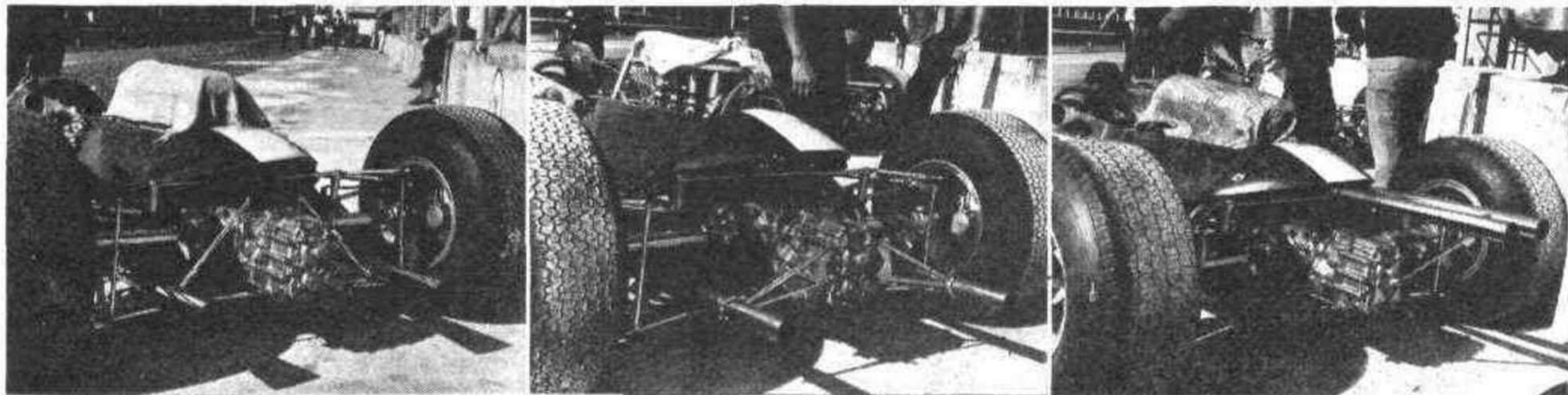
the pits and retire, and the B.R.M. team were left in full command. Gurney was now third, 20 sec. in arrears, followed by Bandini, 45 sec. farther back, the remainder having all been lapped. Ireland was leading McLaren, they having lost contact with Gurney, and Attwood was a little way behind them, the two Parnell cars going as never before, but having just recorded that fact Ireland went by spluttering! He was getting low on fuel and the last few gallons were not feeding properly, and after a splendid race he had to ease right off and limp slowly round, hoping to finish.

The B.R.M. triumph was magnificent, the two cars sounding perfect and all their rivals who had fallen by the wayside had to watch the two bottle-green cars circulate in close company, complete masters of the Italian Grand Prix. In the closing laps Graham Hill began to assert his number-one position and as they eased off slightly it was Hill who was crossing the line first, as was only right and proper. On lap 74 they virtually dead-heated across the line, but at the end of lap 75 Stewart appeared out of the south turn on his own! There was only just time to realise this before Hill appeared, and the two cars started their last lap, now some distance apart, instead of beside each other. Going into the south turn they had been together, with Hill on the outside, and he had moved out just a bit too far and got sideways on as his wheels hit the loose gravel on the track edge. He did not spin, as many people thought, but merely got "crossed up," which made him lose contact with his young team-mate. Thus they finished, with Stewart really crowning his first Grand Prix season with a splendid victory, Graham Hill second, to hammer home the B.R.M. victory, and a rather angry Dan Gurney third, 20 sec. in arrears. Angry because had he not got stuck with McLaren and Ireland when he lapped them he might have stayed with the B.R.M.s to the finish, and taken second place when Hill made his error of judgement. A very popular Bandini finished fourth, the only other driver not to be lapped, and five others followed him in, poor Ireland limping slowly round, unable to do anything about his trouble. According to the regulations, Clark, Spence, Vaccarella, Businello and Ginther were all classified as finishers, having completed more than 51 laps, even though they all retired.—D. S. J.

Results :

36th ITALIAN GRAND PRIX—Formula One—76 laps—437 kilometres
Warm and dry

1st	: J. Stewart (B.R.M. V8) (Owen Racing Org.)	2 hr. 04 min. 52.8 sec.— 209.961 k.p.h.
2nd	: G. Hill (B.R.M. V8) (Owen Racing Org.)	2 hr. 04 min. 56.1 sec.
3rd	: D. Gurney (Brabham-Climax V8) (Brabham Racing Org.)	2 hr. 05 min. 09.3 sec.
4th	: L. Bandini (Ferrari flat-12-cyl.) (S.E.F.A.C. Ferrari)	2 hr. 06 min. 08.7 sec.
5th	: B. McLaren (Cooper-Climax V8) (Cooper Car Co.)	75 laps
6th	: R. Attwood (Lotus-B.R.M. V8) (Parnell Racing)	75 laps
7th	: J. Bonnier (Brabham-Climax V8) (R. R. C. Walker Racing)	74 laps
8th	: J. Rindt (Cooper-Climax V8) (Cooper Car Co.)	74 laps
9th	: I. Ireland (Lotus-B.R.M. V8) (Parnell Racing)	74 laps
Fastest lap : J. Clark (Lotus-Climax V8) on lap 46, in 1 min. 36.4 sec.— 214.730 k.p.h. (new record).		
Retired : G. Bassi (B.R.M. V8), lap 9, engine; G. Baghetti (Brabham-Climax V8), lap 13, engine; M. Gregory (B.R.M. V8), lap 23, gearbox; R. Bucknum (Honda V12), lap 28, engine; J. Surtees (Ferrari flat-12), lap 35, clutch; "Geki" (Lotus-Climax V8), lap 38, gearbox; J. Siffert (Brabham-B.R.M. V8), lap 44, gearbox; F. Gardner (Brabham-B.R.M. V8), lap 46, — ? — D. Hulme (Brabham-Climax V8), lap 47, suspension; R. Ginther (Honda V12), lap 56, engine; R. Businello (B.R.M. V8), lap 58, engine; N. Vaccarella (Ferrari V8), lap 58, engine; M. Spence (Lotus-Climax V8), lap 62, electrics; J. Clark (Lotus-Climax V8), lap 63, fuel pump.		
23 starters — 9 finishers.		



The three works Lotuses. Left, Clark's car with 4-valve flat crank engine; centre, Spence's car with ordinary short stroke flat crank engine; and right, the old 90° engine in the car used by "Geki."

REFLECTIONS ON THE ITALIAN GRAND PRIX

IT is amazing, there are still people who say they do not like Monza and that they do not want to go there again, and yet once more we saw the most exciting and close racing that anyone could wish to see. If we visit a twisty circuit, where driving ability counts more than engine power and one man (or two) runs away from everyone else, there are moans about dull, boring processions. At Monza this year, and every year for that matter, there was no question of anyone out-driving anyone else, it was a matter of speed and reliability and cut-and-thrust racing right through the field in groups of three, six or eight cars, the lead in each of these groups changing more times than anyone could hope to record; yet you can meet people whose reaction to the name "Monza" is "oh, that awful place." To me the name Monza has always held a fascination for somehow it is synonymous with "speed," probably because one of the first exciting cars I became conscious of as a schoolboy was the "Monza" Alfa Romeo of 1931/32. The first time I visited Monza was in 1949, to take part in the first motorcycle event organised after the rebuilding following destruction during the war. It was at the end of a season of European road racing with motorcycles, and was to be the climax of racing at places like Berne, Francorchamps, Zandvoort, and many lesser known road circuits. Monza was to be the "big, fast one," and I spent many hours on our Norton-engined outfit checking, adjusting, perfecting and searching for every way to get a few more r.p.m.

When you first see the sign "Monza" at the entrance to the town it is like the first visit to Le Mans after you have read about it, heard about it, and looked at photographs and films. None of them hold comparison with being there for the first time and seeing that magic name-board which means you are really there. As we drove under the tunnel into the centre of the track on that first visit in those austere days of 1949 I could not help being impressed by the permanency of everything. Grandstands, pits, paddock, offices, garages, all were solid concrete structures intended to remain forever. No bolted-up tubular scaffold structures covered in flapping canvas or plastic sheets. Monza was a permanent place for noise and speed, and I loved it. I still do, for where else can you enter a track and hear a Grand Prix car on full song, and, as you walk along, it goes on, and on, and on, still on full song, until it is out of earshot behind the trees at Lesmo. A lot of circuits these days are all starting and stopping, and all you hear is the rising and falling exhaust note as the driver opens out, lifts off, and opens out again. At Monza he has got his foot hard on the throttle and he keeps it there for quite a long time.

The fantastic race between Graham Hill, Clark, Surtees, Gurney and "new-boy" Stewart, with Bandini and Spence right behind, was motor racing at its best. B.R.M., Lotus, Brabham and Ferrari, with three types of V8 engines and the Italian flat-12-cylinders all making a glorious variety of sounds, and yet there are people who prefer F.2 with the monopoly of the droning 4-cylinder engines, and virtually all Cosworth engines at that.

Lap scoring in a race as close as Monza called for great concentration and it depended where you were as to whom you considered to be in the lead at any particular time. At Monza the pits are some hundreds yards long and some distance before the actual finishing line, which the official timekeepers overlook, so that the lap chart of the Lotus and Ferrari pits at one end would not read the same as the Centro-Sud or Parnell pit at the other end, for in that distance the actual leader could have changed three times, as Stewart, Hill and Clark dodged about in each other's slipstreams. The same thing applied to those in the long Press gallery at the top of the main grandstand. Reporter A might be at one end and when the leading bunch passed him Clark was leading, but reporter B at the other end of the long gallery would report that Stewart was leading, and they'd both be correct. On many laps it would have needed a photo-finish camera to decide who crossed the black and white chequered

line first, and as the line is something like 24 in. wide, there could have been discrepancies over who was leading even so, depending on whether you took the beginning of the line, the middle, or the end. The racing was close at Monza.

I was fortunate to be sitting almost opposite the official finishing line and tried to keep my lap chart as the leaders reached it, but I would not guarantee one hundred per cent. accuracy; however, give or take a lap or two, Stewart led for 43 laps, Clark for 18 laps, Hill for 14 laps and Surtees for 1 lap, and it was certainly true that Stewart was doing most of the work and setting the pace, as well as doing most of the cutting-and-thrusting against Clark and Surtees, so it was only right and proper that he should come out the eventual winner.

Every so often we hear a great cry from Maranello that says Enzo Ferrari is forsaking motor racing and is going to retire to a monastery. He never does, of course, and why should he, for the Maranello factory is a bit like a monastery anyway, albeit a very busy and active one. Two drivers who might be well justified in following the Ferrari cry, and say "away from it all," are Dan Gurney and John Surtees, for this season the gods seem to have been against them all the time. Gurney was all set for a big go at Silverstone with the new 32-valve Coventry-Climax engine when it blew up on his way to the start. He had it again for Monza and it leaked oil and could not be used in the race. He drove fantastically hard at Monza, using an old engine, and stayed with the leaders by dint of braking and slipstreaming, only to have McLaren and Ireland latch on to him when he lapped them, and the air-drag of the slower cars caused him to lose his B.R.M./Lotus "tow" and a certain second place. Surtees had a simple little bracket holding the rectifier break off in the French G.P., unnecessary tyre and handling problems in the Dutch G.P., where he could go fast and wear the front tyres, or not wear them out and be too slow to be in the picture. At the German G.P. his gearbox went wrong at the start, and at the Italian G.P. his clutch went wrong at the start. You could not blame either driver for feeling that somebody was deliberately "knobbling" them, nor be surprised if they gave up the unequal battle and retired to the hills.

The big Honda effort at Monza really was a fiasco, and why shouldn't it have been. There is absolutely no reason to assume that the Japanese are going to be all conquering, especially when the opposition in Grand Prix racing is at as high a peak as it has ever been. B.R.M., Ferrari, Coventry-Climax and Lotus and Brabham have got Grand Prix racing well under control, and even the mighty Daimler-Benz firm would be hard put to join in at this moment and keep pace with them, let alone beat them, so why should newcomers to Grand Prix racing do any better. There was a lot of talk before Monza about Phil Hill joining Ginther in the Honda team, but as it turned out it was Bucknum who took the second car, and though he made a very creditable practice time he raced against the mid-field chaps, which was his rightful place. The Honda has been a bit of a disappointment, especially in the engine department, for, knowing Honda motorcycles, I imagined that the engine would be perfection and any problems they may have would be concerned with chassis, suspension, steering and so on. They have had problems with these things, but the engines have been anything but perfect and the mechanics at Monza spent most of their time stripping and rebuilding Ginther's engine, and that is no easy task. With the other Grand Prix engines during practice the drivers just pressed the starter button and away they went, but many times the Honda drivers ground away on the starters with no results, only rich vapour coming out of the exhausts, and then they had to be push-started.

There was a strange little ceremony in the paddock on the morning of the race when Colin Chapman was presented with two cases of salami (and a pocketful of lire?) in exchange for putting an advertisement for this particular brand of salami on the Lotus that "Geki" was to drive. The Team Lotus mechanics, who don't like salami anyway, were justifiably muttering about this, and suggesting that instead of wasting their time attaching these adverts the little man organising the business could help them prepare the cars for the race. The same was happening in the Brabham team, where Baghetti's car was also carrying salami advertising, and this was brought about because the Italians have a national rule that permits their drivers to have advertising on their cars, in spite of an F.I.A. rule that forbids it. As the Lotus mechanics said, they were not allowed to have Esso transfers on their cars, even though it is Esso petrol money that keeps Team Lotus going, so why should they stick salami adverts on the cars when they don't even eat the stuff. Presumably "Geki" and Baghetti do eat it.

Thanks to the Goodyear tyre company a lot of people were able to get a new and interesting view on driving at Monza, and many photographers were able to get different photographic angles. This was brought about because the Goodyear firm organised and financed the building of a steel platform jutting out over the track at the beginning of the south turn, at the end of the fast back straight. You could stand and look over the edge, almost above the cars, and really appreciate those who were setting up a big attitude-angle at the approach to the corner, and also get a most interesting view of the elbowing that went on under braking and jockeying for position, for the entry into the south turn, which is almost a semi-circle, is very important if you are going to maintain speed through it and come out at maximum speed, because this would affect your speed along the pits straight. Goodyear also put on a delightfully informal luncheon party in the open air on Saturday, before practice, and it was nice to see that Dunlop executives and Dunlop drivers were also there. The battle for tyre supremacy is very strong these days, and is as keen as the rivalry between racing-car manufacturers, and will become stronger next year when Firestone join in, so it is nice to see the rival technicians having a glass of "chianti" together. It was suggested that Goodyear invited the drivers who run on Dunlop tyres in order that they had too much "vino" and would miss practice, so that the Goodyear runners could make the front row of the grid, but I don't think this was true. Anyway, I'm told our modern Grand Prix drivers only drink milk! Goodyear tyres were on the winning Formula Three car on Sunday morning, and on the Brabham that was third in the Italian Grand Prix, which wasn't bad, for, like Honda, the Goodyear company are comparative "new boys" to European racing.

It is usual for everyone to try pretty hard in practice, not because of any financial inducement or question of qualifying, but from personal pride. Everyone would like to be on the front row of the grid and nobody voluntarily chooses the back row, so that a study of the final practice times can give you a good clue to the pattern of a race. At Monza the times were so close that on Saturday the timekeepers were recording to one-hundredths of a second, in order to decide ties. Three drivers who were very close were Bonnier (Brabham-Climax V8) at 1 min. 38.90 sec., Vaccarella (Ferrari V8) at 1 min. 38.91 sec., and Gardner (Brabham-B.R.M. V8) at 1 min. 38.98 sec. It would seem that all three had reached their limit in practice, for in the race, after the scrambling of the opening laps, they got together in a three-cornered battle that lasted for 36 laps, when Gardner dropped out with mechanical trouble. Bonnier and Vaccarella raced on for another 12 laps, until the Ferrari engine blew up, which left Bonnier to finish seventh. This battle being just as heated as that of the leaders.

The Automobile Club of Milan organised an exhibition of present-day racing and competition machinery in a huge building in the centre of the Monza Autodrome, that lasted over the period covered by the Italian G.P. for motorcycles and cars, these events being held on successive weekends. They had assembled a most

interesting collection of machinery, from the Indianapolis Lotus-Ford that Clark drove in the Swiss Hill-Climbs, the 4-w-d. B.R.M. that Westbury has been driving, through Ford GT40 and Cobras to Mini-Cooper S and Renault Gordini saloons, as well as exhibits from engine and gearbox manufacturers, Formula Two and Three cars, various national Formula cars and so on. There were cars from Iso Grifo, Lamborghini, Serenissima, Alfa Romeo, Porsche, Maserati, but nothing at all from Ferrari, not even an obsolete engine or racing car. Funny people the Italians, they love motor cars and motor racing, but personal animosity can over-ride everything, and Ferrari and certain members of the A.C. of Milan do not see eye-to-eye.

A month or two ago I was regretting the passing of the "three-car team" in preference for the "two-car team," and saying that any manufacturer's dream must be to dominate Grand Prix racing. One of the first ways of achieving this is to have the whole front row of the grid filled with your cars and then to fill the results. It is traditional at most circuits to have three cars on the front row and to summarise race results in history books as first, second and third, any place lower than that hardly being worth a mention, so a "three-car team" could fill the front line of the start and the results sheet. Rodney Clarke, of Connaught, used to argue that unless you had the three best drivers and the facilities to run three cars, it was better to concentrate on one driver and one car, and try for an outright win. They had a good car but a limited budget and could only afford to hire second-best drivers most of the time, and he wanted to pay for one good driver instead of splitting the available money between two or three not-so-good drivers. Organisers would pay two or three reasonable amounts of money for two or three cars, no matter who the drivers were, but they would not pay double- or treble-money for one car with a top-line driver, and starting money was essential to the continuance of the Connaught team. As Clarke pointed out, they could probably have won a lot of races with one car driven by Moss in those days.

There was a revival of the "three-car team" at Monza, for Ferrari, Brabham and Lotus all ran three cars. B.R.M. were smiling, for they entered two cars and finished first and second, whereas the others suffered, Ferrari having one car finishing, Brabham one car and Lotus none at all. B.R.M. would run a three-car team if they could have Surtees or Clark in the third car, along with Graham Hill and Stewart, but then who wouldn't. The reason for Brabham and Lotus running three cars was financial inducement by the organisers, so that local boys "Geki" and Baghetti could have a go in Formula One. Neither of them excelled in practice, but in the race "Geki" was mixing in well with the mid-field runners until his transmission lost all its oil.

The Italian Grand Prix at Monza was a memorable race and the very large crowd that attended must have enjoyed every minute of it, but I expect I shall meet people before the next Italian Grand Prix takes place who will moan and say "that awful place." Perhaps they have never actually watched a race at Monza. I enjoyed it.—D. S. J.

FOR DRIVING

Those readers who scan the advertisements in MOTOR SPORT before they read the editorial matter, and who doesn't, will have seen frequent advertisements for Westover Driving Shoes, but I do not suppose many will realize that the man behind Westover is not only an established shoe manufacturer in Northampton, but also one of the regular racing crowd on British circuits. Edward Lewis has been in club, national and International racing for many years with saloon cars, and various models of Lotus (not the shoe manufacturers, but the Cheshunt cars) and developed the current Driving Shoe, as well as Grand Prix driver's racing boots, while racing himself. Apart from its reasonable price and soft leather the Westover has a crafty wrap-round heel that makes a good pivot for the heel when driving and does not dig holes in the carpets, as my present normal shoes have done to the carpets on the E-type Jaguar in 20,000 miles. Due to various big business deals in the shoe industry Lewis is having to re-organise his shoe manufacturing and intends to concentrate on footwear for motor-people, so it is nice to know that there is a manufacturer of a non-mechanical article amongst us who can look after our needs. You don't have to drive all the time, when wearing Westover's, as I have found, you can sit about in them and even walk in them as well!—D. S. J.

AWARD WINNERS AT THE V.S.C.C. MADRESFIELD DRIVING TESTS

(Report on page 854)

Awards:

Concours d'Elegance (Best): R. J. Barton (1926 Delage).

Concours d'Etat (Best): G. W. Rapson (1939 Rolls-Royce).

Driving Tests:

Touring Cars: *First Class Awards:* T. H. J. Eastwood (1925 Austin) and K. M. Hill (1930 A.J.S.). *Second Class Awards:* E. R. Fuller (1933 Rolls-Royce) and D. Macmillan (1928 Rolls-Royce). *Third Class Awards:* J. E. Jenkins (1926 Invicta) and I. Cardy (1925 Austin).

Standard Sports Cars: *First Class Awards:* N. Arnold-Forster (1925 Frazer Nash) and W. S. May (1926 Frazer Nash). *Second Class Awards:* L. J. Stretton (1929 Frazer Nash) and R. A. Pilkington (1931 Alfa Romeo). *Third Class Awards:* R. Stevens (Aston Martin) and D. J. P. Edwards (1935 Aston Martin).

Sports Cars: *First Class Award:* C. A. Winder (1923/8 Humber).

Ladies' Award: Mrs. C. May (1926 Frazer Nash).

Frazer Nash Award: N. Arnold-Forster (1925 Frazer Nash).

Light Car Award: K. M. Hill (1930 A.J.S.).

Rolls-Royce Award: E. R. Fuller (1933 Rolls-Royce).

The V.S.C.C. at Castle Combe

September 18th

IT does not seem all that long ago that Bob Gerard's E.R.A. used to vanquish the V16 B.R.M. round Castle Combe at normal, as distinct from Vintage S.C.C., meetings. Now the V.S.C.C. has put on its own race meeting at this circuit with similar-aged cars taking part. The 1.84-mile circuit is well suited to vintage cars, difficult enough to be interesting, and quite hard on brakes. There were 11 races, all except one over 5 laps because the idea was a meeting for ordinary members without undue emphasis on the bigger names. A good public attendance saw excellent racing from an entry of 122 diverse cars. The programme went as follows:—

Race 1: Handicap. After three laps Smith's Fiat Balilla took the lead, to win from House in Baker's Amilcar which was in second place throughout. Third place was taken by Warne's touring s.v. 1927 Riley.

Race 2: Handicap. This was a good spectacle, Densham in Wilson's 30/98 Vauxhall coming through to win, with Page's p.v.t. 4½-litre Bentley 2-seater just taking second place from Sismey's Alvis. Milner's 30/98 was right off form.

Race 3: Scratch. St. John led all the way in his beautiful 2.3 G.P. Bugatti, gaining an easy victory from Hutchings' 328 B.M.W., which finished some eight lengths ahead of Black's ex-Sommer Monza Alfa Romeo, after a ding-dong tussle.

Race 4: Handicap. Perhaps it was poetic justice that Cecil Clutton's Bugatti split up the S.S. victory, for before the war the V.S.C.C. termed these cars Soda Squirts. Peters' 1938 3½-litre Soda Squirr won convincingly, and Lewis-Hall's 1937 2.6 Soda Squirr was third.

Race 5: 3-lap Edwardian and Other Cars Handicap. The field was depleted by Lockhart's 1910 Fiat chewing up a chain sprocket in practice and Fitzpatrick's 20-litre Metallurgique arriving too late from Norfolk, but a much admired newcomer was Plaister's splendidly-presented 1921 Horstmann, a narrow aluminium sports 2-seater with copper outside exhaust, bulb-horn, cantilever back springs, b.e. tyres and disc wheels, each one held on by three closely-placed studs. It has a Coventry-Simplex engine, was last used in 1923 and has been rebuilt; as it has only run five miles since, it wasn't fast.

For a couple of laps Marsh's 1920 4½-litre Talbot led, but everything changed on the last lap, Barker cornering near the limit to win in Lord Montagu's Prince Henry Vauxhall, from Mann's Straker-Squire and Giron in Lord Montagu's Coupe de l'Auto Sunbeam. Clutton's Itala burst a tyre.

Race 6: Handicap. It looked as if House in the Amilcar might win but on the run home Smith's Fiat went ahead. A long way behind, second place was even closer, as Dick's hybrid Riley

held off Goodacre's 1934 M.G. Midget. Winder caused a mild sensation by slip-streaming Stretton's Frazer Nash so closely he ran into it!

Race 7: All-Comers Scratch. Driving with commendable calm, young Spero caught Margulies' Connaught in the first few yards, to lead all the way in his father's spotlessly-clean 1953 Maserati 250F. If this was the expected result, the places were in doubt, until it was apparent that Salvage (Connaught) was coming up well; he actually made fastest lap and closed up on Spero, to finish second, Brown's E.R.A. displacing Margulies for third place on the final lap. Gardner's Connaught was fifth, a long way in front of Wilks (Cooper-Bristol).

Race 8: Handicap. Hamish Moffatt had pulled out an enormous lead by the third lap in his alloy-wheeled Type 35 Bugatti, running on 710 x 90 tyres. He lapped at 75.62 m.p.h., driving with fine aplomb, like one of the masters of old. It was a Bugatti race, for Eckersley's 2-litre was second, while Hine's 3-litre Bentley took Blight's Talbot GD53 a lap from the finish.

Race 9: Scratch. Peters' S.S.100 had it all its own way, leaving Glydon's 1932 Aston Martin to enliven things by duelling with Askew's blown 1750 Alfa Romeo, way behind.

Race 10: Handicap. This race was marred by an accident at Quarry (where Moss' Cooper 500 once overturned) involving Hutchings' B.M.W. and Barr's 4.3-litre Alvis, Hutchings being thrown out and injured when his car rolled, on fire. Salvage's Connaught deservedly won, from Wilks and Bailey's 1936 4½-litre Bentley.

Race 11: Scratch. The irrepressible Moffatt in his irresistible 1924 Bugatti entirely dominated the race, able to slow to a best lap of 72.47 m.p.h. and still stay ahead of Sir Ralph Millais, Alfa Romeo. Cairnes' 3½-litre Alvis was third, Miss Rose, driving her usual calm fast race in her very presentable 3½-litre Bentley fourth. This must become an annual V.S.C.C. fixture.—W. B.

Results:

Race 1:	G. Smith (1935 1,087-c.c. Fiat Balilla), 61.72 m.p.h.
Race 2:	D. A. Densham (1922/5 4,526-c.c. Vauxhall), 67.51 m.p.h.
Race 3:	G. S. St. John (1929 s/c. 2,270-c.c. Bugatti), 75.96 m.p.h.
Race 4:	A. G. Peters (1938 3,485-c.c. S.S.100), 67.54 m.p.h.
Race 5:	R. Barker (1914 3,969-c.c. Vauxhall), 54.80 m.p.h.
Race 6:	G. Smith (1935 1,087-c.c. Fiat Balilla), 61.45 m.p.h.
Race 7:	J. P. Spero (1953 2,500-c.c. Maserati 250F), 81.78 m.p.h.
Race 8:	A. F. Moffatt (1924 2,262-c.c. Bugatti), 73.52 m.p.h.
Race 9:	A. G. Peters (1938 3,485-c.c. S.S.100), 67.02 m.p.h.
Race 10:	R. E. Salvage (1951 1,960-c.c. Connaught), 68.63 m.p.h.
Race 11:	A. F. Moffatt (1924 2,262-c.c. Bugatti), 71.29 m.p.h.
Fastest lap:	Salvage, in Race 7, 84.49 m.p.h.
Special prizes:	Mann (Straker-Squire), and Mann (E.R.A.), respectively in Races 5 and 7.

N.B.—The results of the V.S.C.C. Madresfield Driving Tests, were not available when the report on page 854 went to press, they have since come to hand and appear on page 849.

RALLY REVIEW—continued from page 844

of Great Britain in that the whole essence of the rally lies in driving as fast as possible over several hundred miles of special stages on unsurfaced roads from which the public—in their cars at any rate—have been strictly excluded. These special stages are linked by easy road sections with very few time controls, so that there is little need to hurry when encountering other cars on the road. The only differences as such are that these stages are run over public roads closed by consent of Parliament and the local authorities for the purpose of the rally, and that nothing quite like these roads exists in England. This last point is one well worth making, as it is not just the driving on loose surfaced roads that makes this Finnish rally difficult for foreigners but the fact that most of the roads used for special stages resemble nothing more than the switchbacks of Battersea Fun Fair, though there is no predictability about which way they will swing and twist next as you hurtle up to the constant succession of blind brows. Naturally, the fact that the route is made known well in advance of the rally and that the special stages can be pin-pointed by referring to the notices of road closure in local papers means that full-scale practising takes place in the weeks before the rally. Generally speaking, the amount of practice that a driver does is reflected in his performance of the rally but when so many hundreds of kilometres of road have to be committed to memory or to pace notes, the ultimate test of driving remains.

For the past two years, Finland's young driving prodigy, Simo Lampinen, has won this rally outright, driving a Saab Sport, which as well as representing a triumph over a childhood attack of polio

which almost robbed him of the power to walk let alone drive a car, is also something of a triumph for Saab who, as the manufacturer of the classic rally car of the late 'fifties and early 'sixties, could look upon this as confirmation of their car's potential. This year's victory for Timo Mäkinen driving the new classic rally car, a Cooper S 1275, and the fact that there were five such cars (one admittedly was a Cooper S 970) in the first ten places overall, indicates now that in the matter of power-to-weight ratio, handling and reliability the Cooper S is the car to beat.

Perhaps the most interesting sidelight on the emergence of the Cooper S is the consideration of the two Finnish drivers, Timo Mäkinen and Rauno Aaltonen, who have done more than anyone else this season to promote the success of the B.M.C. team, with the possible exception of Stuart Turner, the team manager. These two drivers make an interesting comparison and whenever rallyists get together, these two are discussed in much the same way as one might compare Clark and Moss. Without any doubt, Mäkinen's image is a much more easily projectible one as he is large and happy, drives so as to give the impression that life and limb are not precious to him and has a genial way of supplying useful quotes to the daily newspapers. It is this character that has enabled him to become much better known amongst people not directly connected with rallying while Rauno Aaltonen, who is every bit as successful as a rally driver and has often proved to be a pillar of strength in both the Mercedes and B.M.C. teams, is far less highly regarded by people who do not know of his skill at first hand. Mäkinen's achievement in winning the Monte Carlo Rally this

Continued at foot of next page

MORE NEW CARS

OLDSMOBILE LATEST F.W.D. EXPONENTS

F.W.D. is popularly looked upon as something we inherited from the Continent, like road signs and Moussec. A less likely producer of F.W.D. cars than General Motors one cannot imagine, and yet this is what has been announced by Oldsmobile.

The low-slung, rather clean-lined car is to be called the Toronado, not to be confused with Tornado, and has a 7-litre V8 power unit bringing forth 385 b.h.p. The engine is longitudinally mounted, offset to allow the automatic transmission unit to come in alongside.

Behind the engine is a torque converter from which the drive is taken through a link-chain assembly (rubber dampened), via a 3-speed unit to the differential, from which it divides into the drive shafts to the front wheels.

The 2-door body is 17 ft. 7 in. long, and provides comfortable seating for six passengers. Independently suspended all round (torsion bar front and beam axle and leaf-spring rear), the car boasts no less than four shock-absorbers in the tail. Another is mounted on the front cross-member to dampen the steering, which is power assisted and uses 3½ turns of the wheel from lock to lock. Eleven-inch diameter drum brakes are fitted front and rear. The headlamps can be retracted for daytime use.—G. P.

NEW RAMBLER FOR U.K.

The Rambler Classic 770 appeared in convertible form last May, but could only be offered in the U.K. to special order. Coincidental with the Earls Court Motor Show, however, it becomes one of Rambler's generally available U.K. range. The electrically-operated hood can now be stowed without the need to unzip the plastic rear window, which has been replaced by a panel of flexible glass impervious to scratching or creasing.

Length of the car is 16 ft. 3 in., as are all Classic 770 models. U.K. price will be £2,080 with automatic transmission.

The Ramblers now come with power-assisted Bendix front disc brakes, and will have seat belts (not just anchors) and padded sun visors.

This car now brings the Rambler range for Britain up to a 4-door saloon, station wagon, 2-door coupé and a 2-door convertible. All will have 6-cylinder 3.8-litre power units which develop 145 b.h.p., although a V8 engine is available if required. G. P.

TWO MORE 1100s FROM B.M.C.

A long time ago, when the car manufacturers began the process of integration into a relatively small number of mighty empires, it became difficult to distinguish the various *marques* by body lines alone. A consolation for the purists was the retention of traditional items such as grilles and badges to announce at least which part of a manufacturing organisation contained the origins of a car.

B.M.C. is no exception, and the newly announced Wolseley and Riley variants of the 1100 breed are unmistakably descendants of their respective forebears, at least at their front ends.

Both the Wolseley 1100 and the Riley Kestrel, as they are called, conform to the 1100 design launched in 1963, and are



Despite the ominous registration number, the Wolseley 1100 has a very pleasing front end.

powered by the 1,098-c.c. unit as used in the M.G. version. The twin type HS2 S.U. carburettors are fed electrically from an 8-gallon tank, and a c.r. of 8.9 to 1 brings about a b.h.p. figure of 55 at 5,500 r.p.m., with maximum torque of 61 lb. ft. at 2,750 r.p.m.

A rev.-counter is fitted to the Kestrel only, which also proudly possesses circular instruments. Alas, the Wolseley has a strip speedometer.

Both cars have Lockheed braking systems—8-in. discs at the front and 8-in. drums at the rear. Valves are incorporated as anti-lock devices.

Safety-belt anchor points, soon to be statutorily compulsory, are built into both cars, and child-proof safety locks are fitted to all doors. Padding is incorporated into the fascia top and tray edge, which are finished in matt black to prevent glare.

Prices in the U.K. are as follows:—

	Basic	P.T.	Total
Riley Kestrel :	£645 os. od.	£135 18s. 9d.	£780 18s. 9d.
Wolseley 1100 :	£623 os. od.	£131 7s. 1d.	£754 7s. 1d.
Extra for 2-tone :	£12 10s. od.	£2 12s. 1d.	£15 2s. 1d.
			G. P.

NEW FROM VOLKSWAGENWERK

At the London Motor Show will be seen the 10,000,000th vehicle to come off the Volkswagen production lines, a figure which includes commercials and the special-bodied Karmann Ghias.

It happens to be one of the new "Super Beetles," the 1300 saloon, which will market in this country at £649 16s. 8d., inclusive of purchase tax, the same price as the former 1200 Beetle.

Also new from the West German firm is the 1600 TL "Fast-back," which sports a new bodyline and the biggest engine yet fitted to a car by VW. This replaces the 1500 S, and will sell, in this country, at £998 8s. 9d., only £20 more than its forerunner. It is claimed to have the most luxurious interior styling ever built into a Volkswagen.—G. P.

RALLY REVIEW—continued from previous page
 year was no greater than Aaltonen's in winning the Spa-Sofia-Liège last year, but because the Monte attracts the interest of jaded journalists anxious to see the Riviera in January, then headlines accompany Mäkinen's victory while five-line paragraphs suffice for Aaltonen's.

It is not just this chance which makes Mäkinen ascendant in our minds for I am sure that had Aaltonen won the Monte Carlo Rally, he would still be in relative obscurity as far as the average English reader is concerned. His approach is not extrovert: he is a Jim Clark as opposed to an Innes Ireland. His interest in rally driving is technical and the language that he uses to talk about his sport is technical so that there is rarely anything catchy for the reporters to latch on to. Mäkinen on the other hand is a natural driver who loves the spirit of competition and is never happier than when he is behind the wheel of a car and the tougher the conditions then the more he enjoys himself. When you think of his drives on the Monte and then on the Scottish Rally this year

I think it could be said that running at a disadvantage is the best stimulant Mäkinen can ever have.

In any case the two drivers are as close in driving ability as two drivers can ever be, despite the fact that they are approaching the same problem from two different attitudes. There is little doubt that Aaltonen started the 1000 Lakes as a firm favourite with most people, though those same people would probably have subscribed to the view that while he lasted, Mäkinen would be faster. However, anyone who had seen the fanaticism with which Mäkinen prepared for this rally, determined to show his own countrymen that he was the top, could have realised that it was going to be a very close run match indeed. These two drivers are now only a few points apart in the European Rally Championship and only a few behind Trautmann so that, if Aaltonen and Trautmann do not settle the matter on the Munich-Vienna-Budapest Rally in October in the absence of Mäkinen, the R.A.C. Rally could be the biggest battle royal that the rally world has seen for some time.

—J. D. F. D.

1965 INTERNATIONAL GOLD CUP

Surtees Wins at Oulton Park

AFTER the Gold Cup Race for Formula Two cars on September 18th there was hardly a spectator at crowded Oulton Park who did not vote the event one of the most exciting ever seen on a British circuit. Throughout the entire 40 laps of the 2.761-mile circuit the challenge for the lead did not ease for a moment, with several shuffles in position taking place among the closely grouped five leaders.

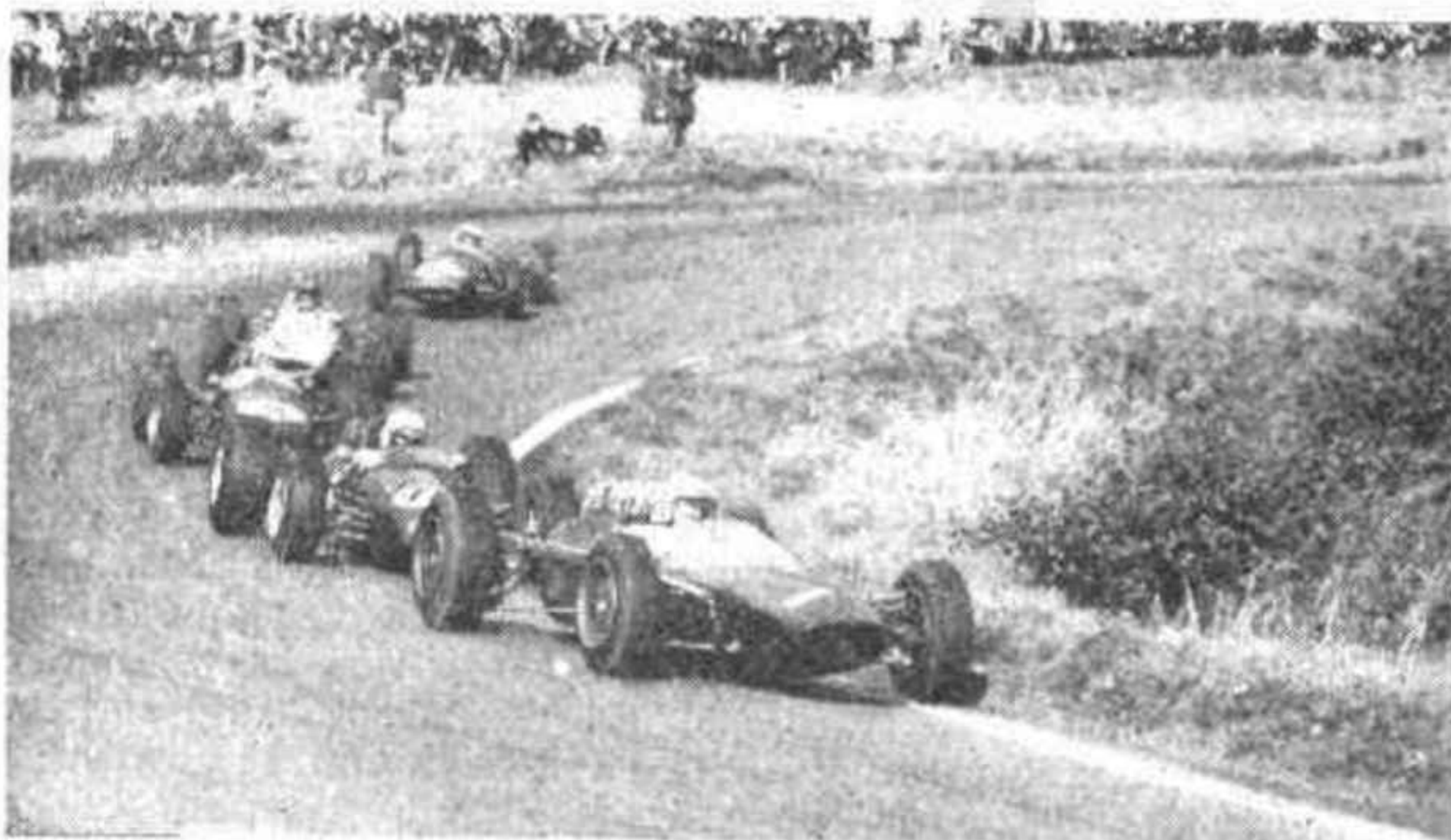
The squally showers on practice day put first session times at variance with those of the second session, but everyone got at least one dry run in the end. With a time of 1 min. 41.0 sec., Denis Hulme, driving a works Repco Brabham powered by Cosworth, appeared in pole position. Alongside him was Jochen Rindt in the Brabham-Cosworth of Roy Winkelmann Racing. Making up the front row were Graham Hill in the John Coombes Lotus-B.R.M. and Jim Clark in the Team Lotus machine with a Cosworth power unit, which had to be blanket-shrouded on the grid to warm up quickly.

In the second row were Alan Rees in the other Winkelmann Brabham-Cosworth, Mike Spence in a works Lotus-Cosworth, and Trevor Taylor, a former Team Lotus driver, now in the Repco Brabham-Cosworth of Aurora Gear Racing. Jack Brabham was on the left of the third row in one of his own cars fitted with a Honda engine. Next to him was Jackie Stewart in a Tyrrell Cooper-B.R.M. which was misbehaving electrically, upsetting the rev.-counter. On his right was the M.R.P.-entered Lola-Cosworth driven by John Surtees. All four plugs on this car were changed on the grid. Fourth place in the third row was taken by Chris Irwin, having his first works drive in a Repco Brabham-Cosworth. The remainder of the field, 27 in all, included the privately-entered Lotus-Cosworth of Brian Hart, Richard Attwood in the M.R.P. Lola-Cosworth, Bob Anderson in a Brabham-Ford-Cosworth, and Ian Raby in a Merlyn Mk. 9 with S.C.A. Cosworth engine.

In a blustery wind, which had caused the parachute display to be cancelled and had quickly dried the track, the race got off to a good start, Rindt being first into Old Hall. After a couple of settling laps, Clark went into the lead, only to drop back to 16th place after spinning off at Cascades in the seventh. The pattern which was to stay for the whole race had now emerged. Five cars were bunched in the lead—Rindt, Rees, Hulme, Surtees and Hill, in that order—with barely 2.5 sec. between first and fifth. In the laps that followed, Rindt dropped back to third place, then to fourth, Rees staying just ahead of the leaders. Meanwhile, Clark was fighting back and by the 19th lap had made ninth place, whilst Surtees had gone into the lead.

An added interest was the Autocar Championship of British F.2 Drivers, for which the Gold Cup was the final event. Clark, with 22 points, was leading, but Hill, with 18, stood an excellent chance of making that figure up to win. Two sets of laurels were therefore waiting at the finish.

By lap 35, Surtees, Hill and Hulme were the leaders, Rindt having suffered a broken drive-shaft and Rees having lost time



This procession of leaders, Surtees, Rees, Hulme, Hill and Rindt, in that order, shows the pressure up front for most of the Gold Cup Race at Oulton Park.

due to a spin at Druids on the 29th. By this time, Clark was in sixth place and had lowered by 0.4 sec. the former lap record of 1 min. 41.6 sec. set up by Rindt and Hill in April this year. This new record was equalled by Denis Hulme later in the race.

In lap 38 Hill finally lost his second place to Hulme, also losing his chance for the Championship, since Clark was certain to collect one point for sixth place, making his score 23, one more than Hill's total after getting 4 for third place.

Surtees emerged a very worthy winner, but shared his lap of honour with Clark who collected the Autocar Trophy. After the race a happily smiling John Surtees left the circuit with a police escort on the start of a journey to Canada, where, to round off a very satisfying week-end, he won at Mont Tremblant in his Lola-Chevrolet.

Supporting the Gold Cup event were two 19-lap races, one for Formula Three cars and the other for saloons.

The Formula Three event progressed in much the same pattern as the Gold Cup Race, but not nearly as dramatically exciting. The 30 cars included the pair from The Chequered Flag, Roy Pike (pole position) and Chris Irwin in Cosworth-Ford-engined Brabhams. The successful Charles Lucas team were represented by Peter Gethin and Piers Courage in Brabham-Fords. Ron Harris-Team Lotus had two Holbay-Ford-powered cars for Peter Revson and John Cardwell, whilst Goodwin Racing had entered a Repco Brabham-Ford 109E driven by Natalie Goodwin herself.

Within four laps of the start the Chequered Flag cars were out in front, with John Fenning in Stockbridge Racing's Cooper 76 with Ford-Cosworth engine very close behind. On the 12th lap, a very dejected-looking Chris Irwin pulled into the pits with a sick car, leaving Pike to slowly increase his lead over Fenning. Irwin came out again, but retired at lap 17.

Pike finally emerged the winner, crossing the line with a broken throttle spring, having reduced by 1 sec. his own lap record of 1 min. 46.2 sec.

The saloon car event, in four capacity classes, produced the usual gaggle of Minis, a number of Anglia and Cortina variants, and three Mustangs. A lone Chevrolet Impala was withdrawn before the race. On the first lap, an enormous "kerfuffle" took place at Old Hall when Roy Pierpoint's Mustang began to snake and finally spun, causing a traffic jam of about fifteen cars, all of which came to a dead stop before getting under way again, leaving marshals to clear up broken glass, bumpers and all manner of other debris. Only one car failed to restart—the 1298S of John Lewis, which collected a severely concave nearside. The damage caused to the cars involved in the concertina became apparent later in the race by the number of pit stops to check bodywork, and a few retirements with radiator leaks and suspension damage.

After holding the lead for one lap, Jim Clark in a works Lotus Cortina lost his position to Jack Brabham's Mustang entered by Alan Brown Racing, which kept its lead to the end despite losing braking power about halfway through, allowing Clark to narrow the gap lap by lap.

The eventual class winners had settled into their lead positions by lap 8. Warwick Banks in a 970-c.c. Mini-Cooper entered by Coopers emerged as winner of the small saloons, and we heard afterwards that he intends to retire from racing in order to devote more time to his business. John Rhodes, his team-mate in the 1275 Mini-Cooper, surprised no-one by winning his class, and came in sixth overall.

A very enjoyable day's motor racing, unspoiled by the weather, resulted in a lot of satisfied customers leaving Oulton that evening. We were no exceptions.—G. P.

Final Results :

Formula Three Cars :

1st :	R. Pike (Brabham-Cosworth)	34 min. 06.8 sec.—96.40 m.p.h. (148.91 k.p.h.)
2nd :	J. Fenning (Cooper-Ford-Cosworth)	34 min. 06.2 sec.
3rd :	P. Revson (Lotus Holbay-Ford)	34 min. 21.4 sec.

Gold Cup Race for Formula Two Cars :

1st :	J. Surtees (Lola-Cosworth)	68 min. 44.0 sec.—96.40 m.p.h. (155.14 k.p.h.)
2nd :	D. Hulme (Repco Brabham-Cosworth)	68 min. 44.2 sec.—96.40 m.p.h.
3rd :	G. Hill (Lotus-B.R.M.)	68 min. 44.6 sec.—96.39 m.p.h.
4th :	T. Taylor (Repco Brabham-Cosworth-Ford)	69 min. 03.2 sec.—95.96 m.p.h.
5th :	A. Rees (Brabham-Cosworth)	69 min. 18.6 sec.—95.63 m.p.h.
6th :	J. Clark (Lotus-Cosworth)	69 min. 25.4 sec.

Saloon Cars (Overall) :

1st :	J. Brabham (Mustang)	37 min. 16.6 sec.—84.44 m.p.h. (135.89 k.p.h.)
2nd :	J. Clark (Lotus Cortina)	37 min. 20.8 sec.—84.27 m.p.h.
3rd :	I. Sears (Lotus Cortina)	37 min. 59.2 sec.

Stirling Moss previews Earls Court

EARLS "Motor Show?"



COURT

Court. But it's still terribly demanding on the feet today!"

What sort of show would you call it Stirling?

"No revolutions. People have upped the power a bit, like Rootes—5-bearing crankshafts, more horses—but that's inevitable. No: the sort of show to make you go round drooling. But interesting.

"Now, those Citroens, they're interesting. Are they the first people in volume production with iodine-vapour lamps as standard? Anyhow, like several others, they're putting a lot of emphasis on brakes and braking; a sort of weight compensating device, a way of limiting line pressure so

that you can't lock the rear wheels. Mercedes-Benz are doing much the same thing.

"Those Renaults make a show! They've done well with the Gordini in competition. But whoa-up! The Fords! They'll draw crowds. V4 engines for the 1700 cc Corsair, self-adjusting rear brakes. And the GT with 2000 cc. It should sizzle, I must try that—"

But you're a Mini-man, Stirling. Where do you stand in the front rear engine argument?

"If I were Mr. VW or Mr. Mini, I could put equally strong and logical cases for either. All right, it's true that rear engines are prone to sideing effects and they used to oversteer—but it didn't and doesn't worry me. If a designer is good enough, he gets round each problem. Anyhow, it's all personal, a car is a personal thing—"

"Look, that's pretty! The new Triumph 1300. Well, what can you say? All hail to the Star of the Show, read all about it in these pages! But don't let's overlook the Triumph 2000 Estate. A lot of estates this year...

The BMC Wolseley 1100, Riley Kestrel 1100: two naturals. I mean, when you've got a success on your hands, you've virtually got to ring the changes, and these are nice changes. Little luxury cars—"

What about the bigger stuff?

"New Cresta. That's an awful lot of Vauxhall for the money. 6-cylinders, all very smooth. And here are the new Mercs, what a colossal new range. It's time we have something new from Rolls... Whatever it is, it will be good. Rolls is good. What's the news from Jaguar and Rover? Let's go and—"

"No, wait, here's SAAB, another firm that's done something about braking. Double braking split into diagonal halves. Lose half and you've still got one front and one rear left."

People still don't realise that the ability to go faster or stop faster are much the same thing—

"It's more than that!—I'll tell you, in the Alpine Rally, you stand a far better chance to beat the competition downhill than up! Uphill, it's just power and either you've got it or you haven't. But downhill—anyhow, enough said, the thing is that there's no excuse *not* to have good brakes. By which I mean having good brakes when you actually put them on. Whatever the speed, whatever the conditions, you want to be able to stop the tyre. Today's tyres are marvellous. But then again, the brake and lining must give you the potential to stop it."

That's where advice from Ferodo can help—

"People are funny. They ought to say 'I've tweaked the car, I've made it go faster, I must make it *stop* faster.' But they don't. They just don't think of brakes and linings as part of performance conversion. But Ferodo do. They make special purpose linings for cars that have been 'hotted up.'"

In a word—what's the biggest advance in cars?

"In a word, 'functionality'. There's hardly a car that doesn't show you its function, its designed purpose, from the Mini to the Mark 10."

And the future?

"Still more functionality—particularly in ergonomic terms. We're doing fine with the structure as a whole—engines sideways, upside down, sloping, and always for good reasons: now let's get the rest right!"

FERODO

Ferodo Limited Chapel-en-le-Frith

A Turner & Newall company



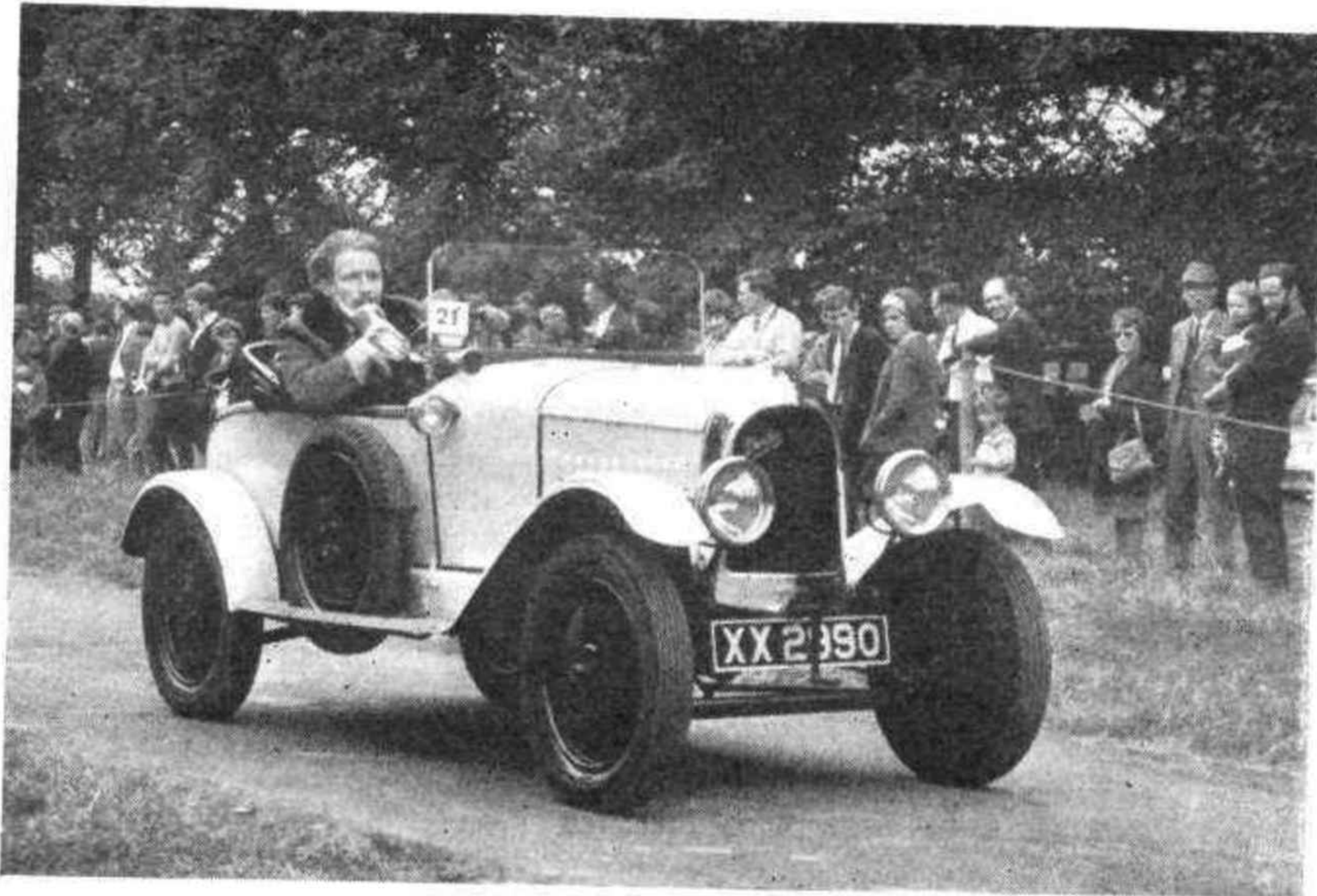
Ferodo have stopped more horsepower
in the 20th Century
than any other make of brake lining!

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

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to
Old-Car Matters

*A RARE VINTAGE LIGHT CAR.—
J. H. Noot's 1925 Coventry-Climax-engined
Derby—hailing from Courbevoie, not the old
home of the Rolls-Royce, taking part in the
V.S.C.C. Madresfield Driving Tests last month.*



V.S.C.C. MADRESFIELD DRIVING TESTS (Sept. 12th)

THE Driving Tests and *Concours d'Elegance* which the Vintage S.C.C. holds at Madresfield, by permission of the Rt. Hon. Earl Beauchamp and Mr. H. R. Tolley, who place the tarmac Gloucester Drive at the Club's disposal, take place in delightful surroundings and with commendable informality. And on historic ground, for in the old days speed trials were held over this course.

Although having only the straight, narrow drive at their disposal, the officials contrive interesting, car-searching tests and vary them each year. This year, after the *Concours d'Elegance et d'Etat* had been judged by Brian Morgan and R. C. Wheatley, who have learned the hard way how cars should be reconditioned and presented, the first of the tests took place, comprising a wiggle-wobble, slow-running and acceleration test, interspersed with braking at various lines.

There was an excellent entry and six of the cars were driven by the girls—an excellent trend. Perhaps some of them respond to the friendly atmosphere at Madresfield.

As usual, Condon's Anzani-A.C., bought originally from Thames Ditton and driven to North Wales, was immaculate, and Arnold drove a very nice 1930 Riley fabric saloon. Hiron produced yet another G.N., a decently original i.o.e. touring 2-seater of 1922 vintage. A very interesting and smart newcomer was Noot's 1925 Derby light car, rather like a well-nourished version of 7.5 Citroën, even to a transverse front spring. In fact, the engine is a 1,098 c.c. Coventry-Climax, there are Broit electrics and an agent's plate on the dash proclaiming this to be "the most economical light car in the World."

Eastwood's 1925 Austin Chummy had a spare, blank, rear number plate, Fuller was very enterprising through the wiggle-wobble in his 1933 Park Ward Rolls-Royce, the creaking wheels of which were the only sound from it in the slow-running test, as was the case with Terry's 1938 Thrupp & Maberly-bodied 25/30.

Some cars, like Clark's Humber Special, needed a push-start, and Jenkins' big 3-litre Invicta tourer expired entirely and spent the afternoon on the grass verge. Denton's 1930 Rolls-Royce 20/25 tourer was very smart, even to coconut mat on the running board and spare wheel cover. Meyers' Riley was a very smart 1929 Monaco fabric saloon with a Solex at one end of its manifold, Maskell's 1931 Riley 9 fabric saloon and Howe's 1932 Riley Gamecock went very slowly in the appropriate test, and doing likewise caused Collins' 1921 Star to flex its back springs. Moffat tried some really clever coaxing to get his Crossley-Bugatti to run at near-zero revs, and Arnold-Forster so nearly extinguished the Anzani engine of his Frazer Nash in performing this test. Bullett's 1930 12/60 Alvis was also notably slow, whereas Pilkington's blown 1750 Alfa Romeo and Buck's 1939 Speed 20 Alvis coupé tended to gallop. Samson got his 30/98 Vauxhall into a 45° slide at the end of the wiggle. It was nice to see two 14/40 Delage cars running, both with boat-tail bodies, Batte's 1925 car with fold-flat screen and Barton in the 1926 ex-Ewen car. Barker's 1934 Railton didn't accelerate as rapidly as expected, while

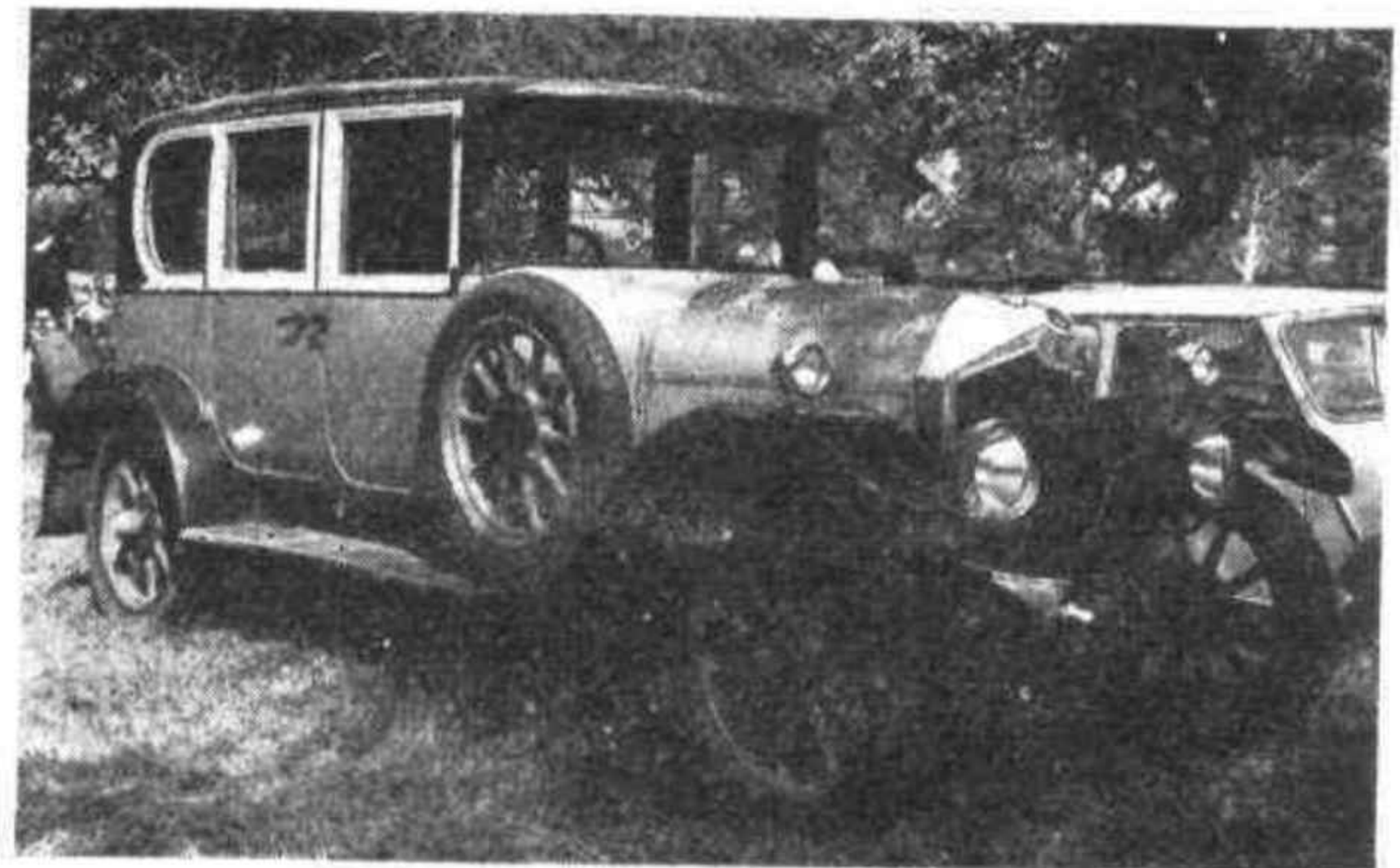
Lander's 1935 Lagonda Rapier seemed almost to stop several times in the slow bit and change-down to get away. Mrs. Ure's nicely original 1925/8 Lancia Lambda had an Alvis-like exhaust rasp, Waine drove a 328 B.M.W., and Mrs. Hill her husband's A.J.S.

Altogether, it was a highly enjoyable afternoon of motor-gambolling.—W. B.

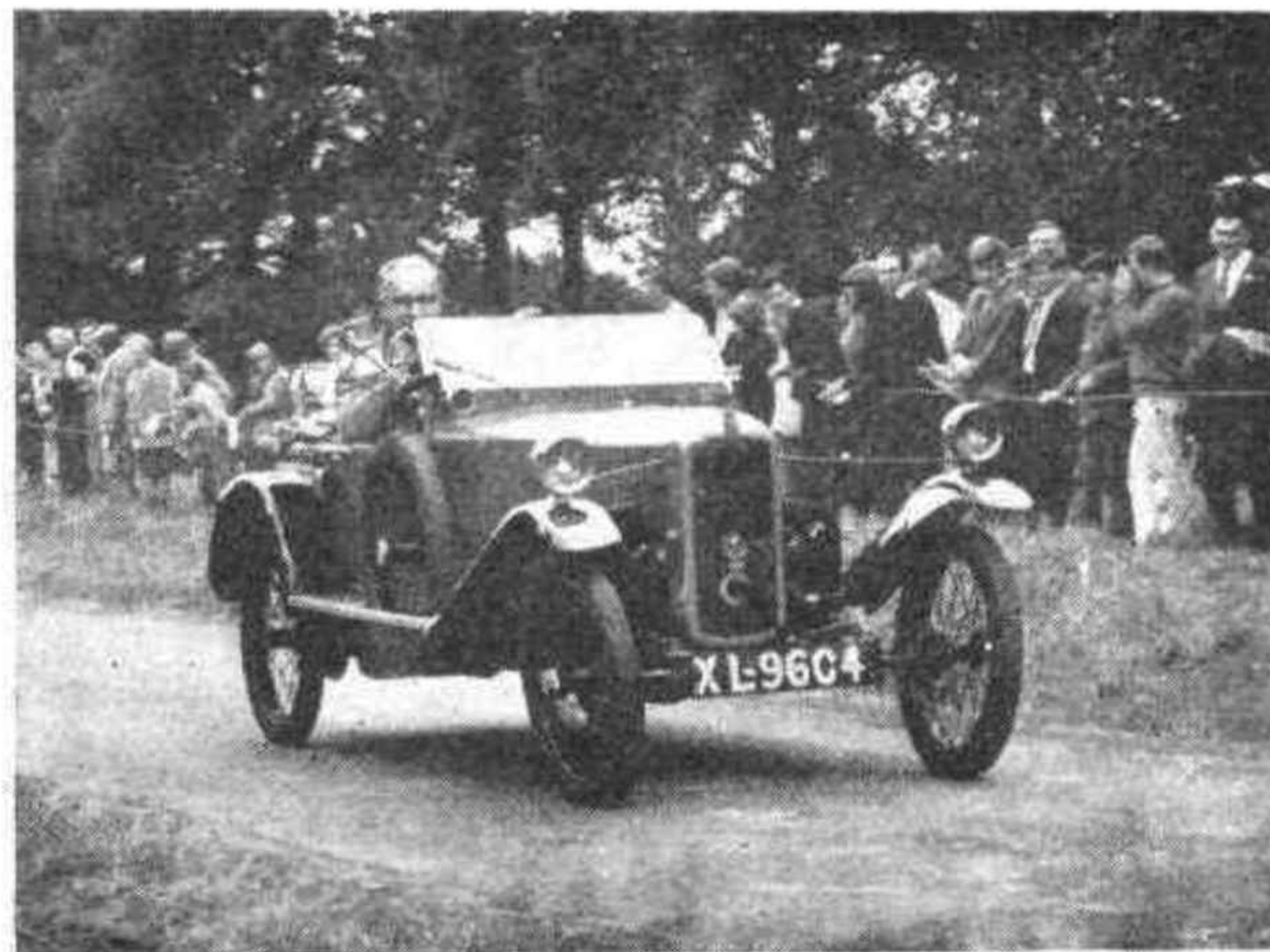
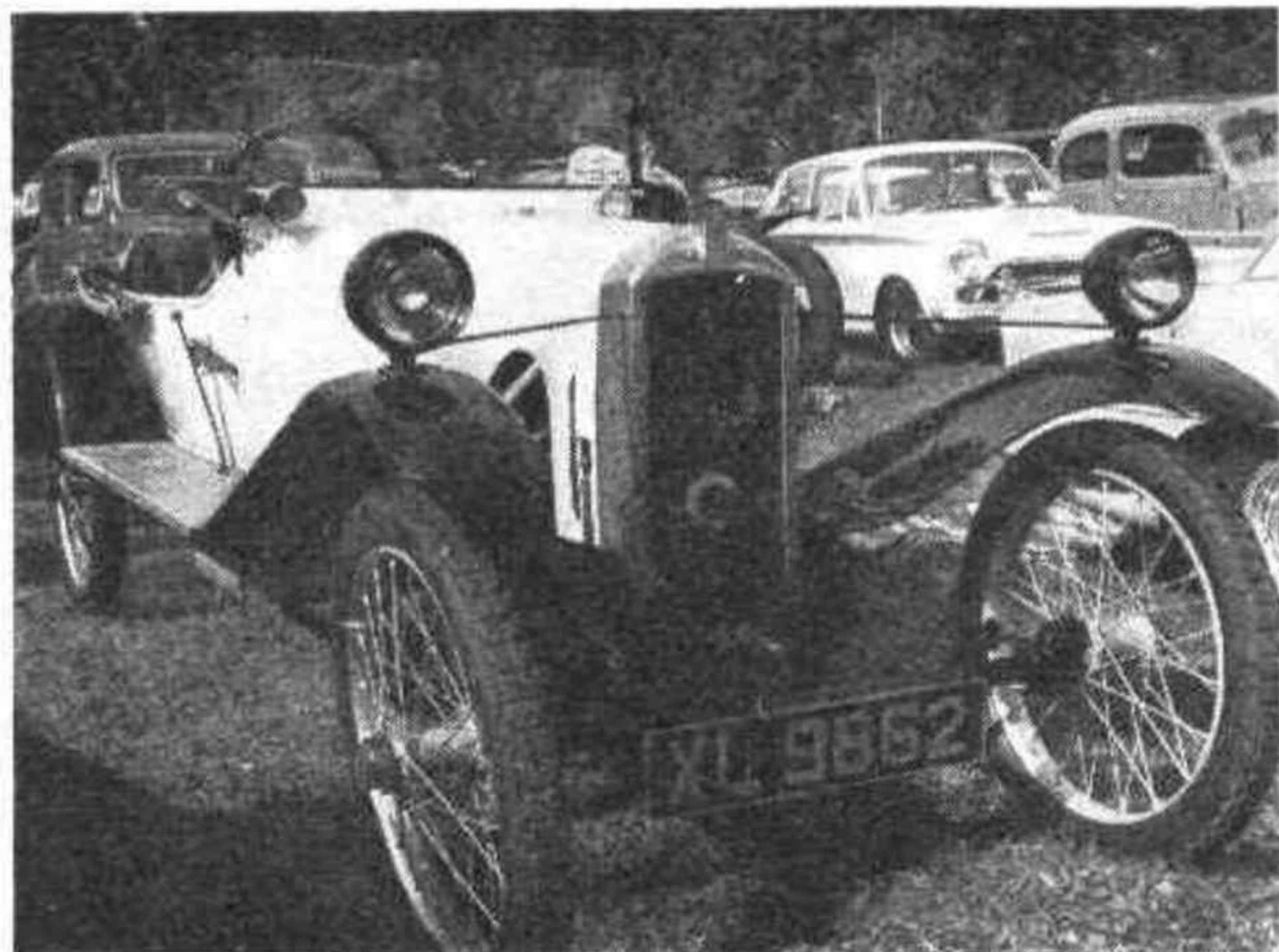
The 750 Motor Club is holding a National Open Speed Hill-Climb at Wiscombe Park, Devon, on October 9/10th. There is a very large vintage entry, including five s/c Alfa Romeos and about a dozen Bentleys. The vintage entry totals about 25 and there is also a very interesting entry from sports/racing and racing cars.

SEPTEMBER PHOENIX

The V.S.C.C. evening at "The Phoenix," Hartley Wintney, saw Don Dear serving alcoholic refreshment to a very big gathering of vintage-car supporters. Outside, 3-litre Bentley parked with V12 Lagonda, 12/50 Alvis beside Brescia Bugatti, chain-drive was represented by a Morgan and a couple of typical Nashes, and there was a Lancia Lambda tourer with leopard-skin upholstery, a Delage tourer, 12/60 beetle-back Alvis, D. S. J.'s 328 B.M.W. in defiance of an amusing cartoon in the current *V.S.C.C. Bulletin*—in fact, a typical vintage evening.



According to the current V.S.C.C. Bulletin Crossleys are now sparse in the land—this was one of two seen in the car park at the Vintage Prescott hill-climb this summer.



TWO MORE G.N.s.—Apart from Riddle's well-known touring model, this G.N. Legere was driven to the Vintage Prescott Meeting, while that on the right competed in the V.S.C.C. Madresfield Driving Tests in the hands of its owner, J. Hirons.

Vintage miscellany.—The 1923 10½-litre V12 Delage, which caught fire and crashed at Silverstone many years ago, is being rebuilt and is likely to make a welcome reappearance in V.S.C.C. races next year, in the hands of its joint owners, Clutton and Williamson. It should make a formidable competitor for the 1925 4-litre V12 supercharged Sunbeam "Tiger," so admirably restored by Sir Ralph Millais, as it did at Brooklands, driven by John Cobb, when both were comparatively new cars. A 1925/6 Type V.S.C. Vulcan with caravan body has been discovered in Scotland and is to be restored to correct commercial vehicle form. Someone else has unearthed an early de Dion Bouton single-cylinder engine, its bearings ruined by driving a band-saw. A 1929 Austin 7 saloon set off on a round-the-World tour, leaving Dover on September 5th, and was given a send-off by an escort of Austin 7s of all kinds, driven by members of the 750 M.C.'s Austin Seven Register. D. Salusbury-Hughes has restored a Rolls-Royce Silver Ghost, for which he requires a dashboard petrol pressure pump.

Over August Bank Holiday Lord Montagu moved into the top spot in the Stately Homes chart, from the Duke of Bedford, when he welcomed his half-millionth visitor to Beaulieu. The expected attendance at Beaulieu this year is 600,000.

The Museum of British Transport at Clapham, S.W. London, will have another special Sunday opening, from 10 a.m. to 5.30 p.m. on October 10th. Admission costs 5s. for adults, 2s. 6d. for children and there will be several special attractions. This Museum, in danger of closure if Government approval isn't secured, is deserving of support; the last Sunday opening attracted over 4,000 visitors. Atkinson Vehicles Ltd. are looking for an Atkinson steam wagon for preservation. Jack Marshall of the 750 M.C. is another reader who recalls seeing the Cuffley airship shot down, when living as a boy 1½ miles from the Hayes munition factory. A 1922 Rolls-Royce Silver Ghost has turned up in Cornwall and a 1935 Austin 20/6, late property of the Mayor of Harrogate, has found a new home in the same county.

In their advertisement in *Paris Match* B.P. illustrate a 5 c.v. Citroën amongst various modern cars.

A T.T. Replica Frazer Nash was mentioned in the B.B.C. serial "Mrs. Dale's Diary" recently. [Thinking in terms of realistic prices for old cars, a 750 M.C. member arrived in this country on a bicycle, was able to buy an Austin Ruby saloon for £15, dismantle his bicycle and pack it inside, catch the night ferry and return home in his first car.] Hugh Eaton, who raced Gwynne-engined G.N., Aston Martin and Talbot cars at Brooklands, spent some time in this country again recently, before returning to Australia. John Goddard has been using his "Chain-Gang" Frazer Nash as everyday transport while in England and has acquired the ex-Thorpe "Shelsley" Frazer Nash single-seater, which he proposes to ship out to Australia and rebuild. Peter Hull is writing an erudite history of Alvis cars and becoming intrigued by the history of front-wheel drive. In Malvern Link a 1930 Austin 16/6 saloon which retains its original engine and components was encountered being hosed down preparatory to spectating at the V.S.C.C. Madresfield driving tests.

An early-vintage Vermorel is still in use near Strasbourg. Brian Morgan is thinking of selling the 200-h.p. Benz. The Regent

Trophy, overall prize in the Armstrong Siddeley O.C. Rally at Gailey on September 5th, was won by Reason's 1951 18-h.p. l.w.b. Armstrong Siddeley limousine, second place going to a pre-war 16-h.p. and the Visitor's Prize to Roberts' Daimler E20—alas, no vintage Armstrong Siddeleys were present. The Acting Secretary of the Wolseley Register, on the disappearance of Mr. Clements, is R. S. Burrows, 17, Hills Avenue, Cambridge, who owns a 1927 16/45 Wolseley landaulette and is restoring a 1925 11/22 Wolseley tourer. Another 1925 2-seater is being restored in Oxfordshire and a 1924 15-h.p. Wolseley has been almost completely resuscitated by a Register member. Since *MOTOR SPORT* mentioned the Austin Ten D.C. its membership has increased by 25% and includes two Overseas members. Like certain other one-make organisations it will soon have its own 10/4 truck, actually owned by three of its members. The Club has regular first-Sunday meetings at "The Telegraph," Putney Heath, and the Secretary's new address is: A. A. Milliner, 1, Walton Avenue, New Malden, Surrey. The Popular Flying Association has a recently formed Vintage Aircraft Section, which aims to restore and preserve in flying condition pre-1939 aeroplanes. Details from the P.F.A., Elstree Aerodrome, Boreham Wood, Herts. The ex-Fane 328 B.M.W. has been purchased by someone in Hampshire and was recently driven down from Scotland.

VINTAGE POSTBAG

The Vintage Renaults

Sir,

The reference to "abominable brakes" in M. Jorrand's letter in your September issue prompts me to mention the magnificent brakes on the 13.9-h.p. (2,121 c.c.) "semi-sports torpedo" Renault, which my father bought new about 1923 or 1924. This was one of the first cars available in England with 4-wheel brakes (Perrot system, I believe), and my recollection is that they were extremely efficient; incautious use could be highly inconvenient to following traffic. The engine was of rather antiquated side-valve design, with cast-iron pistons, which my father had replaced with aluminium pistons; the maximum speed was, even then, well under 60 m.p.h.

This was one of the first Renaults on which the "coal scuttle" bonnet was streamlined into the body sides. The result was a handsome example of the contemporary French style, being, in fact, a scaled-down version of the famous "45." Leek.

J. N. H. PURSAILL.

* * *
Not Mine!

Sir,

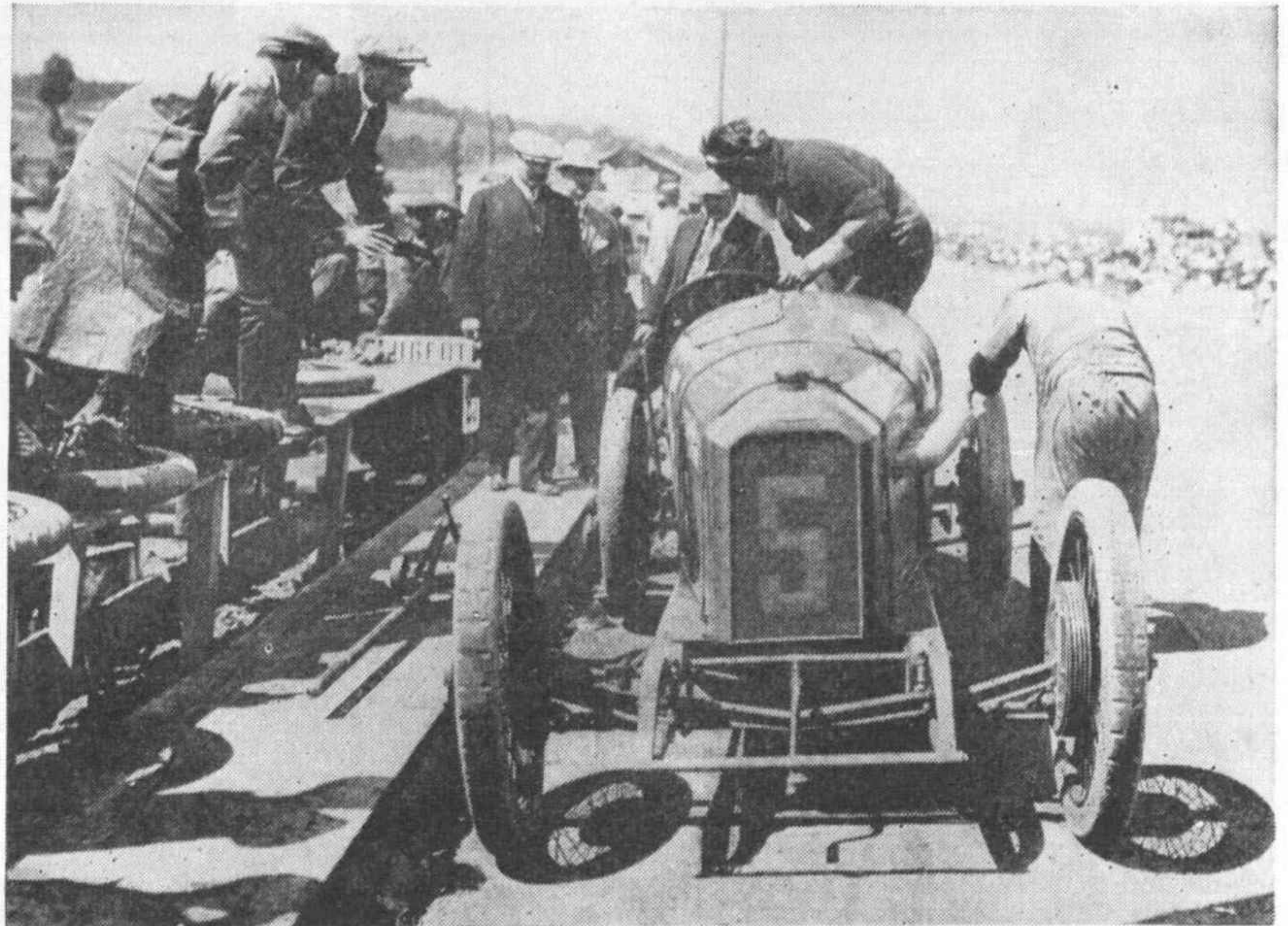
I should be grateful if you would publish a correction to your report of the V.S.C.C. Meeting at Silverstone on July 31st, wherein it is stated that "Brown's Cooper-Bristol caught fire but he drove it to a marshalling post where extinguishers are kept."

My car did not catch fire, and has probably been confused

Continued on page 858.

RACE REPORTING

A RIDDLE UNSOLVED.—Views differ as to what finally caused the retirement of Georges Boillot and his blue Peugeot, only French car to challenge the all-conquering white Mercedes team in the dramatic French Grand Prix at Lyons on the eve of war in 1914. Indecision about which type of tyres to fit may have delayed the great French driver, seen here changing the Peugeot's back wheels in the pits. This is but one of more than 300 fine pictures in T. A. S. O. Mathieson's new book on the pre-First-World-War French G.P. races.



I HAVE in the past been disturbed by serious discrepancies in race reporting and have published tables showing the confusion that can arise from comparing the reports of current Grand Prix races in several technical journals. The causes of retirements, the laps on which cars retire and how long they were in the pits often vary considerably when the different reports, in reputedly responsible journals, are critically analysed.

The splendid book about the French Grands Prix of 1906-1914 by T. A. S. O. Mathieson (see "Book Reviews" in this issue) raises the question of how accurately the early motor races have been recorded. Spending more time than I should have devoted to investigating this matter, I studied the reports on the French G.P. races of this period by Gerald Rose, Kent Karslake, Laurence Pomeroy and T. A. S. O. Mathieson,* concentrating on the reasons these eminent authors devote to the causes of cars retiring from these historic races.

I found that very considerable agreement is reached by these four authorities, possibly because they have based their texts on the same contemporary reports! But Mathieson's book is far more detailed than the others, especially when describing the 1908, 1912, 1913 and 1914 races, while Rose's book covers only the 1906, 1907 and 1908 Grands Prix, and is more concerned with the earlier town-to-town races, his accounts of the G.P. contests being quite brief. Pomeroy is concerned with the technicalities of G.P. car development and publishes only superficial, but clear and concise, supporting race accounts.

The main comfort, however, is that few discrepancies are apparent—and if contemporary reports were relied on when writing the books concerned, it is unlikely that any errors committed in reporting will ever be discovered.

Dealing with the 1908 race, Karslake reports a smashed pinion as putting Wagner's Fiat out of the running, whereas Mathieson is content to call it gearbox trouble. And it is amusing that while Karslake details Callois' exit from the 1912 race as due to his Sunbeam running a big-end, Mathieson dismisses this more generally as engine trouble, and when writing of the 1913 race it is Karslake who dismisses Pope's Itala as going out of the running with engine trouble, which Mathieson details as a run big-end. Karslake discusses the disqualification of Goux (Peugeot) and de Palma (Fiat) from the 1912 G.P. when they took on fuel illegally after their petrol pipes had fractured, but Pomeroy merely records the broken fuel lines.

The important thing is that in the main the authors agree,

even if Karslake takes pains to tell us that a seized timing wheel bearing eliminated Joerns' Opel from the 1913 G.P., whereas Mathieson simplifies this as engine trouble. The serious discrepancies concern the reporting of the dramatic 1914 French Grand Prix, when it might have been assumed that reporting would have become easier as interest expanded and more was known about motor racing. The explanation is probably bound up in the proximity of World war, which curtailed investigation into the aftermath of this great road race, and the distaste in France, where the facts could have been resolved, of the convincing German victory. Be that as it may, we find Seiler, whose Mercedes was given the task of setting the pace and trying to break up the opposition at Lyons, described by Karslake and Mathieson as coming to rest by the roadside with a broken con-rod (Karslake says it was poking out of the crankcase) but Pomeroy giving the car's demise as due to a broken crankshaft. Admittedly, one could well result in t'other! Even more remarkable—or not remarkable, in view of French indisposition to discuss a very sore matter—is the statement by Karslake that Georges Boillot's blue Peugeot lost its desperate battle to beat the white Mercedes because its back axle gave out, while Pomeroy and Mathieson both say a valve broke in the twin-cam engine, the latter adding that the car was generally in a very sorry state, the front-wheel brakes inoperative, the steering column broken away from its mounting.

Never mind, only the other day I read a report in a weekly motoring newspaper of a far shorter Club race in England which described a pre-war 8-litre car as leading the field, while the tabulated results below showed a post-war 4½-litre machine to have won, and I was guilty of coupling the smooth masterful driving of Ronnie Symondson in recent V.S.C.C. events with a type 57SC Bugatti, whereas the beautiful Molsheim car he drives so well is a non-supercharged Type 57S.

Someone with more time than I can devote to such researches might like to look at these books on the French G.P. races and check if any other discrepancies exist over lap speeds (and Mathieson's book gives them for every car on every lap), the positions of the competitors at various stages of the races, the number of tyres changed, the time lost over pit-stops and so on.

Although Karslake's book is extremely creditable and it is a pity its publication coincided with Motor Racing Publications' cardboard-cover, spiral-binding era, it is outclassed by Mathieson's great work, the finest pictorial record of motor racing yet published, with highly commendable supporting text. Providing sufficient people are interested in races the last of which took place over 50 years ago, it should not only enable Kenneth Ball, who is promoting it through his firm, Autobooks, to warm the cockles of those who attended the party in honour of his new house at Ditchling, but of his bankers as well. . . .

Mark you, a truly complete history of those old French G.P. races, treating the subject with the research devoted, for example,

* "A Record of Motor Racing—1894-1908," by Gerald Rose (Motor Racing Publications, 1949).

"The French Grand Prix—1906-1914," by Kent Karslake (Motor Racing Publications, 1949).

"The Grand Prix Car—Vol. I," by Laurence Pomeroy, F.R.S.A., M.S.A.E. (Motor Racing Publications, 1954).

"Grand Prix Racing—1906-1914," by T. A. S. O. Mathieson (Autobooks, 1965).

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by Lord Montagu of Beaulieu to the Gordon Bennett races of 1900-1905, has yet to be written. If I had the time, the energy and a command of technical French I would like to devote myself to the task. But it would, I consider, be necessary to visit each of the circuits—Le Mans, Dieppe, Amiens, Lyons, Strasbourg, Tours—for rural France changes but little as the years roll on and it should be possible to meet people who remember still those stirring days of old, when racing cars disturbed their peace, and who might be able to add fragmental but useful pieces of information to blend with the broader fabric of one's race-history. Not so many years ago, when driving back from a Monte Carlo Rally in a Vauxhall with John Blunsden, I was able to pick up a piece of concrete from the link-road built in 1913 so that the French G.P. of that year should not interfere with traffic on the main road to St. Quentin. We drove later over the Lyons course, finding a furiously-driven modern Vauxhall no match for the times established by the competitors in the 1914 G.P., and I have subsequently found the Tours and Strasbourg circuits also largely unchanged, although I gather that a new *Route Nationale* has cut the latter about and caused the memorial stone to the luckless Biagio Nazzaro to be moved from its place by the roadside. (I only hope it has been re-erected elsewhere.) The yard in which the pre-1914 Grand Prix Peugeots were assembled is still, I understand, to be found at a Peugeot parts-stores in Paris; Albert Divo and René Thomas are, I think, still alive. . . . I shouldn't be surprised if the tunnel dug under the road at Le Mans in 1906, and the two made at Dieppe in 1907 to enable spectators to move to the other side while the races were in progress, or that for the officials built at Amiens in 1912, can still be found, or at least the approach gradients, if the tunnels themselves have been bricked-up. Near Tours you can still find the chateau where the Sunbeam team stayed for the 1923 Grand Prix which Segrave won for Britain in those Italian-inspired cars, and at least until recently could talk to the postman who delivered letters to the drivers in that race and see the weighbridge on which the racers were weighed. . . . Does anything at all remain of the by-pass built round Vibraye for the 1906 race? Or of the "pits" of the 1908 contest? There is untapped scope for the historian, if he cares to investigate. . . .—W. B.

VINTAGE POSTBAG—continued from page 855

with Begley's B.M.W. single-seater. The Cooper-Bristol finished sixth in each of its races, the first being enlivened by a race-long scrap with Bertie Brown's E.R.A. and the second by a similar struggle with Waller's car, just gaining the advantage at the finish in each case.

Burnley.

JOHN R. BROWN.

[Our information came from an experienced observer but we gladly correct it.—ED.]

The Cuffley Airship

Sir,

The night this airship was brought down was very foggy and, as a schoolboy living at Tottenham, I saw the glow in the sky. My father, a railwayman on night duty, came home and we went that morning to see the site.

The ground was covered with little bits and pieces, nuts and bolts and charred wood, and a tremendous mound of coiled and tangled wire. These airships had a wooden frame of sorts, wire braced.

Conversely, I had a never forgotten view of the destruction of the Potters Bar Zeppelin, again my father, a signalman at Finsbury Park, was on night duty and again we went to the site the following morning.

This time armed troops kept the mob at some distance from the pile of dural girders draped over an oak tree. This was a Zeppelin, commanded, I think, by one of the ace captains, but I have no reference by me of which one it was.

So there is no doubt that the Cuffley airship was not a Zeppelin but a semi-rigid with a consumable frame and a few miles of wire. Potters Bar.

W. R. FINCH.

Morgan Memories

Sir,

My husband and I have been very interested in "The Vintage Years of the Morgan 3-Wheeler." I am enclosing a small snapshot of a friend's 3-wheeler Morgan, and wonder if this is the only one of its kind. [Other saloon models were built, as my article conveyed.—ED.]

It is, as you can see, a saloon, and was designed by a Mr. Russell of City and Guilds in 1927, when my husband was also



a student there. Mr. Russell sold it to a friend of my husband, and we used to ride in it.

NEIL BENTLEY (Mrs.).

A Phoenix Still Extant

Sir,

I was most interested in your article in MOTOR SPORT for August on fragments on forgotten makes, No. 32, "The Phoenix," since I have one of these cars.

This is the 11.9 model, 69 x 120, 1,790 c.c. (maker's rating 12.25 h.p.). There are, however, one or two technical differences. This has an early S.U. carburetter with leather bellows, cast iron pistons, and only one oil filler and breather pipe, which is at the front of the engine.

There is also a starter ring on the flywheel and a C.A.V. co-axial starter is fitted. The C.A.V. dynamo is belt driven from a pulley just in front of the flywheel. The dynamo incorporates a free-wheel device which allows it to run on at low discharge rate after the engine has stopped. This can be switched off when the car is left for any lengthy period. The clicking of the freewheel is quite audible with engine stopped.

I understand from C.A.V.'s that this lighting set was supplied as an optional extra from the early 1900s to 1922.

A photograph of the car supplied by the *Autocar* shows torpedo scuttle mounted sidelamps on the oil lamp type brackets and the headlamps fork-mounted down on the dumb irons. The crankshaft seems rather slender for the hefty flywheel and is carried in three main bearings, oil for the centre and front bearing being retained in pockets as it is thrown up. The rear main is pressure fed from the external oil pipe from front-mounted oil pump (fitted with priming cock). The oil to the rear main is restricted by a felt plug. Two leads running from this pipe into the crankcase appear to keep the big-end troughs supplied, the connecting-rods being fitted with dippers.

Closer inspection since reading your article reveals drilling round the circumference of the flywheel and the clutch rotor has some bolts fitted, presumably for balancing.

I have the engine ready now for final assembly, the "Conner" magneto having been reconditioned (this has no manual advance and retard). The S.U. carburetter was overhauled by S.U.s of Birmingham, who replaced missing and worn parts, returning it to me as new and kindly explaining that it was set to give the best results.

The right-hand change 3-speed and reverse gearbox is, as you say, robust and has a delightful selector action. The worm-drive rear axle is a massive affair and the propeller shaft (enclosed) and half-shafts are extremely simple, being round bar with squared ends to take the drive. The car has also non-detachable wooden wheels, the tyre size being 765 x 105.

The valve adjustment is ingenious, incorporating split collets threaded on the valve stems, the valve spring locking them when released.

It would be nice to know the correct tappet clearance. I have not been able to obtain very much information so far. There is an oil-pressure button, but I do not know what oil pressure may be expected. Also, what sort of oil would be used on the clutch?

During the eight or nine years that I have owned the car I'm afraid the restoration has been pretty slow (I have kept a log on the work carried out). I'm afraid that this, is mainly due to the fact that whilst running a garage the customer's work must

come first.

Your article has been so invigorating that we shall now move the car to a more suitable place in the workshop where we hope work can proceed.

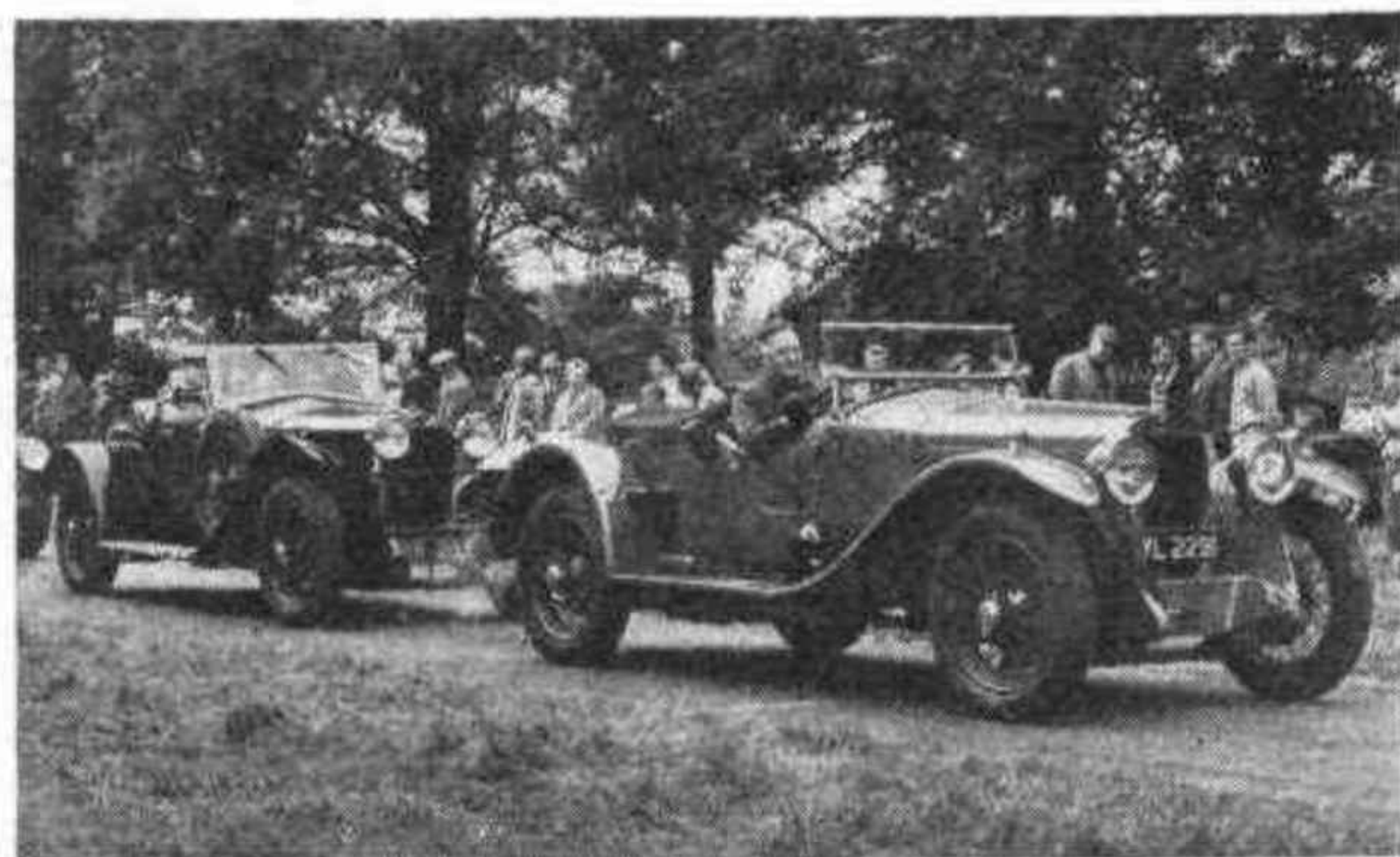
The remains of the original 2/3-seater body still bears evidence of royal blue paint and the wings appear to have been galvanised before painting, which has preserved them quite well. The large rear-mounted radiator does not leak.

I had somehow assumed that Mr. Van Hooydonk was responsible for the engine design. How nice to read that Mr. A. E. Bowyer-Lowe, the designer, is still with us. I would very much like to get in touch with him!

I was apprenticed to the Motor Trade at a garage in Cambridge from 1932 and, although a little vague maybe, about 1934/5 assisted my foreman Mr. J. Hart on an extensive overhaul on a Wolseley Hornet saloon for a very discerning gentleman by the name of Bowyer-Lowe, who was connected with the radio business. We were told he had invented some new radio valve. Could this be a coincidence?

Thank you for the very illuminating article.
Cambridge.

R. WALKER.



These two mid-vintage 14/40 Delage cars took part in the V.S.C.C. Madresfield Driving Tests.

1966 ROVERS

Rovers have announced an addition to their range of cars for 1966—the 3-litre Mark III saloon and coupé, which will include the same mechanical specification as its Mark II counterpart. The majority of the changes are under the comfort and convenience headings, and includes a heater system which now looks after the rear seat passengers, who are also graced by an additional 2½ in. of leg room.

Instruments and controls remain as per Mark II (which will still be produced as such in 1966) but the clock has been repositioned at the passenger's end of the fascia, leaving an uninterrupted padded roll in the centre.

The 2000 remains completely unaltered in specification and design, except for the addition of Arden green and Zurcon blue to its range of colours. Total price of the Mark III saloon will be £1,838 4s. 7d., and the coupé £1,997 2s. 6d., with an addition in each case of just over £62 for a type 35 Borg Warner Automatic transmission unit.—G. P.

NEW VAUXHALL BEDFORD FILM

We were invited recently to a film premiere. Not a West End affair graced by cavorting, mink-clad starlets, but nevertheless in surroundings equally as plush. The occasion was a showing of a new film, *Vauxhall Bedford England*, made on behalf of that manufacturer by Anthony Gilkison Associates, and very well made it was, too. After an amusing cartoon start dealing with the origin of Vauxhall Motors, the film went "live" to describe present production methods at the factories, making a total screen time of 22 minutes.

The personal touch was there in the shape of close-ups of factory floor workers, their smiles bearing witness to the virtually dispute-free relationships which exist at Vauxhalls, with their voices dubbed-in making what seemed to be unscripted comment, among which was the simple, and yet profoundly businesslike,

The Prescott Vintage Record

Sir,

In your September issue you state that the V.S.C.C. Prescott record was set up in 1959 by Peter Hull in an E.R.A. (page 755).

May I remind you that it was, of course, Douglas Hull who achieved this record (now six years old) in E.R.A. R.11B. Cleeve.
C. S. R. OWEN.

Discoveries.—Parts of a Trojan have turned up in Cyprus, the engine from which is serial number XL.8725 and the body made by Falcon. A reader has for disposal a Lucas F.37 fog-lamp, believed to have come from a Rolls-Royce. In a pottery works in Yorkshire a 1929 Morris Commercial is derelict, but intact except for the starter motor, and a 1,750 Alfa Romeo d.h.c. was towed into a garage near the M.1 over three years ago with a broken half-shaft and is still there, in sorry condition. A reader reports that a 1921/22 G.N. can be bought in France for 10,000 new-francs. Information is wanted about French Talbot, Darracq and Lago-Talbot cars. Letters can be forwarded.

VINTAGE TAILPIECE



remark, "You can build the best car in the world, but if it doesn't sell it's pointless."

The film, in colour, is primarily intended as a sales boost overseas, but will shortly be available in the Vauxhall Film Library for free loan. It is certainly worth seeing, if only for the wonderfully detailed close-up shots of tyre behaviour under the strains of extremely agile cornering.—G. P.



NEW DUNLOP R7.—The New tread pattern for the Dunlop R7 is seen on the left with the original R7 on the right. The new pattern holds less air in the tread and has a lot more rubber in contact with the road.

MORGAN TODAY



UNCHANGED.—The works of the Morgan Motor Co. Ltd. in Malvern Link, close to open commonland, look the same today as when the company was building 3-wheelers. Today it employs 94 operatives and turns out nine cars a week.

HAVING recently published a pretty comprehensive history of the vintage Morgan 3-wheeler, it seemed appropriate to call at the Pickersleigh Road works when we were in Malvern and see modern Morgans being made.

Here, in cloistered peace and tranquility, these sports cars are individually hand-assembled. The Z-section boxed chassis frames, the box-section increased in recent years, are supplied by Rubery Owen and the engines on transporters from Ford. Engines by Ford have always been popular for specialist cars of this kind but the older side-valve engines were not quite what was expected for a sports car and Peter Morgan, Managing Director of the business founded by his father before the First World War, found it desirable to supercharge his personal Morgan. That has all been changed by the introduction of o.h.v. Ford power units in the smaller capacities. For the Morgan 4/4 most customers chose the Weber-carburetted 1,500 c.c. Cortina GT, although the normal 1,500 c.c. Cortina engine is available if preferred.

The engine is installed complete with the excellent Ford gearbox but the low scuttle of a Morgan necessitates a horizontal gear lever to give remote control, this being pivoted at its forward end to the bulkhead and coupled about half-way along to the base of the Ford lever, which joins it at right-angles.

For the Morgan Plus Four the Triumph TR4A engine is used, fitted with twin Weber carburetters obtained from Fiat at Wembley and with the Lawrence-tune camshaft. To this engine is mated a Moss 4-speed gearbox.

The famous vertical-pillar coil-spring i.f.s. as used on the original Morgan 3-wheeler is manufactured in the Malvern Link factory, with the exception of the front mounting frame, which is part of the chassis. I imagine this i.f.s. was designed originally for low-cost construction rather than its independent wheel springing but it does endow the modern Morgan with notable stability. The blade-type friction dampers are still used but since I was a Plus Four user a Cam Gears steering box has replaced the Burman

box which functioned admirably on the 4/4 but was much less satisfactory on the Plus Four and some subtle stiffening of the frame with gusset-plates has taken place. The track-rod, a Thompson product, has also been considerably strengthened—I used to be able to flex mine with my fingers.

The Morgan Motor Co. makes its own bodywork, an ash-frame with fixed bench seat, covered with steel sheet, or with alloy sheet on the Super Sports model. The upholstery and hood-making is also all done in the factory, in spite of the increasing difficulty of obtaining the right sort of operatives. The finish is of a high standard, two hand-sprayed coats of synthetic enamel being used. There is a choice of four body colours. The cars are shod universally with Dunlop tyres. Incidentally, the drop-head coupé is still made, as is the Plus-Four-Plus glass-fibre GT coupé.

The factory at Malvern Link is devoted entirely to sports cars of a vintage flavour. They are very definitely hand-built, at a rate of nine cars per week. The Americans love 'em and the bulk of this small output leaves the pleasant Worcestershire country town on contracted transporters, bound for Liverpool and shipment.

Things haven't changed very much down the years, and in Peter Morgan's office hang pictures of his late father in his "Prince Henry" Vauxhall, accompanied by an early Morgan 3-wheeler, reminder of the Company's origins. In contrast, other pictures testify to the 4-wheeler Morgan performances at Le Mans. The present output is sufficient to keep a useful number of local people employed and for the present Managing Director to do his motoring in a Ferrari.

Although Morgan design has remained purposely stereotyped for many years, I can disclose that there will be a fresh development in time for Earls Court—a lower radiator cowl will be used for the Plus Four 2-seater, to bring the bonnet line on a level with that of the 4/4, which is admired by Morgan customers. . . .—W. B.

BRIGHTON SPEED TRIALS 1965

Intermittent showers over Madeira Drive on 11 September brought about a set of results which would otherwise have seemed inconsistent.

Another factor which had its effect on the day's times was the introduction of electronic timing, which eliminated the drivers' reaction times resulting from the former "traffic light" system. Perhaps, in the light—or should I have said darkness—of this change, broken records ought not to be looked upon as quite the achievements they appear to be.

George Brown, who holds the outright record at 19.29 sec. on his supercharged Vincent was unlucky enough to catch the wet on both his runs and came nowhere near reducing his time. He was actually beaten by Ian Ashwell who made F.T.D. on his 998 c.c. supercharged Vincent, at 21.07 sec. on a reasonably dry course.

Chris Summers, who last held the car record in 1962 and has not competed at Brighton since, brought the car record time down to 21.56 sec. in an Ex-Parnell Lotus 24 now powered by a 5.3-litre Chevrolet V8 engine. His second run ended prematurely with a broken gearbox mainshaft. Gordon Parker, in a single cam 1,475 c.c. Cooper Climax, a previous F.T.D. holder, also

went out with mechanical trouble.

There were eight new class records and the car course record was broken by the holder by 0.13 sec.

The Fastest Ten Overall

I. Ashwell (Vincent 998)	21.07	sec.
C. Summers (Lotus 24 Chevrolet 5,360)	21.56	"
J. D. Swift (Cooper Ford 4,722)	22.11	"
G. Brown (Vincent S 998)	22.43	"
E. E. Keys (Norton J.A.P. 996)	23.07	"
Lord Cross (A. C. Cobra 4,727)	24.16	"
J. Leitchford (Triumph 649)	25.30	"
A. Fraser (Sunbeam Tiger 4,262)	25.31	"
J. L. Filbee (Jaguar E 3,781)	25.85	"
M. S. L. Brierley (Passenger J. Meatcher) (Methamon 1,148)	25.92	"

Racing Car Class Results

Racing Cars up to 1,000 c.c. :	
1st : J. Samuel (Japperwock 997)	27.81 sec.*
*Class Record.	
Racing Cars 1,001-2,000 c.c. :	
1st : M. F. Braby (Emeryson Junior 1,100)	26.73 sec.
Racing Cars over 2,001 c.c. :	
1st : Chris Summers (Lotus 24 Chevrolet 5,360)	21.56 sec.*
*New Car Course Record (beating his own 1962 record of 21.69 sec.) and New Class Record.	

BOOK REVIEWS

"Grand Prix Racing—1906-1914," by T.A.S.O. Mathieson. 300 pp. 10 in. × 12 in. (Autobooks Ltd., Bennett Road, Brighton, Sussex. £6 6s. post free.)

This book is one of the more exciting pieces of motor-racing literature to appear in recent times. It is a fabulous pictorial history of the Grand Prix de l'A.C.F. from 1906 to 1914 inclusive. The pictures come from a selection of over 10,000 negatives, including the complete Branger collection and the *Monde et Camera* files and from them ex-racing driver T.A.S.O. Mathieson has spent part of his exile in Sintra choosing 320 with which to illustrate his unique book.

These splendid pictures are reproduced on fine quality art-paper, many of them the full 10 in. × 12 in. page size, most of them very large, and because most are from the original glass plates the detail of cars, drivers and backgrounds is superb. It is a pity that many are so large they suffer from being bisected by the binding but as a collection of motor-racing photographs of the most important race of their era they are magnificent. If any have been seen previously, it will be in "stills" from Bill Mason's great Shell films or perhaps as Mercedes-Benz hand-outs. Some of them may have been taken during training, judging by the sparse crowds in the backgrounds. . . .

The text supporting them, with a clear circuit map of each race, is undramatic and factual and brings to light some significant fresh facts about the pre-First World War French Grand Prix races, such as the Fiats being oversize in the 1914 race, so that had they won they would have been disqualified, the fact that during their epic battle in that race Boillot (Peugeot) and Lautenschlager (Mercedes) were never in sight of one another on the road, and that before 1912 these great, heroic races were run on week-days. Mathieson makes no excuses for Boillot's Peugeot, describing it as in a very sorry state after its retirement, its brakes useless—although they were apparently excellent earlier in the race and far more powerful than the Delage front-wheel brakes. The reasons for retirements in the 1906 race are otherwise rather meagre, however.

The lap positions and final results are given in tabular form, these tables, it is claimed, being the product of infinite trouble on the part of Gies Pluim, who has also compiled very interesting specification tables relating to the competing cars.

It is rather an anti-climax to find many spelling mistakes in the text and to discover that the author has twice rendered the Christian name of Mr. Pomeroy, whose help he acknowledges, and the surname of MOTOR SPORT's Continental Correspondent incorrectly, while a liberal sprinkling of commas would be welcome. But this magnificent book is mainly a photographic record and represents a valuable sequel to Gerald Rose's "A Record of Motor Racing"; it obviously owes a lot to Kent Karslake's book of the same French G.P. races, which in my opinion has never been accorded the praise it deserved except by this reviewer.

T.A.S.O. Mathieson's stupendous and quite enthralling work is handled here, in Australia and New Zealand only by Autobooks Ltd., who send it out in an attractive dust-excluding slip case. I recommend that you order a copy without delay. I also look forward to the next volume, presumably covering the French Grands Prix of 1921-1930.—W. B.

"Bluebird And The Dead Lake," by John Pearson. 188 pp. 8½ in. × 5½ in. (Collins, 14, St. James' Place, London, S.W.1. 21s.)

This is a quite remarkable book. It is concerned with Donald Campbell's attack on the Land Speed Record at Lake Eyre in Australia in 1964, as seen by a journalist who was present for most of the tedious yet dramatic performance. Although John Pearson is concerned with the day-to-day happenings at the desolate camp headquarters of Campbell and the "Bluebird" technicians, and not with the car or L.S.R. history as such, his technical approach cannot be faulted, while his attention to detail, including quoting the make of every aeroplane and car he refers to, is highly commendable—except for a faint suspicion that Campbell's Aero Commander had lost one of its motors, on page 20!

Pearson's story of the long delays, the disappointments, the tension and the danger as Campbell's record bid dragged on for three months is superbly told, so that, although it is factual, and not over dramatised, you can no more put it down than you can an 007 thriller.

Words are not minced, and Campbell is the subject of a critical analysis, so that the reader sees the man in a new light, sympathises with the burdens he had to bear, while wondering if he was unduly cautious in taking so long to get "Bluebird" to do 403 m.p.h.

To read "Bluebird And The Dead Lake" in conjunction with the history of the L.S.R. as told by Boddy and others is to appreciate the very specialised nature of this sort of undertaking and to understand how crucial is the nature and condition of the course, how heavy the strain on the one person fully committed—the driver of the record car.

On the other hand, Pearson's book tends to recall the comparative ease with which John Cobb twice broke the L.S.R. in the Railton Mobil Special, and to emphasise the long delays and doubts which beset the last "Bluebird" bid.

Pearson cannot describe every trial run Donald Campbell made but those he does write about can be summarised as follows:—

- (1) Well up to 220 m.p.h. on the second run on 25% power.
- (2) Only 130 m.p.h. on the second run, suspension showing 1.8 G.
- (3) Less than 25% power, wheels went through the surface.
- (4) Around 250 m.p.h. on a new course. Surface torn up. Then a run at 295 m.p.h.
- (5) No-run; fault in front brake caliper. Then one run in afternoon, brought to an end by high-frequency vibrations at 320 m.p.h.
- (6) Suspension units changed. 60% power. Vibrations still there at 310 m.p.h. Wheels changed—better run, at something over 300 m.p.h.
- (7) Vibration cured by clearing wheels of dried salt. 352 m.p.h. through the mile.
- (8) Timekeepers summoned. 85% power. 389 m.p.h. Wheels going through the salt. Campbell went to inspect ruts. Second run made 8½ min. over the time limit officially allowed.
- (9) Run at 300 m.p.h., hampered by 6-m.p.h. cross-wind.
- (10) One run—fault in throttle control.
- (11) Days and days of delay. Test run in cross-wind on 110% power, at 260 m.p.h.
- (12) July 17th, 1964. Record, at 403.1 m.p.h.

It was no wonder the Press and the cameramen got bored, that Superintendent Brebner found it difficult to console his policemen, that Andrew Mustard of Dunlops was sacked by Campbell and quickly reinstated, that the Stewards banned Campbell as unfit to drive "Bluebird" had a first-class fuss amongst themselves, and then rescinded their decision, that B.P. pulled out and Ampol took over the fuel supplies for the car. For it must be remembered that Donald Campbell's "Bluebird" project started in 1955, the car crashed at Utah in 1960 and did not raise the record, by a margin of 9 m.p.h., until 1964.

All the drama and suspense at the bleak Muloorina camp as Campbell and his wife Tonia waited and wasted, and fought against overwhelming prejudice and technical odds, is told splendidly in this very astonishing book which paints clear and convincing word pictures of Ken Norris, Leo Villa, Wally Parr, Carl Noble, Elliot Price, Evan Green, and the other personalities of this record bid. The other pictures are excellent, too.—W. B.

"Electric Model Car Racing," by D. J. Laidlaw-Dickson. 127 pp. 9½ in. × 5½ in. (Museum Press Ltd., 26, Old Brompton Road, London, S.W.7. 21s.)

Editor of *Model Cars*, no one is better fitted to write a book about the very popular hobby of racing miniature electrically-powered cars over slot tracks than D. J. Laidlaw-Dickson. And in this book he leaves nothing out, starting with the history of this pastime and quickly passing on to practical matters, such as how to make racing, sports-racing cars and dragsters, both from chassis and body aspects, how to erect the track, put up suitable scenery, make speed-controlling and timing devices, and effectively "drive" the cars, etc. There is an appendix giving Club addresses, racing colours, E.C.R.A. regulations, etc. Altogether, this book is a worthwhile investment. Incidentally, that this is no kid's game is emphasised by a picture of the author racing against the novelist Elleston Trevor on a track the latter has contrived in his garage, the whole layout lifting up on pulleys to enable his Rolls-Royce to be garaged underneath!—W. B.

* * *

Newnes have issued a very comprehensive gazetteer of Scotland, the "Newnes Motorists Touring Maps and Gazetteer of Scotland," priced at 12s. 6d. With hard covers, it contains clear maps to the useful scale of four miles to the inch, with minor roads well marked, town maps, etc., with a quick-reference index. We withheld a review of this gazetteer until it could be tried on a Scottish tour; the driver who used it reports it first-class and of very real value. The book runs to 24 very large pages and is published by Newnes, Tower House, Southampton Street, London, W.C.2.



Jensen and Shell should have known better. Nobody ever breaks records in the rain...

It was 6.40 a.m. on Tuesday, June 22nd. Snetterton had been hit by a temporary monsoon. Visibility was poor. The track gleamed in all the wrong places and two hares, one magpie and a partridge were blissfully ignorant of their fate.

At 6.45 a.m. a large man walked from a caravan parked beside the track and climbed into a car. Someone yelled a bleak 'Good luck', as the car inched out on to the track. The man at the wheel was Roy Salvadori, and the car the new Jensen C-V8 Mark III.

For 24 hours, the Jensen would be hustling through the rain in an attempt to gain the Commander's Cup. To do this they had to better 1,691 miles in the day. And they had to do it in the rain.

THE REASONS. For Jensen this was no simple glory run. It was a rigorous test of their car's reliability, speed and roadholding.



'Snetterton is the most treacherous circuit in the world when it's wet. The drive shouldn't really have been on, but despite everything the car handled brilliantly.' ROY SALVADORI.

For Shell it was an equally valuable exercise. The Jensen was running on Shell Super Oil. A record-breaking run would confirm the oil's suitability for *all* cars, not only family cars, but also high-performance G.T. cars.

Salvadori in the rain was lapping at around 2 mins. In the odd dry spell the lap times came down to 1 min. 53.6 seconds. (With the Jensen reaching over 130 m.p.h.) After an 8-hour stint he was replaced at the wheel by Keith Greene. For a further 8 hours, Greene kept up the pace and then John Sach took over. The car stopped merely for routine refuelling and renewing of tyres and brake pads.

THE RESULTS. 6.45 a.m. Wednesday, June 23rd. The run was over. R.A.C. officials took control of the car and checked the instruments. The Commander's Cup had changed hands. The Jensen had covered 1,896 miles at an average speed of 79 m.p.h. It was a double victory – an examination of the engine revealed negligible wear: Shell Super Oil had provided superb protection.

The test had proved three things. The new Jensen's reliability at speed. Shell Super Oil's suitability for performance cars. And, lastly, that hares, magpies and partridges don't know their Highway Code.



**Shell Super Oil—
one oil for all cars**

AUGUST BANK HOLIDAY AT BRANDS HATCH

All the Fun of the Fair

BRANDS HATCH, August, 30th.
THE B.R.S.C.C. gathered together a first-class entry of cars and drivers for the series of races that they organised on August Bank Holiday Monday, over the long circuit at Brands Hatch, and more than 60,000 spectators turned up to see the day's racing. When it was all over a great number stayed on to listen to a jazz session by Chris Barber and his band, and it was very appropriate that he should be asked to play, for he had entered two cars in the GT race earlier in the day, so he obviously is one of "us" and not just publicity-seeking.

The day started with a 20-lap race for GT cars, competing for the Redex Trophy, and it looked as though there was going to be a good battle between Bondurant, driving the Chequered Flag Team's open Cobra, and Jack Sears, driving the Willment coupé Cobra, but the white open Cobra developed clutch slip. Although Bondurant was in the lead at the time he gradually fell back and just about everyone passed him as he struggled to keep going to the end. Sears was completely on his own, but the numerous Lotus Elans that were following had some good racing among themselves, outstanding being works-Lotus-man Ray Parsons, while Boley Pittard in the Walker-Day Racing Alfa Romeo GTZ managed to keep ahead of some of the Cheshunt cars.

THE REDEX TROPHY—GT cars—20 laps—85.3 kilometres

1st :	J. Sears (Shelby American Cobra) ..	36 min. 35.6 sec.—139.852 k.p.h.
2nd :	R. Parsons (Lotus Elan)	37 min. 09.0 sec.
3rd :	J. Oliver (Lotus Elan)	37 min. 21.6 sec.
Fastest lap : J. Sears (Cobra), 1 min. 47.2 sec.—143.232 k.p.h.		

Class Winners :

Over 2,500 c.c. :	J. Sears (Cobra)
1,601—2,500 c.c. :	R. Burnard (Abarth Simca 2000)
1,151—1,600 c.c. :	R. Parsons (Lotus Elan)
Up to 1,151 c.c. :	J. Mackay (Lotus XI coupe)

Having got everyone into the swing of racing the first part of the big event of the day took place, this being Heat 1 of the Guards Trophy, a 30-lap race for Appendix "C" sports cars. The line-up represented a vast amount of brute force and talent, with Surtees, Stewart, Hobbs, Dibley, Hansgen, and Pierpoint in Lola 70 cars, McLaren, Coundley, Wintersteen, Graham Hill, Gurney and Prophet in McLaren-Elvas, Clark with a brand new Lotus 40, and Gardner, Ashmore, Dean, Trevor Taylor and de Lautour with Lotus 30 cars. From Italy were two Ferrari 365P/2 models, with 4.4-litre V12 engines, driven by Parkes and Piper, and to complete the field were the two privately built cars of Johnson and Nathan, the former having a Ford V8 engine in a Cooper-Monaco and the latter an Oldsmobile V8 engine in a Brabham BT8. As if this vast amount of power and noise was not sufficient for a starting grid, there were a number of 2-litre sports cars, among the faster being Hulme, Revson and Hitchcock with Brabham-Climax 4-cylinders, and Amon with an Elva-B.M.W.

The start had Surtees, Graham Hill and McLaren on the front row, followed in row two by Gurney and Hobbs, with, respectively, Chevrolet 5.9-litre, 4.5-litre Oldsmobile, 4.5-litre Oldsmobile, 4.7-litre Ford, and 5.9-litre Chevrolet engines, so that there should have been enough horsepower to satisfy anyone. Somehow the start was not as impressive as expected, for though these cars have a lot of power, they also have a lot of weight, while independent rear suspensions and very wide-tread Firestone, Goodyear or Dunlop tyres get the power down on the track, so that there was not the wheelspin, smoke, noise and general pandemonium that was expected. Surtees was in great form, driving a brand new Lola-Chevrolet, with almost paper-thin fibreglass bodywork, and he just ran away from all the opposition, the Lola holding the road beautifully and looking very stable compared with some of the other cars. McLaren tried hard to keep up, but it was very obvious that you cannot combat 5.9-litres of Chevrolet engine with only 4.5-litres of Oldsmobile engine, even if you had the equivalent road-holding. Hobbs was going well in third place, but Stewart, in the Lola-Chevrolet driven earlier this year by Surtees, was hounding him and eventually got by. Gurney had made a nonsense by starting off in third gear, and nearly everyone had passed him by the time he got to Paddock Bend, and try as he might he could not make up distance on the leaders, though he got as high as fourth. Clark had done a bare five minutes of official practice, due to the Lotus 40 being finished late, and,

contrary to reports, this was its first race appearance, the car driven in Austria by Spence being a Lotus 30. Due to the lack of practice Clark was in the seventh row at the start, but the Lotus was barely raceworthy and gear-changing was not all that it might have been. Although Clark worked his way up to eighth place, he was having a poor race, and twice spun due to selecting neutral instead of a gear. Graham Hill had an even worse race, for his Oldsmobile engine died on the opening lap, seemingly because of something electrical and though he got the car back to the pits and everything was changed or fiddled about with, it never functioned properly and he was right out of the running. Surtees won this first Heat with ease and efficiency, and the Lola day was completed by Stewart being third, these two cars being in effect works Lolas, administered to and prepared by Eric Broadley and his men, though entered by Team Surtees Ltd. It almost goes without saying that Dennis Hulme won the 2-litre class, driving the beautifully prepared Brabham-Climax of Sidney Taylor, and he was fifth overall. The two Ferraris were completely outclassed on the "acrobatic" Brands Hatch circuit, Parkes in the Maranello Concessionaires car managing a rather unimpressive sixth place, while Piper was still learning to drive his green P2, having only collected it from the factory the day before practice.

THE GUARDS TROPHY—Heat One—Sports Cars—30 laps—128 kilometres

1st :	J. Surtees (Lola 70-Chevrolet V8) ..	49 min. 47.8 sec.—154.159 k.p.h.
2nd :	B. McLaren (McLaren-Elva-Oldsmobile V8)	50 min. 30.0 sec.
3rd :	J. Stewart (Lola 70-Chevrolet V8) ..	51 min. 04.6 sec.
4th :	D. Gurney (McLaren-Elva-Ford V8) ..	51 min. 16.4 sec.
5th :	D. Hulme (Brabham-Climax 2-litre) 1 lap behind
6th :	M. Parkes (Ferrari 365P/2 V12) 1 lap behind
Fastest lap : J. Surtees (Lola 70), 1 min. 37.0 sec.—158.279 k.p.h. (98.35 m.p.h.)		

From the bellowing of big capacity push-rod V8 engines the scene turned to the high-pitched drone of overhead camshaft 4-cylinder 1,000 c.c. engines, as nearly every well-known racing driver took part in a Formula Two race for the British Eagle Trophy, over 20 laps. Mixed up with this lot was a nearly equal number of Formula Three cars, so that the Formula Two leaders had the added hazard of lapping much slower cars. Jim Clark made up for his debacle in the Lotus 40 by driving a Ron Harris Lotus-Cosworth F.2 car to a very convincing victory, even though he was chased relentlessly by Hulme and Brabham in Brabham-Cosworth cars, and Surtees in a Midland Racing Partnership Lola-Cosworth. This race for Surtees was the complete antithesis of his sports-car race, for after dropping back to mid-field due to a spin, he caught up again only to crash on the last lap, writing off the nose of the Lola. In the Formula Three section Roy Pike was outstanding with the Chequered Flag Brabham-Ford, but there was a close race for second place between Gethin in a Lucas Engineering Brabham-Ford and Cardwell in a Ron Harris works Lotus-Ford.

THE BRITISH EAGLE TROPHY—Formula Two and Three combined—20 laps—85.3 kilometres

Formula Two

1st :	J. Clark (Lotus-Cosworth F.2) ..	33 min. 29.6 sec.—152.792 k.p.h.
2nd :	D. Hulme (Brabham-Cosworth F.2)	33 min. 32.6 sec.
3rd :	J. Brabham (Brabham-Cosworth F.2)	33 min. 32.8 sec.
4th :	G. Hill (Brabham-B.R.M. F.2) ..	33 min. 49.4 sec.
5th :	A. Rees (Brabham-Cosworth F.2) no time given
6th :	R. Attwood (Lola-Cosworth F.2) no time given
Fastest lap : J. Clark (Lotus-Cosworth), 1 min. 39.4 sec.—154.481 k.p.h. (95.98 m.p.h.) (new record)		

Formula Three

1st :	R. Pike (Brabham-Ford) 35 min. 07.2 sec.—145.726 k.p.h. (90.55 m.p.h.)	
2nd :	P. Gethin (Brabham-Ford) 1 lap behind
3rd :	J. Cardwell (Lotus-Ford) 1 lap behind
Fastest lap : R. Pike (Brabham-Ford), 1 min. 43.6 sec.—148.189 k.p.h. (92.08 m.p.h.) (new record)		

The racing continued without a break and no sooner were the midgets cleared from the track than the big sports cars were out again for Heat 2 of the Guards Trophy. Those that survived the first Heat lined up on the grid in order of finishing, so this time the front row comprised Surtees (Lola), McLaren (McLaren) and Stewart (Lola), with Gurney (McLaren) and Hulme (Brabham 2-litre) in row two. Stewart jumped into an early lead, but Surtees soon took charge, and for a time Stewart held up Gurney,

Continued on page 870



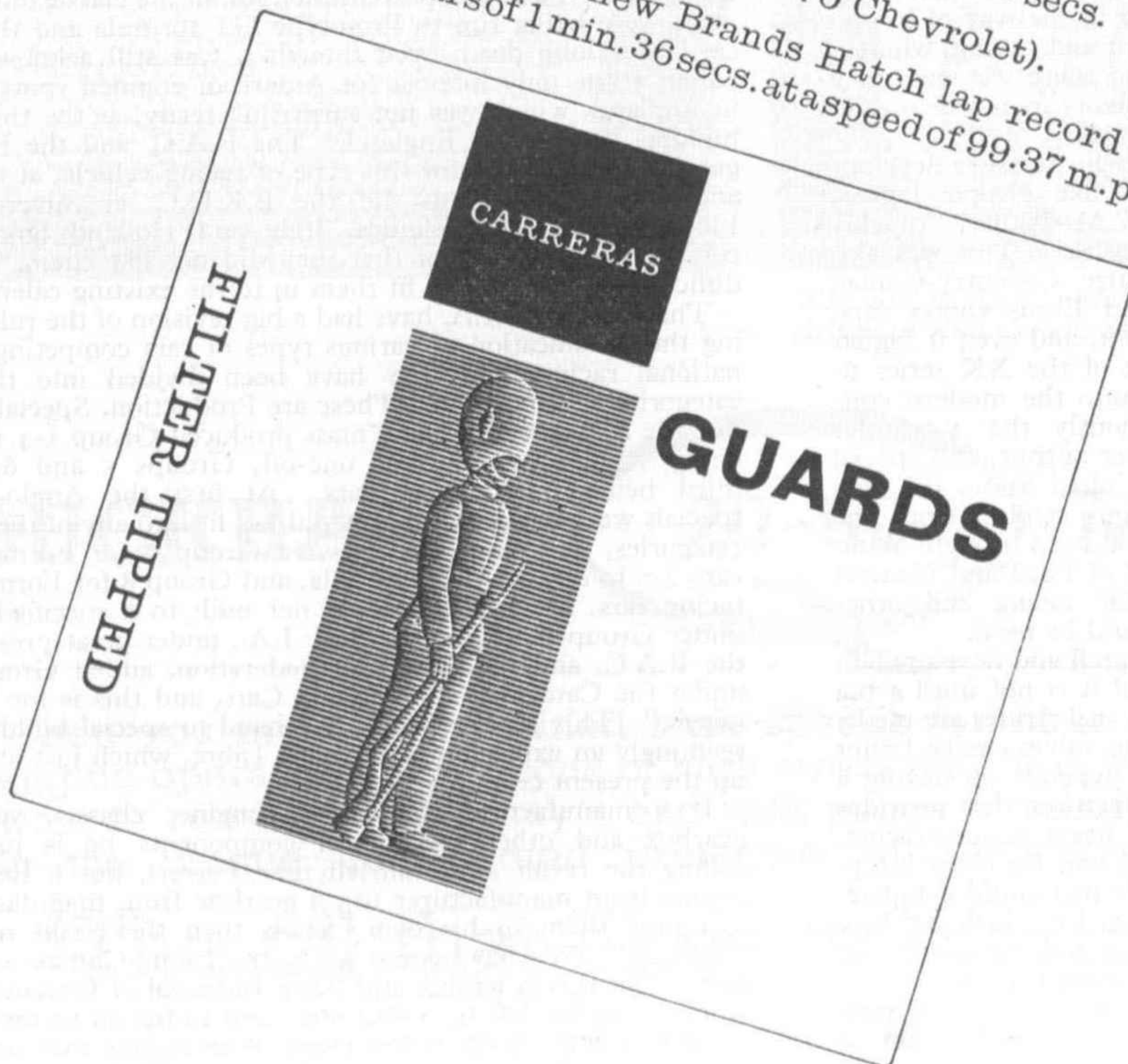
GUARDS INTERNATIONAL

at Brands Hatch on August Bank Holiday Monday

The GUARDS International was won by J. Surtees driving a Lola 70 Chevrolet in a time of 1 hr. 39 mins. 16.4 secs. at an average speed of 96.10 m.p.h.

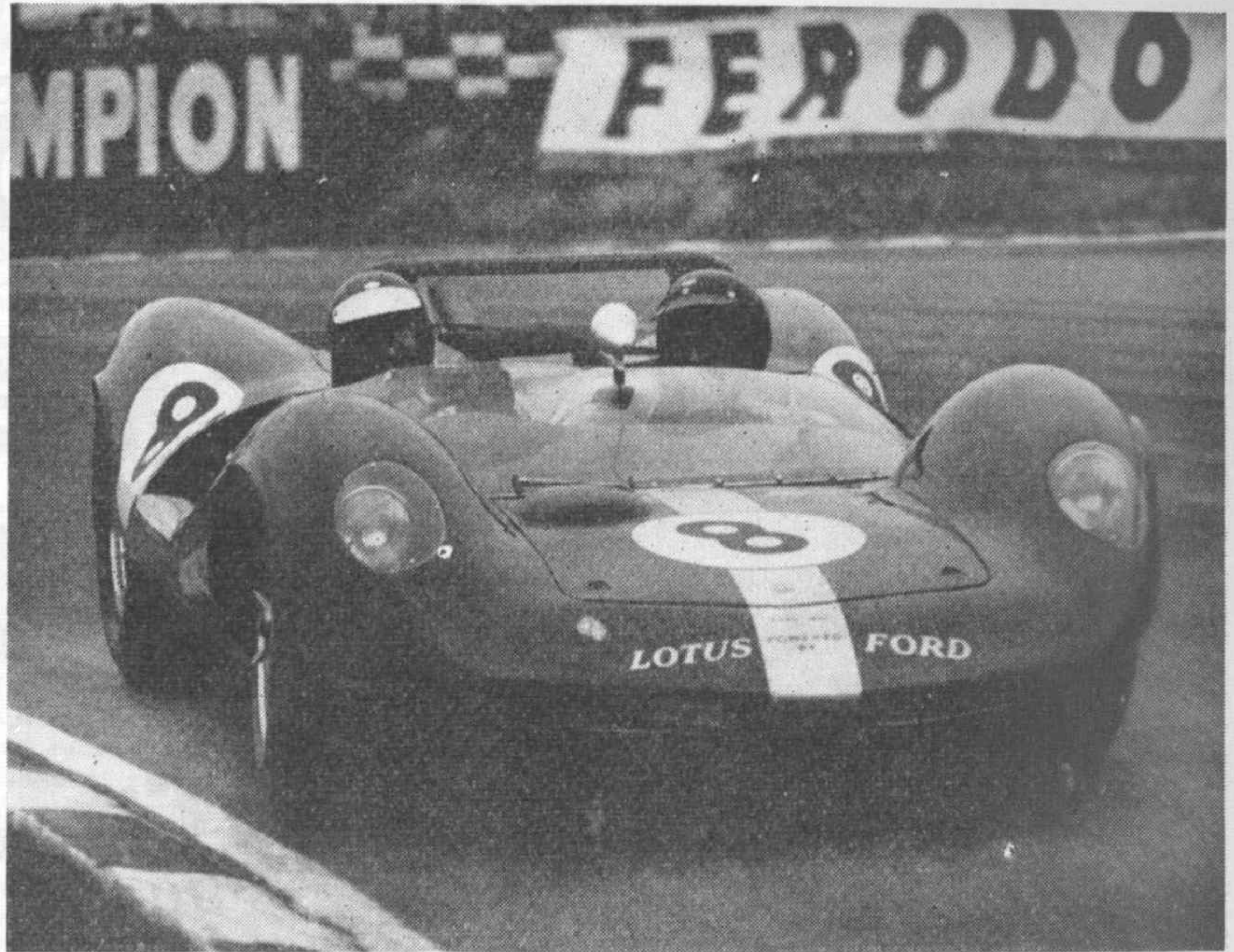
Second was B. McClaren (McClaren Elva Oldsmobile) in a time of 1 hr. 40 mins. 35.2 secs.

Third was J. Stewart (Lola 70 Chevrolet). J. Stewart set a new Brands Hatch lap record for Sports Cars of 1 min. 36 secs. at a speed of 99.37 m.p.h.



On 2-Seater Racers

PRACTISING WHAT HE PREACHES.—
D. S. J. has always been an advocate of two seats, two people, and insists that if we are going to encourage and develop the "2-seater racers" to F.I.A. Group 9, then passengers must be carried. Here he accompanies Jim Clark round Brands Hatch in the Lotus 40 with 5.7-litre Ford V8 engine.



TO many people the idea of putting an American engine into a European chassis, to produce an acceptable hybrid sports car, is a recent innovation, but it has been going on for quite a time. I don't know who was first to do this, it may have been Reid Railton in about 1935 when he used the straight-8 Hudson engine, and Sidney Allard was not far behind with his side-valve Ford V8 specials of the same era. Allard continued this trend in 1946-50 and went on to bigger things with Cadillac o.h.v. V8 engines, but all the time there was no great enthusiasm by other special builders, as the twin-cam Jaguar engine was available, and it was a better engine than a Cadillac or Chrysler of those days. The American engines were great iron affairs, and they did not give anything very remarkable in the way of b.h.p., and you had to do all your own development and tuning, whereas with the Jaguar works competing in racing there was continual development work going on and improvements in power output were passed on to customers and special builders.

When Jaguar withdrew from racing the high-pressure development work on engines relaxed and cars like Cooper-Jaguar, Lister-Jaguar, Tojeiro-Jaguar and H.W.M.-Jaguar, quickly became obsolete as far as racing was concerned. This was also caused by the introduction of the 2.7-litre Coventry-Climax racing engine, which powered Cooper and Lotus sports cars, built on the latest trend of mid-engine layout, and even if Jaguar had gone on with the racing development of the XK series 6-cylinder engine, it would not have fitted into the modern conception of the sports/racing car. Obviously the 4-cylinder Coventry-Climax engine had a limited power output, and special builders looked for more power. In the United States the production V8 power unit had made enormous strides, since the days of Allard's Cadillac engines, and this had been brought about by an active racing programme on the part of Ford and General Motors, thinly disguised under saloon car racing and other activities where a production power unit could be used.

Few people realise how extensive the research and development has to be where engines are concerned, and it is not until a big manufacturer gets down to the job, that any real strides are made. The small man can open out ports, enlarge valves, make better cranks and camshafts, but all this activity depends on having a basic unit to improve. It is the big manufacturer that provides the basic unit, so that when Ford and G.M. began serious racing, the big V8 engines became very interesting, and for sheer b.h.p. and compactness there was nothing available that could compete. The American racing enthusiasts soon removed the little 2.7-litre Climax engines from their Cooper-Monaco and Lotus-19 and with a little bending and straining they installed 4.7-litre Ford engines. The results were real home-made specials, but it soon encouraged chassis builders to provide a proper collection of tubes and suspensions, and a revival of the Anglo-American

"bastard" sports car was well under way. Lotus weighed in with their Type 30, Bruce McLaren set up his own business and built the McLaren, later to form an association with Frank Nicholls and Elva, and Eric Broadley built the Lola 70. Reception of this new breed of mid-engined car with 400 b.h.p. American V8 power unit, was a bit mixed as far as race organisers were concerned in Europe, but in America and Canada, it was grasped firmly by organisers who needed something that was more attractive than the "sports car gentlemen" racing things like TR Triumphs and M.G.s. The continent of Europe, which is in effect the F.I.A., were not interested in these "monsters" with rather crude push-rod power units, for all the classic long-distance races were being run to Prototype GT formula and the "sports car" was long dead, even though it was still acknowledged on paper. The only interest for American engined sports cars was in England, which was not surprising really, as the three chassis builders were all in England. The R.A.C. and the B.R.S.C.C. gave encouragement for this type of racing vehicle, at Goodwood and Brands Hatch, as did the B.R.D.C. at Silverstone, but France, Germany, Belgium, Italy and Holland ignored them completely. It was not that they did not like them, but it was difficult to see where to fit them in to the existing calendar.

This year the F.I.A. have had a big revision of the rules governing the classification of various types of cars competing in International racing, and they have been divided into three basic categories as from 1966. These are Production, Special and Racing, the first category being mass produced Group 1-4, the second being small production or one-off, Groups 5 and 6, and the third being pure racing cars. At first the Anglo-American specials were ignored and they did not fit into any of the proposed categories, for under Racing were Group 7 for Formula racing cars, i.e. to any existing Formula, and Group 8 for Formule Libre racing cars, i.e. any racing car not built to a specified Formula under Group 8. Recently the F.I.A., under great pressure from the R.A.C. and the American Federation, added Group 9, also under the Category C for Racing Cars, and this is for "2-seater racers." This gives a pretty free hand to special builders and is seemingly an extension of Formule Libre, which just about sums up the present crop of specials.

If a manufacturer builds the engine, chassis, suspension, gearbox and other mechanical components he is justified in calling the result after himself, like Ferrari, but if he takes an engine from manufacturer (a), a gearbox from manufacturer (b), and puts them in his own chassis then the result must be a "special." We have come to accept Lotus-Climax as a single entity, but this is wrong, and the withdrawal of Coventry-Climax from racing has left us with Lotus, and Lotus on its own will not do any racing; it needs the name of an engine manufacturer to tag on behind, to make it go. The new F.I.A. Group 9 would

The choice of the enthusiast



Warwick Banks combines successfully two careers—a well-known driver of Mini-Coopers and a busy aerial photographer.

***DUCKHAM'S**

20-50

MOTOR OIL

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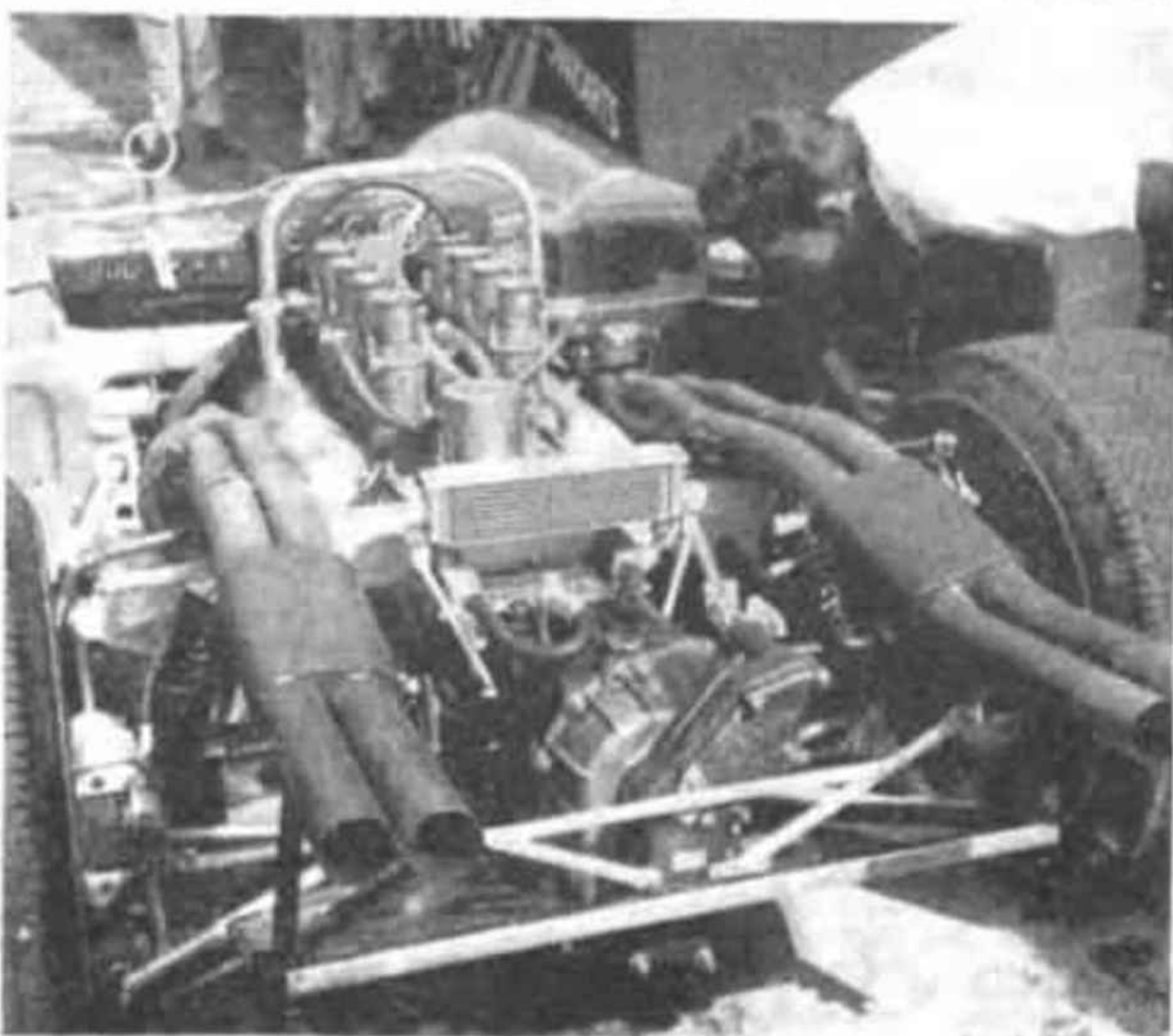
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seem to be the happy hunting ground of the "super special builders," some of whom are close to being considered manufacturers, but whichever way you look at it, Group 9 has solved everyone's problems and race organisers can now go ahead with putting on races for these cars and the builders can continue with their plans, no doubt for bigger and better specials.

At the time of writing there are three makes of "2-seater racer" available to the racing customer, these being Lotus 30, Lola 70 and McLaren-Elva. There are numerous other projects on the go but they are either one-off specials, or cars built for the works team only, and under the latter heading are the Chaparrals of Jim Hall, though presumably they will be for sale one day. The Lotus 30 uses a Ford V8 engine of 4.7-litres, the Lola 70 uses a Chevrolet V8 of 5.9 litres originally, but recent examples have been built using Ford V8 engines, and the McLaren-Elva has an Oldsmobile V8 engine normally, though Chevrolet or Ford can be installed. All these American production V8 engines are very similar in manufacture as regards weight and size, so that it is no great problem for chassis designers to accommodate any of the current range of engines. Now that this form of racing vehicle has been officially accepted and catered for, there are likely to be many more races for them, and the American firms making the engines are going to get more interested in providing research and development on the power units, and more than likely on transmissions as well. Already the Chaparral has perfected an automatic 2-speed transmission, which is officially a General Motors experimental unit, or it is not, depending upon who you talk to or which American magazine you read. Lotus have recently introduced the Lotus 40, which is a development of the Lotus 30, the most notable change being the use of a 5.7-litre Ford V8 engine direct from Ford's experimental department in America. Someone was heard to ask why Colin Chapman could get the latest racing Ford V8 engine, and the answer was simple. "If you had won Indianapolis you would have got the new engine." Having another 100 b.h.p. in the back of the Lotus chassis, meant having a stronger gearbox/rear axle unit, so the standard 5-speed ZF gearbox of the Lotus 30, was replaced by the latest 4-speed Hewland gearbox. The extra weight and speed meant more powerful brakes, and Lotus developed their own ventilated discs, with 3-pad calipers, in conjunction with Girling, and these were naturally more powerful and heavier than those of the Type 30, so suspension units, wishbones and radius arms all had to be improved and so the car developed from the Type 30 into the Type 40. The Lotus uses a fabricated sheet steel backbone chassis, that forks at the rear of the cockpit, and in this fork is mounted the engine. Fabricated steel box-section structures at the front and rear carry the suspension, double wishbones at the front and double wishbones and lower radius rod at the rear with coil-spring/damper units. The Lotus 30 uses a 4.7-litre Ford V8 engine, while at the moment the 5.7-litre is exclusive to the Lotus 40, and both types of power unit use Tecalmit-



POWER PLANT.—The 4.7-litre Ford V8 engine and Hewland gearbox in the back of the Lola 70 owned by the Mecom Racing Team. Exhaust pipes from these big American engines cause quite a problem, as does the under-bonnet heat.



TWO-SEATER RACER.—The McLaren-Elva-Oldsmobile of Bruce McLaren in the paddock at Brands Hatch. The lower part of the body between the wheels is formed, on each side, by a fibre glass covered aluminium fuel tank.

Jackson fuel injection. A further change on the Type 40 is the use of 15 in. wheels, against the 13 in. of the Type 30, this, like many other things, being brought about by the great increase in horsepower with the new 5.7-litre engine.

In direct contrast to the Lotus with its back-bone chassis frame, the Lola 70 uses a very wide "multicoque" or pontoon chassis frame of sheet steel and aluminium, the whole unit being between the centre lines of the front and rear axles. Suspension is almost identical to present day Grand Prix cars, with double wishbones and coil springs at the front, and a lower wishbone, pivoted to the chassis at its apex, a single transverse top link, double radius rods and coil spring/damper units. A Hewland gearbox is used whether the engine be a 5.9-litre Chevrolet unit or a 4.7-litre Ford V8, and the General Motors engine uses four horizontal double-choke Weber carburetters arranged on a cross-over manifold, while the Ford engine uses four downdraught double-choke Weber carburetters. Like the Lotus 30 and 40 the Lola has an all-enveloping fibre-glass body, though the heat generated by the big V8 engines calls for numerous cooling ducts and hot-air outlets in the otherwise smooth contours.

The third "2-seater racer" manufacturer is Bruce McLaren, whose team of designers and builders have produced a simpler and more conventional car. The McLaren-Elva has a tubular space frame, obviously inspired from Cooper and Brabham, and the suspension is orthodox Grand Prix. To start with a 4-litre

Continued on page 892



ONE PIECE.—On the Lola 70 the complete tail hinge, up to allow access to the engine compartment, and is easily detachable if serious work has to be done. This is the Guard's Trophy-winning car of John Surtees.

NEW FOR 1966



You can spot the new Citroën Pallas by its cluster of lamps—see text.

THE CITROËN PALLAS

THE Citroën is without doubt one of the World's most advanced automobiles, and is consequently very comfortable, fast and safe. But for years there has been criticism of its rather agricultural power unit, while some drivers found its hydraulic gear-change not to their liking, the ID model with manual gear-change being preferred in consequence, especially in England.

Rumours circulated of a flat-six air-cooled engine, for which the engine compartment of the DS had obviously been planned, but although such an engine was built, it was not proceeded with.

Now any criticism of engine and gear-change is resolved by the new luxury Pallas version of this fine car—the slightly different DS21 in France.

This new Citroën has a 90×85.5-mm. (2,175 c.c.) 4-cylinder engine with 5-bearing crankshaft, developing a smooth 109 (S.A.E.) b.h.p. at 5,500 r.p.m., and 128 ft. lb. torque at 3,000-3,500 r.p.m. It pulls gear ratios of 14.21, 8.49, 5.58 and 3.73 to 1, in conjunction with new special low-profile Michelin XA2 180×380 tyres. There is now synchromesh on all four gears.

Dimensionally the car is unchanged, and it retains the same, famous aerodynamic form, with cleaner undershielding. The bumpers now have rubber cappings. There are also four headlamps, the normal ones linked to the suspension to provide at all times a level beam no matter what angle the car's nose assumes, while these are supplemented by rather ugly external Cibie iodine-quartz headlamps, claimed to be 3½-times more powerful than ordinary headlamps. The proof of the pudding is tasting it and I shall be very interested in my first taste of driving behind self-levelling headlamps. Without having done so I find myself wondering whether this improvement is really necessary, particularly on a car with self-levelling suspension. Citroën pioneers these iodine-quartz lamps but I must say they make this splendidly aerodynamic car untidy about the nose, which seems a pity. Experts tell us that iodine-quartz lamps are no better in fog than ordinary lamps, and although, again, the proof of the pudding is in the eating and I have yet to try to eat my way through a fog-blanket in a Pallas, the immediate impression is that these lamps look ludicrous, like the flower-baskets my local council hangs from its ugly concrete lamp posts!

The interior looks much the same as before, but the extraordinarily comfortable Citroën seats have been re-shaped to give better support, there is an entirely new facia incorporating a tachometer, the gear-gate has been revised, and the pile carpets have underlays the equal of those in the best boardrooms. The single-spoke steering wheel with sweat-absorbing binding, the ingenious internal door locks, the leather upholstery, etc., remain unchanged, as incapable of improvement. But very thorough heating, and ventilation, and defrosting, claimed to be near to perfection, figure in the Pallas, there are warning lights not only for low brake fluid level but for brake-pad wear (the contacts being within the Ferodo pads), and four separate horns. The gear-change has been improved, and is quicker than before the finger lever behind the steering wheel still actuating the starter, while the clutch cannot engage unless a gear is fully selected, to obviate wear on the synchromesh cones that would go undetected with the Citroën power selection.

Naturally the front-drive, the self-levelling, multi-level, hydro-pneumatic suspension, inboard disc brakes, automatic clutch and

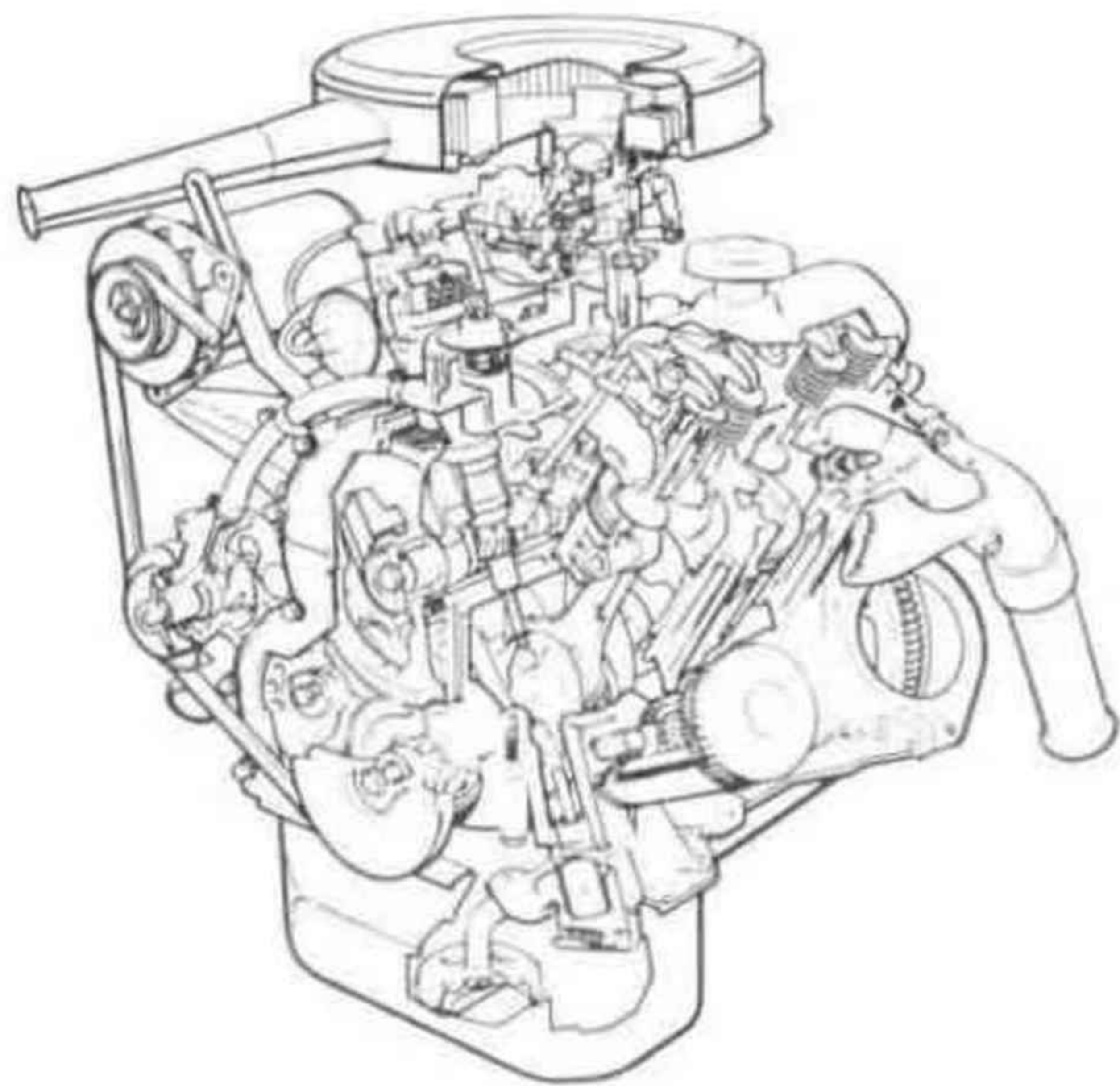
power steering are retained. The Citroën Pallas, the luxury model of the range, costs £1,977 3s. 9d. tax paid and the Pallas M with manually-operated clutch and 4-speed gearbox is available at the same price. This car, with its high-revving engine and self-levelling headlamps, puts Citroën once again ten years ahead of the majority.—W. B.

THE V4 FORD CORSAIRS

The well-known Ford Corsair from Dagenham forsakes its 1.5-litre in-line engine in favour of new V4 power units in two sizes—1.7-litre and 2-litre. The Corsair otherwise remains the same, although the kerb weight goes up by 8% with the 2-litre engine, or by 7.3% in the case of the smaller-engined model. To counteract this there is a power increase of 5.2% in power/weight ratio and 19.6% in torque/weight ratio when the new 2-litre V4 is compared to the 1.5-litre Corsair GT, or of 24% and 12.5%, respectively, when the 1.7-litre V4 is related to the old 1½-litre Corsair. The smaller V4 engine develops 81.5 (gross) b.h.p. at 4,750 r.p.m. and that of the 2-litre Corsair GT 93 (gross) b.h.p. at the same crankshaft speed. The top speed of the Corsair V4 GT is quoted by its makers as in the mid-90s. The gearboxes have revised, higher gear ratios, based on the recommendations of Clark, Whitmore and Elford, those of the GT car being 10.536, 7.125, 4.952 and 3.545 to 1. The braking system has been revised, the Borg-Warner 35 automatic transmission is available if preferred, and Ford's excellent Aero-flow closed-window ventilation system is naturally retained.

The new engines have piston-top combustion chambers, as pioneered in the Rover 2000, and a water-heated inlet manifold.

Ford claim that these very short-stroke 65° V4 engines, respectively of 93.6×60.3 mm. and 93.6×72.4 mm., are compact, stiff, low-stressed and highly efficient. We are told that Alan Worters, Ford's Chief Power Unit Engineer, started work on these V4 engines three years ago, but surely they owe something to the 90×66.8-mm. V4 and 84×65-mm. V6 engines in the Ford Taunus cars? The German Ford V4 engine was designed for front-wheel-drive and I went out to Cologne to drive such a car in 1962. Although the Ford publicity blurb relates these latest Dagenham Ford short-stroke power units to the 13-litre in-line Renault which won the 1906 French Grand Prix—what does the purchaser of a 1966 Corsair care?—and implies that it is sophisticated to use a two-bank engine as found in modern successful racing and sports/racing cars, it is probable that cost reduction was in

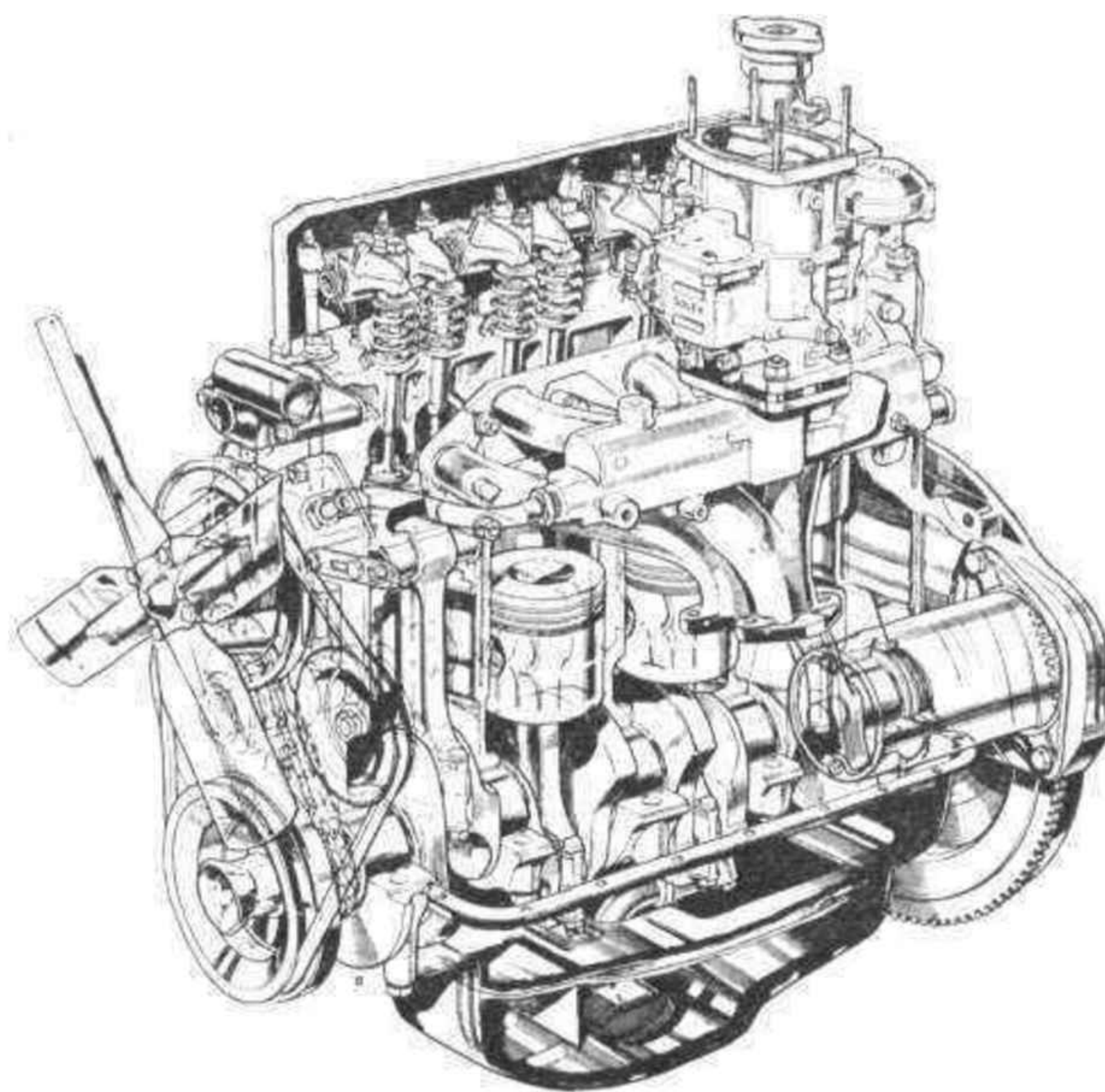


To be up-to-the-minute your Ford must have a V4 engine. This is the new V4 power unit of the 1966 Corsair.

mind when adopting them, for there must be a saving in iron when using a crankshaft only 15.2 in. long, while such a short crankshaft requires only three bearings instead of five. However, the rocking-couple balancing problem of the 60° V4 remains and, as on the Ford Taunus engine, calls for the complication of a gear-driven balance shaft, with an additional gear in the timing train and lubrication to provide for, to supplement counterweights in fan pulley and flywheel, as well as on the crankshaft. It seems a pity that the space conserved by this compact engine formation wasn't passed on to the passengers, or the transmission taken forward to drive the front wheels, although I suppose that a car good enough for Jim Clark and Jean Shrimpton, *vide* Ford publicity literature, should be good enough for me! As Ford of Dagenham have introduced a 2-litre version of their V4 engine one assumes that they have no intention of adopting a V6 for their larger models, at all events for some time to come, although Taunus are using a 2-litre V6 in their 20M, a car of similar size to the Corsair.—W. B.

ROOTES' NEW 1.7-LITRE ENGINE

Soon any 4-cylinder in-line engine with fewer than five main bearings will seem suspect to the majority of the World's buyers of motor cars. For next year the Rootes Group is installing in those of its cars which previously had the 1,592 c.c. power unit a new 1,725 c.c. engine with a five-bearing crankshaft. This has an alternator in place of a dynamo and will be presented in 69.5-b.h.p. c.i.-head version for the Hillman Super Minx, Hillman de luxe and Singer Gazelle, in 91 b.h.p. alloy-head form with compound twin-choke carburetter for the Humber Sceptre, Sunbeam Rapier and Singer Vogue, and as a special 100 b.h.p. twin-carburetter version with which the Sunbeam Alpine will try to combat internal competition from the V8 Sunbeam Tiger. The cars are outwardly as before, except for new front-end styling for the Sceptre and Gazelle.—W. B.



Rootes' new 1,725-c.c. 91-b.h.p. engine which, like the Austin Twelve of 1922, has five main bearings.

AUGUST BANK HOLIDAY AT BRANDS HATCH—

continued from page 864

who had made no mistakes this time, and was badly wanting to get after Surtees. Eventually he got by the number two Team Surtees Lola, but the number one car was too far ahead to be caught. After holding second place for a number of laps Gurney finally parked smartly on the grass after Clearways Bend when a bolt came out of the rear suspension and let a rear wheel subside. The performance by Surtees was another immaculate repetition of Heat 1, the sort of performance that was expected once Broadley had got the Lola 70 really sorted out. McLaren was again second, with Stewart in third place, followed by Hansgen in the Mecom Team Lola-Ford V8. Clark was still in trouble, though he did get as high as fifth place, but was having trouble with a violently locking front brake, and finally spun into the ditch at Clearways Bend, rather thankful to be out of a car that was not really raceworthy. The quiet and unassuming Hulme moved up into fifth place, the mechanic who prepares the Sidney Taylor car deserving a medal, and Hulme's driving being the sort that is a joy to watch. John Coundley got into sixth place, having had a poor run in the first Heat due to a puncture from a nail picked up on the track. An overall result was obtained by adding the times recorded in each Heat, though it did not need much in the way of mathematics to obtain the first three places. Due to the strange way of recording the event as two races, up to two litres and over two litres, Hulme officially got no credit for finishing fourth overall, merely being classed as winner of the under-2-litre class.

THE GUARDS TROPHY—Heat Two—Sports Cars—30 laps

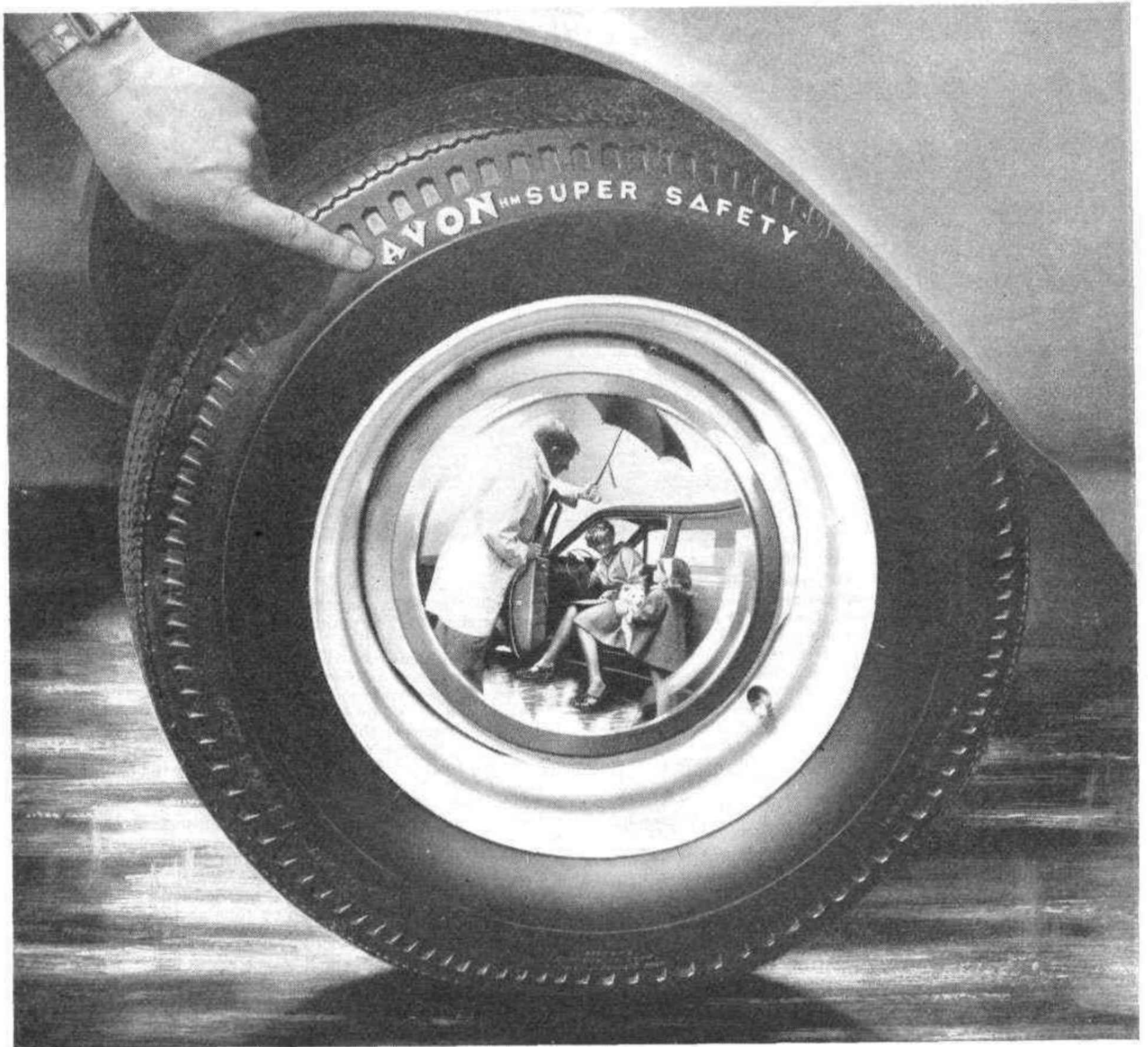
- 1st : J. Surtees (Lola 70-Chevrolet V8) .. 49 min. 28.6 sec.—155.189 k.p.h.
 - 2nd : B. McLaren (McLaren-Elva-Oldsmobile V8) .. 50 min. 05.2 sec.
 - 3rd : J. Stewart (Lola 70-Chevrolet V8) 50 min. 16.6 sec.
 - 4th : W. Hansgen (Lola 70-Ford V8) 50 min. 25.4 sec.
 - 5th : D. Hulme (Brabham-Climax 2-litre) 1 lap behind
 - 6th : J. Coundley (McLaren-Elva-Oldsmobile V8) 1 lap behind
- Fastest lap : J. Surtees (Lola 70), 1 min. 36.0 sec.—159.920 k.p.h. (99.37 m.p.h.) (new record)
- Overall result : 1st, J. Surtees; 2nd, B. McLaren; 3rd, J. Stewart; 4th D. Hulme.

The busy day was still not done, for there was now a 20-lap race for saloon cars, competing for the Ilford Films Trophy. This was actually four races in one, with classes for Ford Mustang, Ford Lotus-Cortina, B.M.C. Minis of 1,275 c.c. (and the odd Anglia), and B.M.C. Minis of 970 c.c. (and the odd Abarth). The bumping and boring, flat tyres, broken wheels, blown up engines, spins, and excursions onto the grass made one realise that "Motor Racing is Dangerous," if this is motor racing! Jack Brabham, smiling quietly to himself, cantered home the overall winner in Alan Brown's orange Ford Mustang in saloon form, followed by Pierpoint in another Mustang, and then the Cortinas. Jim Clark really joined in the Bank Holiday spirit, his performance would have got him at the head of the queue on the main A20 road into London! After driving across the infield to get a flat tyre changed, and having help with the ignition out on the circuit, the steering finally went wrong on the works Lotus-Cortina and he was ultimately excluded. While he was going he did the most fantastic "balancing act" by cornering on three wheels, then on two wheels, and eventually on one rear wheel.

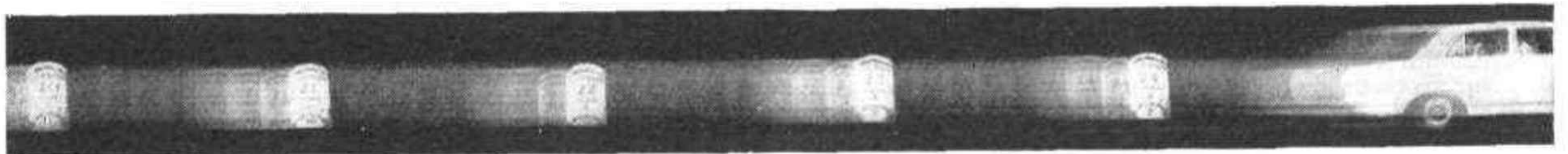
THE ILFORD FILMS TROPHY—Saloon Cars—20 laps—85.3 kilometres

- 1st : J. Brabham (Ford Mustang V8) .. 38 min. 36.0 sec.—132.466 k.p.h.
 - 2nd : R. Pierpoint (Ford Mustang V8) .. 38 min. 38.2 sec.
 - 3rd : J. Sears (Ford Lotus-Cortina) .. 38 min. 56.2 sec.
 - 4th : F. Gardner (Ford Lotus-Cortina) .. 39 min. 31.8 sec.
 - 5th : Sir G. Baillie (Ford Mustang V8) .. 39 min. 56.2 sec.
 - 6th : I. Cannadine (B.M.C. Mini-Cooper S') 1 lap behind
- Fastest lap : J. Clark (Lotus-Cortina) 1 min. 54.2 sec.—134.445 k.p.h. (83.54 m.p.h.) (new record for saloons).

Eventually Bank Holiday was over and the eager ones rushed for their cars, only to sit in a traffic jam that stretched nearly to London. A good proportion of the crowd stayed on to drink to their successes, drown their sorrows, or mass around the grandstand to listen to Chris Barber and his band until darkness. A pleasant and fitting end to a crowded, busy and nappy August Bank Holiday.—D. S. J.

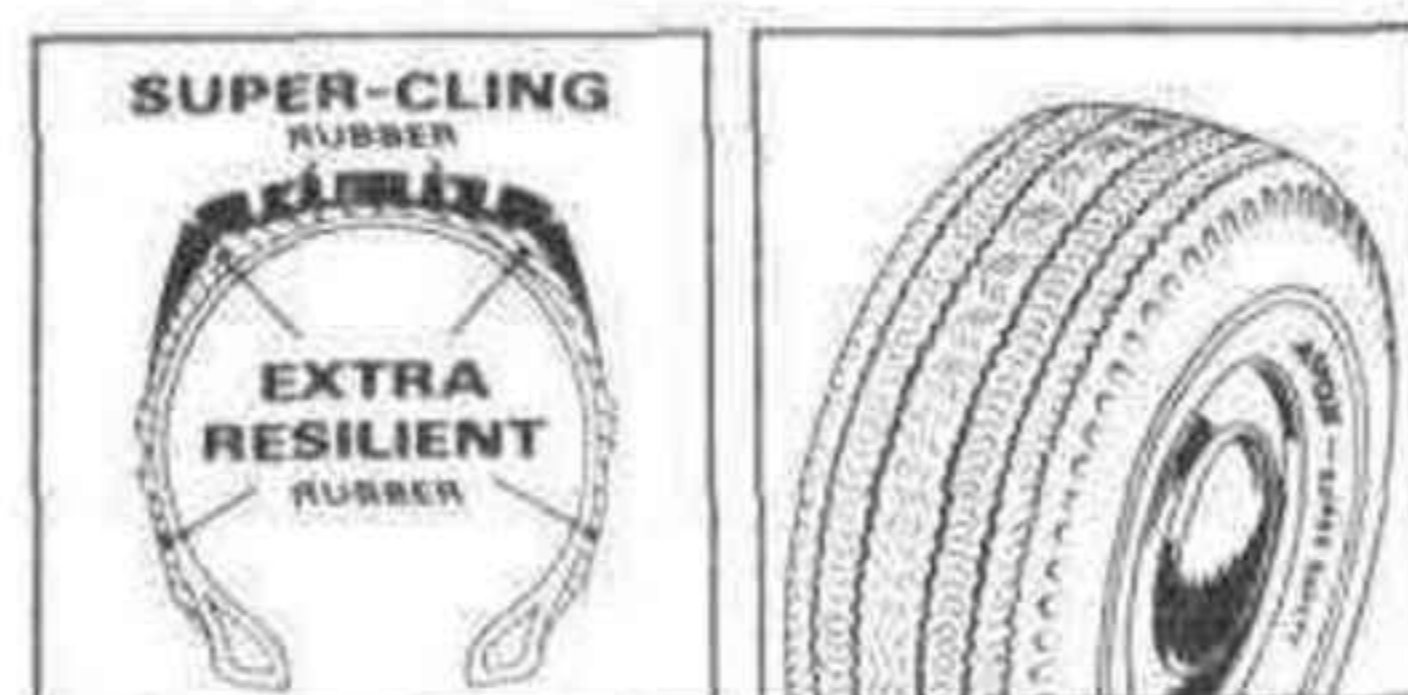


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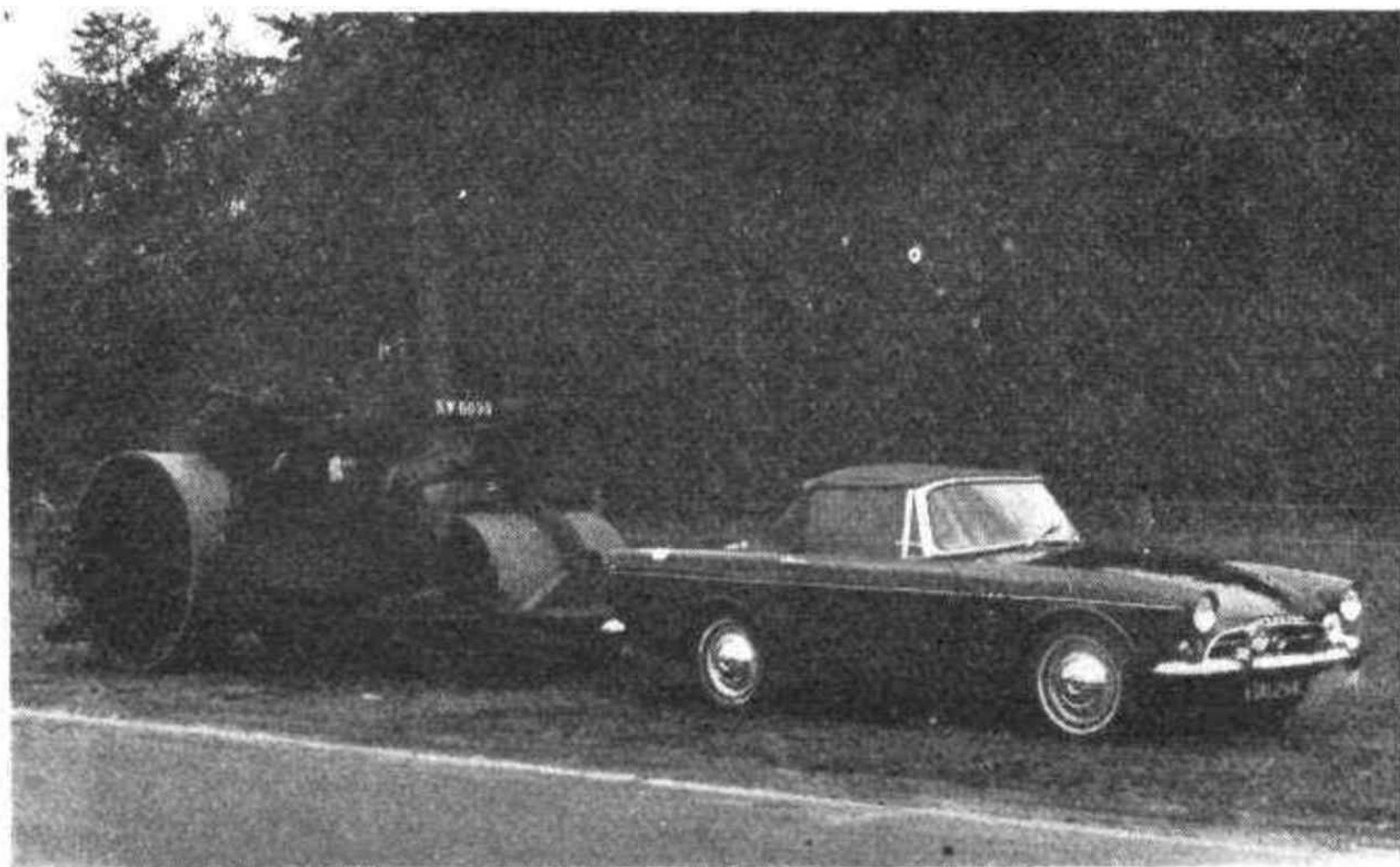
Only Avon's twofold construction unites cool-running undertread and sidewalls with 'cling' rubber tread to give 38% more wet road grip plus higher mileage! And, new on Super Safety, broad outer ribs with fully contoured rounded shoulders improve steering stability at high speeds.



THE 4.2-LITRE V8 SUNBEAM TIGER

A Handsome Compact Anglo-American Sports Car with the Emphasis on Effortless Acceleration

ACCELERATION CONTRAST.—The Sunbeam Tiger, to which acceleration is second nature, with a much more staid companion, in the form of The Mechanical Tar Spraying & Gritting Co. Ltd.'s Fowler steam-roller, No. 15969, in use last month in Berkshire.



THE use of American vee-eight power units in British high-performance cars is an interesting development likely to increase—Bristol, Jensen, A.C. Cobra, and a number of big sports/racing cars of even more limited output use such engines. But whereas the emphasis has been either on luxury travel or competition performance of a hairy kind, the Sunbeam Tiger 260 conceived by the Chrysler-Rootes Group is a practical, road-going sports car. No combination of American vee-eight in a British chassis could be happier, for the snug installation of the "cooking" 141 (net) b.h.p., 4,261-c.c. push-rod-o.h.v. Ford V8 engine, coupled to a Borg-Warner gearbox, in the long-established and otherwise mainly unaltered Sunbeam Alpine transformed this somewhat harsh but fast and compact sports car into a very accelerative, extremely effortless motor car without in anyway changing its sporting characteristics.

Jensen Motors of West Bromwich did the structural modifications necessary to install the Ford engine into the confined under-bonnet space and MOTOR SPORT commented on the new Sunbeam Tiger last April, when the Continental Correspondent drove a perfectly normal example over an electrically-timed s.s. 1/4-mile in 16.34 sec.

This gave a clear indication of the performance of the new hybrid, and D. S. J. was, in general, favourably impressed, as I was, especially when, going to Goodwood in the car, I found it possible to wuffle up South Harting hill in the 2.8-to-1 top gear and later enjoyed the smooth surge of acceleration on one of the quickest journeys I have made between the Sussex circuit and home.

We now present a full road-test report on this interesting and desirable Rootes Group sports car, discussing it in detail. It is virtually the former 4-cylinder Sunbeam Alpine re-engined, and is a pure 2-seater sports car with a seat behind the two front seats for the occasional doubled-up passenger, dog, or luggage, although there is a spacious boot for the last-named. Outwardly the car is recognisable as a Tiger only by the "Tiger 260" badges on sides and tail (the 260 represents the engine's swept volume in cubic inches) and the "Tiger" scroll incorporated in the plated strip along the waistline, over which the "Sunbeam" lettering front and back takes precedence—it is *not* necessary to run the car exclusively on Esso. From the recognition aspect the discerning will also note the twin exhaust pipes. There are "Rootes Group Sunbeam" badges on the sides of the tail, and the old Talbot badge on the radiator grille, so this is a well be-badged car, but the badges are small and discreet. The key-ring carries the old Sunbeam-Talbot badge.

As one expects of Rootes' products, the interior of the Tiger is tastefully appointed. The driver's and passenger's seats are tight-fitting, separate, bucket-type seats, the backs adjustable in rather wide stages after side handles have been lifted and then pressed down to lock the seat-back in the desired position. The backs fold forward onto the cushions to give rather restricted access to the back compartment. In view of the short wheelbase the back axle intrudes into the cushion of this back shelf and the car is best regarded as purely a 2-seater. The steering column

is adjustable after unlocking a large knob on top of the steering wheel and this, in conjunction with the adjustable seat, enables a comfortable driving position to be selected, with choice of "Caracciola" or "Farina" stance. It is also possible to adjust the small, polished-wood-rimmed spring-spoke wheel so that it is low enough not to obstruct the forward view. The wheel carries a full horn-ring, sounding a powerful horn.

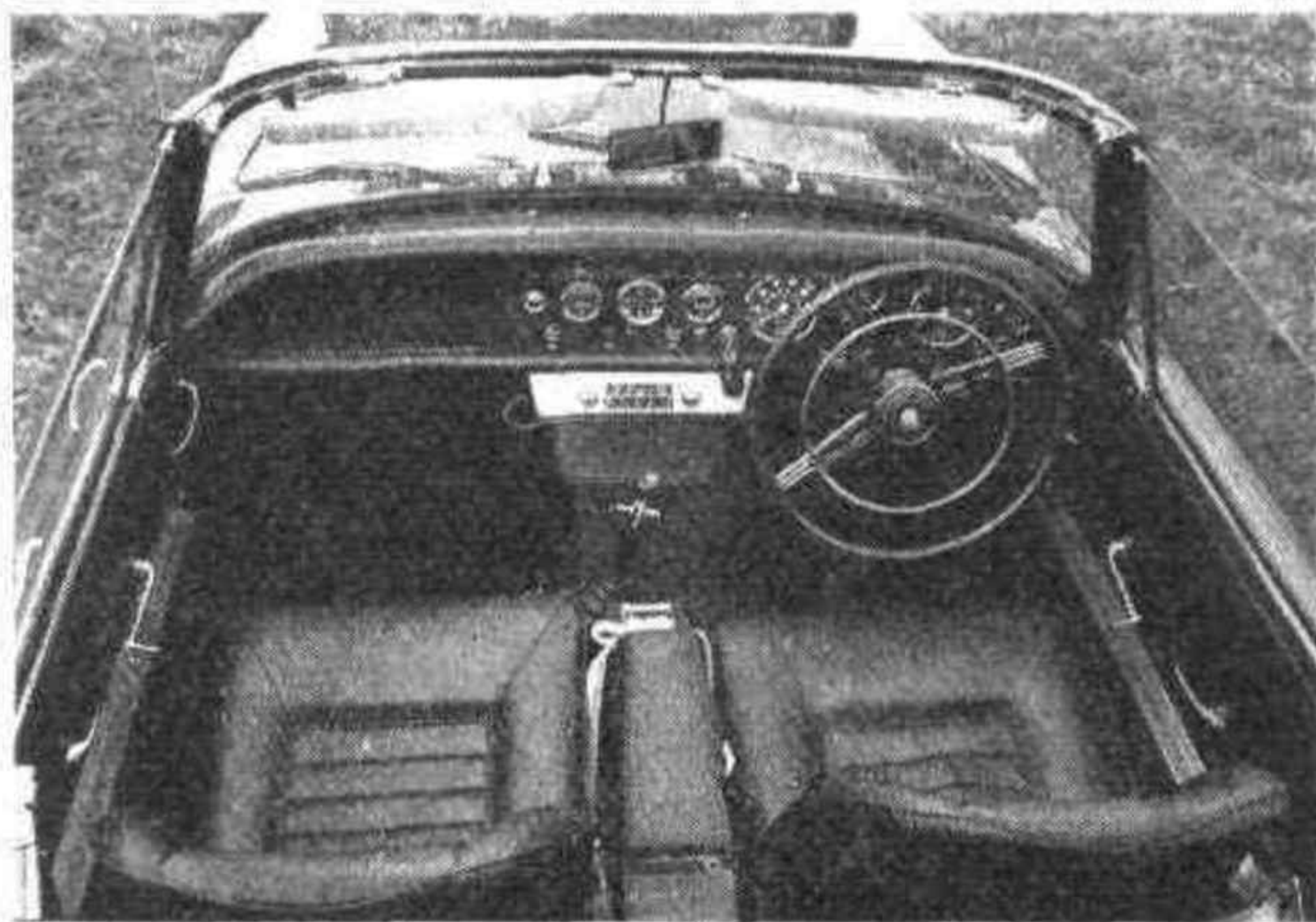
Visibility is good, over a plain bonnet, although the screen pillars are somewhat thick. The gearbox tunnel is as wide as formerly, so that the pedals are very slightly biased to the o/s, but there is room for the clutch foot, resting on the lamps' dipping button, beside the clutch pedal. Clutch and brake pedals are of pendant-type, the accelerator a treadle.

Between the front seats is a very useful, lockable stowage-box with padded lid, which endeared itself to me because it accepted a Rolleiflex camera and lightmeter. Just ahead of this there is a lidded ash-tray, on the transmission tunnel, and immediately in front of this rises the well-placed gear-lever, with gaitered base. The floor is thickly carpeted, with a rubbing-mat for the driver's feet; it was hanging loose above the accelerator pedal.

The instruments are spaced out along a fascia of polished walnut veneer, well crash-padded above and below. Before the driver are the 140-m.p.h. speedometer with total and trip odometers and the tachometer reading to 6,000 r.p.m., with the red-section from 4,700 r.p.m. Between these is the oil-gauge. These are British Jaeger instruments, very clearly calibrated, the speedometer reading in k.p.h. as well as in m.p.h. and the needles moving in complementary arcs. To the left of the tachometer there is a Lucas ammeter and on the centre of the panel are located the Jaeger fuel and water temperature gauges, also fully calibrated, the former in litres as well as gallons, the latter in deg. C. and deg. F., with a not-completely-dependable Smiths clock (which is an extra) between them. Above these three small dials the twin heating and ventilating horizontal controls quadrants are neatly located. Warning lamps and the flick-switches for lamps, panel lighting and the two Lumax fog-lamps fitted to the test car, are scattered, but the wipers and adjacent washers-button are conveniently positioned for the fingers of the right hand, as is the flick-switch for the heater blower. The fog-lamp switches are on a little panel of their own, below the fascia, and rather obstructive in a crash. On the left-hand side of the fascia there is a large open cubby-hole, with a map-lamp which has its own switch, above it. There is a choke label but, as the Ford engine has an automatic choke, the hole is blanked off.

Not every sports car has anti-dazzle vizors, but these, of soft padded type, are provided on the Sunbeam Tiger, although there is no vanity mirror, and, although detachable, the vizors do not swivel. Below the fascia on the test car the excellent push-button Radiomobile radio and speaker were fitted.

On the left of the steering column a slender stalk looks after the turn-indicators and daylight lamps-flashing. The hand-brake lever lies well out of the way, horizontally on the right of the driver's seat, where it is immediately to hand, but savages the knuckles if it happens to be in the "on" position while the



TIGER DETAILS.—Left view shows the well-appointed interior, comfortable seats, central gear-lever and acceptable facia of the car, that on the right the size of the luggage boot, with spare wheel and battery stowed under the floor.

driver's large window winder is being operated. These winders need five turns to lower fully the window glasses. The very wide doors, with good "keeps," provide for easy entry and exit and have push-button external handles, simple metal "pulls" and lever-type inside handles which lift up to open the doors. The luggage-boot lid has external plated hinges and the efficient quick-action fuel filler is recessed in the o/s of the body. The bumper over-riders are rubber capped in the modern style, and the appearance is embellished by wheel trims, through which the tyre valves protrude, and whitewall Dunlops.

The bonnet panel has to be propped open. The boot has a slam-type lock, but does not require the use of the key to open it unless purposely locked. The boot is shallow but long, and should take all the luggage the occupants of a car of this type normally take with them. The spare wheel lives horizontally under the floor, with the 12 volt 67 amp./hour battery beside it, the lid of the latter intruding only slightly into the luggage compartment. The test car was equipped with Irvin-Rootes safety-belts.

Naturally, modifications were necessary to the front-end of the Alpine to enable the Ford V8 engine to be installed, this engine being a fine example of modern thinwall iron-casting techniques, so that, while developing a gross b.h.p. of 164, and 258 lb. ft. torque at only 2,200 r.p.m., it is of notably low weight. This engine retains its Carter 2-barrel carburetter, and, having a c.r. of 8.8 to 1, will consume premium fuels. A new cross-flow radiator is used, fuel is fed electrically, and there are two entirely separate exhaust systems, each with its own silencer and plated tail-pipe. Petrol is contained in two tanks, one in each back wing, but they feed as one, giving a capacity of 11½ gallons.

The transmission is entirely new, a hydraulically-operated

clutch conveying the drive to a 4-speed all-synchromesh Borg-Warner gearbox, while a heavy-duty propeller shaft drives a high-performance Salisbury hypoid back axle with the satisfyingly high ratio of 2.88 to 1. To cope with the extra weight of the engine the Alpine i.f.s. has higher-rate coil-springs and the damper settings have been changed. The front disc/rear drum servo-assisted braking system is unchanged but a modified front cross-member carries a new rack-and-pinion steering unit.

On the road this Sunbeam Tiger handles and responds like a typical sports car, and possesses that fine flow of smooth power that is associated with a big-capacity multi-cylinder vee power unit, acceleration producing scarcely any sound other than the characteristic note from the exhausts. The Tiger's most impressive feature is its excellent, effortless acceleration, even from very low speeds in top gear. The accompanying table quotes the figures for standing-start pick-up, but only driving experience of the Sunbeam-Powered-By-Ford can convey how enjoyable this smooth flow of power makes the car on the road, and how rapidly the Tiger disposes of traffic tangles. The rear-view mirror, incidentally, is of the dangerous "diminishing" type, quite unnecessary with acceleration of this kind!

Some idea of the potency of this Sunbeam-Ford's pick-up in top gear can be conveyed by quoting further acceleration times—30-50 m.p.h. occupies 5½ sec., 60-80 m.p.h. only 8 sec. It will pull from 12 m.p.h. (500 r.p.m.) in top gear. The s.s. ¼-mile time was not quite so good as that obtained by D. S. J. in another Tiger but he was alone in the car, whereas we timed the car two-up, with a fairly full tank of petrol—many runs of 17 sec. were made without exceeding 4,700 r.p.m. At this speed the genuine maxima in the gears are, respectively, 42, 66 and 87 m.p.h. Taking the engine 300 r.p.m. "into the red" gives an impressive 90+ in 3rd gear.

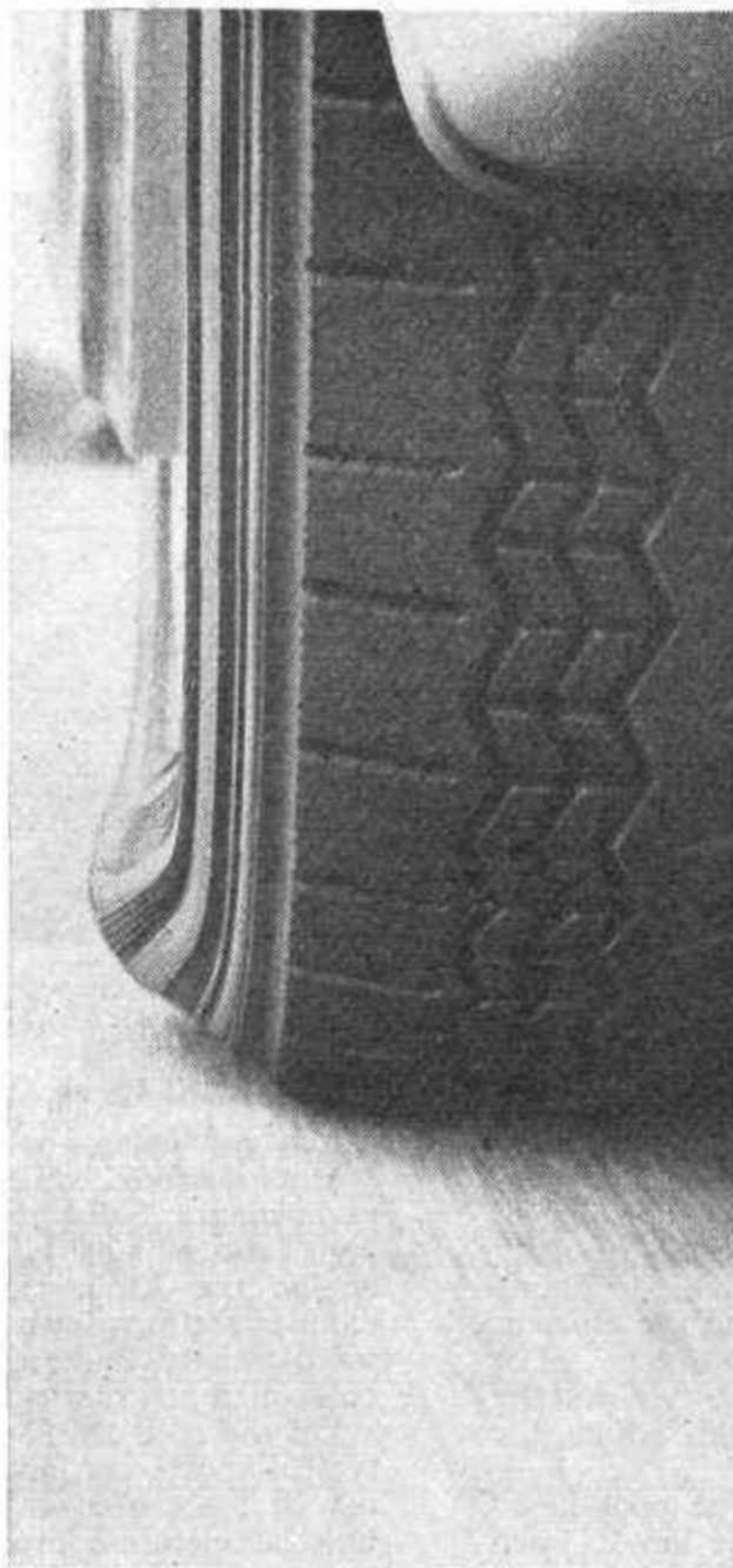
On good roads the handling is excellent, although care has to be taken to get the car straight before opening the throttle in the lower gears on a slippery surface! Normally it is usual to roll away in 2nd gear and go straight into top, the acceleration still being entirely adequate for most situations. The gear-lever has a large knob labelled with the gear positions and a neat lift-up catch to prevent reverse being selected inadvertently. It is a "mechanical," notchy change, heavily spring-loaded towards the high-gear positions, but with good synchromesh on all four forward speeds. Third gear is commendably quiet, but there is slight 1st and 2nd gear howl and back-axle whine. The clutch has a rather long travel, is not too heavy for a sports car, and is moderately smooth. Both front wings are in full view of an average-height driver.

The steering is light, once on the move, accurate, perhaps a bit "dead," with gentle castor-return action. It is usefully "quick" steering, geared 3½ turns, lock-to-lock, with no lost motion. A great deal of fierce kick-back is transmitted through the wheel, which is shiny and slippery but has token finger grips. As the suspension, being stiff enough to kill all noticeable roll except where direction is changed very suddenly as the car is being furiously accelerated, gives a rough, rattly ride on bad roads, the Sunbeam Tiger is a sports car somewhat in the vintage image. Even on good roads the ride is lively and, in spite of stiff springs,



The Alpine-like appearance of the accelerative Ford-powered Sunbeam Tiger is apparent in this view. Note the Lumax fog and spot lamps and wind-up glass side windows.

**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'.



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

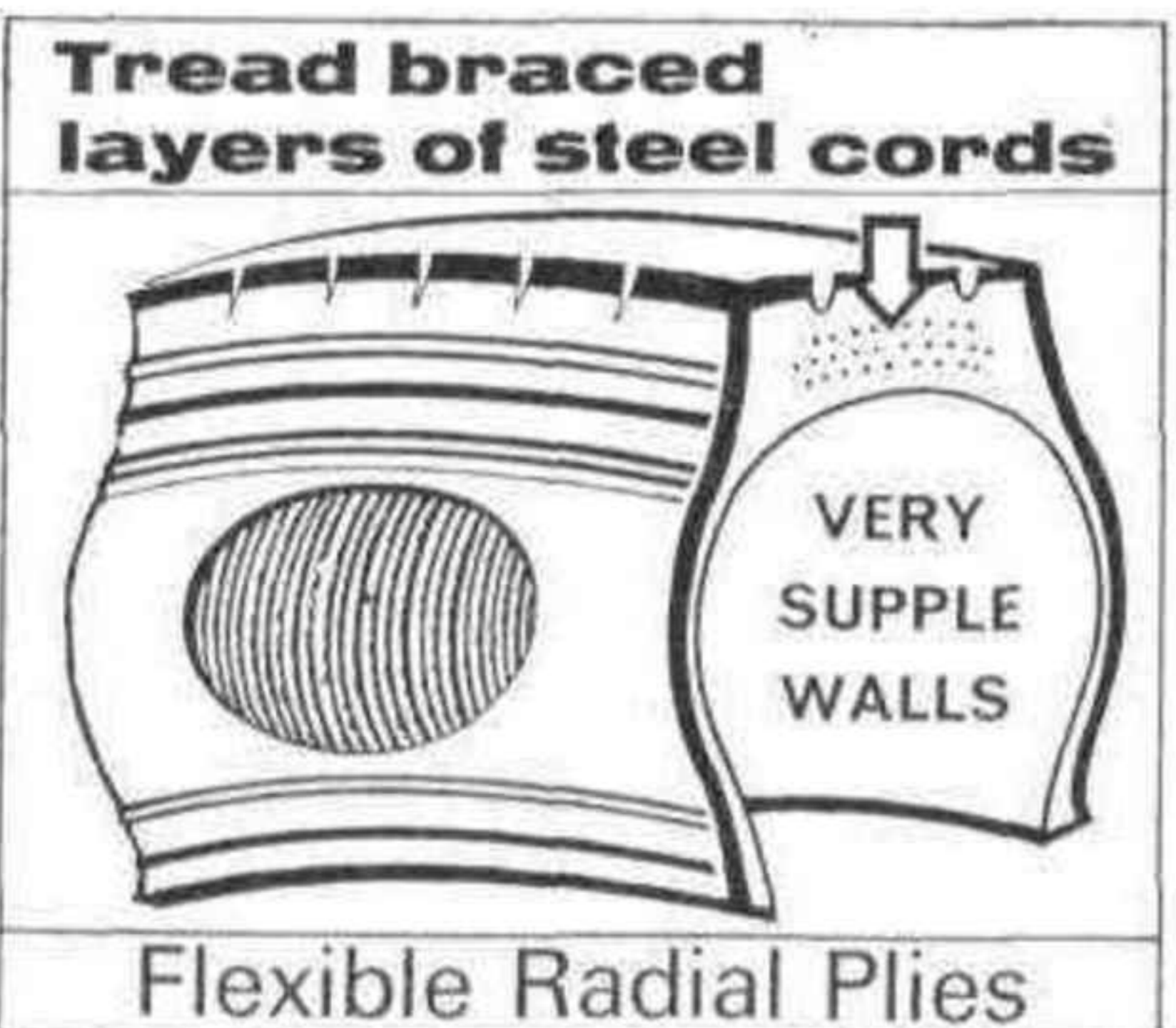
Which means: This one set of plies has two jobs to do.

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.



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.

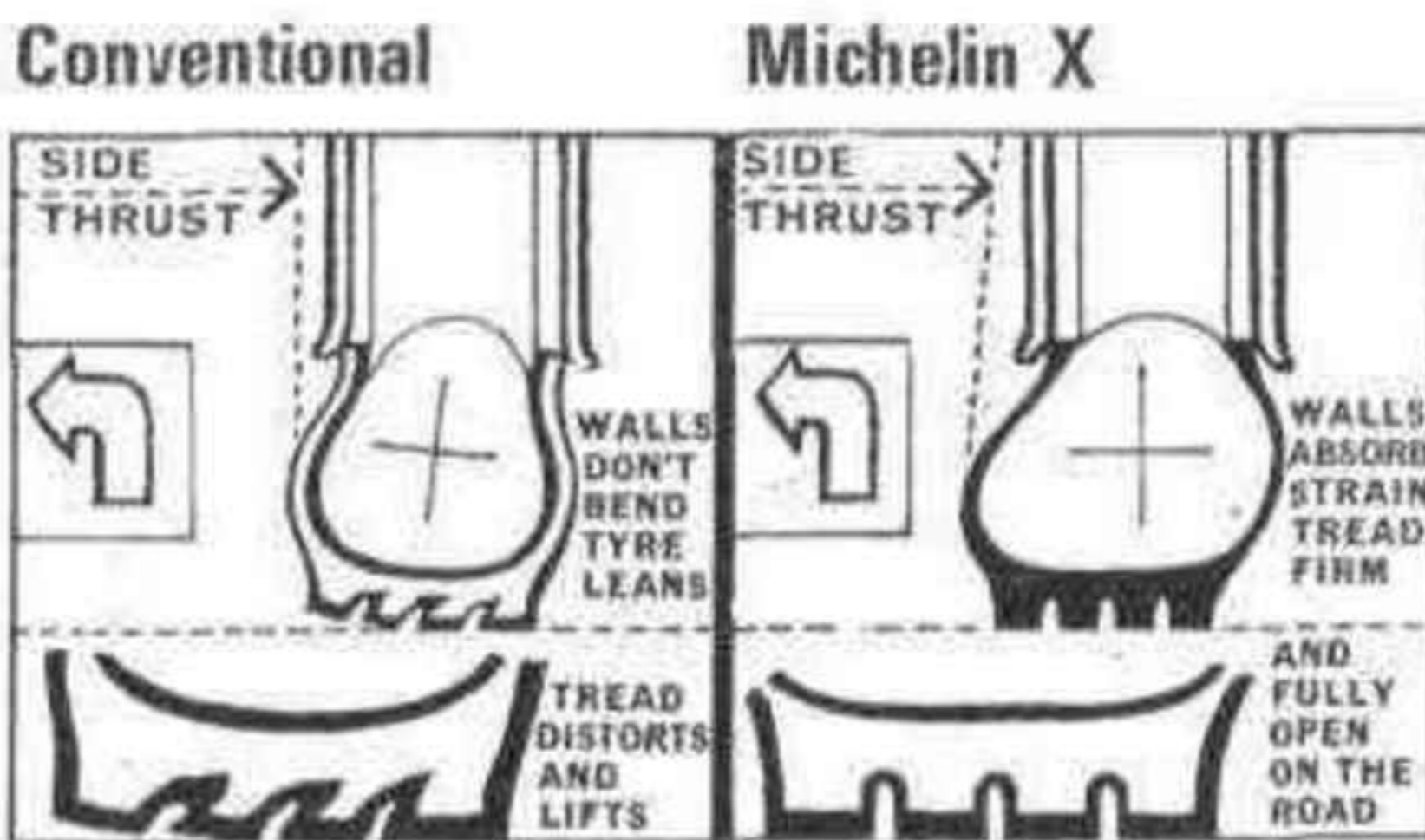
So, what happens when you corner?

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.



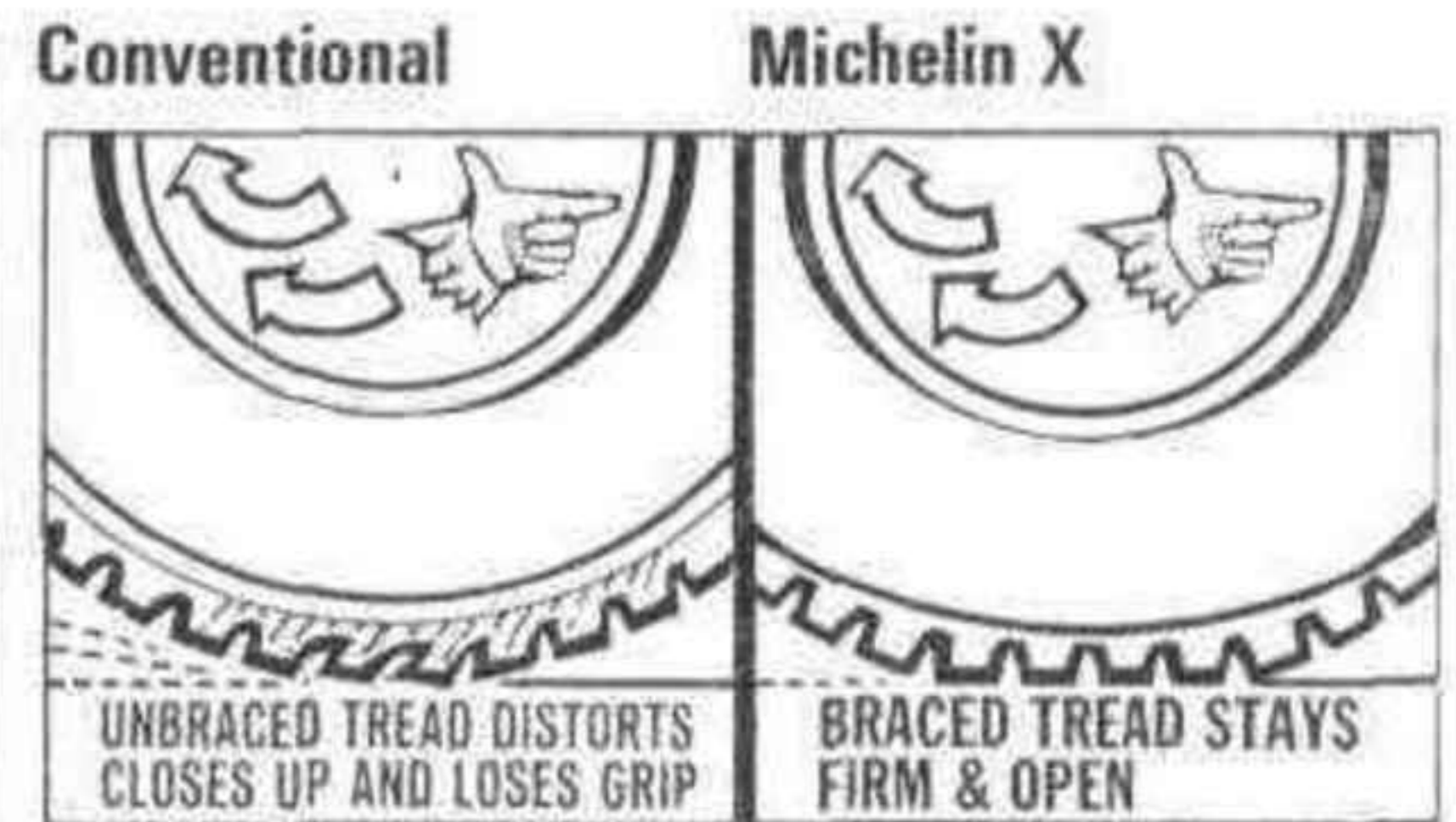
With Michelin X something totally different occurs. Same car. Same corner. But, the very supple walls of the X bend fluently and easily to absorb the swing of the swerve. While the tread, braced, hard down, has the whole area of its gripping surface held firmly down on to the road.

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.



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.

To: The Technical Information Dept.
Michelin Tyre Company,
81, Fulham Road, London, S.W.3.
Please send me your new treatise on tyres:

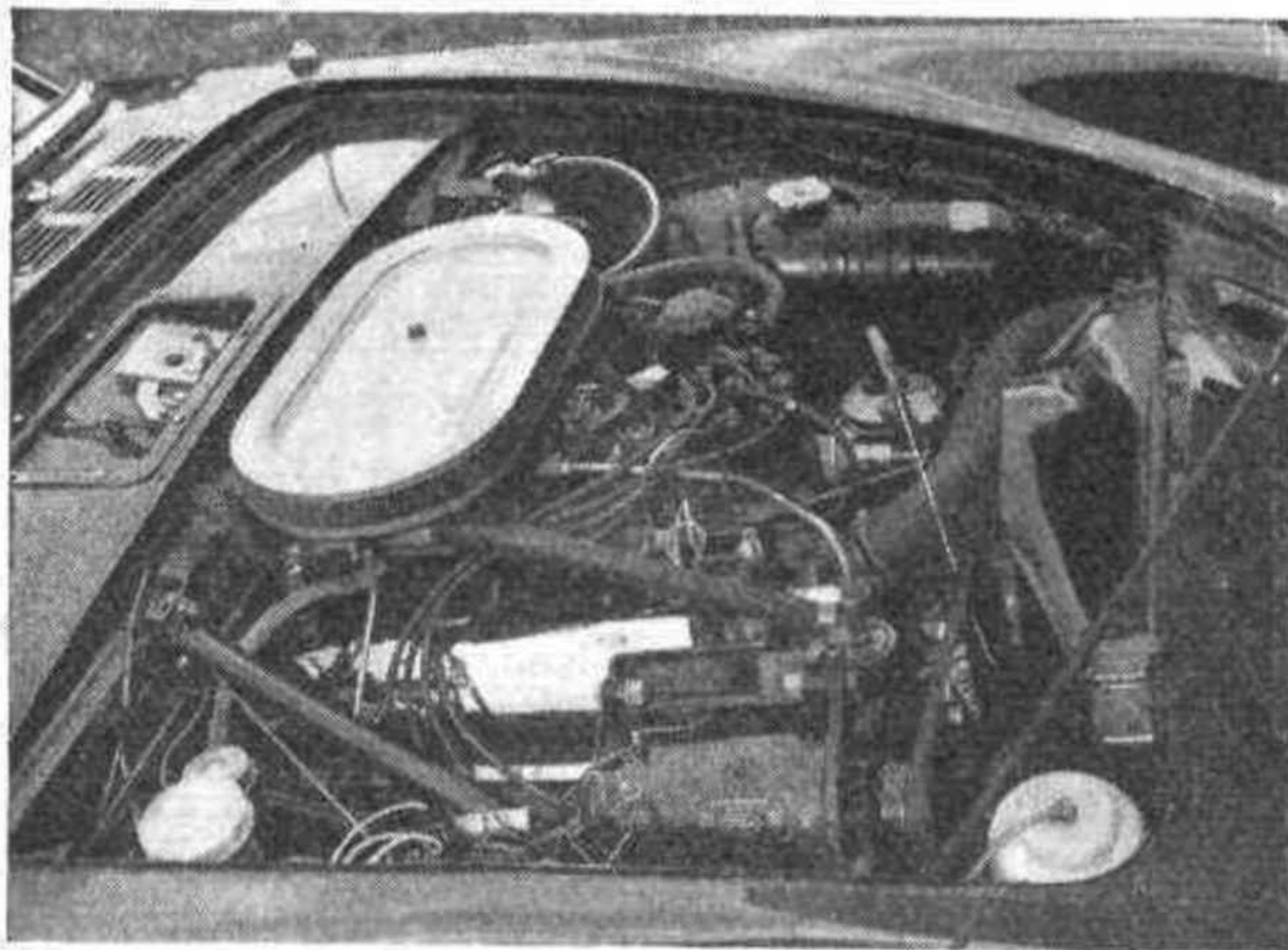
My name is

My address is

My car is

MICHELIN X

THE WORLD'S LEADING RADIAL TYRE



Tight fit! This Tiger has a Ford under its bonnet. The polished valve covers are normally an extra on this power unit.

the nose dips under heavy braking, deflecting the headlamp beams. The front-end becomes squidgy under these conditions. There is not overpronounced understeer, the normal cornering trend being pleasantly neutral. I am told that the suspension is impossible on European back routes, but it is quite acceptable in Britain, especially as the snug-fitting driving seat, if unyielding, is quite comfortable on long runs, while passengers praised the comfort of their seat. Elbow room for the driver's right arm is restricted. The steering lock is restricted also, particularly to the right, resulting in a turning circle of 36½ ft.

The back axle, on half-elliptic leaf-springs without any other location, can be made to tramp furiously if too-fierce bottom-gear take-off is indulged in, and the Dunlop RS5 nylon tyres can be made to spin relatively easily. The brakes are light to apply and adequate, but for prolonged mountain driving it is possible that something larger than the 9.85 in. discs and 9-in. drums might be an improvement. It is possible that a larger tyre size than 5.90×13 might also be desirable for really hard motoring, but only the most spirited cornering provokes protest from these RS5s. The speedometer was virtually accurate when checked at 50 and 60 m.p.h.

Taken all round, this mating of American vee-eight engine and popular British sports car has very definitely succeeded. The Sunbeam Tiger is fascinating to drive and offers really good and usable performance for a total outlay of £1,445 10s. 5d., particularly as no skimping has been indulged in to gain a few more m.p.h. or greater acceleration, the Tiger weighing, with its very adequate equipment and finish, over 22 cwt. The weather protection is excellent, and the hood, although tedious to stow in its metal rear locker, does not drum and looks durable. Its rear quarters do constitute a blind-spot in certain situations, however. The glass door-windows do not create much draught when open; the quarter-lights are fixed. A hard-top is available for an extra £60 8s. 4d., inclusive of tax.

The headlamp beam is rather cut off when dipped and the full-beam warning light is dazzling. There is bright and dim panel lighting but neither this, nor the map-light, illuminates the heater controls.

The Sunbeam Tiger will poodle along at 15 m.p.h. in its high top gear or accelerate splendidly to a maximum of 116 m.p.h., and it cruises effortlessly at any speed up to maximum. At 90 m.p.h. on the Motorways the engine is turning over at less than 4,000 r.p.m. and oil-pressure is normally 50 lb./sq. in. Water temperature is rather high, at 85° C., but I never made the radiator boil. As to petrol consumption, pottering around, enjoying the easy top-gear performance, I got 19.2 m.p.g., and on a fast main road drive, speed restricted only by the appalling traffic hold-ups on the notorious A31 Winchester-Bournemouth road, the figure improved to 22.0 m.p.g., so it should normally be possible to obtain better than 20 m.p.g.

A full tank of petrol lasted 203 miles, but consumption would have been increased by the recording of acceleration figures, and something like 225 miles should normally be possible. The electric pump primes an empty tank efficiently. After 700 miles no oil had been used. To inspect the impressive machinery the bonnet top has to be lifted and propped up. The long dip-stick is accessible, in a tunnel behind the alternator.

THE SUNBEAM TIGER 260



Engine: Eight cylinders in 90° vee formation, 96.5 × 73 mm. (4,261 c.c.). Push-rod-operated overhead valves. 8.8-to-1 compression-ratio. 141 (net) b.h.p. at 4,400 r.p.m.
Gear ratios: First, 6.8 to 1; 2nd, 4.86 to 1; 3rd, 3.71 to 1; top, 2.88 to 1.

Tyres: 5.90 × 13 Dunlop RS5 on bolt-on steel disc wheels.
Weight: 1 ton 1 cwt. 1 qtr. 27 lb. (dry weight).

Steering ratio: 3¼ turns, lock-to-lock.

Fuel capacity: 11½ gallons. (Range approx. 225 miles.)

Wheelbase: 7 ft. 2 in.

Track: Front, 4 ft. 4 in.; rear, 4 ft. 0¼ in.

Dimensions: 13 ft. 0 in. × 5 ft. 0½ in. × 4 ft. 3½ in. (high—hood up).

Price: £1,195 (£1,445 10s. 5d. inclusive of purchase tax).

Makers: Sunbeam-Talbot Ltd., Ryton-on-Dunsmore, Coventry, England.

Performance Data

Acceleration:

0-40 m.p.h. ... 4.7 sec. 0-70 m.p.h. ... 12.5 sec.

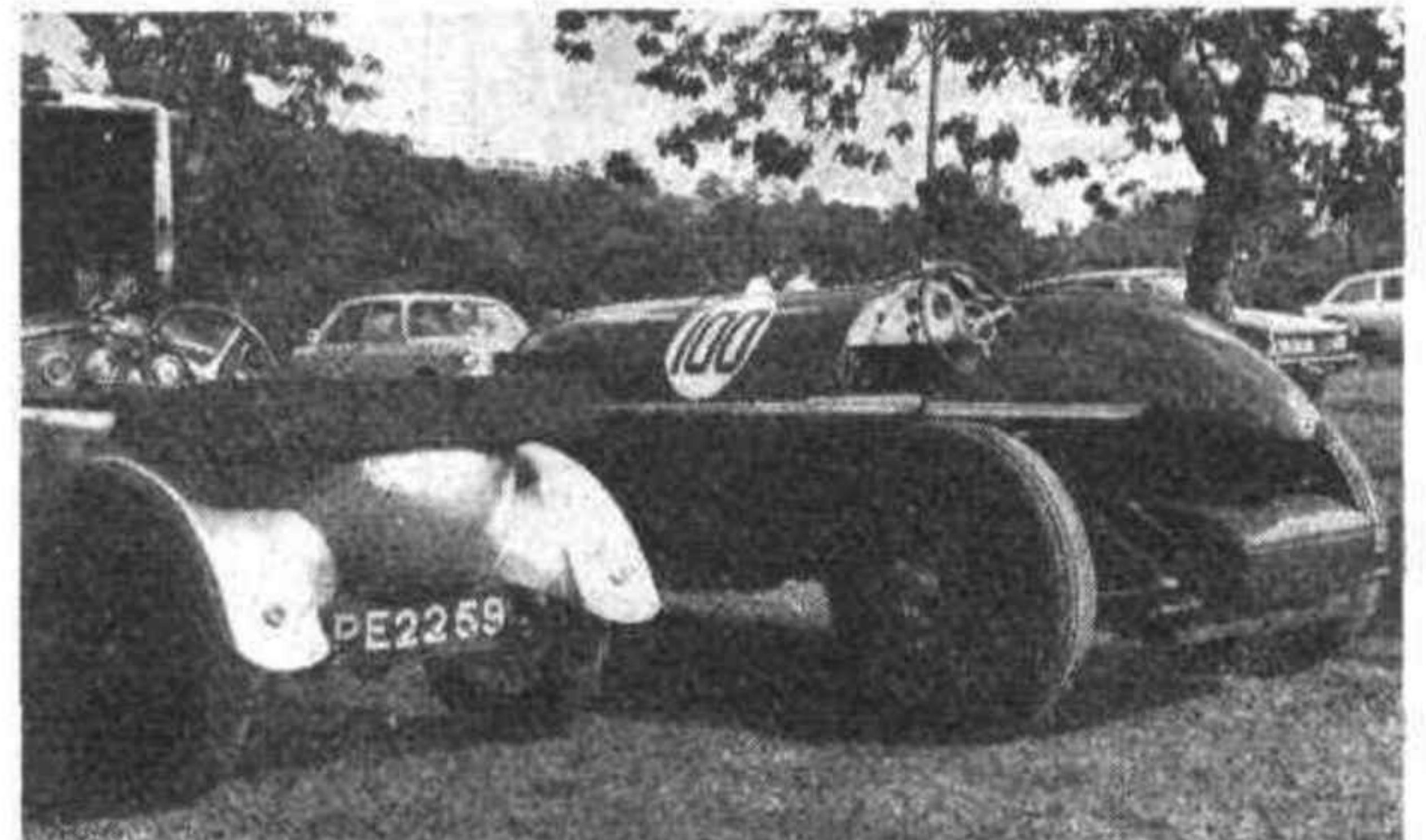
0-50 " ... 6.8 " 0-80 " ... 15.5 "

0-60 " ... 9.0 " 0-90 " ... 20.6 "

s.s. ¼-mile ... 17.0 sec.

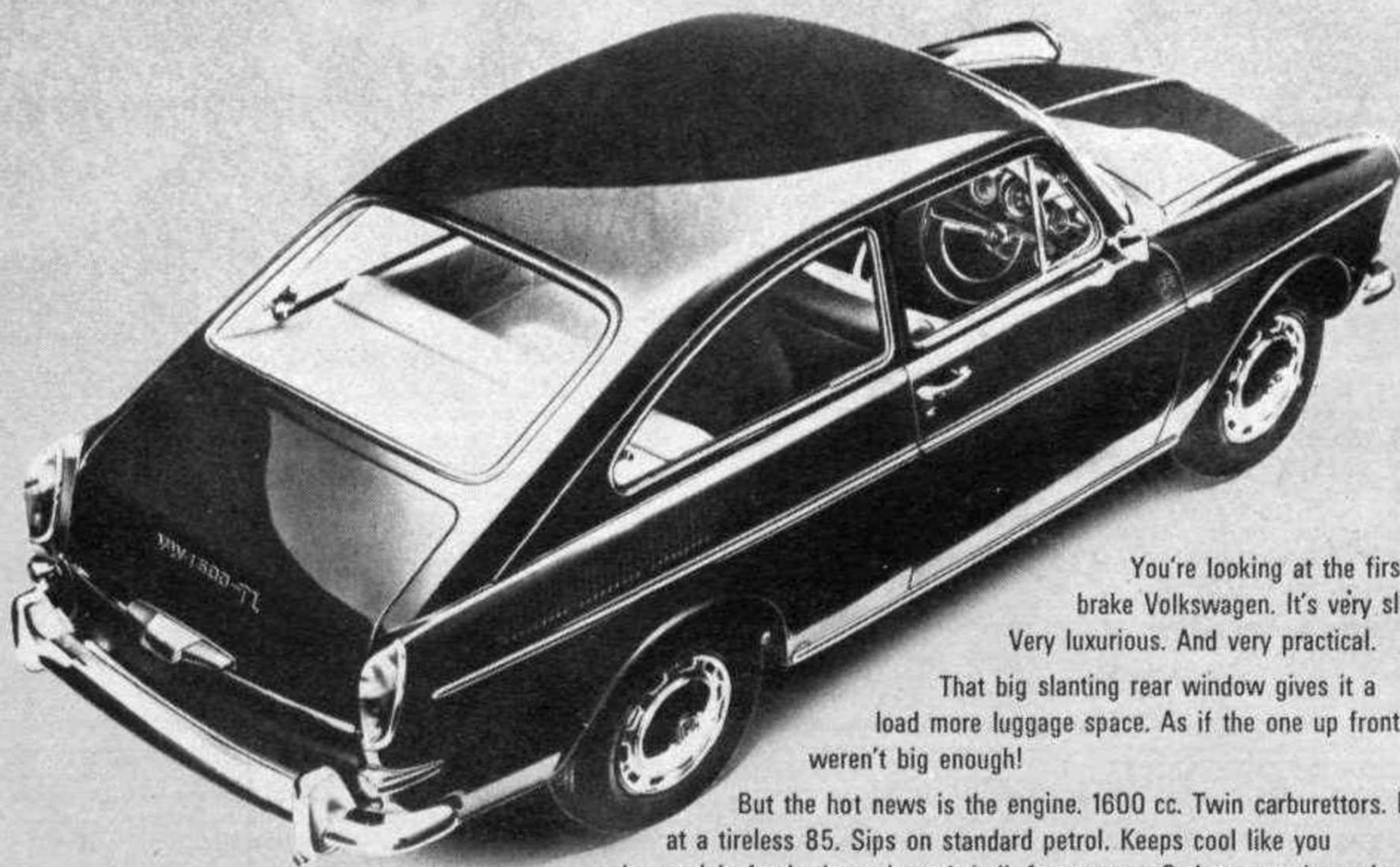
Speed in gears: First, 42 m.p.h.; 2nd, 66 m.p.h.; 3rd, 87 m.p.h.; top, 116 m.p.h.

To sum up, the Sunbeam Tiger V8 is a most entertaining sports car, and one possessing performance which makes it a very fast car indeed in terms of average speeds and, in the right hands, a very safe one. Its engine should be extremely durable, being so lightly-stressed, and it provides the fluid power output and "there-and-gone" acceleration I encountered first in the side-valve 3.6-litre Ford V8 some years before the war. At its selling price of less than £1,500 this well-finished, sensibly-equipped Rootes Group product, in something of the vintage tradition remembering the steering kick-back and hard suspension and respectably high power/weight ratio, is indeed an excellent addition to the ranks of British sports cars. Most of the minor shortcomings referred to above have been inherited from the Alpine and may well be designed out as the Tiger is developed further, but had the Alpine not been used as a basis the price would presumably have been far higher. While an engineer might raise an eyebrow at some of the installation details and the Sunbeam Tiger, like the Daimler SP250, has a better engine than chassis, taken all round it is an excellent investment, admirably suited to modern traffic conditions.—W. B.



Seen at the Vintage Prescott Meeting—Arnold-Forster rear-ends!

at nine ninety eight
even the price is good looking



You're looking at the first disc brake Volkswagen. It's very sleek. Very luxurious. And very practical.

That big slanting rear window gives it a load more luggage space. As if the one up front weren't big enough!

But the hot news is the engine. 1600 cc. Twin carburetors. It cruises at a tireless 85. Sips on standard petrol. Keeps cool like you do on plain fresh air; so it can't boil, freeze, rust. Or bust—you know how tough Volkswagens are.

You'll find a lot to like. Head-and-stretch room for five. Individually adjustable front seats. Matching colour carpets, doors, trim and seats. Separate front and rear heating. 6000 mile greasing. And rear side windows with glass that bends out when you open.

This Volkswagen doesn't look at all like a Beetle. But it's got all the solid Volkswagen virtues. Open it up on a test run. At just £998*, the 1600 TL Fastback looks pretty good on paper. It's better still on the road.

**(Recommended retail price £998.8.9 inc. P.T.)*

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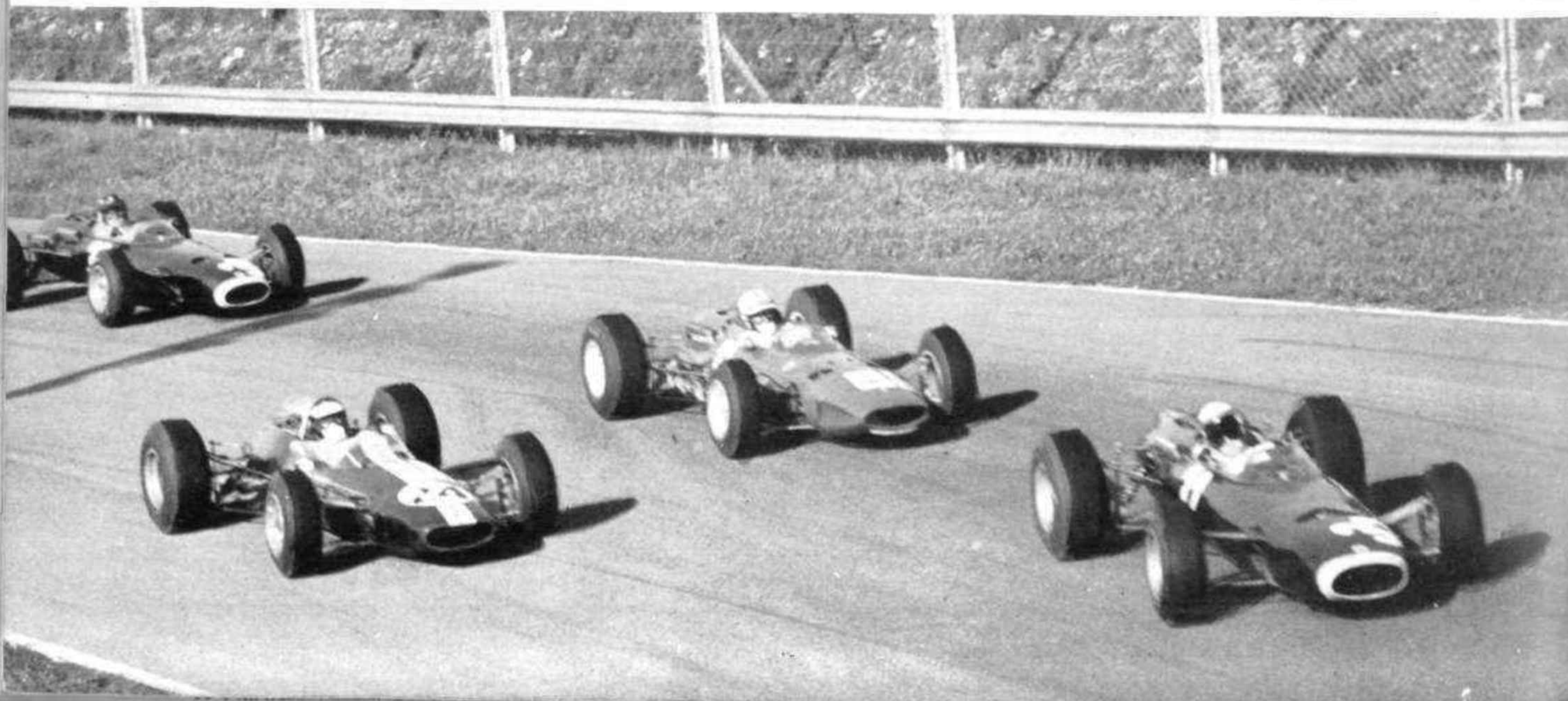
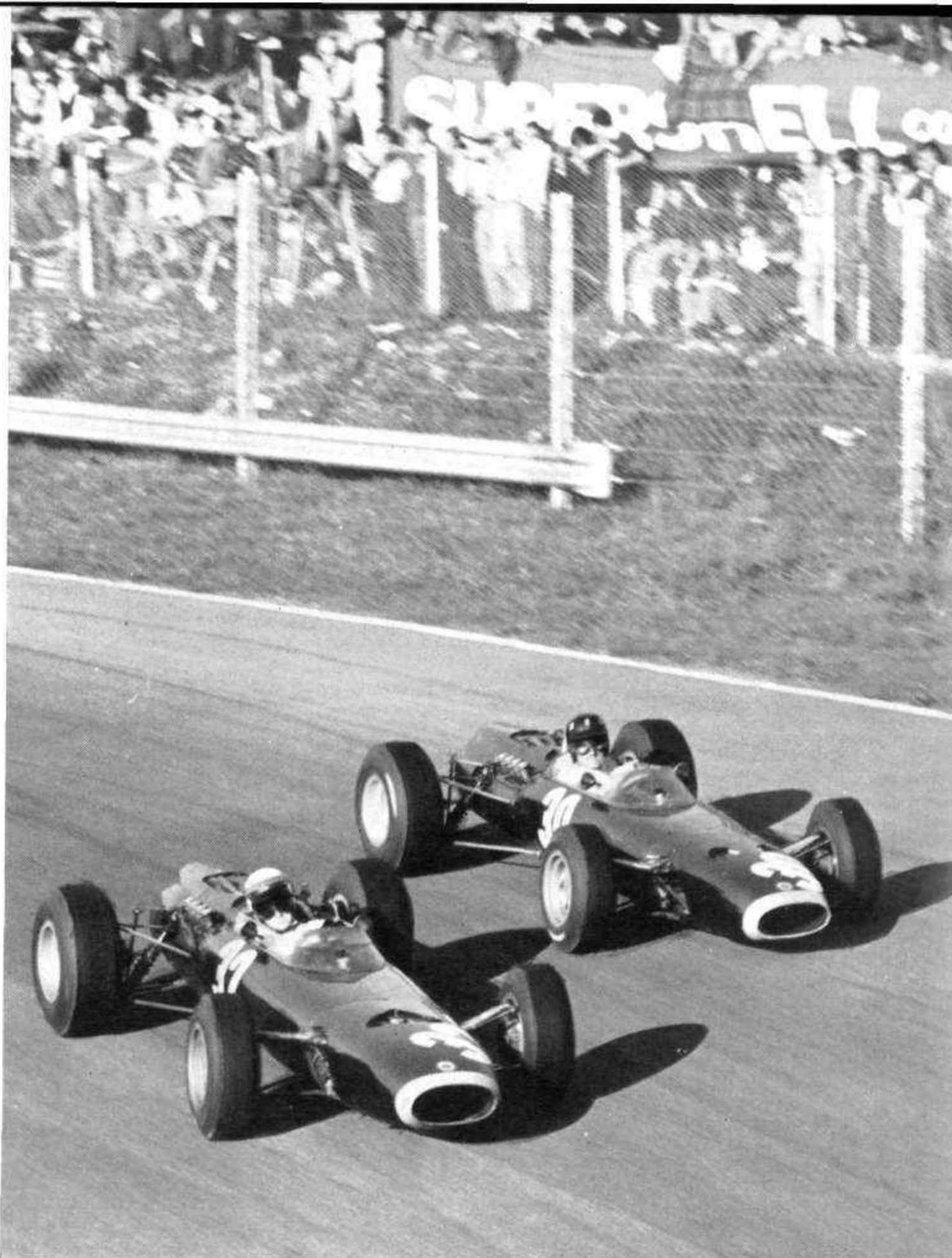
PICTORIAL

REVIEW

ITALIAN GRAND PRIX

APPRENTICE AND MASTER.—Stewart, nearest the camera, holds a slight lead over Hill as he goes on to win his first Championship Grand Prix. Racing at Monza for the first time, Stewart showed remarkable brilliance in mixing with the leading group for the whole race.

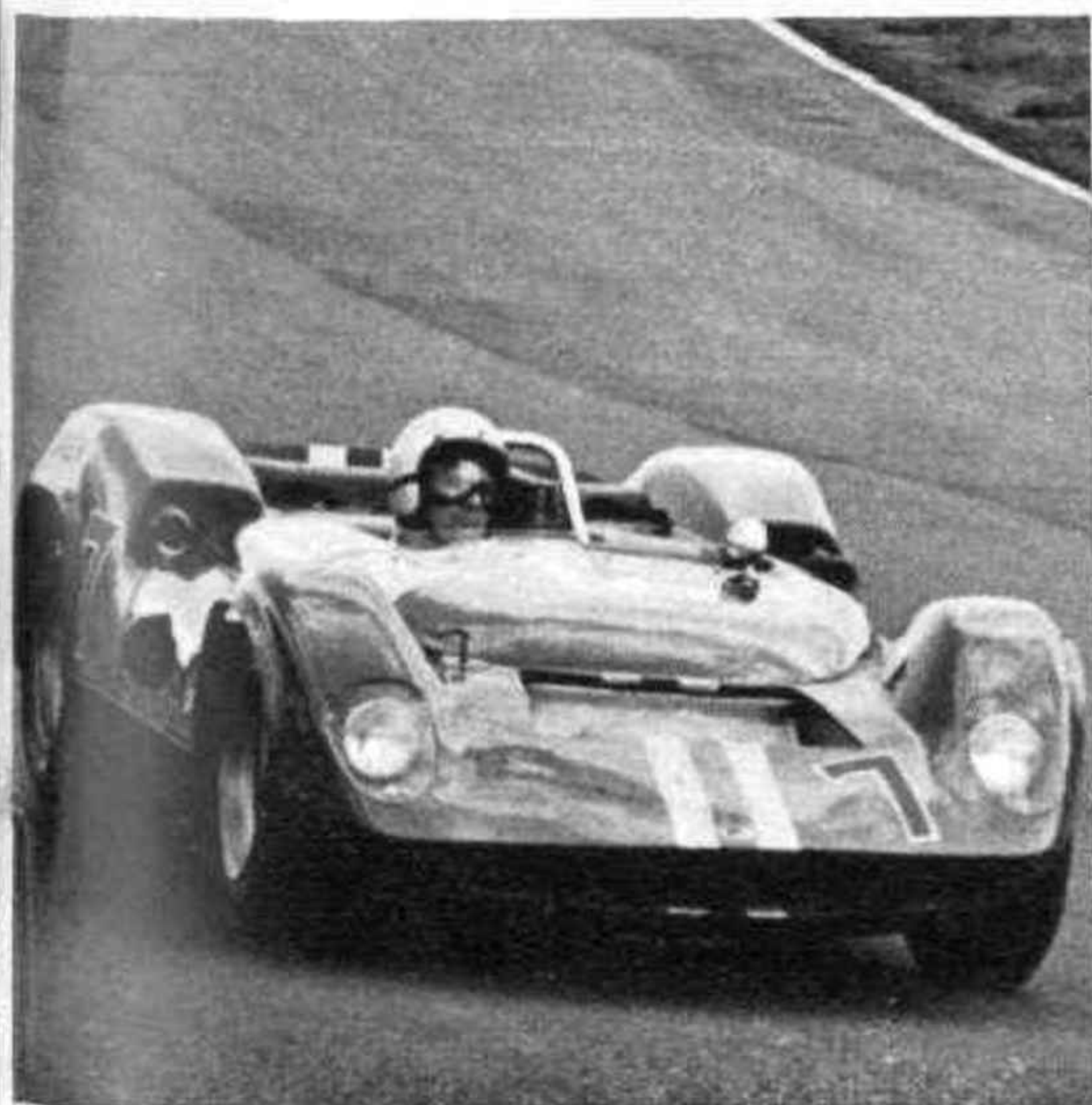
LEADING GROUP.—Stewart (B.R.M.) leading from Clark (Lotus) on the inside and Surtees (Ferrari) on the outside, while behind is Hill (B.R.M.). This group stayed together for many laps in one of the most exciting Italian Grands Prix. These two unusual angles were taken from the new Goodyear photographers' platform on the South Curve.





▲ **GUARDS TROPHY WINNER.**—John Surtees in the latest Lola 70 with Chevrolet V8 engine was unchallenged at Brands Hatch. He won both heats of the Guards Trophy and the Lola ran faultlessly.

▲ **GURNEY SPECIAL.**—Dan Gurney's McLaren-Elva Ford V8 had a poor day at Brands Hatch, retiring in heat two.

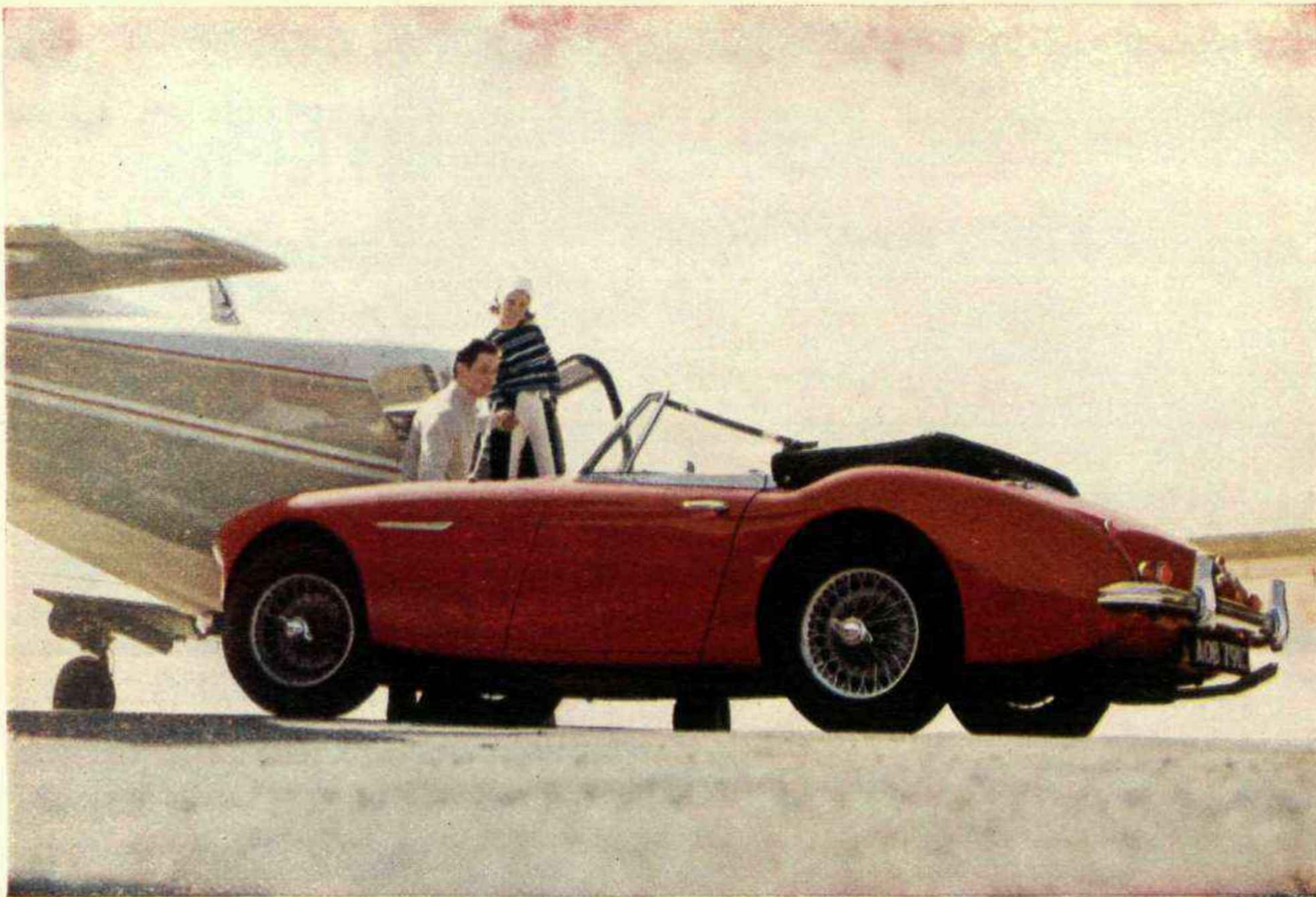


▲ **LACKING LITRES.**—Bruce McLaren put up an excellent showing in his Oldsmobile V8-powered car, finishing second.

▲ **TOO NEW.**—Jim Clark drove the brand new Lotus 40, making its first appearance in the Guards Trophy. It has a 5.7-litre Ford V8 engine, Climax-type exhaust system, and 15-in. wheels among other new features. Lack of practice prevented it being sorted out properly.

▼ **DUAL PURPOSE.**—Mike Parkes drove a 375P/2 Ferrari, changed from a Prototype to a sports car by fitting a small windscreen and a crash bar in place of the Le Mans "wing" behind the driver's head. It was very outclassed among the "Hot Rods" and here is followed by Revson's immaculate Brabham BT8 with 4-cylinder Climax engine.





We haven't yet built a sportscar capable of flight. Meanwhile the Austin Healey 3000 offers you quite a take-off. 60 mph in 9.8 seconds.*

When motoring correspondents write about the Austin Healey 3000, they tend to let loose the adjectives. Flatterers like: Rugged. Muscular. Hairy-chested.

If you've ever driven an Austin Healey 3000 yourself, you won't quarrel with these descriptions.

Ruggedness is something Austin have been working on for thirteen years, the length of time it took to arrive at the present Mark III. By now the 3000 *should* be rugged.

The muscularity is a function of the famous BMC C-series engine, tuned to give 150 bhp at 5,250 rpm. This is a big, three-litre powerhouse: hence the long, swept-back rake of bonnet needed to conceal it.

The chief improvements, latterly, are details of finish. Wind-up windows, a convertible top, a more elegant cockpit. A back seat that folds forward to form a platform for extra luggage.

On the road the 3000 is a quieter car: dual exhausts reduce noise without diminishing power. And the disc brakes are servo-assisted to keep 120 mph plus under close rein.

Competition? The 3000 spoils for it. It's the only British sportscar ever to have won the Liege-Rome-Liege Rally, which is probably the most destructive test of them all.

It's also the only British sportscar ever to have won it twice!

**Motor, November 28, 1964.*

AUSTIN



By Appointment to
Her Majesty The Queen
Motor Car Manufacturers
The Austin Motor
Company Limited



THE BRITISH MOTOR CORPORATION LTD.



Austin Healey 3000 Mk. III Sports Convertible (including £192.3.9 P.T.)—£1,107.3.9.

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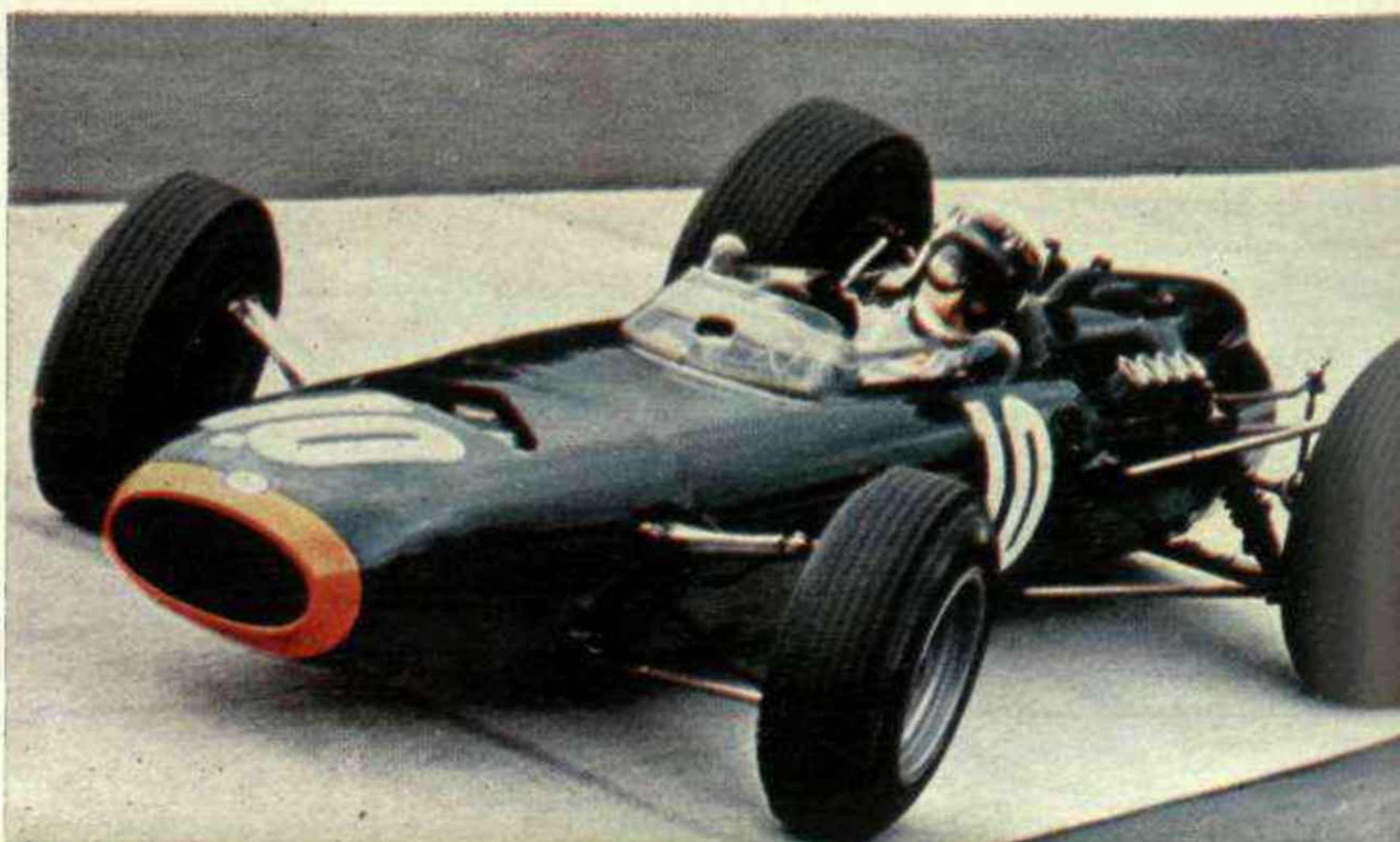
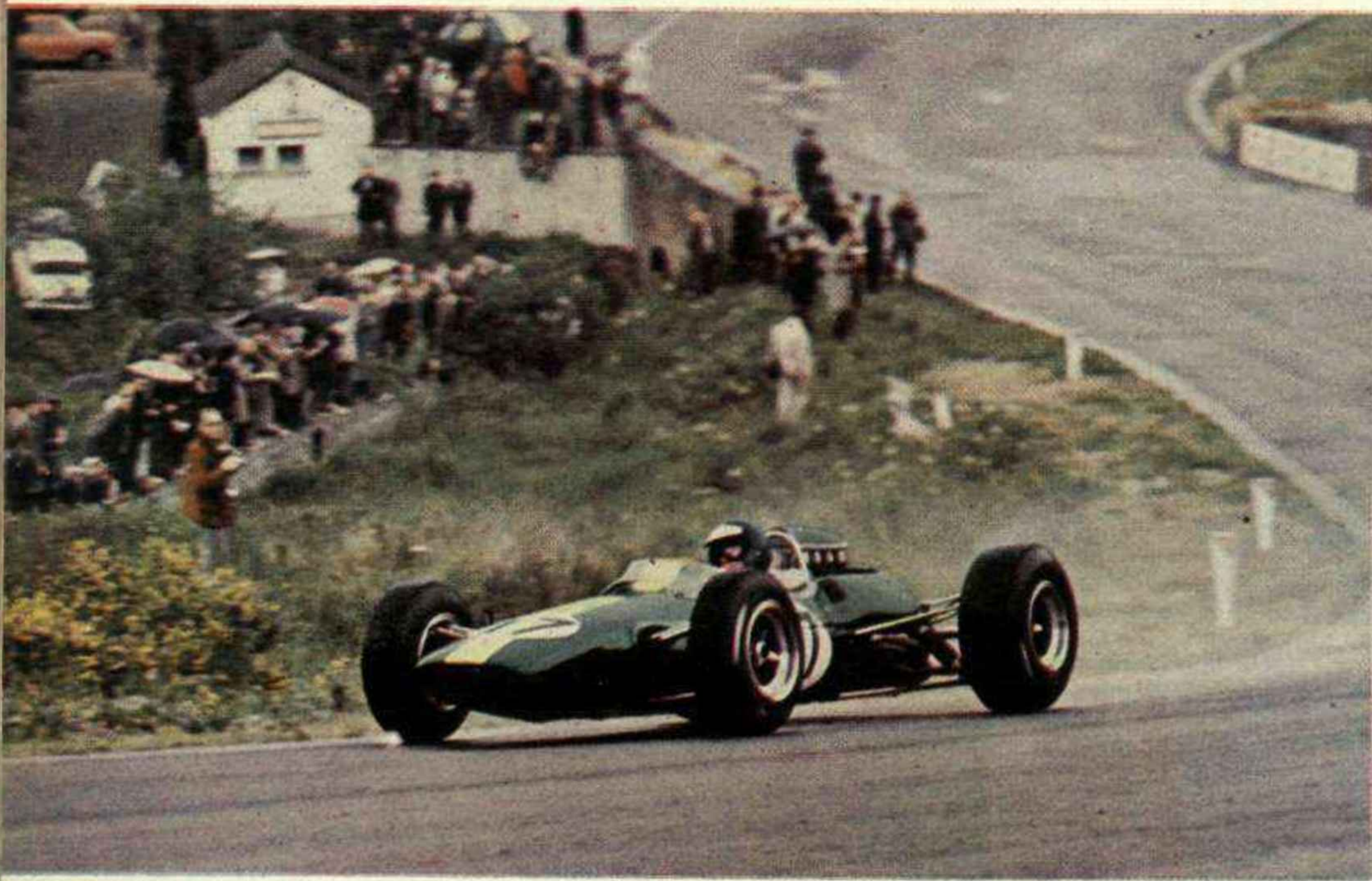
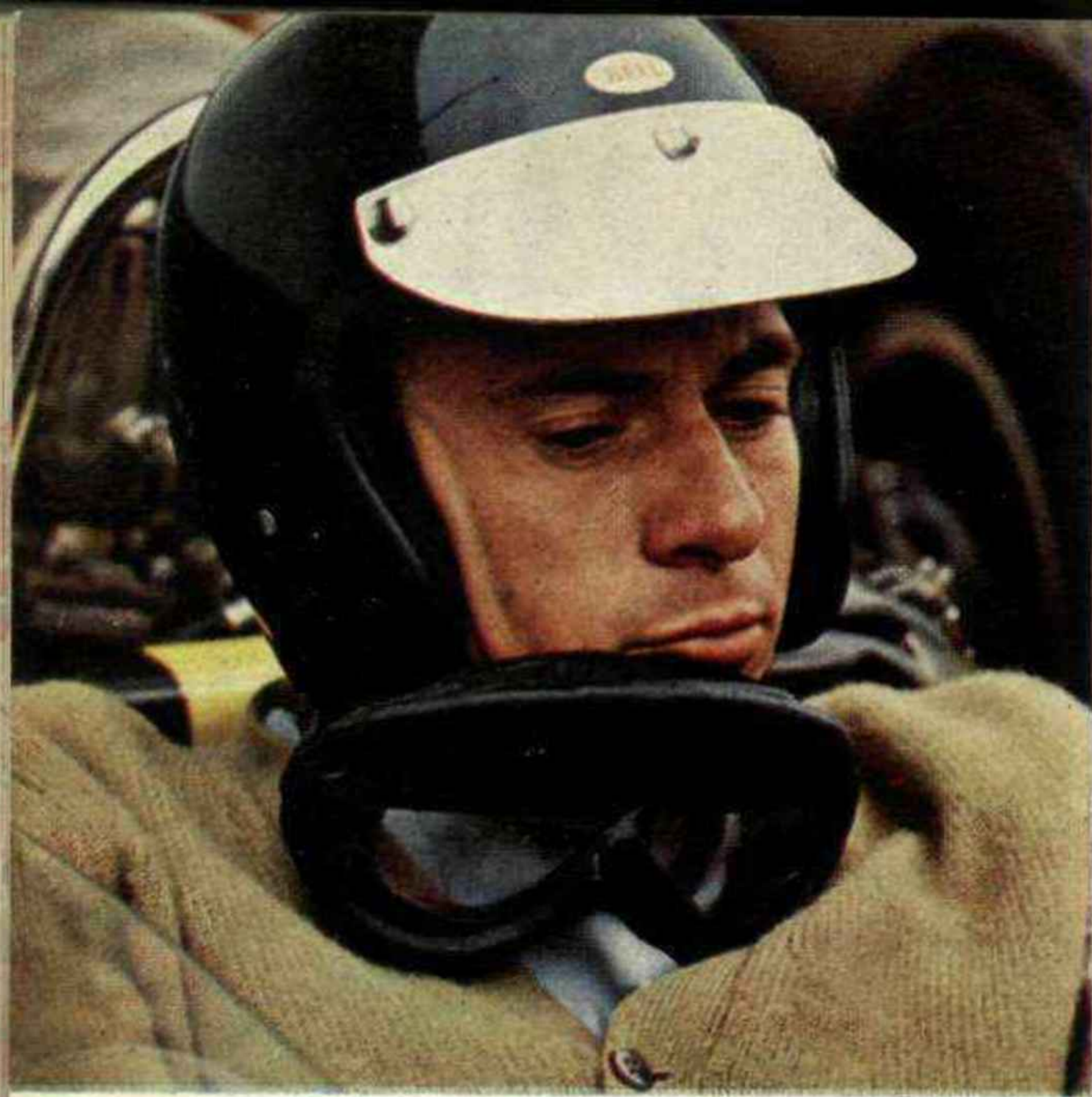


SICILIAN SUNSHINE.—Hurling down the main street of Collesano under the watchful eyes of the carabinieri, Vaccarella drives the Ferrari 275P/2 to victory in the 1965 Targa Florio. Appropriately enough his fans have painted "Forza Nino" on the road surface. ▲

CHAMPAGNE COUNTRY.—Pedro Rodriguez drives the North American Racing Team's 4.4-litre Prototype Ferrari to victory in the Reims 12-Hour race. ▼

NIGHT RACING.—This photograph shows the effect of a continuous stream of rear lights on a time exposure at Reims. The intruding white lights on the red stream are interesting; someone coming in the opposite direction? ▼





▲ **WORLD CHAMPION DRIVER** Jim Clark (top left) looking rather serious as he sits in his Lotus 33. The very fast Lotus 33 with Coventry-Climax V8 engine and 32-valve form (above) is seen at the 1968 Grand Prix, and (left) in the 1967 slippery Belgian Grand Prix at Spa.

▼ **SUCCESSFUL NEWCOMER.** Stewart (bottom left) made his debut with the B.R.M. Grand Prix team this year with outstanding results. He proudly wears his family tartan in a band round his helmet. (Bottom right) Stewart is seen during his practice for the German Grand Prix near the concrete-surfaced Karussell curve at the Nurburgring.



▲ **OPPOSITE LOCK.**—Graham Hill drove one of his finest races at the Monaco Grand Prix in 1965, and is seen in an opposite-lock power slide round the hairpin where the Gastworks used to be.

CLOSE RACING.—When Jack Brabham saw a chance of winning the Monaco Grand Prix this year he pulled out all the stops and passed the Ferraris of Surtees and Bandini. He is seen forcing his way inside to Bandini's Ferrari at the downhill hairpin where the old railway station used to be.



▼ **NOT SUCCESSFUL.**—The Honda team had a mixed season during 1965, and here Ronnie Bucknum corners one of the Hondas in the Monaco Grand Prix.



▲ **GRAHAM HILL.**—The B.R.M. team leader had his ups and downs during 1965, but when on form he was with the best. Here he wears a pneumatic neck support for his neck, following a 1964 accident.



▲ **JOHN SURTEES.**—The Ferrari driver and World Champion had a disappointing 1965 season.

▼ **DAN GURNEY.**—The lanky American drove for the Brabham Formula One Grand Prix team as he has done ever, but a lack of good Coventry-Climax engines kept him out of the winning. His gaily coloured Gooch overalls brought a welcome change to the uniform Dunlop-overalled scene.





▲ **SHELBY FORD.**—The 5.3-litre engined Ford GT40 receiving attention during practice for the 1,000-kilometre race at the Nurburgring. Behind is a Belgian-entered Ferrari LM in that country's national colour of bright yellow. ▼



▲ **SURPRISE WIN.**—The privately-owned Ferrari LM of N.A.R.T., driven by Gregory Rindt, won the Le Mans 24-Hour race, after the big works teams of Ford and Ferrari had destroyed themselves. ▼

▼ **EVENING SONG.**—As darkness fell at Le Mans the photographer caught the atmosphere of the brilliantly lit pit area and the blaze of passing headlamps. The distance travelled by the cars during the brief time exposure is indicated by the streaks of light from the lamps. ▲





SMALL WONDER that however tastes in cars may vary, the public always demands that a Midget be included in the MG range of models. It's because the Midget has become a legend. The Midget is a motoring evergreen that appeals to every generation because it is easy to drive, fast, manoeuvrable, delightful and inexpensive. And because we've been making Midgets for nearly forty years and do it rather well. So whatever else we may make, we always have our small wonder.

MG MIDGET Mk. II Sports Convertible with 1098 cc engine and front wheel disc brakes, £623.17.1 (inc. £108.17.1 P.T.)
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MGB 1800 c.c. Sports Convertible, disc brakes, wind up windows and every luxury (overdrive available as optional extra), £855.5.0 (inc. £148.15.0 P.T.)



MG 1100 with Hydrolastic® suspension, front wheel drive and front wheel disc brakes. 4-door de luxe: £742.5.5 (inc. £129.5.5 P.T.)



MG MAGNETTE with automatic transmission £982.2.6 (inc. £170.12.6 P.T.) or with manual gearbox £899.19.2 (inc. £156.9.2 P.T.)

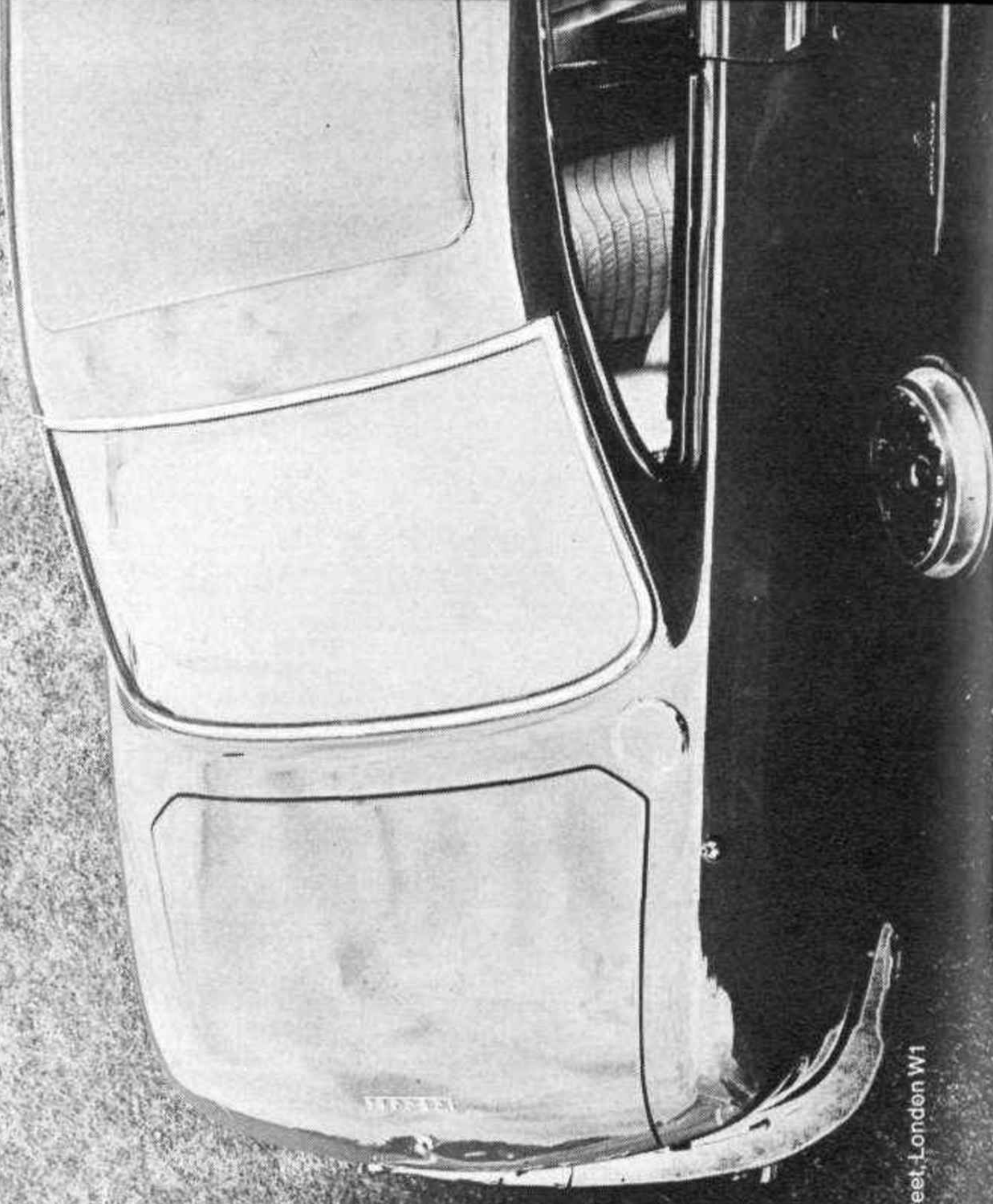
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The **BRITISH**
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VISION gives clarity in fog, rain, snow and ice - no problem either
night. Ferrari - standard equipment - Left-Hand Drive Coupe -
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▲ MASERATI TRIUMPHANT.—Spero's 250hp winning the fastest race of the day.

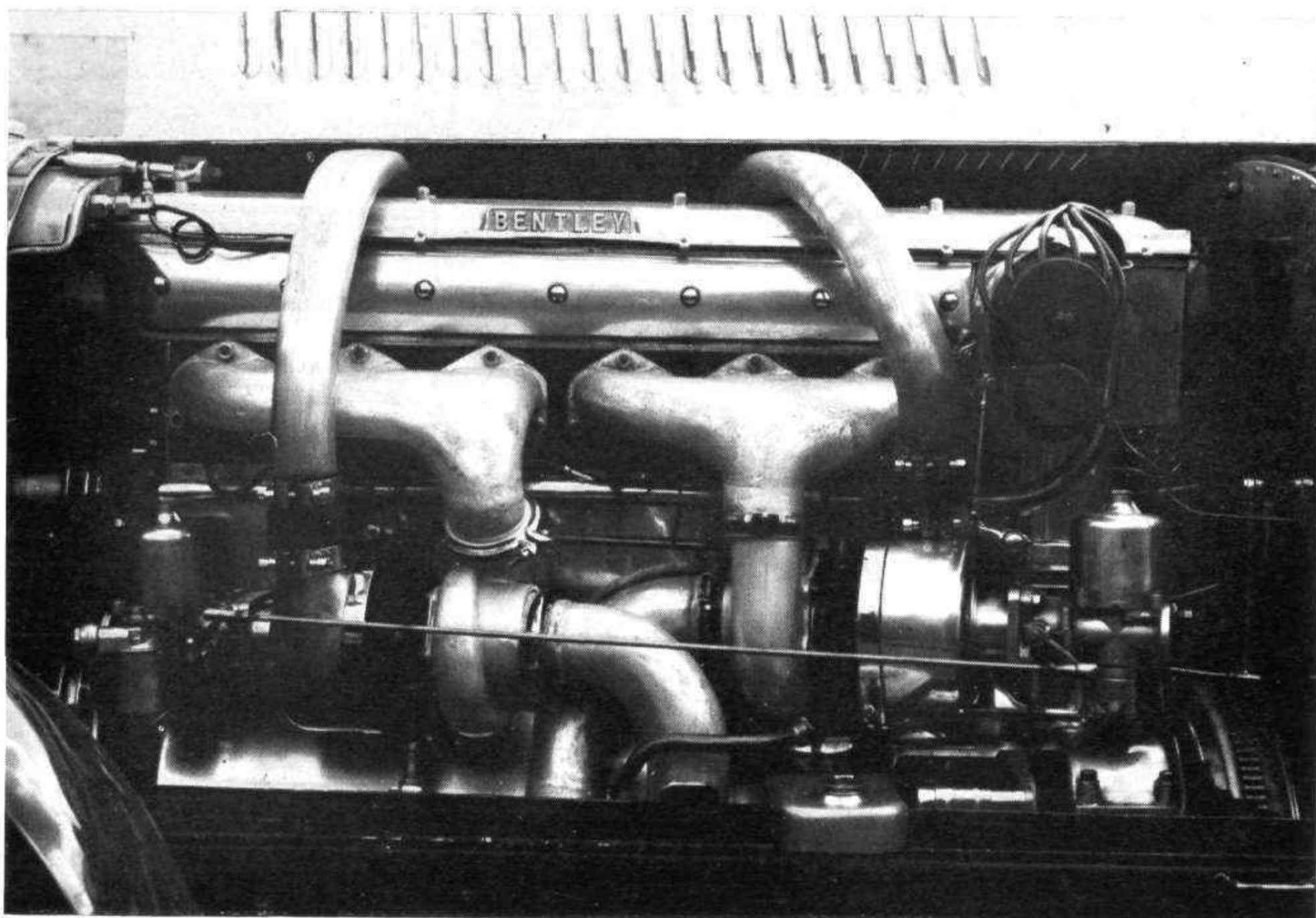


HAMISH MOFFATT driving splendidly in his very original Type 35 Bugatti, which won two races. ▲

VERY BROOKLANDS!—A rear view of Plaister's recently-discovered 1921 Horstmann. ▶

“SODA SQUIRT” AT A VINTAGE MEETING.—Peters' 1938 SS100 was another car that won on two occasions. ▼





The two Garrett turbo-superchargers on the exhaust side of J. L. Goddard's 8-litre Bentley engine.

A Turbo-Exhaust-Supercharged Vintage Bentley

WHEN the commentator at the B.D.C. Silverstone meeting spoke of John Goddard's 8-litre Bentley as having exhaust-driven turbo-superchargers, there must have been those, myself included, who thought he was mistaken and was referring to twin engine-motivated blowers. Not a bit of it. One never quite knows what "Jumbo" Goddard will do next and, sure enough, he now has a couple of exhaust-turbo-superchargers on the Bentley.

The car is the previously-described 3-litre into which an 8-litre engine was installed. To prepare this engine for forced-induction it had to be somewhat modified. When the late Forrest Lycett was running his well-known 8-litre he had two special crankshafts forged by Laystall in 1935, one being put in the car and the other, unmachined, kept as a spare. The spare remained on a shelf at McKenzie's for 30 years. It was presented to John Goddard by McKenzie, machined by Laystall and put into his engine.

The crankshaft has big-end journals of 65 mm. dia., compared to 60 mm. journals of the normal 8-litre crank and, being nicely matured, was just the job for the contemplated conversion. In conjunction with this crank new con.-rods were designed by Phil Irving, forged by E. Haddaway in Melbourne, and machined by Johnsteads in London. Made of Comsteel R4 2½ per cent. nickel-chrome steel equal or equivalent to EN25, these rods have a tensile strength of about 45 tons. Final hardening was achieved by soaking the rods at 850° C. for an hour, quenching them in oil and tempering at 550° C. The gudgeon-pin dia. is increased from ¾ in. to an inch. The big-ends are white-metal lined with Johnstead's "Brigramet" standard graphitised alloy, the small-ends phosphor-bronze. The c.r. was lowered to approx. 6.5 to 1 by

inserting a 7/16-in. plate between cylinder block and crankcase, which also serves to stiffen the notoriously flexible crankcase of a vintage Bentley.

The superchargers are standard production exhaust-turbo vane compressors made by Garrett of Los Angeles in their Industrial Research Division for diesel engines. They were responsible for the exhaust-turbo-supercharger offered as an optional extra for a time by Oldsmobile. American buyers did not show sufficient enthusiasm, the project was abandoned, and Garretts were left tooled-up for unwanted equipment.

These Garrett TEO-6-series turbo-superchargers are hung from the Bentley exhaust manifolds without any other form of mounting. Each one sucks from a 2 in. dia. S.U. carburetter and feeds to the engine through a pipe curving over the top of the camshaft cover and dropping into the standard Bentley inlet manifold. At present these pipes have a flat-section to clear the bonnet and look untidy, but they will be replaced in due course with properly-fitted stove-enamelled piping. The dimensions of this remarkable induction system were calculated by Garrett's engineers.

From each supercharger an exhaust pipe runs rearwards, either to outlets in the side of the car or at the tail, the previously-contrived side exhausts normally being closed by adapted petrol filler caps to provide rather more back-pressure for the blowers.

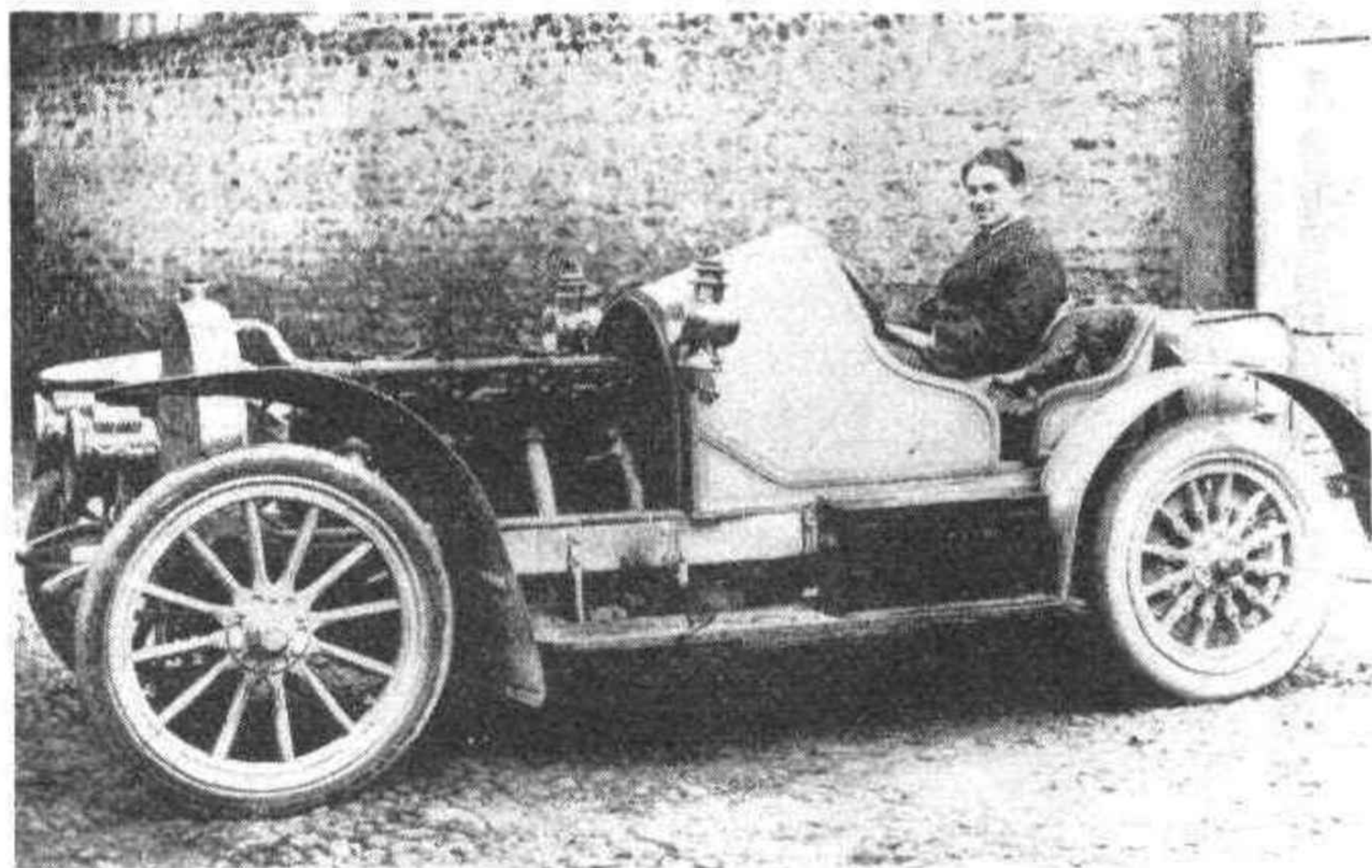
How does it add up, in action? Well, although Goddard does not usually exceed 4,000 engine r.p.m., the new crankshaft should enable 5,000 r.p.m. to be used safely. At tick-over the superchargers run at 1,200-2,000 r.p.m. At 3,500 r.p.m. of the

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LOOKING BACK

*The Editor chats with
Capt. S. M. Townsend*

*The 1904 Gordon Bennett Weir-built Darracq
as driven on the roads near Brighton by young
Townsend some six years after it was built.*



ARISING out of the notes we published about the 1904 Gordon Bennett Weir Darracq with the "7" on its hub caps in the June issue, I drove down the notoriously congested A31, along which Army tank transporters added to the creeping and crawling, and through trolley-bus infested Bournemouth last month to talk, at his charming house overlooking Sandbanks harbour, to Capt. S. M. Townsend, who owned the car before the First World War.

A family friend discovered this 11½-litre Darracq somewhere in London in 1910 after it had faded from contemporary memory and bought it for a joke. The then youthful Townsend and his friend Oscar Morris were asked to drive it down to Brighton. It repaid their enthusiasm by stalling on Brixton Hill, but restarted—the only time it ever did!—on the handle. The noise of the car's approach was awe-inspiring and to this was added a report like gun-fire when a tyre burst in Croydon. A friendly garage agreed to find and fit another tyre and, after spending the night locally, Townsend and Morris were back at 6 a.m. the next morning. After a slight fire the Darracq got away but began to overheat a few miles from its destination, so the family chauffeur was telephoned to come out and tow the monster home.

Investigation showed one of the four enormous cylinders to be cracked, so young Townsend was asked to accept the Darracq as a present. At this time the Daimler Company, having gone over to sleeve valves, were selling off surplus poppet-valve engines. Townsend bought an 8-litre Daimler engine of this type for £97 and had it installed in the old Darracq by Thornycroft's for a further £100. He then had a unique car, able to do 80 m.p.h. at 1,100 r.p.m. On getting married he sold the hybrid to his friend Oscar Morris who, as recounted, did extremely well with it on Brooklands Track.

Looking through Capt. Townsend's old photograph albums for pictures of the Darracq, I came upon other cars. For instance, there was his father's first automobile, a 3-cylinder 8/11 h.p. Panhard-Levassor, bought in 1905, when its underpowered engine with automatic inlet valves and friction-driven water-pump and its chain-drive were already out of date. It had a top speed of only 25 m.p.h. but was taken in a crate to Malaga and used for an ambitious tour of Spain, driven by young Townsend with the help of a French chauffeur-mechanic, his mother the passenger.

His father then bought a 30 h.p. Thornycroft, delivered as a chassis—"I felt very sporty, driving this"—so that the Thorn *Roi des Belges* body with detachable canopy top from the Panhard could be put on it.

This big Thornycroft proved a thoroughly reliable car, although a set of ordinary tyres lasted only 2,000 miles and Palmer Cords at £60 a set, 5,000 miles. A high axle ratio had been specified, which ruined the top-gear performance, but the Thornycroft performed well on a Continental tour in 1908/9, except for trouble with the acetylene headlamps. It was in use up to the outbreak of the 1914/18 war.

There were pictures of a 12 h.p. Clegg-Rover which Capt. Townsend received as a wedding present, another extremely reliable car, which had a Lawton Goodman coupé body and also

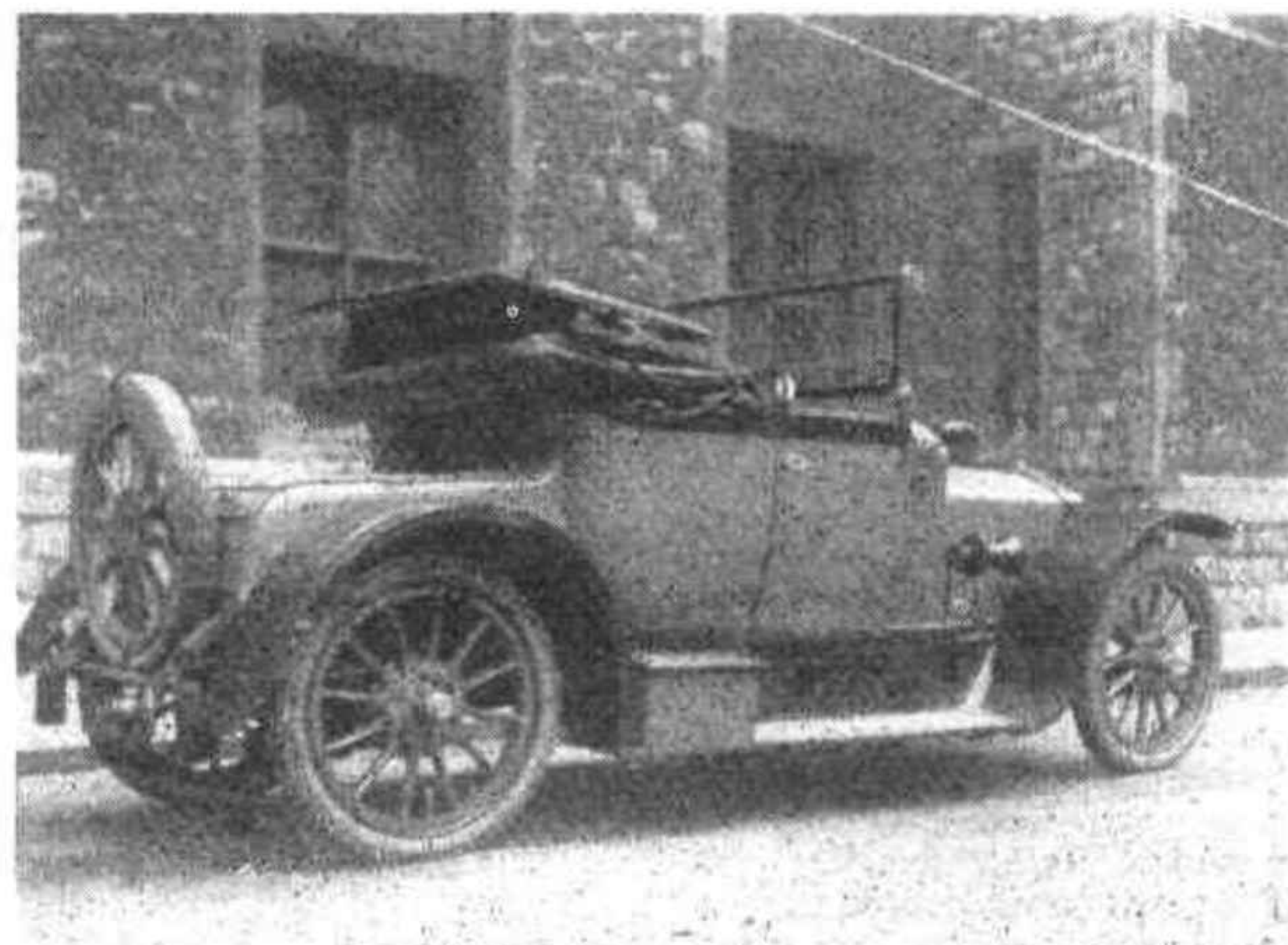
undertook a tour of France. There were clear "snaps" of two A.C. light cars, a war-time model with very sudden clutch, bought just after the 1914/18 war, and the new model which replaced it soon afterwards. Capt. Townsend wished to re-visit the French battlefields and, regarding the A.C. as too frail for the shell-pocked roads, he bought another Clegg-Rover, a tourer, selling it afterwards at a profit, aided by the time-honoured sales gimmick of a fresh coat of paint.

These cars were followed by a Fiat 501 with a crude Avro saloon body, very sparsely upholstered. Costing £800, this Fiat was very satisfactory except for harsh springing and noisy timing gears, the latter cured by putting in a fibre pinion.

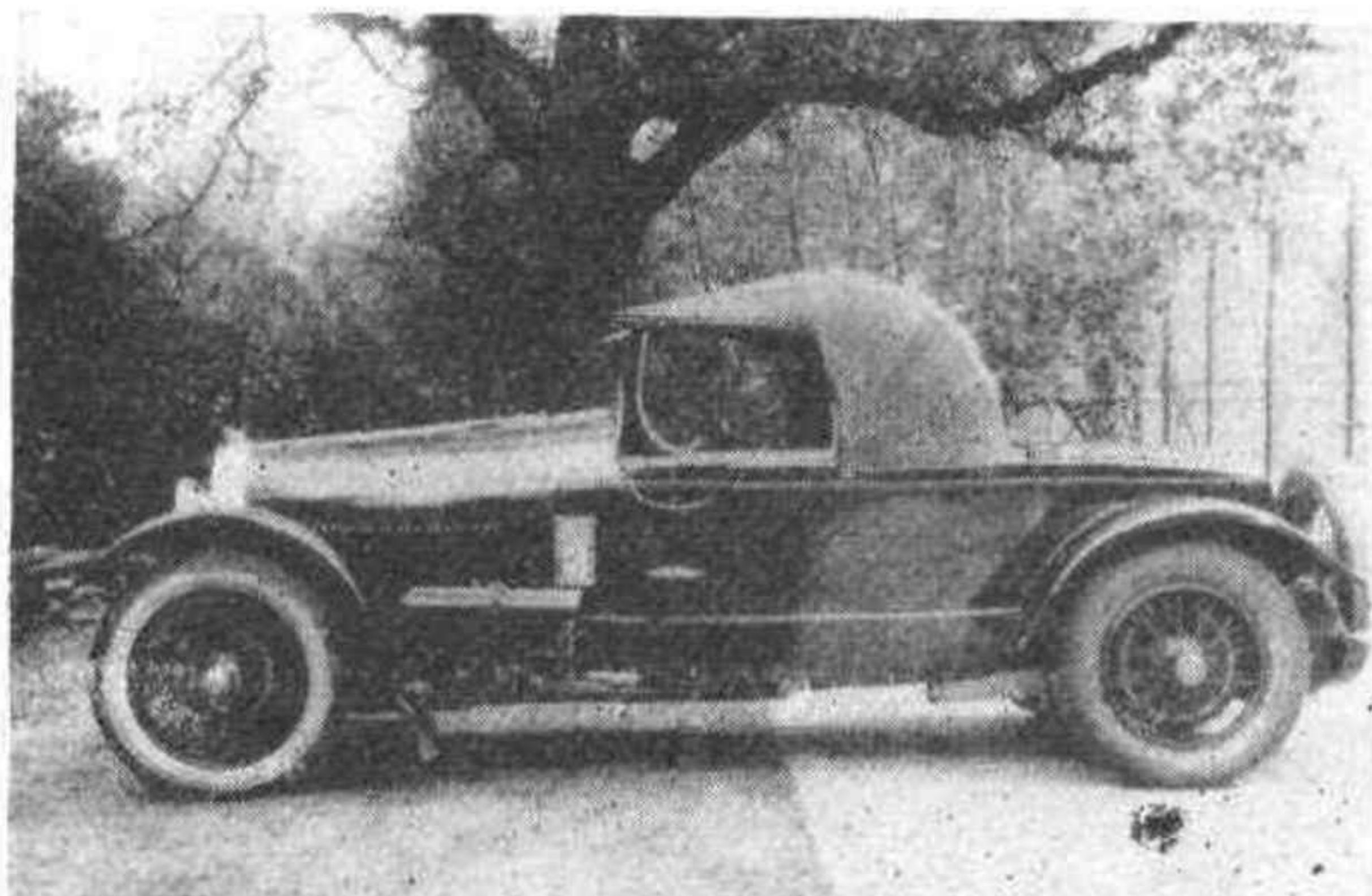
One interesting picture showed a very modern-looking wire-wheeled 18-h.p. Adler all-weather. Capt. Townsend brought this to England as a speculation but the anti-German feeling then prevailing killed the project stone dead.

Very handsome was a Delahaye coupé de ville, bought at Aldridges' auction for around £250 but disposed of because it suffered from incurable if occasional clutch slip. It was replaced by an immense 1925 Fiat Forty, with that very clean engine, all the components hidden under valences in the crankcase. The brakes were enormous in size and as powerful as they looked, calling for considerable care but serving their purpose when a train suddenly appeared at a blind level-crossing in Switzerland.

Very high praise is accorded a couple of Panhard-Levassors, a 1929 16/45 and a 1930 18 h.p., although the former sustained repeated seizures of its sleeve valves. "The controls, steering and



A nice wedding present—Capt. Townsend's 12-h.p. Rover tropical coupé.



The straight-eight Bugatti with the remarkable hinged bodywork, obviating doors and making entry a matter of just stepping onto the floor and lowering the top-hamper.

road-holding were excellent," recalls Capt. Townsend, "and the gear-change likewise—they invented the sliding pinion box, so I suppose it should have been!" Not all Capt. Townsend's cars are portrayed in his albums (see, however, *MOTOR SPORT* for July 1945) but I was fascinated by a picture of a box-like 12 h.p. Berliet saloon, with wire wheels and a big trunk on the back. This one was bought merely for getting home from the Riviera. It was secondhand and these Berliets had a poor reputation in France at the time, being described by garage hands as *mauvais marchandise*. Apparently the valve steel was too soft, resulting in hammering over of the stems or suchlike, but this one got the family home, although there was a delay of 36 hours at the works in Lyon for repairs, the Townsends living very well in ancient plush-upholstered restaurants meanwhile!

Looking at this old "snap" reminded Capt. Townsend that the car had occasional seats, enabling a nanny and a manservant to travel comfortably with the family, and called forth a tirade against modern cars with their low roofs, cramped interiors, lack of occasional seats but enormous luggage-boots!

In 1927—"I had reached the age of 40, when a man likes to get out of the rut"—Capt. Townsend initiated the now-famous Townsend Cross-Channel Ferry Service, by chartering a small coaster, the 386-ton *Artificer*, which he put into service in July 1928. This ship carried 15 cars but had no passenger licence, so passengers were taken by motor coach—one of them a 1928 18 h.p. Delage coupé de ville, rebodied for the purpose after servicing its owner until 1938—to another part of the harbour and transported by mail boat. Fares were £2 single, £3 15s. return for cars under 8 ft. 6 in.-wheelbase, compared with the Southern Railway tariff of £5 15s. single. The *Artificer* took 2½ hours on the crossing, and was permitted a dozen passengers on deck, who were charged 10s. each! The *Royal Firth* replaced this first chartered ship and after the company had made a profit of £80 in its first year, the *Forde*, an ex-warship, was bought for £5,000 and converted into a ferry boat able to carry 200 passengers and 30 cars at 13 knots, under the command of Capt. Louis Brady, a seaman of the old school. In 1950 the *Forde* was replaced by the frigate *Halladale*, bought from the Admiralty for £15,000 and converted by the Cork Dockyard Company. She is still in service and is of 1,370 tons, driven by twin-screw turbines of 6,500 h.p., and carries 368 passengers and 55 cars.

To revert to cars, one of the most interesting owned by Capt. Townsend was a straight-eight Bugatti, a Type 44 I think, equipped with a most unusual 2-seater doorless body—doors were unnecessary, because behind the front seats the body was hinged and the whole superstructure lifted up and back, you stepped onto the floor, sat down, and lowered the body down again! It was purchased from the Secretary of the Bains de Mer at Monte Carlo in 1924 and sold only because of the noisy gears and difficult gearbox. It was supremely safe and great fun.

I asked Capt. Townsend about his more recent cars. There was a 4-seater Fiat Topolino, which served extremely well—"nice controls, light steering, good lock, comfortable springing". When an illness caused Mrs. Townsend to crave really comfortable cars two Ford V8s were bought, the one made in Detroit being superior to the Dagenham product. But both served very well—this was in 1936/37. A salesman pointed out the superiority of the V12 Lincoln Zephyr and a snap-soiled 1937 example replaced

the second Ford V8 but both it and the first Ford V8 required back-axle repairs after 10,000 miles. Another Fiat, a drophead coupé, was still in use concurrently with the Zephyr, but was passed on to Capt. Townsend's son. A Dodge also did well, in use Overseas.

As a Company car after the war there was an R-type Bentley, the last of its type, with automatic gearbox. The springing was not as good as it should have been—"I wasn't enamoured of it." In 1956 Townsend Ferries became a public company and the Bentley had to go. It was replaced by a 1948 Lanchester Ten, which was a popular car in Bournemouth just after the war, amongst those used to quality cars but wanting compact and economical vehicles. The Daimler/Lanchester O.C. will be interested to know that, bought secondhand in Dover, this little Lanchester is still in use and has done 91,000 miles without overhaul. Capt. Townsend prefers its Daimler transmission to full automation. The luggage boot, although compact, has been found quite adequate.

To keep the Lanchester Ten company there is a Humber Super Snipe, bought new "and in nearly every way superior to the Bentley." At first the springing was not good enough for Mrs. Townsend but a change of rear shock-absorbers put that right and high praise is accorded to this rather American-style, roomy, British car.—W. B.

SOME FINAL WORDS ABOUT THAT FIAT 500

The time has come to dismiss in words the Fiat 500D about which I have made two interim reports, not because we have grown tired of it but because it gives no trouble, is so unobtrusive, that there is very little to say about it. It has run a total of 6,350 miles in my possession and has been serviced once. The only fault requiring the attention of a Fiat agent has been that broken throttle cable—compare with the many faults described in most long-duration road tests of far more costly cars. . . . In August the little car undertook a holiday tour of Scotland, driven by my 18-year-old daughter who passed her driving test the previous winter. Accompanied by a non-driving friend from St. Jean de Luz and much luggage, she enjoyed 2,260 miles of modern-Topolino motoring, doing the main-road bits of the journey with the speedometer needle habitually around the 70 mark. A careful check was made of the consumption of the 4s. 11d.-per-gallon petrol on which the Fiat thrives. It did 55.2 m.p.g. A pint of Castrolite was put in about mid-way and a further pint was required after the return home; a little oil was lost because the garage hand who replenished it did not push the dip-stick right in.

The tourists elected to return to Hampshire, from north of Edinburgh, on August Bank Holiday but, in spite of severe traffic hold-ups, especially in the vicinity of London, the 465 miles were accomplished in a normal day's driving and after arriving home at around 10 p.m. the driver showed no inclination for bed until the early hours of the following day, which disposes of the theory that these little ½-litre twins are fatiguing to use on long runs.

Snags are few. The dip-stick is rather too close to the exhaust pipe for clumsy manipulators and the extreme o/s. of the windscreen isn't swept by the wiper, although the n/s. is—a penalty, like the remote bonnet-release, of conversion to r.h.d., one supposes. That's about all I can fault.

The latest version of the 500D, I am told, is quieter, has a smoother clutch, and better door catches, with proper push-button exterior door handles. It has a bigger windscreen giving proper visibility to tall occupants and the doors are hinged from the front.

These Fiat 500Ds seem popular with those connected with motoring papers—Charles Bulmer, Mike Twite, Courtney Edwards, Michael Tee and myself, for instance, using them as auxiliary transport. The newest edition of the Nuova 500 should make many friends among those seeking a truly reliable and economical sun-roof 4-wheeler when it appears on the Fiat stand at Earls Court this month.—W. B.

MINIATURES NEWS

Corgi latest is a fully-detailed l.h.d. Chrysler Imperial convertible with a bag of golf clubs in the openable boot—No. 246 in the Corgi Toys series. The doors open and have side windows. Lesney have brought out an 8-wheeled mobile crane (No. 30 in the Matchbox series) and an S. & S. Cadillac ambulance (No. 54 in the same series). And, just released, is the Lesney replica of a F.1 B.R.M., to a scale of 54:1, which gives it a length of 2½ in. Finished in dark blue, with double-baked lead-free enamel, this detailed replica costs 2s.—but why on earth isn't it in B.R.M. green? Unless as a sop to Centro-Sud? There is, too, a Lesney Mercedes-Benz short-wheelbase touring coach with full interior seating (within an overall length of 2½ in.), clear-view windows, including roof windows, finished in orange and white two-tone finish. This also sells for a modest 2s. The respective "Matchbox" reference numbers are 52 and 68.—W. B.

3-COUNTIES AERO CLUB INTERNATIONAL AIR DISPLAY (Sept. 4th)

IT is nice to attend at least one Air Display a year, to see how motoring in the air is getting on and to keep a sense of proportion while contending with congested roads. So I chose the 3-Counties Show at Blackbushe, which gave the public nearly three hours' display for the modest cost of 5s. plus a programme, with an excellent commentary, and highly efficient traffic arrangements by the local police, even to turning A30 temporarily into a one-way road.

The Show opened with a 3-Counties' fly-past led by a D.H. Rapide, Chipmunks, Colts and a Tri-Pacer in formation. This was hardly over when the "Last of the Many," in the form of Hawker-Siddeley's Hawker Hurricane, came over at 4,000 feet, from Dunsfold, Bedford using its Rolls-Royce Merlin 502 engine to splendid effect in loops and rolls and fast fly-pasts. This is a Mk. IIC Hurricane, the cannon-firing version, and the last of 12,780 Hurricanes built in this country. This alone would have made the Blackbushe visit worthwhile, but—it was almost too good to be true—simultaneously Merryweather aerobatted in the 1930 Hawker Hart biplane (695-h.p. Rolls-Royce Kestrel), also venturing a loop.

After the Hurricane had victory-rolled away to the South against the encircling cumulus, seven parachutists jumped from the Rapide, from 5,000 feet. Then, from Lasham, came two light planes towing gliders, an Auster with a couple in tow, of which one skimmed the runway very low, while still attached, and a Druine Turbi. After the cast-offs, Derek Goddard performed some superb gliderbatics, ending with a low downwind fly-past before turning to land. Next, Michael Kennedy showed off the 45-h.p. Topsy Nipper II from Stapleford, a little fully-aerobatic wood-and-fabric single-seater weighing about half as much as a Mini.

The joke-turn was performed in an Auster J1N (Gipsy Major) by the C.F.L., Blackbushe, who simulated an escaped felon stealing an aeroplane—a topical touch in view of the escaped prisoners still at large!

An absolutely splendid item was the Vintage Parade. It was performed by two Comper Swifts, the 7-cylinder 75-h.p. Pobjoy-engined G-ABUU and G-ABVS, Ted Wilkinson's 1938 Miles Whitney Straight (130-h.p. Gipsy Major), a 1932 Taylorcraft Plus D, a very smart blue and yellow D.H. Puss Moth, a couple of Morris Motors' Tiger Moths, a Piper Cub, the 1959 (hardly vintage) Currie Wot 2 single-seater biplane with 60-h.p. Walter Micron engine, the sole surviving 1932 Robinson Redwing side-by-side 2-seater biplane and a 1937 Aeronca 100 with 40-h.p. J.A.P. flat-twin motor. The last two vintage aeroplanes circling over the pine trees, the Bluebird doing some heart-stopping slow turns at zero feet over the runway, was the finest part of a very enjoyable afternoon!

A brave and windswept pilot demonstrated the 15-100 m.p.h. speed range of the Wallis 116 Gyro-copter, its rotor blades driven by the air stream like the original Autogiro's and the engine a 72-h.p. McCulloch as found in outboard boats and rotary saws! A gate-crashing Beechcraft Bonanza having got down, four R.A.F. Jet Provosts from near-by Odiham performed formation aerobatics at 200-300 m.p.h., after taking-off together at nearly 100 m.p.h.; later, a solo Provost flown by Bob Holmes did its stuff to great effect.

A couple of Colts, an Auster 6, a Beagle Terrier, a Chipmunk, a Piper Tri-Pacer and a Piper Comanche 250 indulged in a so-called race, of steeply-banked turns, won by the last-named; Neville Browning did the best aerobatics of the Show in his Zlin Trainer-master (160-h.p. 6-cylinder Walter Micron), with bunts and level inverted flying—he wisely refrained from the temptation of "lowering" the wheels while flying upside down, explaining that the undercarriage electric motor gets hot and bothered doing this!—and Air Vice-Marshal Bennett, ex-racing motorist, demonstrated the Air Travel Linnet (Rolls-Royce Continental), a 2-seater capable of some 120 m.p.h. on 100 h.p.

Fly-pasts followed—of F./Lt. Ronaldson from Prestwick in a Lockheed T33A (5,100 lb. thrust R.-R. Nene), at least he was killed to do this but shot off to Odiham instead, probably wanting his tea, a big Douglas C47 of the U.S.A.F., this brass-hat's staff-car taking an astonishingly short take-off run, and a Cessna 180 4/6-seater which cruises normally at 150 m.p.h. with 230-h.p. Continental engine. Incidentally, Cessna sold 4,188 aeroplanes last year and Rogers, who presented this one, have sold 63 of this model in this country since January last year.

The most technically significant aeroplane in the Show was an Auster Autocrat turbo-prop, using a Rover TP90 gas-turbine running at a constant-speed of 46,000 r.p.m. and driving a

variable-pitch propeller turning at up to 25,000 r.p.m. This peep into the private-flying future was flown by Vivian Bellamy. A very good programme concluded with a taxi-past of Doug. Bianchi's Pokker D3 Replica, which did not venture off the runway, although a 90-h.p. Continental flat-four masquerades as a 1914 rotary, and a demmo. by a Riley Dove 400, which isn't a new B.M.C. confection but an American conversion of the well-known D.H. Dove. The U.S.A.F. lent a C4 as a static exhibit, parachuting was by courtesy of the British Parachute Club, which landed six out of seven delayed-drop jumpers on target (out of the Rapide) from 11,000 feet in a 12-knot wind, and the spotters were in their element at Blackbushe on September 4th. Good show!—W. B.

THE IAN WALKER RACING VAUXHALL VIVA "SPRINT"



The roll angle of the Ian Walker Vauxhall Viva is quite modest.

The Vauxhall Viva is a lively, spacious small saloon, with rather supple suspension. This induced Ian Walker Racing to get their engineering consultant, Bill Blydenstein, to go to work on a Viva, tuning its engine mildly and taking much of the soggy out of its suspension. The engine tune costs £35 on an exchange cylinder head basis, or £50 inclusive of fitting and testing. It embraces re-shaped combustion chambers, c.r. raised from 8.5 to 9.5 to 1, a mildly-re-contoured inlet manifold, altered valve timing by regrinding the camshaft, and different carburettor choke and bigger jets.

The suspension mods. cost £37 10s., inclusive of fitting, and consist of a set of four Armstrong shock-absorbers, anti-roll bar, and wider wheels (from a Singer Chamois) shod with Dunlop SP41 tyres. The test car also had a 15 in. dia. wood-rim steering wheel costing £7 19s. 6d. and a tachometer reading to 8,000 r.p.m., on a central panel on the transmission tunnel, which also contained an oil-gauge.

The increased suspension stiffness was just right, not spoiling the ride but materially enhancing stability. Taking the engine to 5,500-6,000 r.p.m. in the gears we improved on the 0-50 time recorded with a standard Viva by 0.9 sec. but found the 0-60 m.p.h. time to be fractionally slower. The s.s. 1/4-mile times were identical. The engine showed no temperament, except for occasional stalling. Again I was able to appreciate the light Viva gear-change and steering.—W. B.

CARS IN BOOKS

A reader has lent us "The Leaf and The Tree," which is the story of Boulton and Paul Ltd. from 1797-1947. In it we read of Dawson Paul, then in his sixties, refusing to have his letters typed on the first typewriter which appeared in the offices of Boulton and Paul in 1909 and of how he pretended to be contemptuous of the new motor-carriages, although "among the first, if not the very first man in Norwich, to possess one." Young Dawson Paul and Geoffrey Llisk built a hydroplane to the design of a Frenchman and put one of the Company's marine engines in her, using half of a 4-cylinder 4 in. x 6 in. Boulton and Paul engine. The boat, named *Dollydo* after an Australian girl friend of Paul's, swept all before it in the 1909 International Race Meeting, over the course Lowestoft harbour to Oulton Lock and back. She did 21 knots, and cost about £100. This led to the Company building a couple of 21-ft. International class boats, *Fuji-Yama* and *Vicoma*. The former did very well in races at Monte Carlo in 1910; the latter was sold to a sporting industrialist.

The war found B. and P. building huts and hangars and later joining with Howes and Sons of Norwich to build aeroplanes.

Continued on page 892

ON 2-SEATER RACERS—continued from page 868

Oldsmobile V8 engine was used, but later this developed to 4.5 litres, and the most recent car delivered to a customer, that of Dan Gurney, has a 4.7-litre Ford V8 engine, while the American Wintersteen has a Chevrolet unit in his car. At the recent Brands Hatch meeting there were six McLaren-Elvas taking part, and altogether this small group have built some 16 cars. A Hewland gearbox is used as standard, but McLaren's own works car, and Gurney's new car were both using ZF gearboxes at Brands Hatch, a reversal of the Lotus development. Creature comforts, such as seats, doors, windscreens, spare wheels, luggage compartments, and so on, all have to comply with certain minimal regulations and each manufacturer has his own ideas on such things. The McLaren has regulation doors which are hinged along the bottom edge with part of the wrap-round Perspex screen being attached to the top edge of the door. When mechanics are working on the car with the doors open, which is to say they are hanging down outwards, they are rather vulnerable, so on the latest McLaren the whole hinge is attached to the body by two quick-action aircraft fasteners, so instead of opening the doors, you merely detach them completely. Spare wheels are a problem, especially now that tyres are getting so enormous, and the McLaren normally carries it mounted flat above the driver's feet, under the large low Perspex screen. McLaren himself found that it tended to restrict his vision, he not being very tall, so on his works car the wheel is mounted at the rear above the gearbox. This space is normally allocated for the regulation "luggage compartment," so a bulge has been built on to the car, under the tail, and this covers the regulation luggage compartment. On the Lola the spare wheel is buried deep in the nose, its covering forming a duct to deflect the hot air from the radiator upwards and over the windscreen. The Lotus spare wheel is also mounted low at the front with a radiator on each side, the cooling system being divided. Exhaust systems are another regulation that causes problems, and token silencers are fitted to all systems, though none are effective. The Lotus 40 has a pure Indianapolis system, developed from the original Coventry-Climax V8 cross-over system. All three makes of "2-seater racers" use their own design of alloy wheels and at the moment the battle for tyres is very strong, Firestone, Goodyear and Dunlop all supplying enormously wide tread tyres for these cars. Sizes naturally vary with the make of car, but rear tyres of 7.00 x 13 in. or 7.00 x 15 in. are popular. The latest Firestone tyre is marked up at 12.00 x 15 in., which at first is confusing, for it does not mean a 12 in. depth, as does the 7.00 measurement on other makes, but refers to the caliper width across the wall of the tyre. The 12.00 x 15 in. is similar to a 7.00 x 15 in., but the important thing is that it has 9.20 in. of tread width, not 12 in. of tread as many people think.

Designing the basic car is no great problem, the headaches come when complying with regulations for the doors, windscreens, spare wheels, passenger seats and so on, which brings me to the final point in this article. If we are going to have "2-seater racers" then why don't we fill both seats during the races? For many years now the thinly disguised Grand Prix car has been masquerading as a sports car, with room for a passenger, and until 1957, when the Mille Miglia was abandoned, there was reason for this, as passenger or co-drivers could be carried. Since that date there had been no point in having a passenger seat, as it was never used, but nobody was brave enough to say "scrap the sports car idea, and have Formule Libre single seaters." The F.I.A. tried to introduce an element of GT into the scene, with more stringent rules as regards cockpit space and seating, but the passenger seats were still unused. Now we have this new era of big sports cars, or "2-seater racers" with us, and nobody has considered using the second seat. My contention is that if it is not going to be used then why not scrap it altogether, for I am sure that the designers of Lotus, McLaren and Lola would be much happier using all the same components to make single-seaters. Whenever the opportunity arises I take a ride in the passenger seats of any of these big sports cars, principally for the fun and enjoyment of being driven by Graham Hill, Jim Clark or Bruce McLaren, but also to see how practical it would be to have riding mechanics. Until 1957 this type of vehicle did carry a passenger, riding mechanic or co-driver, call him what you will, so there is no reason why we should not restart the idea. I know a great many people who would be only too happy to become professional passengers in events for "2-seater racers," and if the point of all this racing is to "improve the breed" and develop cars for the customer, then surely the passenger side of the cockpit is just as important as the driver's side. After riding with Graham Hill in a Ferrari 330P I asked him how he could stand the heat in the cockpit, and he said he had been complaining

about it for a long time but no-one would believe him, so nothing got done about it. If the practice of carrying a second person was normal, someone might believe the drivers when they complain. Recently I had a run in the Lotus 40 and commented on the vibration from the front end under heavy braking, and Jim Clark was most pleased to have corroboration of what he had been saying earlier. The racing driver is a lonely fellow when he is racing, and it is absolutely impossible to appreciate what is going on out on the track until you have ridden with them. As a group the racing driver tends to exaggerate and complain, so quite often his comments fall on deaf ears after a practice run, unless something is visibly wrong. Many of the people involved in designing and building racing machinery do go out with their drivers during private practice sessions, and Colin Chapman has even sat in the back of a Lotus-Cortina while driven by Jim Clark, but if it was regulation practice for "2-seater racers" to carry two people, it would not only give twice as many people a lot of enjoyment, but would help development. It would also have another advantage in that it would be wonderful training ground for new drivers, for a few laps sitting beside Jim Clark would teach you more than a year's racing on your own. If you drive round in a single-seater you may never find out that you are doing it all wrong, whereas a lap in the passenger seat with a first-rate driver would soon show you.

I am all for "2-seater racers" providing that both seats are used, but if they are not, then why not move down a group in the new F.I.A. code to Group 8, which is "Formule Libre racing cars." If there were enough of them, organisers would soon promote events for them. There seem to be two types of on-looker where these cars are concerned, and after some laps round Brands Hatch in the passenger seat of the Lotus 40 there were those who said "You must be mad," but there were just as many who said "Lucky blighter, I wish I could have a go." As a final thought on this subject I offer a suggestion to organisers, who always want new stunts to attract the paying customers. Why not a return to long-distance sports-car racing, in which there are two drivers to each car, and they must both be in the car all the time. This would help designers enormously, because at the moment driver A will say the car oversteers, and driver B will say it understeers; if they went out together in the same car, they might realise that neither of them know what they are talking about. After all the Mille Miglia race was over 1,000 miles, and the co-driver had to be there all the time, as it was one long lap of 1,000 miles, he could not sleep in a caravan while his chum was working, he had to go along with him.

Before any old fogeys amongst our readers write in about "danger, foolhardiness, public outcry etc.," I will warn them that if we do get proper 2-seater racing, I might start advocating the carrying of pillion passengers in production-machine motorcycle racing, for I have a production "racer" motorcycle that is a pure single-seater, and this is all wrong.—D. S. J.

CARS IN BOOKS—continued from page 891

At first they built FE 2bs in the Rose Lane works, flying them out of the old Cavalry Drill Ground at Mousehold from the end of 1915 onwards. When production outgrew the Rose Lane works a move was made to a 14-acre site on the opposite bank of the River Wensum (any later association with 30/98 Vauxhall bodywork?), called Riverside Works. The move was made over Easter 1916, the new buildings having gone up in three months. The firm made 550 FEs, then built 1,550 Sopwith Camels, a contract for 500 Sopwith Snipes not being quite completed when the war ended. In all, B. and P. built 2,530 military aeroplanes, 70 Naval flying boat hulls and 7,835 propellers.

In 1920 everything was moved to Riverside, the Rose Lane factory being sold to the Co-operative Wholesale Society and here aircraft manufacture was commenced with B. and P.'s own designs, starting with J. D. North's twin-engined Bourges biplane bomber and the P.9, priced at £800 as a 104 m.p.h. dual-control two-seater. At the *Salon de l'Aéronautique* at Paris in November 1919 the all-steel P.10 was shown and from it stemmed the long line of Boulton Paul aeroplanes—Bolton, Bodmin, Bugle, Side-Strand, Bulldog, Overstrand, etc., of nostalgic memory. They also made the structural members of the R.101's hull, 27 miles of tubing and 11 miles of bracing cables, secured by 65,000 nuts and bolts, which had to be made so accurately at Norwich that they would bolt together at Cardington, the tolerance on the 45-foot-long girders being plus or minus 0.03 in. Such a waste when it ended tragically in flames at Beauvais. . . .!—W. B.

World champions three!

Jim Clark won six great victories in Colin Chapman's Lotus Coventry-Climax

using **Esso** fuels and lubricants to lead for the World Championship

SOUTH AFRICAN GRAND PRIX • BELGIAN GRAND PRIX • FRENCH GRAND PRIX
BRITISH GRAND PRIX • DUTCH GRAND PRIX • GERMAN GRAND PRIX



PUT A TIGER IN YOUR TANK
-new Power-formula Esso Extra

The Bentley D.C. at Silverstone

August 21st

THE annual Bentley D.C. Silverstone Race Meeting this year had the generous support of W. D. & H. O. Wills Ltd. and was open to a number of other makes, including the hottest Minis. Although at one time the racing ran 1/2-of-an-hour late, due to demonstrations of all the Bentley models from the 3-litres down to the elegant Derby and Crewe-built models between the events, these worthwhile parades having an unfortunately small audience probably due to heavy rain in the morning, this was definitely a meeting worth attending. The course car was a smart Porsche.

Meakin's Aston Martin DB2/4 led all the way in the Novices' scratch 5-lapper for Bentley, Aston Martin and Lagonda cars, holding off Miller's sister car, Barraclough's 3/4-litre Bentley finishing third, having, rather surprisingly, overtaken Mitchell's "modern" Le Mans Frazer Nash on lap 4.

A 5-lap Bentley Handicap saw post-vintage cars finish in the first three places, Russ-Turner's blown Mk. VI two-seater, economical of road at Woodcote, taking the lead on lap 3 but losing it on the last lap to Bradley's 4 1/2-litre Mk. VI Special, which won very easily, after an impressively safe-looking drive. This car started life as a saloon and is very little modified, retaining its original axle-ratio, having a slightly raised c.r., but, its owner adds, "with much lightness added." It was sensibly-bodied and nicely turned out. The handicapping was good, Bailey's Derby-built 4 1/2-litre two-seater "special" following Russ-Turner home, with Harry Rose's blower-4 1/2, Ann Rose's 3 1/2-litre and Sowden's great 8-litre coming up in a tight bunch behind. An interesting car was John Goddard's 3-litre with two exhaust-driven turbo superchargers for its 8-litre engine, but it was suffering from fuel starvation in spite of immense S.U.s.

Gibson drove his Jaguar E-type very smoothly to win the 10-lap Jaguar Handicap from Kerr's 3.8 Mk. I saloon and Chamberlain's scratch 3.8 Cooper-Jaguar. The E-type had "competition" suspension, gears and camshaft. These modern Jaguars out-classed a 3 1/2-litre Soda Squirt on 16-in. wheels.

The Bentleys then enjoyed another 5-lap Handicap, which Baker's unusual-looking 6 1/2-litre two-seater with forward-mounted radiator took command of from lap 3, winning easily from Mrs. Mountfort's vintage 4 1/2-litre, while Pasmore's 3-litre and Padgett's 6 1/2-litre, the latter tending to mis-fire, dead-heated for third place. Padgett's car had an ambulance body during the war but is now a decent replica of something you could have seen at Brooklands.

The next race, over 10 laps from scratch, was one of the best ever seen at a Club Meeting. Every conceivable sort of car was going round flat-out—Bentleys, Bugattis, M.G.s, Jaguars, Lagondas and Minis! Ham's Aston Martin DBR1/300 was in the lead, hotly and resoundingly pursued by Chamberlain's Cooper-Jaguar, although pulling away towards the end. Riley in the Alexander Engineering Mini-Cooper S was hanging on gamely, fighting off Cox's Mini-Cooper, with Gibson's Jaguar-E fifth, Leo's Lagonda DB V12 back in sixth place after a spin at Woodcote, and Symondson driving his Bugatti 57S with consummate ease, and St. John well up in his Type 35 G.P. Bugatti. What a race! Ham averaged 79.74 m.p.h. and Chamberlain lapped fastest, at 81.76 m.p.h.

After this the rest of the rather drawn-out 12-race programme couldn't stand comparison, although in the 10-lap Scratch Race



Bradley's very stable Bentley Mk. VI Special won two races at the annual B.D.C. Silverstone Meeting.

for B.M.C.-engined Minis Riley and Cox fought a fine race-long duel, Cox taking Riley inside at Woodcote on lap 2 and both taking Woodcote side-by-side on lap 5. Cox was somewhat balked on lap 7 and had to go wide in pursuit of Riley when Edginton's Cooper-Minnow spun at Woodcote, after which he carved-up a back-marker with little to spare in making the pits-straight. The two leaders tied for fastest lap, at 79.3 m.p.h.; Montague's Mini-Cooper S was third. Spokes rolled the Aurelli Accessories Mini-Cooper at Copse and altered its shape without injury to himself.

Bradley's impressive Bentley Mk. VI Special won another scratch race for Bentleys from Sowden and Barraclough, and Ham and Corner (Aston Martin DB3S) duelled in the All-Comers' Handicap, with Riley's Mini-Cooper S again hanging onto third place. It was a most enjoyable meeting.—W. B.

The winners were:

Novice 5-lap Scratch Race	J. K. B. Meakin (Aston Martin DB2/4)	63.34 m.p.h.
Bentley 5-lap Handicap	R. P. Bradley (Bentley Mk. VI Special)	71.15 "
Jaguar 10-lap Handicap	R. A. Gibson (Jaguar E-type)	76.69 "
Bentley 5-lap Handicap	D. Baker (Bentley 6 1/2-litre)	56.55 "
Invitation 10-lap Race	D. J. M. Ham (Aston Martin DBR1/300)	79.74 "
All-Comers' 10-lap Handicap	D. J. Faller (Monza Eng. Morris Mini)	71.17 "
Lagonda 7-lap Handicap	B. Edwards (Lagonda M45)	66.41 "
M.G. 5-lap Handicap	C. Wiles (M.G.-B)	71.68 "
Aston Martin/Bugatti 5-lap Handicap	J. K. B. Meakin (Aston Martin DB2/4 Mk. 3)	79.08 "
B.M.C. Minis 10-lap Scratch Race	T. Riley (Alexander Eng. Mini-Cooper S)	78.14 "
Bentley 10-lap Scratch Race	R. P. Bradley (Bentley Mk. VI Special)	70.63 "
All-Comers' 10-lap Handicap	D. J. M. Ham (Aston Martin DBR1/300)	77.56 "
Fastest lap of the day		Ham (Aston Martin), 82.23 m.p.h.

CORRECTIONS

An error in dictation over the telephone when preparing the July issue made a nonsense of the praise I tried to bestow on the latest B.M.C. safety-belts—they are, of course, reel-type belts. And I apologise for referring to Roger Richmond as Robin Richmond at the conclusion of the article on Morgan 3-wheelers.—Ed.

USEFUL IN THE WORKSHOP

James Walker & Co. Ltd. have recently issued packs of multiple brass shims, the shims being presented in an extremely comprehensive range of thicknesses each in a sheet size of 6 in. x 12 in. The comprehensive range of these sheets should make them very useful in the home workshop, especially as the pack is priced very reasonably at 30s.

Apart from these shim packs and general jointing material for which this Company is World famous, we learn that James Walker are still supplying their handmade copper asbestos gaskets to MOTOR SPORT readers for use in vintage, veteran and modern cars. As they so rightly say, at the present time with so many

tigers in tanks, what better than putting a lion under your bonnet! The address of the Company is: Lion Works, Woking, Surrey, tel.: Woking 5951.

THE THINGS THEY SAY . . .

"Rarer by far than a Rolls-Royce, at one stage I had my Alvis parked among five of them. Not only did it make them seem like something off a supermarket bargain counter but it didn't concede a scrap in its finish or quality."—Robert Glenton writing of the Alvis TE21 in *The Sunday Express* of September 5th.

"... The familiar VW profile will undoubtedly be around for many a moon in spite of its faults and detractors. Its position has been an honourable and earned one. But many buyers are switching. One of the cars which is showing strength in the market is the British Motor Co.'s M.G. 1100 Sports sedan. . . . Trade your VW for an M.G.? Go ahead."—The American magazine *Road Test*, comparing the VW 1200 with the M.G. 1100 in its March issue.

LETTERS FROM READERS

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

DESIGNED BY A CYCLIST FOR MOTORISTS

Sir,

I was interested to see what Jack Brabham has done to driving gloves.

After two years of grand prix racing he has apparently developed a glove which has been used by racing cyclists for at least 20 years.

Since progressing from cycling to motoring, I have found "track mitts" to be invaluable for driving and I well appreciate the advantages of this type of glove which also alleviates the clammy feeling often encountered when wearing ordinary gloves.

Whilst I encourage his promotion of this type of glove, I feel his acclamation to be completely unfounded. Real Italian hide mitts retail at between £1 and £2.

Thank you for an excellent magazine.
Birkenhead.

A. J. WHITEHEAD.

* * *
100 LG

Sir,

In your account of driving a Silver Cloud III in your September issue, you mentioned that the car which you used—a Rolls-Royce demonstration vehicle, registered 100 LG—had nearly 50,000 miles of hard motoring to its credit, including many fast journeys to the South of France, Spain and Germany. It might amuse your readers to know that, in September 1964, this same car made a longer—and even faster—journey, when it travelled at 600 m.p.h. facing backwards, in the forward cabin of one of my Company's VC10 airliners—which are fitted with special freight doors to enable them to carry bulky cargo—which made a ten-day 27,000-mile demonstration tour of East and Central Africa, prior to its introduction into service between London and these destinations.

The Rolls was taken as a reminder to freight shippers in Africa that air cargo today can come in big packages: it created a good deal of interest when it was unloaded at each airport and driven off to collect guests who were travelling on demonstration flights.

To your list of the public who react to a Rolls—the lorry drivers who give the car a clear run, the hotel porters who salute, and the hotel managers who inflate their prices, may I add the African soldiers who fix bayonets and present arms?

JOHN LOADER,
Chief Publicity Officer,
British United Airways.



The Rolls-Royce Silver Cloud III emerging from the hold of a British United Airways VC10—see letter above.

MOTOR TAX DIFFERENTIALS

Sir,

In reference to G. W. Robertson's letter about Taxation in the July issue of MOTOR SPORT, in which he talks of a "14-day period," would he please read his tax renewal notice form. On the last day of the expiry month the tax expires and he should not use his car on the road after that day, unless he has a current tax

licence. He is only allowed 14 days each way in which to apply at a Post Office for a tax licence. A tax licence commences from the date stamped on it by the local authority and not from the date of expiry of the last tax licence.

Am I right; note that I am not at all connected with the racket so called?

What is everyone complaining about tax and insurance for? Big car, little car, they all do the same amount of damage to each other and the roads. Everyone looks at the same road signs—cat's eyes, verges, tarmac, road-up signs and so on. Tax should be £20 and minimum insurance £30. After all, with an average weekly wage of over £18, what is £1 a week for the pleasure of having a car? It is a pleasure. I drive a 100-m.p.h. Ford Anglia and cover 25,000 miles a year in my own car and at least 10,000 miles a year in other vehicles.

I could go on forever. One thing about tax and reintroducing a differential rate on car or engine sizes—who should pay the most tax, a Rolls-Royce doing 8,000 miles a year or my Anglia doing 25,000 miles a year? Next thing to happen will be fathers asking for bigger tax allowances on bigger babies. "Aw gawd."

Can I have a go at H. S. Wildman? I shall look out for this great leader outside Parliament with his placard—"What about the Motorist?"
Wellingborough.

I. P. M. JOLLEY.

FOR ENTHUSIASTS

Sir,

Having been a reader of MOTOR SPORT for as long as I remember, I felt it was about time that I wrote and expressed my views on your magazine.

Having tried all the motor journals that I can obtain, in the English language that is, I have found that for pithy comments and value for money there is nothing to touch your magazine. I have made it a habit to file any interesting motoring articles from every source, and I think it sufficient proof of your magazine's worth that over 80% of these come from MOTOR SPORT.

Personally I enjoy best your articles which start: "Reflections, etc. . . ." or "On this and that . . ." and such like, these being those which give unfortunate enthusiasts like myself, who being students cannot afford the vast prices required for (a) travelling abroad to see races and (b) paddock passes, a good insight into what is going on outside the race itself, which as a prospective engineer I find most interesting.

Continental Notes is my first halt, and may I endorse D.S.J.'s statements in last month's issue. I say, too, that isn't it about time that those of my contemporaries who go to race meetings because (a) they can show off their cars, recently bought them by daddy, and (b) their girl friends can show off themselves and their clothes, decided to go elsewhere instead and leave the circuits clear for the 50,000 of us who are really keen?

Many thanks for such an honest value-for-money magazine, so obviously produced for the real enthusiast.

Leeds.

C. HARTLEY.

[It is nice to receive occasional praise and endorsement of our policy of regarding almost all cars as having some sporting associations, and not only those with foreign-sounding names or made by those with the biggest advertising budgets.—Ed.]

LUBRICATION TECHNIQUE

Sir,

May I anticipate the next lubrication advance by summarising a report (ref. Nauka i Zhittia 11-1964), which I enclose, of research into oil life carried out in the Ukraine.

The experiment used Volga taxicabs and control specimens from each age group were serviced according to the handbook (oil and filter change every 2,000 km.), whereas the remainder merely had the filter changed every 2,000 km. and oil level topped up until 100,000 km. Briefly the findings were that oil consumption in the unchanged cars was half that of the control's and engine wear was one-third. The oil, a simple one without additives, was found to have increased capacity for boundary lubrication as it aged. Volga owners in the Ukraine are now recommended to use the 100,000 km. non-change run.

We have readily accepted the sealed back axle and applauded

UNUSUAL ROAD SIGNS: No. 1—



—in a state of emergency, take note of this one, on Dunstable downs.

the escalation in servicing intervals "justified by improved materials" (or expediency!) If Rolls-Royce will accept 12,000 miles between changes what is the ultimate before any damage occurs?

Perhaps the next advanced brand will be marketed under the trade name of Superfluous, to describe its oil-change needs, which idea I donate to the first oil P.R.O. to reply.
Caester.

D. E. STEMBRIDGE.

ELECTRICAL FAILURES

Sir,

The back covers of the last two issues of MOTOR SPORT have carried an advertisement entitled "A Breakdown is Never Convenient," and showed drivers in a variety of predicaments. The Advertiser, who incidentally has the virtual monopoly of automobile electrical equipment in this country, then goes on to extol the virtues of his replacement scheme.

Since the statistics of the two motoring organisations show that the majority of breakdowns at which they render assistance are due to electrical failure, it would appear that there is something basically wrong with the design and construction of the electrical equipment fitted to the majority of British cars today.

Two examples of which I have first-hand knowledge will, I think, serve to illustrate this.

(a) Austin A40. Total dynamo failure due to damaged commutator. The "design" of this makes it impossible to examine the state of the brushes and commutator without removing the dynamo from the car and dismantling.

(b) Singer Vogue. The insulation inside the combined ignition/starter switch charred, forming a sufficiently low resistance path for the starter solenoid to operate and thus run the starter motor continuously.

As to the replacement scheme, one of my friends had to try

several garages before he was able to obtain a replacement wiper gearbox for his fairly recent Morris Oxford.

My own car is somewhat older, and at the time of writing my garage has had a replacement wiper gearbox on order for over seven weeks!
Exmouth.

P. HELLIER.

ANOTHER HOBBS ADVOCATE

Sir,

I feel that I must write to you on what I feel strongly is another mistake made by the Motor Industry. I was employed up to two months ago by Westinghouse who, as you know, manufactured the Hobbs transmission, but on the completion of 800 conversions they have ceased fitting them and sold the works to another manufacturer.

I am disgusted that the Motor Industry let slip through their fingers the only logical step forward in car design, the Automatic Transmission, not only this, but that the transmission was the only one worth fitting, *i.e.*, no slip, no loss of power, no loss in fuel consumption, *ad infinitum*. Also, the transmission was wholly British.

I know that other transmissions are being developed, such as the Hydro-static, the Giles, and the Purberry, at I think English Electric at Bradford (these being financed by N.R.D.C.) but this means we are again 10 years behind when we could have been five years ahead.

Farnworth.

A. B. CROSSLEY.

THE AMERICAN TAKE-OVER OF MOTOR RACING

Sir,

After reading an article in your September issue about the Ford GT 40, I could not help but feel that the last and probably most painful nail is being slowly driven into the coffin of European motor racing, by the mighty dollar giants from Detroit.

Many people express their boredom at the procession of Ferrari wins over recent years and have greeted the arrival of Ford and other American interest in the Sport with loud cheers and fanfares of publicity. But how much further ahead have any of these people bothered to look. After Ferrari what is there but Ford, or Chevrolet or Oldsmobile, surely nothing but a complete and utter stranglehold on motor racing in the form that we have all known and loved in this part of the globe.

I myself rejoice at Ferrari victories as much as ever we all did over Jaguars, for in them I see the last and most gallant rearguard action of the integrity, breeding and superb design of the *true* thoroughbred car. Already our own circuits have become swollen with fleets of V8, multi-litre monsters blundering and heaving themselves about like great leviathans, each more hideous than the next. Even our own thoroughbred cars begin to accept as standard American power units, and our own motor industry slowly and sadly yields itself to the dictation of America.

What next; surely all racing will degenerate into that raucous rootin'-tootin' advertisement plastered circus of the American "Rod 'n' Drag" tracks, with larger and larger and faster and faster cars until the whole sport implodes on its own hollowness.

We Englishmen will never bestir ourselves, our halcyon days of GT and sports-car production are already over or bought out. We can only draw closer into our world of threadbare nostalgia at Vintage meetings, which I, for one, hope will expressly exclude Fords and their kind for at least 50 years. Yet we Englishmen with our old tradition of quality and independence in motor racing are leading the spearhead of attack.

I feel this not so much as a condemnation of the American car and American "take over" as much as a battle of principle between two brands of philosophy, two brands of quality and two totally different worlds, the whole battle being epitomised by two cars—the Ferrari and the Ford.

Bravo Ferrari! Let's hope for at least one more resounding thrashing of Fords before you too disappear into oblivion.
Stockbridge.

C. J. C. TENNANT.

CHOICE OF CIRCUIT

Sir,

May I reply to Mr. Desbois' letter suggesting that a new circuit should be built about five or six miles in length with fast, slow, easy and tricky sections.

I would never pay 10s. at any circuit entrance if I knew I was going to see slow and easy motoring. I am quite convinced that

Mr. Desbois would see the same baulking on his tricky sections as he saw at Brands in the 1964 British Grand Prix. If he wants fast motoring, then I suggest he seats himself at Pilgrims Drop or Hawthorn Hill during the 1966 British Grand Prix.

There is no worse place than Monaco for baulking, but this circuit has always produced an exciting and close race in the past, especially when Formula One was 2½ litres.

With regards to Mr. Desbois' suggestion that Hill was baulked during the 1964 Grand Prix. Wouldn't it be fair to say that the conditions are the same for every driver and that on the day Clark was the better of the two, or is Mr. Desbois saying that Hill was the only driver to come across the backmarkers.

Brands Hatch makes an excellent Grand Prix circuit bringing out the best in all drivers and will provide plenty of excitement when the 3-litre Formula is introduced.

The suggestion that sponsors should collect their pennies is a very good one, but I think this money could be spent on improving the circuit and the facilities at Oulton Park and then the British Grand Prix could be held in the North and the South in alternate years.

Warrington.

ANTHONY D. CUNNINGHAM.

* * *
MORE ON THE 500D

Sir,

I have read with interest letters and editorial comment on the Fiat 500D.

After a brief and expensive partnership with a most unreliable Mini I decided to risk buying another vehicle, and I bought a 500D in January of this year.

It really has proved to be an amazing little car. It has taken me all over England with commendable speed and economy and this summer it took myself, a friend and a large load of camping gear all the way to Yugoslavia and back. In spite of being "hammered" all the way I had no trouble except for a blocked idling jet which made itself felt while we waited in Ostend for the Channel Ferry.

The overall fuel consumption was about 56 m.p.g. and the car used three pints of oil in 4,000 miles. These figures I feel to be highly satisfactory in view of the fact that we travelled for hundreds of miles through Germany at around the 60 m.p.h. mark, and kept the engine working hard on the numerous mountain passes which we had to negotiate. The outward trip took four days including one 12-hour run from Cortina almost to Split—a distance of 400 miles, and the return trip took half-a-day longer.

My partnership with this little 500D has not been entirely trouble free, but in fairness to Fiat all the snags have occurred in the Weber carburetter which is fitted. The first carburetter played up weekly though the car was never immobilised. In the end it began to flood regularly and the local Fiat dealers fitted a new one but not before I paid £8 which I hope to get back under the guarantee.

The new carburetter is now beginning to show signs of playing tricks, and in spite of regular cleaning I am unable at present to eliminate an occasional tendency to flood which it has developed.

Apart from this recurring trouble with the two Webers, I have nothing but praise for my little car which has already proved itself over some 9,000 miles of really arduous motoring. Of course there are improvements which I would like.

The obvious one is a carburetter that works! Other improvements should be more efficient sound-proofing and the choice of a different type of seat covering. The plastic covering leaves me hot and sticky after a long run because it doesn't breathe.

My next car?—a 500D, but I must confess that if I could afford it, I would love to try an 850.

Sheldon, Birmingham 26.

G. DAVIES.

[Our Fiat 500D continues to run satisfactorily, apart from shedding the pipe between the carburetter and the air filter.—ED.]

DISTURBANCE!

Some years ago we upset Esso by suggesting that their Fawley-London pipeline had destroyed some of the beauty of the countryside beneath which it was laid, and they arranged for a charming young man to take us out to lunch and convince us that it was only a matter of time before nature covered the scars. Appreciating the very great technical achievement which this pipeline represents, I accepted this, with some reservations. But the other day, on our local common, a great gaping hole was dug, with fire-fighting appliances and a score of vehicles standing-by, as a

valve was opened to look for a scourer stuck somewhere in the pipeline. This invasion of the open spaces must surely retard the concealment of the pipeline's route under common, wood and field? So, to the arrogant slogans in back windows relating to the hidden power of a tiger in the tank and the 1/- tigers' tails themselves—I have seen a restored gipsy caravan in all its glory displaying one of these slogans!—Esso adds the occasional scar and traceable trenchline across the English countryside. Shell are more concerned with local entertainments, Regent with aerial affairs, National Benzole with motoring history and get-away people, and Total with brightly uniformed service-station attendants and a gamble for free money prizes. . . .—W. B.

NEW COMPETITION MANAGER FOR FORD

Henry Taylor, for three years captain of the British Ford Rally Team, has relinquished the driving seat in favour of a more sedate chair. In October he becomes Ford's Competition Manager in place of Alan Platt who has been promoted to the Export Division. Bill Barnett becomes deputy Competition Manager.

During Alan Platt's period at the helm, the Cortina won more than 300 major events in 25 different countries, and, with Sir John Whitmore's latest victory, has become champion of Europe. G. P.

A TURBO-EXHAUST-SUPERCHARGED VINTAGE

BENTLEY—continued from page 888

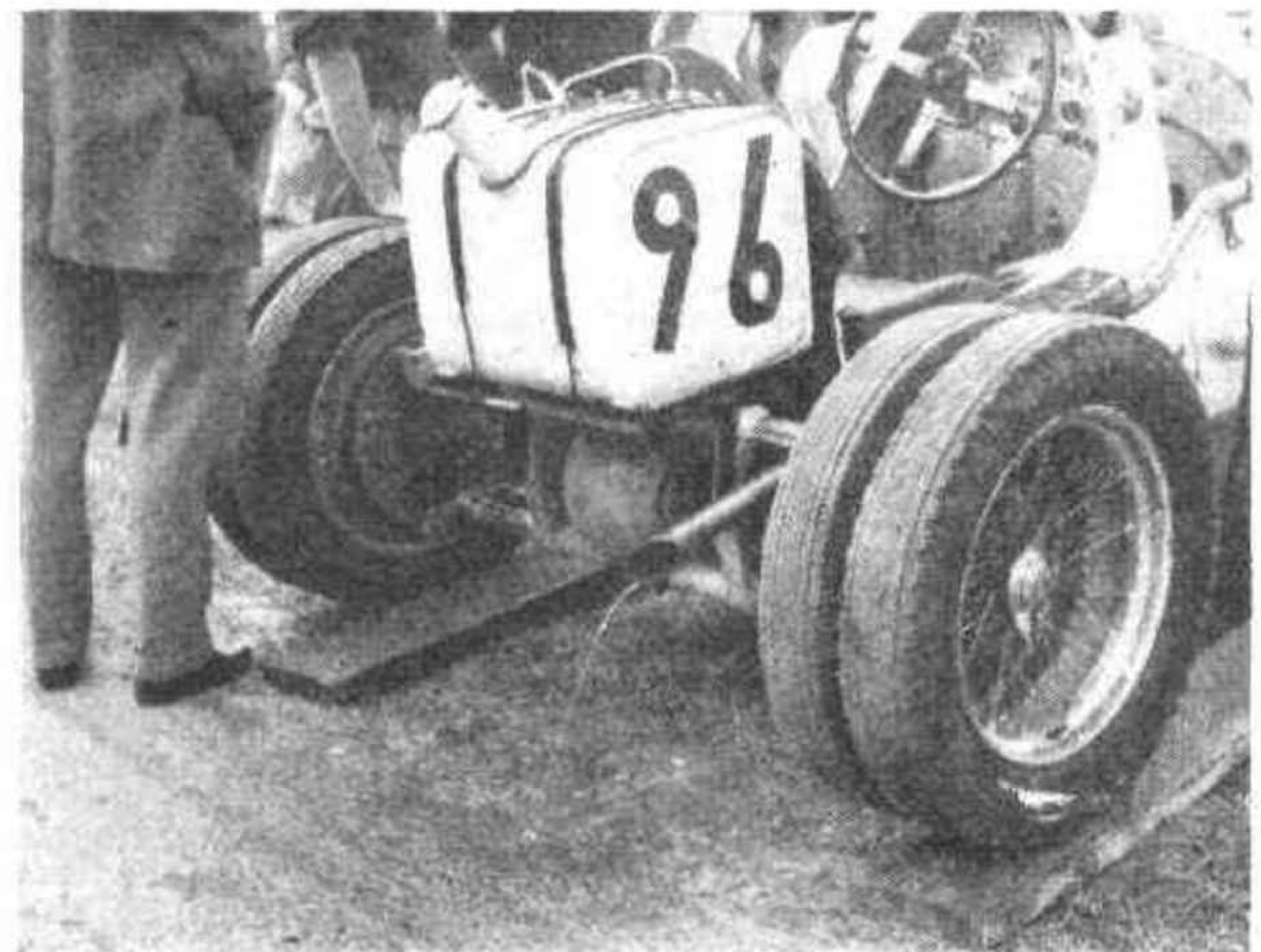
Bentley engine they are revolving at 55,000-60,000 r.p.m. and at its present maximum of 4,000 r.p.m. they are doing 60,000-65,000 r.p.m. Hardly a cool 65,000, because under bonnet temperature is something of a problem, although it is now down to a maximum of 120°F., which is quite satisfactory. Plans are afoot to use a baffle to deflect hot air from the rear carburetter.

Manifold pressures are difficult to quote, due to the turbulent pulsating gas flow, but at an exhaust back pressure of 8 lb./sq. in. it is in the region of 8½ lb./sq. in. and each blower is then giving 12-15 h.p.—200 b.h.p. has been measured at the road wheels at 2,500 r.p.m. and zero boost.

To cool as much as lubricate them the superchargers require an oil feed of at least 10 lb./sq. in.—the supply comes off the engine filter and a tell-tale light warns the driver should the pressure drop below this figure.

This turbo-supercharged 8-litre Bentley is no freak. Since he has been back in this country from Australia Mr. Goddard has driven it 1,500 miles on the road and competed with it at Silverstone, Firlie, Shelsley-Walsh, Brighton and in other sprints and drag contests. The penalty of conversion is exclusion from V.S.C.C. events. Fuel starvation was a problem at first but at Shelsley-Walsh a practice run was made in 45 sec. in spite of the rough road, and at Brighton it just broke Lycett's record, doing the s.s. kilo. in 27.3 sec.; of course, the timing is different now and Lycett's Bentley was not supercharged. The car runs on the best-grade Esso petrol, giving 6 m.p.g. at Silverstone, 10-12 m.p.g. on the road, and is lubricated with Castrol XL.—W. B.

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FOR SALE

RILEY 9. Monaco 1936 Special series. Fair condition, good tyres, mechanically sound, but dynamo needs attention. Taxed, M.O.T. £20. Tel.: Loughton 4113. [3139]

SPRITE SPEEDWELL fibre-glass bonnet, used only 3 months, unsprayed. £27 10s. Postle, Gothic House, Aylsham, Norwich. [3140]

WIFE'S BEAUTIFUL 3.4. Too big for shopping. 1957 and outstanding. Exchange good Herald or similar, or sell around £275. Evans, 5, Garson Grove. Tel.: Chesham 4228. [3141]

1955 TR2/3 engine, one year old. Overdrive, wire wheels, heater, wood wheel, washers, spots and reverse light; new upholstery and hood, literally immaculate. M.O.T., taxed. £210 or reasonable offer. Tel.: WID 1344 (Bromley, Kent). [3142]

ALVIS TA21, 1952. Excellent condition, £200. Busfield, 108, Wollaton Vale, Wollaton, Nottingham. Tel.: 256785. [3143]

1933 RILEY 9, Trinity open tourer. P.V.T. Only nine made. V.S.C.C. member. £130. Humphries, 4, Fairfield Avenue, Edgware. Tel.: EDG 5075. [3144]

JAGUAR XK120, 1950. One of the few original Super Sports (twin exhaust system) fitted C type head. Recent brake and spring overhaul. Never pranged. Mechanically sound but needs new tyres for safe fast driving. Must sell owing to acquisition of another 120! £185. Miss Berry, Yew Cottage, West Pennard, Glastonbury, or tel.: Baltonsborough 422. [3145]

CONNAUGHT, 1953, sports/racing car, chassis no. 11, only 24 built. Immaculate condition. B.R.G. Engine not yet run since complete rebuild. £395. 18, Avondale Road, Exmouth. Tel.: Exmouth 2016. [3146]

A7 SPECIAL, almost completed, mostly Speedex. Room wanted, offers. Tel.: Shipley 58096. [3147]

M.G. TC, 1946, B.R.G. Excellent condition, new S.U.s, coil, distributor, safety belts, flashers, washers. Taxed April 1966, M.O.T. November. £150 o.n.o. Tel.: Uppingham 2319. [3148]

VINTAGE STANDARD AVON, 1930. In good running order. Best offer over £200. Ingham, 159, Woodland Road, Darlington, Co. Durham. [3149]

1922 OAKLAND TOWER. Restoration 3/4 complete. All original. Highest offer over £150. 1928 Cadillac La Salle coupé with dicky seat. Highest offer over £100. Tel.: FEL 6213 after 6 p.m. [3150]

FRAZER NASH TARGA FLORIO, 1954, 2-seater sports. Bristol B.S.I. Mk. III engine, knock-on wire wheels. Good "X" all round. Twin spares, good weather equipment, tonneau, new hood, heater, alloy body. Opportunity to acquire one of these rare hand-built cars. £625, seen Cheshire/Manchester. Box No. 1271. [3151]

M.G. J2, 1933, Ford 10 engine. Reasonable offer. 72, Shipston Road, Stratford-upon-Avon. [3152]

A.C. 2-LITRE saloon body. Rear end damaged, mechanically perfect. Drivable, room required. £25 o.n.o. Cullen, Grove Road, Ansty, Coventry. [3153]

HUSBAND can't afford us both, so must sell beautiful 1958 Austin Healey 100/6. Hard-top, overdrive, wire wheels, etc. Only £290 o.n.o. Mrs. Showan, 40, Wold Road, Hull. Tel.: 55283. [3154]

HARD-TOP FOR SALE, M.G. Midget Mk. I (B.M.C. Approved). Red, complete with side screens. £30. Apply: R. I. Holmes, 32, Asthill Grove, Coventry. Tel.: 25643. [3155]

A.C. ACE 2-6, Zodiac engine, August 1963. New Cinturatos. Overdrive on 3rd and 4th, tonneau. Given firm's car. Engineer owned and maintained regardless of cost. £1,050. Ivor Webb, Tel.: Cirencester 459. [3156]

DAIMLER DART, 1961, sports, reconditioned engine. £235. Tel.: MAC 6792 or CHE 3642. [3157]

TRIUMPH SPITFIRE, 1964, Red, "X" tyres, heater. £500. 13 Park Lane, Siddal, Halifax, Yorkshire. [3158]

M.G. TF, 1,250 c.c., Maroon, replacement engine, reversing light, new battery, back tonneau, "X" all round, heater. £295. Box No. 1272. [3159]

POST-VINTAGE THOROUGHbred, Daimler DB 18-1, unique Salmons 4-door drop-head (maroon), built for Managing Director, Stratstones. Fluid flywheel. Very good mechanical and general condition. £250. Tel.: Hildenborough (Kent) 3177 evenings. [3160]

BRABHAM-HERALD convertible, 1961, FWE Climax engine, radio, heater, "X" tyres, belts. Fast and good all round. Two owners. £395 o.n.o. Tel.: Essendon (Herts) 513. [3161]

RED, 1955 XK140, d.h.c. S.E. model, M.O.T. Radio, heater, body int, tyres good, but hood fatty tho' w'proof. Hence £125 or swap Mini or Mini van, cash either way. Ramsden (Manchester). Tel.: Galfey 3316. [3162]

SPRITE, 1960, green, Perspex screens, SPs, supercharger, many, many extras. Perfect condition. £275. Tel.: Harrow 6303. [3163]

LANCIA AURELIA G.T., 1953, 2,500 c.c. Only two owners since new. Floor change. Naadi steering wheel, Borrani road wheels. Four wheel independent suspension, new Konis at rear. Excellent mechanical condition. £500 o.n.o. Roach, 17, Brighton Road, Purley, Surrey. [3164]

ALVIS GREY LADY saloon, 1954. Very good condition all round, but engine U.S. Therefore, only £65 or consider exchange for sports car. 13, Oak Villas, Bradford 8, Yorkshire. Tel.: 45967. [3165]

1931 LAGONDA 3-LITRE saloon. Unique coachwork. Good condition. Registration MV 1000. Photographs, details. £185/offer. Taylor, 65, Coombe Gardens, New Malden. [3166]

FOR SALE—continued

AUSTIN SIX, 14-h.p. tourer, 1936. Working car, good appearance and condition; hood, tyres and batteries, recently renewed. £150 o.n.o. Lienwill, Grant Road, Crowthorne, Berks. Tel.: 2446. [3167]

TALBOT 8/18, 1924 light car, complete suitable restoration. £60. Box No. 1273. [3168]

VINTAGE THOROUGHbred, 1938, Dolomite, recon. engine 120 miles, M.O.T., taxed, insured, offers. Poulton, 82, Wingfield Way, South Ruislip. [3169]

GOOD HOME REQUIRED for my Mk. II Sprite, many extras. Excellent condition throughout, meticulously maintained, never raced, rallied or flogged. One of the few black Mk. IIs in the country. £395, H.P. available. Box No. 1274. [3170]

1933 VAUXHALL very rare Hurlingham sports tourer. V8 engine, M.O.T., insured, £50. Tel.: ENfield 7094. [3171]

A.C. ACECA, 1960, Bristol 100D2 engine, metallic blue, heater, radio, v.g.c., taxed. £785. Mr. R. Kellow. Tel. RIV 8862. [3172]

ROLLS-ROYCE 20 (January 1929). Small fabric saloon by H. J. Mulliner, with detachable rear trunk. Perfect example, in original condition. £485. Tel.: Prestbury 88140 (Cheshire). [3173]

1929 AUSTIN SEVEN 2-seater coupé. A very rare coach built vintage Austin Seven in immaculate and original condition. Mechanically faultless. Brass radiator, headlamps and trimmings; fixed fabric roof, a unique low coachlike body. Whole car spotless. Enthusiast maintained, now reluctantly parting with this beautiful car of which only four exist. £250. Photographs and details on request. Box No. 1275. [3174]

M.G.-A 1600 Mk. II, 35,000, immaculate condition, many extras. £550. Box No. 1276. [3175]

1938 BUICK SALOON, well maintained, extensively overhauled, comprehensive range new/used spares, offers. Box No. 1277. [3176]

1962 AUSTIN SPRITE Mk. I. Fitted heater, wireless, tonneau, £275. Holt, 101, Grafton Road, Solihull Lodge, Solihull, Warwickshire. [3177]

M.G.-A, 1958. Resprayed glacier blue, five new "X"s; hood etc., perfect. £290. Day, 32, Orchard Way, Ormesby, Middlesbrough, Yorkshire. [3178]

BRISTOL 401. 403 modifications, gearbox recently renewed, good all-round condition. Exchange smaller car or £220. Tel.: Bookham 4766 (Leatherhead, Surrey). [3179]

AUSTIN 7 CHASSIS, good running order, spares, £30 o.n.o. Drysdale. Tel.: Dollar 2528 (Scotland). [3180]

MY 1965 SPRITE must be sold due to impending nuptial. Green, 5,800 careful miles. Yours for £535 and a pint of bitter. Tel.: Stafford 61100. [3181]

ROVER 12, 1936, Six-light saloon. New track-rod ends, universal joints, clutch, rings, valves 2,000 miles ago. Oil 40 hot. Repainted maroon and black with white p.v.c. roof, M.O.T. June 1966. Interior good. Everything works. Heater. Offers. Buchan, 39, Caysteward, Peddar's Cross, Great Yarmouth. (tel.: 2620) Norfolk. [3182]

TAKE ONE: 1962 TR4, 22,000, white, immaculate; hard-top, surrey, w/w; or stork's preference, superb Jaguar, 1955, black, or wife's 1962 Sprite. Spicer, 11, St. Eric's Road, Bessacarr, Doncaster. [3183]

BENTLEY 3-LITRE, 1927, long chassis, Weymann saloon. Recently at body builders. Newly lined clutch, new Autovac. Two 1953 S.U.s. Fine condition. Four unused Dunlops if required. Wish to trade in against good tourer Bentley above 3-litre capacity. Box No. 1278. [3184]

1938 DELAGE D8-120 convertible, rare model. Fabulous car. Unused since 1948 but requires completion of rebuild started by enthusiastic owner. £350, or exchange w.h.y.? R. Wingfield, The Hydro, Mill Dam Lake, St. Osyth, Essex. [3185]

1922 B.S.A. EI 14 h.p. car, very little used; good condition and complete. £150. 1936 Lagonda LG45, reconditioned engine, rechromed. £200. 1926 Humber tourer, dual wind-screens, 11 h.p.; taxed only for four years. £220. Erskine, Ballycreilly, Comber, N. Ireland. Tel.: Castlereagh 245. [3186]

M.G. VA, 1939, SALOON. Recond. engine; sound body. Complete history, VA/WA/SA Register. Taxed, tested. Wind tones, spot, tyre good. Resprayed. Twin exhausts. Offers, exchanges. Green, 2, McKellar Close, Bushey Heath, Herts. Tel.: BUS 3985. [3187]

BENTLEY SPORTS SALOON, R-type, 1955. Automatic. Black, grey hide upholstery/grey carpets. Magnificent condition. 81,000 miles genuine; mechanically perfect. £750. Consider exchange smaller car. 115, Deacon Road, Southampton. Tel.: 48869. [3188]

FOR SALE—continued

PORSCHE, REG. 1957, 1500; engine and transmission overhauled, "X"s, diaphragm clutch, resprayed silver. Lee, 14, Hollytree Close, Inner Park Road, S.W.19. Tel.: GIB 3786 after 7 p.m. £250 o.n.o. [3189]

ROLLS-ROYCE 20 h.p., 1928. Fitted with hearse body; virtually one owner, 4-wheel brakes. Splendidly maintained, subject to any trial and examination. Would consider exchange for a good Bullnose Morris tourer, occasional Four or saloon, or cash offer. Empson, 386, Beverley Road, Hull, E. Yorks. Tel.: 42337. [3190]

SP250 DAIMLER DART, 1962 series, 13,000 miles only. Blue, in superb condition. Snelling, Norwich. Tel.: Brundall 2209. [3191]

MORGAN PLUS FOUR, 1958; TR3 engine. Immaculate condition. £300 o.n.o. Tel.: Fitzroy (London) 1244. [3192]

1960 MARK I SPRITE, old English white, V.G.C. Radio, heater, woodrim wheel, luggage rack, burglar alarm, etc. £285. Also hard-top, extra. Tel.: Brentwood (Essex) 2926. [3193]

RILEY ROADSTER, 1950, 2-litre. Whole car in sound condition. Heater, three spare tyres, hood, screens, trim as new. M.O.T., taxed, insured. Registration RHK 1. £1a0. 28, Florence Road, Brighton. Tel.: 51836. [3194]

FOR VINTAGE RACING: 1930 Alvis Silver Eagle beetle-back in peak condition. £400 o.n.o. Tel.: Pangbourne 264 (evening); Oxford 54241 (day). [3195]

FIAT 600D. First registered 1962. Resprayed white; engine reconditioned throughout, brakes relined. First class condition. J. D. South, Billingham, Lincoln. Tel.: Billingham 220. [3196]

1962 M.G.-A 1600 Mk. II sports/roadster; low mileage. Very clean, good tyres. Complete with hard-top. £330. M. Waite, Claydon, Lechlade, Glos. [3197]

1935 ROLLS-ROYCE 20/25 7-seater; maroon and black. £175. Linkleter, Corner House, Preston North Road, North Shields. [3198]

TRIUMPH DOLOMITE drophead coupé for sale. New roof, new seats; very good order throughout. Tel.: Meadway 2189 during day. [3199]

VITESSE OWNERS. Triple S.U.s complete with manifold, £10. Electronic rev.-counter, £5. Both as new. Tel.: Welwyn Garden 23861. [3200]

DUE TO BUSINESS and forthcoming move, 1928 4J Bentley, 3-door V.D.P. tourer; not concours but good overall. 20 years' collection of spares enables another virtually to be built from them. £1,500 the lot or will sell separately. All must go by December. All genuine enquiries to: P. M. Mackie, 12, Callis Court, Broadstairs, Kent. Tel.: Thanet 68326. [3201]

HEALEY 100/6, 2/4-SEATER; blue/white. Genuine 22,000 miles. Hard-soft-tops, Cinturatos, overdrive. £345. Tel.: Bognor Regis 4276 (evenings). [3202]

RARE 1934 AUSTIN ARROW, recently overhauled and recellulosed. £70. S.a.e. particulars—Whitby, Schoolhouse, Eastings, Dumfriesshire. [3203]

BENTLEY SPEED 6 back axle complete. Other spares. Offers. Tel.: Bone, Sedlescombe 307. [3204]

TREX RILEY 2-SEATER, rebuilt for V.S.C.C. racing, modified Merlin engine, 10 : 1 comp., pair 1½ in. S.U.s, c.r. gearbox, hydraulic brakes, Trex tubular chassis, torsion bar rear suspension, road equipped; some spares. £270. Moakes, 21, Glatbury Road, London, W.14. Tel.: EMP 4246. [3205]

M.G. TA, ALL ORIGINAL in B.R.G. New hood and driver safety belt; first-time starter which handles beautifully. £100 and agreement to repurchase at same price. Hospital treatment forces sale. Tel.: 051 RUS 4322. Will deliver. [3206]

"MOTOR SPORTS," 105 from 1955 onwards; plus 70 other motor magazines. Buyer collects. £3 5s. Arman, 14, Furze Hill Road, Tidworth. [3207]

M.G. TC, 1949, immaculate condition, in Post Office red, with excellent hood, and mechanically perfect. £160 o.n.o. Nyona Bungalow, Foulridge, Nr. Colne, Lancs. [3208]

1960 PANHARD PL17. Sound but needs tidying. Four new Michelin tyres and tubes. Best offer around £140. Dinsdale, Botesdale Lodge, Botesdale, Diss, Norfolk. Tel.: Botesdale 248. [3209]

1,172 FORD SPECIAL, Ginetta fibreglass body, twin carbs., Aquaplane modifications. Bargain £75. Tel.: Mevagissey 3266. [3210]

RARE RILEY 9 ASCOT, 1932, 2-seater plus dicky. Alby body, excellent hood. Renovated mechanically; spare engine. Bannister, Melbourne Road, Royston, Herts. [3211]

1959 PORSCHE 356A, taxed, excellent condition. Red, black leather, radio, Michelin "X"s all round, £525; would consider good 500D part exchange. [3212]

AUSTIN 12/4 WINDSOR saloon, 1928. All original, immaculate condition. M.O.T. £165. (Austin Register), photo available. 18, Parkside, West Moor, Newcastle-on-Tyne 12. [3213]

SPRITE Mk. I; cherry red, just resprayed. Nearly new Cinturatos, new hood, many extras, mildly tuned. £260. White Ashley GT hard-top, £20. Posted abroad. Box No. 1279. [3214]

1937 A.C. 4-SEATER drophead tourer. Known history since new. Under 90,000 miles. Gearbox requires re-fitting. Otherwise good bodily and mechanically. New chrome plating. Silly offers please, to clear my garage. Tel.: East Grinstead 22322 or HOP 1211 (office). [3215]

M.G. PA, TRULY ORIGINAL and concours. Mechanically perfect. Must be one of finest in country. Drive away £200. Hetherington, Rectory Lane, Kirk Ireton, Derbyshire. [3216]

LANCIA AURELIA GT 2500, reg. 1959 (1956 model). Good allround condition. £400 o.n.o. Lovell, Monument Bungalow, Bucks Hill, Nuneaton. [3217]

CADILLAC, L.H.D., 1950 MODEL. Fully automatic, mechanically excellent, M.O.T. Certificate, taxed. Interior excellent with many luxury features. Body sound, £125. Tel.: (evenings) Llangarron 209 (Herefordshire). [3218]

BRISTOL 401, PALE BLUE; taxed July '66, tested Jan. '66. Fabulous condition, re-trimmed interior, A1 tyres, new Konis, clutch and exhaust in August, full history from new; bills for last five years. Engine recon. 20,000 ago, ton no trouble, 403 to replace. Haggle £285. 2 Flat, Melbury Court, 14, Lindsay Road, Branksome, Poole, Nr. Bournemouth, Dorset. [3219]

SPEEDWELL TUNED MINI Super, excellent at £260. Equipped S.A.I. kit, Cooper camshaft, sumpguard, new exhaust and reconditioned gearbox. Many extras, including rear wiper, reversing light, etc. Late '61. Jenkins, 88, Beesmoor Road, Frampton Cotterell, Bristol. Tel.: Winterbourne 3425 (evenings). [3220]

H.R.G. 1500, Excellent condition. £450 o.n.o. Details: Craighead, 55, Southend Road, Grays. [3221]

VITESSE CONVERTIBLE 1963; black/white, 23,000 miles, new tyres, radio, burglar alarm, careful owner, immaculate throughout, going abroad. B. Healeyway, Tel.: St. Ann's-on-Sea 25709. [3222]

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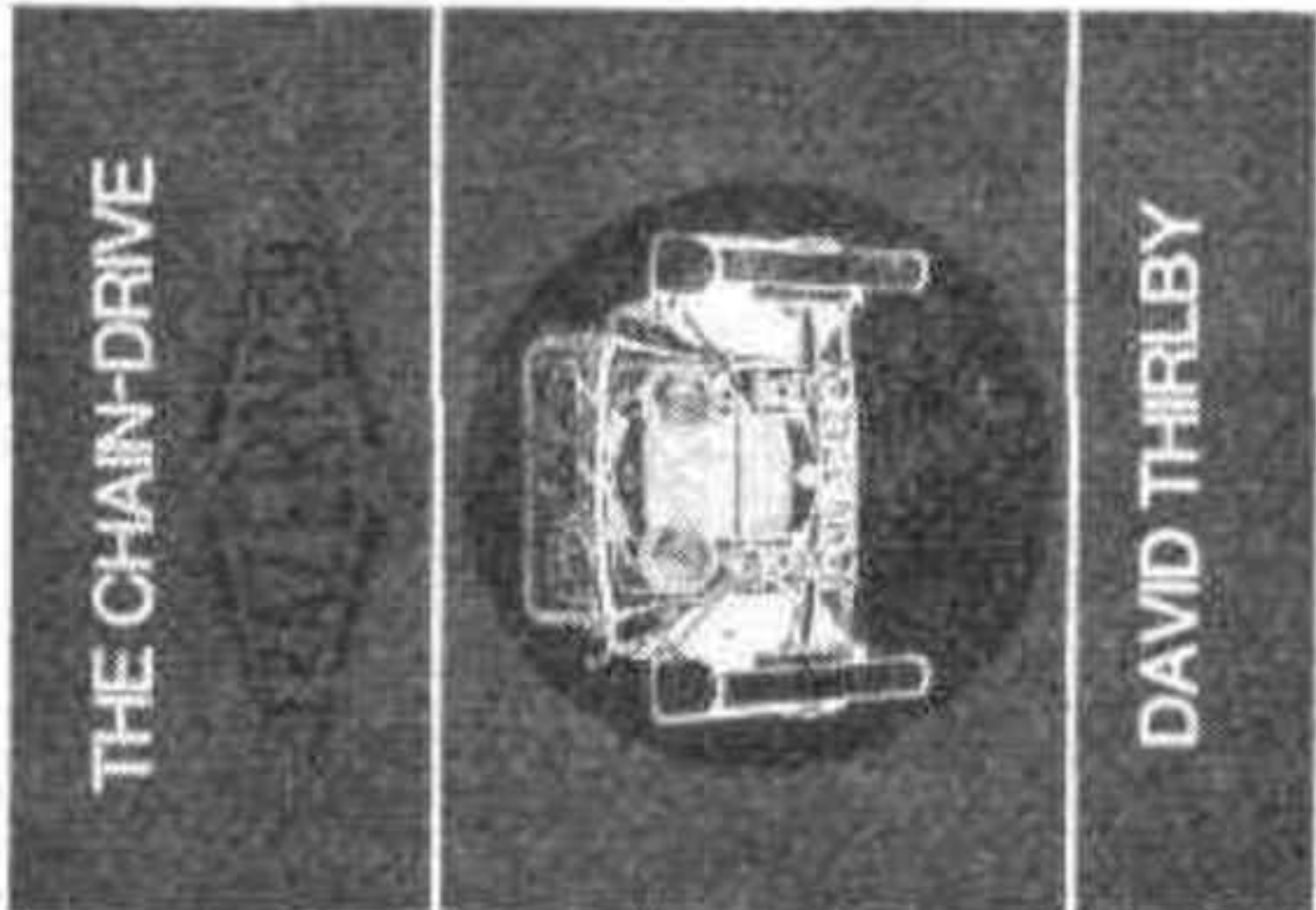
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DAVID THIRLBY

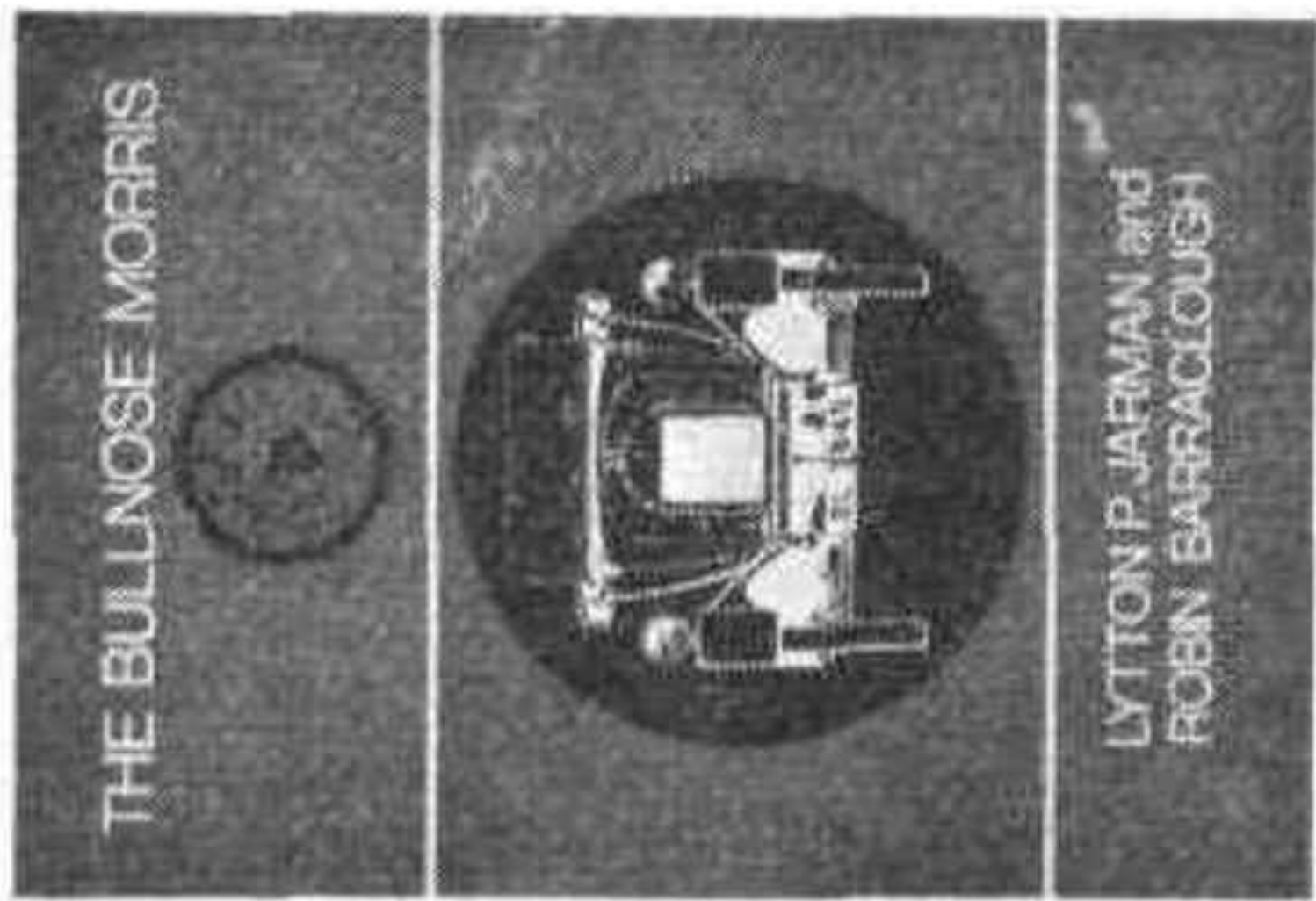
Less than 350 of these cheeky, fast, gearboxless motor cars were made and yet many still race today. No car was more individual, no car was more sporting in character than the pre-war chain driven Frazer Nash. It stemmed from an equally fascinating cycle-car, also of sporting character, the GN. In this book David Thirby, Frazer Nash expert who has raced Frazer Nash and who has been Registrar of the Frazer Nash section of the VSCC for over ten years looks intimately at how these two makes came into being, how they were made as they were and the impact they made on their owners and the competition world. He sorts out the complex range of GN and Frazer Nash production and racing models, the various engines used in them and the "specials" that were developed from them. The appendix to this authentic history of one of Britain's greatest sports cars includes delivery date, model name, chassis number, engine number, registration number, special features, first owner, subsequent owners and history of every Frazer Nash produced. Some excellent photographs and road test reports. 192 pages. **46/6** (\$6.60) post free.

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WOLSELEY 6/80, 1948/63	40/-
WOLSELEY 1500, 1957/64, state which	40/-
WOLSELEY 15/50-15/60	40/-

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MORRIS Mini, Mini Cooper, Cooper S	13/3
MORRIS, all models, 1934/64	13/3
OPEL Olympia, Rekord 1200, 1953/64	9/3
RENAULT 750, Dauphine, Gordini, Floride	13/3
RILEY, all models, 1936/64, state which	13/3
ROVER, all models, 1934/64, state which	13/3
SIMCA Aronde and Vedette	13/3
SINGER, Hunter, Gazelle, 1955/64	13/3
STANDARD, all models, 1948/64, state which	13/3
TRIUMPH, all models, '37/64, state which	13/3
VAUXHALL, all models, 1933/61	13/3
VOLKSWAGEN 1200, 47/64, state which	13/3
VOLKSWAGEN, all 1200 and 1500 Transporters	24/-
VOLKSWAGEN, all 1500 models	32/-
WOLSELEY, all models, 1938/64, state which	13/3

Above are small selection only
State year make, model for quotation

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AUSTIN 1100	40/-
AUSTIN HEALEY Sprite, 1958/64, state which	40/-
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AMERICAN CARS, all makes, 1958/65	80/-
BORGWARD Isabella	65/-
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FORD Super Anglia, all models, 1962 on	40/-
FORD Classic, Capri, all models, 1961/63	40/-
FORD, Cortina, Lotus, GT, all models, 1962 on	40/-
FORD Corsair, GT, all models, 1963 on	40/-
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HUMBER Hawk, 1957/64, state which	45/-
HUMBER Sceptre I, II	57/6
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JAGUAR Mk. 7, 8, 9, XK120/140/150 (inc. auto trans.)	55/-
JAGUAR 2.4, 3.4, 3.8, I, II (inc. auto trans.)	55/-
MG, all models, 1929/64, state which	40/-
MORGAN, all four-wheelers	21/-
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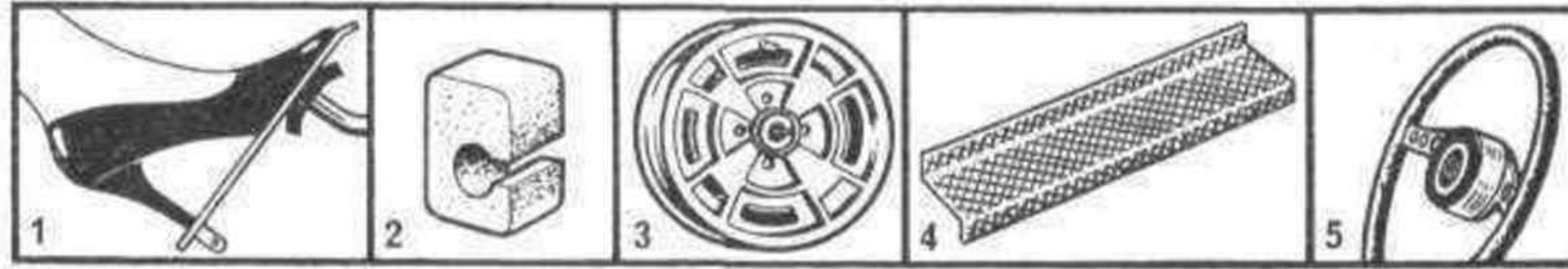
MAINTENANCE HANDBOOKS

AUSTIN, all models, 1947/64, state which	13/3
AUSTIN Mini, Mini Cooper, Mini Cooper S	13/6
FORD Taunus 17M	9/3
FORD 8, 10, Anglia, Prefect, Popular, 1932/64	13/3
FORD V8, Consul, Zephyr, Zodiac, all models, 1953/63	13/3
FORD Cortina, Corsair, GT, all models (not Lotus) state which	13/6
FORD Classic, Capri, (not GT) state which	9/3
FORD Zephyr 4/6 Mk III, Zodiac III	9/3
HILLMAN, all models, '36/64, state which	13/3
HUMBER, all models, '46/64, state which	13/3
JAGUAR, all models, '46/64, state which	13/3
MERCEDES 180, 190, 219, 220, 1957/60, state which	9/3
MG, all models, 1936/64, state which	13/3
MORGAN 3-wheeler, all years	8/3

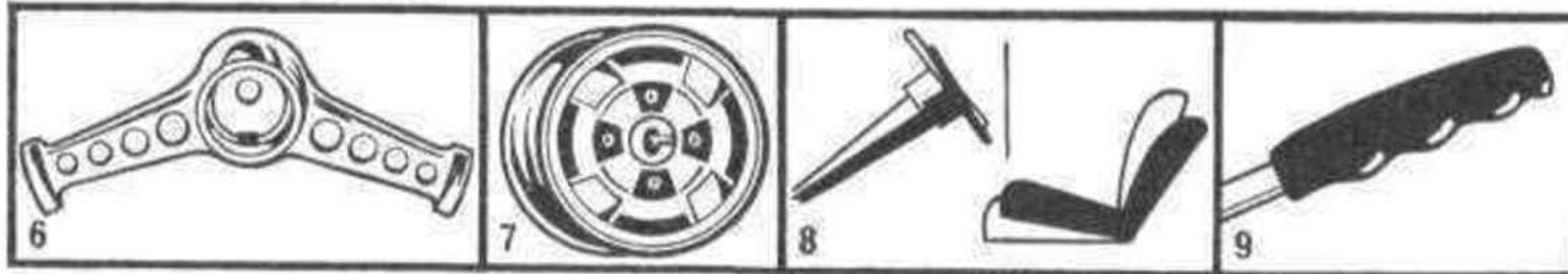
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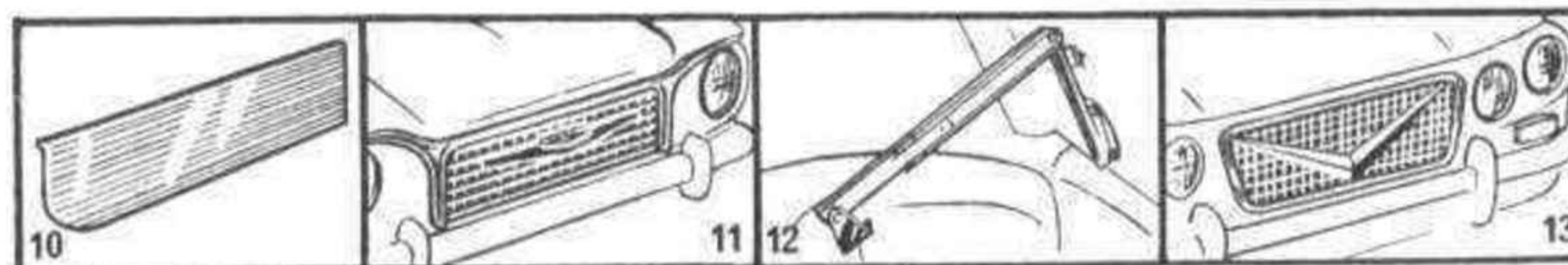
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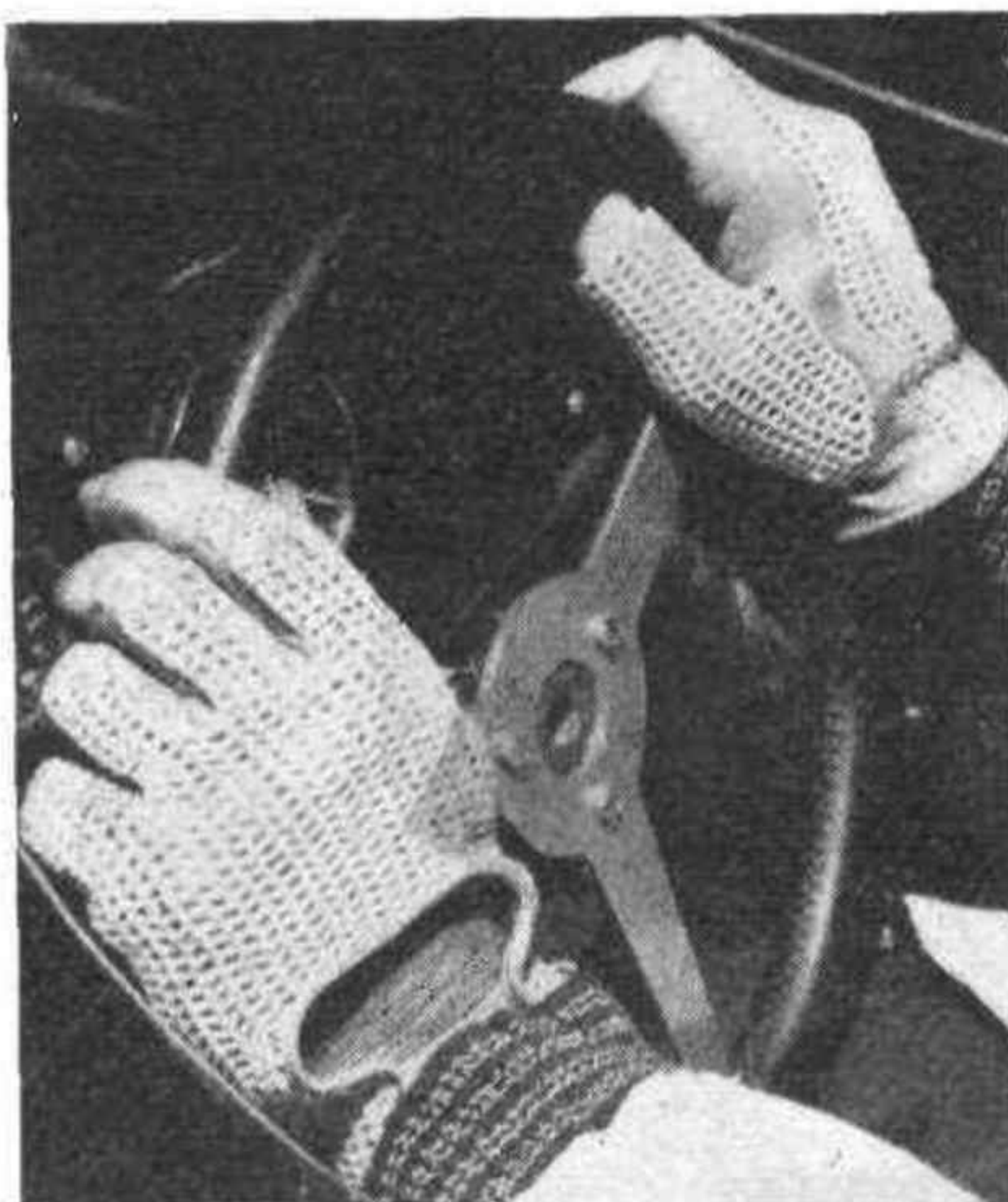
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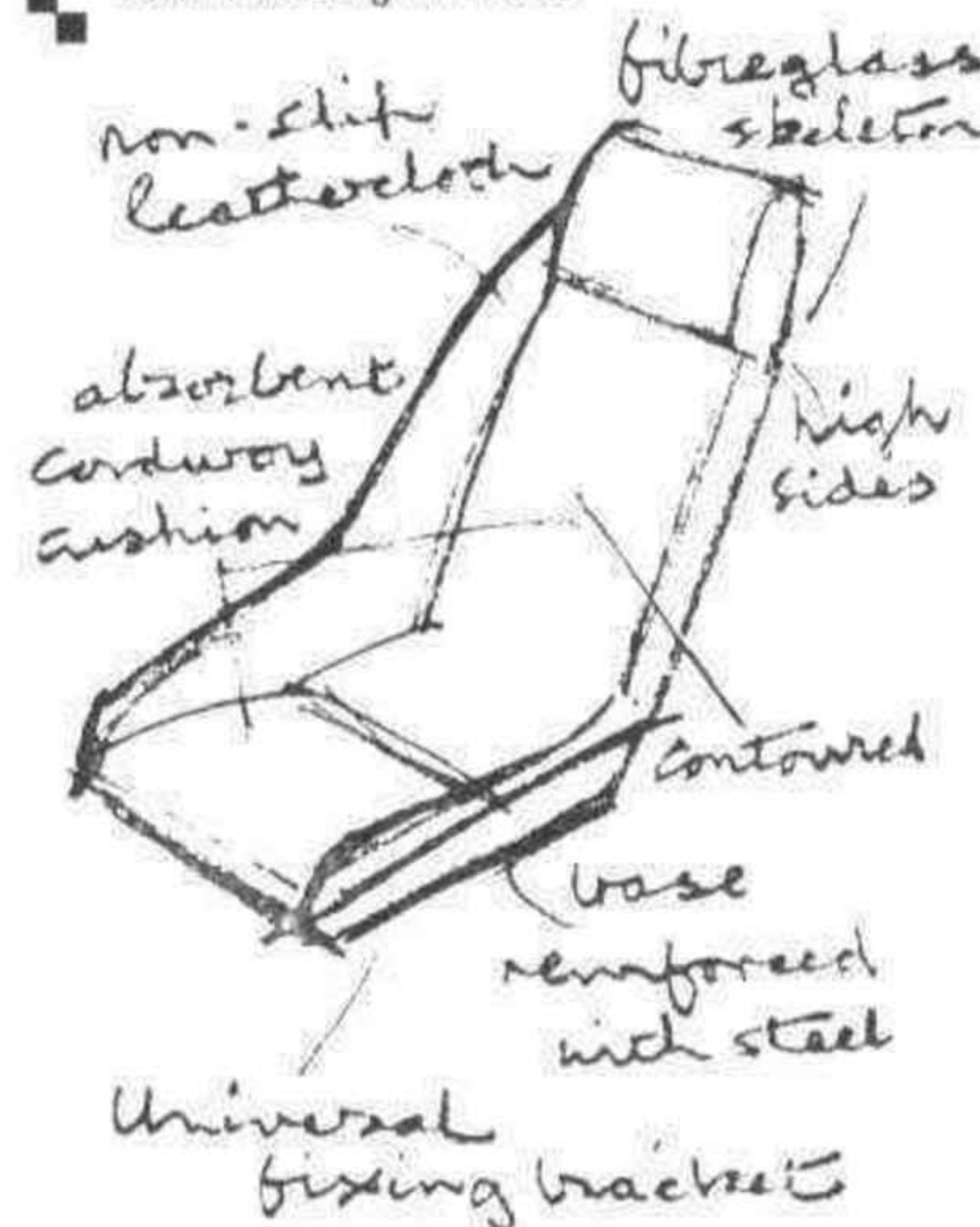
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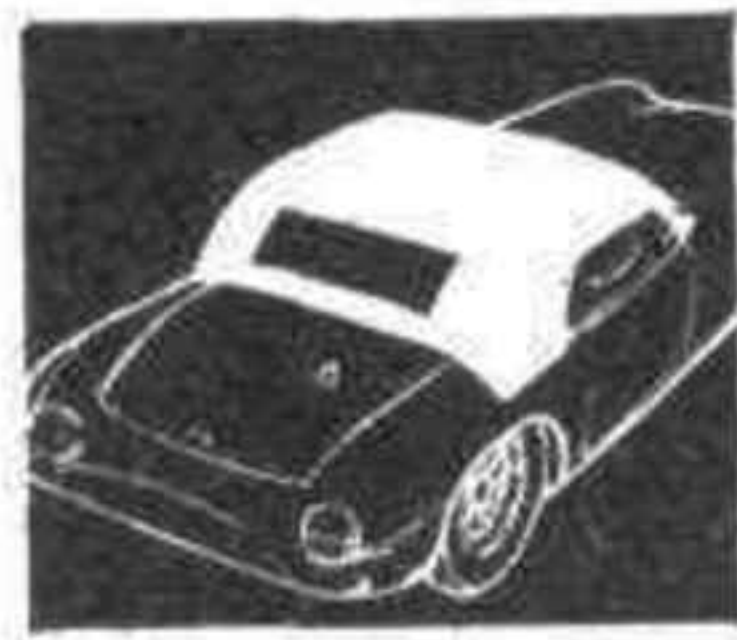
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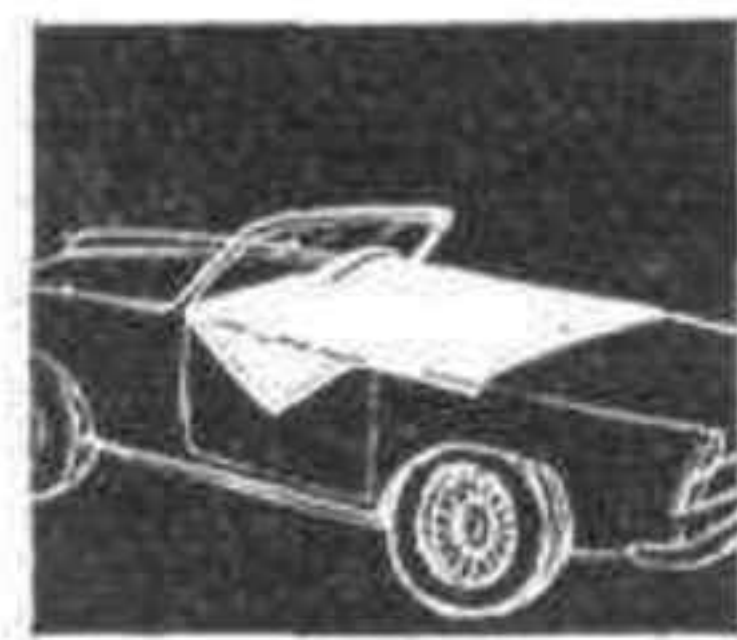


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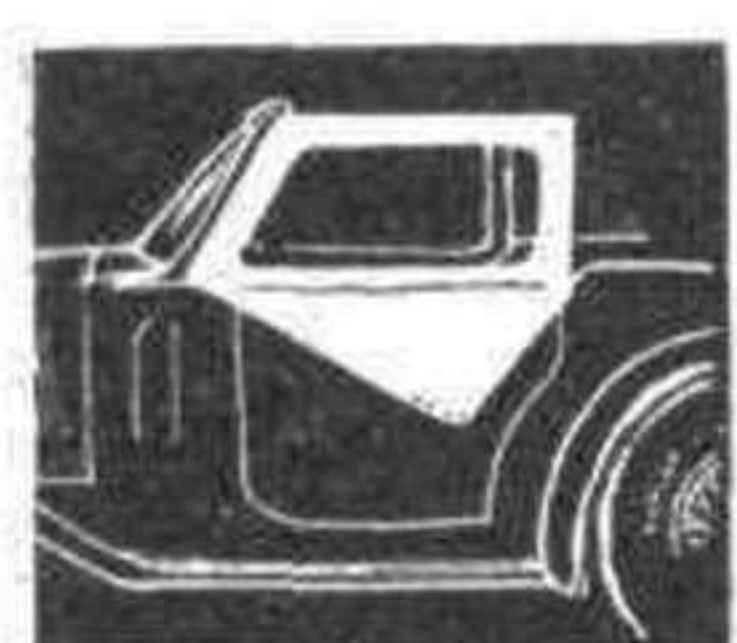
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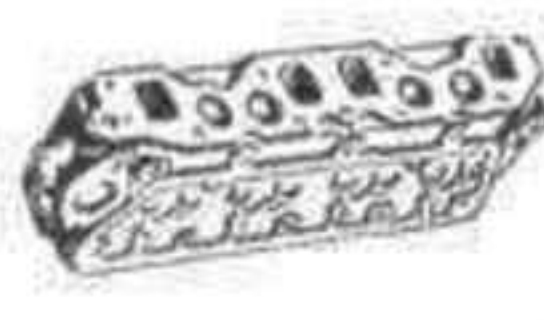
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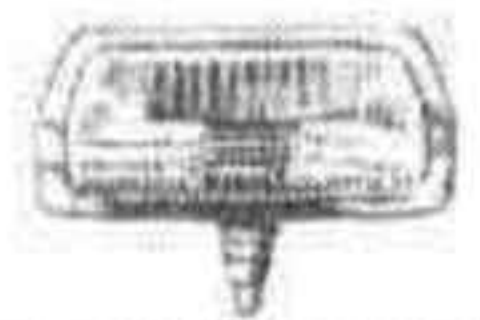
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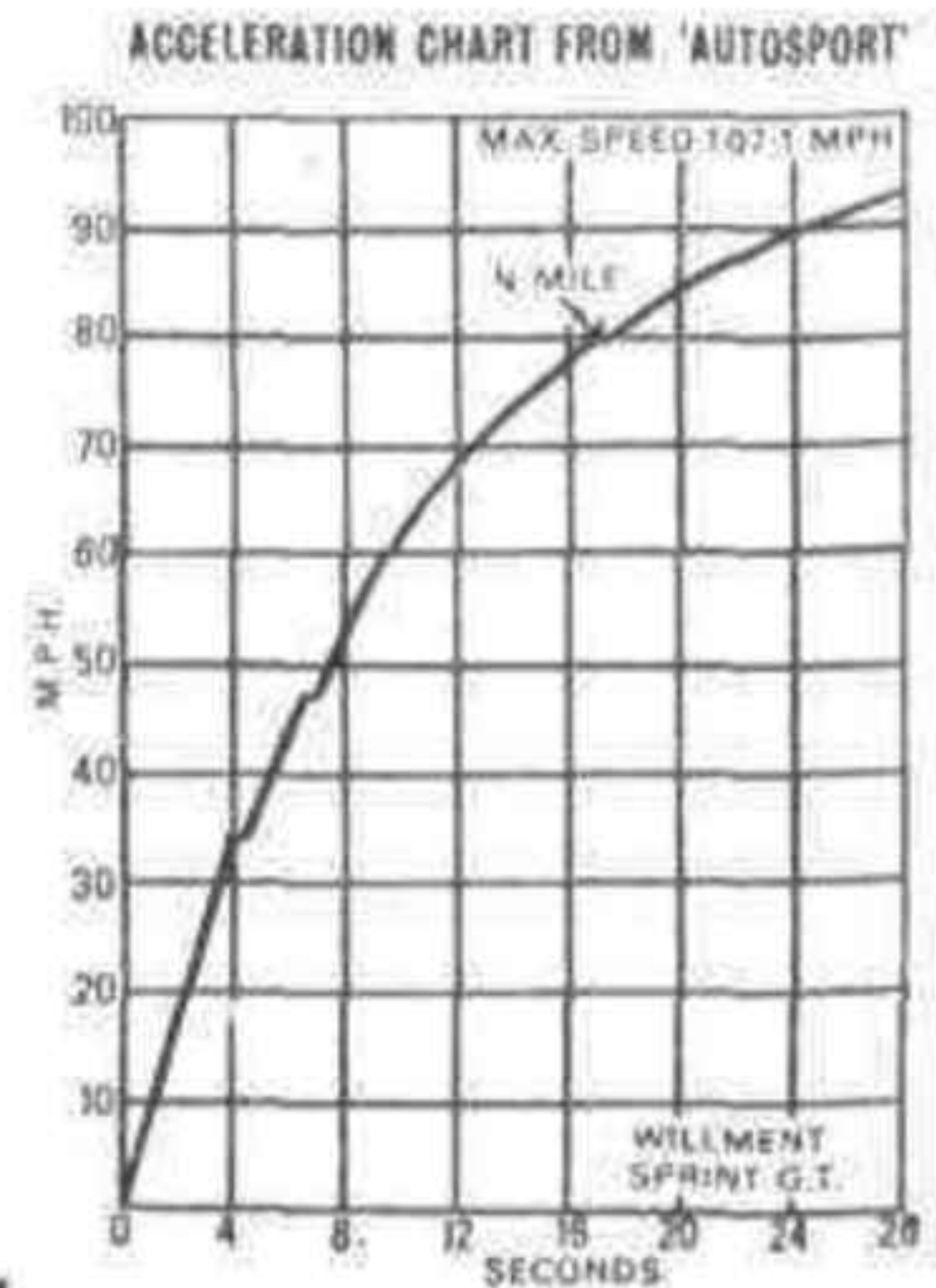


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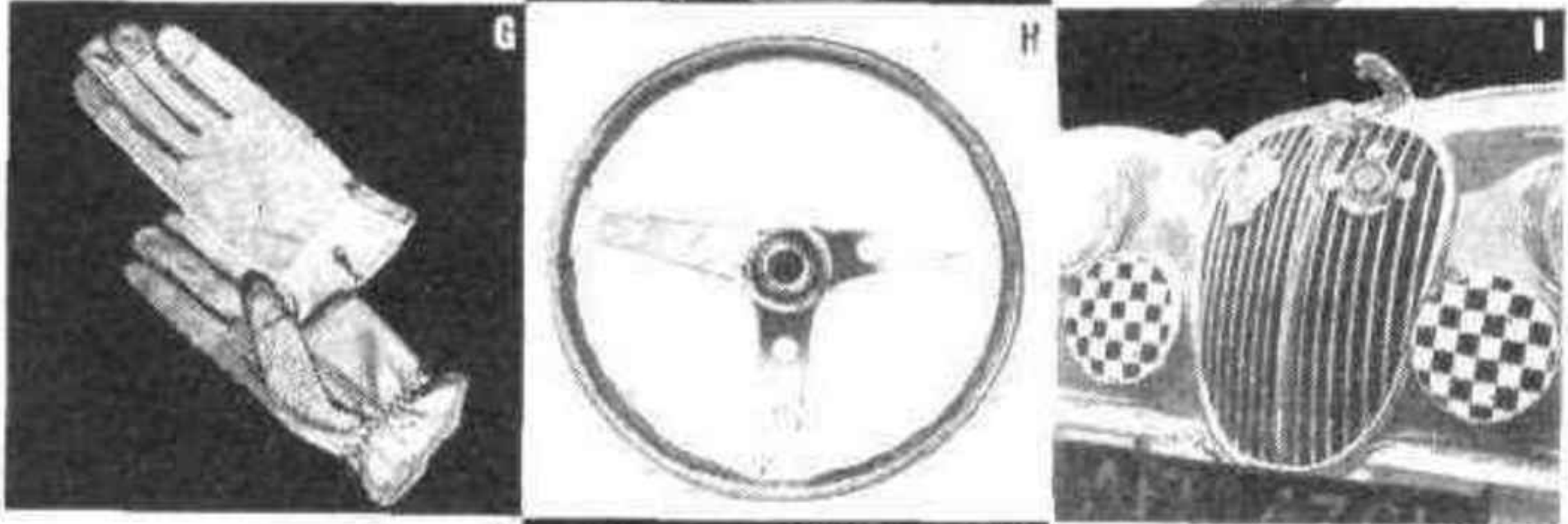
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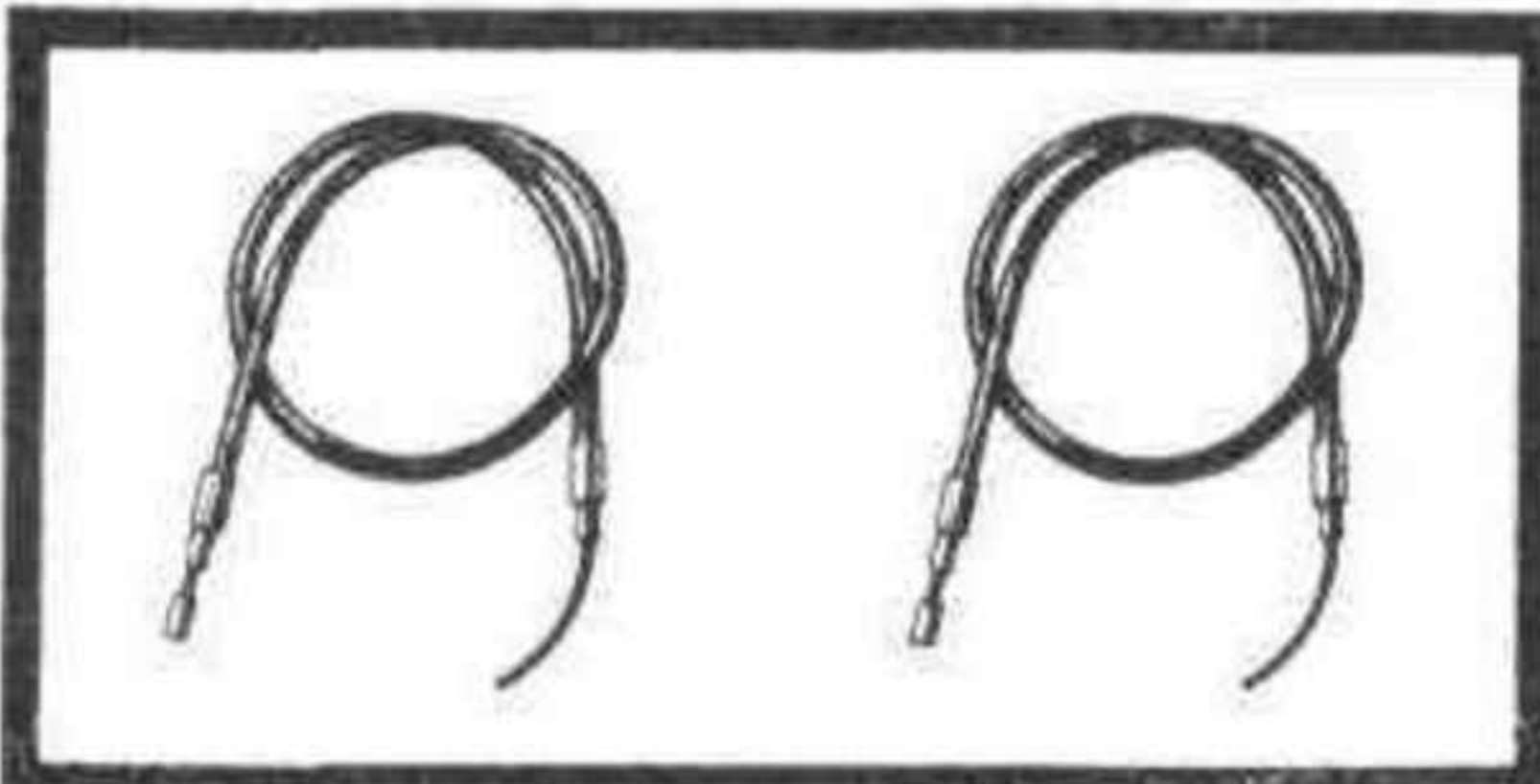
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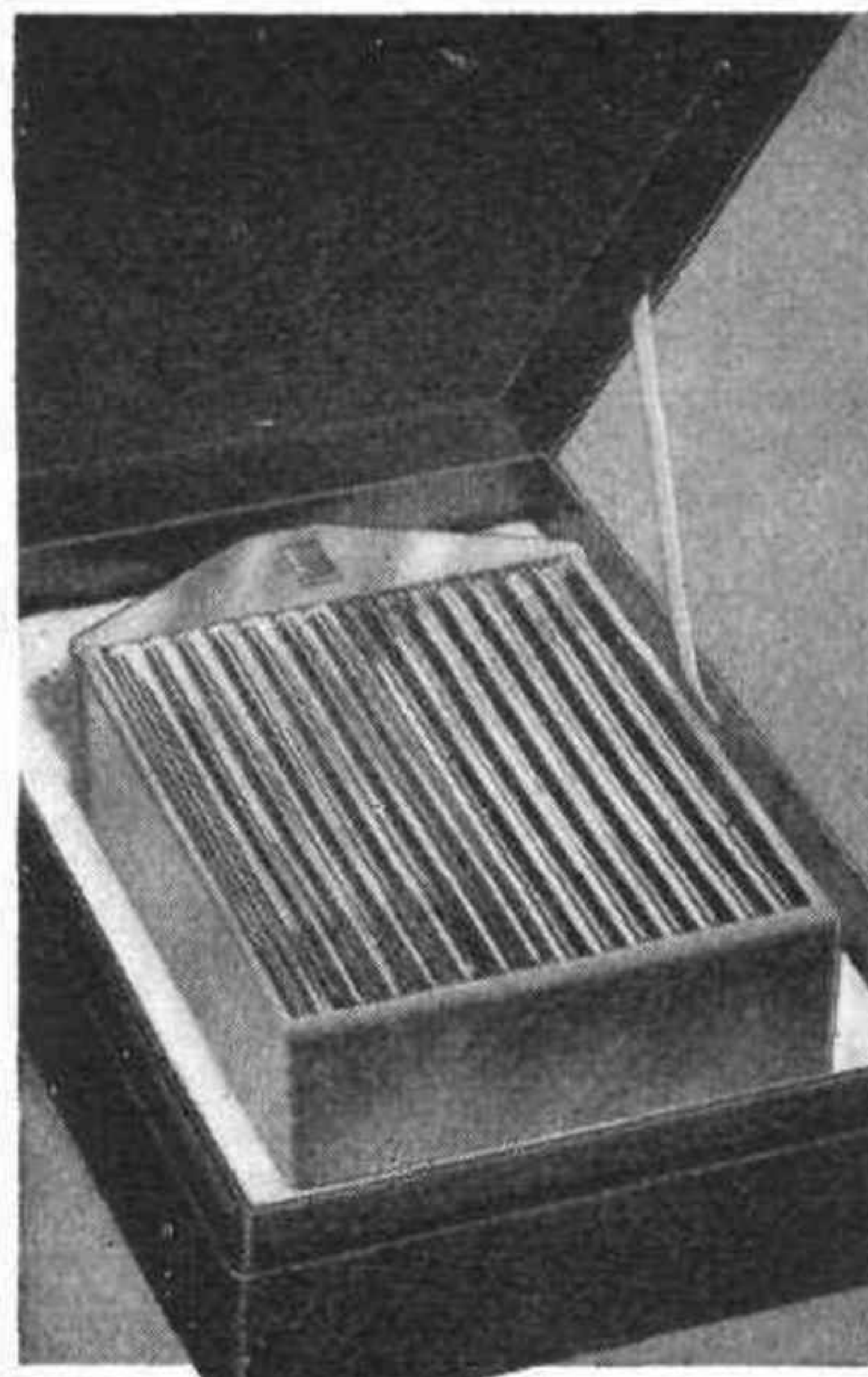
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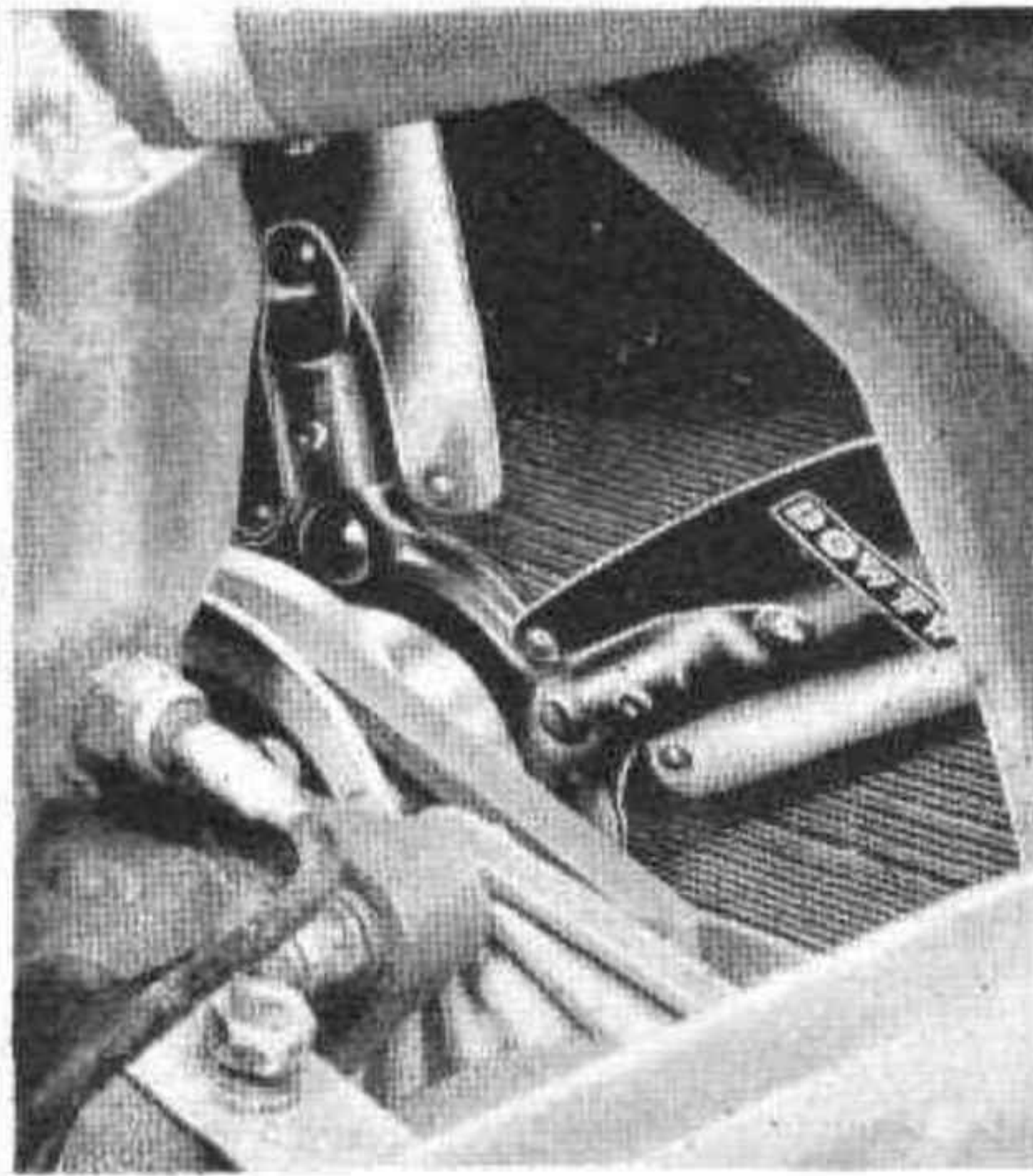
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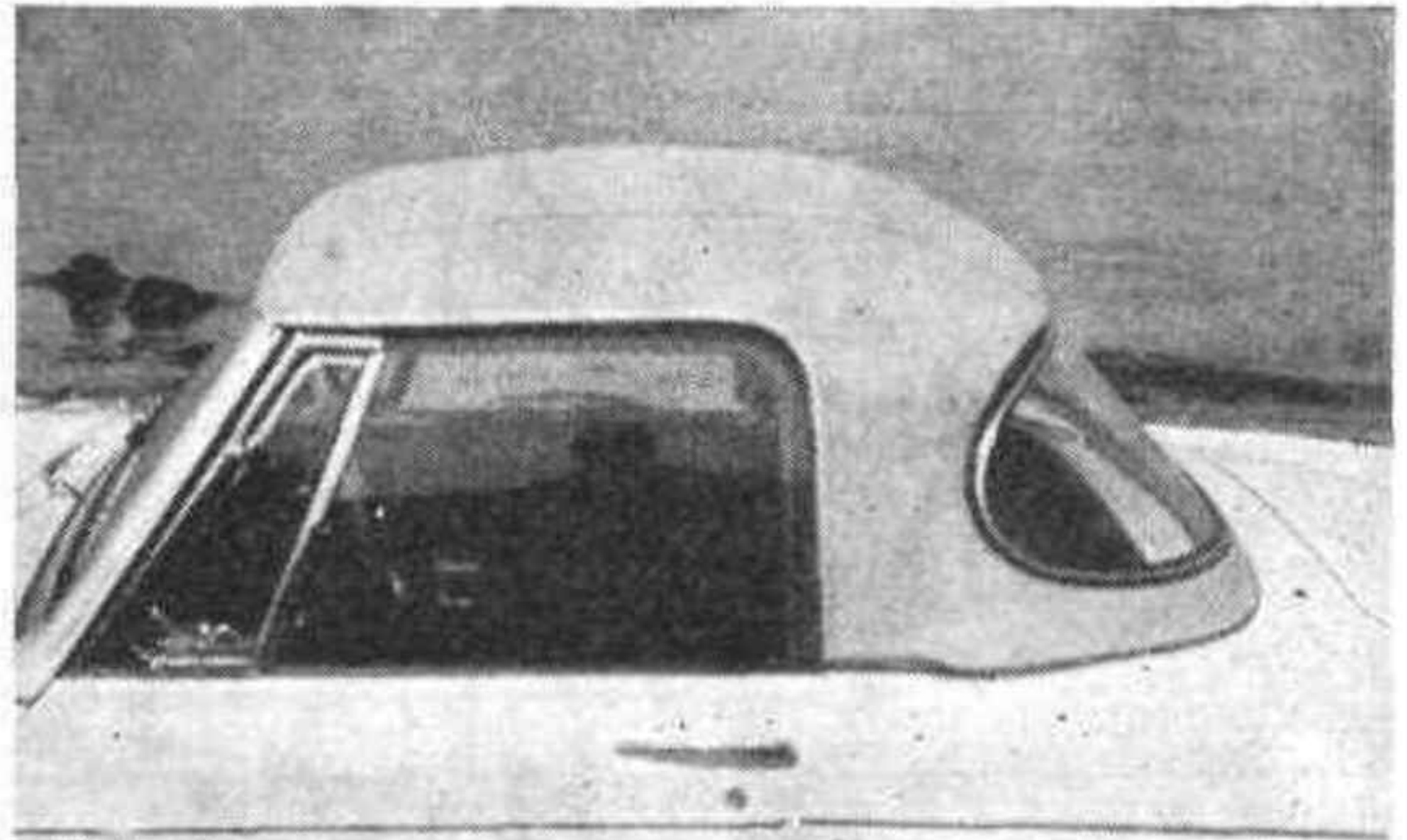
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- MORGAN DE LUXE**, very rare 3-wheeler, presentable. £50 o.n.o. Clowstown, Sleepers Hill, Winchester. [3262]
- 1935 M.G. KN 2-seater**. Hood, tonneau. Ludlow area. Offers. Box No. 1285. [3263]
- MODEL B FORD**, Fordor de luxe, in family since new. Original, except for 16-in. wheels. M.O.T. £85. McKay, The Rectory, Normanton-on-Sear, Loughborough. Tel.: Hathern 293. [3264]
- LOTUS ELITE II**, 1962. Almost new Cinturatos, 4.22 axle; 21,000 miles. Suspension recently overhauled. Never raced. £225 o.n.o. J. Horton, The Old Rectory, Gosbeck, Ipswich. [3265]
- 1933 ALVIS FIREFLY** engine—less crankshaft and pistons. £25. Campbell, Tel.: Terminus 1234, ext. 7355 (9.30-5.30). [3266]

FOR SALE—continued

- TR3A—HARD-TOP**, £18. New, unused set Armstrong Roadholder dampers, £16. 97 Hollfast Road, Sutton Coldfield, Warwickshire. Tel.: ERD 3345. [3268]
- ASTON MARTIN DB4**, 1959. First-class condition, very recent engine overhaul, bills available. Best offer over £21,100 secures. Tel.: Harpenden 4961. [3269]
- TWO CUSTOM-MADE** unused seats, one adjustable reclining for Hillman Minx. Red, white piping. Cost £50. Nearest £35. Tel.: Birmingham, Knowle 2904. [3270]
- 1953 2-LITRE RILEY**. Heater, radio. V.G.C. throughout. £135. Call after 2 p.m.: Burls, 59, Bonnington Square, Vauxhall, London, S.W.8. [3271]
- VOLKSWAGEN**, 1959, de luxe, sun-roof. Diamond grey. One owner; 65,000 miles. Undersealed, twin carbs., compensator, Cinturatos, Maserati horns, extra lamps, radio. Superior condition. Available end October (emigrating). £350. Also, 120 Motor Sports, £8. Lambert, 31, Fairfield Crescent, Glenfield, Leicester. Tel.: 62531 (office). [3272]

FOR SALE—continued

- SHORROCK SUPERCHARGER**, £35. 3,000 miles. M.G. Midget, etc. Tel.: SPR 4244 (Birmingham). [3267]
- 1960 TR3A**, immaculate. Overdrive, heater, tonneau, wire wheels, "X"s. 32,000. £490 o.n.o. Matthews, Culcheth, New Hall, Culcheth, Warrington. [3273]
- ROLLS, 1935**, 20/25 sports saloon. Good tyres, good leather. 85,000 miles. Photo on request. £350 o.n.o. Tel.: KIN 1347. [3274]
- SPITFIRE, JULY 1963**. Blue. Cinturatos, heater, u'seal, radio. £475 o.n.o. Tel.: Dr. Tobias, EDMonton 3071 or Sanderstead 3602. [3275]
- FASTAKART**, G.E. Villiers. Complete overhaul this year and not used. Includes high comp. piston, full circle crank, new tyres. Ready to race. £45. B. Allen, "Montrose," Battle-down, Cheltenham. Tel.: 56426. [3276]
- ROLLS-ROYCE PHANTOM I** chassis, complete with front wings and bonnet, dashboard, instruments, tools and mascot, registration book. Running order. 1928 CL series. Offers. Box No. 1300. [3277]

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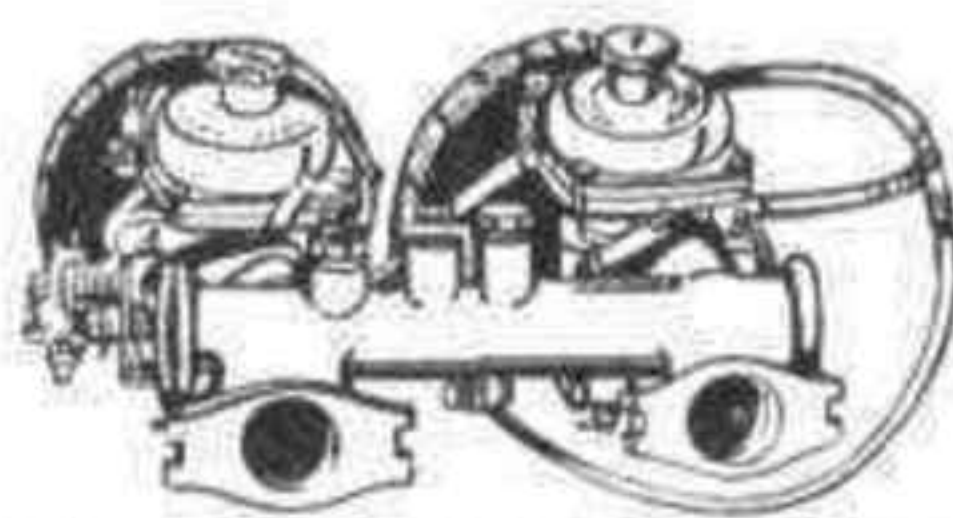
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1958 VW ENGINE complete, excellent condition, £25. Dismantled gearbox, £5. 6v. twin-tone horns, £2. Brown, 40, Clare Road, Skerton, Lancaster. [3280]

SUNBEAM-TALBOT 90 saloon, 1952, floor change; low mileage. Beautifully maintained connoisseur's car, £110. Potter, 14, The Keep, Blackheath, S.E.3. [3281]

FERRARI 250GT Pininfarina coupé, 1960. Discs. Immaculate in green with black leather, £1,900. Facel-Vega HK500 coupé. Synchromesh gears, radio, electric windows, Webasto roof, wire wheels; royal blue, £795. Exchanges considered. H.P. available. Ham Mill, Newbury. Tel.: 1346. [3282]

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LIZ 394, 1963 MINI van, 18,000 miles. Latest gearbox, etc. Lined interior, fitted side-windows, electric rev-counter, Pirellis. Registered as station-wagon, 10:1 head. Rapid, useful, economical, de-restricted. Owner going overseas. £300. Tel.: Fordcombe (Kent) 246. [3286]

1965 SPITFIRE Mk. 2, 2,000 miles only. Wire wheels, overdrive, tonneau, etc. Cost £810 three months ago. Immaculate second car of middle-aged advanced driver unexpectedly leaving for Africa. £895 o.v.n.o. H.P. could be arranged. Tel.: Fordcombe (Kent) 246. [3287]

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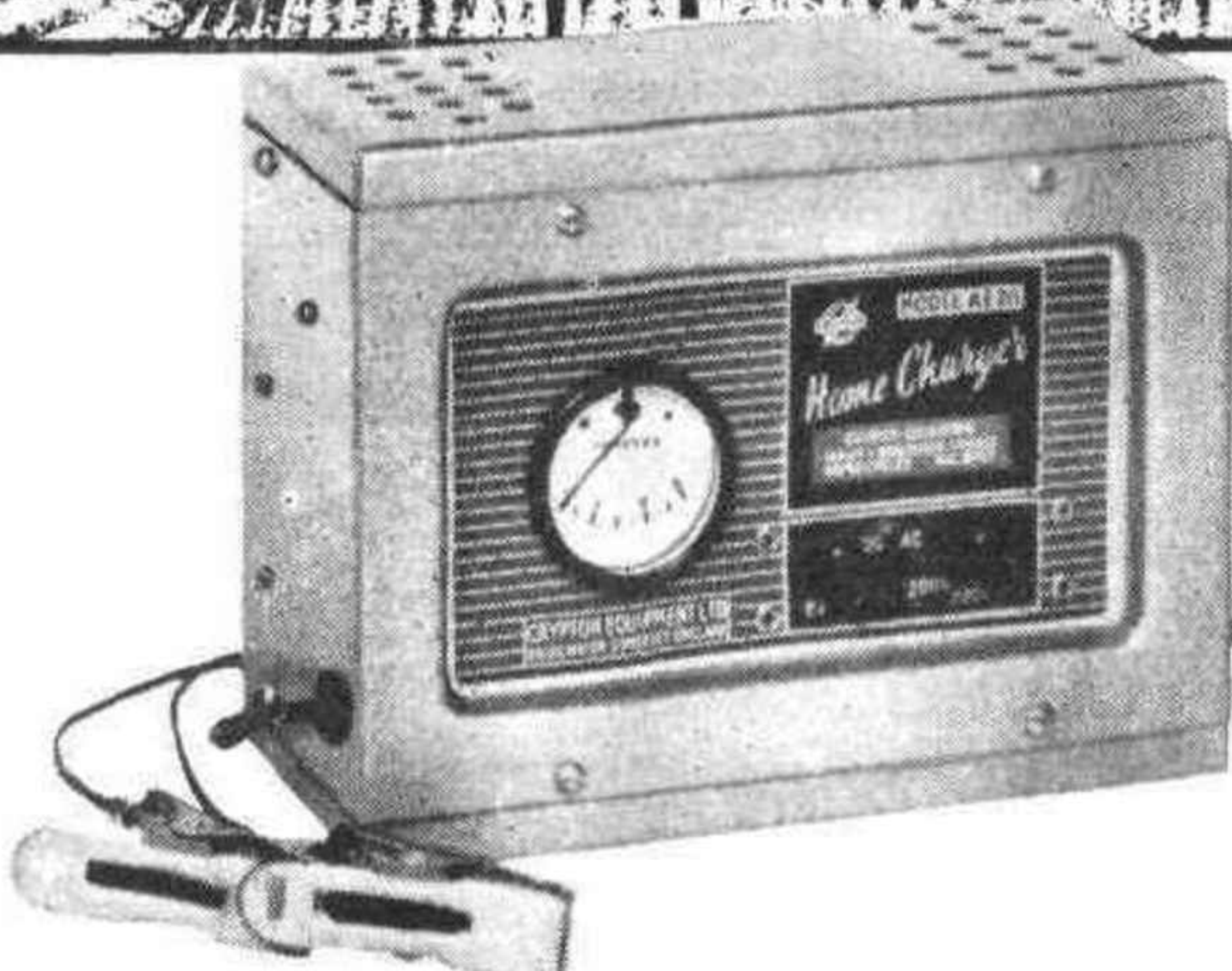
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- M.G. TD 1500.** Ex-Archie Scott-Brown. Modified body, suspension, recon. engine, gearbox, brakes; rewired; four new tyres. £250. G. Rogers, 102, Forest Edge, Buckhurst Hill, Essex. Tel.: BUC 8996. [3290]
- ALVIS TA14** sports saloon. No rust. Many extras, spares, including engine. £75. Tel.: Deepcut 3402 (evenings, weekends any time). [3291]
- M.G. TD.** £230. Redecorated, replacement engine. West 16, Tekels Park, Camberley. Tel.: 22486. [3292]
- AUSTIN HEALEY SPRITE,** 1,100 c.c., 1963. Heater, wood-rim wheel, tonneau, oil cooler, undersealed. Immaculate order throughout. Impending marriage forces sale. H.P. arranged. £440. 82, Churston Drive, Morden, Surrey. Tel.: CHE 4958. [3293]
- CITROEN DS, 1960.** Resprayed Solent blue. Good condition throughout. £375 o.n.o. Tel.: Macclesfield 6059. [3294]
- "MOTOR SPORT,"** November 1957-November 1964. As new. For sale, £10. Tel.: Streatham 6786. [3295]
- SUNBEAM ALPINE, 1960.** Series II engine, modified exhaust. Red/black hood, tonneau, belts. £410 o.n.o. Tel.: Worthing 202920. 3, Guildford Close, Worthing. [3296]
- 1935 M.G. PA,** with Ford E93A Ten engine and M.G. gearbox. Good condition but 1st motion shaft broken. Some spares. Can be seen at Ealing. Offers: 45, Tankerton Road, Tankerton, Kent. [3297]
- E-TYPE JAGUAR** drophead, 1962, dark blue, 24,000 miles. £825. Cheaper exchange considered. H.P. possible. Tel.: Ashted (Surrey) 2197. [3298]
- CORTINA GT, 1963.** 4-door. Goodwood green. S/belts, radio, Cinturas. Genuine 27,000. £450 o.n.o. Write, Dr. Butler, Common Cottage, Nairdwood Lane, Prestwood, Bucks. [3299]
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'61 Austin Healey Sprite Mk. II	£355
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'57 Triumph TR3. Immaculate	£265
'55 Austin Healey 100. Immaculate	£239
'48 Rover 12 sports tourer. Exceptional	£135
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- JAGUAR XK150, 1950,** f.h.c., 3.4-litres, B.R.G. Wire wheels, Michelin "X"s. £400. Wagstaffe, 4, Limesway, Barnsley, Tel.: 81177. [3302]
- ODD BITS** for Special E93A—c/f. radiator, 4.3 back axle, etc. Tel.: Derwent 7695 (Surrey). [3303]
- 1925 BULLNOSE OXFORD,** ex-farm, bodywork incomplete, needs complete restoration; £27. Also 1915 Renault rear axle, T-Ford engine and commercial rear axle. Dr. Richens, Tel.: Little Chalfont (Bucks) 3205. [3304]

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- CHUMMY AUSTIN SEVEN.** Showroom condition 1928 tourer. Concours winner. Register car. Offers invited. Ward, Ousterne Lane, Fillongley (Tel.: 455), Warwicks. [3307]
- 1937 750 SPECIAL,** half completed. Boxed chassis, Bowdenex brakes, etc. Spent £100, want £50. Mitchell, Manor Farm, Shroton, Blandford, Dorset. [3308]
- RILEY 1½, 1946,** 80,000 miles. Mechanically good; dented wing, otherwise body fair. £35. Tel.: KIN 9753 (evenings). Box No. 1288. [3309]
- 1904 2-SEATER** De Dion Bouton, entered London-Brighton. Best offer over £1,750. Box No. 1287. [3310]
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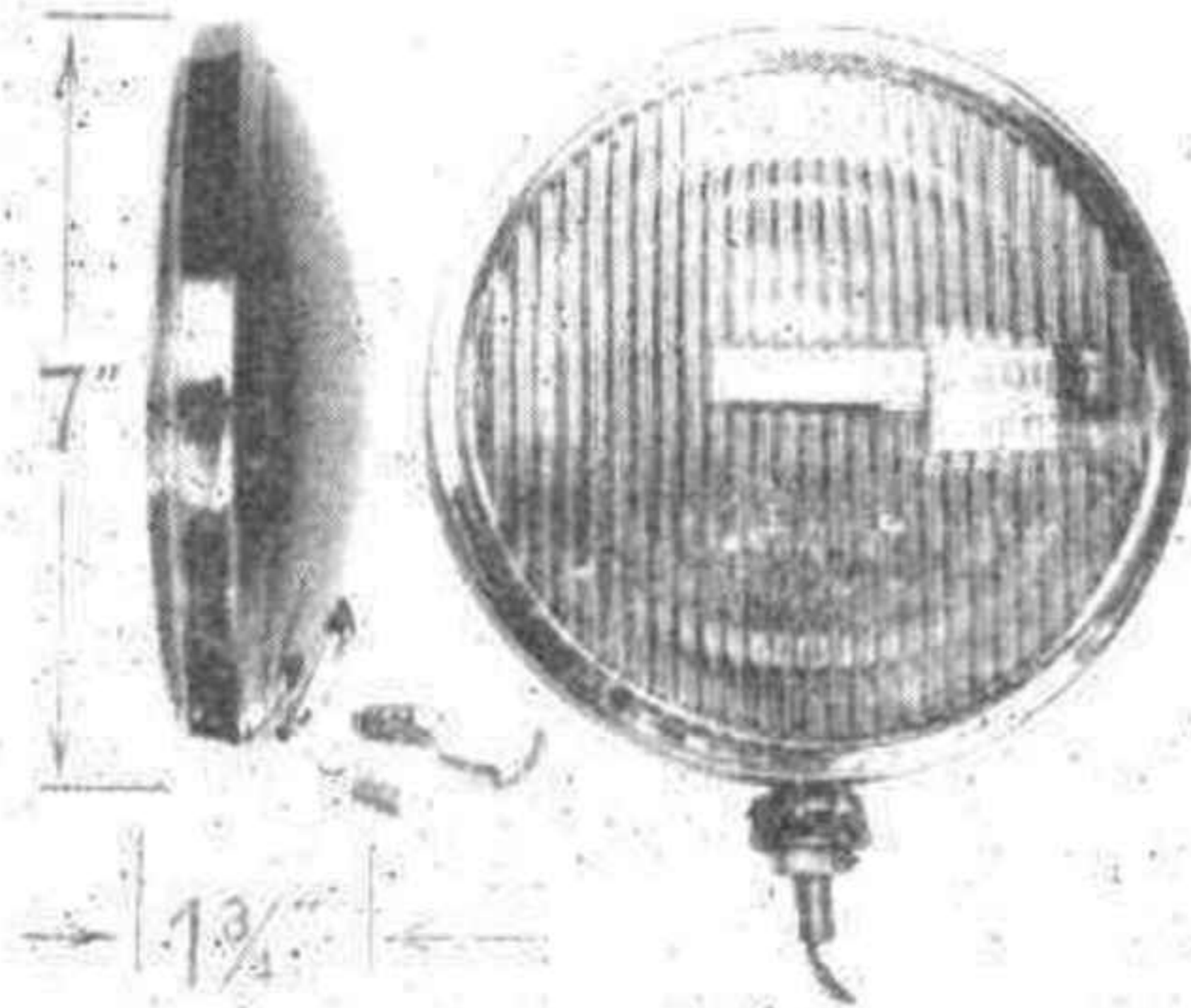
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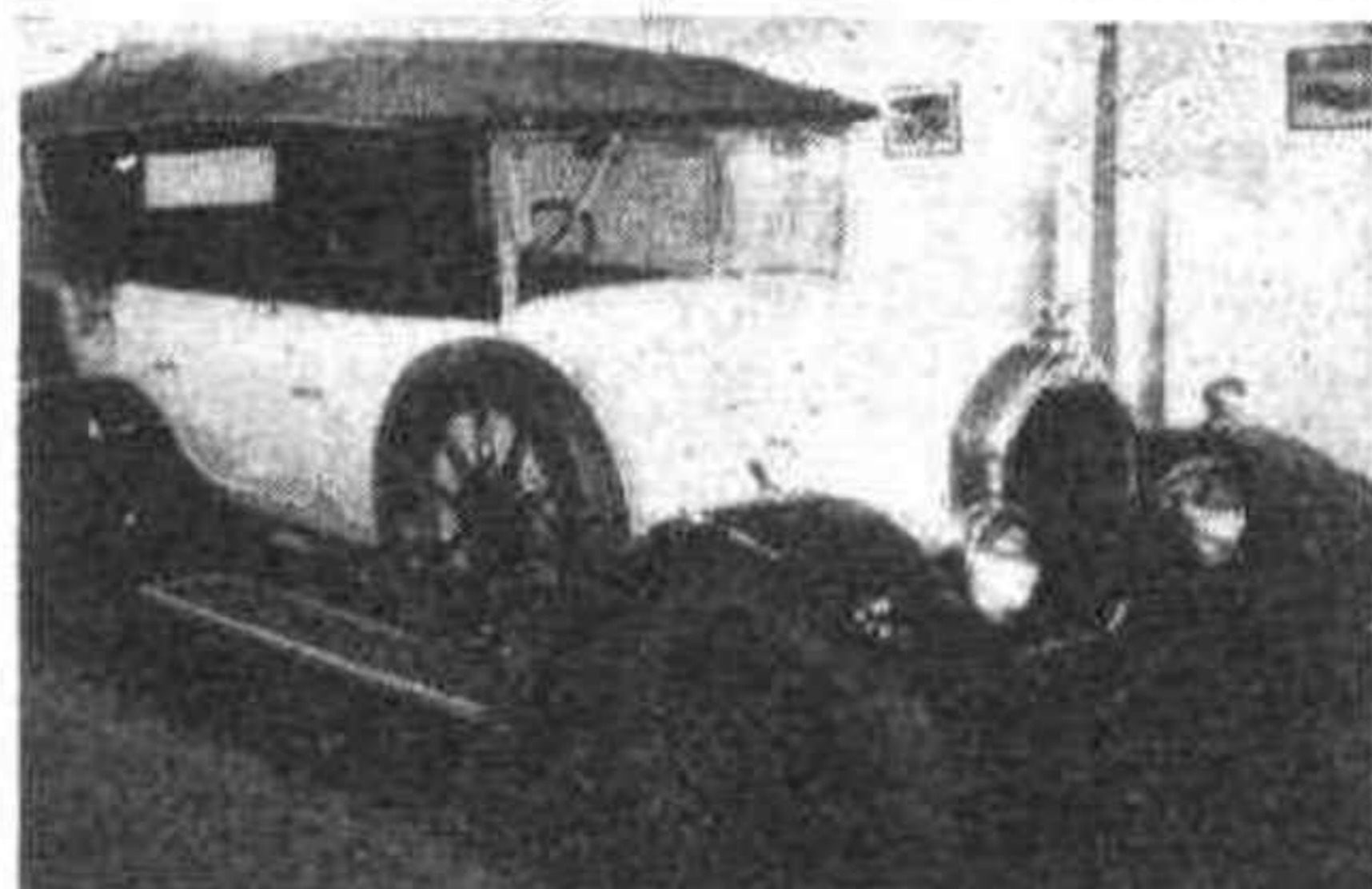
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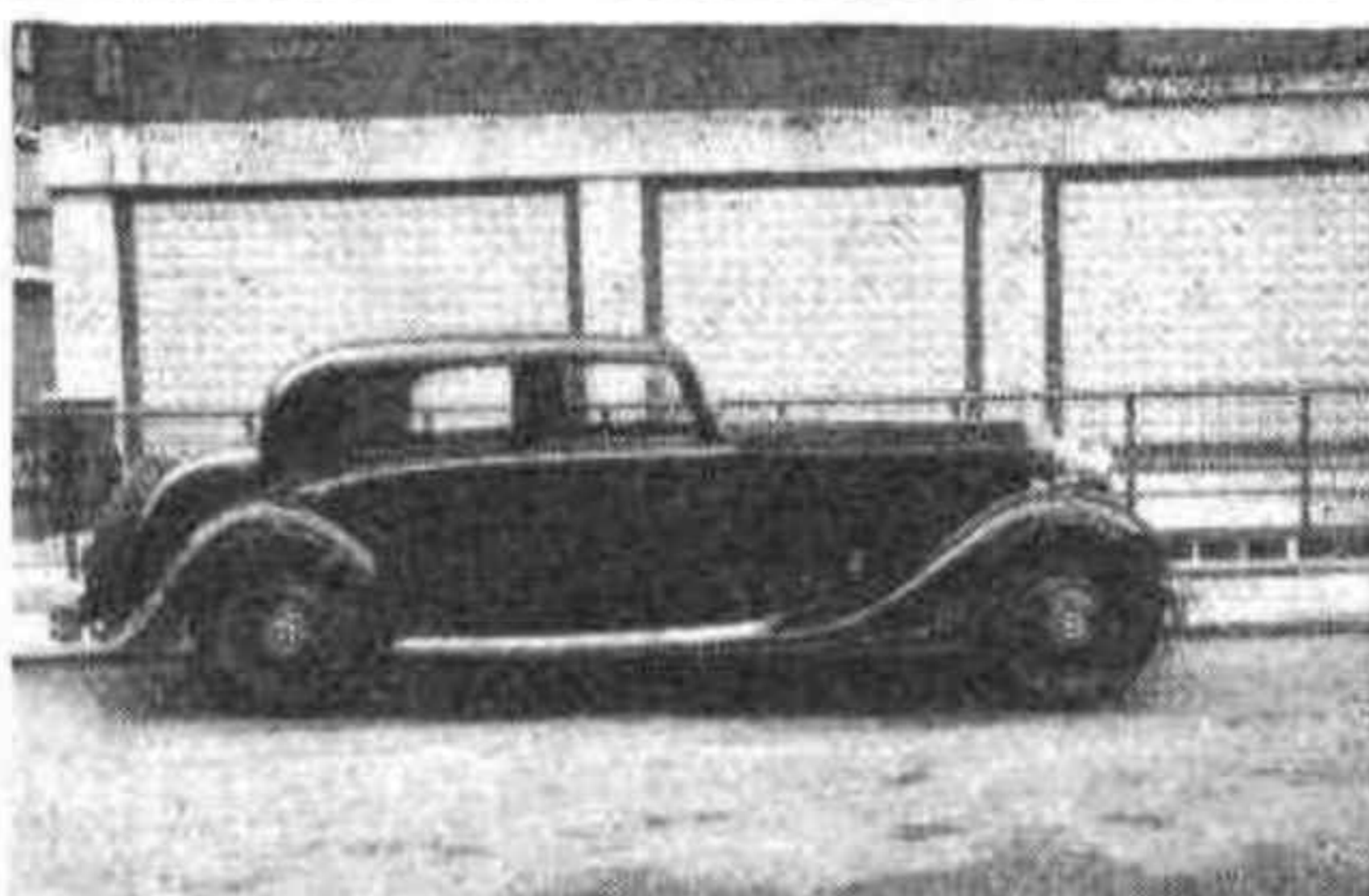
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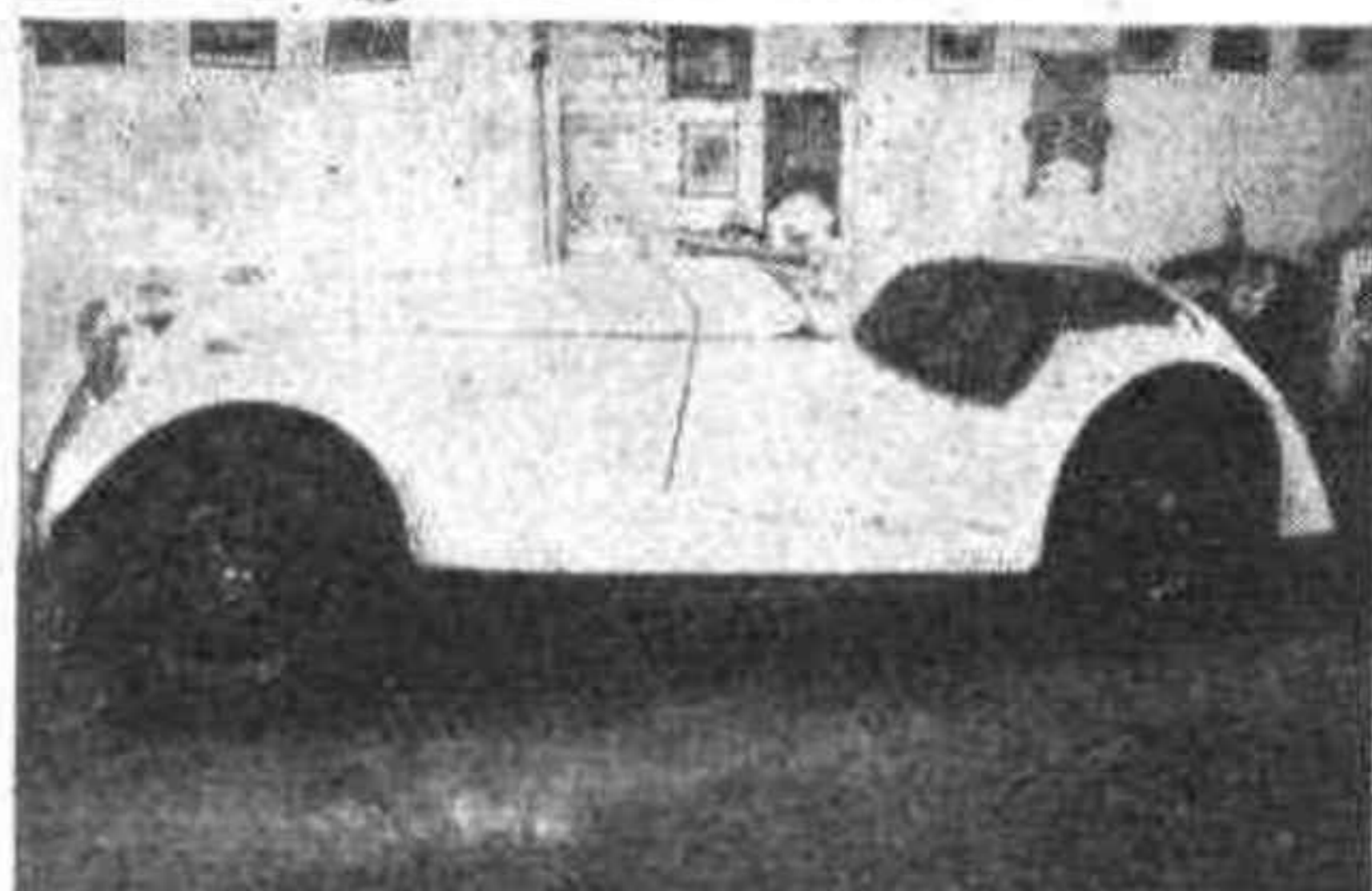
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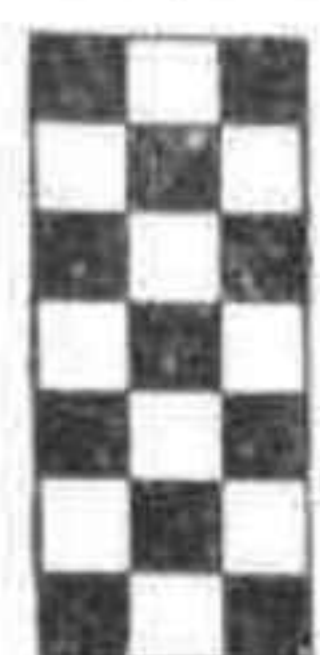
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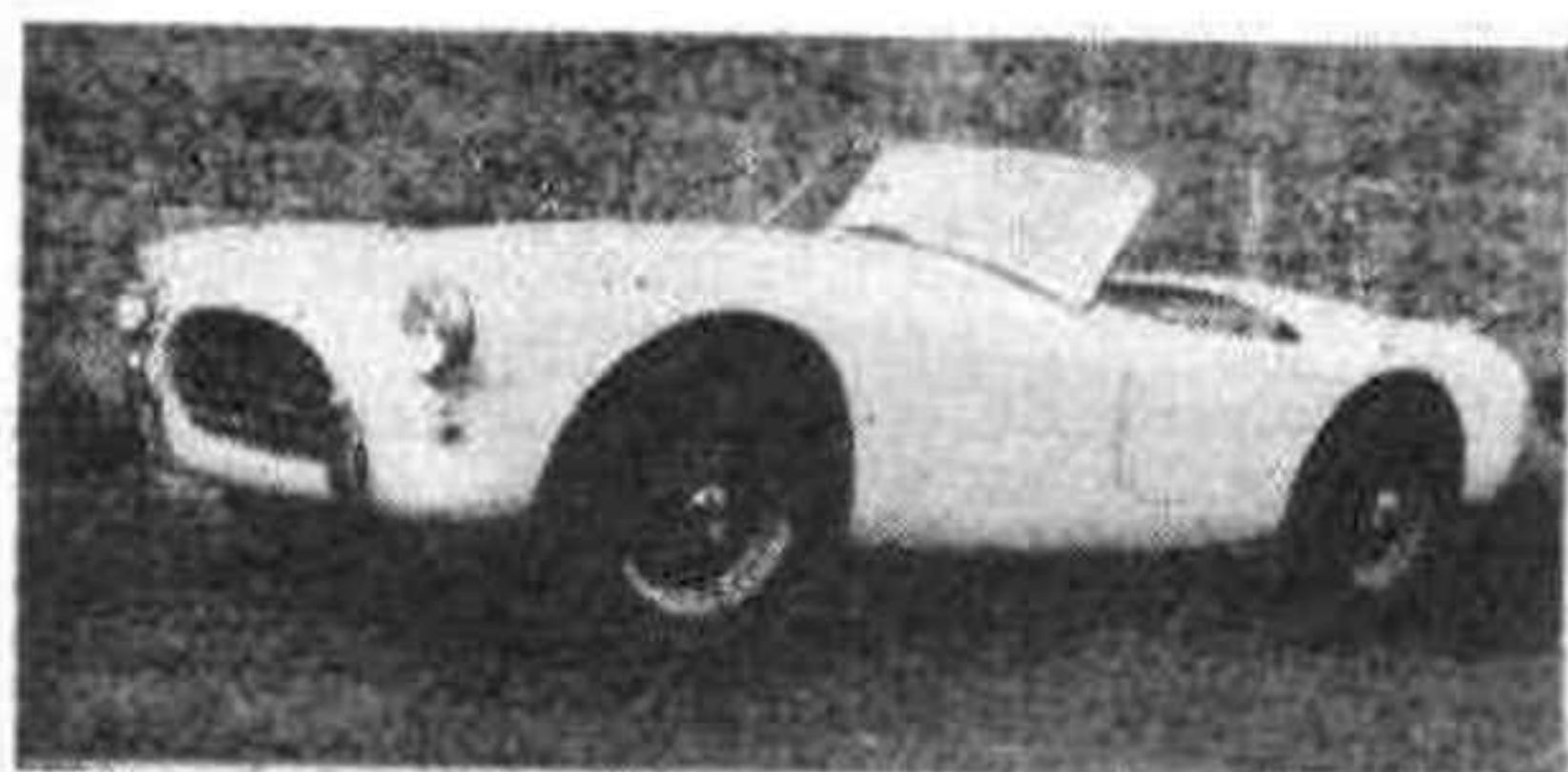
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- £975 LOTUS Elan, 1964 model. Regd. 1965, with some SII mods., dark blue hard- and soft-tops, S.P. tyres, heater etc.
- £895 LOTUS Cortina, 1965. A very clean one-owner car with under 1,000 miles on the clock, fitted with push-button radio, heater, seat belts etc.
- £795 ASTON MARTIN DB3, 1958. A very well maintained and genuine example in smoke grey with grey hide.
- £755 SUNBEAM Alpine GT, 1964 Series IV. Equipped with overdrive, radio, heater etc. Light blue with black interior.
- £675 M.G.-B, 1963. Finished in red with black trim. Equipped with overdrive, radio, heater, wood-rim wheel etc.
- £675 AUSTIN HEALEY 3000 Mk. II, 1963 Series. A clean example in ivory with black panels, black trim. Equipped with overdrive, wire wheels, hood, tonneau, luggage rack etc.
- £675 TRIUMPH TR4, 1962. A very fine car, finished in British Racing Green and equipped with overdrive, wire wheels, heater, etc., radio, luggage rack.
- £665 TRIUMPH Spitfire Mk. II, 1965. A one-owner car in Wedgwood blue with under 300 miles recorded, heater etc.
- £665 M.G.-B, 1963. Finished in powder blue with blue trim, fitted wire wheels, radio, tonneau, heater, new Cinturatos etc.
- £665 TRIUMPH TR4, 1962. Powder blue with matching trim, extras include wire wheels, overdrive, Surrey top, etc.
- £665 AUSTIN HEALEY 3000 Mk. II, 1963. Equipped with wire wheels, Cinturatos, seat belts, heater. Finished in Old English White with red trim.
- £645 DAIMLER Dart SP250, 1962. Finished in ivory with black trim, fitted hard-top, heater, etc.
- £645 M.G.-B, 1963. Red with black interior. Usual extras.
- £625 TRIUMPH TR4, 1962. British Racing Green. Red interior, heater, screen washers, etc. tonneau.
- £595 TRIUMPH TR4, 1961/62. Red with black interior. This car is in very good condition and offers excellent value, tonneau, heater.
- £595 JAGUAR XK150 d.h. coupé, 1960. 3.8 engine. Finished in Carmen red with black interior, overdrive, wire wheels, heater, etc.
- £565 JAGUAR XK150 3.8, 1960. A low mileage car finished in dove grey with red interior, overdrive, heater, etc.
- £545 SUNBEAM Alpine Mk. II, 1962. Light blue with contrasting interior, extras include, hard-top, overdrive, heater, twin spots etc.
- £525 TRIUMPH Spitfire. A low mileage car in white with black interior, heater, tonneau etc.
- £495 ASTON MARTIN DB2.4 f.h. coupé, 1955. Finished in silver grey with red trim, radio heater, etc. A very clean and well maintained example.
- £495 LAGONDA d.h. coupé, 1951. A one owner car in exceptional good condition having done only 18,000 miles. Finished in British Racing Green with matching trim.
- £465 DAIMLER SP250, 1960 Hard-top, 'X' tyres, heater. In ivory with beige trim.
- £445 LANCIA Aurelia, Regd. 1960. Right hand drive. A splendid example in honey beige with contrasting trim, radio, heater etc.
- £445 LOTUS Super Seven, 1962. Fitted 1,340 c.c. Cosworth Unit, twin Webers, flared wings etc. Finished in red and silver.
- £445 AUSTIN HEALEY Sprite Mk. II, 1963. Balanced 1,100 c.c. unit, S.P. tyres, heater, headlamp flasher. A very clean car in harvest yellow with black trim.
- £445 JAGUAR XK150 d.h. coupé, 1958. Finished in red with red trim. A special equipment model with overdrive, wire wheels, etc.
- £435 AUSTIN HEALEY Sprite Mk. II, 1,100 c.c. unit, disc brakes etc. A very clean car in pale blue with contrasting trim.
- £395 SUNBEAM Alpine, 1960. Finished in ivory with black trim, fitted wire wheels, hard-top, soft-top, heater etc.
- £375 AUSTIN HEALEY Sprite Mk. II, 1962. Finished in ivory with black trim, hard-top, luggage rack, 'X' tyres.
- £365 AUSTIN HEALEY Sprite Mk. II, 1961. Finished in red with black trim. Fitted Sebring modified unit disc brakes, heater, etc.
- £355 TURNER Sports, 1962. 997 c.c. Ford engine. Finished in Imperial Hardon with black trim.
- £345 TRIUMPH TR3A, 1958. Red with grey interior, hard-top, power brakes, twin spots heater.
- £325 AUSTIN HEALEY Sprite Mk. I, 1961. Hard- and soft-tops, twin spots, heater, new tyres etc. Leaf green with black top.
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- £265 TRIUMPH TR3, 1957. Finished in mid blue with contrasting trim, heater and disc brakes.
- £245 M.G.-A, 1956. Finished in British Racing Green with black trim, tonneau cover, heater etc.
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- £195 JAGUAR XK140 f.h. coupé, 1957. Overdrive, heater, etc. Without Warranty.
- £195 CHEETAH M.G. 2-seater sports. Superbly built and very well maintained. Full weather equipment.
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- Offers invited, TR2, wire wheels, overdrive, Without Warranty.
- £195 SPEEDBOAT. 13 ft. 1-seater. Powered by 35-h.p. Evinrude outboard unit. Remote controls, wheel steering, complete with trailer.
- £125 SPEEDBOAT. 10 ft. 6 in. 2-seater, powered by 35-h.p. Evinrude unit remote controls, wheel steering, complete with trailer etc.



£1,495 **A.C. COBRA**, 1962. Full history, 14,000 miles. Red with black interior. 4.2-litre engine, S.P. tyres. Unraced example in Pristine condition.



TR4A. White with black trim, overdrive, wire wheels, tonneau, heater etc.



£865 **LOTUS Elan**, 1963. Finished in primrose with black trim, fitted push-button radio, close ratio box, etc.



£735 **SUNBEAM Alpine, GT 1964, Series IV**. Finished in Indigo blue, matching trim. Equipped with overdrive, heater, seat belts etc.



£745 **AUSTIN HEALEY 3000**, June 1963 convertible. Finished in black with red interior, wire wheels, overdrive, radio, one owner from new



£665 **LOTUS Elite**, 1962. Fitted with Ford Cosworth engine, 4-speed syncro box. Ivory with red trim.



£835 **DAIMLER SP250**, 1963. Finished in Imperial maroon with grey trim, fitted hard-top, radio, seat belts etc. An immaculate example. One owner.



£975 **A.C. Ace**, 1962. Fitted Stage 4 Zephyr unit with transistorised ignition, triple Webers etc. Wide rim wheels, overdrive, tonneau, new hood etc.



£395 **G.S.M. Delta**, 1964. Hard-top, 105E Ford engine, Weber carb. Very fast and economical.

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.

£850 **VAUXHALL VX490**, 1965. Extras include push-button radio, soundproofing, spotlights, reversing lights, compass etc.

£595 **JAGUAR 3.8 automatic**, 1961, October. Fitted Webasto sun roof, power steering, heated rear window, radio, new tyres etc. Finished in Sherwood green with matching trim.

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

£335 **MORRIS Cooper**, 1962. Finished in British Racing Green with contrasting trim, radio Restall seats, twin spots etc.

£325 **RILEY 1.5**, 1961. Grey.

£295 **AUSTIN Mini**, 1963. Super de luxe.

£265 **SUNBEAM Rapier d.h. coupé**. Gunmetal grey with red flash, radio, overdrive.

£255 **MORRIS Mini saloon**, 1961. Blue, extra instruments etc.

£195 **AUSTIN A35 saloon**.

£195 **HILLMAN d.h. coupé**, 1958. Sept. Finished in grey with red hood and trim.

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£75 **WOLSELEY 4/44**, 1956. Finished in mid blue with contrasting trim.

£165 **BEDFORD Dormobile** with windows and seats, heater, tow bar etc.

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1964 SUNBEAM Alpine Mk. IV. Old English White with black interior, Michelin 'X' tyres, heater, spot and fog lamps, very low mileage £675

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1962 LOTUS Elite. Special equipment model. One naval officer-owner from new. White with black interior. Complete overhaul just completed. Invoices available £785

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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

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- HEALEY 3000 I,** metallic bronze, c/w. white hard-top, wire wheels, o/drive, power brakes. "A hairy specimen." Cheap for £440. Also Mini Super engine/gearbox complete, £25. 243, Wolverhampton Road West, Bentley, Walsall, Staffs. [3358]
- WEBER CARBURETTOR** with manifold, fit B.M.C. series "A." £20 o.n.o. Plunkett, 8, Woodview, Embsay, Nr. Skipton, Yorkshire. [3359]
- M.G. TD, 1953.** Green. Good condition. New clutch, crank, hood, flashers, heater. £185. Tel.: Leicester 39102. [3360]
- ALFA ROMEO 1900,** 4-door saloon. R.H.D. Excellent runner. £315. Cottrell, "Old Duke," Merthyr Road, Pontypridd (Tel.: 3188), Glam. [3361]
- SALE: FOUR NEW 650x20 (8-ply rating) Avon** tyres, with tubes, £15 each. Tel.: Preston 76628. [3362]
- 1961 ALPINE.** Brand new engine fitted September 1963, overdrive, five new tyres, many extras. Good condition, carefully used. £475 o.n.o. Reid, 47, Bell Street, Henley, Oxon. Tel.: 4966. [3363]
- M.G. TC, 1947.** Coachpainted, major overhaul on engine just completed. Extras. £140. 13, Shaftesbury Avenue, Penwortham, Preston, Lancs. [3364]
- 1938 RAILTON,** Sandown saloon. Magnificent condition, four almost new tyres, recent top overhaul, all new chrome, P.100s. Genuine 55,000 miles. £200 o.n.o. Celfis, 144, Percy Road, Whitton, Twickenham, Middlesex. [3365]
- D BACK MULLINER ROLLS-ROYCE,** excellent mechanical and body condition. An investment at £275. Tel.: Middlesbrough Park End 635. Hart, 6a, Church Lane, Ormesby, Middlesbrough. [3367]
- M.G. J2, 1934.** £150 with spares. Toy, 678, Fox Hollies Road, Birmingham, 28. Tel.: Springfield 6674. [3368]

FOR SALE—continued

UNIQUE 1936 AUSTIN 18-h.p. custom-built estate with matching trailer. Very good condition. Handbook and extras. £65. Tel.: DER 9718 (after 7 p.m.) [3369]

RILEY 2½-LITRE d.h.c., 1951. Rare model. New brakes, tyres, battery, hood. Resprayed B.R.G. Taxed and insured. £100 o.n.o. 3, Lealands Avenue, Leigh, Kent. [3370]

M.G.-B, 1964. Blue. Overdrive, oil cooler, anti-roll bar, tonneau, Nerus head. Genuine 10,500 miles. £750. Tel.: Shirley 5556 (evenings). [3371]

MUST SELL. 1955 Austin Healey 100. Beautiful. £220. offers. Details: 14, Marvels Lane, S.E.12. [3372]

XK140 F.H.C. W/wheels, Cinturatos. De-coked, new rings, bearings and rad. this year. Body tatty. £75. of plex. Sprite. 20, Roseash Lane, Bestwood Park, Nottingham. [3373]

LANCIA AURELIA 2500 GT. Registered 1962. A splendid example of this beautiful car. Right-hand drive. Good "X"s, heater, front brakes relined. £425 o.n.o. Seen London weekdays—173, Camberwell Grove, S.E.5. Tel.: Brixton 4521. Seen Bath weekends—Tel.: Bath 5076. [3374]

M.G. PA, reasonable condition, 1172 engine, also another PA complete in spare parts. £80 the lot. Mr. G. Harris, 20, Cider Avenue, Off Thorns Road, Quarry Bank, Staffordshire. [3375]

1931 RILEY 9, Biarritz body (spares available). 38 St. Mary Street, St. Andrews, Fife. [3376]

M.G.-A F.H.C., 1958 (Oct.). Exceptionally low mileage, "X"s. Mechanically sound, bodywork superb. Must be seen. £289. Whymark, Uppend, Kirrling, Newmarket. [3377]

M.G. TC, 1948. Red. Really excellent condition bodily and mechanically. £150 o.n.o. Tel.: Luton 23292. [3378]

NEW LOTUS CORTINA. Leaf-spring rear suspension. Many extras. For sale, or exchange for fast motor car with more than two seats. Damaged car acceptable. Kellner, Tel.: MOUNTVIEW 1396. [3379]

RILEY 1½-LITRE, November 1947. One owner and 37,000 miles from new. Really excellent condition throughout. £145. Tel.: WIMBLEDON 3473. [3380]

GOOD HOME WANTED for my 1960 Mk. I Sprite; good condition, two new tyres, radio, heater, luggage rack, wood-rim wheel and £555 more useful extras. £275. Seen Tonbridge or Croydon areas. Tel.: ADD 4253 (daytime), or 8, Grainger Walk, Tonbridge (after 7 p.m.). [3381]

ALVIS 3-LITRE D.H.C., 1952, black. Radio. Thoroughly maintained first-class condition, full history available. Very good buy. £235. James, 419, Finchampstead Road, Wokingham, Berks. Tel.: Eversley 3211. [3382]

WIFE'S EXPECTING! Must sell my concours-winning Sunbeam Alpine (1960), green, with overdrive and usual extras. Taxed March 1966. £390, no offers. Hands: 79, Churston Drive, Morden, Surrey. Tel.: LIBERTY 7866. [3383]

1928 HUMBER 9/20 touring. M.O.T. Original condition, very good weather equipment, engine recent overhaul. £180. A.7 Ruby saloon, 1937, very good order throughout. M.O.T. £50. Laxton, 36, Grove Road, Ilkley, Yorks. Tel.: 4448. [3384]

M.G. TC, 1947, black, good condition, reliable. Many new parts including hood, screens, road springs, clutch. Recent engine overhaul. £140. 22, Keswick Close, Maghull, Lancs. Tel.: MAG 4333. [3385]

KVM 1 FOR SALE, offers. Bentley or Rolls required, touring preferred; also hub spanner, mascot, 20/25 spares, literature. Box No. 1304. [3386]

ROLLS-ROYCE, 1938, 25/30 full razor-edged aluminium owner-driver sports saloon, coachwork by Thrupp & Maberly. Superb original hide upholstery, carpets and veneer as new. Large projecting boot. Well above average in black cellulose. P/exchanges considered. £425. Berry, 92, Ashfield Street, London, E.1. Tel.: STE 3102. [3387]

SPITFIRE—One owner, 1964. Overdrive 3rd and 4th gears, radio, tonneau, heater, carpets, etc. 15,000 miles. £499. Anders, Tel.: TEM 0144 (day), MEA 2485 (night). [3388]

ALFA ROMEO SPYDER, 1958. Excellent order. Two new tyres and battery, plus £100 engine overhaul 3,000 miles at T. & T. £440, or haggle for quick sale. Tel.: Ravensbourne 4154. [3389]

1933, 62,000 MILES, Rolls sports saloon by Thrupp and Maberly. now in regular use as a second car. £500. No offers, unhurried sale. Please telephone: Maidstone 88176. [3390]

B.M.W. 501, 1956, L.H.D. Off-side wing damaged. Offers £80 plus; taxed. Going abroad. 5, Denhurst Gardens, Twickenham, Tel.: Popesgrove 4146. [3391]

TR2, 1954. Excellent mechanics, body, hood, screens, tonneau, new "X"s, twin spots. Photo on request. £220. Tarrant, 16, Cranbrook Avenue, Hull. Tel.: 43096. [3392]

EARN £50! Renovate this M.G. TC. Yours for £60. Also P.V.T. M.G. M-type, rebuilt but non-original tail. £55. M.O.T. 1966. Dowley, Battiefield, Shrewsbury. [3393]

M.G.-B GEARBOX, £25; prop-shaft, £4 o.n.o. 16,000 miles. J. & H. Platt, 36, Fishergate, Preston, Lancs. [3394]

ALFA ROMEO 1,290-c.c. Giulietta Spyder, 1959. Good condition. Recent overhaul; new tyres, battery, etc. Works overseas forces sale. £350, H.P. arranged. Box No. 1303. [3395]

M.G. TC, 1947. Immaculate. Green. Complete rebuilt engine 2,000 miles ago. All new hub bearings, king-pins. Re-upholstered. New hood, sidescreens. Twin spares. No rust. For further details telephone: East Grinstead 487. [3396]

M.G. PA, 1934. New hood and tonneau. Body resprayed. Car in perfect condition. Bills for £460 can be shown. Good road wheels. Two spares. Some engine spares. Box No. 1125. [3397]

M.G. TD Mk. II, £220. Wife insists. Mr. Wilson, Tel.: HUN 1282 (office hours). [3398]

A.7 ENGINE. Banana exhaust, d.d. carburetter, aluminium sump, spare block, gearbox, water pump, cross-flow radiator. £18. Tel.: Haywards Heath 2823. [3399]

1957 AUSTIN HEALEY 100-6, red, 2/4 seats. Overdrive, wire wheels, hard/soft-tops, tonneau. Top overhauled. Turbo-speeds. Bargain! £260. 43, Goldsmith Road, London, E.10. [3400]

M.G. TD, 1951. Green. Engine and clutch reconditioned 2,500 miles. Re-upholstered, new dashboard, washers, wipers, flasher, tonneau; many other extras. £185. Clarke, The Rhyddings, Abbotswood, Evesham, Tel.: 2172. [3401]

ALFA ROMEO GIULIETTA (L.H.D.) Sprint Veloce, 1962 series. Blue. 35,000. Agent's £150 check over July. Reasonable offer. Tel.: ADD 2760. [3402]

TR3/3A FRONT, B.R.G. with black works hitop, new 2.2-litre engine, gearbox and back axle. Bills kept. £219 o.n.o. Tel.: LIV 4302. [3403]

M.G. TA, TC engine, outstanding condition, M.O.T. of course. Spots, tonneau, aero-screen, heater, etc. Maintained by M.G. C.C. enthusiastic owner. £300 o.n.o. Tel.: PIN 5125. [3404]

1,300-c.c. MINI, producing 98 b.h.p. A very fast motor car with all the usual extras (also one or two unusual features), capable of outperforming all but the most highly tuned 1275s. Price £450 o.n.o. Toller, 33, Bath Street, Oxford. [3405]

M.G. MIDGET, 1962. Blue. Condition excellent. Recently relined brakes, new front shockers. Taxed until June. Soft-top, hard-top, tonneau, good Pirellis, spels, fog, radio, heater, screen-washers. £385. R. Higham, 1, Cedarways, Appleton Park, Appleton, Warrington. Tel.: Warrington 62676. [3406]

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TRIUMPH TR4A I.R.S. In white with red interior. Equipped with overdrive, wire wheels, heater and tonneau ... £1,082

TRIUMPH Spitfire Mk. II. In red with black interior. Equipped with wire wheels, disc brakes, heater, tonneau and sun visors ... £728

AUSTIN HEALEY 3000 Mk. III convertible. In white with red interior. Equipped with overdrive, heater and tonneau ... £1,186

AUSTIN HEALEY Sprite Mk. III sports convertible. In red with black interior. Equipped with disc brakes, heater, tonneau, anti-roll bar, laminated screen, wood-rim wheel and headlamp flasher ... £650

AUSTIN HEALEY Sprite Mk. III convertible. In white with black interior. Equipped with wire wheels, discs, anti-roll bar, tonneau wood-rim wheel and headlamp flasher ... £665

AUSTIN HEALEY Sprite Mk. III convertible. In white with red interior. Equipped with heater, tonneau, anti-roll bar, headlamp flasher and laminated screen ... £640

BOND Equipe GT4 S. In white with black interior. Equipped with heater, disc brakes, wood-rim wheel and reversing lights ... £829

RELIANT Scimitar GT. In Manhattan blue. Equipped with ZF gearbox, heater, wire wheels and Cinturatos ... £1,379

TRIUMPH 2000 automatic, saloon in Wedgwood blue. Equipped with heater, disc brakes and reclining seats ... £1,213

TRIUMPH 1200 saloon. In Royal blue with black interior. Equipped with heater ... £604

BOND Equipe GT4 S. In Wedgwood blue with black interior. Equipped with heater, disc brakes, wood-rim wheel and reversing lights. Choice of two others in white ... £829

AUSTIN HEALEY Sprite Mk. III. In red with red interior. Equipped with wire wheels, heater, tonneau and anti-roll bar ... £664

AUSTIN HEALEY Sprite Mk. III. In white with black interior. Equipped with wire wheels, heater and tonneau. One other in blue ... £662

AUSTIN HEALEY Sprite Mk. III. In red with black interior. Equipped with heater and tonneau. £632

TRIUMPH TR4A I.R.S. In Wedgwood blue. Equipped with heater, tonneau and wire wheels. £1,032

MOTOR SHOW

Our representatives will be available on the Alfa Romeo, Bond, Lotus, and Reliant stands, to welcome motoring enthusiasts, past, present, and future.

Used Cars

1962 ASTON MARTIN DB4GT vantage. Dubonnet red with midnight blue-trim, Motorola radio, Cinturatos ... £1,985

1965 LOTUS Elan S2 in blue. Heater, disc brakes, S.P. tyres, 4,000 miles only ... £1,095

1964 ALFA ROMEO Giulia Spyder. Red with beige trim, Cinturatos, disc brakes, one owner. £985

1963 LOTUS Elan in yellow with black trim, radio, heater, disc brakes, 18,000 miles ... £865

1963 DAIMLER SP250. Maroon with beige trim, hard- and soft-tops, tonneau, R.S.5s, one owner ... £865

1962 LOTUS Elite. Special equipment, white with dark grey roof, wire-wheels, Cinturatos, two owners ... £765

1963 AUSTIN HEALEY 3000 Mk. II. Blue/ivory, overdrive, wire wheels, wood-rim wheel, heater, racing mirrors etc. ... £775

1965 LOTUS Super Seven 1500, Weber carb., alloy/green finish, disc brakes, tonneau ... £575

1964 TRIUMPH Spitfire. White with black trim, works hard-top, heater, etc. ... £595

1963 AUSTIN HEALEY 3000 Mk. II. White/black trim, overdrive, wire wheels, heater tonneau ... £795

1964 M.G.-B. In British Racing Green with black trim, wire wheels, radio, tonneau, heater, Cinturatos ... £785

1964 SUNBEAM Alpine Series IV GT. In dark blue. Radio, overdrive, tonneau, heater, one owner ... £775

1964 AUSTIN HEALEY Sprite Mk. III. Blue, heater, tonneau, one owner ... £545

1963 TRIUMPH Spitfire, conifer green with black trim, heater, tonneau ... £495

1962 (Dec.) TRIUMPH Spitfire. In Wedgwood, works hard-top, soft-top, heater, tonneau ... £495

1963 LOTUS Super Seven 1500, Red/silver, Cosworth Ford 5-bearing crank unit. Twin Webers ... £495

1962 LOTUS Super Seven 1340, Metallic blue, twin Webers ... £445

1962 AUSTIN HEALEY Sprite. Blue, wood-rim wheel, heater, tonneau ... £435

1962 M.G. Midget. Red with red trim, heater, tonneau, etc. ... £395

1955 TRIUMPH TR2. Maroon, white/trim. Radio, heater, luggage rack ... £195

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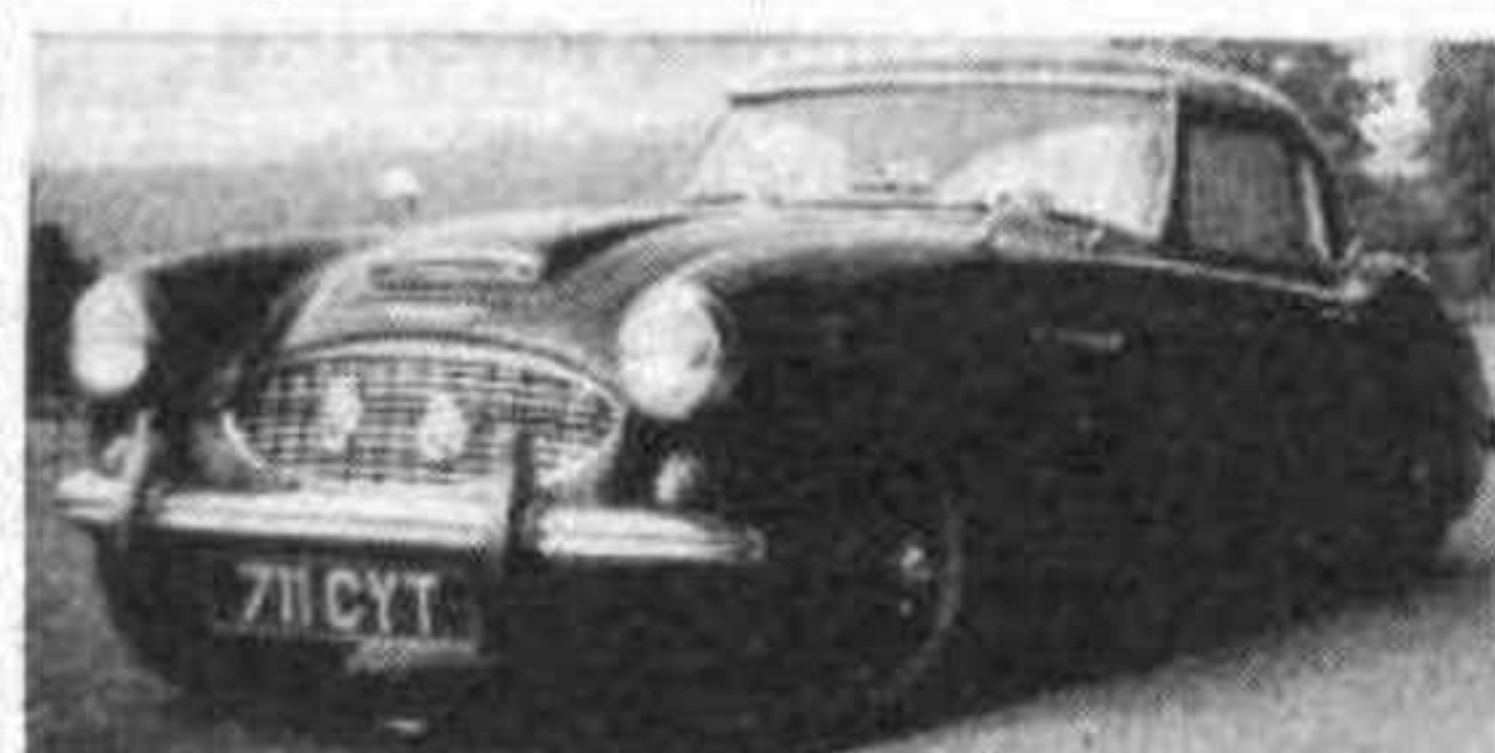
1962 Austin Healey Sprite Mk. II, hard/soft tops, radio etc. etc., ever popular, £405. Also 1961 Sprite Mk. II, radio etc. £370



1961 (Nov.) Lotus Elite, Borrani wheels, low mileage, maintained regardless of cost for road use only, consequently superb £740



1960 Jaguar XK150 3.8 'S' 2/4-str., drophead, E-type engine, Halda, air horns etc. Luxury in the finest Jaguar tradition £635



1960 Healey 3000 4-str., o/drive, w/wheels, hard/soft tops, many extras, £485. Another Healey (1963) below.

1964 Triumph TR4, 10,000 miles only	£765
1963 Healey 3000 2/4-str sports conv. One owner, wire wheels, o/drive etc.	£745
1963 Jaguar E-type F.H.C. superb	£1,165
1963 M.G.-B 2/4-seater roadster, wire wheels, white/black, interior very desirable	£680
1963 Mini Cooper S.P.s etc.	£370
1962 M.G.-A 1600 Mk. II, 1/mileage, immac.	£545
1962 Triumph TR4, Surrey convertible hard-top, one owner, SPs, low mileage, immac.	£650
1960 Sunbeam Alpine, overdrive, rear seat, white with black hard-top, hood and int.	£420
1959 Peerless 4-str. GT, radio, o/drive	£395
1959 Healey Sprite Mk. I, hard/soft tops	£270
1959 Triumph TR3A, 3-speed overdrive, primrose/black interior, very clean indeed	£370
1958 Triumph TR3A, hard-top, rear seat	£325
1954 M.G. TF, 1,250 c.c., B.R.G. with tan int.	£295

We always have a stock similar to the above and would stress that they are, or will be, in exceptional condition.

Cheap insurance with good companies.

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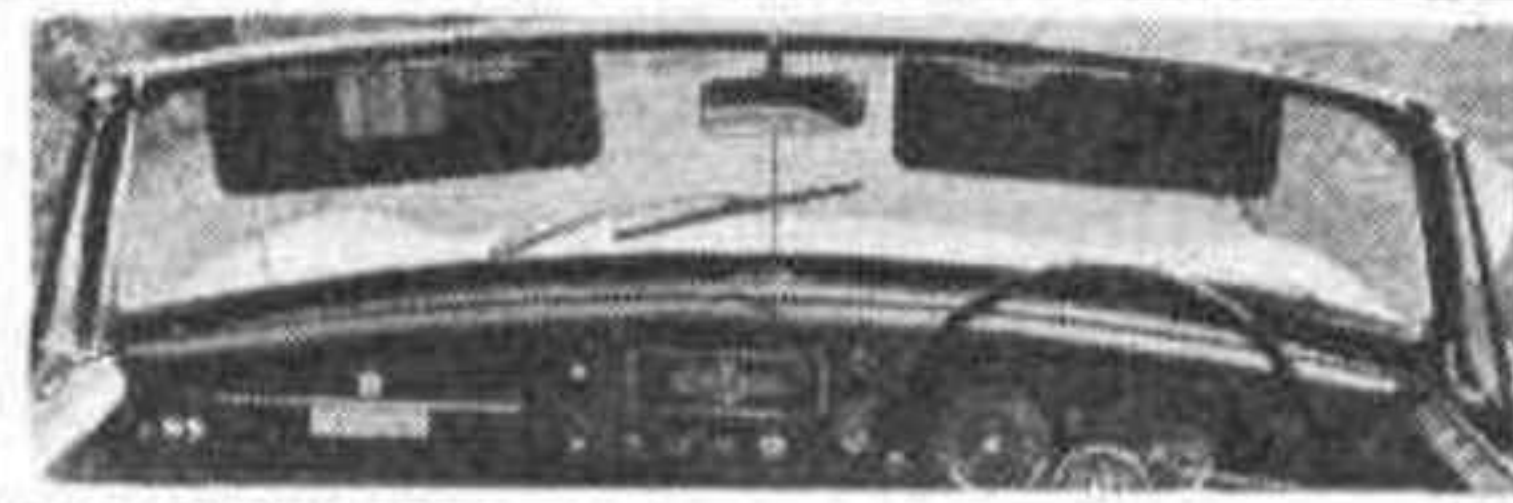
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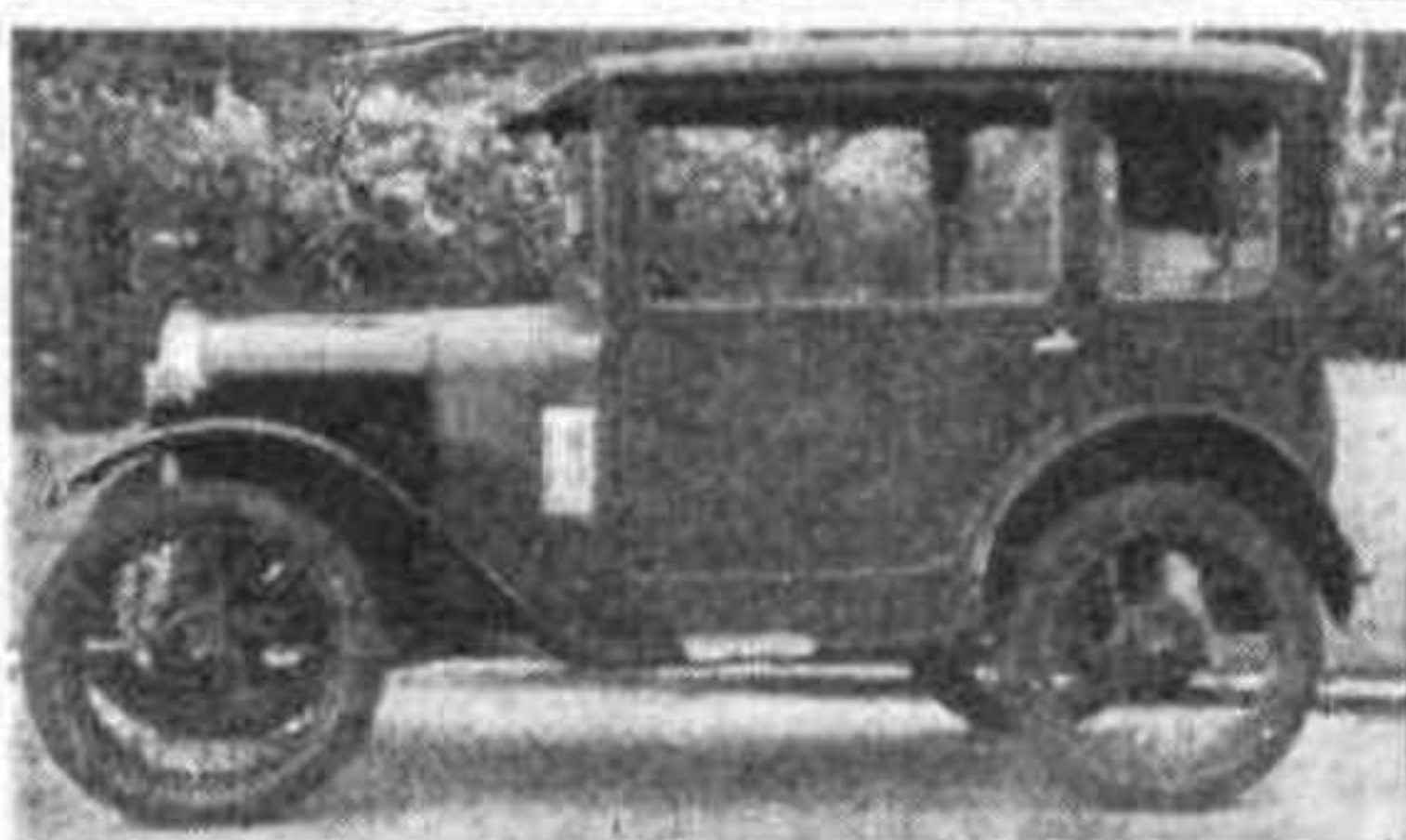


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A selection from our stock of used cars of special interest to readers of "Motor Sport" :-

ASTON MARTIN DB2/4 Mk. III fixed-head coupé, 1959, with the triple S.U. Special Series engine and twin exhausts, finished in metallic green with off-white interior; it has push-button radio, overdrive, seat belts, Cinturato tyres, twin spots ... £899

ASTON MARTIN. We have two nice examples of the popular 1955 DB2/4. A fixed-head coupé in blue grey, fitted with radio, at £499, and a drophead coupé in cream at £499.

ALFA ROMEO TI saloon, Nov. 1963, grey, leather upholstery, fitted heater ... £899

ALVIS 3-litre Automatic Park Ward saloon, 1961, in metallic bronze with beige leather interior. Fitted with seat belts and heater. A beautiful specimen with unblemished coachwork, paint and interior ... £1,099

We have a wide selection of the popular **AUSTIN HEALEY Sprites** and 3000s :-

1959 Sprite, metallic blue, fitted hard-top, Ashley bonnet, seat covers ... £299

1961 Sprite, white, red interior, tonneau cover, heater ... £329

1963 Sprite, red, black trim, fitted wood-rim wheel and heater ... £499

We are privileged to offer for sale the following ex-works **SEBRING AUSTIN HEALEY 3000**, just completely rebuilt and having been prepared regardless of cost. The many special features include alloy body in blue, triple Webers on alloy head, Rolls nitride crank, straight-cut gears, limited slip diff., brand new yellow spot racing Dunlops, 40-gallon fuel tank, etc. Electrically timed at 155 m.p.h.

1959 3000 2/4-seater, red, black interior, fitted overdrive, radio and heater ... £399

1960 3000 2/4-seater, red, red interior, fitted overdrive, radio and heater ... £429

1961 3000 2/4-seater, red, blue interior, fitted with wire wheels, overdrive, heater ... £529

1962 3000 2/4-seater, red/white, black trim, hard- and soft-tops, wire wheels, overdrive, tonneau cover, heater ... £599

1963 3000 2/4-seater, black/white, red interior, Road Speed tyres ... £699

As **CITROEN** specialists we can offer new models and an interesting selection of used cars :-

ID19 saloon, 1964, attractive car in mid-blue with beige leather trim ... £949

DS19 saloon, 1963, dark green with yellow roof, fitted push-button radio, mirrors, heater ... £899

DS19 saloon, 1965 series, midnight blue with matching leather interior, beautiful vehicle ... £1,149

DS19 saloon, 1960, red with matching leather interior, most attractive car ... £499

DS19 saloon, 1961, grey with matching upholstery, fitted heater, nice condition ... £599

DAIMLER SP250 sports 2-seater, 1960, finished in white with tan leather interior; a beautiful car with hard- and soft-tops, tonneau cover, heater ... £549

SP250, November 1961, in attractive dark silver blue, with grey leather trim, and fitted with hard- and soft-tops, push-button radio, seat belts, twin spots, luggage rack, badge bar, etc. ... £649

SP250, 1962, finished in red with red leather trim, fitted with heater, in very nice order ... £799

SP250, 1964, finished in sparkling black with beige leather interior, fitted Cinturatos, seat belts, spots, etc. ... £999

JAGUAR XK140 f.h.c., 1955, finished in grey with grey leather, and fitted with radio and heater. A nice example ... £299

JAGUAR 'E'-type. We have two 1962 f.h.c. models of this world-beater, both finished in grey. One at £1,099, the other with blue interior and fitted with seat belts, Road Speeds, and aerial ... £1,049

As enthusiastic **LOTUS** dealers we invite your enquiries for the incomparable **Elan** in kit form.

Also we can usually offer one or two interesting used examples :-

1965 S2, finished in red with black soft-top, absolutely indistinguishable from new ... £1,149

1963 S1, finished in red with black soft-top ... £799

M.G.s :-

1961 'A' fixed-head coupé, in grey with red leather. A very attractive car with seat belts, wood-rim wheel, luggage rack, screen washers and heater ... £529

1962 'A' fixed-head coupé, in dove grey, with red leather, fitted with push-button radio and heater ... £549

M.G.-A 2-seater, in red with red interior, fitted hard-top, tonneau cover, seat belts, luggage rack, reversing light, heater ... £479

M.G.-B, 1962, in white with black interior, fitted safety belts ... £649

M.G. Midget, 1962, finished in pale blue with matching interior, fitted with heater ... £399

M.G.-B, 1963, in green with black interior trim, fitted with overdrive, wire wheels and push-button radio, one owner ... £699

M.G. Midget, 1963, white with red interior, tonneau cover and heater ... £469

M.G. Midget, 1964, red with black interior, tonneau cover, twin spots, SP tyres, racing mirrors; a beautiful little car ... £529

The 'T' Series M.G.s are becoming increasingly rare but we can offer three attractive examples this month :-

1952 TD in green ... £249

1953 TD in cream ... £299

1954 TF in black ... £329

SUNBEAM Alpine, 1960, in red with black trim, fitted with wire wheels and heater ... £399

ALPINE, Nov. 1961, blue with black interior, with overdrive, chrome wire wheels, heater ... £649

ALPINE, 1962, blue with blue leather, overdrive and heater ... £549

ALPINE GT coupé, 1964, blue, fitted with overdrive ... £799

RAPIER saloon, 1961, B.R.G., fitted with overdrive, radio, Reutter passenger seat, rev.-counter, heater. This is an ex-works car, Monte, etc. ... £549

RAPIER d.h. coupé, 1962, dark green, radio, seat covers, heater, spots ... £499

RAPIER saloon, 1965 series, two-tone finish, blue interior, fitted radio and heater; excellent car ... £799

1964 **SUNBEAM Harrington Alpine** coupé, finished in B.R.G. with black interior. A lovely one-owner car, with wire wheels, overdrive, push-button radio and heater. This is an immaculate, low-mileage specimen of a rare genuine 4-seater GT coupé ... £849

SUNBEAM Harrington Le Mans Alpine coupé, Nov. 1961, finished in metallic blue with black interior. Fitted with overdrive, chrome wire wheels, spotlights, wood-rim wheels, mirrors, etc. In very nice condition for ... £649

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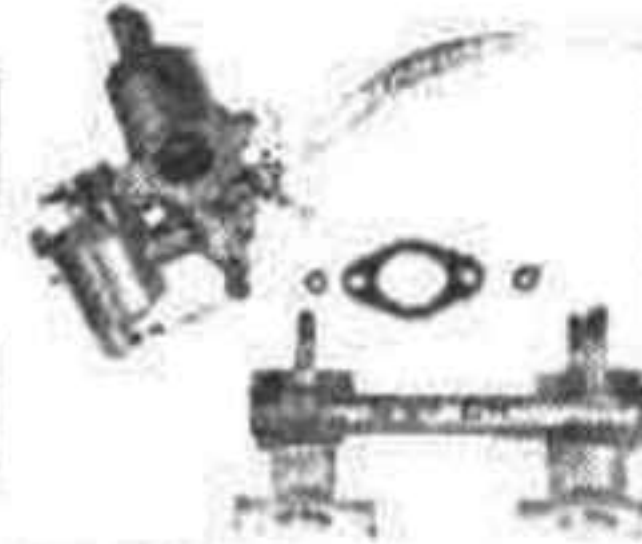
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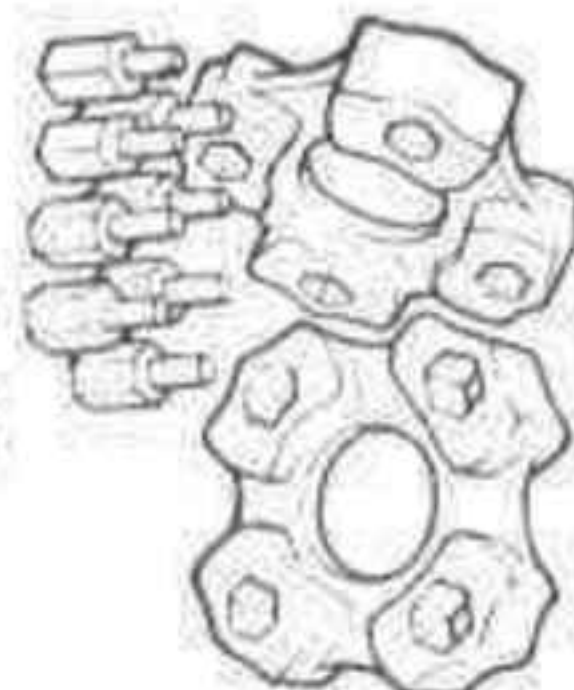
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TR4, 1962. One owner. White/black hard/Surrey tops, overdrive, w/wheels. "X"s, oil cooler, belts, luggage rack, etc. Excellent condition. £650. James, Tel.: Shrewsbury 3720. [3407]

LANCIA FLAVIA, 1962. Perfect condition throughout. Motorola radio, leather reclining seats. Cost over £2,000. Terms and part exchange, £795. Tel.: Bletchley 4287. [3409]

ROLLS-ROYCE—20 h.p., 1925—not a tourer, unfortunately—but a very handsome V-windscreen saloon by Park Ward; mechanically near perfect; exterior immaculate; interior partly restored. Most original car, £760. Strachan, 1, Hans Place, S.W.1. Tel.: KNI 5482. [3410]

M.G. 1100, 1963. Radio, Interior Silent Travel, wood-rimmed wheel, Triplex heated rear window, Bosch fog/spot. Just fitted new gearbox, half-shafts, universals, clutch. Seat covers, fitted mats, etc. £495. Jones, Tel.: Billinge 548 (near Wigan, Lancs). [3411]

JAGUAR XK120. Taxed, Reg. 1962. 8.1 engine. Good condition mechanically and bodily. New hood and tyres; twin-spots. £130. Shorrock supercharger for TC, complete, £30. Tel.: Luton 53815. 1, Third Avenue, Sundon Park, Luton, Beds. [3412]

TR4, 1963, RED. Company maintained, no cost spared. Tonneau, overdrive, Cinturatos; recent de-coke. Must be sold, owner has TR4A. Highest offer over £650. Tel.: Bourne-mouth 52311. [3413]

ARNOTT SUPERCHARGER, fit Mini, £35, complete with carb., etc. Apply Flat 7, 28, Lovelace Gardens, Surbiton, Surrey. [3414]

MORGAN 4/4, Series V (1964), with heater, luggage rack, three covers, badge bar and spotlight. Quick sale, £490. Booth, 18, Smithy Close, Cronton, Widnes, Lancashire. [3415]

VERY RARE 1930 Riley, coachbuilt 2-seater with dickey. Utterly sound and original, just resprayed. Good weather equipment. Excellent mechanically. Regretful sale by V.S.C.C. member due to loss of garage space. Best offer. Write: Young, 47, Shortlands Road, Bromley, Kent. [3416]

M.G.-A 1600, twin cam, 1959. Good condition, lady owner. 62, Severus Avenue, Acomb, York. Tel.: 71975. [3417]

M.G. TA, 1938. M.O.T. Engine reconditioned; rewired; many spares. £150 o.n.o. Rugby. Box No. 1311. [3418]

WILLYS JEEP, just back from Switzerland and Alps. Terrific condition. Full top and sides. Everything works perfectly. Sell £150, or exchange for 750 or 1172 Formula—road car, must have alloy body and weather protection, or Lotus, Austin Chummy, Rolls, or other car of character. Any car offered in exchange must be in immaculate condition. Keith Jones, 213, Hyde Park Road, Leeds, 6. [3419]

1928 SWIFT TOURER, 10 h.p. Including many spares. Good condition. £160. 251, Bypass Road, Chilwell, Notts. Tel.: Nottingham 254161. [3420]

TRIUMPH TR3, 1957, only 65,000 miles, excellent mechanically. Discs, overdrive, and every extra except hard-top. Body in good condition except wings touched up in primer, hence only £235 o.n.o. Hammond, 20, Russell Close, Stevenage, Herts. [3421]

1946 M.G. TC, B.R.G. Bodywork excellent. Engine recently overhauled. £140 o.n.o. Makin, 21, Watling Street, Potters-pury, Nr. Towcester, Northants. [3422]

M.G. TD Mk. II competition model. Red. New hood. "X"s, luggage rack. Engine, body and interior really outstanding. £250. Painter, Tel.: Cranfield 293 (Beds). [3423]

MINI TRAVELLER, 1963, Stage 2 conversion. Safety belts. One owner. H.P. arranged. £410. Tel.: Brighton 682734. [3424]

1955 ACECA. Recon. engine, rebuilt wheels, new tyres. Body virtually useless. £100 o.n.o. Consider breaking. Tel.: Chichester 85706 (evenings). [3425]

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1958 M.G. MAGNETTE Varitone, beige/maroon. Usual extras, except radio. Good condition. £300 o.n.o. Tel.: Cardiff 59036. [3427]

BULLNOSE SPRITE. My Morris Cowley's stablemate, a 1961 Austin Healey Sprite Mk. II, is for sale. During my 33 months ownership and 35,000 out of 48,000 miles it has only exceeded 62 m.p.h. on a few occasions, as this has been a satisfactory maximum speed. Few replacement parts. Recent engine overhaul. Extras: wood steering wheel, spot and fog lamps, tonneau, heater, undersealing, luggage rack. Price £330. Applebee, 35, Kinnerton Street, S.W.1. Tel.: Belgravia 6388; Mayfair 4748 (evenings). [3428]

BENTLEY, 1936, 4; P.W. sports saloon, M.O.T., etc. £140 o.n.o. Tel.: Walton-on-Thames 26087. [3429]

REBUILT NER-A-CAR, 1922 model. Apply: 451, George Street, Aberdeen. Tel.: 28858. [3430]

M.G. TC, 1947, "EAY 13." New tyres, battery, tachometer, wheels, 2-in. copper exhaust, stoneguards. Engine 50 p.s.i. hot. Cannot sell as immaculate due to slight accident. Ideal rebuild or spares. Complete car. Offers? Rumbold, Tel.: GERard 7125. [3431]

TR3, IMMACULATE. 3A front, comp. linings, "X"s, rear seat, heater and tonneau. £320. Turner, Tel.: Horsham 2809. [3432]

1955 AUSTIN HEALEY, BN1. Month-old complete respray. W/w, overdrive, tonneau, heater, "X"s. Will travel if genuinely interested. £195. Collingwood, Burnham House, Souttergate, Hedon, Yorks. Tel.: 895723. [3433]

TF 1250, 1954, metallic green, v.g. condition. New hood, trim and carpets. New crank, etc. £300, or would consider car + cash for 1960/61 VW. Walker, School House, Weston, Crewe, Tel.: Crewe 55478 (after 6 p.m.). [3434]

1938 AUSTIN 7 RUBY. Good running order. M.O.T. 1966. Taxed December. Chrs. 45, Noel Road, Lancaster. [3435]

FALCON FOR SPRITE Mk. I and II. White. Had little use. Cash only, £20. Tel.: Southend 75490. [3436]

1965 AUSTIN-COOPER "S." 2,000 miles. White/black. £650. 1965 Morris Mini-Moke, 1,000 miles. Sidescreens and all listed extras. £420. Mr. Brian "Fairmead" Honeyuckle Lane, High Salvington, Worthing, Sussex. [3437]

1938 FRAZER NASH 327 d.h.c. New battery, dynamo; good hood, tonneau, interior, paintwork, tyres. 50 m.p.h., 30 m.p.g. 1, Serpentine Road, Poole, Dorset. [3438]

DAIMLER BARKER-BODIED special sports drophead coupé, 1950. Excellent example of this classic line, only approx. 200 made (spares easy). Fitted overdrive and many extras. Recent respray metallic maroon over metallic grey. New hood, brakes, battery, etc. Offers invited around £250, or exchange, cash either way, TR/Healey 100-6/3000 or W.H.Y.?; preferably with wire-wheels and overdrive. Tel.: Birmingham SPRingfield 5824. [3439]

MASERATI 8CM, 1933, supercharged, perfect condition mechanically. Completely original. £1,850. Cupellini, Via Mazzini 30, Bergamo, Italy. [3440]

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XK140 f.h. coupé, 1955, Oct. Blk and chrome. One lady owner and maintained regardless. New brakes ... £235



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FOR SALE—continued

1934 ARMSTRONG SIDDELEY 12-h.p. New tyres and batteries. Genuine 92,000 miles; second owner. Taxed and tested. Preselected gearbox and sun-roof. Inside and out immaculate. £200. Chafer, Tel.: Sheffield 396391. [3312]

JAGUAR XK140, d.h.c., onascent maroon, 1955. Power brakes, wire wheels, overdrive, heater, etc. Maker's oil pressure; 130 m.p.h.; 20 m.p.g.; 1 pint oil every 200 miles. Four good tyres, two Cinturatos, two "X"s. This car is in really first-class condition, body, paint and hood are faultless. £275 o.n.o. G. W. Attock, 15, Fairfield Road, Shipley, Yorkshire. [3313]

SOFT-TOP, TONNEAU COVER, hood sticks and parts for Triumph TR4, all perfect condition, reasonable price. Morgan, 5, Staplers Reach, Rowner, Gosport, Hants. [3314]

DOUBLE-CHOKE WEBER, alloy manifold, little used, suitable Mini/1100. Offers over £12. Letters only. 23, Harrington, Northampton. [3316]

M.G. TD, 1950, B.R.G., very good condition. £225. Photograph available. Reason for selling, now rebuilding T.C. MacKrell, "Hazeldeen," Bisso Road, Carnon Downs, Truro, Tel.: Truro 2995. [3317]

ASTON MARTIN DB2/4 3-litre, 1955 model. Many replacements. Exceptional value. Serious enquirers only please. £410. Jepson, 3, Lawrie Lane, Lindfield, Sussex. Tel.: AMBassador 7766 (office hours). [3318]

ROLLS 20, 1928, shooting brake body. Good runner. M.O.T. Ideal conversion to tourer. £125. Tel.: Exeter 76894. [3319]

M.G. ZB MAGNETTE, 1958 (Nov.). Black with red leather. Alexanderised. Usual extras. Below average mileage, never thrashed. £275 o.n.o. Box No. 1309. [3320]

ALVIS SP.2L, 1936, aluminium saloon. Engine just fitted liners, new pistons, etc. Exceptional condition throughout. £200 o.n.o. 22, Gillsway, Kingsthorpe, Northampton. [3321]

1932 ROLLS-ROYCE Phantom II. Interior completely renovated last year. Bodywork good. Perfect runner. Nearest offer over £500 secures. Tel.: B. M. Page, TID 3894 (daytime), HIT 8305 (evenings). [3322]

ROVER TWENTY, 1938. Rare car with many useful years. Who will save this rare model? Offers. Miles, 33, Melton Road, Leamington Spa. Tel.: 21766. [3323]

MORGAN 4/4, 1957. Twin S.U.s, Aquaplane exhaust, Wooler close-ratio gears. Rapid and clean. £170. 26, Glencoe Road, Bushey, Herts. [3324]

1929 AUSTIN SEVEN, Wydoor fabric saloon. Perfect condition. £210. Manning, 38, Westcroft Gardens, Morden, Surrey. [3325]

DAIMLER 104, 1957, one owner, silver, under 30,000 miles. Superb. Offers. Tel.: 04-1BR-1882 (Glasgow). [3326]

LAGONDA 2.6, 1952. Engine rebuilt standard bore, original condition, collector's specimen. Black. Offers. Tel.: 04-1BR-1882 (Glasgow). [3327]

FAIRTHORPE ELECTRON MINOR, Sept. 1961. Blue, blue hood and interior. Many extras, including full weather equipment, fitted carpets, w/r. wheel, full instruments, low-mileage Cinturatos, etc. 948 Herald coupé twin-carb. unit, 42 m.p.g. Excellent throughout. £230 o.n.o. Maries, 4, Catcliff Close, Bakewell, Derbyshire. Or Tel.: Sheffield 21176 (between 9-6). [3328]

RILEY ROADSTER, 1949, 2½. New hood, rebuilt engine, immaculate bodywork, Marchais. £195. 25, Heath End Road, Alsager, Cheshire. [3329]

XK150 S-TYPE Ivory roadster. An extremely rare model in superb order throughout. H.M.V. radio, luggage rack, overdrive, tonneau. £500 o.v.n.o. View by appointment only. Tel.: Southampton 57761. [3330]



JOHN BRITTEN is to be seen in the photograph gracing a corner of our well-stocked accessory shop (discounts off practically everything). My sports cars are low priced as well, and every one advertised in last month's *Motor Sport* was sold before it came out. The only useful fact I can give you is that at 7.50 p.m. on September 13th 1965, we had: Triumph Spitfire, May 1964, conifer green with black top and interior, heater, zip tonneau, new tyres, £485. B.M.W. 700 sports coupé 2+2, 1962, red with creamy-grey interior, mileage 20,000, new engine fitted this year (huge bill to prove), hemi-head opposed twin 2-carb. engine with all-synchro 4-gears (30, 50, 70 and 90 m.p.h. in favourable conditions), very well equipped, £395. Triumph TR3, 1956, green with black hood, overdrive, woodrim, Cinturatos, £155. Alexis Formula Three rear engine single seater, 1962, B.M.C. motor, VW gears, 13 in. mag. wheels, chromed suspension as Lotus 22, Alfin drums (inboard rear), £415. Lotus Seven, 1962 nearly, Cosworth 105E engine, full weather equipment, Super Seven wings, 22,000, £345. VW 1500 saloon, 1962, blue, 51,000 miles but new engine at 16,000, new Michelins, bought for my wife but she dislikes effortless controls, £440. M.G.-B, August 1962, the first M.G.-B off the line (chassis no. 101), works owned until 1964 when they fitted new engine and sold it to one private owner, dark blue with black leather, wire wheels, Taurus engine, close ratio gearbox, Radiomobile, etc.; has one other interesting feature which will only be disclosed to serious enquirers, £600. Fairthorpe Electron, 1959, 948 c.c. B.M.C., Weber carb., resplendent black interior, revoltingly ugly red bodywork, £125. Triumph Spitfire Mk. II, April 1965, Wedgwood blue with dark blue trim, 5,000 miles, £565. Another Mk. II Spit in conifer with matching hard-top, black trim and soft-top, SP41s, oil cooler, June 1965, 2,300 miles, £605. M.G. Midget, May 1965, Old English white/black trim, wire wheels, zip tonneau, push-button transistor radio, 7,000 miles, £575. Triumph TR4, 1963, conifer with black interior, equipment includes steel hard-top, surrey, overdrive, 60-spoke wire wheels, new G800s, 17,000, £690. Austin Healey Sprite, October 1958, cherry red, Michelin "X"s, £205. Possibly another one soon, also '58, Sebring bonnet, Shorrock blower, £220. We have a few more cars which I can't call to mind at the moment. Goodly selection of new spares, great shedful secondhand spares especially for Triumph TRs. Shorrock blower for Spitfire/Herald £28. Twin-choke Solex conversion for Alpine/Rapier, complete, £9. Copious supplies of Cinturatos at 20% discount. Wheel balancing. Complete workshop service. All cars guaranteed. H.P. with 3rd party insurance. **JOHN BRITTEN, Barnet Road, Arkley, Herts.** On the A411 between Barnet and the A1, 10 blissful miles from Marble Arch. Open to 7.30 except Sundays. New laid eggs next door. Wanted: Cooper 'S' engine, skilful mechanic, attractive young secretary. John Britten key tags 1s 6d. post free. This week's lucky number is **Barnet 1144**.

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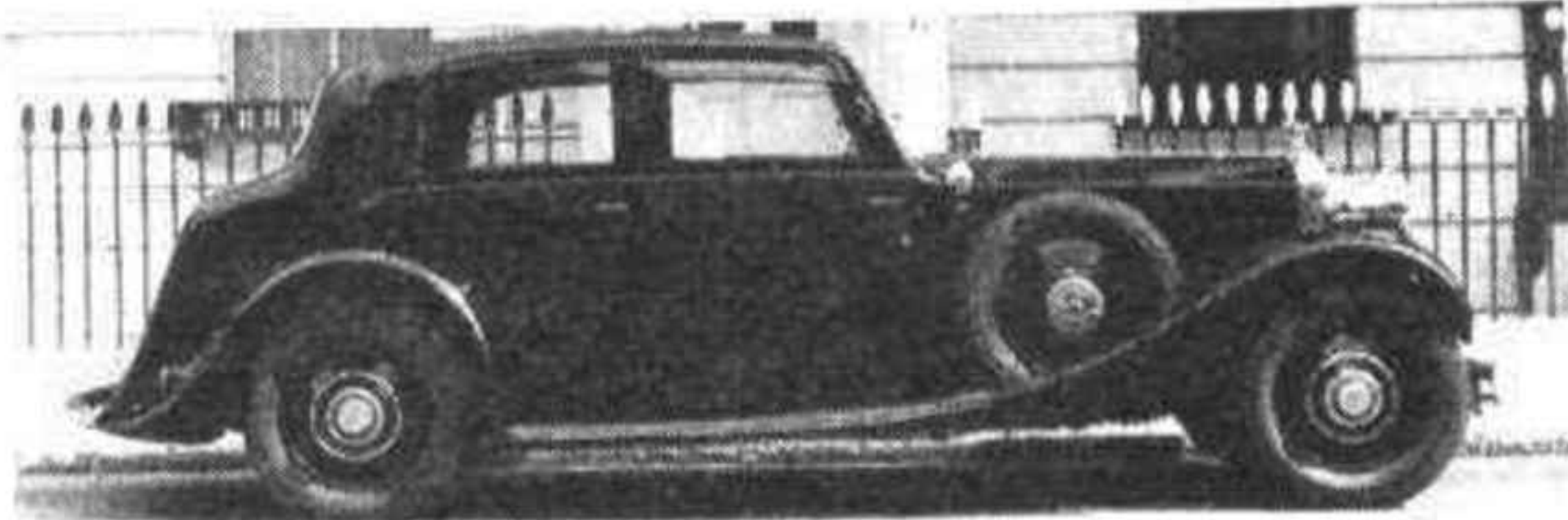


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1953 BENTLEY 'R' fully razor-edged sports saloon, grey with red hide trim, by H.J.M., small mileage, full history, specimen ... £925
1953 ROLLS-ROYCE Silver Dawn Standard saloon, black pearl and sable, automatic, exceptional condition. Choice of two from £1,250
1938 4½-litre BENTLEY foursome drophead coupé by H. J. Mulliner, full history, two owners ... £775



1954 BENTLEY 'R'-type Lightweight 4-door sports saloon by H.J.M., steel grey, hide trim, superb condition, synchro., extras. £1,075



1936 ROLLS-ROYCE 20/25-h.p. sports saloon by Hooper, twin spares, fully restored, many extras; Embassy black with fawn furniture hide; potential Concours entry ... £750

1956 S.I. BENTLEY Standard saloon, 69,000 miles, maintained regardless, shell and Tudor, grey hide, full documented history ... £1,350
1936 ROLLS-ROYCE Phantom III sports limousine de ville, fully modified, collector's item, fully restored to Concours standards. Offers
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TRIUMPH TR4 Roadster, 1964. One owner, 15,000 miles, signal red, overdrive, radio, tonneau, heater, Pirelli Cinturato's, lovely car ... £795

TRIUMPH TR4 Roadster, 1963. B.R. Green, black trim, overdrive, wire wheels, tonneau, heater, superbly kept example ... £725

TRIUMPH TR4 hard-top coupé, 1962. Wedgwood blue, surrey soft-top, radio, etc., a really genuine example, well tuned ... £725

TRIUMPH TR4 hard-top coupé, 1962. A delightful one-owner car in white with black top, surrey soft-top, overdrive, etc. ... £695

TRIUMPH TR4 Roadster, 1962. Such an attractive one owner model in signal red with detachable hard-top in white, also wire wheels, Pirelli tyres ... £675

TRIUMPH TR3A Roadster, 1960. B.R. Green/black trim, fitted overdrive, wire wheels, luggage carrier, Michelin 'X' tyres, heater ... £475

TRIUMPH TR3A Roadster, 1960. Signal red, fitted hard- and soft-top, overdrive, tonneau, heater etc., well maintained ... £465

TRIUMPH TR3A, 1958. Hard-top, overdrive, speed pilot, woodrim wheel, twin spots, Michelin 'X' tyres, heater, very good car ... £345

TRIUMPH TR3 Roadster, 1960. B.R. Green with red trim, Michelin 'X' tyres, heater, luggage carrier, good value ... £275

TRIUMPH Spitfire Mk. II, 1965. One owner, 4,000 miles, Wedgwood blue, dark blue trim, heater, tonneau, spotlight ... £625

TRIUMPH Spitfire, 1964. A delightful example in B.R. Green, fitted radio, heater, tonneau, Michelin 'X' tyres, recommended ... £565

TRIUMPH Spitfire, 1963. One owner, 22,000 miles, Wedgwood blue, heater, tonneau cover, very well maintained ... £495

SUNBEAM Alpine, 1962. Opalescent bronze, red trim, overdrive, radio, whitewall tyres, heater, tonneau, spotlight, etc. ... £545

SUNBEAM Alpine, 1960. Fiesta red, black hard-top, soft-top, overdrive, recent engine overhaul, new clutch, new Michelin 'X' tyres ... £435

MORGAN 4/4 series IV, 1960. B.R. Green, black trim, fitted heater, tonneau, Pirelli Cinturato's, well maintained ... £425

PEERLESS GT, 1959. An excellent example in blue with grey trim, overdrive, Webasto roof, Pirelli tyres, ideal 4-seater ... £395

PORSCHE 1600 Cabriolet, 1957. R.H. drive, white with black leather, bills for overhaul work, a really wonderful performer ... £495

VOLVO P1800 S coupé, June 1963. A superb one-owner, low mileage car, grey with red trim, radio, heater, Michelin 'X' tyres ... £1,165

PART EXCHANGES: Any car, van, motorcycle, 3-wheeler, etc., taken in. H.P. accounts settled.

H.P.: Very attractive terms offered for all cars.

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FREE DELIVERY: To any part of U.K.

EXPENSES: Customers' fares refunded.

GUARANTEE: Three months' written guarantee on all cars.



ASTON MARTIN DB3 CONVERTIBLE

A magnificent example, cannot be faulted, cornflower blue, overdrive, wire wheels, radio, etc. Must be seen. £1,145

AUSTIN HEALEY Sprite Mk. I, 1959. Leaf green/green trim. Recent engine overhaul, brakes relined. Such a bright little car ... £275

AUSTIN HEALEY Sprite Mk. II, 1961. Old English White with red trim, heater, tonneau, twin spotlights, very clean, and a pleasure to drive ... £355

AUSTIN HEALEY BNI, 1955. This must surely be one of the best examples of this desirable car left in the country. Engineer maintained, radio, tonneau etc. £265

AUSTIN HEALEY 3000 Mk. II, 1962. Fitted hard- and soft-top, overdrive, wire wheels, radio, heater, twin spots, tonneau, Pirelli Cinturato's, recommended £595

AUSTIN HEALEY 3000 convertible, 1963. Red with matching trim, one owner, overdrive, wire wheels, tonneau, Pirelli tyres, lovely specimen ... £765

JAGUAR 'E'-type Roadster, 1962. One owner, 30,000 miles. Garman red, black leather, Pirelli tyres, full tonneau, really outstanding ... £995

JAGUAR 'E'-type fixed-head coupé, 1963. An attractive one in B.R. Green, with chrome wire wheels, radio etc., one owner from new ... £1,195

JAGUAR 'E'-type fixed head-coupé, 1964. A one-owner car that has covered 14,000 and is virtually as new, opalescent maroon with beige trim, radio etc. ... £1,395

JAGUAR XK150 fixed-head coupé, 1960. Special equipment with overdrive, wire wheels, radio, pearl grey with dark blue trim, well preserved ... £495

JAGUAR XK140 Roadster, 1957. Suede green with green leather, a very attractive one, and certainly a performer ... £245

DAIMLER SP250, Hard-top, also soft-top, red with black trim, radio, Pirelli Cinturato's. A very genuine one owner example ... £795

M.G.-B Roadster, 1965. One owner, 3,800 miles only. Tartan red with matching trim, five-bearing crank, heater, tonneau, woodrim wheel, as new ... £835

M.G.-B Roadster, 1964. One owner, 15,000 miles. White with red leather, overdrive, wire wheels, luggage carrier, tonneau, heater etc., local car ... £795

M.G.-B Roadster, 1963. One owner, tartan red with black trim, wire wheels, heater, tonneau etc. ... £695

M.G.-B Roadster, 1963. One owner, Iris blue with blue trim, such a lovely straight car, compare the price. £645

M.G.A 1600 fixed-head coupé. Tartan red with black trim, radio, heater, Michelin tyres, an outstanding example ... £435

M.G.-A 1600 Roadster, 1960. Tartan red with red trim, recent new engine, new tyres, heater, tonneau. £395

M.G.-A 1600 Roadster, 1960. One owner, red with black trim, recent new hood, excellent value ... £375

M.G.-A Roadster. Absolutely spotless in Old English White with red trim, heater, tonneau, luggage carrier, new tyres ... £295

M.G. Midget, 1962. Tartan red, red leather, a very genuine one-owner car, heater, tonneau, twin spots. £395

M.G. Midget, 1963. Tartan red, a spotlessly clean example, 1,100 c.c. engine, disc brakes, heater etc. £495

M.G. Midget Mk. II, 1964. One owner, 9,000 miles, finished in B.R. Green, heater, tonneau, luggage carrier, turbo discs, cannot be faulted ... £585

M.G. Midget Mk. II, 1965. One lady owner, genuine 2,000 miles, Old English White with black trim, heater, tonneau, as new ... £595

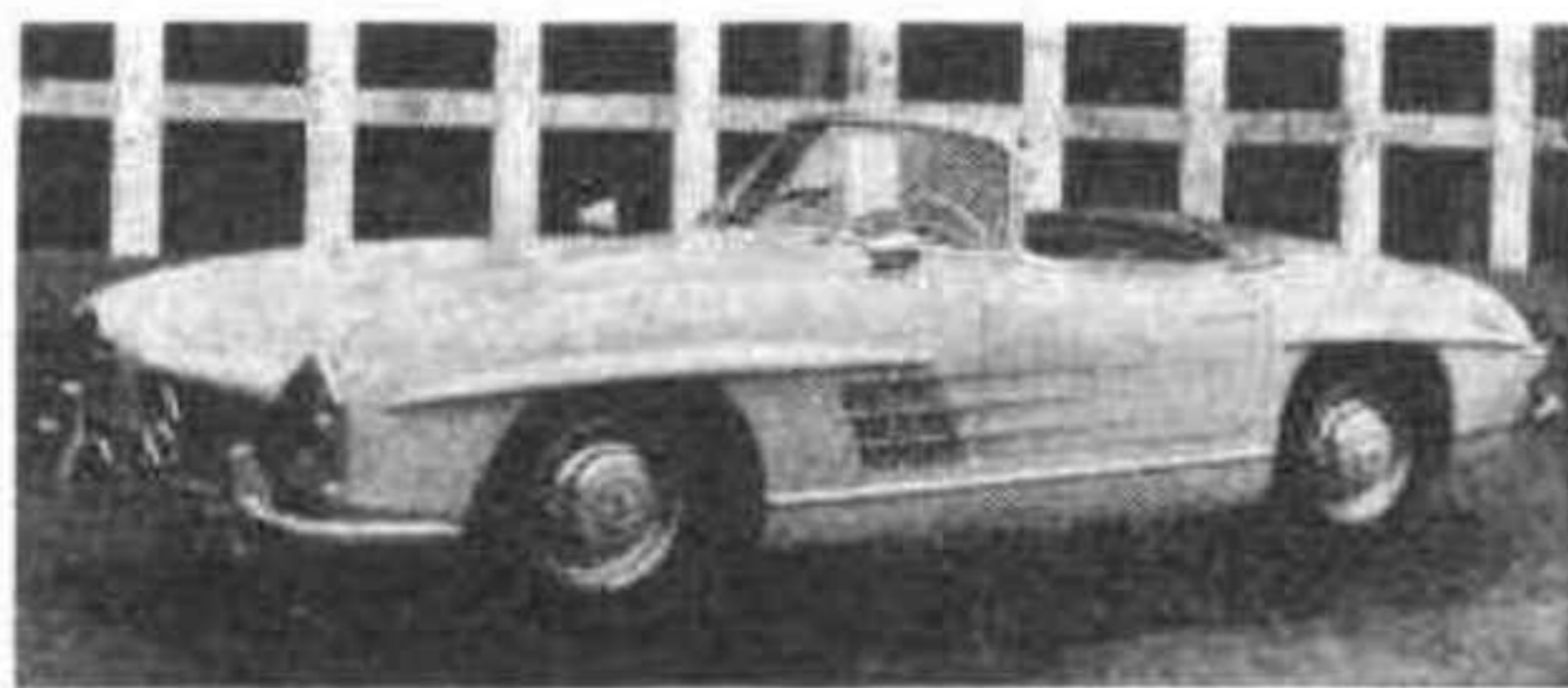
M.G. TF 1500, May 1955. Unmarked in black with new red p.v.c. hood, completely overhauled this year, must be one of the finest available ... £395

M.G. TC 2-seater sports. Tartan red, a very excellent little car, very cheap sports-car motoring ... £145

LOTUS Elite, 1962. White with black trim, a very straight example, offered at a very competitive price. £595

LOTUS Cortina, 1964. In as new condition, fitted radio, Cinturato tyres, racing mirrors, Halda spot, 16,000 miles only, tremendous value at ... £645

MERCEDES 300SL Gull Wing coupé. Silver grey with blue leather, a chance to own a really delightful example of this rare model ... £1,495



MERCEDES 300SL ROADSTER 1958

Beige with red leather, a fantastic motoring experience, cost over £5,600 new ... £1,695

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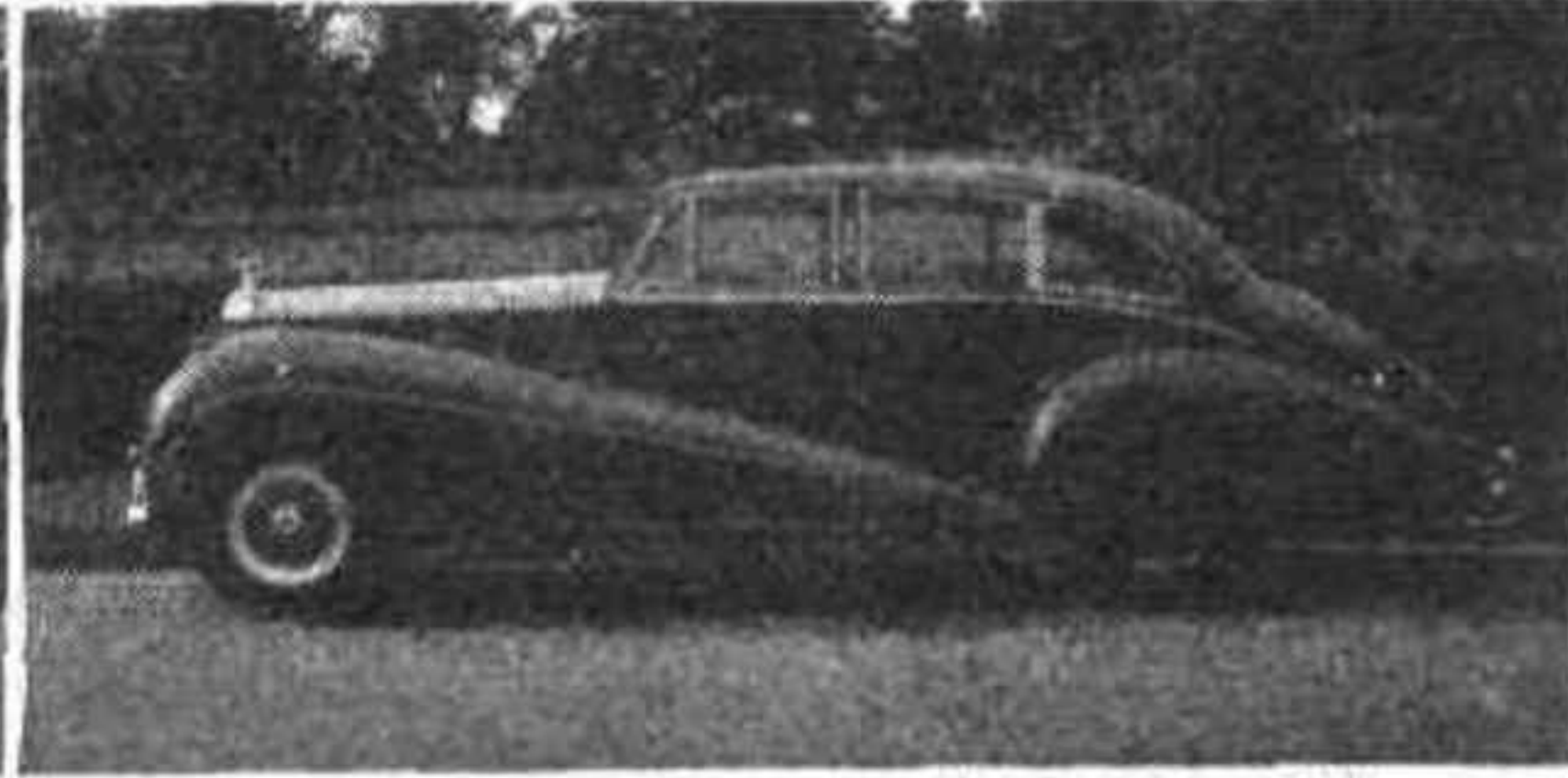
HITCHIN 3445



BENTLEY S.1, 1956, specially built by Hooper's for Indian prince, with electric division and windows. Black, grey hide interior, interior woodwork in sycamore. Indicated mileage 67,000 undoubtedly genuine. A most distinctive and superb specimen. **£1,675**



BENTLEY 3-litre speed model V.D.P. touring, circa 1926. All desirable features, including hydraulic brakes, big sump engine, Speed Six axle, Hardy-Spicer joints. Mildly modified but in such outstanding order we make no apology for the price of **£1,750**



ROLLS-ROYCE Silver Wraith, 1952, 4½-litre engine, Park Ward sports saloon. Duo green with tan leather. No particular history known, but the condition throughout indicative of moderate mileage and excellent maintenance. **£975**

ROLLS-ROYCE Silver Dawn, 1954 (Reg. Nov. 1953), automatic. Duo grey, red interior, new Whitewall tyres. A first-class car both bodily and mechanically. **£1,275**

ROLLS-ROYCE Silver Wraith Mulliner sedan with electric division, 1949. Dark green and ivory. A very attractive and well-kept car. **£925**

ROLLS-ROYCE Phantom II, 1930, folding-head coupé; coachwork by Sizaire-Berwick Ltd. See photograph and details last month.

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 R-type automatic, 1954. Black, beige interior. In exceptional condition, serviced by us during past 12 months and only available for sale due to death of owner. Exceptional value at **£825**

BENTLEY 4½-litre V.D.P. touring, 1930 (but not heavy-crank). Full details not yet to hand, but believed highly original and in extremely sound order throughout. Price will depend somewhat on what further work we find necessary.

AUSTIN A99 Westminster, 1961. Duo grey with grey interior, radio, moderate mileage. A rather special car with tuned engine, 4-speed floor-change, electric overdrive. Slectaride shock-absorbers, rev.-counter, etc. Has done 5,000 miles with our own staff, so we know it is good. **£395**

DAIMLER 2½-litre Barker special convertible, 1952. Silver grey with grey hide, radio, etc. A very well kept specimen of this most attractive-looking model. **£245**

DAIMLER 25 h.p. sleeve-valve, 1928. In very fair running order, but hearse body. **£145**

All vehicles sold in running order carry a M.O.T. Certificate. Immediate Hire Purchase and Insurance facilities can be arranged.

HUMBER 12 Vogue fixed-head 4-seater coupé, 1934. An exceptionally sound specimen of a rare model. **£95**

HORCH 25 h.p. V8 with limousine coachwork, circa 1938/39. Extremely well preserved specimen of a rare, high quality Continental. **£200**

JAGUAR XK150 drophead coupé, 1958. Wire wheels, metallescent maroon. Generally very sound, but not immaculate, hence realistic price of **£295**

Rare **LEA-FRANCIS**—the actual prototype 2½-litre sports with (f.s.), 1948. Recently restored and overhauled and in quite exceptional order. **£215**

M.G. M-Type 2-seater, 1930. Metal body, basically original, but hydraulic brakes and 4-speed box. Exceptionally tidy and sound. Taxed ready to drive away. **£165**

RILEY 9 Gamecock 2-seater 1932. Very original and in very fair order. **£135**

VETERANS:
1913 HUMBERETTE 2-seater, air-cooled. Completely restored and ready to drive away. **£975**

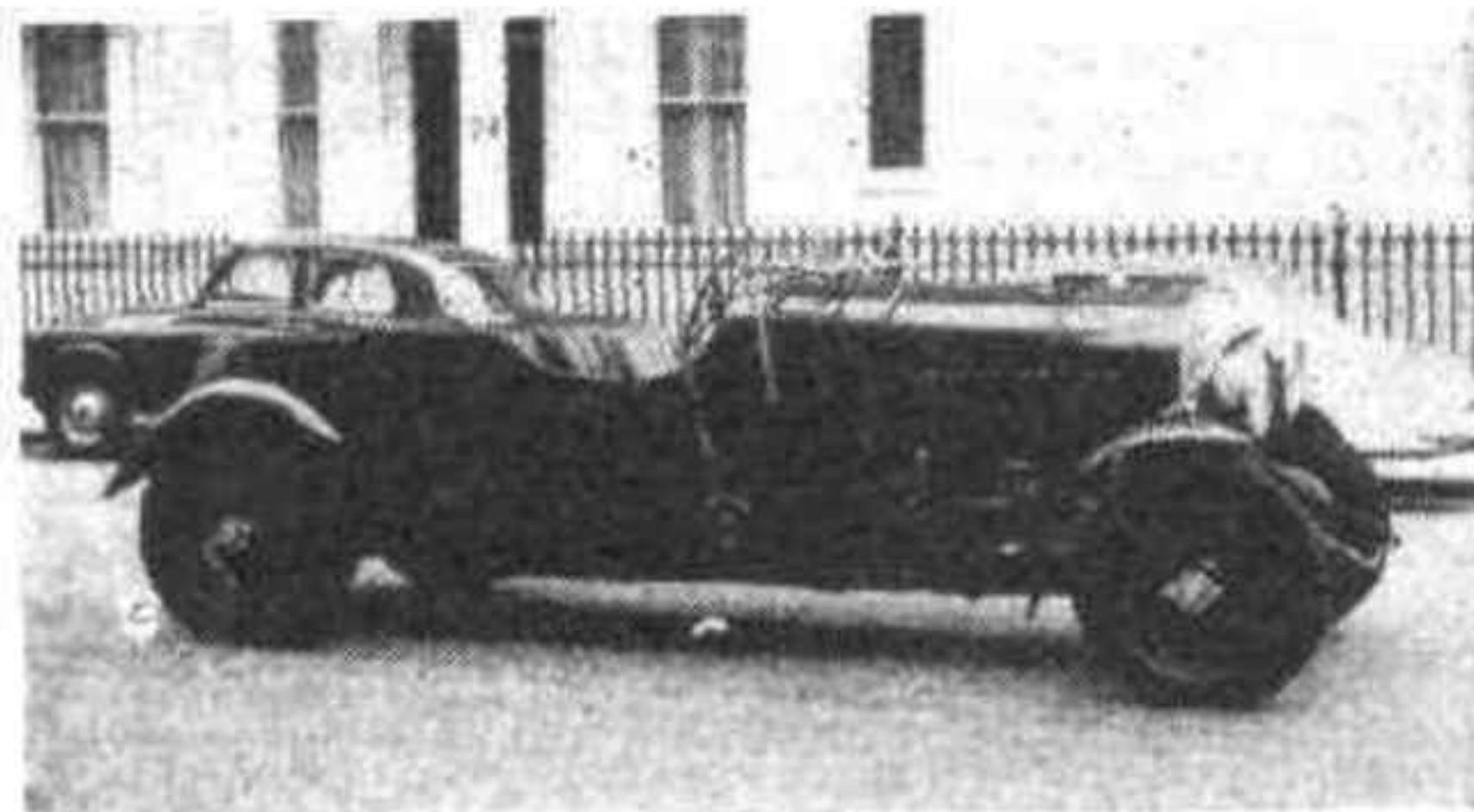
DE DION TRICYCLE, 1899/1900 genuine, 2½ h.p., water-cooled. Comparatively original and complete, entered for Brighton Run, and although somewhat untidy could easily be made presentable. As seen. **£500**

We are negotiating for a number of interesting cars, including a 1912 **STUDEBAKER**, a 1915 **FORD Model-T** touring, a 1927 **VAUXHALL 14/40** saloon and an outstanding 1935 **ASTON-MARTIN Mk. II** long-chassis touring. Further details should be available by 1st October.

We regret we cannot entertain overseas enquiries on pre-1918 cars. All types of part-exchange considered.

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D. MARGULIES LTD



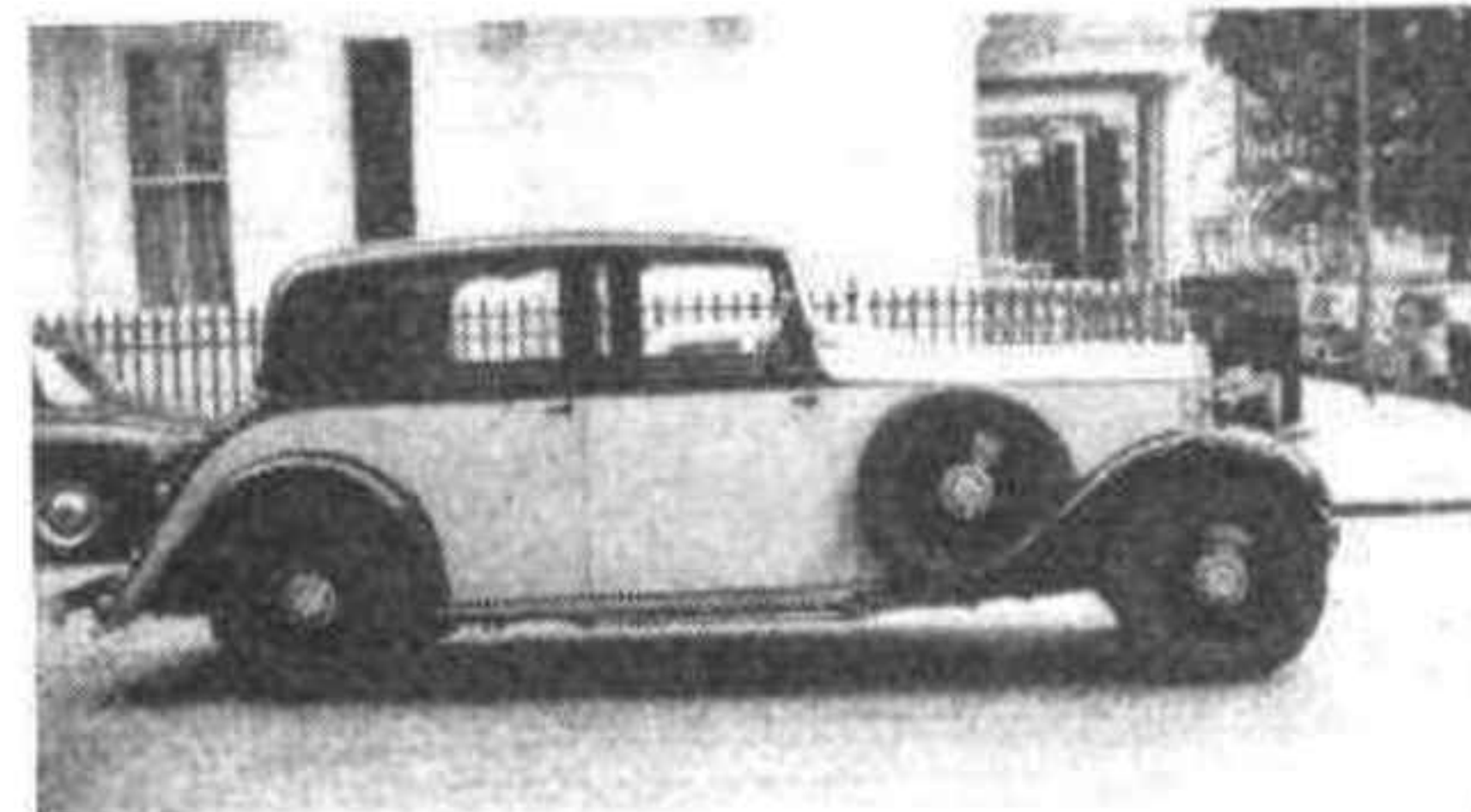
1929 BENTLEY 4½-litre 2-seater; a magnificent example with excellent history.



FERRARI 250GT California Spyder. Right-hand drive, one owner, and in superb condition.



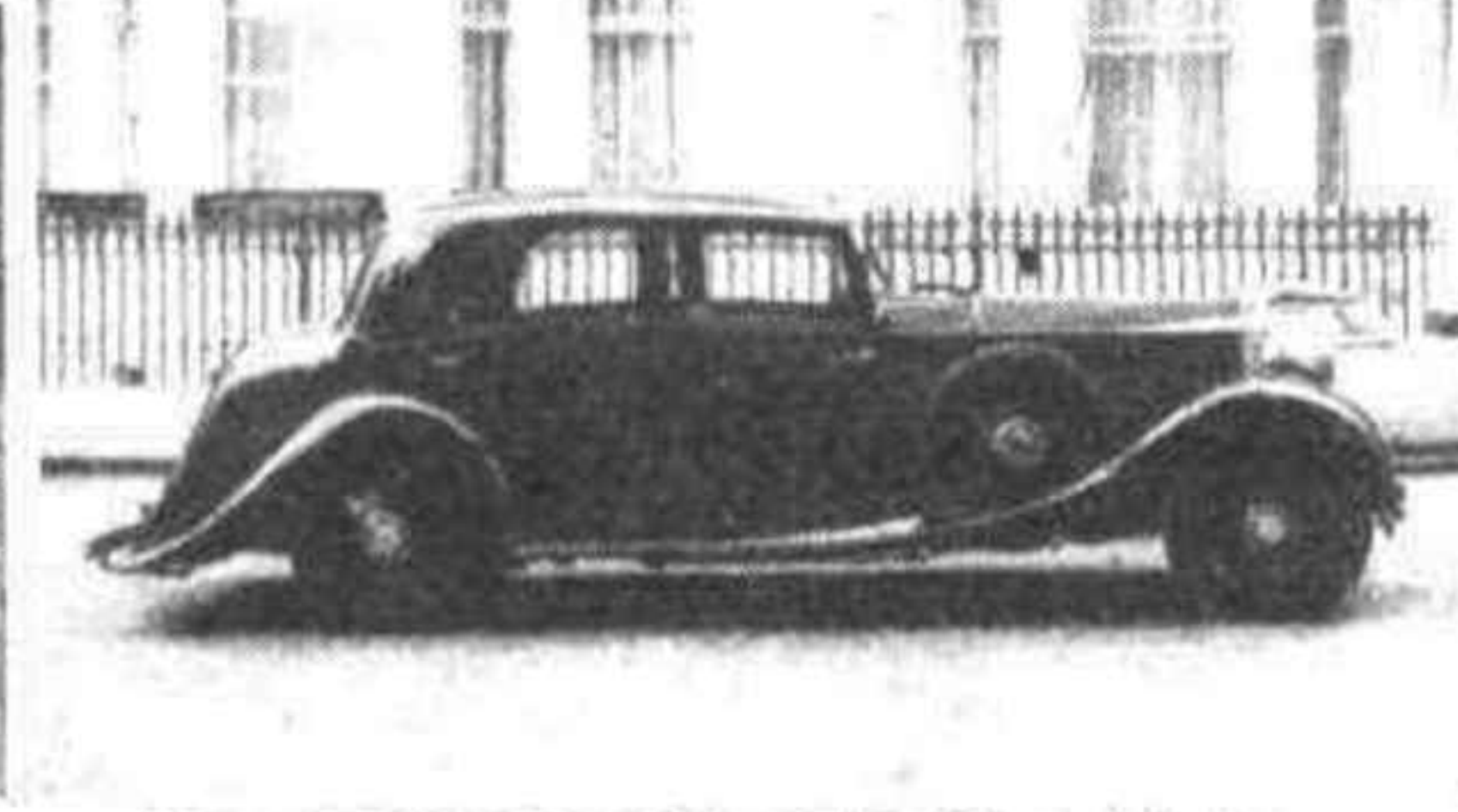
1929 BENTLEY 4½-litre 4-seater, extensively rebuilt including recellulosing and retrimming.



1934 ROLLS-ROYCE 20/25 Hooper sports saloon; two owners from new, genuine 81,000 miles. Original interior unmarked. **£750**



1938 BENTLEY 4½-litre Park Ward drophead coupé. Extensive mechanical overhaul, new carpets, hood, chrome, etc. **£625**



1934 ROLLS-ROYCE 20/25 Park Ward sports saloon; one owner for 20 years. Sound order. **£395**

1933 ROLLS-ROYCE Phantom II Gurney Nutting sports saloon, restored. **£495**
1933 ROLLS-ROYCE 20/25 Freestone & Webb 2-door coupé **£495**
1955 LANCIA B20 GT coupé. Twin Webers, floor change, servo brakes, Ken-lows fan. Exceptional. **£395**
1950 LANCIA Aprilia saloon, one of the last built. **£185**
1957 MERCEDES 190SL roadster, in immaculate condition. **£695**

1958 ALFA ROMEO Giulietta Sprint Veloce, recellulosed, engine overhauled. **£465**

H.W.M.-JAGUAR sports/racing 2-seater, ex-Oscar Moire. Very potent. **£475**

1958 LANCIA Appia Vignale Spyder, very attractive. **£375**

1960 ALFA ROMEO Sprint engine and gearbox unit. **£135**

WANTED: GOOD VINTAGE AND P.V.T. CARS

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

FOR SALE—continued

RILEY 2½-LITRE SALOON, RMF, 1952. Finished in black with dark green interior, this splendid car is in a condition to gladden the hearts of all true enthusiasts. It is fitted with twin fog lamps, wing mirrors, twin speaker, push-button radio, and has recently undergone an extensive engine overhaul to make it one of the finest examples of this marque on offer. Great value at only £235. For further details tel.: Fulmer 51, or write R. Blythe, Oldhouse Farm, Fulmer, Bucks. [3492]

GINETTA G4, GT 1500, silver blue, August 1964. 90 b.h.p. with one s/d Weber (30 m.p.g.); c/r gearbox, large instruments, new SP41s with wide-base rears. Fully carpeted, comfortable road car with fantastic performance. £625 o.n.o. Tel.: Hurstpierpoint 2444 (business), Hassocks 2208 (evenings). [3493]

M.G. TA, 1938. In daily use. £125. Tel.: Huddersfield 27898. [3494]

1956 TR3, L.H.D.. Excellent mechanics, goes well but requires tidying. £110. 21, Giles Road, Tadley, Hants. [3495]

SWALLOW DORETTI, 1955, B.R.G. 30 m.p.g., full weather equip., wire wheels, heater, windscreen washers, wireless, Mich. "X" tyres: engine and transmission sound; maintained by high class garage (bills available). £250 o.n.o. Tel.: Crowthorne (Berks.) 2123. [3496]

LANCIA APPIA VIGNALE convertible, 1960. Red; hard- and soft-tops, radio, one owner. Rare model in excellent condition. Day, 35, Voss Park Drive, Llantwit Major, Glamorgan. [3497]

RILEY 1½-LITRE, 1955. Black/cream; excellent example. £170 o.n.o. Stevens, 38, Beechwood Gardens, Slough, Bucks. [3498]

RARE 1933 SINGER NINE saloon. Splendid condition throughout. Offers around £55. 60, Dunbottle Lane, Mirfield, Yorkshire. Tel.: 3669. [3499]

AUSTIN HEALEY SPRITE, 1959; red. Tonneau, hard-top, screen washers, belts, anti-theft lock, etc. £230. Page, Hewshott House, Liphook, Hants. [3500]

XK120 D.H.C., 1954, white. Heater, radio, spot. Very good tyres; general condition very good. £160 o.n.o. Tel.: LAT 1282 (office hours). [3501]

M.G. TD2. Many new parts, including engine. £205 o.n.o. Tel.: Louthousegate 2441 (Yorks.). [3502]

LANCIA AURELIA GT B20, 4th Series. All desirable mods. Looks and goes like two-year-old. £475. P/E 5th or 6th Series. Fawcett, Crayke, York. Tel.: Easingwold 381. [3503]

SAAB 96, 1963; dark blue. Excellent condition. £485. H.P. available. Must be sold; no reasonable offer refused. Smith, 17, Oakville Road, Heysham, Lancs. [3504]

BRISTOL 405, REG. 1955, 37,300. Servo disc brakes, overdrive, host of extras. Just completed £90 respray in metallic gun-metal. £595. Grange, 3, Westbury Drive, Macclesfield, Cheshire. [3505]

ALFA GIULIETTA SPRINT, '59/rep. '62 (central gearshift); in original condition. £465. Tel.: Uxbridge 32624. [3506]

SPRITE Mk. I DE LUXE. Immaculate throughout, host of extras. £315 o.n.o. Tel.: Maidenhead 28392. [3507]

JOWETT JAVELIN saloon, 1949; body sound and undented, rear suspension, axle, brakes, gearbox, steering, engine and tyres good; front suspension king-pins need attention. Runs well. One cwt. of mixed spares included. Capable of restoration as new. Hagglings starts at £53 9s. 5d. Ashworth, 104, Headstone Lane, Harrow. Tel.: UNDERhill 2040. [3508]

1964 (JULY) SERIES IV Alpine, midnight blue, 12,000 miles. Fitted wing mirrors and taxed until August 1966. Must sell owing to arrival of company car, lack of garage space and desire for ready cash. Will deliver for demonstration in Midlands. For sale privately at the ridiculous price of £660. Box No. 1314. [3509]

NEW CADILLAC ENGINE special commercial with hydro-electric gearbox. V8 with ancillary equipment. Boxed. £95. 881 Christchurch Road, Bournemouth. Tel.: 46880. [3510]

RILEY SPRITE, 1937. Extensively rebuilt. Green with red wheels and upholstery. Hood, sidescreeens, tonneau. Two new tyres and batteries, spare engine, gearbox and back axle. £475. Earles, "Coolgardie," Jubilee Road, Mytchett, Aldershot. Tel.: Farnborough 3479. [3511]

M.G.-A, 1958. Red, w/wheels, new hood, luggage rack, badge bar, spotlight. Fair condition. £175, will haggle. Sawyer, Ivy House, Wycombe Lane, Woodburn Green, Bucks. [3512]

E-TYPE 4.2 FIXED-HEAD, Series 1965. This car was used as a works demonstrator and is in perfect and outstanding condition throughout. In metallic silver grey/red interior; low mileage, as new. £1,750 o.n.o. Brewer, tel.: Marlon Heath 350 (Nr. Macclesfield, Cheshire). [3513]

JAGUAR Mk. V, 3½-LITRE. In superb condition throughout. Unmarked cellulose and chromium; carpets and interior beautiful. Fitted push-button radio, heater, etc. This is an absolutely original car and without doubt one of the best available. Present property of company director. Offered at £165. Lee, 3, Rosslyn Avenue, Barnes, S.W.13. [3515]

ROCHDALE OLYMPIC, 1962, 30,000 miles. Riley 1.5 engine. £350 or offer. Muirhead. Tel.: Hkley 3371 (days); 2219 (nights). [3516]

LOTUS ELITE, SERIES 2, 1962. Yellow with silver grey roof. Stage IV head and cam. Excellent condition. Photo available. £625 o.n.o. Walker, Manor House, Cawthorne, Barnsley. Tel.: Silkstone 324. [3517]

IMMACULATE 1962 MORGAN 4/4. B.R.G. with black leather upholstery. Many extras, including wire wheels, heater, full and half tonneau, badge bar with spots, Brooklands wheel, mirrors, washers, etc. Brand new Cinturatos. Taxed until March. Enthusiast has genuine reason for sale. £440 o.n.o. R. Jones, Lower Friars House, Worcester Road, Harvington, Kidderminster. Tel.: Blakedown 262. [3518]

FIAT 1600, 1960, excellent. £370 or exchange cheap sports. Hyde, 21, Threefields Close, Congleton, Cheshire. [3519]

M.G.-A 1600 ROADSTER, 1960. Twin-cam chassis specification, including d/b all round. Dunlop racing wheels, new Cinturatos, radio, tonneau, grid; low mileage. First class throughout. £395. Blayney, 78, Hookstone Chase, Harrogate. Tel.: 84783. [3520]

CHUMMY, 1927, V.S.C.C. registered. Near perfect after body and mechanical rebuild by Rolls specialist. £210. This car can truly be said to be immaculate. Dr. Hudson. Tel.: TER 6411 (daytime). [3521]

TURNER 950, 1960. Replacement engine, heater, radio, tonneau. £210. 1, Luxford Close, Horsham, Sussex. [3522]

RILEY ADELPHI 12-h.p. with pre-selector. Breaking for spares, everything sound. 51, Spring Street, Wool. [3523]

JCWETT JUPITER, 1953. Reconditioned engine fitted six months ago. Taxed till June '66. bodywork good, interior and hood tidy. £100 o.n.o. 76, Blackburn Road, Padham. Tel.: PAD 71973. [3525]

M.G. TF. Fitted new 85 b.h.p. 1600 M.G.-A engine/c/r gearbox, oil cooler, disc brakes, Konis, roll bar, new "X" 's; many extras. New hood, sidescreeens, bodily excellent. Performance: 60 second, 105 top. Details from Reeves, 5, Westbourne Road, Birmingham 15. Tel.: EDGBaston 1933. [3526]

AUSTIN 7 CHUMMY tourer, 1927 Series. Grey/black; scuttle lamps. New hood and screens, new tyres all round. Original throughout bodily and mechanically perfect. £250 o.n.o. Brewer. Tel.: Marlon Heath 350 (Nr. Macclesfield, Cheshire). [3514]

FOR SALE—continued

LOTUS-CORTINA, 20,000 miles, as new. Sell £625 or exchange recent Mini-Cooper S or M.G.-B. Tel.: PUT 3456. [3524]

1961 SPRITE, Sebring fibre-glass bonnet conversion; radio. Excellent condition. £350 o.n.o. J. H. Boden, 48, Craithie Road, Doncaster. [3527]

BENTLEYS: 1927 3-litre Red Label Speed model 4-seater tourer. £675. 1940 M.R. Series overdrive saloon with an attractive aluminium body by Gurney Nutting. £675 o.n.o. Both of these cars are in first class order throughout. Tel.: Northampton 32407. [3528]

1929 HUMBER 9

4-door tourer. Royal blue-black. Completely restored and in immaculate condition. £350.0.0

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1959 LANCIA AURELIA B20S,
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on B2087 at FLIMWELL,
Nr. TICEHURST, SUSSEX
Tel.: Flimwell 256

FOR SALE—continued

AUSTIN HEALEY SPRITE, 1963, 1,098 c.c., red. Black hood, tonneau, trim. Wire wheels, SP41s. Marchais. £495. H.P. available. 8, Wilsons Road, Knowle, Warwickshire. (Tel.: Lapworth 3231). [3529]

AUSTIN HEALEY SPRITE, 1958, Speedwell blue. Fabulous condition, engine completely overhauled and B.M.C. Stage 4 tuned, 1964. Hard- and soft-tops, heater, etc. £260. 39, Wharretts Well Lane, Solihull, Warwickshire. [3530]

1962 VOLKSWAGEN 1200 de luxe; regularly serviced, excellent condition. £395. Tel.: Capel 3310 (Surrey). [3531]

ALVIS, 1936, CRESTED EAGLE 4-light saloon, with 1938 25 engine, servo brakes and 4.1 axle. Body good. Mechanically excellent, good tyres and batteries; heater, fog and spot lamps; photos available. £120. Oldacre, 4, Granville Avenue, Newcastle, Staffs. Tel.: 64304 (home), 67828 (office). [3532]

DAIMLER CENTURY SALOON, Sept. 1954. Three owners and 56,000 miles only from new. Excellent mechanically. New tyres, heater. Good sound light grey body with unmarked red interior. Extensive engine and chassis overhaul about 10,000 miles ago. £135 o.n.o. Tel.: Barry Cookson, Loughton (Essex) 3950. [3534]

R.-R. SPARES for Phantom III and 20/25. Sound and reasonable. S.A.E. please. 10, Orchard Close, Long Ditton, Surbiton. Tel.: Emberbrook 6034. [3535]

M.G. TF 1500. B.R.G. Heater, de-icers. Low mileage. Have bought ID, need £325 for food. Conway, Manor Farm, Blackdown, Leamington Spa. Tel.: 21754. [3536]

ROLLS 20/25, 1934, breaking. Silence, No. 1, Holbury Cottages, Lime-Kiln Lane, Holbury, Hants. Tel.: Blackfield 2410. [3537]

1932 ALVIS TL 12/60 beetleback. Much engine work. New hood, new chrome. Part exchange for single-seat car or sell. £165. McDonald, 1, Hawk Lane, Bracknell, Berks. [3538]

JAGUAR ENTHUSIAST WANTED! My 1956 Jaguar XK140, in very beautiful condition. Maintained absolutely regardless of cost. Finished in Carmen red. Equipped with radio, chrome luggage rack, high ratio axle, and four brand new Michelin "X" tyres (never used). The first genuine buyer will be delighted at such a rare find as this. Tel.: Richmond 8938 (Richmond, Surrey). [3539]

FORD-BUCKLER, 1958, 1172, c/r. gears, 4.4 c.w.p., A.K.S. shell, hood, tonneau. £120 o.n.o. Tel.: Bedford 66870. [3540]

HISTORIC SPORTS/RACING Aston, Works team DB2. Third Spa. Twice Le Mans. Lightweight body. De Dion. Running-in after £250 engine overhaul. Ideal sprint club or ultimate "hairy" road car. 130 plus with matching road-holding. Fantastic acceleration. Practical. Desirable investment. Sensible offer over £350. Tel.: Birmingham, Shirley 6093. [3541]

MERCEDES-BENZ 226, in good condition, having just been imported from Gibraltar. 35,000 miles only. Becker radio (£90 new), L.H.D., 1956, and £350. Dawson, Brookland Lodge, Delph, Manchester. [3542]

ROLLS-ROYCE 20/25, 1934, sedanca-de-ville by Barker. Good runner. New hood. Alloy body, but frame needs rebuilding. Complete less tools. Suit enthusiast. Offers, enquiries: Galloway, Allenby Hall, Shrivvenham, Swindon. [3543]

SUNBEAM ALPINE IV, March 1964. B.R.G. As new condition. Extras include overdrive, heater, safety belts, armeter, sun visors, whitewall tyres, wing mirrors, etc. Cost over £1,000 new. Cannot afford this type of car and new house. 16,000 miles. Sacrifice at £725 o.v.n.o. Tel.: Hatfield 5248 (evenings or week-ends). [3544]

SWALLOW DORETTI, 1955. TR mechanics. Heater, tonneau, overdrive. A 100-m.p.h. sports car for only £195. Tel.: Brighton 25188. In London some week-ends. [3545]

RILEY LYNX SPRITE. Little used since engine rebuilt. Reborn, reground, pistons, king-pins. New hood, upholstery, tyres. Quick sale. £75. Black, Tel.: Liverpool, NORTH 1701 (office). [3546]

BENTLEY 3-LITRE Vanden Plas Speed Model. Le Mans wings. Every single part of this car has been stripped and rebuilt properly and completely. The car has done no mileage since. The time and cost exceed the asking price of £2,000 or offers around this. Box No. 1315. [3547]

1½ RILEY SPRITE-engined "special," unfinished. New Porsche front suspension, independent rear, Afirn brakes, M.G. front/rear wings. Instruments, spare engine, gearbox, other Riley spares. Offers. Cameron, 35, Kenilworth Road, Cublington, Leamington Spa. Tel.: 22664. [3548]

1959 LANCIA AURELIA 250GT, Series VI. Delightful example of one of the best 2+2 GT cars made. Steel grey, "X" 's, floor change; 115 m.p.h.; mechanically perfect, new clutch and top-end overhaul. L.H.D., so only £480. Tel.: Erith 36031. [3549]

M.G. TC., 1949. Red. New hood, radiator, dynamo, starter, battery, steering box, silencer. New 4.75x19-in. rear tyres. Renewed bodywork in excellent condition. M.O.T. March. £150 o.n.o. Scholes, Gogarath, Cherry Tree, Blackburn. Tel.: Blackburn 21174 (after 6 p.m.). [3550]

FERRARI 250GT, Berlinetta Farina sports saloon. Metal grey, red leather. Electric windows; left-hand drive. Reg. 1961. Genuine 21,000 miles, one owner, chauffeur driven. Sold by executors of will. £1,700, quick sale. Seen Marble Arch, London. Telephone solicitor's office, Mr. Chantry, at Welbeck 0991. [3551]

1953 RILEY 2½, in exceptional condition, finished in B.R.G. New battery, rear springs, radiator, carpets. Oil consumption negligible. Spare reconditioned gearbox. Offers over £100. Tel.: Epping 2238. [3552]

M.G.-A TWIN-CAM, 1959. The whole car is in excellent condition, the engine having been recently rebuilt. Matching hard-top and sidescreeens available. £340. Tel.: Welwyn Garden 23619. [3553]

S.S.100 3½-LITRE 2-seater. Mint just rebuilt to concours condition regardless of cost. £1,500. Box No. 1317. [3554]

1955 TR2, B.R.G. Wire wheels. Good reliable car. £170 o.n.o. 5, Linden Walk, Bradshaw, Bolton. [3555]

LOTUS ELITE, 1961, red, in excellent mechanical and bodily order; only two careful owners from new, and consuming a genuine one gallon only per 40 miles. First £550 secures. Tel.: Stoke-on-Trent 23496. [3556]

SKODA FELICIA, 1962, drophead coupé. Tonneau cover and hard-top. Seat covers, etc. Excellent condition. H.P. possible. £325. Tel.: BYR 2367. [3557]

SPRITE, Mk. II, white, December 1962. Carefully maintained in faultless condition. Numerous extras include belts, heater, wood-rim wheel, spotlight, exterior handles, tonneau, etc. Genuine bargain, £375. Thornton, The Barn, Golden Green, Tonbridge, Kent. Tel.: Hadlow 225. [3558]

BEAUTIFUL BRISTOL 400. Fine example in truly splendid condition. Thoroughly overhauled, restored and renewed. Four new "X" 's. Original luxury and high-speed performance. £175. Mindel, 37, Furze View, Chorleywood, Herts. (Near Watford.) Tel.: CNO 3582. [3559]

ASTON MARTIN DB2, 1953. Tested. Needs attention body. £185 or trade. Tel.: TEM 6568. [3561]

ELEGANT ROLLS-ROYCE, 1936, 20/25 o/d. saloon by Knibbs & Parkyn, Manchester. Complete top and bottom overhaul, new clutch, etc. First offer £250. Box No. 1327. [3565]



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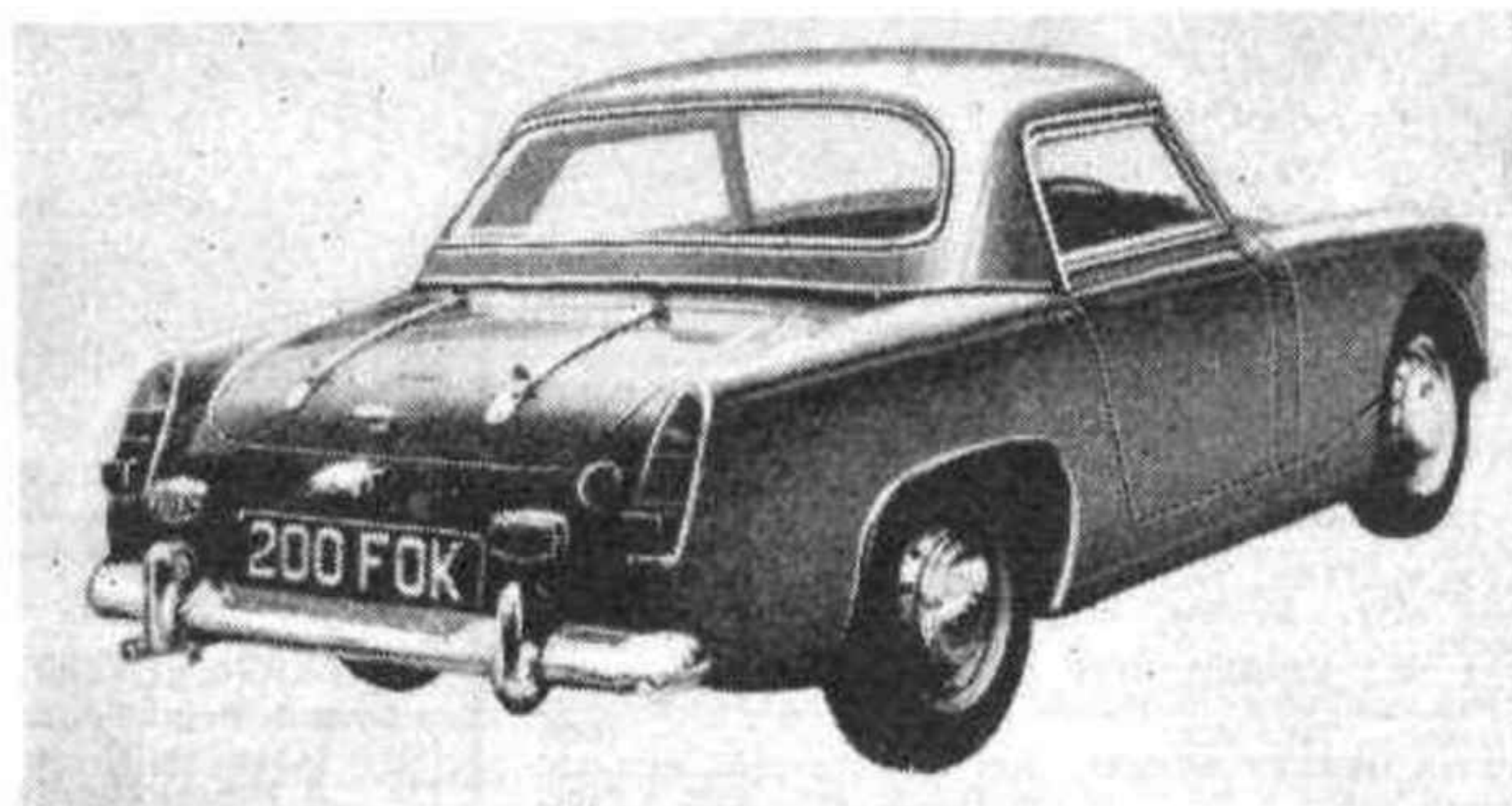
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1929 ROLLS-ROYCE 20 Cabriolet by Barker. A very pretty and rare vintage Rolls in really fantastic condition throughout. Original tools and handbook.

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1955 ASTON MARTIN DB2/4 3-litre. Radio, Avon Turbospeeds, etc. Comprehensive overhaul just completed. Exceptional condition. £565.

1956 JAGUAR XK140 fixed-head coupé. B.R.G., radio, twin spots, etc. An excellent car. £195.

1964 MERCEDES BENZ 230SL fixed-head coupé. 17,000 miles, power steering, manual gearchange. As new. £2,750.

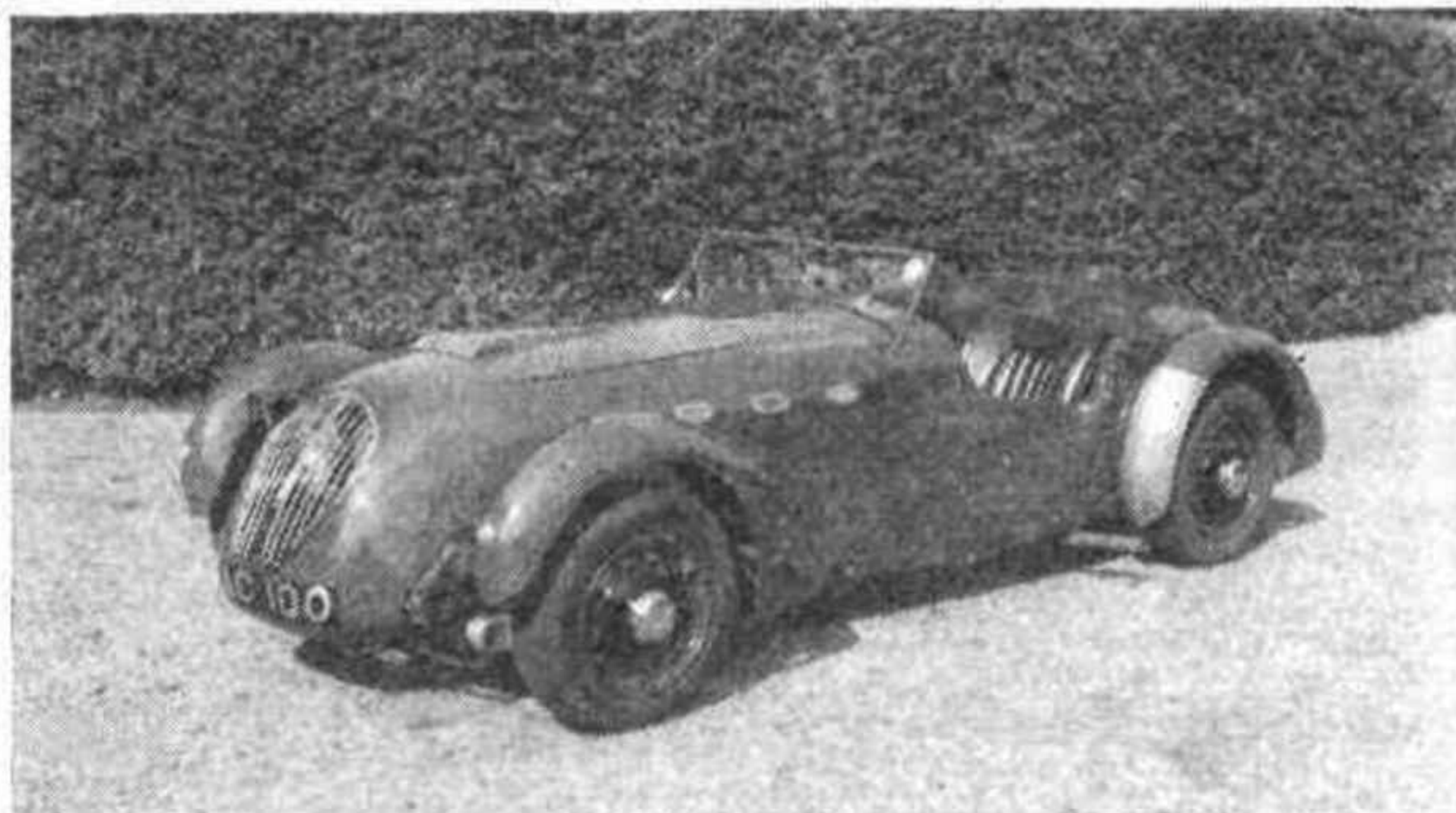
1959 MORGAN 4/4. New hood and tonneau. New 'X' tyres, heater, twin S.U.s, 4-branch exhaust, close ratio gears with remote gear change. £265.

1959 TRIUMPH TR3A. Hard- and soft-top. Heater. 'X' tyres, leather upholstery. £325.

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11a Water Lane, LEIGHTON BUZZARD

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1950 HEALEY Silverstone 'E'-type roadster. Red with black interior. Well known car in outstanding original order. Must be one of the finest available.

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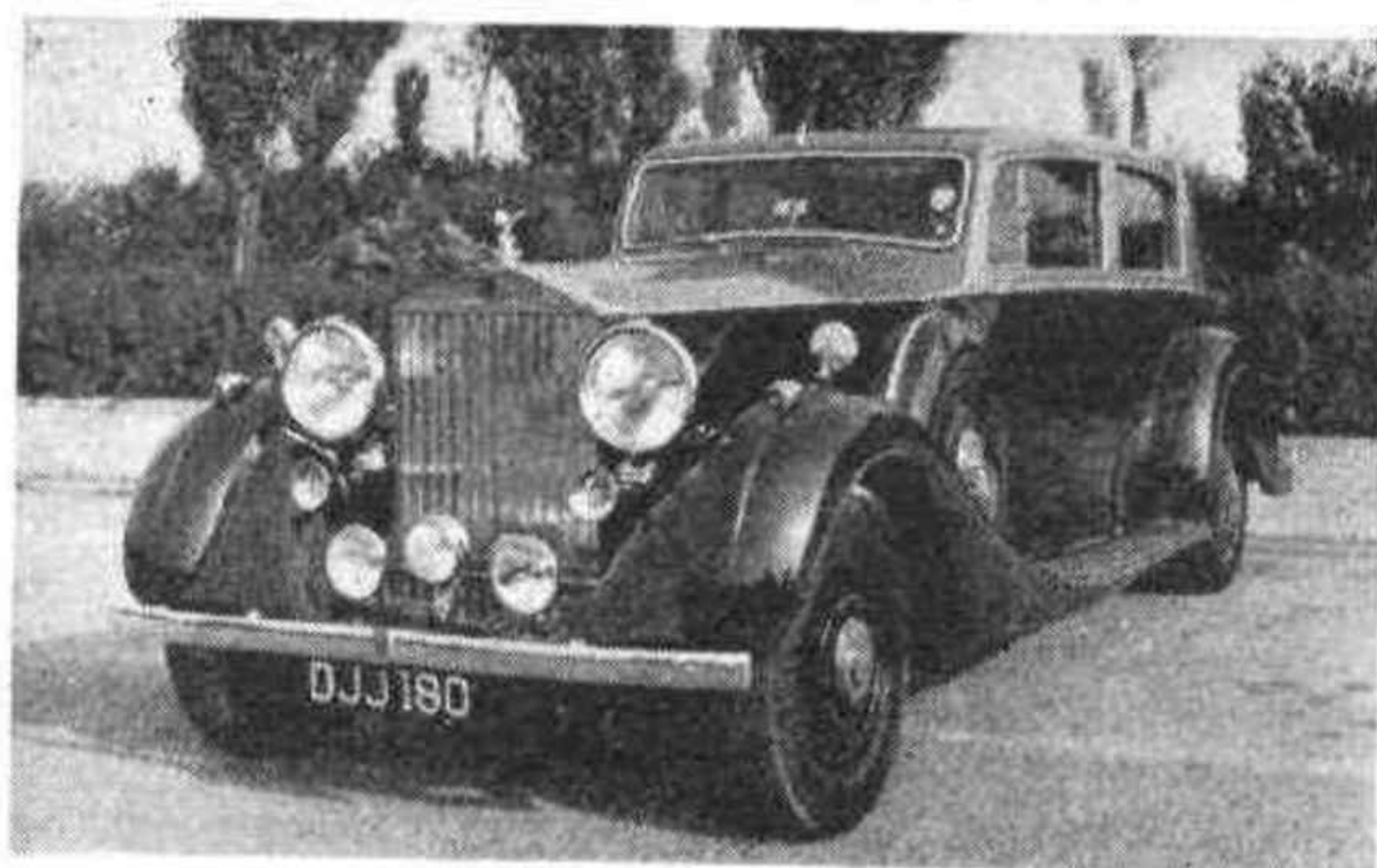
1963 AUSTIN HEALEY Sprite Mk. II. 1100 engine, heater. One owner, low mileage. Unmarked. £445.

1939 PONTIAC Silver Streak convertible 2/4-seater. One of only two in this country and in amazing original order. £195.

1935 RILEY 9 Imp. Recent complete overhaul by specialist. Crash box, Merlin crank, etc. A good example of this scarce model. £395.

1931 SINGER Junior saloon. Sunshine roof, superb original condition. Offered with many spares at £65.

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1937 ROLLS-ROYCE 12 CYLINDER PHANTOM III

Owner-driver "Princess" style bodywork.
The prettiest coachwork on any Ph. III.
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Rechromed and resprayed metallic gold and maroon. Has been in our possession past 10 years. Mileage genuine 91,000. This car has not been tinkered about with and still has original hyd. tappets.

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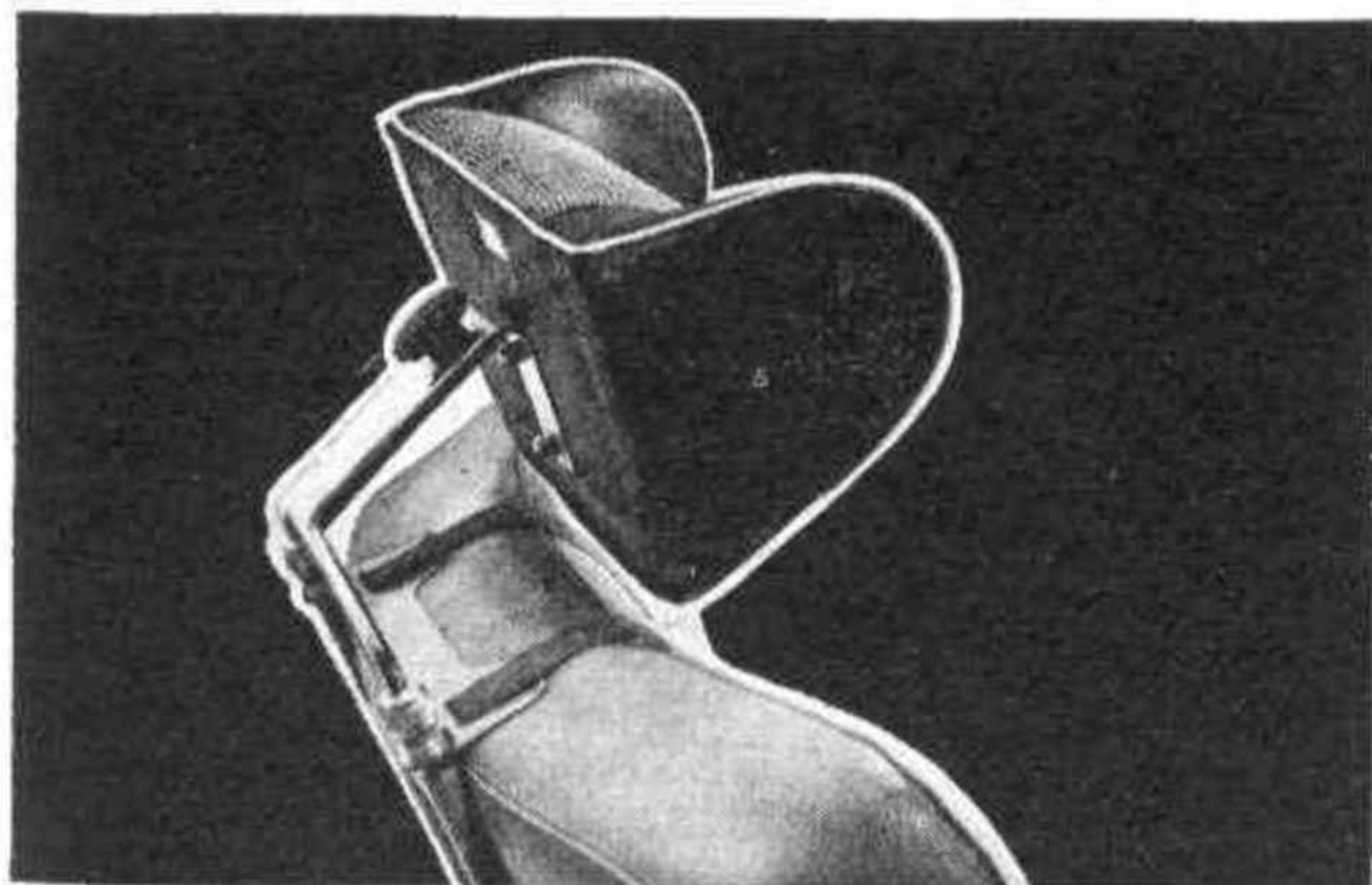
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1965 ISO RIVOLTA GT 400



5.5 litres. 400 BHP. 4 double-choke Weber carburettors. Extras include magnesium alloy wheels, electric windows, and seat belts front and rear. Finished in maroon with luxurious tan hide upholstery. A low mileage, one owner car. Fully guaranteed. £3,995.

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W.G. TC, 1945. Very good condition. Pale blue original body. New tank, back axle and case; competition clutch, 16-in. wheels all round; king-pins/bushes, brakes overhauled. 16:1 engine. Very fast but 30 m.p.g. £165 o.n.o. Tel.: Barry Cookson, Loughton (Essex) 3950. [3533]

WANTED

ROLLS-ROYCE WANTED. low price. Austin Healey 6-port cyl. head; 6-cyl. Smiths tach.; angle-headed power polisher. Box No. 1310. [3315]

ROLLS-ROYCE or other quality vintage car wanted, tourist preferred. Good price paid for right car. Thompson, 33, Marske Mill Lane, Saltburn, Yorkshire. Tel.: 2844. [3366]

ALLARD, or any powerful car suitable for sprints, hill-climbs. £150 cash waiting. Write: Sadler, 3, Cornwall Gardens, London, S.W.7. [3441]

E-TYPE JAGUAR wide-rim wheels required. Anglia 100E any suspension modified equipment and wide-rim wheels. "Davies," Hammerwood, Copthorne Road, Crawley, Sussex. [3442]

LAGONDA WANTED for spares. Any model, condition or location, if cheap. Box No. 1312. [3443]

ROLLS-ROYCE 20 coupé, less engine. Old, sound, cheap. Cash. Cherry, Swavesey, Cambs. [3444]

HOOD, BOOT RACK for 1960 Sprite. Selling hard-top, £15. Also need TR3A rack. 37, Beech Avenue, Sandiacre, Notts. [3445]

2 c.v. CITROEN, r.h.d. in v.g.c. 35, Gainsborough Road, Liverpool, 15. Tel.: SEF 7000. [3446]

M.G. K3, suitable restoration. Any condition. Cash waiting. Fisher, Tel.: Fairlands 7642. [3447]

BRASS VERTICAL WINDSCREEN for 3-litre Bentley. Wood, Yewtree House, Bulkeley, Malpas, Cheshire. [3448]

BENTLEY 3, 4, any condition but must be runner. Tel.: Walton-on-Thames 26087. [3449]

FORD MODEL-T car or commercial, any condition considered for restoration; view anywhere. All letters answered. Morgan, 5, Staplers Reach, Rowner, Gosport, Hants. [3450]

M.G. XPEG 1,500-c.c. TF engine with or without accessories. TF rear axle or crown-wheel and pinion, 4.55 ratio, with or without brakes, wheels, etc. Supercharger with all fittings for TD or TF. 1,500-c.c. Ford 122E 5-bearing GT engine complete with all accessories and gearbox, close ratio preferred. Condition and price please. Purchaser will collect for cash. Owen, Straight House, Church Lane, Birdham (Tel.: 545), Chichester. [3451]

WANTED FOR 1929 Studebaker "Commander 8" tourer, pair headlamps, tail-lamp, wheel rim, hub cap, radiator cowl. Good condition essential. Calvert, 11, Carlton Drive, Heaton, Bradford, 9, Yorks. [3452]

WANTED: M.G. PB engine. Smith, 28, Uphill Road, N.W.7. Tel.: MIL 2160. [3453]

GIULIETTA SPRINT, 1958/60. Immediate cash. Martin, "The Oak," Kimpton Road, Welwyn. Tel.: 5109. [3454]

A.C. ACE or Acaca-Bristol wanted, around 1955. Cash. 69, Treherne Road, Coventry. [3455]

WANTED: SPRITE or similar small sports. Good mechanics essential. £150 offered. Tel.: FIT 0607. [3456]

WANTED: 1939/1940 BUICK or Packard, or similar quality American car, 4-door or 2-door convertible, required. Good price for car in original condition. Please send photographs and details. P. L. Ashworth, York House, Clifton Campville, Tamworth, Staffs. Tel.: Clifton Campville 227. [3457]

S.100 WANTED for immediate purchase. Condition must be excellent. Details and photo first letter, please. Box No. 1301. [3458]

URGENTLY REQUIRED: TUNING equipment (twin carbs., exhaust system, etc.) for 918-c.c. s.v. Morris 8 engine; o.h.v. head considered. A. K. Stephens, Woodside, Frost Hill, Congresbury, Somerset. [3459]

REGISTRATION LETTERS MNC. Low numeral preferred. State price. North-Coates, Spa Hill, Kirton Lindsey, Gainsborough, Lincs. [3460]

AUSTIN HEALEY 100/6 BN4, with BN6 type engine, with w/w and o/d. Waite, 1, Fishers Hill House, Hook Heath, Woking, Surrey. [3461]

WANTED: VINTAGE or veteran B.M.W., Lancia or Peugeot, or similar. Also registration number AR or A or R. Write Advertiser, Woodley Grange, Romsey, Hants. [3462]

HARD-TOP for 1960 Healey BN7. Good condition. McHardy, Hayling Golf Club, Hayling Island. [3463]

ALFA ROMEO SPRINT Veloce, pre-1960. Cleave, "Ashburton," Maldon Road, Hatfield Peverel, Essex. Tel.: 379. [3464]

WANTED: LAGONDA SPARES for Lagonda Club members. Anything from hub-nuts to complete cars. Schofield, 81, Green Lane, Hollingworth, Hyde, Cheshire. [3465]

WILL BE IN London October 20th, would like to purchase in "mint" condition a Rolls 20 4-seater tourer or 4-litre Bentley 4-seater tourer, or Invicta low-chassis 4½-litre tourer. Please include your telephone number. Box No. 1338. [3466]

WANTED: LAGONDA, pre-war tourer, vintage saloon, or similar. Condition immaterial as rebuild proposed. Box No. 1296. [3467]

LANCIA LAMBDA or Alfa Romeo 1750 saloon. V.S.C.C. member. Please reply to Box No. 1295. [3468]

PRIVATE ENTHUSIAST urgently requires pre-1919 Silver Ghost radiator, 22 in. high, 8 in. wide at the top tank, and 855 x 135 beaded edge wire wheels to fit Ghost hubs to complete restoration. Good price paid. Box No. 1294. [3469]

REGISTRATION LETTERS GKB with single or distinctive numeral. Quote price. G. K. Briscall, 48, London Road, Canterbury, Kent. [3470]

ENGINE, PRE-WAR FIAT 500, without accessories. Must be good condition; price reasonable. Box No. 1293. [3471]

REGISTRATION LETTERS JB, JFB, JRB, JFR with low or distinctive numeral. State price. Box No. 1292. [3472]

FRAZER NASH LE MANS Replica. Prefer good condition but consider damaged or worn unit. 112, Northenden Road, Sale, Cheshire. [3473]

IMPECCABLE JENSEN INTERCEPTOR, preferably 1956. Price, details: Garratt, 48, Bath Road, Swindon. [3474]

COOPER OR KIEFT 500 c.c., with or without engine. Please, no rubbish. Tel.: Wimbledon 8912 (after 7 p.m.). [3475]

M.G. K, L, N, engine/gearbox. Complete car if cheap. Warne, Old Rectory, Abinger (Tel.: 177) Common, Surrey. [3476]

GOOD HOME and £250 offered by youthful B.O.C. enthusiast for 4-cyl. Bugatti. Anyone interested please contact C. Frater, 13, Balcombe Road, Poole, Dorset. [3477]

M.G.-A HARD-TOP and/or sliding screens. Tel.: Dawes Green (Surrey) 200. [3478]

ROLLS-ROYCE 25/30, P. III or Wraith, preferably sedanca-deville or tourer wanted, in immaculate condition, by private enthusiast. Bradbury, Box No. 1291. [3479]

M.G. MAGNA F2, 1932, for restoration. Condition unimportant but must be complete and original. Stablemate for M-type recently restored. Box No. 1290. [3480]

M.G. TF 1,500 c.c. in first class condition, having been unstintingly maintained and never crashed. Low mileage preferred. Box No. 1339. [3481]

BENTLEY, for restoration 3 or 4. Rush, 2, Cattistock Road, Strouden Park, Bournemouth. [3482]

WANTED—continued

WANTED: PRE-1940 RILEY sales catalogues, magazine articles, etc. M. Livy, 29, The Boulevard, Pascoe Vale South, Melbourne, Victoria, Australia. [3483]

REGISTRATION NUMBERS H 3, H 33, H 333, SH 3, SH 33, SH 333. Tel.: Woking 64429. [3484]

WANTED: CHEVROLET 490 engine or parts, any condition. Also vintage Packard rear lamp and other parts. Wilson, Burston House, Burston, Stafford. Tel.: Sandon 291. [3485]

LAGONDA LG6 OR V12 (drophead preferred) or LG45 drophead, preferably Sanction III. Good mechanics essential, bodywork less important. Valentine, 33, Keswick Road, S.W.15. Tel.: VANdyke 5794. [3483]

WANTED: INTERESTING CLASSIC car of high breeding. Rolls, Bentley, Mercedes, etc. Potter, Ham Mill, Newbury. [3487]

BANANA MANIFOLD for T.V.R. IIA Climax F.W.E. 303, Chester Road, Helsby, Cheshire. [3483]

WANTED: FIRST-CLASS XK140 f.h.c. Details of history, mods., colour, price, etc. Brockwell, 72, Ley Lane, Kings-teignton, Newton Abbot, Devon. [3439]

ADVERTISER WISHES to purchase immediately any pre-1910 car. Harper, 121, Palatine Road, Didsbury (Tel.: 2050), Manchester. [3490]

WANTED: 1947 AUSTIN 10. Bodily immaculate, mechanical condition unimportant. Guaranteed a good home. Distance no object. Dean, 63, Park Avenue, Putney Bar, Herts. Tel.: 58961. [3491]

HARD-TOP WANTED. 'E'-type Jaguar. Preferably black, reasonable. 881, Christchurch Road. Tel.: Bournemouth 46880. [3609]

HAVE £200. Want Morgan Plus Four. No rubbish. Brown, 10, Hillington Road, Sale Cheshire. [3610]

MK. II SPRITE PARTS. Windscreen complete, steering wheel, headlights, grille, one road wheel, and a hard-top. Tel.: Chalfont St. Giles 2487. [3611]

B.T.H. C.E. 6 4-pole, 6-cylinder magneto, complete or parts. Also new or nearly new Dunlop tyres, one 5.00 x 19 and one 5.50 x 18. D. Taylor, 13, St. Helen's Road, Brigg, Lincolnshire. Tel.: 2372. [3612]

VINTAGE AUSTIN 12-4 saloon. Might exchange Zephyr convertible with cash adjustment. Dr. J. C. Matthews, 40, Green Park, Bath. [3613]

UP TO £250 for M.G.-A, TR, Morgan. Must be good. 152, Chester Road North, Sutton Coldfield. [3614]

REGISTRATION LETTERS REQUIRED: DS; PDS; D; S or JAG. with single or any number, with or without vehicle. Please state price. Write: Staniland, 97, Norfolk Park Ave, Sheffield 2. Tel.: Yorks 27609. [3615]

RILEY 1½, RME gearbox, must be low mileage, good. Jordan, 69, Rayleigh Avenue, Leigh-on-Sea. [3616]

M.G.-B HARD-TOP, blue preferred, near London. Grenet, Woodlands, Hazel Lane, Petersham, Surrey. [3617]

SHORROCK SUPERCHARGER KIT (pulleys, mounting brackets etc.) for Mini. £35 offered. Smith, 190, Tickhill Road, Doncaster. [3618]

FRAZER NASH CHAIN GANG. Condition immaterial. Box No. 1323. [3619]

BRISTOL 401 OR 403. Body, chassis and transmission must be perfect. Engine condition immaterial. Tel.: Hexham 2657, or late evening, Sialley 210. [3620]

ROLLS SILVER WRAITH, 1950-53. Saloon, price to £750. Cook, Poplars, Ashford Hill, Newbury. [3621]

WANTED: PAIR AERO SCREENS. Bugantics V.S.C.C. bulletins. Maslin, 35, Edward St., Deptford, London. [3622]

PRE-WAR ROLLS-ROYCE. Well kept—from owner. H. Tober, 22, Berners Street, W. 1. Tel.: LAN 8591. [3623]

ACECA, FORD ENGINE with overdrive. Cash or exchange M.G.-B. Good home guaranteed. Box No. 1324. [3624]

CHAIN GANG FRAZER NASH. T.T. Replica or Shelsley. Top price for Concours condition. Cooke, Warton Hall, Lytham Lancs. Tel.: Lytham 7287. [3625]

WANTED: DAMAGED SALOON car, 1960-65. State cash price. All replies answered. Box No. 1325. [3626]

WESTINGHOUSE HOBBS automatic transmission, for Cortina GT. Ellis, Domus, East Whitley Lane, Shamley Green, Guildford. [3627]

HARD-TOP FOR TR4, preferably manufacturer's. Kenyon, 473, Harrow Road, London, W.10. Tel.: LAD 3514. [3628]

MONEY! MONEY! MONEY! We require for clients interesting registration numbers. Please write stating price. Registration Service, Church Walk, Great Alne, Alcester, Warwickshire. [3629]

PORSCHE 1957 STANDARD. Cylinders wanted. Cashman, 6, Kempnough Hall Road, Worsley, Lancs. Tel.: Walkden 3122. [3630]

REGISTRATION NUMBER SOUGHT. Letter X or other single with one or two numerals preferred, but any attractive combination considered. Substantial price paid for really distinctive number. Maxwell, 18, Oakdale Close, Downend, Bristol. Tel.: Bristol 654759. [3631]

WANTED: TR3A front end body parts, wings, grille, front panel, bumper. Domam, 12, Chelsea Way, Kingswinford, Staffs. [3632]

M.G. TA or earlier. Sound mechanical and bodily condition. Tacon, 199, Piccadilly, W.1. Tel.: REG 6876. [3678]

BARE BODY SHELL for Anglia 105E. Must be as new. Also Shorrock supercharger and tow bar for same and 15 cwt. hydraulic trolley jack. Box No. 1334. Durham. [3679]

IMPOVERISHED STUDENT requires Anglia Special, partly built or bent preferred. Hampton-in-Arden (Warwick) Tel.: 2579. [3680]

MORGAN +4, 1962/63, 2-seater sports tourer, not coupé. Must be very good condition, with reasonably low mileage. V. L. Champness, 108d, Hadham Road, Bishop's Stortford, Herts. Tel.: 51507. [3681]

LOTUS SIX, Consul engine, wanted in reasonable condition. Marsden, 43, Eastfield Road, Westbury-on-Trym, Bristol. [3682]

EXCHANGES

1964 VICTOR ESTATE, exchange for Ph. 2 Rochdale Olympic, or sell, £540. Lancs. Box No. 1313. [3408]

EXCHANGE IMMACULATE MOONSTONE Alpine GT, 1963, overdrive, belts, spots, value £650; for early Lotus 7, TVR etc. and/or Cresta, Zodiac, 2.4 or similar. Bell, Whitegates, Bridlington Road, Driffield, Yorkshire. [3659]

RILEY 1½, 1951, excellent condition. For little used 2½ 50-52, 37, Watford Road, Crick, Nr. Rugby. [3660]

MINI-COOPER, 1965, red/black, heater, Taurus tuned. Immaculate. Bargain at £495 o.v.n.o. or P/exchange Mini/Minor saloon. 30, Beanhill Road, Ducklington, Witney, Oxon. [3661]

A.C. ACECA, 1960, for suitable saloon plus cash. R. Kellow, Tel.: RIVERSide 8862. [3662]

M.G.-A, 1957, mechanically sound. Exchange for immaculate TD or TF. View Norfolk. Tel.: Fakenham 2499. [3663]

SPITFIRE, 1963, RED. Perfect throughout, new G800s. £455 or exchange TR3A, Rochdale Olympic. Chisholm, Avondale, Weddington Road, Nuneaton. [3664]

BENTLEY, 1924, Speed Model Vanden Plas. Le Mans wings, Exchange-Frazer Chain Gang, Alfa, Bugatti or similar. Classic with relative cash adjustment. Bentley as new, value around £2,000, see "For Sale." Box No. 1315. [3665]

HEALEY 3000 FOR XK, f.h.c. Cash adjustment or £365. Edgar. Tel.: Howard 1221, extn. 20. [3668]

EXCHANGES—continued

1965 SPITFIRE, B.R.G., tonneau, w/rim, laminated w/screen, heater, plus many other extras. Still in showroom condition. Exchange for Cortina or GT car, or sell. Tel.: Ingrebourne 40881. [3666]

ONE-OWNER STANDARD ENSIGN de luxe saloon 1,670 c.c. 1959. Phantom grey with red interior. Absolutely immaculate condition and as new. Fitted heater, windscreen washers. Value £230. Exchange with cash for 1960/61 TR3A in similar condition to the above. Must have overdrive, wire wheels. Preferably low mileage and one owner. Might buy TR outright, top price for right car. The Lindens, Long Park, Chesham: Bois, Amersham, Bucks. Tel.: AM 646. [3667]

Cl. ROEN DS, 1960 (£375) for Alpine or M.G.-A. same value. Tel.: Macclesfield 6059. [3669]

MY EXCELLENT 1959 Series III Sunbeam Rapier saloon, new "X"s and many extras for a Rapier III or other similar 1½-litre, 4-seater convertible. Dunolly, Ruxhall, Tel.: Tunbridge Wells 20815. [3670]

1964 M.G.-B, 14,000 miles, Iris blue, one owner, radio, new S.P.s, many extras. Immac. and unmarked. £740 or P/ex. 1962/63 'E'-type. Must be immac. Cash difference. Box No. 1299. [3671]

T.V.R. GRANTURA Mk. II for sale. Wanted: M.G. TD Mk. II or TF. Cash adjustment. Box No. 1333. [3672]

1956 TRIUMPH TR3. Red, excellent condition, hard-top, soft-top, for Mini—Mini-Cooper—Sunbeam Alpine or interesting car. Condition immaterial, cash adjustment. Box No. 1268. [3673]

1927 20 h.p. ROLLS-ROYCE limousine by Compton, see advertisement under "For Sale," or exchange Sprite etc., cash adjustment. Tel.: HIT 3544. [3674]

ALLARD KI OPEN 2-SEATER. New engine, clean. £75. Exchange any saloon. The Workbox, Liskeard. [3675]

1962 MIDGET. Many extras, for pranged Super 7, Sebring Sprite, 1,275 Cooper 'S' or similar. Sell £380. Burnell, Greengates, Lambourn, Berks. Tel.: 782. [3676]

SAAB 96, 1964. Excellent, for Porsche 356B, Alfa T1, VW-Ghia etc. 45, Linda Grove, Cowplain, Hants. [3677]

MISCELLANEOUS

"MOTOR SPORT," All years wanted, for sale, exchange. Charles Mortimer, Pincott Farm, West Horsley, Surrey. Tel.: East Horsley 2308. [3634]

RAILTON OWNERS CLUB offers world wide contact with Railton and Brough owners. Monthly Bulletin, Technical Handbook and help, spares, meetings, outings. Alan G. Nicholls, 136, Park Road, London, W.4. [3635]

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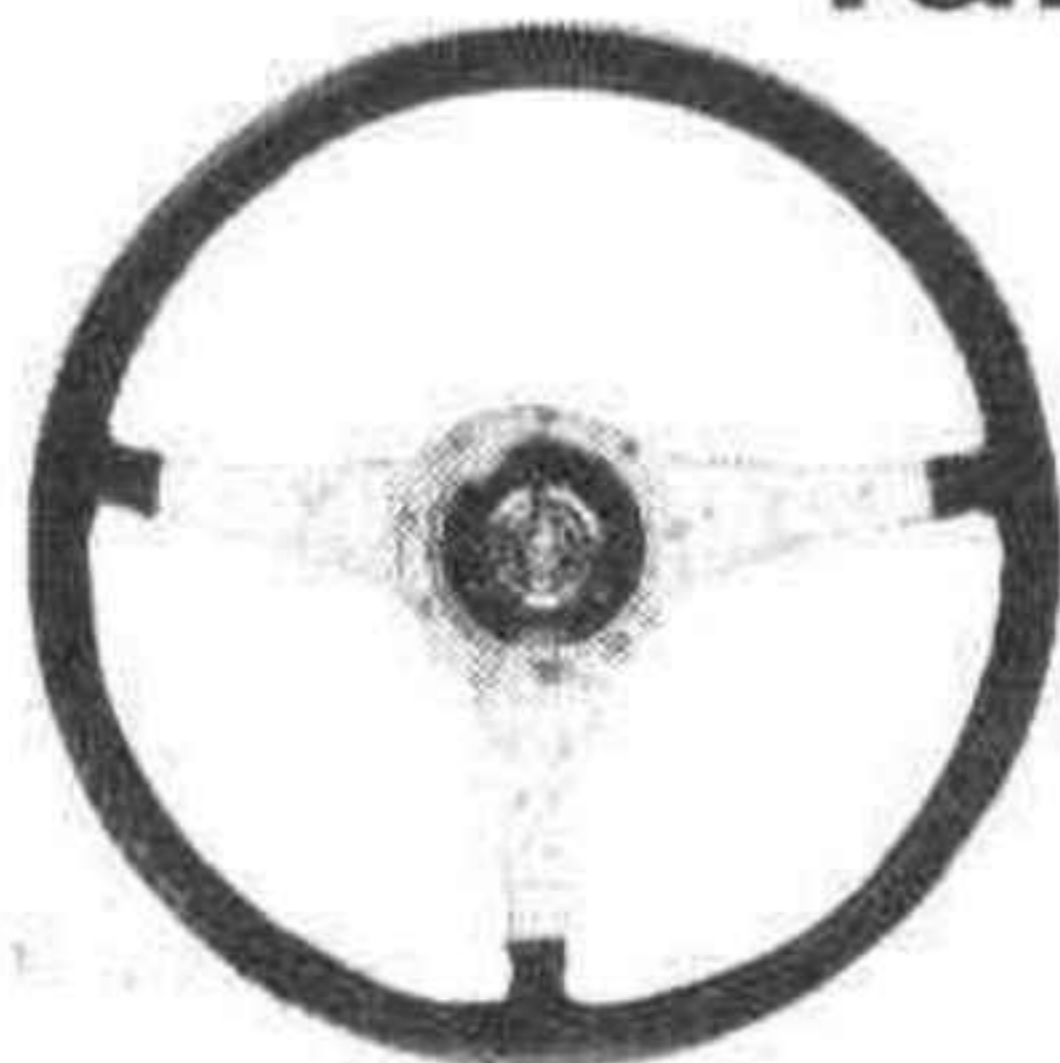


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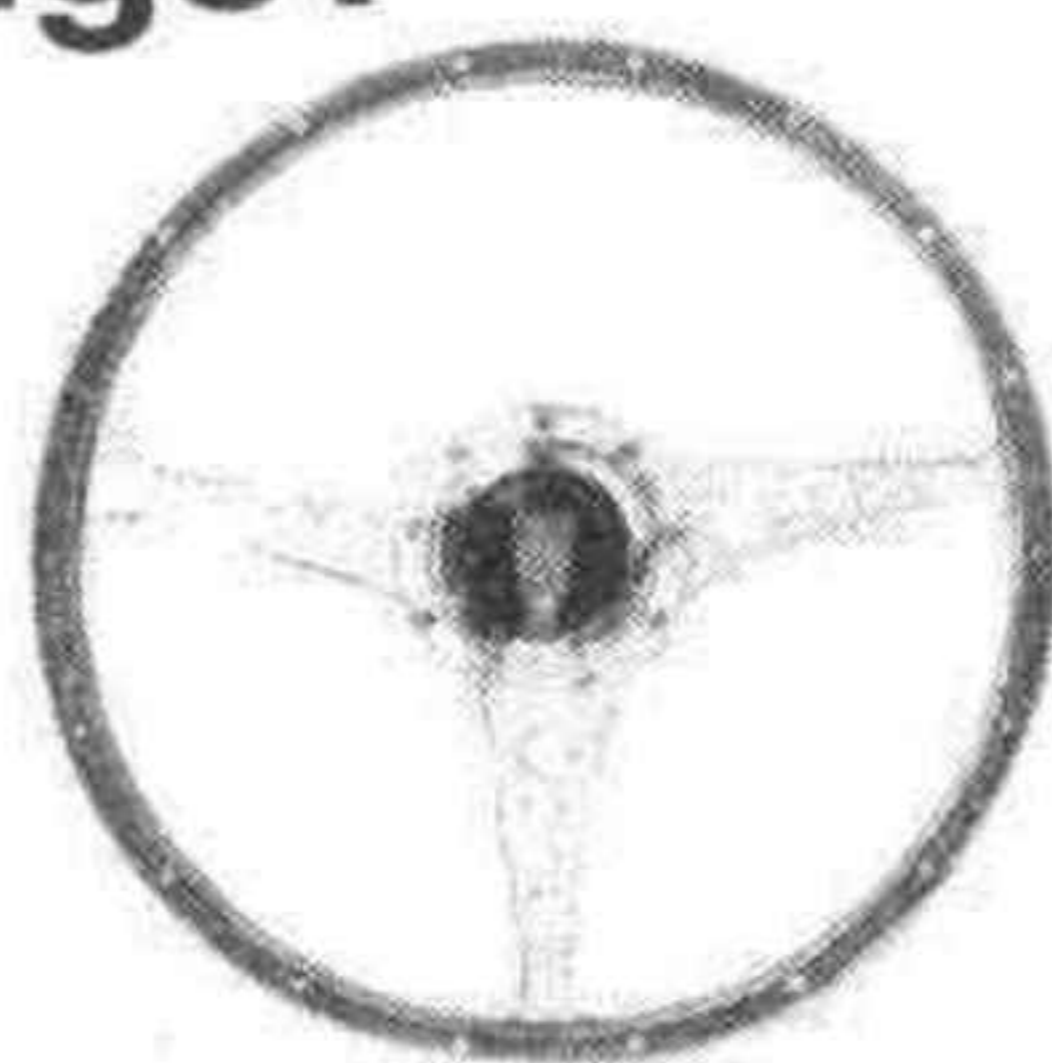
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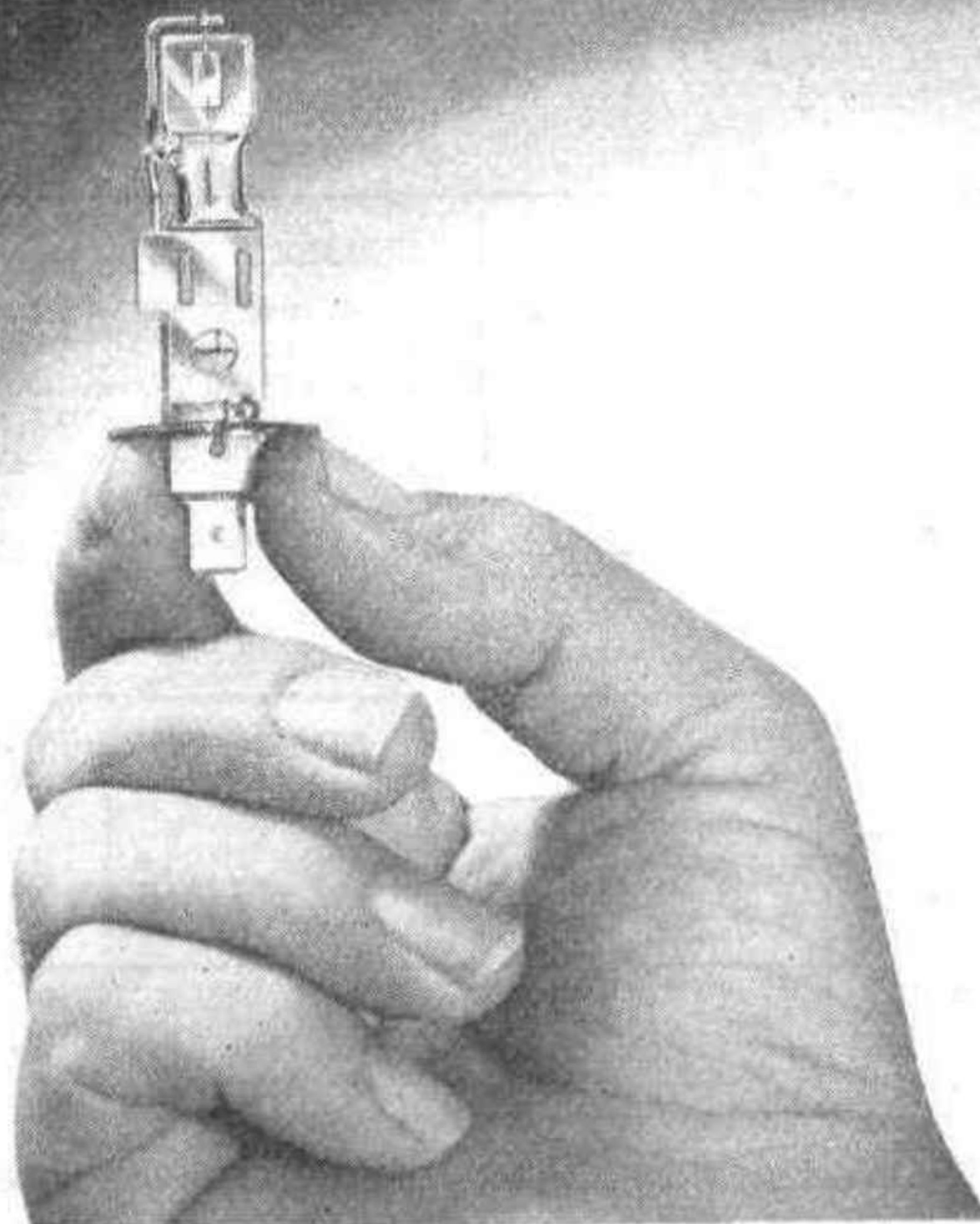


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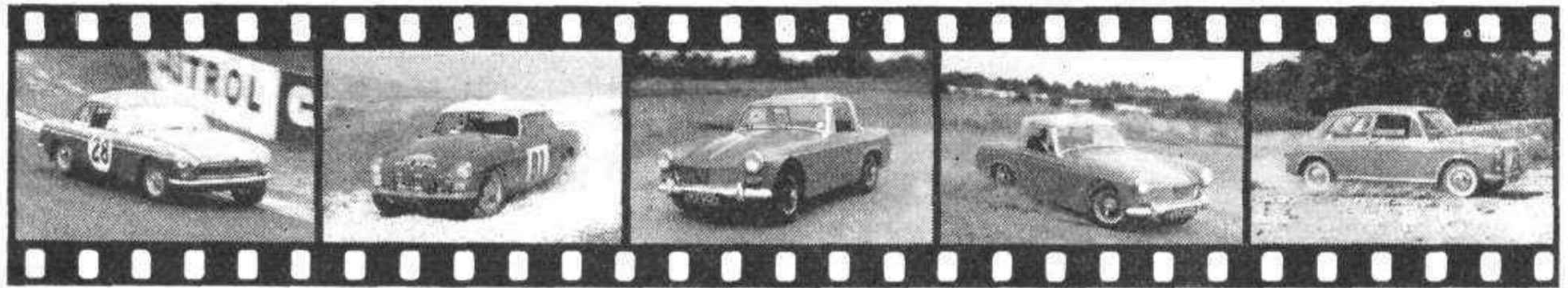
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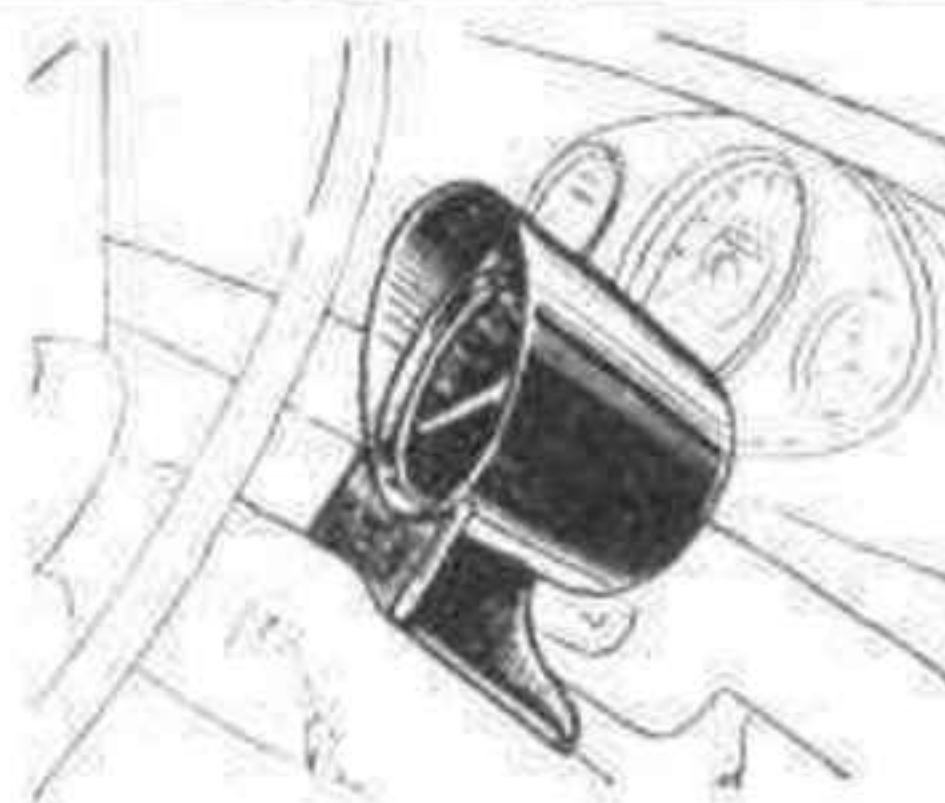
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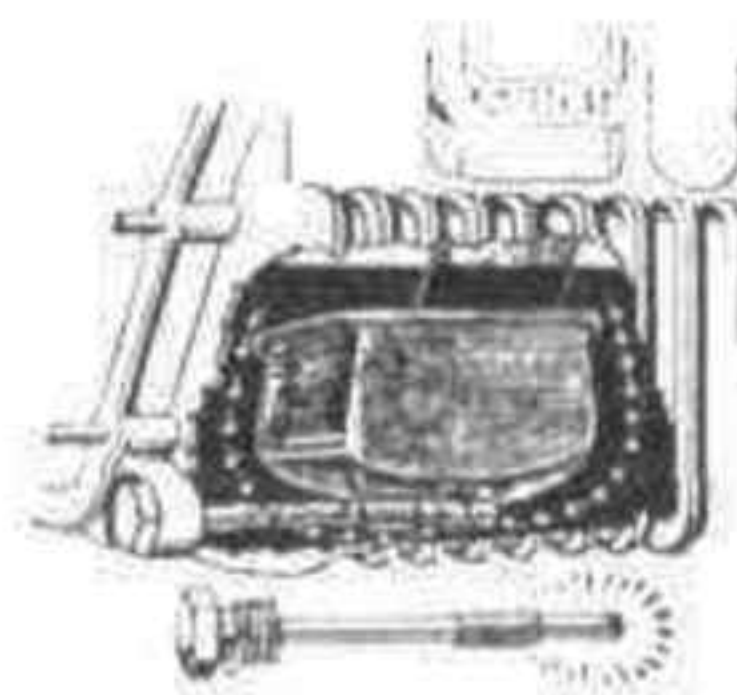
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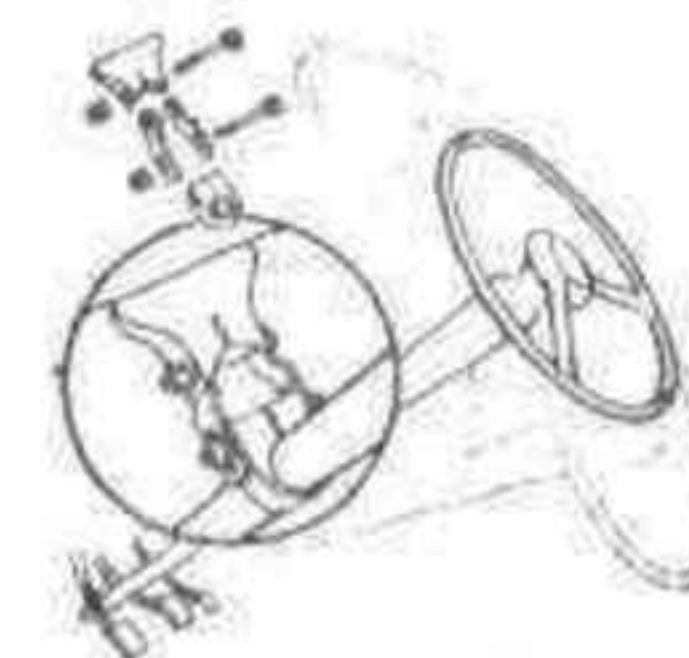
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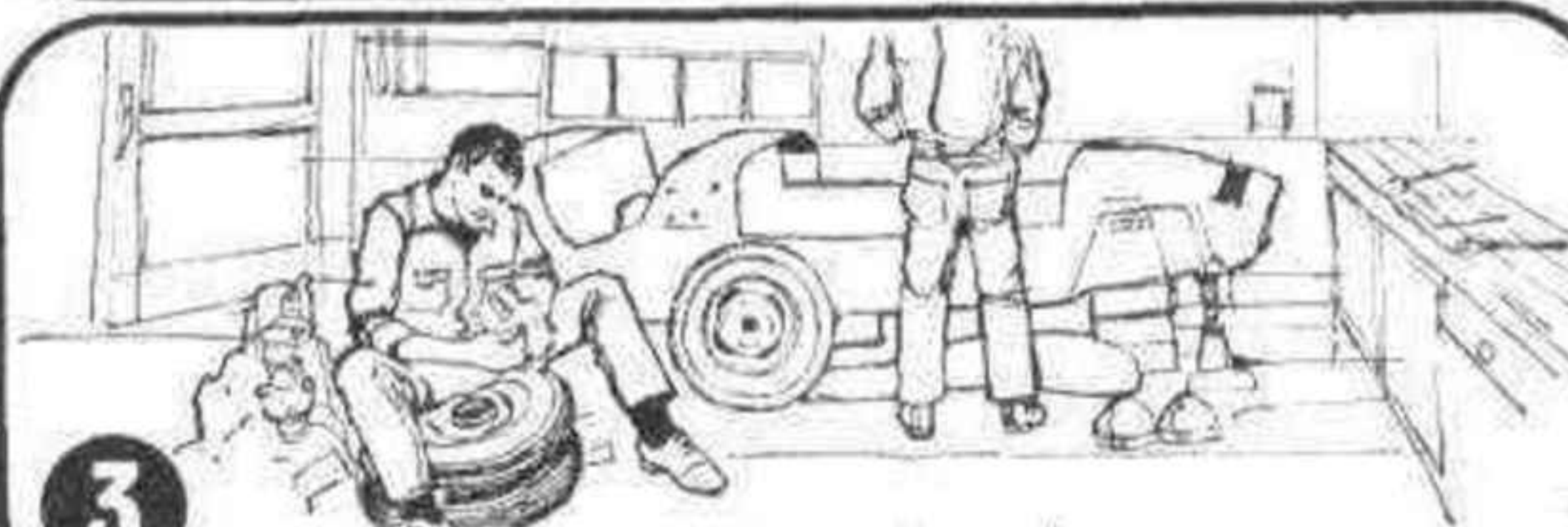
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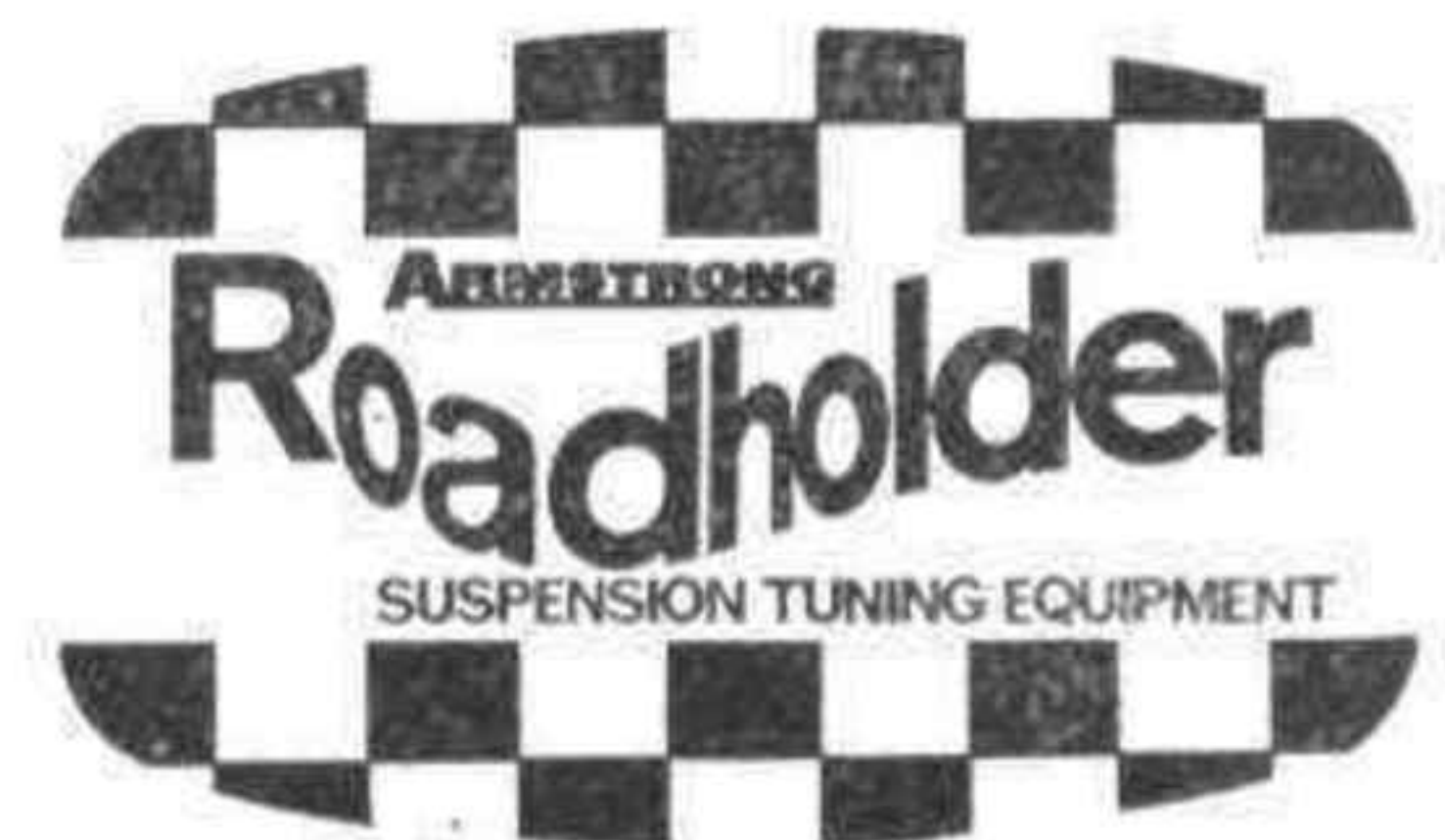
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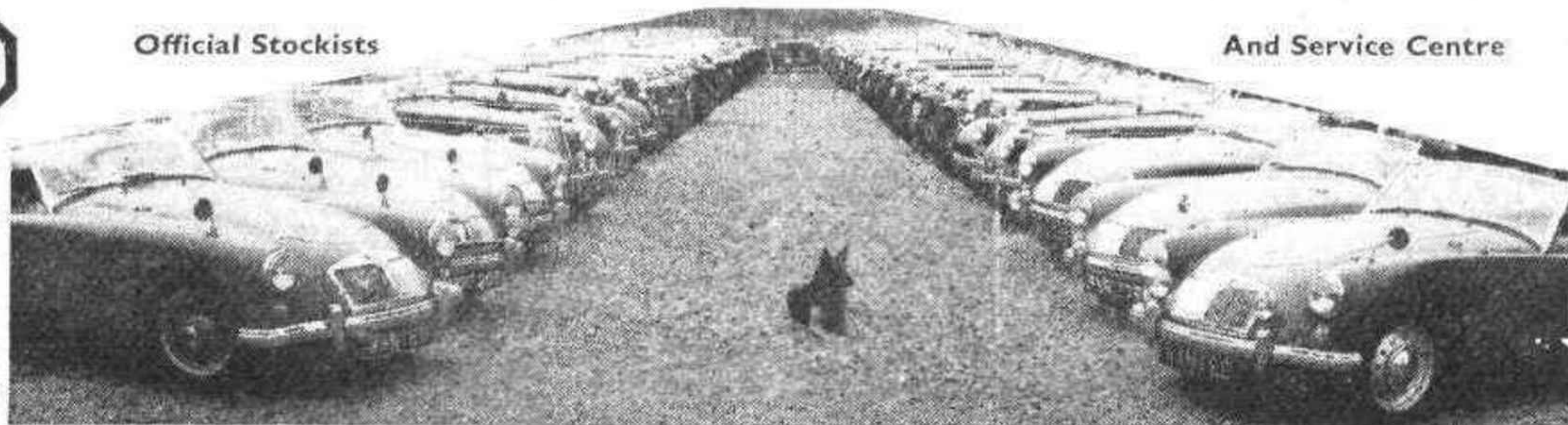
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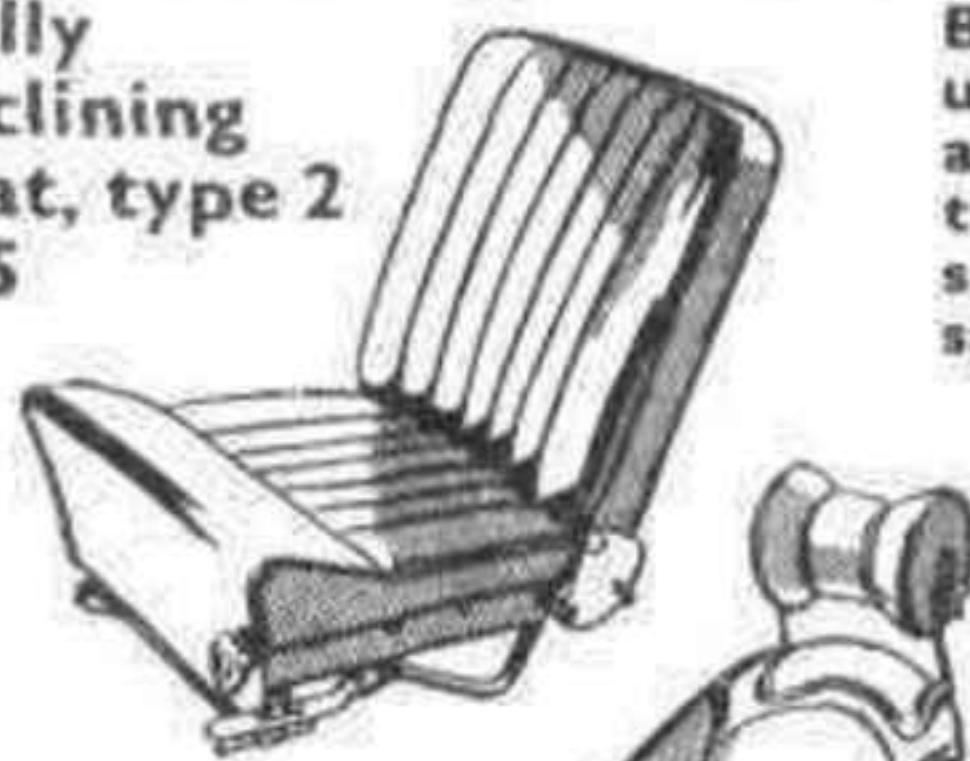
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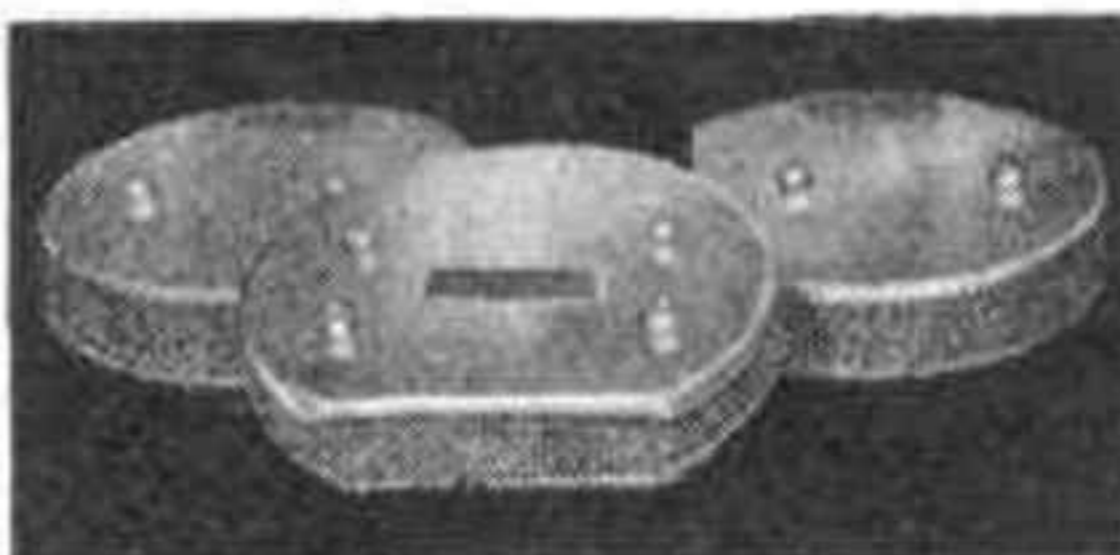


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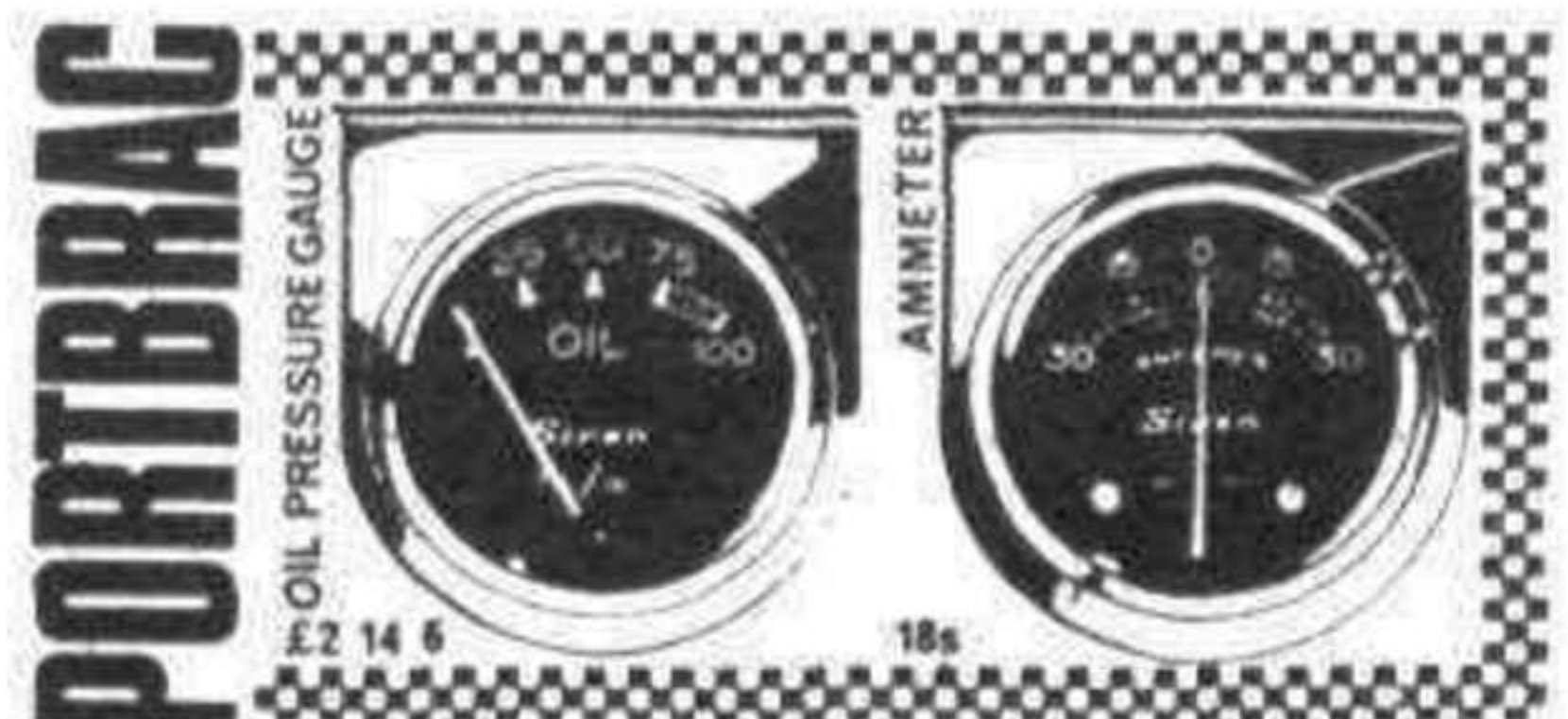


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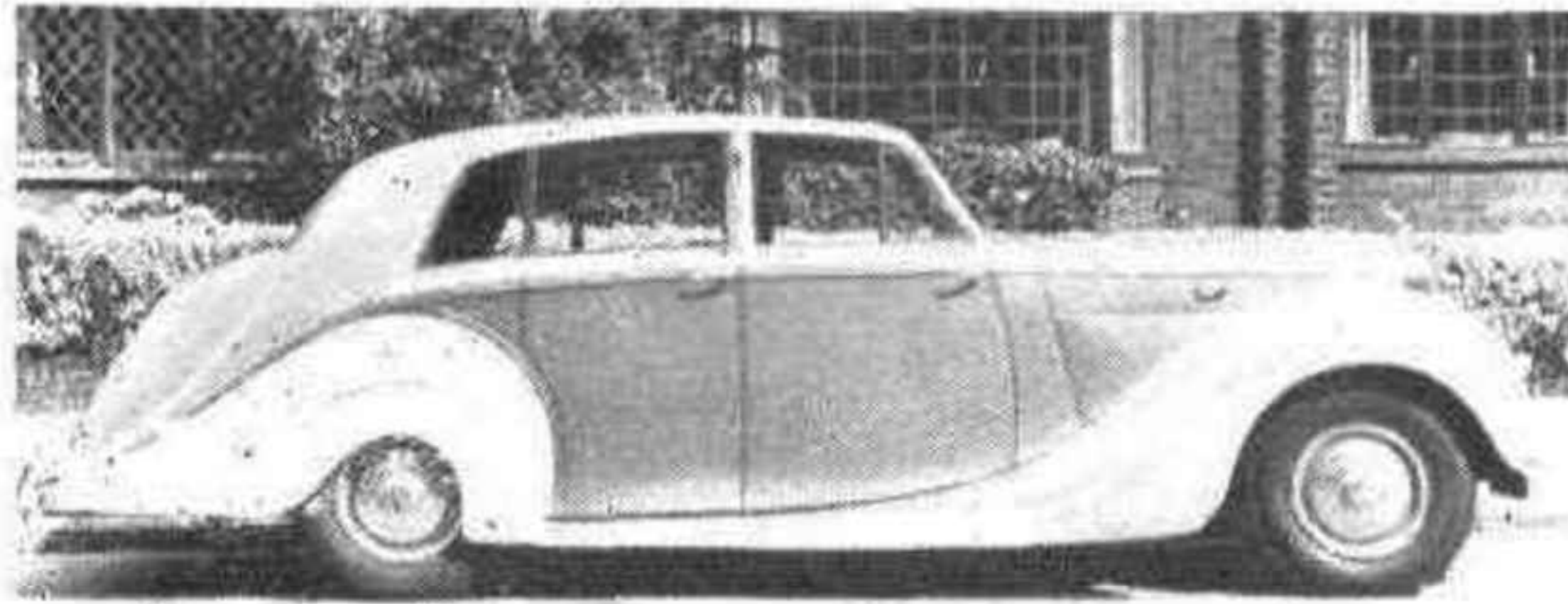
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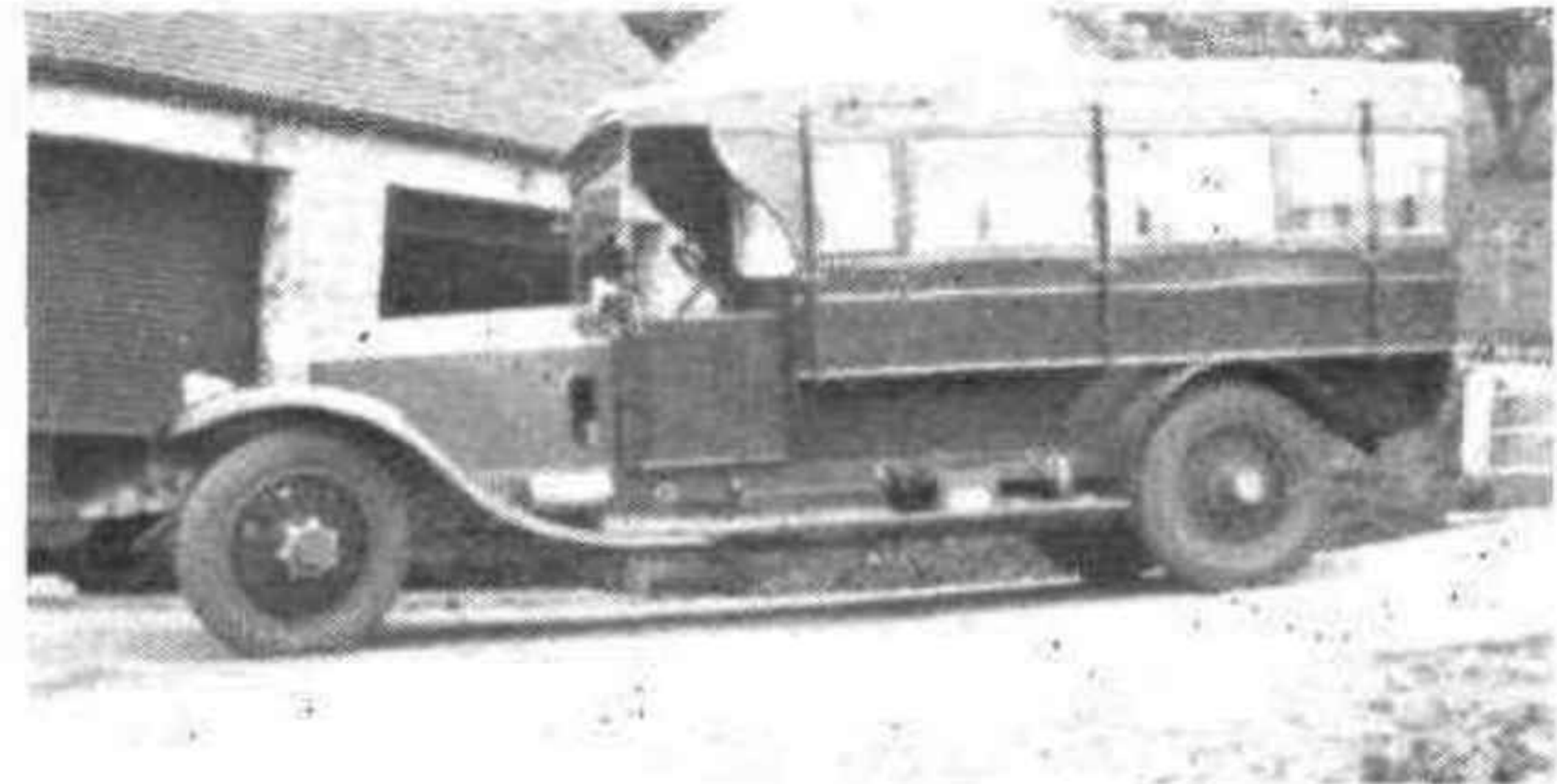
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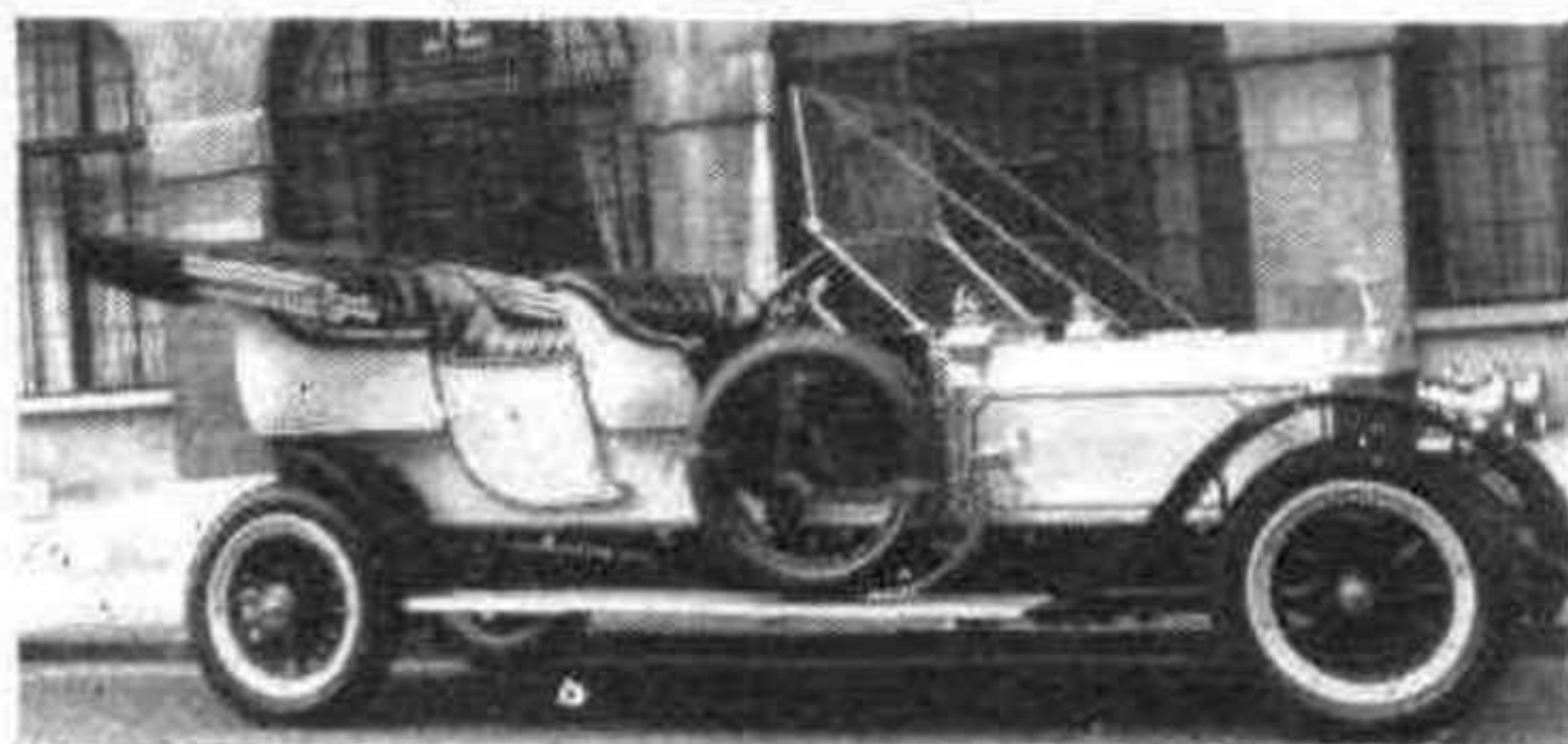
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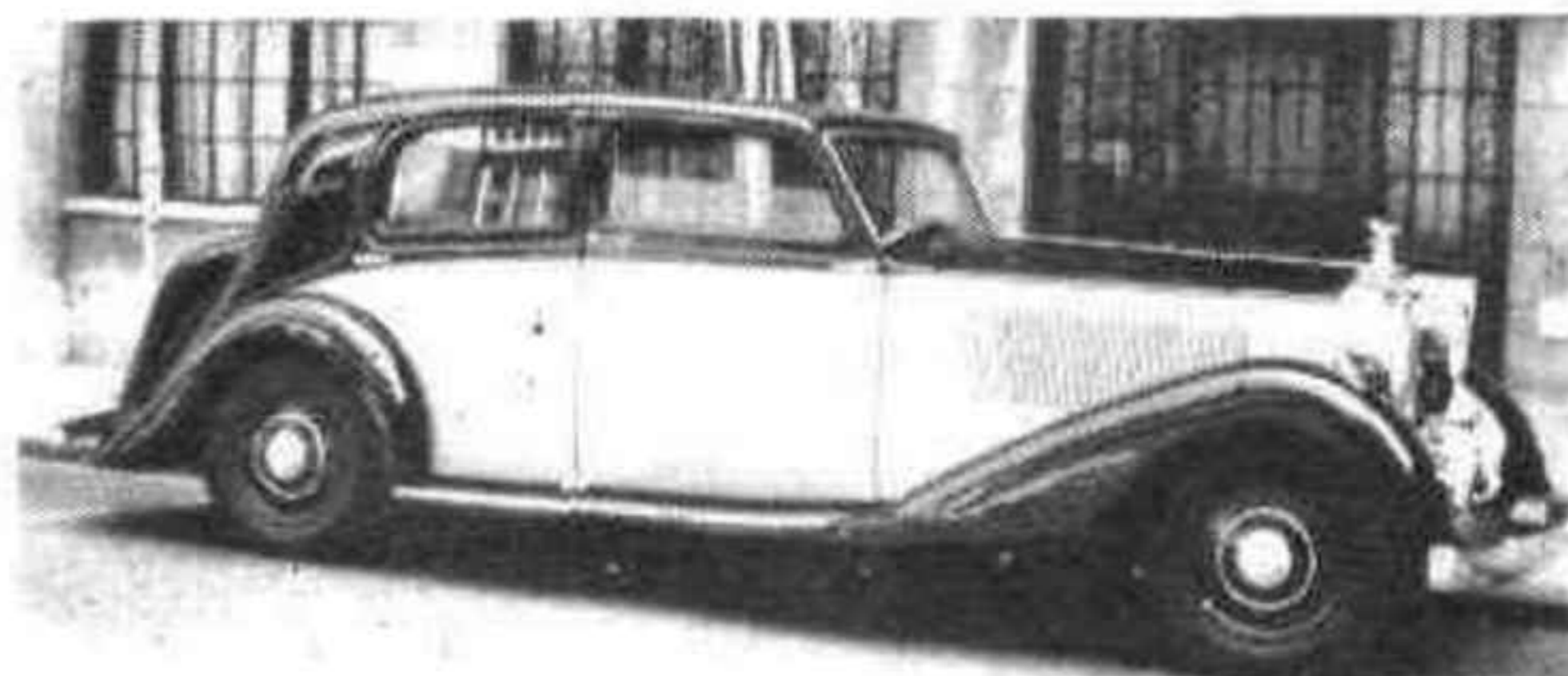
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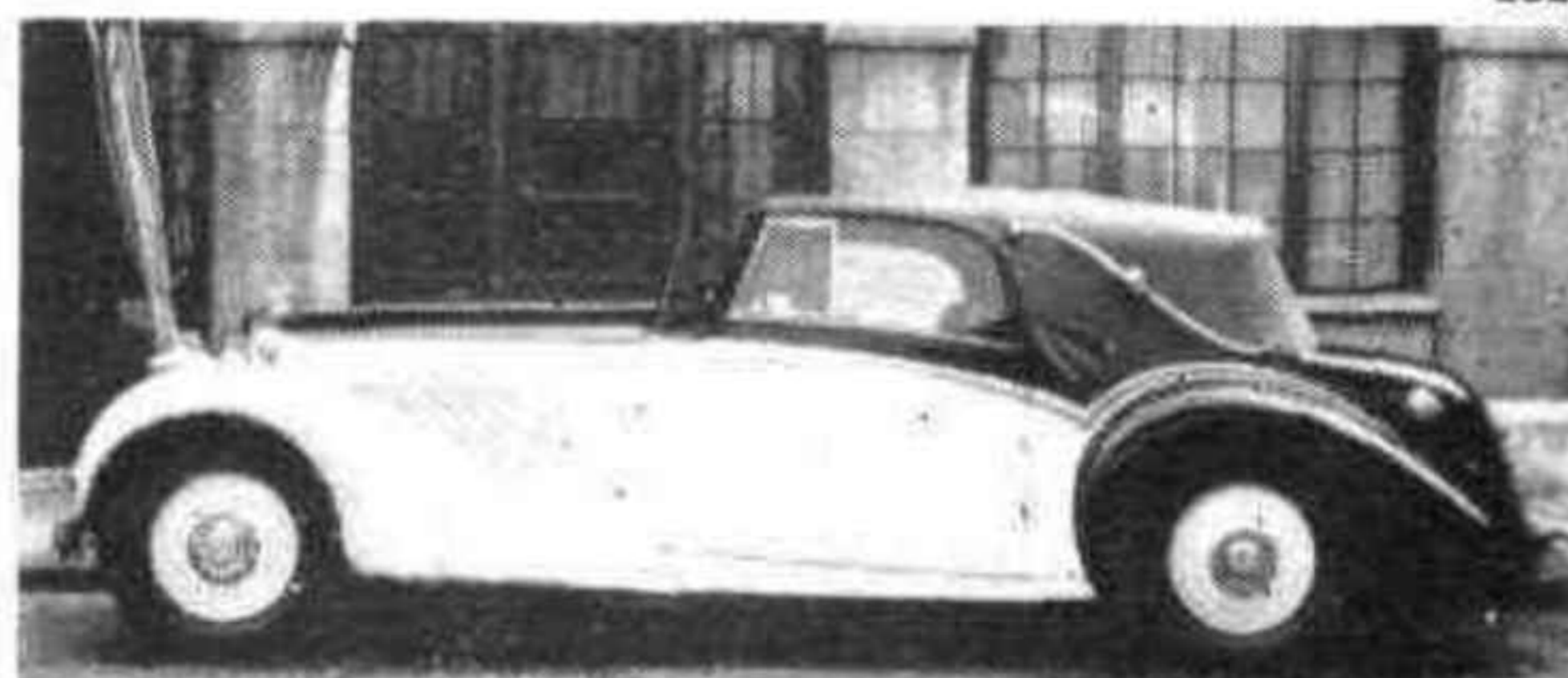
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