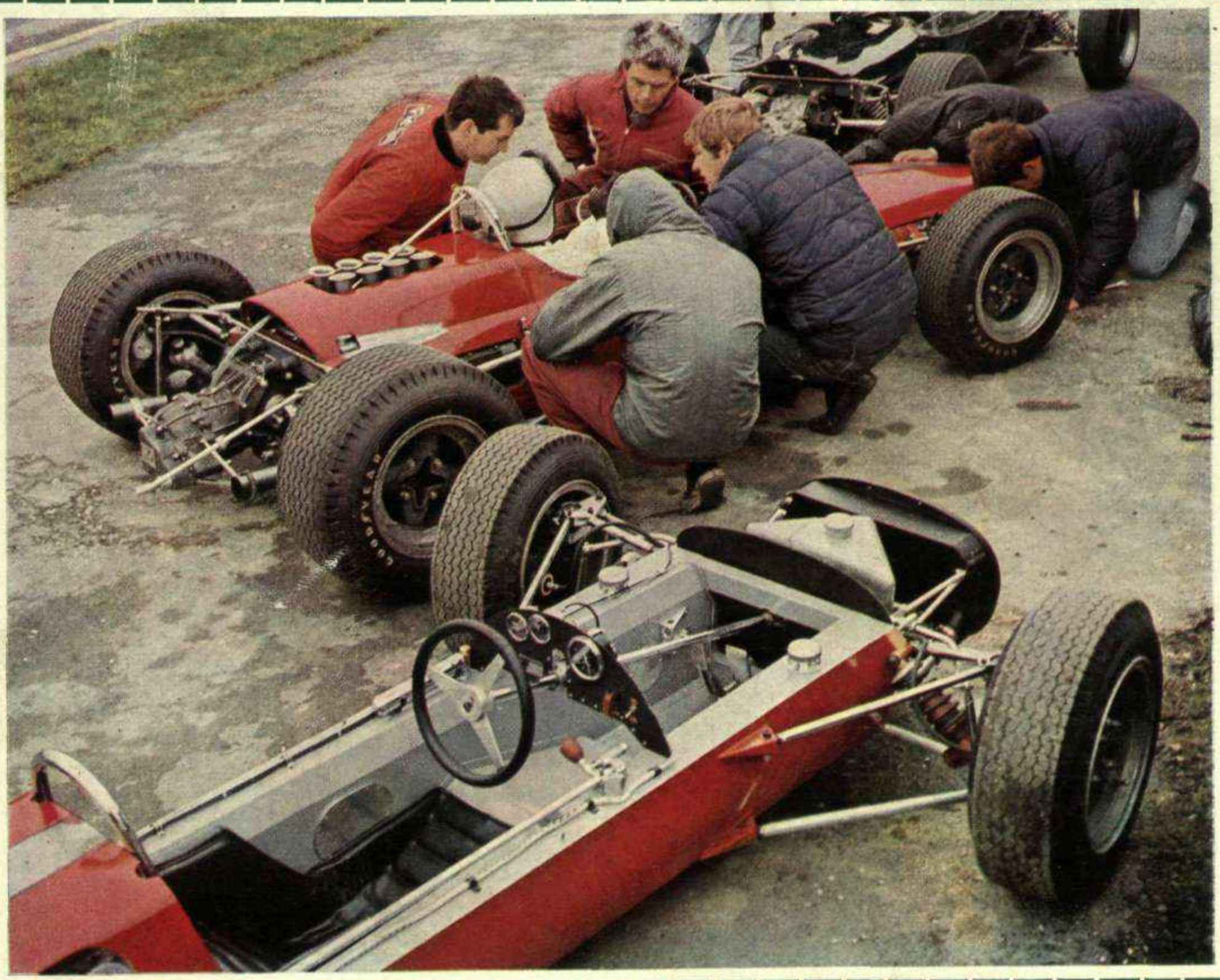
Vol. XLIII No. 4 TWO SHILLINGS April 1967

MOTOR SPORT

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

UDT—the sure sign of good finance.

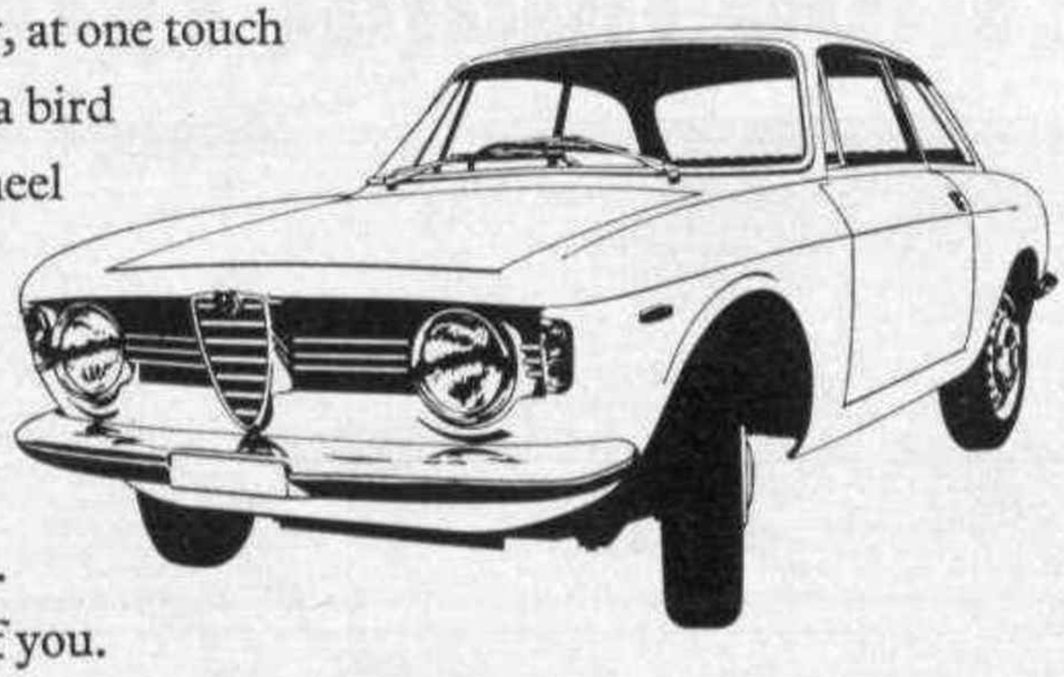
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C688

A slightly reprehensible way to be one-up on practically everybody

Test drive an Alfa Romeo Sprint Veloce—without any intention of buying it. This won't make you very popular with the chap who hopes to sell it to you; *but* . . . . . you will be able to talk knowledgeably to your friends about that sweet-sounding 1570cc engine; about that silky 5-speed gearbox; and about how it feels to have a potential 120 mph under your hands.

You will be able to tell them how, at one touch of the foot, she goes like a bird and, at another, stops dead on 4-wheel discs. You will be able to describe what fast, safe cornering is *really* like. You may even discover as you look round the interior what sybaritic means.



Men will be jealous of you.

Women will open their wide, wide eyes and move closer.

But there's one snag about this little game. Once you get behind the wheel of a Sprint Veloce, you will be seized by temptation. You will want to buy it and to have it for your very own. And there's only one adequate way to deal with a temptation of this kind.

Yield to it.

The Alfa Romeo Sprint Veloce costs £1949.19.1.* To arrange a test drive, get in touch with Alfa Romeo (GB) Ltd., 164 Sloane Street, London S.W.1. Belgravia 7746/7/8.

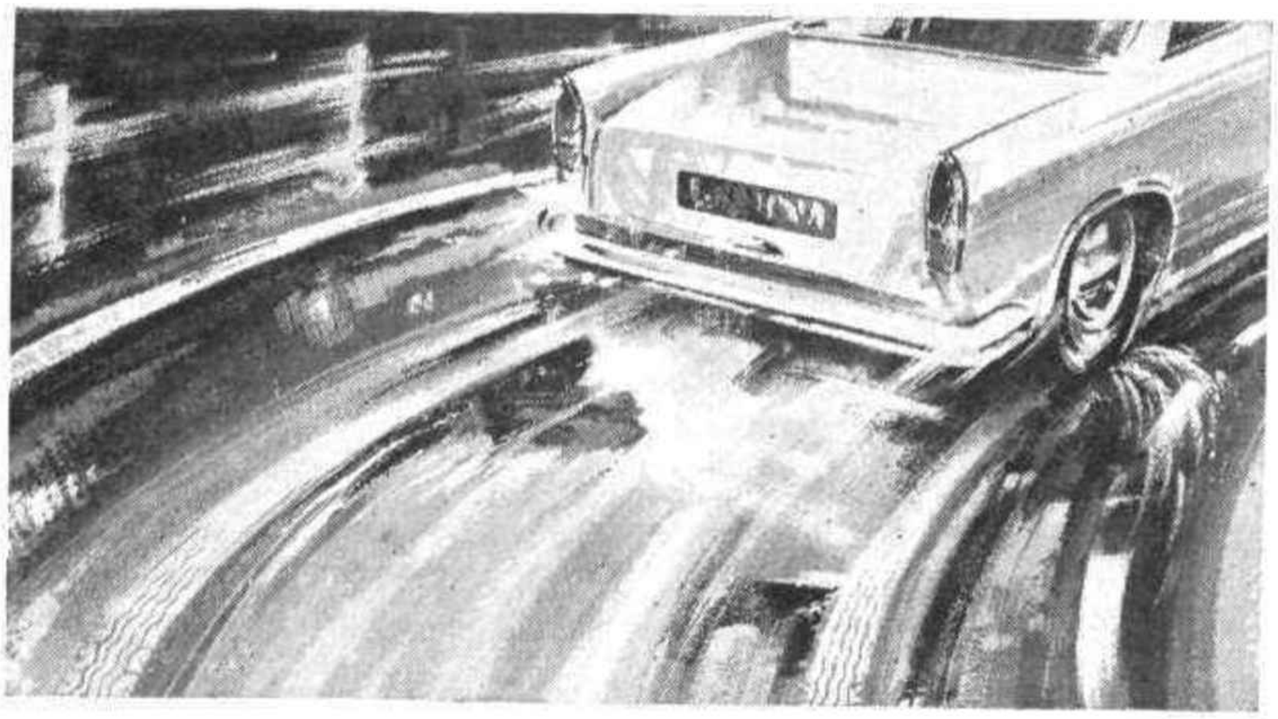
ALFA ROMEO

* (*Recommended retail price*)

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14% extra tread contact. Tread pattern expels more water and gives almost dry contact with wet surfaces.

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Extra tread contact with road ensures more stopping power—wet or dry.



Fit them. Feel the difference. Instantly!

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



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To people's heads!





The Fiat 1100.
And the Fiat 124.
They attract attention wherever they go. Why? It could be the safety angle. Because when it comes to safety, there are no angles. The crash testing programme a Fiat goes through is no joy ride. It's like driving the wrong way down a one way street. At 90 miles an hour. The result is that Fiats are the safest car you can buy for the money.

That's not all. These cars can really perform.
The 124 has an 1197 c.c. engine that doesn't act like one. Acceleration from 0-50 in 10.6 seconds. A top speed of 90 when you want it. And at 30 miles to the gallon it seems a shame to stop driving this car. You can start driving it today.
The 1100 goes for a little less money. You still get a whole lot of car. The 4 cylinder 1089 c.c. engine pushes in the same fashion as the 124's. You have good acceleration and speed when you need it. And the trouble-free mileage this car chalks up is like putting money in the bank. By taking out £682.1.3 you can start saving right away.

Prices quoted are recommended retail prices and are inclusive of purchase tax. 'Contract hire' terms are available on request.

1100 FIAT

FIAT 1100 £682·1·3

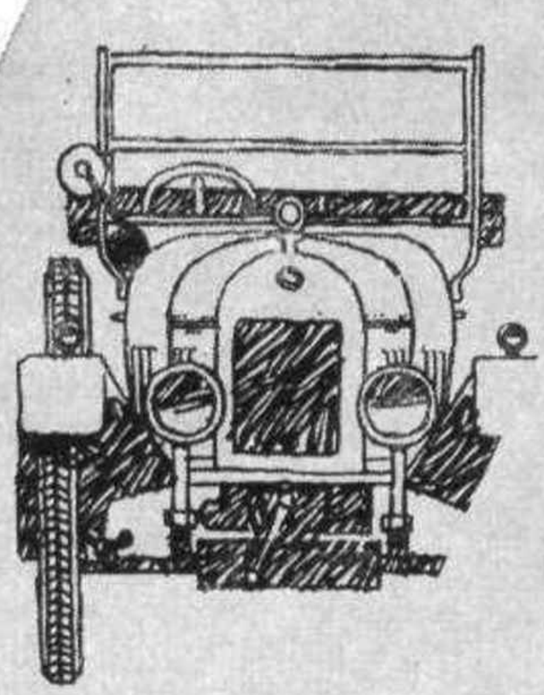
124 FIAT

FIAT 124 £774·5·0

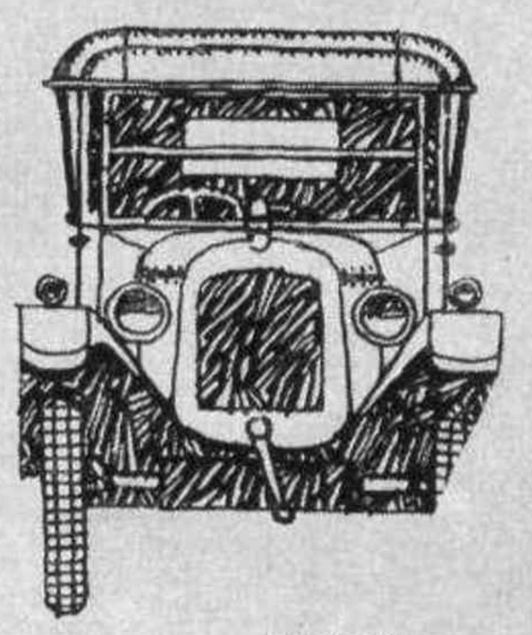
See your Fiat dealer for a test drive.

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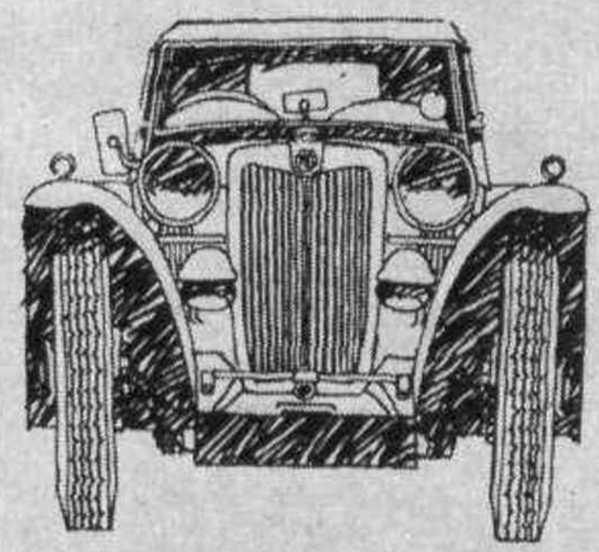
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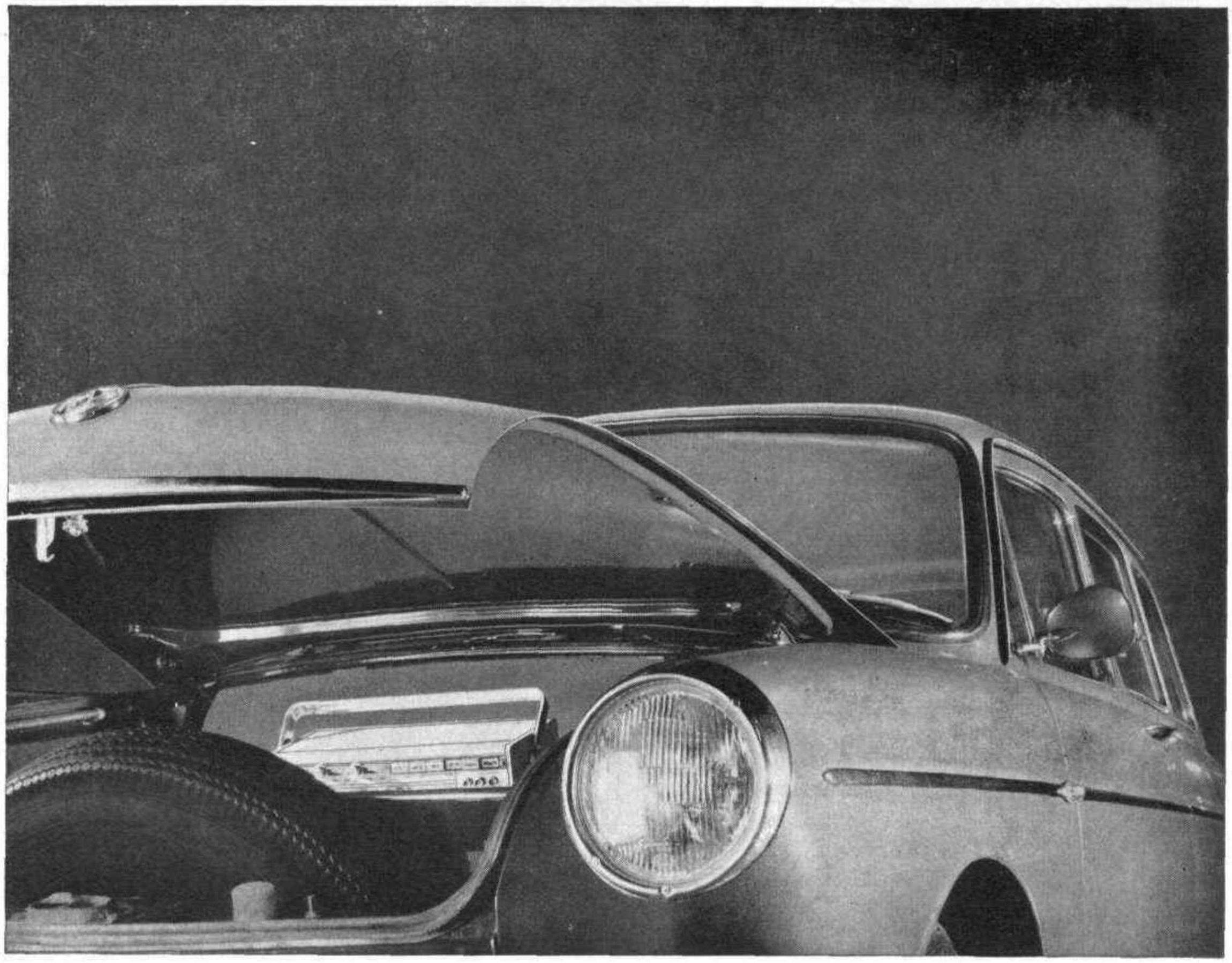
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Copies of these drawings are available free on request



A VW Variant knows when to keep its mouth shut.

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Because it is a Volkswagen, the Variant is exclusive in other ways too. The lusty 1600 c.c. engine is air-cooled so it's quick to warm up, but slow to wear out. The engine is also rear-mounted. Which explains where that front boot came from.

There is luxury too in this sporting family car. You get 5 deeply-cushioned seats. Disc brakes. All-round independent torsion bar suspension. Separate heating front and rear. And many other features that make a Volkswagen safer and more pleasant to drive.

This weekend take a test drive. Take your golf clubs, camping gear and the dog. Take the whole family.

All of you together can start something big.

Recommended retail price £1028.1.6 inc. P.T. Test drive the Variant at your VW dealer's and while you're there, see the 2 new Beetles and the 1600 Fastback.

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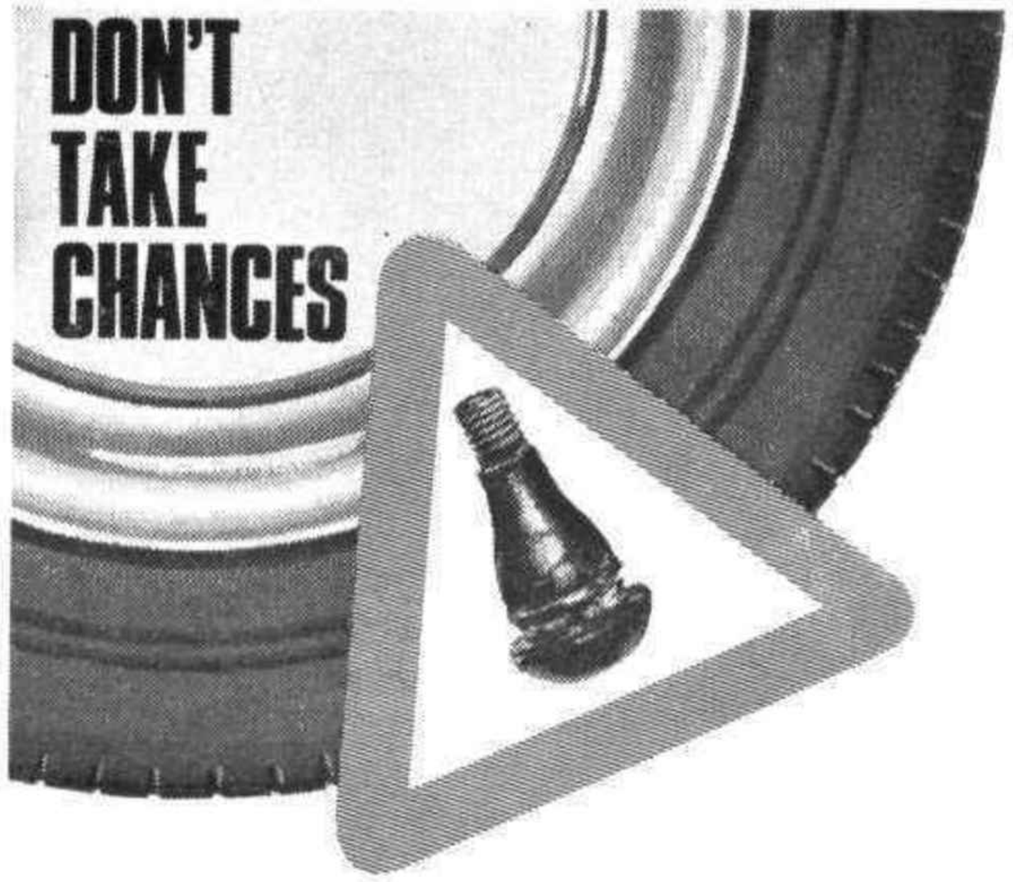
ANTI-FRICTION CABLES
Extra long, nylon sleeved throttle cables give smoother control, eliminate sharp radius curves as additional precaution. Smoother safer driving. For BMC Mini or 1100 and 1800's. State make and model. Cable can be made to individual requirements too.
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Tailored driving position in minutes. Install these items, transform uncomfortable Mini/Cooper driving position. Column dropper lowers rake, brings wheel more readily to hand. Seat brackets alter rake and fore and aft seat movement, more comfort and leg room. Absolute essentials. **Price Column Dropper 7s 6d Seat Brackets 8s 6d (including p & p)**

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FIT A NEW **Schrader®** SNAP-IN

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much less than £1000 opens up this fascinating Morgan world to you!



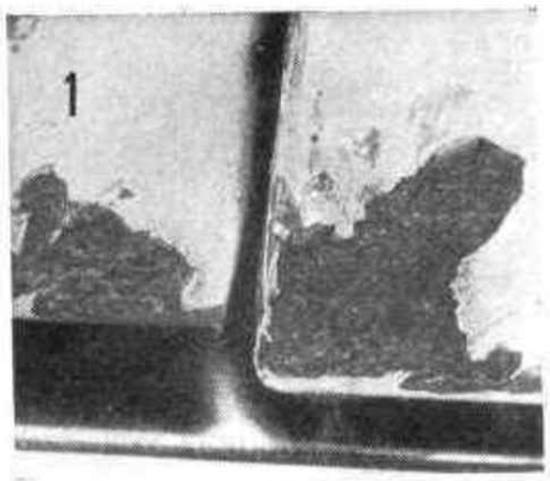
This is the Morgan 4/4 - own it for **£727**

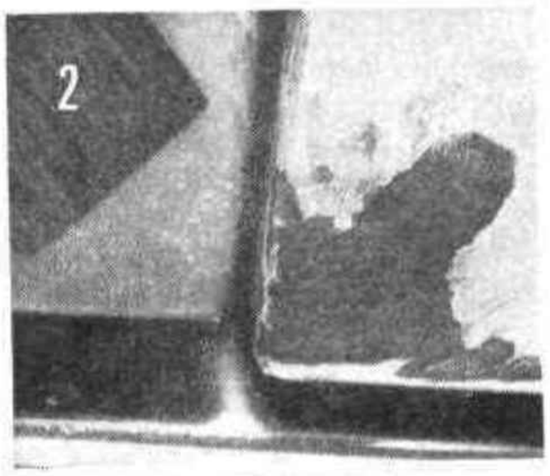
Morgan

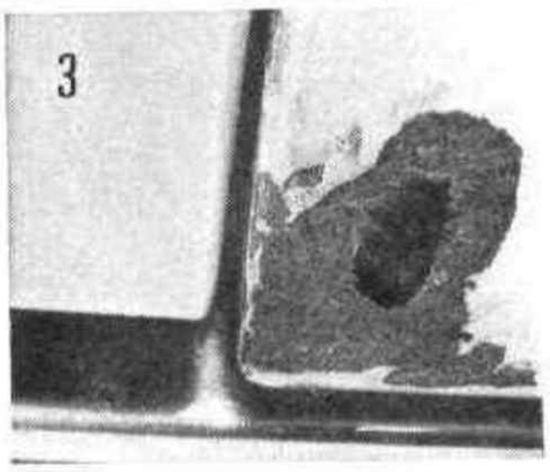
Morgan Motor Co. Malvern Link. Worcestershire. London: Basil Roy Ltd. 161 Gt. Portland St. W.1.

KURUST

cures rust permanently







1 Section of car body work showing rusted areas.

2 Rust patch on left is treated with Kurust. (Kurust forms a rustproof metallic coating from the rust itself. This means that there is no rust left under the surface to continue eating into the metal). Other patch untreated.

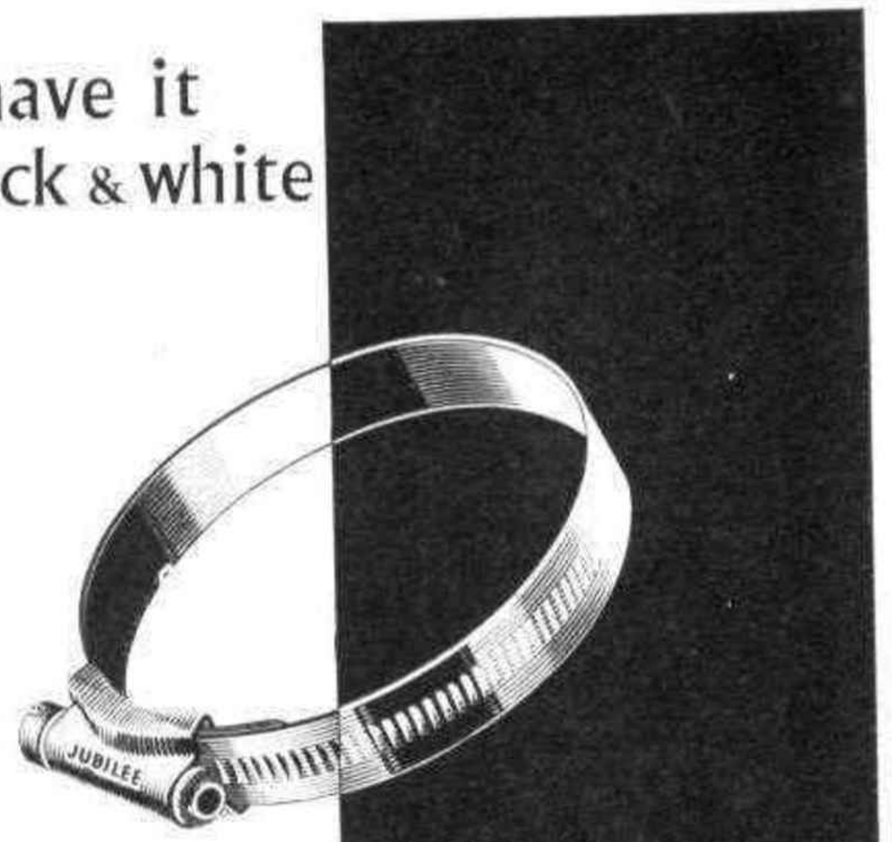
3 The Kurust patch has been painted for some time and as you see, this section shows a perfect rustproof finish, but on the untreated portion rust has eaten right through the metal.



TURNS RUST INTO RUST PROOFING

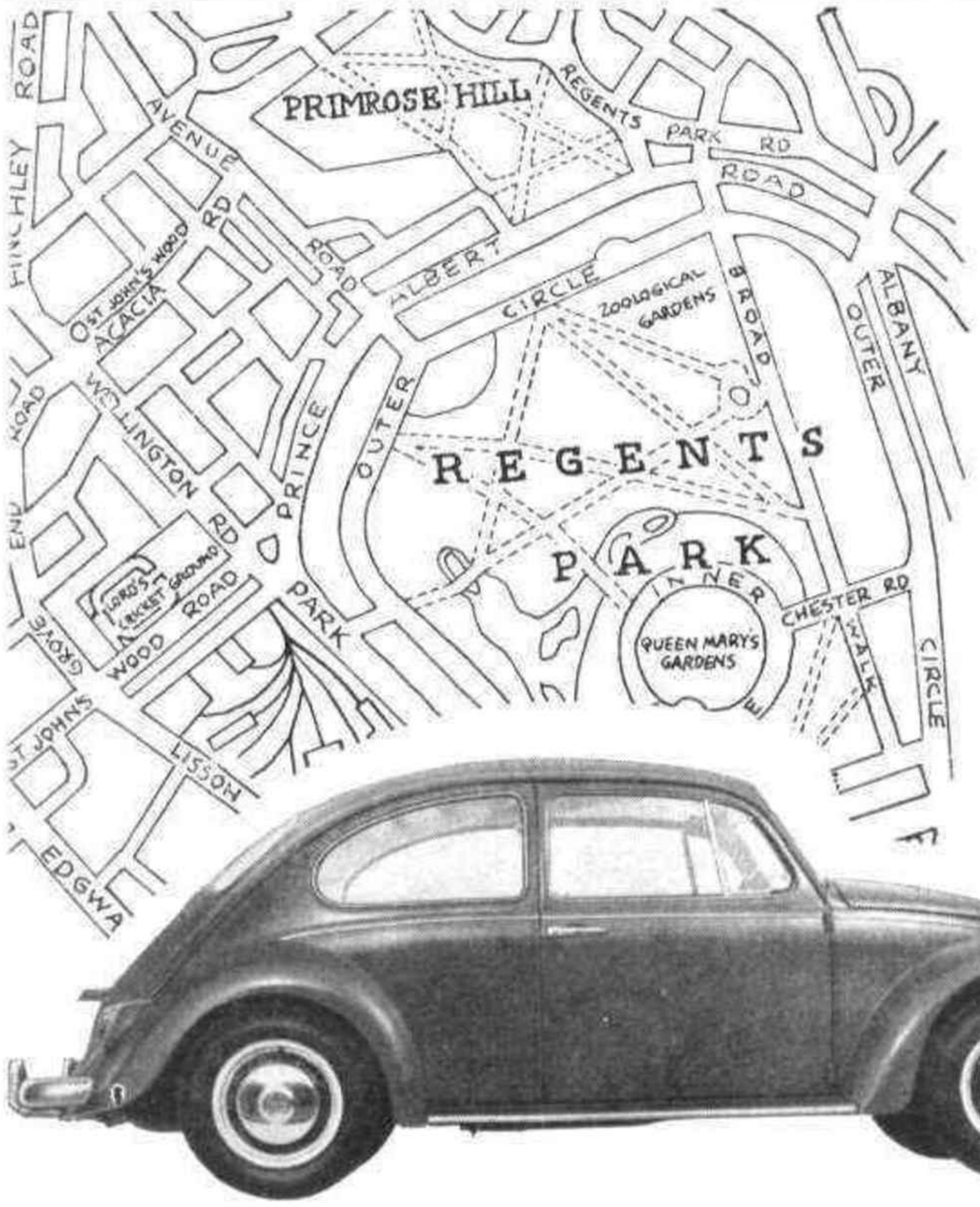
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let's have it in black & white



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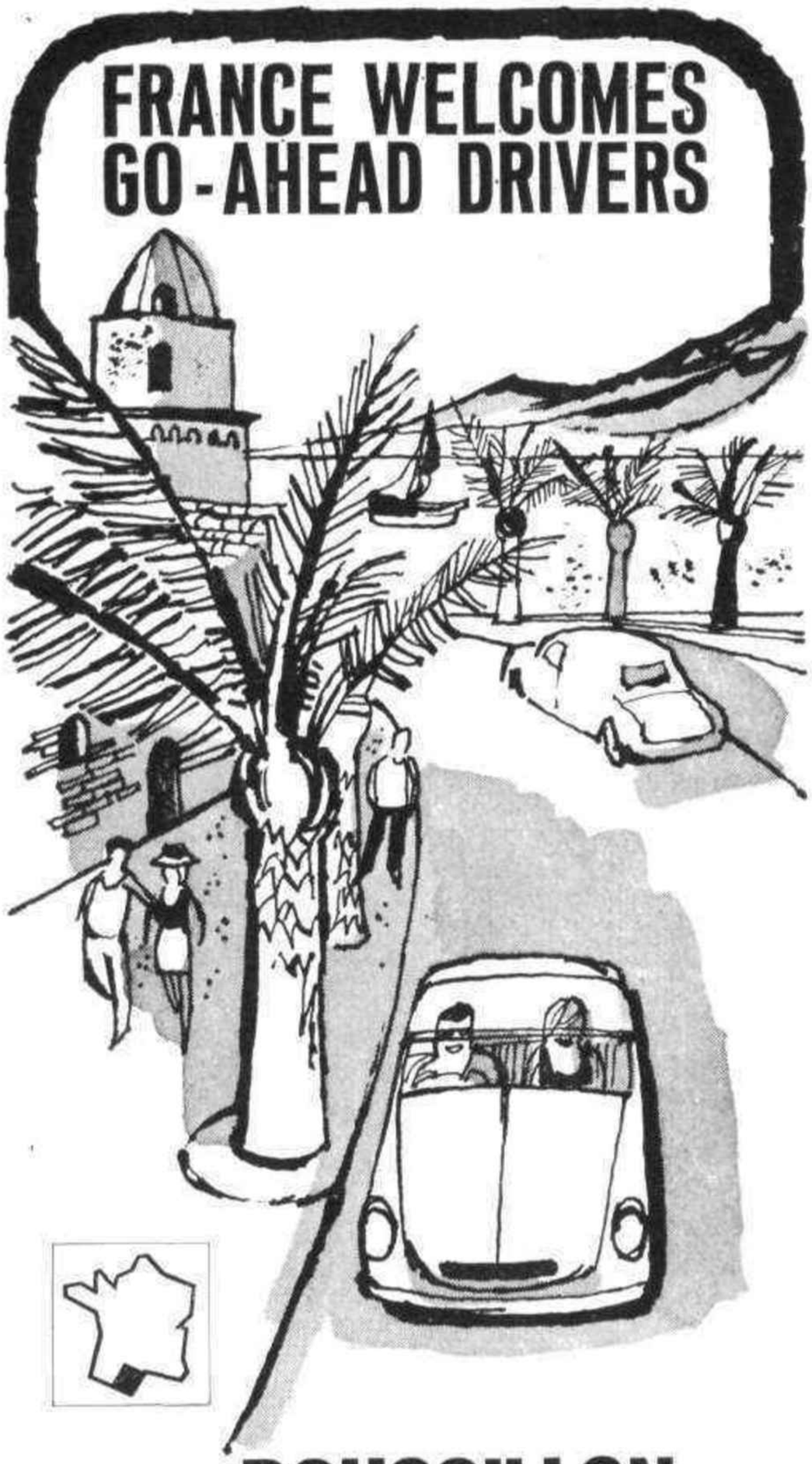
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At least it's one of them! You'll find this exciting new 1500 Beetle at Volkswagen (North London) Ltd. As we're the VW distributors for the area, we've a full range of the new Beetles (1500 and 1300), 1600 Fastbacks, Variant Estate cars and commercials. Plus a varied stock of used VWs. (Every one is checked and tested). And we've the people, spares and accessories to give you the best deal possible.

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IT LEADS YOU A LONG WAY INTO THE HOLIDAY OF A LIFETIME!

Drive along the open roads of France to the sun-drenched corner of Roussillon. Relax in sandy bays by the sparkling Mediterranean. Go yachting or water ski-ing. Or motor through countryside rich in history, passing Roussillon's famous vineyards. Pause a while in peaceful villages to savour the delicious local wines and cuisine, to watch festivals and folk dancing, to admire the surrounding Pyrenees. It's warmth and gaiety all the way. No need to spend a fortune — information available on low-cost hotels, out-of-the-way places. And don't forget your car gives you £25 extra allowance.

☐ Roussillon's roads are made for easy motoring. So map your route to warmth and French friendliness and come to life in France!

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See your travel agent, or write to us for your free 'motorist's pack'.

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timing

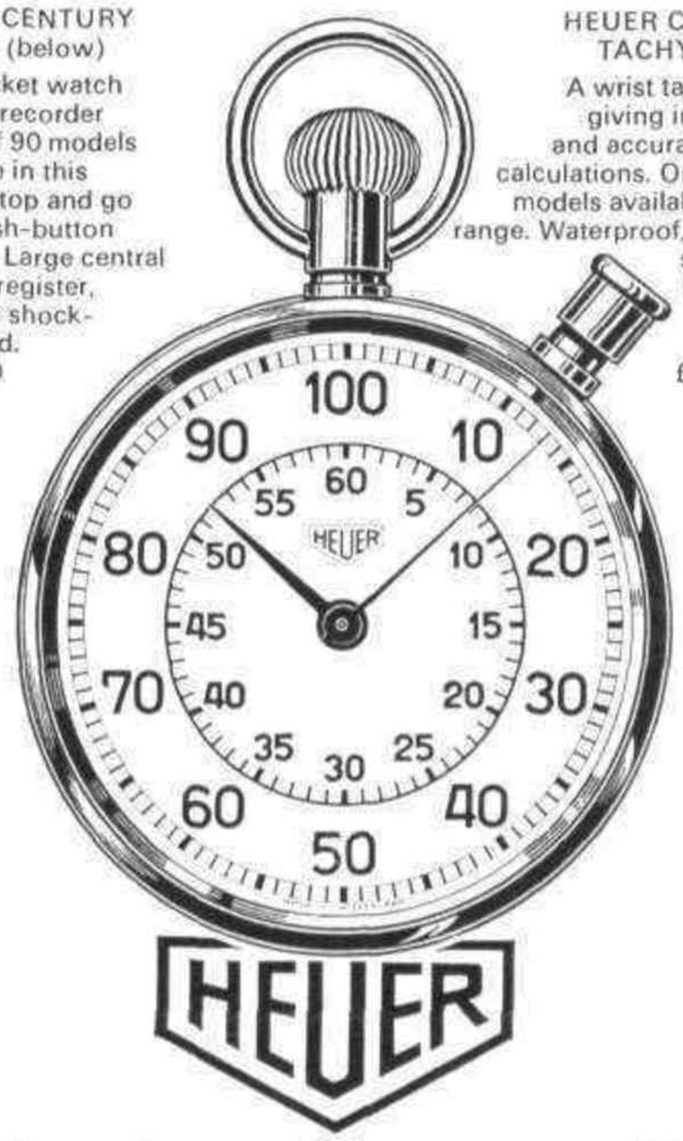
by Heuer

It's the instant control you get that makes a modern chronograph so indispensable to a serious sporting motorist. Engineered to measure short time-intervals and continuous or intermittent time-recording accurate to 1/5th of a second, these watches cope with periods from a few seconds up to 12 hours. (Incidentally they tell the time of day too!) For the latest in timing—call on Watches of Switzerland. They're specialists.



HEUER CENTURY RANGE (below)
This pocket watch decimal recorder is one of 90 models available in this range. Stop and go with push-button zeroing. Large central 60 min. register, incabloc shock-protected. £15. 0. 0

HEUER CARRERA TACHY (above)
A wrist tachometer giving immediate and accurate speed calculations. One of 120 models available in this range. Waterproof, stainless steel case with date and month. £58. 10. 0



timing from the specialists

Watches of Switzerland

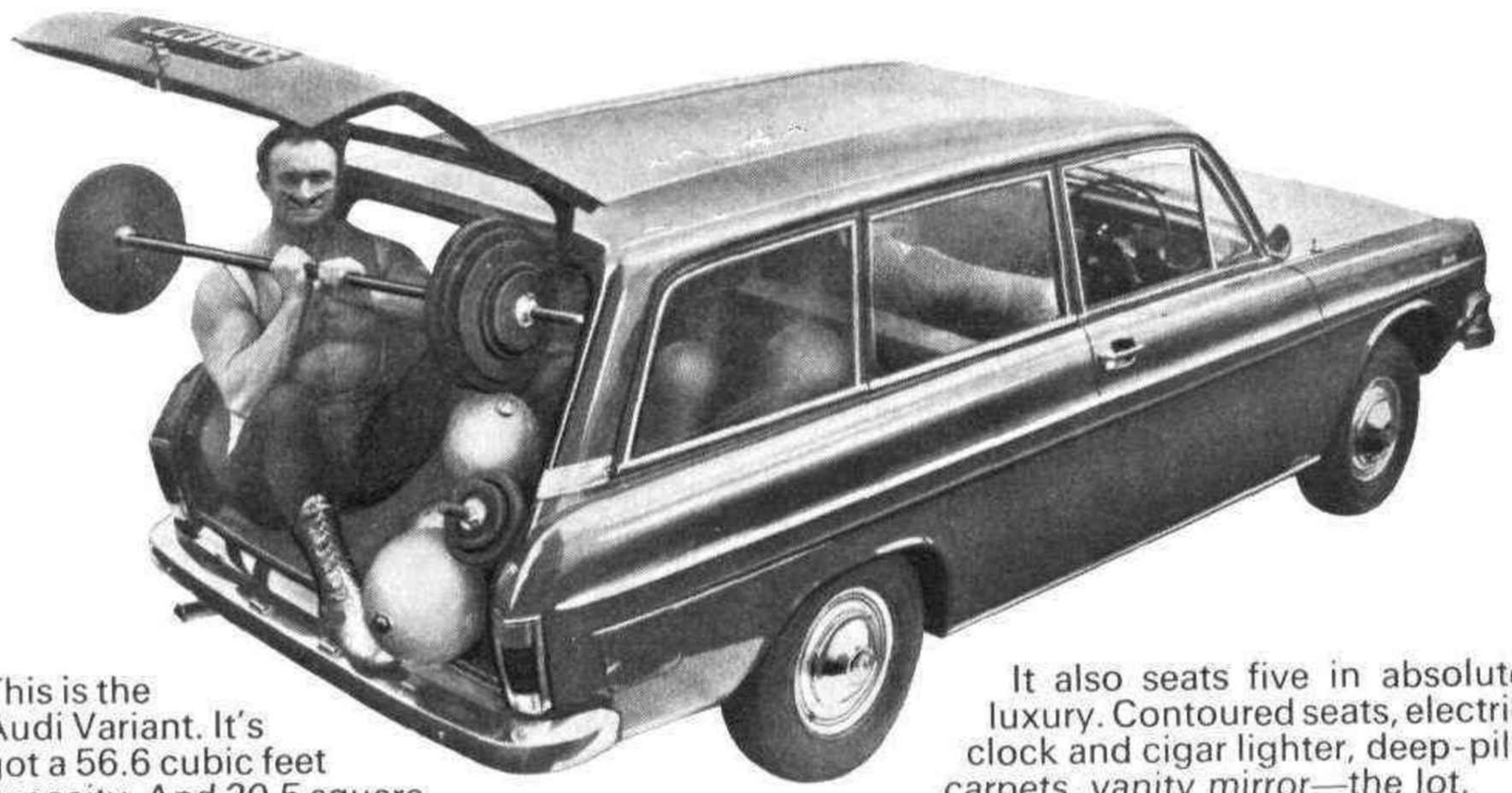
16 New Bond St. London, W.1 17 King St. Manchester

Six showrooms in London, and others in seventeen towns and cities of the U.K.

This car is loaded

with ½ a ton in here

and a Mercedes engine under here



This is the Audi Variant. It's got a 56.6 cubic feet capacity. And 20.5 square feet of floor space.

It also seats five in absolute luxury. Contoured seats, electric clock and cigar lighter, deep-pile carpets, vanity mirror—the lot.

And the Variant cruises at 90 m.p.h. fully loaded, thanks to the Mercedes designed engine. Mercedes power gives you shattering acceleration and amazing fuel economy. 0-50 in 9.2 secs and an average 33 m.p.g.

Then there's the 26 safety features. All test-proved by Mercedes. Including impact-absorbing body with passenger safety zone and large inboard disc brakes. Audi takes good care of you and your passengers.

The Audi Variant also has front wheel drive to give you leech-like roadholding and a low platform floor in the rear. The upward-opening rear door is self-supporting in any position. And your cargo won't slide about once inside. We've covered the floor and back of rear seats with thick, profiled rubber.

But the Variant isn't just for heavy loads.

When you've bought an Audi Variant there's a nationwide network of dealers trained and equipped to service it and supply spares.

The whole package costs £1,194 complete. See your Audi or Mercedes-Benz dealer for a test drive. Or phone ISLeworth 2151. Or write Auto-Union (G.B.) Ltd., Great West Road, Brentford, Middx. If you just want more facts we'll send you the Audi Variant brochure.

the Audi Variant

you're right to be suspicious of oil additives

You've seen the claims: "30% increase in acceleration", "20 more m.p.h.", "10 more m.p.g.," They're all right for the cowboy who wants to pretend his Mini is an Aston—but you don't believe them.

Well, what about STP then? Just another patent medicine for cars? And American to boot!

No. STP is a genuine product—a pure oil with a stretched molecular structure. Add STP to your engine and gear box oils and it will coat (not plate) the cylinder walls and all working parts with a thin, virtually indestructable film of lubricant.

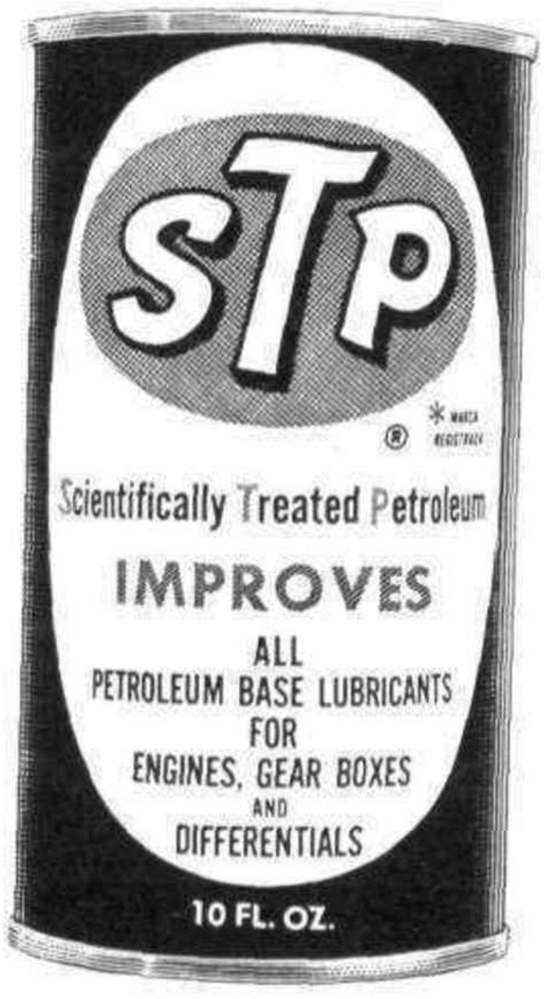
STP has the property of 'stick-slip'. This means it does not run off metal surfaces like ordinary oil. Instead it adheres to all working parts providing constant lubrication even when cold starting.

STP added to your engine oil cuts friction, increases performance, improves ring seal, removes carbon and sludge deposits and protects against the effects of hard driving.

STP in your gear box and differential helps to prevent leaks, reduces vibration and noise and cuts wear.

You expect a little extra from your car. Give it a little extra protection with STP.

but this one is above suspicion



available from leading accessory shops

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What makes the Peugeot 404 so great?

It's not just the high quality mechanical specification which includes a five bearing engine with wet cylinder liners, a light alloy cylinder head and a thermostatic cooling fan. Nor the rack and pinion steering, the thermostable power assisted brakes* or the KF2 petrol injection engine.

It's not just the complete range of "Standard Extras" which include Michelin X tyres, steering ignition lock, heater, fully reclining front seats,* windscreen washers, twin sun visors,* wind-tone horns and child-proof rear door locks. Nor the fact that twice it's won outright the gruelling East African Safari Rally—or that there are over a million satisfied 404 owners. The real reason is that it makes the longest and most frustrating journey seem so easy and short. Try one at any Peugeot dealers and see for yourself.

* *Not available on the U6 Station Wagon*

PEUGEOT

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Telephone: CROydon 7211



Dad's no top rally driver— but he uses the same tyres!



Top rally drivers prefer Dunlop 'SP' radials. They insist on 'SP' for most international events—and win on them.

And, remember, these very experienced drivers find 'SP' radials best in conditions comparable to your own. Tougher, perhaps, but still with cars like yours; and mostly on made-up roads. In other words 'SP' are special but not 'specialist' tyres.

You can fit them, too—'SP' rally-proved radials give you greatly increased mileage over cross-ply tyres, which more than compensates for the little extra cost. Supplementing this, remarkable road-hold and steering control; a small but positive fuel saving; quieter and more comfortable running through reduction in road roar; better tyre and car performance all round.

A 4-tyre range to choose from—SP41, the all-purpose radial which no experienced motorist should be without; SP41HR for cars capable of 125 mph and over; SP44 for new, high standards of safety in the worst of winter conditions; SP3, the radial with the 'sporty' look.

Reminder—Never mix radial-ply and cross-ply on the same axle or use radial-ply tyres on the front wheels if you have cross-ply on the back. For advice on correct tyre fitment and pressures, on care and maintenance and on any mechanical adjustment that may be necessary to prevent irregular or excessive tyre wear—

in fact, for top tyre service, call where you see this sign.

DUNLOP SP RADIALS

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MOTOR SPORT

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

VOL XLIII No. 4 APRIL 1967

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

15-17, CITY ROAD,
LONDON, E.C.1

Telephone : MONarch 8944

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FRONT COVER PICTURE : TEST SESSION.—The McLaren team are seen during a private practice session with Bruce McLaren seated in his new F.1 car with B.R.M. V8 engine, holding conclave with Robin Herd (designer) and Mike Barney (mechanic) on his left, and technicians Charlie Scarrano and Tyler Alexander on his right. On their knees at the front of the car are Wally Willmott and Gary Knutson. In the foreground, less its nose cowling is one of the 1967 F.2 cars of the McLaren team. The cars are painted red because " our sports cars were red, and they seemed to go pretty fast " to quote McLaren.

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MATTERS OF MOMENT

■ BRITAIN AND FORMULA ONE

Before racing commenced at the well-organised *Daily Mail* " Race-of-Champions " Meeting at Brands Hatch last month (report on page 263) a few minutes' silence was observed in memory of the late Tony Vandervell, who died of a heart-attack, aged 68, on March 10th. Not only the big assembly of spectators at Brands Hatch but the entire world of British motor-racing and associated industries should remember with deep respect this determined Industrialist. Mr. Vandervell really put green Grand Prix cars on the front rank of the starting grid in important races and soon had them beating the Italians. He carried on effectively what H.W.M. and Connaught had sought to do with more slender resources.



G. A. Vandervell

Apart from rather unconvincing victories by Napier in the 1902 G.P.. and Sunbeam in a between-wars G.P., the " wearing of the green " in true racing-car contests was better forgotten until Vandervell (as he modestly said as a substitute for golf, which he could no longer play) built and developed his team of Vanwall G.P. cars. To do this he had to be ruthless, and very determined. He had to employ the best brains in the business, build his own engines, sign on the finest drivers available. All this he did, concentrating on top-rank races only, for the pleasure of showing Ferrari and Maserati the way to the chequered flag.

Britain, for years subservient to France, then to Italy and Germany in International G.P. racing, had climbed to the front-rank by 1958, when Vanwall took the World Manufacturers' Championship (although, measure of the tough opposition, Hawthorn won the Drivers' Championship while driving for Ferrari). Since then British cars have been at the very forefront of this exacting technical/sporting field of endeavour. Cooper pioneered the rear-engined layout of racing cars that is now universal, B.R.M. went into racing with their own engines as well as cars, Lotus were at the forefront of " chassis " technique. British cars have held the Manufacturers' Championship every year since Vanwall moved in so convincingly, except in 1961 and 1964, when it went to Ferrari. And British drivers have held the Drivers' Championship every season since Hawthorn led the way in 1958, apart from the intervention of Phil Hill in 1961.

This should have given great satisfaction to those who recalled the days when British cars were but a pathetic backcloth to the victorious Italians and the all-conquering German Mercedes-Benz, should have inspired those who remembered how motor-racing successes reflect National engineering prestige, how sales of costly Italian and German cars were undoubtedly assisted by race-winning publicity, how the demand for the little D.K.W.s rose in S. Africa after Auto-Union had raced there successfully in pre-war days.

Britain's leadership of F.1 racing was promoted by Tony Vandervell's drive to bring it about. Last season the New World moved in, with Brabham the popular World Champion, driving Repco-Brabham cars.

The Brands Hatch " Race-of-Champions " was but a curtain-raiser to the 1967 G.P. season. But two American drivers in Eagle-Gurney-Weslake Anglo-American Racers' cars (admittedly using British engines) finished first and second in the heats. The Final was won by Gurney's Eagle from a Ferrari, two Maserati-engined Coopers and another Ferrari. Lotus and B.R.M. were absent and nearly twice as many foreign-entered cylinders as British contributed to the delightful cacophony on the starting grid. British cars and drivers have in recent years cracked the opposition in the Indianapolis 500—but with American engines. Let us hope that " the green " is not about to suffer an eclipse, that British domination of single-seater racing is not about to meet a challenge, from new engines, cars, and tyres, that it will be unable to overcome. . . .

According to the National Institute for Economic Research, a higher standard of living is enjoyed in the U.S.A., Canada, Sweden, Norway, W. Germany, France and Holland than in Britain, although Italy and Japan, fastest movers in the race for higher living standards, are below us. Six years ago Britain was fourth, now she ranks as eighth. So more than ever we need an uplift for our engineering products and it will be tragic, and a snub to Mr. Vandervell's fine endeavours,

Continued on next page

Motor Sport Fixture List For April

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 1st ..	**S.C.C.A.**	**Sebring**	**Connecticut**	**Sebring 12-hours** (*INT.*)	—
April 1st ..	Lancashire & Cheshire C.C.	Oulton Park	Tarporley	Race Meeting (*R.*)	14.00
April 1st/2nd	Redditch & Dist. C.C.	Mortimer's Cross Garage	Ludlow	Rally (*R.*)	23.00
April 1st/2nd	Cheltenham M.C.	Prynnes Service Station	Llangammarch Wells	Rally (*R.*)	21.30
April 2nd ..	**A.C.B.B.**	**Pau**	—	**Pau G.P. (F.2)** (*INT.*)	—
April 2nd ..	750 M.C.	Bury Farm	Clophill	Trial (*C.*)	11.00
April 2nd ..	M.G. Car Club	Brands Hatch	Farningham	Race Meeting (*R.*)	14.00
April 2nd ..	S.O.D.C.C.	Woburn Park	Bedford	Hill-Climb (*C.*)	13.30
April 2nd ..	Cheadle (Staffs) A.C.	Hollington	Tean	Production Car Trial (*R.*)	11.00
April 2nd ..	N. Staffs M.C.	Childs Ercall Airfield	Market Drayton	Driving Tests (*R.*)	14.00
April 2nd ..	Sporting C.C. of Norfolk	New Livestock Market	Harford Bridges	Driving Tests (*R.*)	13.30
April 2nd ..	B.A.R.C. (Yorkshire)	Stockton Farm	Harewood	Hill-Climb (*C.*)	14.15
April 8th ..	Jaguar Drivers' Club	Castle Combe	Chippenham	Race Meeting (*R.*)	13.00
April 8/9th ..	Sevenoaks & Dist. M.C.	Farthing Corner	Chatham	Rally (*R.*)	20.30
April 9th ..	**R.A.C.C.**	**Barcelona**	—	**Barcelona G.P. (F.2)** (*INT.*)	—
April 9th ..	Mini 7 Club	Brands Hatch	Farningham	Race Meeting (*R.*)	14.00
April 9th ..	Nottingham S.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	14.30
April 9th ..	Romford Enthusiasts' C.C.	Snetterton	Thetford	Race Meeting (*R.*)	14.00
April 15th ..	**Mid-Cheshire Motor Racing Club** ..	**Oulton Park**	**Tarporley**	**Race Meeting (F.1)** (*INT.*)	**13.30**
April 15th ..	B.A.R.C.	Silverstone	Towcester	Race Meeting (*C.*)	14.00
April 16th ..	Maidstone & Mid-Kent M.C.	Brands Hatch	Farningham	Race Meeting (*R.*)	14.30
April 16th ..	B.A.R.C. (S.W. Centre)	Brunton	Collingbourne Kingston	Hill-Climb (*R.*)	14.00
April 16th ..	Motor Cycling Club	Queen & Castle Hotel	Kenilworth	Opening Run (*R.*)	15.00
April 16th ..	Didcot M.C.	Spanswick Farm	Wantage	Trial (*C.*)	11.00
April 16th ..	Cemian M.C.	—	Aldershot	Trial (*R.*)	—
April 16th ..	B.A.R.C. (Yorkshire)	Croft	Scotch Corner	Race Meeting (*R.*)	14.30
April 16th ..	Taunton Motoring Club	St. Audries Bay	Watchet	Hill-Climb (*C.*)	09.00
April 16th ..	Volkswagen O.C.	Tweedsmuir Camp	Elstead	Driving Test (*C.*)	11.00
April 22nd ..	V.S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12.15
April 22nd ..	B.R.S.C.C. (S.E. Centre)	Seafront Road	Seaford	Driving Tests (*R.*)	14.00
April 22nd/26th	**Hants & Berks M.C.**	**Edinburgh**	—	**Mobil Economy Run** (*INT.*)	—
April 23rd ..	Romford Enthusiasts' C.C.	North Weald Aerodrome	—	Driving Tests (*R.*)	10.45
April 23rd ..	Truro & Dist. M.C.	Truro	—	Driving Tests (*C.*)	—
April 23rd ..	Windsor C.C.	Windsor Racecourse	Windsor	Driving Tests (*R.*)	10.30
April 23rd ..	Chislehurst M.C.	Burstow Park	Horley	Autocross (*C.*)	14.00
April 23rd ..	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-Climb (*N.B.*)	14.30
April 23rd ..	Herefordshire M.C.	Vowchurch	Hereford	Autocross (*C.*)	14.00
April 23rd ..	Spalding C.C.	Witham-on-the-Hill	Bourne	Autocross (*R.*)	13.00
April 24/29th ..	**R.A.C. West**	**Noordwijk**	**Holland**	**Tulip Rally** (*INT.*)	—
April 25th ..	**A.C. di Milano**	**Monza**	—	**1,000 kms.** (*INT.*)	—
April 29th ..	**B.R.D.C.**	**Silverstone**	**Towcester**	**Race Meeting (F.1)** (*INT.*)	—
April 30th ..	B.A.R.C. (Yorkshire)	Stockton Farm	Harewood	Hill-Climb (*N.B.*)	13.00
April 30th ..	Potteries & Newcastle M.C.	Hixon Airfield	—	Sprint Meeting (*C.*)	—
April 30th ..	Stockport M.C.	Dane Villa Farm	Nether Alderley	Autocross (*C.*)	13.30
May 1st ..	**R.A.C. de Spa**	**Spa**	**Belgium**	**Spa G.P. (SP.)** (*INT.*)	—

MATTERS OF MOMENT—continued from previous page

if we lose our supremacy in G.P. racing.

The writing on the wall, within the context of 60 laps' racing over a tight circuit, was plain to see at Brands Hatch on March 12th, and all credit to Dan Gurney, Harry Weslake and Len Terry that it was so. Incidentally, the paying public had no reason to complain of the exciting racing presented to them and we have no criticism of the venue, apart from the time it took to get out of the car parks. The police had abandoned traffic control on the main road by 7 p.m.; all praise to those civilians who helped to sort out the resultant tangle in spite of a teeming snowstorm. . . .

■ THE "MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY CONTEST

Last year Bernard Kain, driving his 1926 Type 35B Bugatti, won this Trophy, with Carmichael's 328 B.M.W. and Jardine's Brescia Bugatti the runners-up, Carmichael sportingly giving his share of the prize money to Jardine, whose engine "blew-up." This year it will again be awarded on a points basis at V.S.C.C. Race Meetings (see page 273) at Silverstone (two), Oulton Park and Castle Combe, and will carry prize money totalling £150. The rules are unchanged; only races which do not have post-1939 cars amongst the entry will count, so that whatever the outcome the winning cars will be of a type that could have competed at the famous Brooklands Motor Course.

The restoration and preparation of pre-war cars for racing is a warmly-supported aspect of the English competition scene. So we are delighted to announce the continuation of this Contest, which perpetuates the memory of racing at the Weybridge Track and which is now in the capable and enthusiastic hands of the V.S.C.C., whose race meetings contrive to capture something of the atmosphere, enthusiasm and individuality of those that took place on bank holidays at Brooklands more than a quarter of a century ago.

NOTES ON THE CARS AT THE RACE OF CHAMPIONS

THE FERRARI factory sent three cars, all with 3-litre V12-cylinder engines, three valves per cylinder, two sparking plugs per cylinder and with four overhead camshafts. Two of the cars were those used at Monza last year while the third had a new version of the 36-valve engine, the three cars being similar to one another as regards chassis and suspension; the two 1966 cars were driven by Scarfiotti and Amon, and Bandini had the new car. The 1966 engines, it will be recalled, had two inlet and one exhaust valve to each cylinder with a combustion chamber that was half pent-roof and half hemispherical, the bore and stroke being 77 × 53.5 mm. The inlet tracts ran vertically down between the camshafts on each bank of cylinders and the exhaust ports were on the outside of heads. On the 1967 engine the camshafts have been reversed and while the inlet ports are still down between the camshafts, the exhaust ports are now on the inside of the heads, the twelve pipes forming a very complex bunch in the vee of the engine. This is the logical layout when using inlet ports running down between the camshafts, and is also used by B.R.M. on their V8 engines, Honda on their 12-cylinder 3-litre, and Ford on their Indianapolis engines. The Ferraris were using 5-speed gearboxes and very thick perforated brake discs and stuck to coil ignition with two 12-cylinder distributors and four coils, an alternator being built into the rear of the gearbox at the extreme end of the car. The latest car also had a revamped nose cowling with improved air ducts, this being a prototype nose in aluminium before a fibre-glass mould is made.

Gurney's A.A.R.-Eagle team fielded two of their immaculate blue cars with white stripes, both having the Weslake V12-cylinder engine, running on Lucas fuel injection and with Lucas transistor ignition. The four very long exhaust pipes no longer have megaphone ends and the inlet trumpets are short by comparison to some other engines. Gurney was driving the second Grand Prix Eagle to be built, that first appeared at Monza last year, the first car having a 4-cylinder Coventry-Climax engine installed. A brand-new car, the third to be completed in the Grand Prix series, for A.A.R. have built numerous Indianapolis cars, was to all intents and purposes identical to the second car, complete with V12-cylinder Weslake engine and was driven by Ginther. This car had a special seat formed in aluminium, mounted well forward to allow for Ginther's lack of height, especially compared with Gurney. On their test beds down in Sussex the Eagle engine had been giving a consistent horsepower reading of over 400 b.h.p. and the team felt confident that they would be competitive. The Eagle chassis that Len Terry designed for A.A.R. last year was well proven by the end of that season and obviously was ready to cope with the new engine when it was raceworthy.

Honda Motors of Tokyo sent one car, for John Surtees to drive, this

Continued on page 269

RACE OF CHAMPIONS

A Great Day for Anglo-American Racers

BRANDS HATCH, *March 12th.*

WITH the help of the *Daily Mail* newspaper the B.R.S.C.C. revived their Race of Champions, which was first organised in 1965, and they gathered in an excellent entry of Grand Prix cars and drivers, the only notable omissions being the works teams of Lotus and B.R.M. Details of the cars and drivers are enlarged upon in a separate article, but the entry list read as follows : Brabham, Hulme with Brabham-Repco V8s, Rindt, Rodriguez with works Cooper-Maseratis, Gurney, Ginther with Eagle-Weslake V12s, Surtees with a lone Honda V12, Amon, Bandini and Scarfiotti with works Ferrari V12s, McLaren with his latest car with B.R.M. V8 engine, private-owners Ligier and Anderson with Cooper-Maserati V12 and Brabham-Climax 4-cylinder, respectively, Siffert with the Walker/Durlacher Cooper-Maserati, Spence with a works H16-cylinder B.R.M. entered by Tim Parnell, Irwin with a Lotus-B.R.M. V8 from the same team, Lawrence with the Cooper-based Pearce-Ferrari V12 of John Pearce, Courage with the Charles Lucas Lotus-Martin V8 and two F.2 Matra-Cosworth 1,600 c.c. cars for Beltoise and Ickx, making a total of twenty cars.

Practice took place on Saturday, March 11th (the race being on Sunday which itself was an innovation, being the first time there has been a trade-supported event on a Sunday), and there were two sessions for the Grand Prix cars, one from 10 a.m. to 12 noon, and the other from 3.15 p.m. to 5 p.m. The Ferrari team had made a big effort, with three V12-cylinder cars, one with a new engine, and high hopes were pinned on Amon who was to have his first formula one drive for the Italian team. Unfortunately he had an accident on his way to the Kentish circuit the day before and was feeling very unfit, with badly bruised right ankle and arm. Amon's ability to scratch round the tight little 2.65-mile circuit is undisputed and he would have got the Ferrari round very quickly. As it was he had to drive with one hand and could not use his right foot on the brakes very effectively, so after doing his best in the two practice periods he decided it would be unwise to try and race in his battered condition and withdrew, leaving Bandini and Scarfiotti to uphold the honour of Maranello. Bandini drove the latest Ferrari but the ignition was not absolutely right and Scarfiotti led the Italian attack with one of the late 1966 cars. The Eagle team were in fine form, confident of their cars, engines and drivers, and Gurney led with terrific force, soon getting below the existing lap record of 1 min. 35.4 sec. and reducing it to a remarkable 1 min. 32.2 sec. before mid-day. Ginther's car was brand-new and after a little nonsense with the balance weights on the left rear wheel scraping on the brake caliper he was able to get down to some serious motoring. Both cars were sounding very healthy, the V12 Weslake engines running sweetly and obviously giving the quoted 400-plus horsepower, and presenting no problems. Much was expected of Surtees with the Honda V12, but before he could get going properly the suspension had to be raised as the car was grounding badly at the bottom of the dips and this involved a lot of work. By the end of the morning practice he had got things working properly and got down to 1 min. 33.8 sec., a very respectable time indeed, but a long way from Gurney's time on this short circuit. Ginther equalled the Honda time as the morning session drew to a close. McLaren was really enjoying himself with his little F.2-based car, though the 2-litre B.R.M. V8 engine did not have enough power to challenge the really powerful 3-litre cars, but it was faster than the Brabhams, Ferraris and Cooper-Maseratis. However, his dicing came to a stop when trouble intervened in the Hewland gearbox, so the team returned to Colnbrook to mend it and missed the afternoon practice. Both Scarfiotti and Bandini got below the old lap record, set up by Clark in 1965, which was very creditable as neither of them can be considered to be " at home " on the Brands Hatch circuit. Brabham and Hulme were late out for the first session and Hulme's car was definitely off form, while Brabham himself only just managed to equal McLaren's time. The works Cooper-Maseratis just were not going fast enough, and Rindt tried the spare car as well as his own, but it was Siffert who was fastest of the Anglo-Italian cars by lunch time. The lone H16-cylinder B.R.M. was far from right and Spence never did have a proper go at putting in a fast lap. Only one Matra appeared for the first practice, this being the Tyrell team car and as it had only arrived from Paris the previous evening, never having been run, they had enough to do to get it going and sorted out. Ligier was having his first drive since his accident at Nurburgring last year but before the end of the morning he had struck a bank, due to a tyre deflating he thought, and bent the front end rather badly.

All morning an icy wind had been sweeping across the Brands Hatch valley and during the interval between the two practice periods this turned to rain, sleet, hail and very nearly snow, at which time the Group 5 souped-up saloon cars were trying to practise. However, it did not last long and the track soon started to dry. In the afternoon session for the Formula One cars Brabham, Hulme, Ligier and McLaren were missing, but Lawrence (Pearce-Ferrari) and Courage (Lucas-Martin V8) turned out, the latter getting down to the very respectable time of 1 min. 36.2 sec. Beltoise was still without his works Matra so he did a few laps in the Tyrell car, merely to qualify. Gurney did not go as fast as he had done in the morning, but he was still the fastest and with Ginther backing him up well, the Eagle team were really setting the pace, only Surtees with the Honda providing any serious opposition. Although the official lap record stood at 1 min. 35.4 sec., from 1965, Brabham had done 1 min. 34.5 sec. in 1966 with the Brabham-Repco V8 during practice. Rindt and Scarfiotti improved on this time, along with Gurney, Surtees and Ginther, but it was clear that the Eagle-Weslake and the Honda were getting into their stride and setting a much higher standard than that established by the Brabham-Repco V8 last year, the V12-cylinder engines proving more effective than the V8-cylinder engines. In spite of his injuries Amon got down to 1 min. 34.6 sec. but he knew he would not be able to keep it up for a whole race, and Spence equalled this time with the H16-cylinder B.R.M.

The final count saw V12-cylinder engines on the front row, all with four valves per cylinder, the Japanese Honda being sandwiched between the two Anglo-American Eagle-Weslake cars, the Weslake engine being as small and compact as the Honda engine is bulky. The Eagle team were well satisfied with the situation, for even without the Lotus and the B.R.M. teams the entry was pretty healthy.

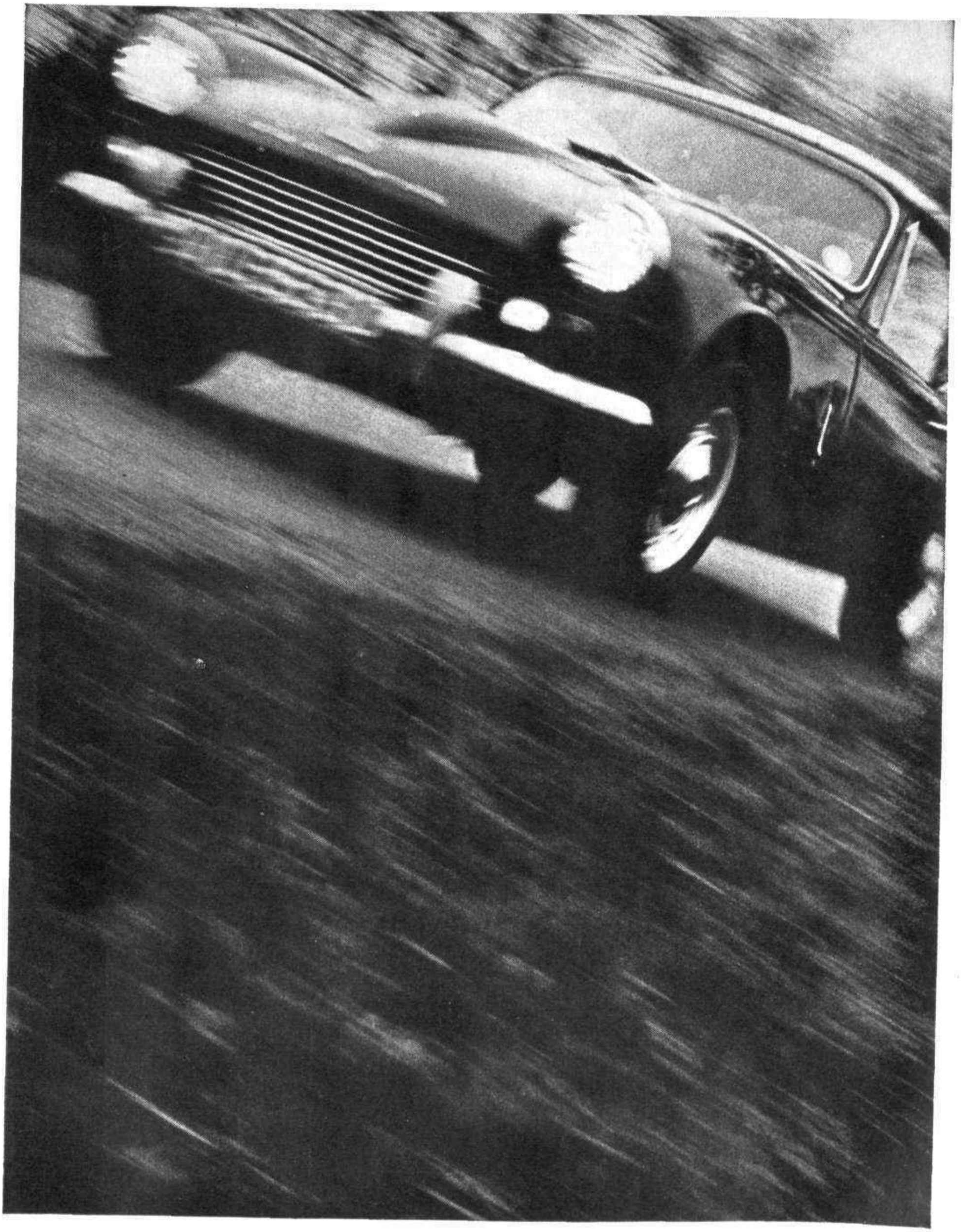
Race day was cold but dry and the programme was to run everyone in two short 10-lap races and then everyone in a 40-lap final. Apart from the possible elimination of some of the weaker cars, the point of the two short races was not very clear, other than deciding grid positions for the final. The grid for the first 10-lap event event was according to practice times, the grid for the second 10-lap race was in the order of finishing the first race, and the grid for the start of the final was to be in the order of finishing the second race. Apart from the two Pearce-Martin V8 cars, which did not make practice, the only non-starters were Amon and Courage and the remaining eighteen cars lined up as follows, with Ligier having been loaned the spare works Cooper-Maserati.

STARTING GRID

↑

6 R. Ginther (*Eagle-Weslake V12*) 1 min. 33.6 sec.	7 J. Surtees (*Honda V12*) 1 min. 33.4 sec.	5 D. Gurney (*Eagle-Weslake V12*) 1 min. 32.2 sec.
1 J. Brabham (*Brabham-Repco V8*) 1 min. 34.0 sec.	11 B. McLaren (*McLaren-B.R.M. V8*) 1 min. 34.0 sec.	
15 M. Spence (*B.R.M. H16*) 1 min. 34.6 sec.	10 L. Scarfiotti (*Ferrari V12*) 1 min. 34.2 sec.	3 J. Rindt (*Cooper-Maserati V12*) 1 min. 34.2 sec.
4 P. Rodriguez (*Cooper-Maserati V12*) 1 min. 34.6 sec.		
2 D. Hulme (*Brabham-Repco V8*) 1 min. 36.2 sec.	12 J. Siffert (*Cooper-Maserati V12*) 1 min. 35.6 sec.	9 L. Bandini (*Ferrari V12*) 1 min. 34.8 sec.
23 C. Irwin (*Lotus 25-B.R.M. V8*) 1 min. 36.6 sec.		
14 G. Ligier (*Cooper-Maserati V12*) 1 min. 40.0 sec.	21 J. Ickx (*Matra-Cosworth FVA*) 1 min. 38.0 sec.	16 R. Anderson (*Brabham-Climax 4-cyl.*) 1 min. 37.0 sec.
20 J. P. Beltoise (*Matra-Cosworth*) No time	19 C. Lawrence (*Pearce-Ferrari V12*) 1 min. 43.8 sec.	

Non-starters : C. Amon (*Ferrari V12*)—1 min. 34.6 sec.
P. Courage (*Lucas-Martin V8*)—1 min. 36.2 sec.



20,000 miles with an out-dated motor oil could reduce this car's engine to scrap

None of today's high-stressed engines could live with yesterday's oil. Constant engineering sophistication demands equal development from oil manufacturers. Here's news of a Castrol research discovery that brings nearer than ever a perfect solution to one of motoring's toughest problems: frictional wear

Take the finest quality pre-war oil and put it into a modern car operating under modern conditions. After 1,000 miles or so, the piston rings could stick fast in their grooves. Ugly black lumps of sludge, lodging in the oilways, starve the crankshaft of oil and eventually destroy it. After say 20,000 miles, the engine could be reduced to scrap.

Now most of today's additived oils take care of these problems.

One problem remained unsolved.

Friction.

Created wherever metal moves fast against metal, friction wears away cylinder walls, distorts cams, misshapes tappets. How to strengthen an oil's resistance to friction has occupied the skills of Castrol research chemists for years.

Now they are nearer to a perfect solution with the development of 'Liquid Tungsten'.

Frictional wear occurs when an oil film, under extreme stress, breaks down. Castrol research revealed, however, that certain types of metallic compounds would combine chemically not with the metal surfaces but actually with other constituents of the oil itself.

An 'extra barrier' to wear could be formed by the oil at precisely the point most under stress.

The metallic compound rated best was tungsten, one of the world's hardest elements. By 'liquefying' tungsten into an oil soluble compound an unprecedented shield against friction was created.

Exhaustive laboratory tests and ruthless trials with the new oil in conditions ranging from Australian temperatures of 120°F to sub-Arctic freezing have shown Castrol with 'Liquid Tungsten' reduces engine wear, lowers oil consumption, sustains the power output of an engine longer.

We have the facts to prove it.

You can have them too. Write to Castrol House, Marylebone Road, London NW1 and ask for 'The Remarkable Story of New Formula Castrol'.



Castrol cuts engine wear and reduces oil consumption

There is a very important reason why Castrol still offer you *two* oils. Both Castrolite and Castrol XL have 'Liquid Tungsten' to cut engine wear. But—if you have the specific problem of *excessive oil consumption*, whether your car is old or new, you need a special oil to solve it. You need the fuller-bodied, 20W-50 viscosity of Castrol XL.

When the flag fell the two Eagle-Weslake cars out-accelerated the Honda and it was Ginther leading Gurney into Paddock Bend, with the Honda right behind them. This was something quite new for racing spectators, two American cars with American drivers leading a Formula One race, followed by a Japanese car, but British hopes were raised by Spence who was in fourth place with the H16 B.R.M. It had not been the Eagle team's plan for Ginther to lead, it was just that he made the best start, so on lap 2 he moved over and let the President of A.A.R. Incorporated take the lead and then we could see the Eagle strategy. While Gurney motored on hard, Ginther eased off and spread the Eagle's wings, so to speak, so that neither Surtees nor anyone else could get by. This was team driving at its best and the sort of stuff that could put new life into Grand Prix racing. However, Surtees is a slippery customer and on lap 3 he slipped by Ginther but it was too late and there was no hope of catching Gurney in the 10 short laps and Ginther had done his job well. In fourth place Spence was not happy with the gear-change on the B.R.M. and McLaren got by him on the fifth lap, the New Zealand driver's little F.2-based car performing well and allowing its driver to have a really enjoyable drive. Right from the start Rindt was in trouble with a clutch that would not free properly, and stopped at the pits on lap 2, continuing slowly to be counted as a finisher. Neither the Brabhams nor the Ferraris were in the picture, for Gurney was setting a cracking pace, with a new lap record of 1 min. 32.6 sec. (103.02 m.p.h.), but even at that he was not having to drive over the limit and both car and driver looked very relaxed. At the back of the field Irwin and Ickx were having a good scrap, the skinny little Belgian boy getting the better of the dispute.

The 10 laps were soon over and the finishing order was Gurney, Surtees, Ginther, McLaren, Spence, Scarfiotti, Brabham, Rodriguez, Hulme, Bandini, Siffert, Ickx, Irwin, Anderson, Beltoise, Ligier, Lawrence and Rindt, the last named being the only one to have trouble, although all was not as it should be with Hulme's Repco engine. Some 30 minutes later they lined up in rows of three, two, three in the order of finishing Heat 1 and were off once more with the Eagles again winning the " drag race " to Paddock Bend for they seemed to have far better traction than the Honda, even though all three were on Goodyear tyres. For this 10 laps everything went exactly to plan for the Eagle team, with Gurney leading from start to finish and Ginther holding second place and easing back very craftily so that his team leader could motor off into the distance, untroubled by the opposition. This time Surtees could do nothing about the number two Eagle and they were not loitering for only Scarfiotti was able to keep up with them. Rodriguez led the next group of cars, comprising McLaren, Spence, Siffert and Bandini, but the new Ferrari engine was misfiring badly, something being amiss in the ignition. Both Brabhams were in trouble, Hulme's Repco V8 engine breaking its camshaft drive chain on lap 6 and Brabham's engine suffering from fuel starvation due to a blockage in the filter system. Ginther did a fine job and must have grinned broadly as he saw the four vicious-looking exhaust pipes of Gurney's car drawing away all the time, knowing that he was in second place and no-one was going to get by. This time the finishing order was Gurney, Ginther, Surtees, Scarfiotti, Rodriguez, McLaren, Spence, Siffert, Bandini, Ickx, Anderson and Irwin, with Gurney equalling his new lap record of 1 min. 32.6 sec. Beltoise was in trouble with the injection system on his new Cosworth engine, Ligier was having clutch trouble on his borrowed works Cooper-Maserati and Rindt was still in trouble.

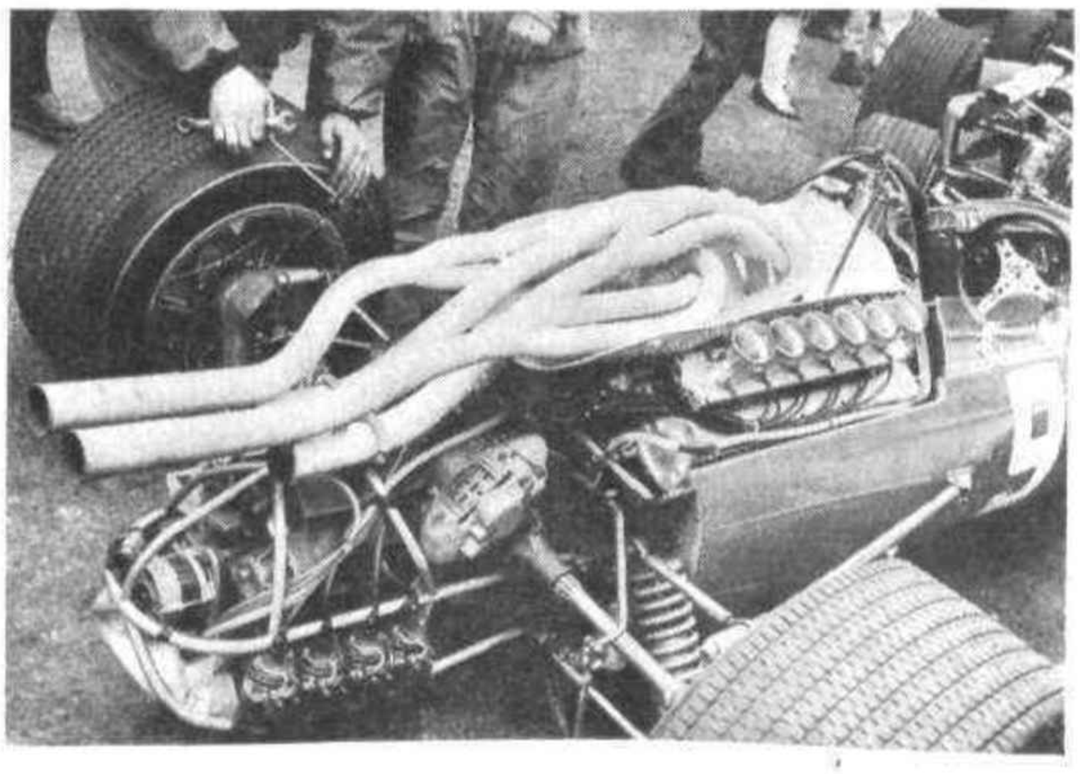
We now had a race for very non-standard saloon cars, to Group 5 rules, which allow almost any modifications providing the cars look standard. The speed and power of Gardner with the Alan Mann Ford Falcon was truly impressive, and Elford was very good with a nearly standard Porsche 911, now homologated to run against the Team Lotus fuel-injected Lotus-Cortinas. As " all part of the new job " Graham Hill drove a works Cortina in a happy and spirited fashion but he would have rather been in the Formula One race, and among the little cars Gordon Spice was in terrific form, really giving the works Mini-Coopers trouble with his privately-owned Mini. The Alan Fraser team of Hillman Imps successfully shot down all the recent criticisms that they only win Club-type races, by soundly beating the Broadspeed Ford Anglias in the 1,000 c.c. class. This was in fact only half a race, as the second half took place after the 40-lap Formula One race, the overall positions being by the addition of the times.

After a long-drawn-out interval we finally got to the whole point of the day at Brands Hatch, the 40-lap race for the *Daily Mail* Trophy and the £500 cheque, though all we seemed to have achieved up to now was the elimination of some of the cars and a complete reshuffling of the starting grid as it had been decided by practice times. Lining up in the order of finishing the second 10-lap race, we had the Eagles now side-by-side on the front row, with Surtees in the Honda on their left, and Scarfiotti and Rodriguez behind them. Hulme and Ligier were non-starters and poor old Rindt was on the back row alongside Lawrence. Yet again the Eagle team's plan worked out and I could not help feeling I had seen it all before as Gurney led Ginther away on the opening lap, with Surtees gnashing his teeth for the third time, knowing Ginther was going to hold him back while Gurney built up a commanding lead. Brands Hatch is such a niggly acrobatic circuit, with no real straights and nearly every corner immediately followed by another one, that passing is very difficult at the best of times and practically impossible if the man in front does not intend to relinquish his position. As Ginther said (with a grin) " Hell, I wasn't going to give up my second place."

Siffert had made a terrific start and was holding a splendid fourth place, in the thick of the works cars, but Brabham was beginning to show all his old form and now that his Repco V8 engine was getting good clean petrol it was going well. He moved steadily up from eighth on the opening lap to third on lap 7, just as Surtees slowed and headed the Honda towards the pits, the engine sounding very odd, as the throttle slide on one bank of cylinders was not shutting. With a healthy engine and a £500 prize in view Brabham really went motor racing and rushed past a surprised Ginther into second place on lap 11. Gurney was still comfortably in the lead, but his Weslake V12-cylinder engine was showing signs of losing power, a lot of oil being pumped out of the breathers into the catch tank, which was filling up and slopping over on the corners. The symptoms were of piston or piston ring trouble and the power loss meant that he could not get away from the very determined Brabham. Just as things were getting embarrassing the Repco V8 engine died and Brabham coasted into the pits. Hulme quickly diagnosed the trouble as the ignition pick-up wires under the flywheel being off; the special anti-vibration, safety push-on clip had fallen off ! By the time Brabham got going again everyone had gone by so that he was right out of the running. The 1967 Ferrari was performing properly at last and Bandini was working his way through the field from his poor starting position and by half-distance he ousted Siffert from third place, having passed his team-mate Scarfiotti, Rodriguez and Spence. At this point we had six cars going by in quick succession, all with 12-cylinder engines, in the order Eagle, Eagle, Ferrari, Cooper, Ferrari, Cooper and I could not help anticipating what this season is going to be like when we get this mass of machinery on a proper Grand Prix circuit, with the 16-cylinder B.R.M.s joining in. Exciting !

Surtees went out for three more laps at the end of the field but the throttle slide trouble was still there so he packed it in. McLaren had disappeared very suddenly at the end of the opening lap when his B.R.M. V8 engine suffered broken camshafts, and Spence was having a miserable ride as he could not get all the gears in the B.R.M. 6-speed gearbox and the engine was going off song. Irwin was driving a smooth steady race, being in the only non-3-litre car that was still running

FERRARI ENGINE.—Latest development from Maranello is a 24-plug V12 on which the camshafts have been reversed so that the exhaust pipes can be mounted centrally, in an asbestos trough.



properly, but was about to be lapped by the leader. With Brabham a lap behind Gurney could ease off and as he slowed Ginther kept his distance, but this encouraged Bandini who began to gain on the two Eagles and as he pushed the new Ferrari along he was hotly pursued by Siffert, Scarfiotti and Rodriguez and it was suddenly painfully obvious that Britain had momentarily lost its grip on Formula One racing for there wasn't a British driver in the first six places, not even a colonial driver to come to our rescue in this International racing scene. Ginther was being troubled by a funny feeling in the steering of his Eagle and with only five laps to go he had to ease off as he was afraid something was going to break and on lap 37 he retired rather than risk crashing the car in this unimportant event, as the Eagle team have only the two 12-cylinder cars at present. This let Bandini into second place and he was doing his utmost to close on Gurney in the ailing Eagle. It was an exciting finish to the 40 laps, for Bandini was right behind the Eagle and behind these two Siffert was being pressed by Rodriguez who was having a last-minute do-or-die effort, having got by Scarfiotti. These five were the only ones to complete the full 40 laps and a bare four seconds covered the 1st to 5th cars after more than an hour of racing, and people say Grand Prix cars are dull. The noise alone of five V12-cylinder cars going by nose-to-tail racing for the finish was worth going for.

While not being an important race in the overall International picture, and only half the length of a proper Grand Prix, the Race of Champions was a significant race and there was much "writing on the wall" to read afterwards, and not much in basic English.—D. S. J.

Brands Hatch Burbles

The *Race of Champions* was a bit short of Champion drivers, Clark, Stewart and Graham Hill not being entered. However, it *was* a race of Champion plugs; they were used by the first three cars.

Chris Irwin had the distinction of being the first British driver to finish, in sixth position. The first five were American, Italian, Swiss, Mexican, Italian; a truly International Race.

The Eagle team were not signed up with any of the fuel companies and bought their petrol on the way to the circuit ! It could not officially be Esso, B.P. or Shell as they had no contract with any of these companies, so they said it was JET. It could easily have been VIP, HERON, AMOCO or any of the others. It was probably Esso Golden.

One got the impression that "egg-timers" were being used by the timekeepers as lap times were only given to the nearest fifth of a second; in this day of electronics and beam timing, too.

What a pity Amon was not fit enough to drive, he would have made the Ferrari really fly.

It really was a multi-cylinder 3-litre engine race, and this is only the start of the second year of this new Formula for Grand Prix racing.

Results :

THE "DAILY MAIL" RACE OF CHAMPIONS

Heat 1—10 laps—2.65-mile Circuit—26.5 miles (42.65 kilometres)
Cold and dry

1st :	D. Gurney (Eagle-Weslake V12—3-litre) (Entrant: Anglo American Racers)	15 min. 42.8 sec.
2nd :	J. Surtees (Honda V12—3-litre) (Entrant: Honda Racing)	15 min. 51.8 sec.
3rd :	R. Ginther (Eagle-Weslake V12—3-litre) (Entrant: Anglo-American Racers)	15 min. 55.0 sec.
4th :	B. McLaren (McLaren-B.R.M. V8—2-litre) (Entrant: McLaren Racing)	15 min. 56.0 sec.
5th :	M. Spence (B.R.M. H16—3-litre) (Entrant: Reg Parnell Racing)	15 min. 57.6 sec.
6th :	L. Scarfiotti (Ferrari V12—3-litre) (Entrant: SEFAC Ferrari)	15 min. 59.0 sec.
7th :	J. Brabham (Brabham-Repco V8—3-litre) (Entrant: Brabham Racing Organisation)	16 min. 00.0 sec.
8th :	P. Rodriguez (Cooper-Maserati V12—3-litre) (Entrant: Cooper Car Company)	*16 min.* 00.6 sec.
9th :	D. Hulme (Brabham-Repco V8—3-litre) (Entrant: Brabham Racing Organisation)	16 min. 03.2 sec.
10th :	L. Bandini (Ferrari V12—3-litre) (Entrant: SEFAC Ferrari)	16 min. 03.4 sec.
11th :	J. Siffert (Cooper-Maserati V12—3-litre) (Entrant: R. R. C. Walker/J. Durlacher)	16 min. 04.8 sec.
12th :	J. Ickx (Matra-Cosworth FVA—1,600 c.c.) (Entrant: Tyrell Racing Organisation)	16 min. 19.4 sec.
13th :	C. Irwin (Lotus 25-B.R.M. V8—2-litre) (Entrant: Reg Parnell Racing)	16 min. 19.6 sec.
14th :	R. Anderson (Brabham-Climax 4-cyl.—2.75-litre) (Entrant: D.W. Racing)	16 min. 24.0 sec.
15th :	J. P. Beltoise (Matra-Cosworth FVA—1,600 c.c.) (Entrant: Matra Sports)	16 min. 31.8 sec.
16th :	G. Ligier (Cooper-Maserati V12—3-litre) (Entrant: G. Ligier)	16 min. 59.0 sec.
17th :	C. Lawrence (Pearce-Ferrari V12—3-litre) (Entrant: J. A. Pearce Racing)	17 min. 05.2 sec.
18th :	J. Rindt (Cooper-Maserati V12—3-litre) (Entrant: Cooper Car Company)	4 laps

Fastest lap : D. Gurney (Eagle-Weslake V12), in 1 min. 32.6 sec.—103.02 m.p.h. (165.79 k.p.h.). *New record.*

Heat 2—10 laps—2.65-mile Circuit—26.5 miles (42.65 kilometres)
Cold and dry

1st :	D. Gurney (Eagle-Weslake V12—3-litre) (Entrant: Anglo-American Racers)	15 min. 39.2 sec.
2nd :	R. Ginther (Eagle-Weslake V12—3-litre) (Entrant: Anglo-American Racers)	15 min. 42.6 sec.
3rd :	J. Surtees (Honda V12—3-litre) (Entrant: Honda Racing)	15 min. 43.4 sec.
4th :	L. Scarfiotti (Ferrari V12—3-litre) (Entrant: SEFAC Ferrari)	15 min. 44.8 sec.
5th :	P. Rodriguez (Cooper-Maserati V12—3-litre) (Entrant: Cooper Car Company)	15 min. 52.0 sec.
6th :	B. McLaren (McLaren-B.R.M. V8—2-litre) (Entrant: McLaren Racing)	15 min. 55.2 sec.
7th :	M. Spence (B.R.M. H16—3-litre) (Entrant: Reg Parnell Racing)	15 min. 55.6 sec.
8th :	J. Siffert (Cooper-Maserati V12—3-litre) (Entrant: R. R. C. Walker/J. S. Durlacher)	15 min. 58.4 sec.
9th :	L. Bandini (Ferrari V12—3-litre) (Entrant: SEFAC Ferrari)	16 min. 06.0 sec.
10th :	J. Ickx (Matra-Cosworth FVA—1,600 c.c.) (Entrant: Tyrell Racing Organisation)	16 min. 20.2 sec.
11th :	C. Irwin (Lotus 25-B.R.M. V8—2-litre) (Entrant: Reg Parnell Racing)	16 min. 21.0 sec.
12th :	R. Anderson (Brabham-Climax 4-cyl.—2.75-litre) (Entrant: D.W. Racing)	16 min. 21.8 sec.
13th* :	J. P. Beltoise (Matra-Cosworth FVA—1,600 c.c.) (Entrant: Matra Sports)	8 laps
14th* :	D. Hulme (Brabham-Repco V8—3-litre) (Entrant: Brabham Racing Organisation)	5 laps
15th :	G. Ligier (Cooper-Maserati V12—3-litre) (Entrant: G. Ligier)	3 laps
16th* :	J. Brabham (Brabham-Repco V8—3-litre) (Entrant: Brabham Racing Organisation)	1 lap

** Not running at finish.*
Fastest lap : D. Gurney (Eagle-Weslake V12), in 1 min. 32.6 sec.—103.02 m.p.h. (165.79 k.p.h.).

Final—40 laps—2.65-mile Circuit—106 miles (170.6 kilometres)—Cold and dry

1st :	D. Gurney (Eagle-Weslake V12—3-litre) (Entrant: Anglo-American Racers)	1 hr. 04 min. 30.6 sec.—98.66 m.p.h. (158.778 k.p.h.)
2nd :	L. Bandini (Ferrari V12—3-litre) (Entrant: SEFAC Ferrari)	1 hr. 04 min. 31.0 sec.
3rd :	J. Siffert (Cooper-Maserati V12—3-litre) (Entrant: R. R. C. Walker/J. S. Durlacher)	1 hr. 04 min. 32.6 sec.
4th :	P. Rodriguez (Cooper-Maserati V12—3-litre) (Entrant: Cooper Car Company)	1 hr. 04 min. 33.4 sec.
5th :	L. Scarfiotti (Ferrari V12—3-litre) (Entrant: SEFAC Ferrari)	1 hr. 04 min. 34.8 sec.
6th :	C. Irwin (Lotus 25-B.R.M. V8—2-litre) (Entrant: Reg Parnell Racing)	39 laps
7th :	M. Spence (B.R.M. H16—3-litre) (Entrant: Reg Parnell Racing)	39 laps
8th :	C. Lawrence (Pearce-Ferrari V12—3-litre) (Entrant: J. A. Pearce Racing)	38 laps

Fastest lap : J. Brabham (Brabham-Repco V8), in 1 min. 34.4 sec.—101.06 m.p.h. (162.636 k.p.h.).
Lap Record : In Heat 1—D. Gurney (Eagle-Weslake V12), in 1 min. 32.6 sec.—103.02 m.p.h. (165.79 k.p.h.).
Non-starters in Final : D. Hulme (Brabham-Repco V8), G. Ligier (Cooper-Maserati V12).
Retirements in Final : B. McLaren (McLaren-B.R.M. V8) on lap 1, engine; J. Surtees (Honda V12) on lap 9, stuck throttle; R. Anderson (Brabham-Climax) on lap 11, ignition; J. Rindt (Cooper-Maserati V12) on lap 15, clutch; J. Ickx (Matra-Cosworth) on lap 20, fuel pump drive; J. P. Beltoise (Matra-Cosworth) on lap 21, injection; R. Ginther (Eagle-Weslake V12) on lap 37, steering; J. Brabham (Brabham-Repco V8) on lap 39, electrics.

THE LOMBANK TROPHY—Group 5 Saloon Cars—Two Heats of 10 laps each
Classification by addition of times.

Overall Positions :

1st :	F. Gardner (Ford Falcon 4.7-litre V8) (Entrant: Alan Mann Racing)	36 min. 57.8 sec.—86.03 m.p.h. (138.452 k.p.h.)
2nd :	G. Hill (Ford Lotus Cortina) (Entrant: Team Lotus)	37 min. 04.6 sec.
3rd :	V. Elford (Porsche 911) (Entrant: Porsche Cars G.B. Ltd.)	37 min. 59.4 sec.

Class Winners :

Over 2,000 c.c. :	F. Gardner (Ford Falcon V8) (Entrant: Alan Mann Racing).
1,301-2,000 c.c. :	G. Hill (Ford Lotus Cortina) (Entrant: Team Lotus).
1,001-1,300 c.c. :	J. Rhodes (B.M.C. Mini "S") (Entrant: Cooper Car Company).
Up to 1,000 c.c. :	W. B. Unett (Hillman Imp) (Entrant: Alan Fraser Racing).

BRISTOL FIGHTER OPEN DAY

April 7th is the 50th anniversary of the first operational flight of the Bristol Fighter which took place on April 7th, 1917, and Sunday, April 1st, is the 49th anniversary of the formation of the R.A.F. To commemorate these dates the Shuttleworth Collection will hold an open day on April 1st at which, weather and mechanicals permitting, the sole remaining airworthy Bristol Fighter (powered by the oldest Rolls-Royce aero engine in existence), which belongs to the Collection, will be flown. A Crossley staff-car and a Hucks-starter will be on display and, if conditions permit, other early aeroplanes may be flown. Gates open 11 a.m., admission costs 5s. per adult, 2s. 6d. per child (genuine ex-R.F.C. personnel admitted free). The venue is Old Warden Aerodrome, Biggleswade, Beds.—W. B.

DAYTONA 500
NASCAR Grand National Championship

1st :	M. Andretti (Ford)	235.464 k.p.h.
2nd :	F. Lorenzen (Ford).	
3rd :	J. Hylton (Dodge).	
4th :	T. Lund (Plymouth).	
5th :	J. Grant (Plymouth).	
6th :	D. Dieringer (Ford).	

50 cars started — 15 finished.

TWO YEARS WITH THE JAGUAR E-TYPE

LAST month, and again this month, we have published letters from a reader, giving experiences with E-type Jaguars, both 3.8-litre fixed-head coupé models. I was particularly interested in these letters as I have just completed two years of E-type motoring myself, with a 4.2-litre fixed-head coupé. This car is used for home and continental motoring in the course of reporting on race meetings for MOTOR SPORT, and other activities connected with keeping the monthly pages filled. I suppose I should refer to my Jaguar 4.2-litre as a staff car, except that when I do it seems to upset a lot of people who had the chance of working for our magazine in the early days, but could not see much future in it; also, nobody else drives the car so it really is for personal use rather than staff use.

It was delivered brand-new, in Carmen red with black interior, the day before the practice took place for the Race of Champions at Brands Hatch in March 1965 and its first trip was to that motor race. It celebrated its second anniversary by taking me to Brands Hatch again for practice for the 1967 Race of Champions, by which time the odometer had clicked round to 71,776 kilometres (approx. 44,000 miles) and I had learnt a great deal about Jaguars and high-speed motoring.

The two readers whose letters we published both seem pretty satisfied with their 3.8-litre cars, but I was never very keen on that model. When it first appeared it looked terrific and I felt I wanted one, but when a Road Test car came along and I tried it I changed my mind. I liked the performance and I liked the steering, but I could not tolerate that awful old lorry-like gearbox and I thought the seats were pathetic. At the time I was Porsche motoring and the E-type felt a great dead lump of a car in comparison and I lost interest. When the 4.2-litre version was announced I renewed my interest, for it had a new all-synchromesh gearbox and new seats apart from numerous other improvements. This time when I borrowed the Road Test car from the Editor I was sold on the E-type fixed-head coupé and decided that it was what I wanted, so I turned my back on ten years of Porsche motoring and moved into a different world, a world of effortless high speed touring in the grand manner. The specification of my car was to suit my special needs, so it was left hand drive as 80% of my fast motoring is in Europe and I do want to see where I'm going when travelling fast. Motoring in Britain consists of short sharp bursts of speed, mostly overtaking slow moving vehicles and I find left hand drive very reasonable. The English stick in the middle of the road by nature, so I can look past them on the nearside before overtaking, and sitting on the left allows you to overtake using the minimum width of road, which is better for everyone. I had a 3.07 to 1 rear axle, which allows 100 m.p.h. at 3,800 r.p.m. and 8:1 compression pistons, instead of the normal 9:1 pistons, so that I could motor anywhere in Europe without worrying about petrol standards. I chose the red colour as I think all fast cars should stand out vividly, and red does this better than anything. It never blends with the background when travelling fast, so people see it coming and move over. The black interior was an obvious choice, me being rather oily and grubby by nature, and I covered the rather thin wood-rim steering wheel with a Romac leather sleeve, tightly bound on and it has proved to be the best 29/6d. worth you could buy. The standard wheel gets very slippery in hot weather and I hate wearing gloves, so this leather rim cover has proved to be the perfect answer. I also settled for a k.p.h. speedo instead of an m.p.h. one as time, distance and average speed running is vital to me in my European travels.

Reader Vose from Vienna suggests that the 1963 Jaguar is the best, but I disagree, for the 1965 cars had numerous improvements. The brake booster system was completely re-designed and is trouble-free compared with the earlier system, the gearbox is an obvious improvement, the electrical system incorporates an alternator instead of an old-fashioned dynamo, and because of the greater output it can support much more powerful headlights and a heated rear window, an item that is not necessary until you've had the use of one. I could not tolerate driving a car with a rear window that continually misted up or got covered in rain, for I do like to know what is going on behind me. He criticizes the arm-rest-cum-box between the seats, but I find this enormously useful and on the 2 + 2 this has been reduced to nearly half the size and it has become almost useless. It sounds as though he has done away with the air filter system for the carburetters on his Coombs-tuned engine, but that is something I would never do on a car being used all day and every day, especially on an E-type for the front wheels throw an awful lot of muck back into the engine compartment, in spite of rubber sealing strips. I fully agree with him that 100 m.p.h. is a good cruising speed for the E-type, and at that speed you can back right off the throttle and average 20 m.p.g. on European petrol, though if reader Lees from County Down is to be believed Irish petrol gives even better results (or is it Leprechaun Juice ?). Fuel consumption depends entirely on how you drive, if you keep the accelerator pedal hard down and accelerate at the maximum and run the engine to 5,000 r.p.m. all the time you will do 16 m.p.g. If you press on pretty effectively an overall 18 m.p.g. is easy to achieve; if you pussy-foot on the power you can do 20 m.p.g. and if you drive it with the performance of an average family bread and butter saloon you can do 22 m.p.g. I've no doubt that if you ambled along at 32 m.p.h. with no perceptible acceleration you could achieve 25-26 m.p.g. While running in for the first 1,200 miles I was getting a constant 22 m.p.g.

John Lees says how he gets a thrill from flooring the accelerator at 100 m.p.h. and seeing the nose come up. This is so true of an E-type and when motoring on Autobahns, Autostrada or Motorways I find I am constantly doing this to avoid obstruction travelling at 60-70 m.p.h. The acceleration from 90 onwards is one of the real charms of the E-type and is my " standard " for the valuation of so-called fast cars, and not many match up to it. This acceleration goes on with a progressive feeling to 135-140 m.p.h. and after that every m.p.h. can be counted, the most I have achieved being 143 m.p.h. by rev-counter reading.

When friends heard that I was getting an E-type they said " A good car, but you will spend all your time picking up little bits that will fall off." They were quite wrong, as were those who said everything but the engine would wear out. As regards the engine they were right, in 40,000 miles it has had routine oil changes, routine (10,000 miles) plug changes, new points at the same time on principle rather than necessity, routine oil filter changes and the top timing chain adjusted twice and is still going like a bird. Oil consumption in the first 10,000 miles was appalling, but after that things settled down and now it is just heavy but reasonable. Jaguar are still working on this problem, but they never seem to do anything in a rush at Coventry. For the first 10,000 miles the gearbox was " all right " but nothing to rave about, but after that it improved noticeably and is now a joy. The movement was stiff and notchy to start with but as it became " run-in " it loosened up nicely and from experience I can say that it is a far better gearbox when you are using it with the right hand from a left driving position, the movement being so much nicer. I kept a detailed log of the mileage I covered and by 10,000 miles nothing had happened apart from the original RS5 Dunlop tyres being completely bald and the front brakes pad non-existent. I had followed the routine service instructions thoroughly, doing the work myself as I don't trust the average garage mechanic, and the only fault that had arisen was that the indicator flasher light on the instrument panel failed, though the flashers themselves were still in order. At 20,000 miles still nothing had gone wrong or fallen off, but the rear axle started growling at about 15,000 miles. I was about to set off on a trip to Italy and the noise sounded as if I would not get to the coast, let alone Italy, but there was no time to worry so I just motored on. Other Jaguar owners consoled me by saying the back end was built like the Forth Bridge and it would not break, and the noise was pinion bearings. By the time I got back I was so used to the noise, and as it had settled down and was consistent, I ignored it and at 40,000 it was no worse, but while having a new clutch fitted I had the axle unit replaced as a precautionary measure, at that mileage.

I had given the car a trouble-free target of 10,000 miles, which it achieved easily, and at 20,000 miles nothing had broken, fallen off or let me down, but for the next 10,000 miles I suffered the way my friends told me I would suffer in the first 10,000 miles. The dirt and rust of ages got at one of the front disc brake calipers and it went on and stayed on, which meant stripping the whole unit, then the alternator/water pump driving belt gave up from old age and broke, and one of the motor-cycle type silencers under the tail fell off (old age and bad design). I welded it back on and stiffened the mounting, but then the other one broke, so I threw them both away and made up a straight-through pair of tail pipes which are slightly noisier but not obtrusive and they will not fall off. The nylon driving dog for the electric rev-counter motor wore out and though a new one cost

only 1s. labour costs to replace it would have cost £2 10s !. An expensive fault was at 25,000 miles when the alternator voltage regulator burnt out and with 30 amps being churned out the battery knelt down and quietly died, which left me stranded for a few hours until parts could be found in Milan. Then the Calabrian mountain roads broke the right hand bonnet catch, which involved more welding, since when the bonnet has never fitted quite as nicely. At 36,000 miles I motored too rapidly over some undulating Austrian roads and wrote off one of the exhaust down pipes from the manifold, these being very vulnerable and I did it again on an English road at 43,000 miles. This is partly due to using lower profile tyres than the original Dunlops, so Jaguar cannot be blamed, but ground clearance is a bad point on the E-type if you are like me and drive in a rough and unruly manner on undulating roads. At 38,500 miles an expensive trouble intervened when the alternator packed up, the diodes having burnt out, and a new A.C. alternator is no simple financial problem like an exchange dynamo, but such is the march of progress and you have to pay for improvements. In spite of the cost I would not think of returning to the old-fashioned D.C. dynamo system with its limited output, for with the alternator you can have 200 watts of light shining forwards, wipers, heater fan, heated rear window, fuel pumps, ignition, clock, instrument lights and radio all working at once and the battery is still kept charged. As Monte Carlo Rally competitors have often found, a load like this just creases the average D.C. dynamo. Having just got over this problem I suddenly ran out of brakes and this was the first serious fault to arise, with the mileage at 39,000 miles. Fortunately it was on a slow 2nd gear corner and I was able to scrabble round without an accident. A rubber piston in the brake system slave cylinder developed a tiny score mark, which let the fluid past and I was without any front brakes and back brakes only are pretty ineffective, especially as mine by this time were getting oily from a rear axle seal that was leaking, so as 40,000 miles came up I decided it was time for a pretty thorough overhaul, in preparation for another 40,000 miles of hard use. The front brake discs by this time were rather like corrugated iron and the suspension ball joints were a bit loose and rattly and the clutch, though working perfectly, was obviously going to wear out soon, for like the brakes, if you really use an E-type, it does a lot of work dealing with over 250 b.h.p.

It may seem as though I have had endless troubles but really it has been more a question of maintaining the ravages of hard usage and a rough life. My E-type does not spend much time shut up in a heated garage, nor does it do any quiet commuting or any town driving, it lives in the mud and roughness of the country and is used consistently for long and short journeys and is used well, being afforded nothing in the way of pampering other than a sympathetic mechanical ear and a mechanical " feel " to the driving. When this article is taken down to the village to post it the E-type will take me there at a highly illegal speed, and even faster on the way back, there being strict times and places to achieve 4,000 r.p.m. in top gear, but as reader Vose says, it will be in the " safety category " at all times, for it has such vast reserves if used as a fast touring car. For one short 10-mile dash, on the Targa Florio circuit, I tried using it as a GT car, reducing the reserves to a minimum. I kept the engine at 5,000 r.p.m. by really using the gearbox, used the brakes and acceleration to the full, and cornered over the limit of the Goodyear tyres. It was very exciting *but very dangerous*, and convinced me that the E-type in standard form is not a GT car; if you use it as a T car for Touring in the Grand Manner it is very nice indeed and well ahead of a lot of GT cars anyway. It is a safe car providing you do not provoke it, unlike cars such as the Porsche 911, the GT 40 Ford, a Lotus Elan or the new Dino Fiat, for they revel in being provoked and seem to say " come on, have a go, it'll be all right, we'll stay with you." The E-type seems to say " watch it chum, don't do anything unruly that might embarrass me."

Tyres, like oil, plugs or petrol are mostly a matter of personal choice and after many experiments I am happily motoring on Goodyear G800 radial-ply tyres, with 30 lb./sq. in. in the front ones and 35 lb./sq. in. in the back ones. An E-type on equal pressures front and rear is a rather dangerous joke, no matter what make of tyre. I put Autolite plugs in the engine and just forgot about them until a routine renewal was due, and I pour Castrol oil in the engine by the quart and fill the tank with any Super grade petrol, from the most expensive Esso to cut-price unknown brands and " free-gift " Total petrol. However, I must disagree with Mr. Vose on the tank capacity of a nominal 14 gallons being adequate, especially on inter-continental trips and 17 gallons would have been ideal. The reserve warning light is first-class; mine starts flashing after 267 miles from a full tank, and I run completely dry after 330 miles, so you have 60 miles of warning of low fuel level. I find that you can have peace of mind all the while the orange light goes out under hard acceleration in second gear and the remaining fuel surges to the back of the tank; when it stops doing this you really must look for a petrol station.

If there is one complaint I have about Jaguar in general it is the way their agents seem to be letting the side down. I don't expect to get spare parts over the counter in foreign countries, but I do expect it in England, just as I don't expect to get everything for a VW or Porsche in this country, but I do expect it in Germany. Oddly enough I seem to be able to get *everything* for my various Volkswagen machinery at my local agent, whereas my local Jaguar agent is just a joke. It has a very famous name and poor Mike Hawthorn would turn in his grave if he could read this. It is not as though I ask for rare and complicated bits, far from it, but it would be quicker and easier for me to drive up to Coventry and visit the works. Another Jaguar agent with famous racing associations, in Guildford, was no better, the storeman happily telling me the part number of the bit I wanted and adding " but we haven't got one." When I got on to Henly's main depot in London, who are well stocked, it proved to be the wrong part number anyway ! A Jaguar agent in Malvern gave the impression of never having heard of an alternator, while another in Barnstaple had every sort of driving belt for the alternator apart from one for an E-type. However, they were very helpful and made a jury-rig that got me to Plymouth where Pike & Co. Ltd. were 100% efficient and everything that a Jaguar agent should be. The thought of having the car serviced and maintained by the average agent would make me lose interest in the car, for it would spend most of its time sitting in the workshops waiting for the inefficiency of the stores to catch up. The sort of things that I consider let the side down are the first exhaust down-pipe that was produced from the stores that was so rusty that I refused to accept it; the second was reasonable but the welding was cracked, but as it was all that was available I took it and re-welded it myself. Later I did not bother to try and get a pipe, it was quicker to get the hacksaw and welding plant out and make my own exhaust system. When a slight error of judgement broke the plastic side-light/indicator lens the local stores took a week to produce a new one, which was delivered, but the following week another one was delivered ! Too much or not enough seems to be the motto for service.

Like our two readers Messrs. Vose and Lees I am a very satisfied Jaguar user and will probably stick to E-types until we have enough readers to justify the expense of a Ford GT 40, Ferrari GTB, or Lamborghini Miura. Having got used to 250 b.h.p. and real acceleration at high speed in an effortless manner, coupled with a docility with which Auntie could cope, I would be reluctant to motor in anything less than a 4.2-litre E-type, which means that I shall stick to the very satisfactory way of life that is MOTOR SPORT and race reporting.—D. S. J.

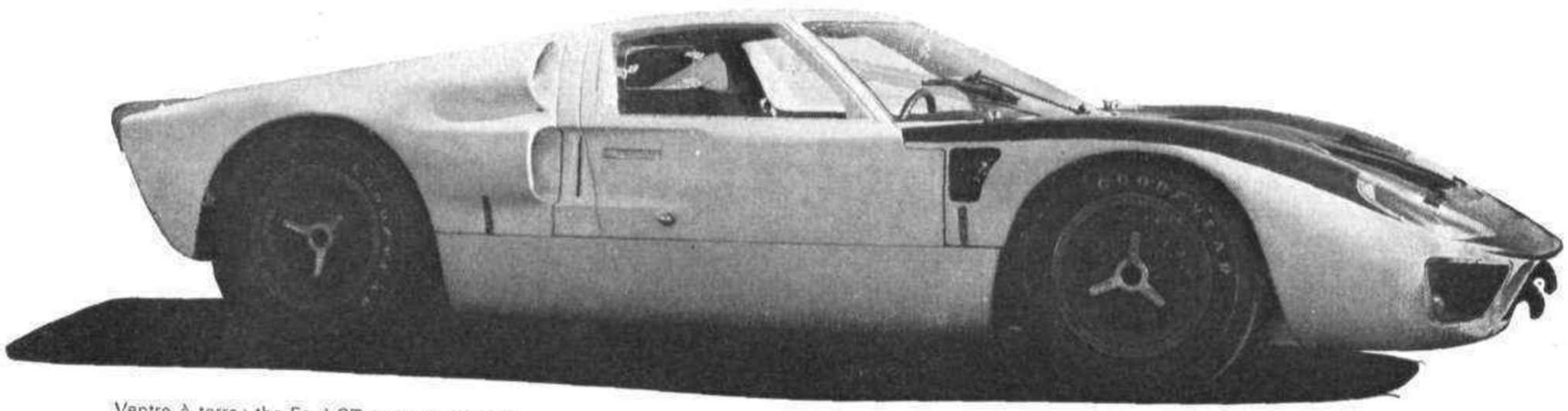
THE RACE OF CHAMPIONS—Continued from page 262

Honda-Surtees set-up now being based at Slough, not far from Lola Cars and Eric Broadley. The Honda was one of the bulky V12-cylinder 3-litre cars, as Surtees raced in South Africa and was depicted on the front cover of MOTOR SPORT for February.

The Cooper team, sponsored by the recently re-organised Chipstead Group of Jonathan Sieff, which is now known as the Cooper Group of Companies, entered Rindt and Rodriguez with Cooper-Maserati V12 cars, as used last year but lightened and improved in detail. Rindt's car was fitted with a 5-speed Hewland gearbox, while Rodriguez was using a 5-speed ZF gearbox. There was a third car, which Rindt used in practice, which had a modified Maserati engine, this unit having its two 12-pole distributors mounted back to back instead of the more usual side-by-side layout. Also on this engine both distributors had alternators built into the drive, instead of only one alternator as on the other engines.

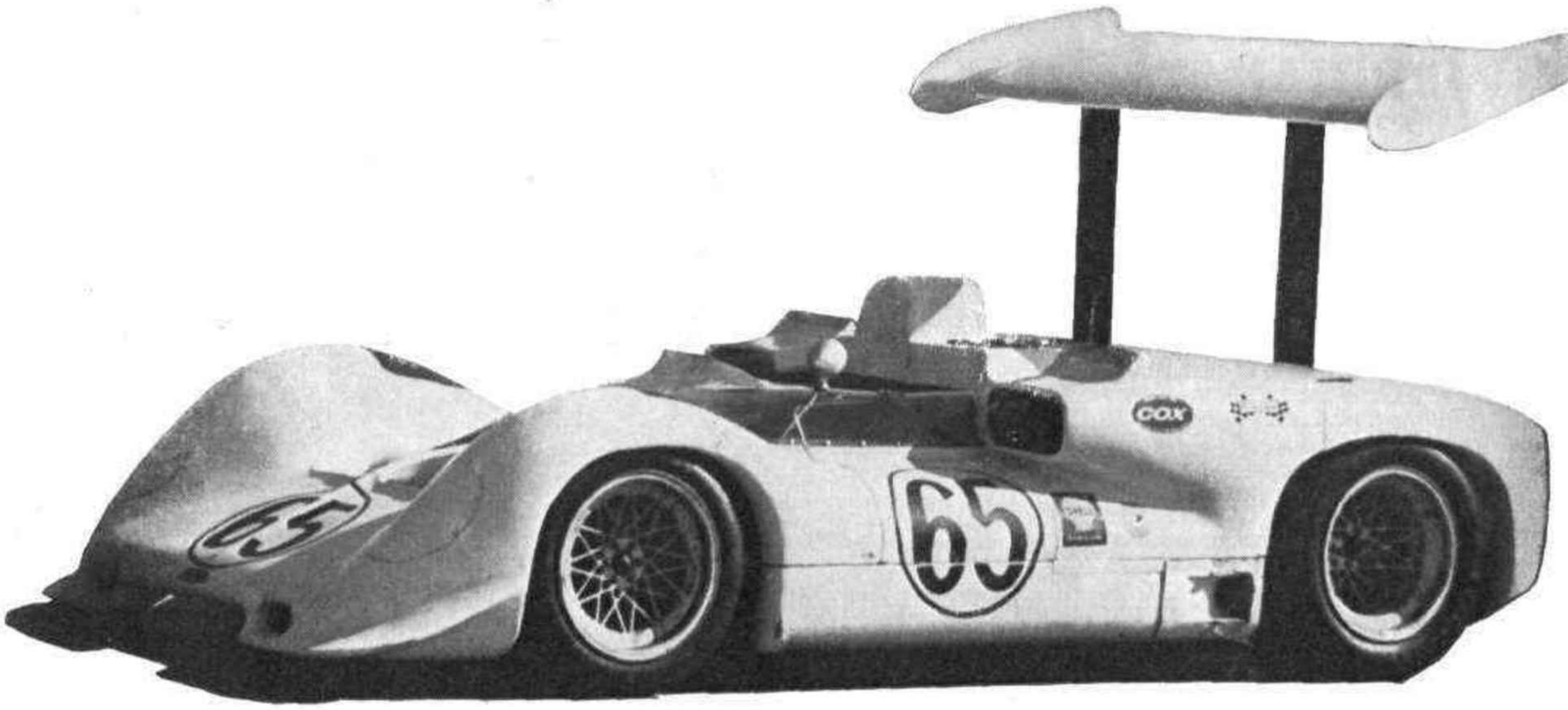
The Brabham Racing Organisation entered two 1966 Brabham-Repco V8 cars as, used in South Africa at the beginning of the year, for Brabham and Hulme, the engines being the 1966 versions as the new one with exhaust ports in the centre of the vee is not yet ready in 3-litre form. Anderson was driving his own Brabham with 2.75-litre Coventry-Climax engine, the car still painted blue with a silver stripe, as in Africa.

There were no works B.R.M. cars entered but Tim Parnell's team was running a works 3-litre H16-cylinder B.R.M., with Spence as driver, and he also ran one of his Lotus 25 cars with 2-litre B.R.M. V8 engine, which Irwin drove. There were no Team Lotus cars entered, their only likely winning car, the 2-litre Lotus-Climax V8 not being back from the Tasman races. The Matra factory entered one of their 1967 Formula Two cars, with new 1,600-c.c. Cosworth-Ford FVA 4-cylinder engine, which Beltoise drove, and Ken Tyrell entered a similar car for Jackie Ickx; the French entry was painted blue and the British one green. These two cars were having to carry 130 lb. of ballast in order to bring them up to the minimum weight limit for Formula One and this dampened their performance a bit. Other entries were McLaren with his 1967 Formula Two-based car, described in last month's MOTOR SPORT, fitted with a 2-litre B.R.M. V8 engine, the Walker/Durlacher Cooper-Maserati of last year, driven by Siffert, the similar car of Guy Ligier, the Cooper-based Pearce car with Ferrari GTO engine, driven by Lawrence, and the modified Lotus chassis with 3-litre Martin V8 engine of the Charles Lucas Racing Team. There should have been two new Pearce-constructed cars with Martin V8 engines, but they were not finished in time due to delays in the supply of parts.—D. S. J.



Ventre-à-terre : the Ford GT sports prototype (body may be modified for Sebring)

Fastback v.



Chaparral keeps its feet on the ground with the help of an airofoil.

High-tailer at Sebring

(but under either shell, it's Shell)

If the Sebring 12-hour endurance race were a concours d'elegance, the palm would probably go to the two Ford GT sports prototypes. These lean, low beauties will be out to repeat their 1966 Sebring success, and to avenge the memory of this year's Daytona.

Strongest challenge to the Fords are the two Chaparrals with automatic transmission. Chaparral were victors at Sebring in 1965, at Nurburgring last year, and led at Daytona this year until victory slipped away on loose gravel.

Chaparral and Ford have one asset in common. Shell petrol and oil. Like Ferrari, and other winning teams, they put their faith in the company who have worked with the winners for 40 years in motor racing. (There will be privately-entered Ferraris at Sebring, but probably no works cars: the Commendatore is keeping them back for practise at Le Mans a week later.)

Shell won't quote you odds for Sebring, but over the last 15 years, it's been 4 to 1 on the winning car running on Shell.

Ford and Chaparral both say good-mileage Shell



VETERAN — EDWARDIAN — VINTAGE

A section devoted to old-car matters

A RARE GERMAN CAR.—This photograph was sent to us by Col. B. S. Heath of Bickley. It shows a 1½-litre o.h.c. Faun driven by Herr Schmidt, father of the present owner of the Faun-Werke A.G. of Nurnberg, at a speed hill-climb of the mid-'twenties. The Company now builds large military vehicles; there is a 1926 Faun tourer in their showrooms. These 64 × 110 mm. cars developed 24 b.h.p. at 2,400 r.p.m. and were prominent in sporting events during 1924-25. Curiously, there is no reference to them in the Batsford book "German High-Performance Cars."



V.S.C.C. POMEROY MEMORIAL TROPHY CONTEST

(March 18/19th)

Talbot BGH 23 Proves Itself Again

INTENDED to define the best all-round touring car, this is the only V.S.C.C. event open to cars of all ages; this year's entry embraced 19 post-war, 17 each vintage and p.v.t., and four Edwardians. The fastest were Crabbe's DB4GT Aston Martin with 4.2-litre 375-b.h.p. engine, Corner's ex-works Jaguar D-type, the Hon. P. Lindsay driving Crossthwaite's ex-Kerrison 250GT Ferrari Special (to do which he had to remove the seat cushion), Penny Griffiths in her ex-Atkins/Salvadori fuel-injection lightweight Jaguar E-type, and McGrath with an ex-Ecurie Ecosse Jaguar D-type with i.r.s. grafted on. But some just used their tow cars, like Douglas Hull with his Jaguar XK150S and Edwards with his faithful £125 Armstrong Siddeley Sapphire. Stoyel had a B.W.M.-engined Lotus 6 but Winder's Triumph TR Special did not pass the Scrutineers. Non-starters included Black's Monza Alfa Romeo, because he had a boil, and Smith's 3-litre Bentley with magneto trouble, while Durdin's rebuilt 30/98 Vauxhall missed the tests due to deranged valve gear, but ran on the Sunday.

Saturday at Silverstone Crabbe made best time in the brake test (6.0 sec.), s.s. ¼-mile (14.2 sec.), in which Corner did 14.63 sec. and Miss Griffiths and McGrath 14.72 sec., and f.s. ¼-mile (7.76 sec.), Corner clocking 7.87 sec. and McGrath 8.22 sec. But these very quick cars were penalised for sending the decibel meter off the scale, Lindsay, who was fastest in the steering test (21.67 sec.), Leo in the Le Mans V12 Lagonda, Conway (Type 43 Bugatti), and Charnock's 4.3 Alvis Special being likewise penalised. Although Crabbe and Corner had spun through 360 deg. in the steering zig-zag, they were not the slowest! Miss Griffiths was ladylike in the zig-zag and failed the brake test. Some of the cars, including the 1908 Itala and Blight's team of three Talbots, erected hoods for the sprints and so gained bonus marks. This must have suited Harry Rose, who never seems to lower the hood on his Le Mans 4½ Bentley. Sears, in the ex-Lycett 8-litre Bentley with Sir John Whitmore as passenger, was amongst those going impressively fast at the end of the flying-¼, Mrs. Russell's 7¼-litre 23/95 Mercedes overtook a bicycle, and Conway, Junr., had inlet manifold gasket trouble and crawled pitifully along in the Type 43 Bugatti.

The one-hour High Speed Trial, run as two events, was a magnificent spectacle, with wildly mixed fields, and took the greatest toll. In the first, Bailey went racing, lamps on, in his Mk. 6 Bentley pseudo-racer, leading Sears and soon lapping the Mercedes, which was being continually overtaken on the right as it pursued its slow if majestic path on the extreme outside of the course, and the white-overalled Hancock in his 1927 O.M., Sismey's Speed 20 Alvis misfired, and after No. 6 plug had been changed broke a valve-spring cap and dropped No. 6 exhaust valve. Elliott's fast manx-tail 3½/4½ Lagonda split a water hose, Rippon's 328 B.M.W. retaliated for having been advertised for sale by blowing shut its radiator shutters and overheating, Oddie's ex-Waine 328 B.M.W., after a good run, lost its fan belt and blew its gasket, or worse, and Bowler, Junr., driving Talbot GO 52, ran out of petrol, whereas last year he started with too much, which ruined the handling! Most unfortunately, the G.P. Itala ran a big-end on its last lap.

As Carson led the field off behind his Volvo to the rolling start of the second hour-run, Lord Strathcarron's Jensen C-V8 was having its nave-plates feverishly removed from the wheels. He went very fast, until dropping oil pressure and fuel level made him ease up. Crabbe was soon hurtling round, but Corner's Jaguar eventually got ahead. The Aston Martin later dropped a valve. Leo's Lagonda lost one bank of cylinders when a head sealing ring failed, causing loss of water *via* the exhaust pipe, and McGrath's oil scavenge pump packed up. The Armstrong Siddeley lapped in under 1¾ minutes, as if to prove something or other. Rose was going well, but without headlamps (so was his Bentley a tourer?). Charnock's Alvis was another car that apparently resented its owner having tried to sell it, because in towing away McGrath's sick Jaguar it broke its Silver Crest gearbox and had to retire.

Sunday morning proved those competitors still running as roadworthy, on a 40-mile navigational run which included a hill re-start. Crabbe navigated for Hull, Kain for Conway; the Mercedes and Miss Griffiths' Jaguar stayed at home. Blight made no mistakes, winning the Pomeroy Trophy for the second year running, in that most appropriate car, Talbot 105/110 BGH 23. Now all who intend to set off on the Grand Tour must search for Roesch Talbots and the S.T.D. Register should be jubilant! Especially as Blight beat Rose's Le Mans Bentley by 56 points and Conway's Type 43 Bugatti by 68½. Altogether a splendid event.—W. B.

Results :

Pomeroy Memorial Trophy : J. A. F. Blight (1934 2,969-c.c. Talbot), 1,208.5 pts. **2nd :** H. Rose (1928 4,398-c.c. Bentley), 1,152.5 pts. **3rd :** H. G. Conway (1928 2,300-c.c. s/c. Bugatti), 1,140 pts. **4th :** M. H. Morris (1951 1,971-c.c. Frazer Nash), 1,136 pts. **5th :** The Hon. P. Lindsay (1960/4 2,953-c.c. Ferrari), 1,129 pts. *All these won First Class Awards. Second Class Awards :* M. H. L. Bowler (1929 4½ Bentley), A. M. Wadman (1934 Alvis Speed 20), B. M. Gilbart-Smith (1960 A.C.-Bristol), G. Daniels (1930 4½ Bentley) and S. G. Curtis (1931 Talbot 105—GO 53). *Third Class Awards :* G. T. Shoosmith (1929 Bentley Speed Six), E. N. Corner (1955 Jaguar-D), P. E. L. Carmichael (1957 Aston Martin DB2/4), N. Arnold-Forster (Lord Montagu's 1913 Prince Henry Vauxhall) and D. H. C. Hull (1959 Jaguar XK150S).

POMEROY PRATTLE

Some odd tyre sizes were in use, from the "castors" on the front wheels of Curtis' Talbot to the big podgy back tyres on the 1908 Itala. Why cannot all vintage cars run on sensible-looking tyres? A spectating 30/98 Vauxhall 2-seater on b.c. tyres set a good example!

* * *

The Itala did the hour-run *sans* screen, Sismey, Russ-Turner (1939 4¼ Bentley), Shoosmith and Daniels folded their screens flat, Sowden's 1930 8-litre Bentley and Weeks' 1929 Riley/M.G. Special had aero-screens.

* * *

All credit to three of the Edwardians, for completing the hour run. The Lotus' bonnet was nearly as high as its hood! The GO Talbots and Sears' Bentley carried plates listing pre-war racing honours.

* * *

Why not include a timed hill-climb and cold and hot starting tests, next year? The fuel-consumption test has been abandoned, as difficult to organise. Banbury's Town Clerk reserved a car park for V.S.C.C. use. Good show!

V.S.C.C. FILM SHOW

The annual Vintage S.C.C. Film Shows are for the entertainment of Club members, not public showings, but as friends of members attend them, and as this year they were screened not only in London but at Manchester, Birmingham, Bath, Mottram, and Newcastle-on-Tyne, it seems permissible to comment on them. We chose to attend the showing at Bath, because this was an excellent excuse for exercising the 1930 Sunbeam Sixteen, going first to call on Hervé Coatalen (whose famous father designed the car) for the purpose of looking at his photographs, paintings and scrap-books, that recall nostalgically the racing exploits of the great Wolverhampton Company, as well as Sunbeam's activities in the air and in the sphere of motor-boat racing, before taking tea in Hungerford and then driving on to Freshford in the gathering dusk of a February evening.

The attendance was excellent, many vintage cars were in the car park outside the new Memorial Hall, and apart from the Club Film for 1966 by Roscoe Films, we were treated to a Harold Lloyd silent comedy featuring a Model-T Ford, the hero far more boyish than I remember him (and I was a schoolboy Harold Lloyd fan), a fabulous Mark Sennett comedy embracing a hilarious motor-race, and were able to enjoy again the 1930-34 instalment of Bill Mason's inimitable Shell motor-racing documentary and his splendid "Age of Adventure" film. The Club film was disappointing, for although it included some fine action shots taken in colour at Oulton Park and Prescott, the two Silverstone race meetings and the Prestigne Rally were omitted and much of the film was taken up with episodes the cameraman thought comic instead of with vintage-car activities. As humour is so easily provided at these shows by hiring professional funny films, surely the Club Film should strive to be a serious annual documentary of the more important V.S.C.C. fixtures and the highlights thereat ? Anyway, we had a splendid run home in the moonlight in our vintage car, at an average speed of quite 29 m.p.h.—W. B.

FIAT REGISTER DINNER

The Fiat Register held its annual dinner last month at the Montague Hotel in London, presided over by George Liston Young. Amongst the pre-war Fiat celebrities present were Tuson and Derrington. The Inter-Register Shield, won last year by the Register, was presented and other prizes handed over by charming Mrs. Paula Marioni. The evening concluded with two Fiat films, one depicting the very severe testing to which prototypes of the Tipo 124 Fiat were subjected before this brilliant new saloon was put into production, the other a rather clinical documentary showing how dummies react to crashes in cars, radio control of full-size cars from pilot cars and helicopters being used to simulate various kinds of accidents, even to 70 m.p.h. head-on impacts, proof of the serious approach Fiat of Turin is making into research of this nature.—W. B.

V.S.C.C. RACING AGAIN—APRIL 22nd

Everyone who likes vintage cars and who can get there will presumably go to Silverstone on April 22nd for the first V.S.C.C. Race Meeting of 1967, which commences at 12.15 p.m. with a One Hour High Speed Trial for vintage and p.v.t. cars, followed by races which will include the 10-lap Itala Trophy for vintage racing cars, the 15-lap Allcomers' Scratch Race, the 10-lap Melville and Geoghegan Trophies Race for vintage sports cars, and supporting 5-lap handicaps and group handicaps. This meeting qualifies for points towards the 1967 MOTOR SPORT Brooklands Memorial Trophy Contest, details about which appear elsewhere. Entries close on April 4th. The public is welcome, the admission charge 10*s.* per car; the B.R.D.C. is charging 2*s.* 6*d.* a head for a seat in the Woodcote and Pits grandstands. There is to be a special Members' car park for those arriving in Edwardian, vintage or p.v.t. cars, an idea instituted by W.B. and D.S.J. some years ago but which was, for some unfathomable reason, frowned on in those days, by the V.S.C.C. Committee.

These meetings are redolent of a mixture of pre-war G.P. races and post-war Brooklands served with a spice of 1967, and usually attract bigger crowds than ordinary Club meetings for modern cars. So discerning enthusiasts should note the date and place—April 22nd at Silverstone.

THE BULL-NOSE MORRIS CLUB

That excellent institution, the Bull-Nose Morris Club, extinguished itself at the end of last year when the Committee resigned *en bloc*. The Club has now been revived but will cater only for *bull-nose* Morris cars; the new Secretary is Mrs. R. Moore, 3, Glebe Lane, Great Shelford, Cambridge. The Oxford Rally is on September 17th.

VINTAGE POSTBAG

What Was a Brook's Super Sparker?

Sir,

I wonder if you can help me. Recently I found in an old tool-box of my late father, a Brook's Super Sparker, bearing the Pattern No. 252608.

It is a little rectangular metal box with a detachable front cover in which there is a glass window. Inside are four adjustable sets of contacts, each numbered 1-4. On the back of the instrument are eight terminals to which I believe the high tension cables would be attached. The spark would have to jump its appropriate contact set, prior to wending its merry way to the spark plug. If you have any information on this little, I would imagine, accessory, such as where it was fitted, to what it was fitted, and about what period, I would be more than grateful.

N. BUXTON.

Todwick.

* * *

That Mystery Car

[Below is a letter from the reader whose picture of a vintage Hands baffled everyone, including me—although the 4-stud wheels should have been a clue.—ED.]

Sir,

My interest in motoring began at an early age as my father had, in 1917 or thereabouts, a de Dion Bouton, Belsize, and two Ford Ts to deliver the goods from a grocery business at Ilkley (it must have been a good business although when young this does not occur to one), and it was not motoring sport that accelerated my father's age!

I had always wanted to own a Scott motorcycle but ended up buying the Hands, of which a photograph is enclosed. We found motoring expensive but enjoyed every moment. (Price £80, but sold for £22!)



I bought it in the dark, in a garage at Hull, and *could not drive* at the time and asked the seller to take it home for me! Needless to say the car had many faults (a "pup" in fact) but with many helpers all was put in order.

I worked for a multiple firm at the time and the purchase of a car in those days it would appear to me meant a speedy transfer to another part of Great Britain, which duly happened.

I used to travel up from London many a weekend to have a tour in my car, which, by the way, in my absence had been used by all and sundry.

These excursions into the country were a little hazardous as when we broke down, which seemed a little frequent, I was in the heart of the country and the excursion train was due back in a few hours. I well remember an A.A. man mending a broken rotor arm with copper wire and my hitch-hiking back in a Rover car after waiting some time for any vehicle at all.

After the Hands I had two Scotts, a Swift, Austin Ruby, Morris Ten Series II, a Lea-Francis (one of the best cars for steering and gears I will ever experience), and lastly a 2½-litre Daimler and two Rovers, a 75 (now owned by my younger daughter) and now a 3-litre which gives me a lot of pleasure with its power and reliability.

I won't mention my age but hope to motor for many years to come.

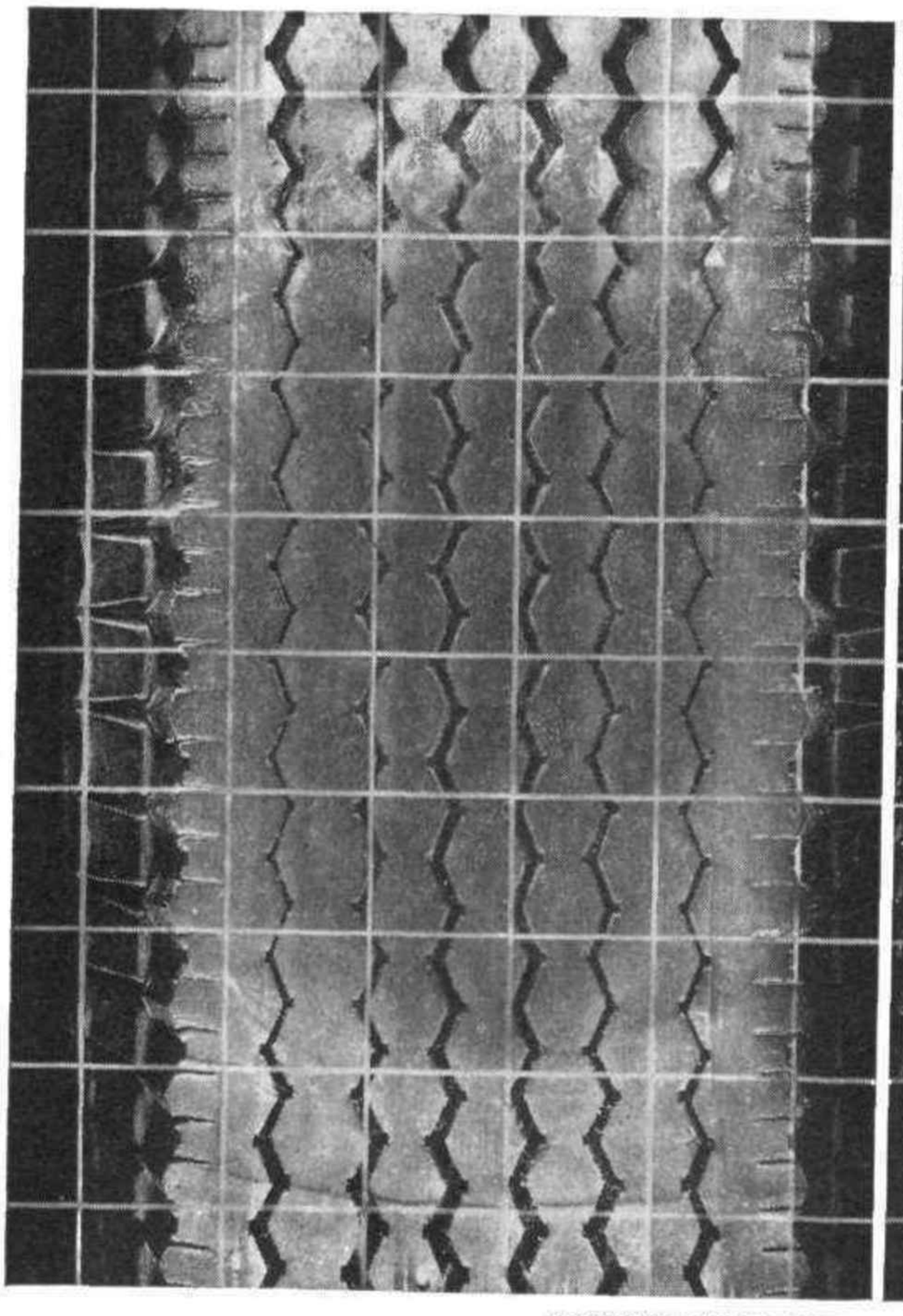
G. H. WRIGHT, M.P.S., A.R.P.S.

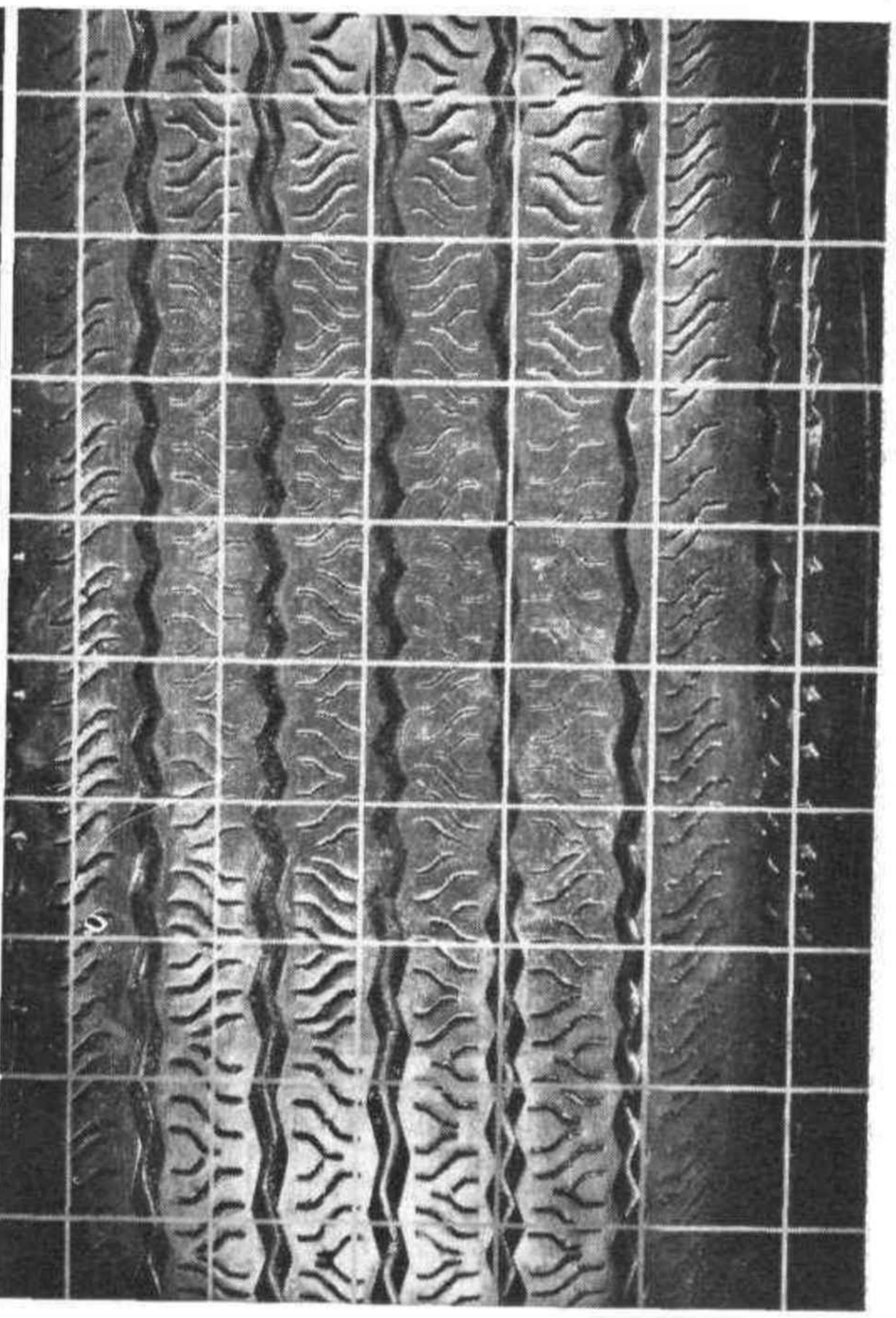
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See how **INDIA AUTOBAND RADIALS**

AVOID WEAR



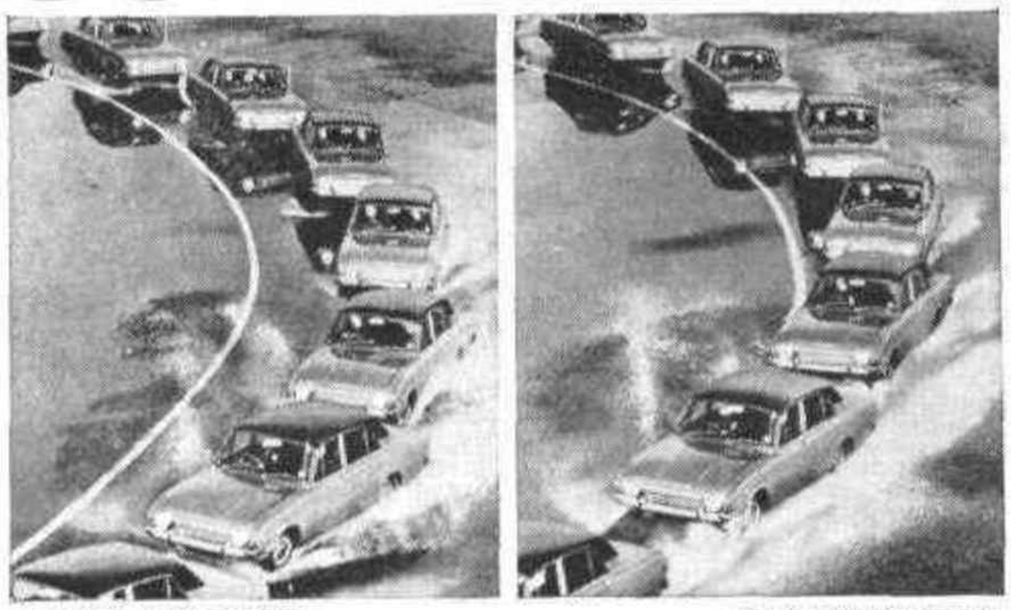


ORDINARY CROSS-PLY TYRE

INDIA AUTOBAND RADIAL

PROOF India Autoband Radials don't merely *resist* wear. They *avoid* wear. And these remarkable photos show how. They show what happens to a section of the tread during the split-second it's touching the road. Both tyres carried the same load and were correctly inflated. With the ordinary cross-ply tyre, the tread grooves close appreciably as they touch the road—open again as they lift off. This movement occurs many times every second. And each time it causes *wear*. But with the India Autoband Radial, extremely supple sidewalls and powerful bracing layers beneath the tread allow the tread to lie *flat* on the road. Tread movement is restricted, and rate of wear considerably reduced. And because the full width of the tread is always in contact with the road, the small amount of wear that does take place is spread more *evenly* right across the tread. All of which adds up to *considerably* greater mileage. In fact an India Autoband Radial will stay above MOT safety standards for, quite literally, *thousands* of miles more than a cross-ply. Admittedly, it costs around 25% more, but if you're the kind of motorist who gets through a lot of miles and gives his tyres a hard life, it'll give you a hefty saving in the long run.

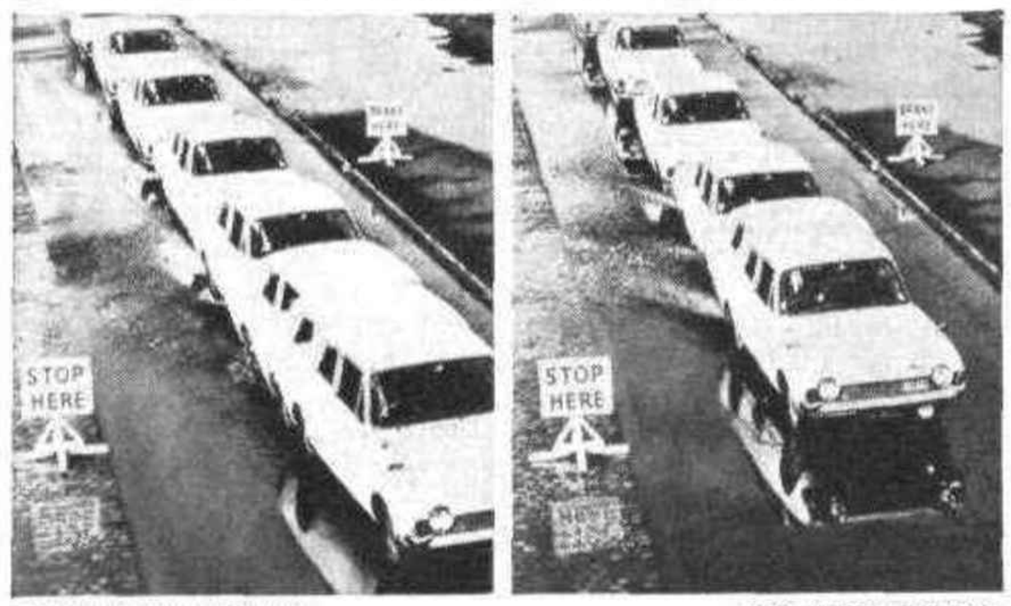
CORNERGRIP



ORDINARY CROSS-PLY TYRE — INDIA AUTOBAND RADIAL

Because the entire tread width of the Autoband Radial is always in contact with the road—even when you corner—you get far greater grip. And the tread grooves don't close right up when you corner—give you full cornering power at all times.

STOPPINGPOWER



ORDINARY CROSS-PLY TYRE — INDIA AUTOBAND RADIAL

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

AND AS IF THAT WASN'T ENOUGH...

you get remarkable road holding in the wet (the India Autoband Radial's tread pattern clears water *fast* from the contact area)—plus *better acceleration; better traction; better high-speed* performance; up to 5% more miles to the gallon; and, at over 40 m.p.h., less road roar and a more comfortable ride.

Ask your India dealer to tell you more about the remarkable India Autoband Radial. It costs only 25% more than ordinary cross-ply tyres remember. A small price to pay for so much extra mileage, so much extra performance, so much extra safety.

STOP ACCIDENTS



INDIA AUTOBAND RADIALS

Memories of the Rhode

Sir,

I should say that there is not much doubt that the car illustrated on top of page 94 in the February issue is a Rhode Occasional Four [No—see previous letter!—ED.]. I had one of these cars new from Messrs. Mebes & Mebes in Gt. Portland Street about 1924 and ran it for two years.



The Rhode was remarkable for two reasons—an engine of 1,100 c.c. which, in retrospect, seemed to be quite a bit in advance of the times and a transmission which was years behind. The engine had an overhead camshaft driven by bevel gear in the front, from which the dynamo was also driven. The electrics were Brolt and carburetter Cox-Atmos. No starter, but throughout the two years I had it it never failed to start with the first pull on the handle and only once let me down on the road and that was through a blocked petrol pipe. But—oh boy—the transmission! Solid back axle. Propeller shaft splined at the front end which engaged with a three-pronged spider coupled to a Hardy-Spicer u/j. If one greased the splines they were gradually ground away by the collected dust. I used to get over this for a time by fitting distance pieces between the spider and the u/j which brought the former back on to the unworn part of the splines but this didn't last for long naturally. I had three new shafts in the two years, all of which were fitted free. The handbrake was externally contracting on the shaft and if one adjusted it close enough to have any effect it usually caught fire on a long run. I remember putting one such out with a bottle of lemonade in the middle of Salisbury Plain. The back brakes were virtually useless however often one relined them. It was lucky there was not much on the roads in those days! The ¼-elliptic springs used to become flat after a time and had to be reset. The last time I had this done, or maybe had a new pair of rear springs, coincided with the fitting of the third propeller shaft. At this time I had advertised the car for sale and took out two prospective customers for a trial run. Having gone over a largish bump I seemed to be suffering from loss of drive which, on investigation, was due to the new springs flattening out and letting the shaft come clean out of the spider. Of course, it was raining at the time and, needless to say, "No sale" was registered.

Your correspondent is the only other person I have ever heard of owning a Rhode.

Ruislip. B. S. GOODBAN.

[I owned a 1924 Rhode just before the war and even used it to visit the MOTOR SPORT offices in the City, although it had no starting handle or starter, at the time! A policeman on traffic duty at the Bank helped by telling me to stop the engine as it was smoking heavily!—ED.].

* * *

The Twin o.h.c. Engine

Sir,

I was particularly interested in Anthony Blight's letter in which he expounds the theory that in vintage days the quick way to financial suicide was to produce for public consumption a twin overhead camshaft engine.

I would not pretend to be an automobile engineer but I am by profession concerned with the production of other types of mechanical engineering. The subject of twin overhead camshaft engines has always intrigued me because the design seems so very right as a basic engineering concept. I have always felt that once M. Henri had produced the racing Peugeot of 1912 with this valve arrangement it should have been only a matter of time before all other designers

would follow suit. The question is, why haven't they done so?

We can start with the premise that there is nothing very difficult in making a twin o.h.c. engine, in fact there are certain aspects such as the symmetry of the cylinder block casting, as opposed to one in which the push-rods have to be enclosed on one side, which simplifies the manufacture. The number of pieces involved is slightly higher, two camshafts instead of one and a certain number of drive components. However, on an expensive car this is not sufficient to deter anyone.

I think that one real snag lies in the servicing. Before the war decarbonising was a necessity which has now disappeared with the improvement in petrols and oils. With any type of overhead camshaft engine the removal of the cylinder head immediately becomes more difficult and there is the possibility of the valve timing being wrongly set on re-assembly. Add to this the obsession of many designers in the vintage era that the block and head should be in one piece and obviously the normal annual decarbonisation and valve grind gets out of the range of the average garage mechanic to perform satisfactory.

Another basic snag was that of noise. It is very much more simple to bury a noisy cam and tappet mechanism in the relatively massive surroundings of the crankcase than to achieve a cam form sufficiently quiet to be housed only in a thin cast aluminium cover. The drive, which nowadays can be extremely reliable and quiet with a roller chain, now made to very much closer limits than the chains of years ago, was prone to maladjustment on re-assembly after servicing. This is particularly so if gear wheel meshing adjustments are involved.

An example of just how good a twin camshaft engine of the 'twenties could be is the Model 'J' Duesenberg. I had one of these engines some years ago and fitted it into a Bentley chassis purely as an experiment to see what the engine was like to drive behind. It was excellent and mechanically very quiet despite a very respectable power output for its size. Here the drive was by inverted tooth chain and a great deal of attention must have been paid to the cam profile because the camshaft covers were only of very thin aluminium.

Summing up, my feelings are that the twin overhead camshaft layout is not difficult nor particularly expensive to make and is definitely the ideal solution. In the past the necessary periodic removal of the cylinder head and the quest for a quiet engine made most designers use push-rods. Nowadays the former is unnecessary and quiet cam shapes are better understood.

I think that we shall see more makers turn to this method of operation in the future.

Streetly. B. MORGAN.

Sir,

I see from Mr. Blight's lengthy epistle in February MOTOR SPORT that he misunderstood my previous letter.

Mr. Blight states that twin o.h.c. was commercially unacceptable in 1930 and backs up this statement by saying that Salmson (and Alfa Romeo) marketed t.o.h.c. because they had already developed a racing version, and that the attempt brought failure to the firm. Nothing could be further from the truth.

I would like to quote from an article written by Emile Petit himself last year (my own translation unfortunately).

> " . . . at the end of July (1921) the engine (four push-rod push-pull) was converted so that the rockers were replaced by twin overhead camshafts with inverted bucket tappets.
>
> " In October 1921 the production programme was finalised :
> (1) With engines with valve actuation by four rockers.
> (2) With engines with t.o.h.c., reserved for ' sports ' cars, then at the beginning of 1922 for four-seater tourers and saloons (cylinders bored to 65 mm. for cars weighing over 1,100 kg.).
>
> " In 1922, four racing cars were constructed with t.o.h.c. and desmodromic valve operation. These cars represented Salmson in most of the major 1,100-c.c. events between 1922 and 1928."

In 1929, Petit left Salmson and they stopped racing. In 1930, the t.o.h.c. engine was redesigned, and remained successfully in production until the outbreak of war. Between 1934 and 1938 these engines powered the British Salmson. After the war, a still more advanced 2 o.h.c. was produced until 1954, when Salmson finally lost its identity.

I am not saying that t.o.h.c. was necessarily the best design for a car in 1930, but merely that it was possible to produce them without bankrupting the firm.

London, N.W.7. M. J. D. WHITE.

* * *

The Price of Vintage Cars

Sir,

There are one or two points arising from the letters of Messrs. Carmichael and Robertson which I would like to take up.

Firstly, the letter of P. E. L. Carmichael. For some reason he incorrectly assumes me to be a dealer in vintage cars which primarily I am not. Over the last ten years I have not sold as many vintage cars as I have seen advertised under his name in the last two or three years so his touching concern as to whether anyone will buy a car from me as a result of my previous letter is quite unfounded. From the prices at which I have seen his cars offered, I am surprised that he of all people should write in such vein—perhaps he is using me to ease his own guilty conscience! To P. E. L. Carmichael I would say, " People in glass houses . . ."

Mr. Robertson accuses me of being hysterical in my defence of the dealers' side. I have read my letter sentence by sentence and find it perfectly logical. I defy any person to argue against the simple business principles contained therein. If I had misvalued a car by nearly £400 I would certainly not write to a magazine advertising the fact! The person who subsequently bought the Rolls-Royce from the dealer would not have done so had it not appeared to represent value to him so he was apparently satisfied. The dealer was happy, which only leaves Mr. Robertson, who was unhappy when he learned of the resale price, remember, he too was satisfied with the dealer's price when selling! Who can say what represents a reasonable profit? Who can say what a vintage car is worth? As I see it, a vintage car is worth as much as you can get for it. Mr. Robertson clearly did not try very hard when it came to selling his.

Otley. C. A. WINDER.

[On this unhappy note this sordid matter is now closed.—ED.]

* * *

More About Elcosine

From Sir Anthony Stamer, Bt.

Sir,

Your article this month, connecting this fuel with the Bugatti racing teams of the mid-'30s surprised me, for I had always assumed that this fuel was an Alfa Romeo monopoly.

The story, as I know it, was that Ing. Jano was looking around for a new fuel to boost the performance of the 1,987 c.c. 8-cylinder P2 Alfa Romeo for the 1925 season.

In 1924 this classic Grand Prix engine was developing 140 b.h.p. at 5,500 r.p.m. with a 6:1 compression ratio, but any efforts to improve upon this figure had resulted in chronic " knocking."

Team driver Antonio Ascari then produced two friends of his, the brothers Werner, who manufactured Ethyl Alcohol and were also devotees of motor racing. The Werners reckoned that they could produce the answer to Jano's problems, and though dubious, the latter agreed to try their product.

Thus Elcosina was born, and on its first trial, the P2 engine produced 154 b.h.p. The first race run on Elcosina was the 1925 European G.P. at Spa, when Ascari and Campari led with ease throughout, Campari winning at 74.56 m.p.h.

There followed the French G.P. at Montlhéry on July 26th, when Ascari and Campari again jumped into the lead, and at half distance their position appeared unassailable. But tragedy stepped in when Antonio Ascari crashed fatally, and the Alfa team was withdrawn from the race.

The only reliable reference that I have, states that Elcosina was composed of 44% Ethyl Alcohol and " a percentage of ether "—which doesn't help much. One would guess that the remainder might be Benzole plus 1% of oil for supercharger lubrication.

The use of Elcosina led to severe consumption and temperature problems. Further, it was highly unstable, the presence of only a drop of water causing its components to separate and statify; when a stabilising agent was introduced, the fuel corroded engine components, particularly the bronze carburetter body.

Small wonder, therefore, that with the end of the 1924-25 2-litre formula, Alfa Romeo signed up for their fuel requirements with NAFTA, the Italian division of Shell, whose brilliant Swiss-born technician Ing. Somazzi worked in conjunction with Sir Harry Ricardo and the British Shell Company eventually to produce in 1932 the well-known sports-racing fuel Shell Dynamin.

As a matter of interest, the composition of the Dynamin supplied for the 1932 Mille Miglia was

Ethyl alcohol	20%
Benzole	30%
Special aromatic benzine from Borneo	49%
Castor-based oil	1%

Teffont Magna. ANTHONY STAMER.

Sir,

You refer to Elcosine. H. R. Scott's notebooks (which I have), recorded when he was chief development engineer at British Anzanis

at Kingston (part of the Frazer Nash " empire "), refer often to tests carried out using Alcozene.

On July 18th, 1928, a series of tests was carried out on the o.h.c. supercharged " Slug " Anzani engine when with Discol various main jets were tried, with the 240 main jet 107.7 b.h.p. was raised at 14½ lb. boost. With the 250 and 260 main jets, raised 116.6 b.h.p. at the same boost.

Tests were then carried out with 50% Discol, 50% Alcozene and a 240 main jet then raised 114.8 b.h.p. With pure Alcozene the main jet dropped to 220 and the former to 105 b.h.p.

The fact that the main jet sizes are the same prove that this was a petrol or Benzole based fuel with a very small alcohol content. RD1 and PMS2 were used with the supercharged side-valves but there are no test figures on the Slug with pure alcohol fuels, which proves that it probably ran cool.

One set of test bed figures on an aircooled cyclecar engine for a Morgan also shows about 22 b.hp. briefly achieved their " Speed in front cylinder," after which the engine then achieved 30.2 b.h.p. at 4,000. This engine was then taken down, big-end changed and piston eased. The " Speed Powder " was obviously not efficient on engine No. AM1658, later in the book it also refers to "flowers of sulphur added."

DAVID THIRLBY,
Stourbridge. *Registrar of the 'Nash Section of the V.S.C.C.*

* * *

Rhodes on Roads

Sir,

The Hands pictured in your February issue drew forth some amusing guesses, particularly as three of your correspondents declared it to be a Rhode.

As a motorist for some 56 years I recall and quote a slogan coined in the 1920s; " If you had Rode in a Rhode you'd have knowed." Evidently they hadn't rode !

Coulsdon. HAROLD A. COX.

* * *

Keep them in the Clubs

Sir,

It was flattering to read in your " Measham " report your remark that the Riley Register was commendably well equipped to help enthusiasts to find low priced p.v.t. cars of this breed. Why ? Our advertisement bearing newsletter cannot be so very unusual. Surely it is just that we have managed to keep our heads and a sense of proportion. Others could well take this advice, we do not have to have anything to do with the investor cum gambler fraternity who in effect seek to take cars off the road.

I have recently received a letter from some " Auctioneers and Estate Agents " in Sussex advertising an auction of vintage car parts etcetera. I fail to see how enthusiasts will get spare parts cheaper this way than through the advertisements of the V.S.C.C., Riley Register and similar organisations.

Horsham. J. STOTON,
Hon. Sec., The Riley Register.

A G.W.K. Memory

Sir,

My uncle bought one of these machines new, in the middle 'twenties, after owning an earlier 2-cylinder, rear-engined model. I think it must have been an " F " type, as the layout is identical to that shown in your article.

Our garage was very hard to get into, requiring a sharp turn from a narrow lane into a yard, and then two reverses in mid-yard to get into a garage. Usually I put visitors' cars away, but the G.W.K. was one car I refused to drive.

The trouble was that the friction material was not on the driving disc, but was a narrow strip around the *driven* wheel, which is stationary when you're getting the car going. Remember, the only clutch you had was the contact area of these two wheels, the clutch pedal simply separated them against a spring load.

As well as this, with insufficient reduction through the friction drive, there was an internal gear reduction back of each brake drum. This was very cunningly arranged so that, when you let the clutch in, the whole back of the car rose several inches, and *vice versa* when you went backwards. I can still conjure up a picture of my uncle, in that rather small yard, letting the clutch in quickly to avoid a flat, then jamming the brakes on to avoid hitting a wall, with the car hopping up and down wildly and my uncle hanging onto the wheel and bouncing even higher than the car.

My uncle only kept this awful piece of machinery for a month or so, replacing it with a Galloway, with which he never really came to terms as it had a clutch stop which he never mastered, but that is another story.

Cheltenham. FRANK DAVISON.

* * *

A BIT OF ROAD/RAIL HISTORY

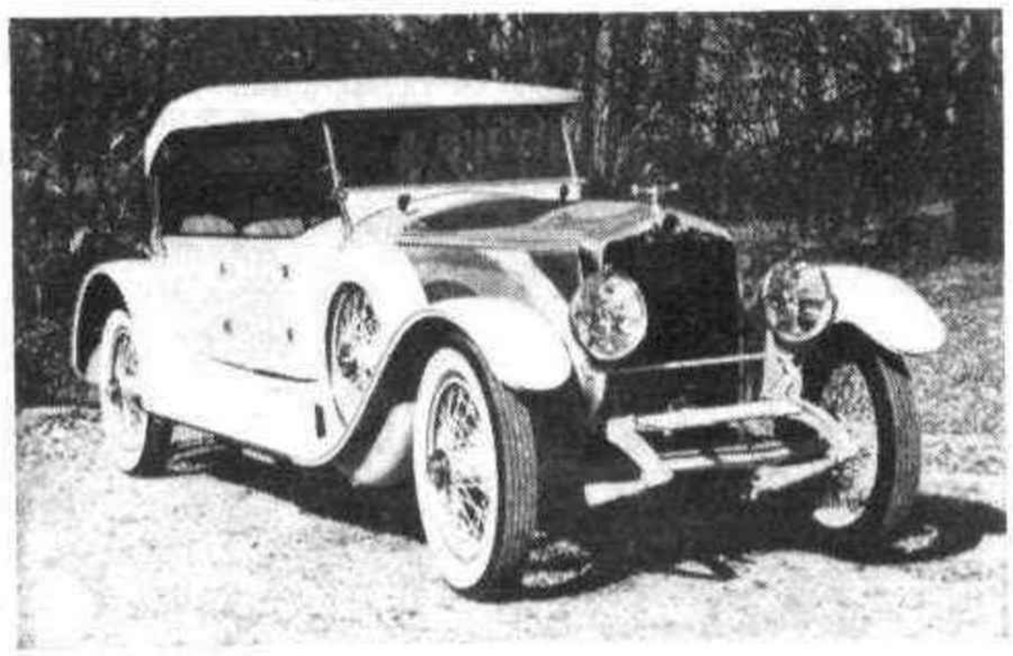
The February issue of *The Dalesman* contained an article about the now defunct Kilnsea-Spurn Point railway. Laid down as a War Department line in 1915 or thereabouts, it was closed in 1951 and the rails lifted ten years later, although one of the locomotive name-plates still hangs in the bar of the " Blue Bell Inn " at Kilnsea. The reason why this line is referred to here is that one of the published pictures shows a rail car used on the line, which was said to have been built by an Army Officer around 1930, based on a converted racing car. The radiator, steering wheel, bucket seat and back mudguards were retained and the vehicle looks suspiciously like an Itala racing car or certainly a very large Edwardian touring car. We seem to have heard of this before and it is about time some railway enthusiast cleared the matter up, telling us what car was used and what became of it.

Another rail car used on this line is described as a " rattling clap-trap of a motorised wagon which was converted from a Wolseley car, but if it was a Wolseley it seems more likely to have started life as a commercial vehicle. We are indebted, as is so often the case, to a reader for this information, Mr. J. W. D. Long of Northallerton.—W.B.

MARCH PHOENIX

There was a good attendance of interesting cars at the V.S.C.C. Phoenix Meeting last month, including 328 B.M.W., Chummy Austin 7, Nutter's handsome 8-litre Bentley saloon which was once W.O.'s personal transport, sporting examples of 4½-litre vintage and Derby Bentleys with open bodies and aero-screens, an open Invicta, a Chain Gang Frazer Nash, that V8 Talbot-Darracq and a certain lofty Sunbeam Sixteen. Inside, the bars were packed as prices, personalities, the past and the future were discussed over tankards of beer and pictures of early American and Brooklands' races were examined.

LANCHESTER FORTIES

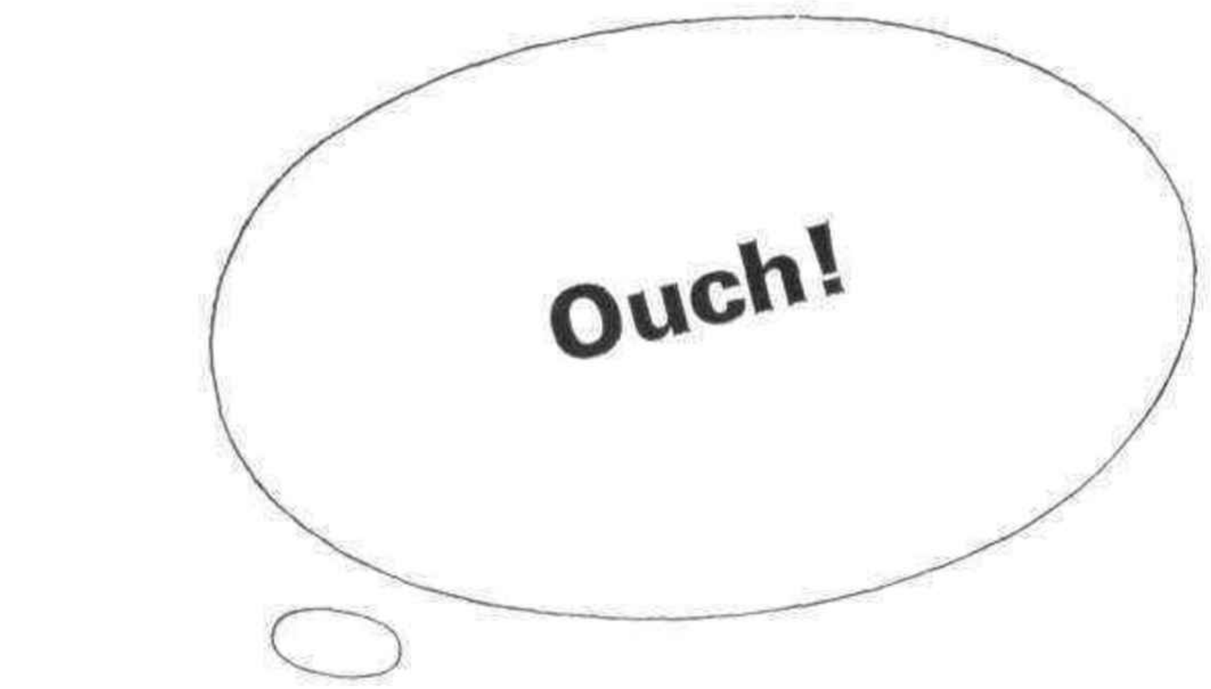


A. Eby's 1921/22 Lanchester Forty, beautifully restored in Ohio.

The Lanchester 40 luxury car has never been encountered in recent years to the extent that Rolls-Royce cars are entered and driven in suitable events. But we learn from a reliable source that there are more of these fine cars still in existence than was realised a few years ago. Apart from the one that is wrongly cast in the film " The Blue Max," a tourer which was shown as a chassis at the 1921 New York Fair and purchased by film-star Norma Talmadge, a saloon body being built for it by Dietrich, has recently come to light. The car was allowed to rot in the open for many years and the body perished. Around 1962 Mr. A. Eby of Ohio acquired the remains and spent three years restoring this Lanchester chassis. At a rally he encountered a recently-imported 1911 Rolls-Royce Silver Ghost and on opening the door of its touring body saw a brass plate inscribed " Lanchester, England." He was able to obtain this body for the Lanchester chassis, the Rolls-Royce being given a replica 1911 body.

Apart from these two 1921 Forties, a 1920 tourer and a 1924 State limousine are said to be for sale in India, the Maharajah of Alwar still has a 1924 State landau in active service, and two more Lanchester Forties have turned up in Australia, one in the Giltrap Museum and the other in need of a back axle. Then, in Southern Ireland a 1919

continued on page 279



I'm wounded!

Get a small scratch on your car and it's a big tragedy. ICI are very good at handling big tragedies. They've got 'Belco'. The right kind of first aid for cars. Touch-in 'Belco' is for the smaller scratches. Just paint Touch-in 'Belco' over the damage and there isn't any damage. Brushing 'Belco' is for the larger paint areas. Both brands are available in a wide range of colours. And the price is low enough to make you purr with pleasure.

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Also under the 'Belco' label are Primer Surfacer, Rubbing Compound, Celulose Putty and Thinners. With ICI 'Belco' it's almost as easy to repair a scratch as to make one. Obtainable from garages, motor accessory dealers and Halfords branches.

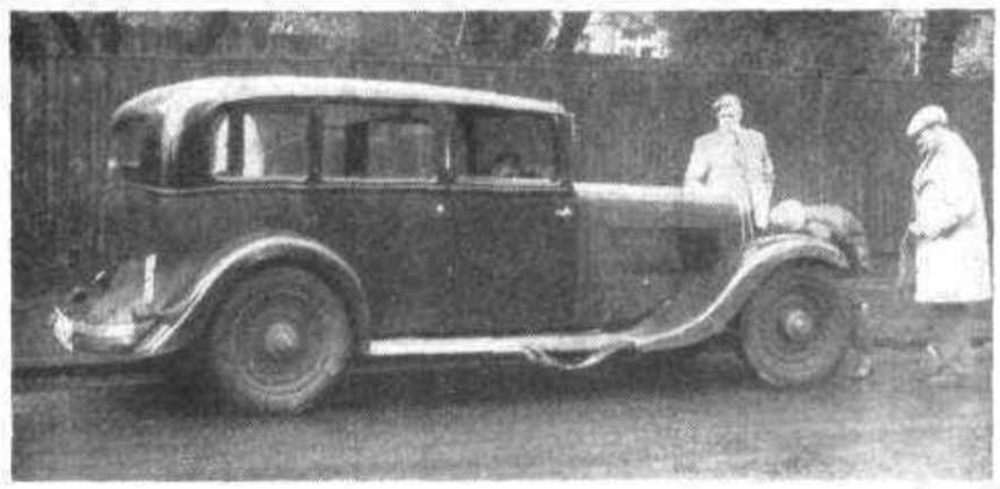
Forty has been left to someone in a will and a two-door saloon has cropped up in New Zealand. In fact, the Lanchester Register now has no fewer than 21 Forties on its list.—W. B.

WRONGLY CAST

There are some superb flying shots in the film "The Blue Max" and as it revolves round the German Air Force in the First World War there is every excuse for some of the aeroplanes therein looking a bit bogus. For instance, lots of innocent Tiger Moths do duty as S.E.5s and are duly shot down for their impudence. The leader of a British Squadron is frequently seen flying a realistic-looking S.E.5 but the supporting pilots are obviously flying Tiger Moths, it being difficult to disguise a D.H. tailplane. And the high-wing Morane monoplane that kills the arrogant young hero is surely about sixteen years too modern to be used in this film ? However, several very interesting aeroplanes *do* appear, including a couple of Fokker Triplanes. Maybe Air Commodore Wheeler will write a book about these ancient aeroplanes and how the film was made, as he did after helping with "Those Magnificent Men." What is so unfortunate is the poor casting by 20th Century Fox of the cars in many of the scenes. For instance, the Staff limousine seen motoring through riot-stricken Berlin in 1918 is very obviously a 1921 open-fronted Lanchester 40 limousine, which presumably was in Ireland when the film was being made. Then a *circa*-1927 Humber tourer, equipped with front brakes, is used by a German General even though the Armistice has yet to be signed ! Not only that, but its characteristic radiator is held in one close-up shot. What appears to be a Wolseley tourer is used as another Staff car. Surely it would not have been difficult to have obtained a 1914 Mercedes for the General to ride in and other German pre-war vehicles for the other scenes ? It is obviously time 20th Century Fox employed someone as expert about old cars as Air Commodore Alan Wheeler is about ancient aeroplanes, to advise them when casting cars for leading parts.—W. B.

V.-E.-V. Odds and Ends.—Information is sought about rebuilding a 1923 Paige-Jewett tourer which was bought recently in Somerset. A *circa-1926 Austin 12/4 tourer was seen motoring unconcernedly* amongst the rush-hour traffic of London's West End the other Saturday night, a straight-eight Daimler was encountered on the Bath Road proceeding towards London, and a neat Austin 10/4 tourer was noticed motoring in Kensington last month, not to mention a Trojan in Odiham. Ex-Calthorpe employees, and anyone who has data to impart about this make of car, are asked to contact a reader who is collecting historical information about this make of car. The Phoenix at Hartley Wintney used to be The Home of the 30/98; today it is more the Domain of the Delage. A *1927 magneto-ignition* Austin 7 masquerading as a *1909* single-cylinder Austin turned up at an auction sale in Torquay recently; apparently it won an award at the 1963 750 M.C. Beaulieu Rally for "Unusualness," its occupants being dressed in Edwardian garb—ugh! The article on "Technical Development of the Jowett Javelin and Jupiter Flat-Four engines," which appeared in MOTOR SPORT for March 1953 [I can still recall the strain of writing it!—ED.] is being serialised in the magazine of the Jowett C.C. of New Zealand. Drawings and a description of the single-seater Renault 45 saloon which broke the World's 24-hour record *in 1926*, and of which the Cleres Museum has built a replica, appear in this month's issue of *Model Cars*. Outstanding value in books about vintage cars is offered by the new 8s. edition of "The Other Bentley Boys," recently reprinted by Readers Union Ltd., 10-13 Bedford Street, London, W.C.2.

In view of the ridiculously high prices being asked for vintage Austin 7s, it is nice to know that one enthusiast is not adverse to running his original-looking "perpendicular" saloon in trials, *vide* the picture on the front cover of last month's 750 *M.C. Bulletin*, of Paul Bradfield



SAVED !—One of the cars nobody wants, or wants to pay for, being towed away for restoration under the eagle eye of the Editor. A 1935 17-h.p. Armstrong Siddeley was given away gratefully to its new owner ! MOTOR SPORT *was instrumental in saving from destruction and arranging the tow.*

taking part in this year's Salisbury Trial. A First-World-War Packard lorry, ex-Anglo American Oil Company, and a similar Karrier lorry, the latter likely to be seen in the H.C.V.C. Brighton Run on May 7th, are in process of restoration. Renault Ltd. have taken a party of ancient Renaults on a five-day visit to France as a "Return to Billancourt" outing; the cars taking part range from an 1899 1¾ h.p. *voiturette* to a 1931 PG4 *camionette de depannage* and include Woolley's 1923 Renault 45. The German owner of a Maybach asks all owners of cars of this make to get in touch with him, as he thinks there may still be examples in England. Letters can be forwarded. A Lanchester Ten saloon bought for £10 is serving its new owner faithfully in Hampshire.

LORD MONTAGU'S CLUB SECRETARIES' CONFERENCE

In the belief that as the veteran and vintage movement grows in strength there is need for the Secretaries of Clubs and Registers having such interests at heart to meet in conference, Lord Montagu of Beaulieu, whose work in the field of historic motoring is so well known, announced last December that he was prepared to hold a series of meetings to which each Club would be invited to send a representative. Invitations have now gone out for the inaugural conference, which is to take place, followed by a lunch, at the R.A.C. on April 8th, commencing at 12.45 p.m. Any Club which feels it has been overlooked should contact the organiser immediately.

V.E.V. Miscellany.—A 1924 A.C. Empire model is being rebuilt in Canada by someone who has apparently unearthed a tiller-steered Wall 3-wheeler with single-cylinder Precision engine. The vintage Fiat mentioned some time ago in this column was still standing in the open at Sidcup in February; it is a Type 505 tourer, *circa* 1927. The H.C.V.C. Brighton Run will start this year on May 7th from Battersea Park, following Police objections to the old Clapham starting point. A 1911 Pierce-Arrow lorry has been restored and has been seen standing outside a showroom in Chipping Sodbury.

The oldest surviving Standard car, the 1907 30-h.p. Roi des Belges touring model owned by Standard-Triumph, celebrates its 60th anniversary this year. It was supplied originally to a purchaser in Melbourne and was discovered in 1956 on a tobacco farm at Milawa, being restored by Standard-Triumph (Australia) Pty. Ltd. It was they who presented it to the parent company in England. What is believed to be the sole remaining Standard Swallow is in use in Birmingham. The 1967 Standard Register Rally will take place on May 20th, at Packington Park near Meridan. A pre-1925 Vulcan engine and radiator have turned up in Hobart.

SOME EDWARDIAN/VINTAGE FIXTURES

DATE	*ORGANISER*	*RENDEZVOUS*	*NOTES*
April 9th ..	Bean Car Club	Bracknell Stadium	National Daffodil Run to Bournemouth. *Concours* on South Under-Cliff Drive
May 7th ..	H.C.V.C.	London-Brighton Run	Vintage Commercial Vehicles. Start from Battersea Park
May 13th ..	Enfield & Dist. Veteran Vehicle Society	"The Railway," South Street, Ponders End	Display of veteran and vintage vehicles, 2-11 p.m.
June 25th ..	Leven V. & V. Vehicle Rally	Leven, Fife	*Concours* and regularity run, veteran and vintage cars and motorcycles
June 25th ..	English Riviera *Concours d'Elegance* ..	The Green, Paignton	*Concours*. Special class for veteran and vintage cars

On watching races...

AS EACH European season begins I receive numerous letters from readers who are planning a holiday on the Continent and wish to take in a motor race while they are there. Quite often they ask for suggestions about how and where to watch, not knowing the circuit or the conditions. At other times in my correspondence I receive letters from readers who have made a trip to a Continental motor race and the whole thing has been a ghastly failure, and they have seen nothing at all. They usually finish their letters by saying "it's all right for you with a special track pass . . . etc., etc." At the majority of the circuits I spend some of the practice time in public enclosures, partly to get an appreciation of what the paying customers are getting for their money, but mostly because the right places afford a better view of driving than can be obtained from the pits, the press stand or the edge of the track. Unfortunately, it is not possible to be in such places on race day as you cannot keep closely in touch with the race, from the point of view of writing a story. This necessity of gaining facts and details as the race is in progress means keeping in close touch either in the pits or the press stand, where information is delivered and some of the most exciting races are in reality only seen in the imagination. Having watched at some of the exciting points during practice it is not difficult to visualise what is going on during the race. You cannot be everywhere, and I detest pocket-handkerchief circuits where you see everything going on in an arena; they leave absolutely nothing to the imagination and often there is so much happening all around that you need Cinemascope vision to take it all in. What usually happens is that while you are watching the left side of the arena something interesting is happening on the right side and you miss it. It is a bit like the circus, where one ring is enjoyable, but three rings are just confusing. If there is a high-wire act going on at the same time as the three rings then the whole thing becomes a bit unreal and worthless.

At Monaco the pit area is about the worst place for watching the race as are the grandstands in front of the pits and on the promenade behind the pits. You can follow the progress of the race but that is about all, whereas there are numerous other vantage points where you can see some interesting driving and cornering. The best for showing up driving ability is the Casino square and the main grandstand is just about perfect, for you see the cars shoot into view from round the side of the Hotel de Paris, charge across the square and disappear down the hill to the hairpins by the station. You can easily tell the drivers who are trying as they come up the hill towards the Casino, for they arrive into the square slightly airborne and slightly out of control. This involves some heavy braking as they pass the front of the Hotel de Paris, and if they get everything right the cars are on tip-toe as they breast the hump before plunging downhill. The public grandstand here is all that anyone could desire, and I always spend part of practice in this grandstand. Another good viewpoint, for the fortunate ones, is from a balcony on the front of the Hotel de Paris, for you can get an interesting plan view of the lines through the square and it is easy to see which drivers know what they are doing. The new grandstand on the site of the old station gives a good view of the downhill hairpin and you see the cars approaching and leaving, but the action is rather slow, for the hairpin is very tight. If you like action on hairpin bends, then a seat in the Gasometer turn grandstand is good value, with cars approaching you head on at about 110-120 m.p.h. and then braking heavily almost to a standstill. I find this stand a bit unnerving since watching Brabham do a 360-degree spin under braking some years ago. It always looks as though the grandstand customers are going to get a racing car in their laps one day, except that all the drivers are doing their utmost to get round the hairpin. On the outside of the Ste. Devote corner, leading from the sea front up the hill to the Casino, is a good vantage point for watching fairly fast cornering, but the grandstand is of the standing variety and it can be very hot in the Monagasque sunshine on race day. Just opposite is the balustrade above the tobacconist shop that overlooks the corner on the promenade and this is an exciting one, especially if you get there early and get a front row position.

The Monaco circuit abounds in good viewing points, and while it is practical to move about on foot during practice, race day gets pretty crowded, so that it is essential to get a good point early and stay there. Traffic in Monaco on race day is chaotic and it pays to avoid using a car, even if you are staying out of town. There are hardly any parking places very near the circuit and there is such a good public transport organisation that it deserves to be used, or to walk once you get into town. Until an hour or two before the race there is a free bus service plying between the station and edge-of-town car parks to take spectators to the various popular points around the circuit. One thing is certain at Monaco and that is that the organisation is doing its utmost to get everyone into the circuit, providing they do not have a car with them. Nearly all side roads leading to the circuit are boarded up and at those that are open there are pay boxes. Monte Carlo town probably has more steps than roads, so walking is of prime importance, and when the race is over it is almost as quick to walk to the top of the town as it is to try and drive there. If you are walking you can always stop at a café for a drink, if you are stuck in a car in Monte Carlo you are really stuck. I stay in a hotel within a few hundred yards of the Casino square and when I arrive on the day before practice I put the Jaguar away and don't use it until after race day is over, unless it is for a trip out of town.

Another circuit that has similar conditions as regards a car is Zandvoort, which is built in the sand dunes on the edge of the seaside town of Zandvoort in Holland, not far from Amsterdam. It is not a very big town and it is quicker to walk from hotel to garage if you want to see the racing teams, for parking in Zandvoort at the height of the holiday season is terrible. No spectators' cars are allowed into the circuit, the car parks being along the sea front and you then walk into the circuit, carrying anything you need to take with you, so travel light at Zandvoort. If you are staying in Zandvoort town for the race it is easier and nearly as quick to walk all the way between town and circuit, especially on the way back after the race, for traffic dispersal is hopeless. In the circuit itself a seat in the grandstand opposite the pits is well recommended, especially if you can get one at the back, for you are then quite high and can see the section of the track behind the pits, the notorious Hunze Rug hairpin and the hill leading off into the sand dunes. You also get the sight of the cars passing in front of you at 150 m.p.h. and then braking really heavily for the Tarzan hairpin; this last-minute braking from high speed shows up the ace drivers. The start at Zandvoort is well worth watching for it is a "drag race" down to the Tarzan hairpin and you see the gentle art of acceleration demonstrated splendidly, with some skilled elbowing movements as the front row all try to get round the righthand hairpin first. If you cannot aspire to a grandstand seat at Zandvoort there is no need to despair, for over most of the back part of the course you can stand up on the sand dunes and get a fine view of the racing and there are numerous vantage points from which you can see some quite high-speed cornering. When it is all over it pays to not be in a hurry for getting away from Zandvoort by car takes a long, long time as there are so few roads leading out of the town.

An entirely different event is the Targa Florio, round the mountains of Sicily, with the start and finish near Cerda, some 30 miles from Palermo. Getting to Sicily is quite an undertaking so it is under-

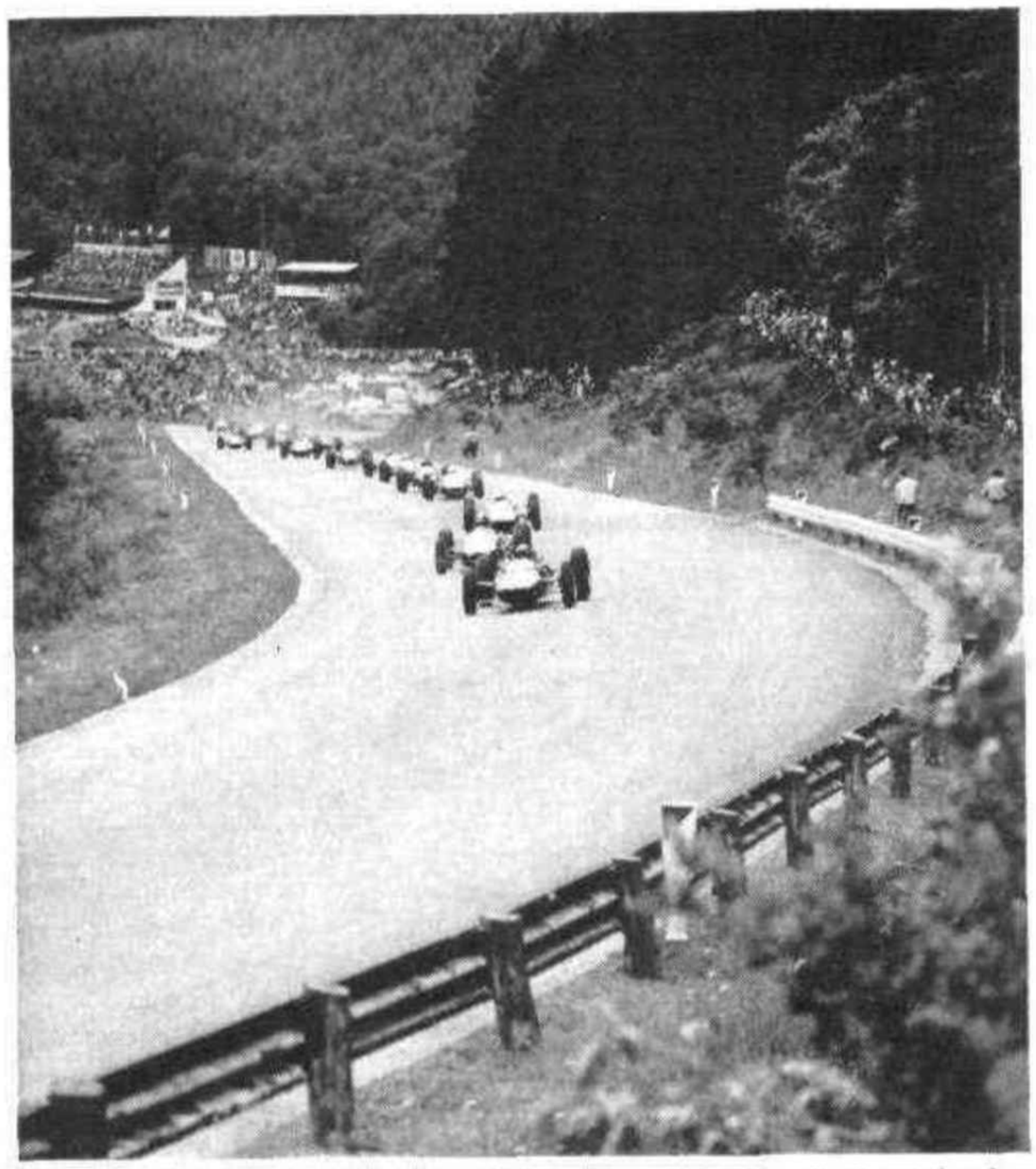
Most partisan spectators of all are found in Sicily where the Targa Florio is held in May.



standable that the race itself is an even bigger undertaking. The circuit is some 44 miles in length and all but a few miles of it is in stark mountains, the road running through the villages of Cerda, Collesano and Campo Felice. Spectating at the Targa Florio has a fascination all of its own and, if you think Brands Hatch or Mallory Park are the ideal spectator circuits, then do not bother with the Targa Florio. Spectating at the Targa Florio, if you are up in the mountains, is rather like an airline pilot's life, " hours and hours of boredom, punctuated by moments of stark terror," except that the moments are of excitement rather than terror. With over 40 miles of exciting mountain road you can watch from any point and see some good dicing, while the sight and sound of a P3 Ferrari fairly charging up a village main street is something well worth watching. The pits and grandstand area are chaos and confusion and are to be avoided at all costs, for anywhere else round the circuit you are pretty free to do what you like, *providing* you are not actually on the road when a racing car is within sight or sound. Between the arrival of cars you can cross the road or walk along it, but the moment the army or police blow their whistles you have to get up the bank or over the hedge, and quickly. The whole atmosphere of the Targa Florio is one of happiness and joy and a pleasant day out in the country, usually in scorching sunshine. In the midst of ruminating in the wonderful mountain countryside there is the unbelievable sight of blood-red Ferraris and silver Porsches really motoring hard on the rough and undulating roads, with stones and grit flying on most of the corners. The Sicilian crowds love every minute of it and you know when Vaccarella is arriving for every Sicilian is three feet off the ground and waving and cheering, even if he isn't in the lead.

The circuit is closed to traffic at some unearthly hour in the morning, like 4 a.m., but until that time you can drive round the course and pull off almost anywhere, providing you are well clear of the road and not blocking some essential escape route. You then try and go to sleep in your car until the rising sun wakens you, or a mobile policeman thinks you are too near the road, or a farm cart wants to get by. The traffic flows out to the circuit from early Saturday evening and everyone camps out in the mountains and awaits the arrival of the Targa Florio. There are numerous places from which you can see three or four miles of the circuit, winding its way up and down the mountain slopes, and other places from which you can see the cars as much as 15 minutes before they arrive at your point. For this you need binoculars, unless you have superb eyesight like the Sicilian boys. Above all else you must be prepared for a long day, armed with iron rations and a good book (such as the current MOTOR SPORT), for towards the end of the race when survivors are few there are some long moments of silence. Even when the race is over you still have to be patient, for it can be as much as two hours before the roads are open and then there is a mad rush to form the longest and slowest traffic jam imaginable, but everyone is happy, the sun is shining, another successful Targa Florio has been won (by Vaccarella in a Ferrari for preference) and the jostling crowds of Fiats nearly flatten their batteries with horn blowing. If you can get back to civilisation before dark you have done well. It is a long, tiring, dusty day, and as you lie down you think " Mamma mia, I'm glad all motor races aren't like that." If you enjoy the Targa Florio the first time, you will always enjoy it, for it is something special. Long live the Targa Florio.

To return to serious Grand Prix racing, the Spa-Francorchamps circuit in Belgium is one of my favourites, for it lies in the south-east corner of the country in magnificent fir-clad hills, and here the cars go really fast. The lap speed is as high as the *maximum* achieved on most British circuits, and you can watch high-speed cornering at its best. Almost anywhere round the circuit is impressive, the main grandstands provide a fine panoramic view of a large part of the circuit, as does the open grandstand on the slopes of the Eau Rouge hill. This latter stand is one of my favourites during practice, for you can get quite close to the cars as they cross the river bridge and climb up the very fast sweeping turn, and here you see drivers working for their living. Equally you can get into the fields around the Stavelot area where the long series of righthand curves are taken on full bore by the brave ones, or you can get to the exit of the S-bend on the Masta straight and get a head-on view of the cars coming through the 140-150 m.p.h. S-bend. In all cases you must be prepared to leave your car a long way away and walk, there is none of the Brands Hatch business of driving your car up to the track fence. The Francorchamps circuit is on normal everyday roads, except that these are well looked after, and they are closed to traffic by mid-morning on race day, even though the race does not start until after lunch. It is like the Targa Florio on a small scale, for you must be prepared to spend all



At Spa, the average speed is higher than the top speed attained at many other circuits, and the best drivers can be singled out.

day over the event, unless you have a reserved grandstand seat, but it is well worth while, and there are places where you can park your car well off the road in the woods and watch almost from the road edge. To watch a grand prix car cornering at 150 m.p.h. on a public road is something you do not forget in a hurry, and you will want to see it again, and wonder why we cannot do it in the British Isles. (In the Isle of Man perhaps?).

There is no real centre for the Belgium G.P., although a lot of people stay in Spa, which is a 15-minutes drive from the circuit, but there are numerous villages in the area, such as Stavelot, Malmedy, Trois Ponts and special trains run to and from Bruxelles for the race. The Spa circuit fascinates me because it is so fast, and yet includes a first-gear hairpin bend, and the cars have to be well screwed together, for they are on full-throttle in top gear for a very long time. It is not like Silverstone, where you reach peak r.p.m. in top gear down Hanger Straight for perhaps 1½ seconds; at Spa you hold peak r.p.m. in top for two minutes or more, during which time you have gone through a number of corners, if your name is Clark or Surtees. On a fine clear day it is most impressive to stand at the top of the Burnenville forest and hear a grand prix car flat out round the long righthand Burnenville curve and then watch it doing its maximum speed all along the Masta straight, including the S-bend in the middle, the scream from the exhaust seeming to go on and on for ever.

Probably the most impressive circuit of all for continuous flat-out running is Le Mans, with its long Mulsanne straight and the best place to be (in practice, at any rate), is in one of the cafés at the Hippodrome. By this point the cars have nearly reached their maximum and they disappear down the long undulating straight with the exhaust note at a constant pitch all the time. If you are inside when a Ferrari or Ford goes past you just cannot help jumping, for the crash of sound is fantastic, especially now that the big ones are knocking on 200 m.p.h. Last year I had the fine sight of seeing a 911 Porsche going by at 135 m.p.h. as it was being overtaken by a Renault-Alpine doing 150 m.p.h., and then a 7-litre Ford went by both of them. The Ford was really motoring and it made me lean back and say " wow! " When you get three Fords and a Ferrari in a bunch your evening is made. On race day this goes on for 24 hours, providing they don't blow each other to pieces. For some strange reason tens of thousands of spectators crowd the area opposite the pits, which must be one of the dullest places from which to spectate. There are good viewing points on the outside of the long curve up to the Dunlop

bridge after the pits, in the Esses and along to Tetre Rouge, while Mulsanne corner and Arnage corner are first-class places to be. Arnage is particularly good as you can get very close to the edge of the road and can walk quite a long way along the circuit. As with all races, the crowds are thick, so you have to be prepared for a bit of jostling, and I hope you enjoy the garlic and Gauloises fumes. Of course, you can spend the whole 24 hours in the " village " and be kept entertained without actually seeing a car, and a lot of people do just this. What you will never get away from is the continual drone and roar of passing cars. Even if you manage to sleep in your car in the vast car parks you will wake up to the same sound, for once 4 p.m. on Saturday has passed Le Mans goes on until 4 p.m. on Sunday. People seem to love Le Mans or hate it, you either go every year or you stay away completely. It is a sort of religion, but you don't have to join if you don't want to. Personally I would not miss Le Mans; there are some things I like and some I loathe, but for me the finest part is the 10 minutes after 4 p.m. on Sunday, for then you can watch a great number of deliriously happy people, and I get great satisfaction out of seeing other people happy. The winning team are the happiest of all, but just to finish at Le Mans is an achievement and the drivers, team manager, timing crew, mechanics, helpers and supporters of every car that arrives at 4 o'clock express a joy that is a pleasure to watch. All this is happening in the pit area, but you must spare a thought for the handful of people who have been down at the signalling pits at Mulsanne for the last 24 hours. They cannot see their team arrive, but they must get a great satisfaction when it passes them for the last time at a few minutes to 4 p.m. These signalling pits are connected to the main pit area by direct telephone, so that drivers can get instructions conveyed to them as they accelerate away from the slow Mulsanne corner, instead of trying to read the signals as they pass the main pits at 140-150 m.p.h. The Le Mans 24-Hour race is like the Targa Florio in that it could only happen once a year, the organisation and racing world could not physically support two Le Mans in 12 months.

A circuit that is used continually throughout the season is the Nurburgring, where more racing miles must be covered than anywhere else. It is 14 miles to the lap and everything happens at the Nurburgring, from bicycle races through sports car races, grand prix races to the Marathon of the Route, the present-day Liege-Rome-Liege event run by the Belgians, which now lasts four days on the Nurburgring. The two big events are the 1,000 kilometre race for sports/prototype and G.T. cars, which takes place on May 28th this year, and the German G.P. in August. People often say " where is the best place to watch? " and the answer to that is " almost anywhere." The only flat portion of the circuit is the pit area, for the rest the cars are plunging downhill or climbing uphill, leaping over crests or bottoming their suspension in dips and there are more corners than you can count. You can drive into car parks quite close to the edge of the track, even up to the barriers at some points but this is not popular with fellow spectators, and everywhere is numbered and labelled. You can look down into the cars from high banks in the wooded Hatzenbach section soon after the start, as they go through a series of sharp bends, or you can stand on the grass slopes at Flugplatz and Quiddelbacher Höhe and see a panoramic view of a long section of circuit. At Adenau Bridge near the village of Breidscheid you can see some really interesting cornering, as you can at Brünchen and Pflanzgarten. You can enjoy the open spaces at Karussel and Schwalbenswanz or the circus-like scene on the south curve after the pits. There are dozens of good vantage points around the Nurburgring, but there are also vast crowds, so you need to be early on race day. During practice you can walk round a lot of the circuit, and like most European circuits, walking is essential if you want to see anything worthwhile and you must have plenty of time. You do not take in a continental motor race between lunch and rushing home for the 6 p.m. TV show, it is a full day's outing to be enjoyed to the full.

One of a great many viewing points at Nurburgring, scene of Grand Prix and classic sports car events.



A long and fatiguing day is provided by the Italian G.P. at Monza, for the Italian race invariably provides a close and exciting event, amidst the most uproarious and noisy crowd imaginable. The sun is usually blazing down, the air is dusty, the people are shouting and cheering and the cars go by on full song. There is no " on-off-on-off " stuff on the throttle at Monza, you put your foot well and truly down on the small pedal and keep it there until you transfer it to the brake pedal and then you push like hell and try and stop for the Lesmo turns or the South turn. If an engine is weak it will blow to pieces at Monza without fail.

From the main grandstand, which is a most imposing ferro-concrete affair, completely rebuilt in 1948 (yes, nineteen forty eight), while we were trying to erect grandstands out of rusty scaffold poles and lengths of canvas (did I hear someone say we are still doing that!) you get a wonderful impression of speed looking down on the cars as they go by three and four abreast, while the exhaust noise echoes between the concrete pits and the concrete stand, so you need strong eardrums. If you can get into the grandstand on the outside of Lesmo corners you will see some terrific driving, but there are a lot of people at Monza, and even if you have a numbered ticket you will probably find that six more people have an identical ticket. Everyone shouts and yells but if it is possible for you all to squeeze into the one place this is what you do, but watch out if Bandini comes by in the lead, for the whole grandstand will rise as one man and scream with delight, and you could get hurt by waving arms. Another grandstand that rocks visibly when an Italian driver or Italian car gets into the lead, is the tubular one at the entrance to the south curve (yes, they do use scaffolding as well). This stand is in the open air and the sun burns on to it all day, so it is to be avoided if you cannot stand heat and noise and the closeness of your fellow spectators. Apart from the organised grandstands there are viewing areas along most of the straights, and raised earth banks at many points, so there is no excuse for not seeing, but the crowds are thick and once you lose a place in the front row you will not get it back again. In the more exciting points the crowds are very thick, especially in the tree-shaded areas on the inside of the Lesmo corners so that once in place you are unlikely to get out until the race is over, and when it is the 80,000 to 100,000 people have to get their Fiats out of three small gateways. It takes an awfully long time, and when you are out of the Monza Park you join the traffic returning from the lakes and the mountains. It is black chaos all the way to Milan, and is not for the weak or timid. Unfortunately, there is no simple answer other than not being in a hurry to leave the track.

Continental motor races are very different from British events and the crowds that go are out for an enjoyable day centred around the motor race. The majority of them are not very worried about knowing the diameter of the two inlet valves on the Ferrari engine; they are more than satisfied with the fact that there is a Ferrari running at all, or a Porsche, or a Matra, depending on where you happen to be. They all love the drivers, and know them all as personalities to be respected and admired, but not copied, for racing drivers are special people who drive racing cars, not ordinary people like you and me who drive ordinary cars. The average crowd at a continental meeting may not know much about the spring rates or

Continued on page 289

What happens when a 3-times-world-champ racing driver breathes on Britain's most exciting 1-litre saloon?





Here's Jack with a twin-carb Brabham Viva. For just over £700 you can join him.

Brabham Viva!

Say it.
"Brabham Viva!"
And again.
"Brabham Viva!"

Sounds hot, doesn't it. It is. Brabham Viva gives you 14% bigger bhp than the Viva 90. And you get to 70 mph 4 seconds sooner (and remember, the Viva 90 is no snail).

Yet your overall mpg is no less than Viva's. Which is surprising.

Brabham Viva is great value as well. You get a bright-red, 79-horse, high-compression, Viva 90 powerplant.

Plus twin CD Stromberg carbs. Plus separate air cleaners. Plus a special new inlet manifold. Plus a big-bore, straight-through Brabham exhaust. Plus a gleaming, chromium-plated tail pipe.

Plus all the great things you get with Viva 90. Such as large-diameter prop shaft. Power brakes, with front discs. Wide-rim wheels. Low-profile tyres. And, most important, Viva's all-coil wide-track stability.

Plus zoom-stripes on bonnet and sides. Plus exclusive Brabham insignia on front wings and boot. Plus a burnished mahogany gear knob, with an inlaid Brabham badge.

Plus the pride and glory of owning a 1-litre mile-eater that's been breathed on by a 3-times-world-champ racing driver who, incidentally, is the only champ in history to win in his own car.

All for just over £700.

Which is only £37.10 (fitting extra) more than Viva 90. So get your Vauxhall dealer to lay on a test-run. Free and without strings.

Tell him Jack sent you.

The Vauxhall Breed's got style

RALLY REVIEW

ITALIAN FLOWERS RALLY

GENERAL CLASSIFICATION

1st :	J. F. Piot/N. Roure (Renault 1135)	830.418 pts.
2nd :	P. Hopkirk/R. Crellin (B.M.C. 1275 S)	845.631 ,,
3rd :	O. Andersson/J. Davenport (Lancia Fulvia HF)	875.843 ,,
4th :	R. A. Fall/M. Wood (B.M.C. 1275 S)	895.377 ,,
5th :	V. Elford/D. Stone (Lancia Fulvia HF)	1,044.223 ,,
6th :	J. C. Ogier/L. Pointet (Citroën DS21)	1,044.512 ,,
7th :	L. Cella/L. Lombardini (Lancia Fulvia HF)	1,045.936 ,,
8th :	G. Bisulli/L. Andreucci (Lancia Fulvia HF)	1,271.177 ,,
9th :	Z. Filippi/A. Del Pozzo (Renault Gordini R8)	1,374.405 ,,
10th :	B. Culcheth/J. Syer (970 Cooper S)	1,424.576 ,,

Manufacturers' Team Prize : HF Squadra Corse (Lancia Fulvias)—Andersson/Elford/Cella.

FINDING suitable routes for rallies of International status in Western European countries is pretty well a major headache as far as most organisers are concerned, for without the use of the much over-used *Alpes Maritimes* and so far the leniency of the French, many times would the event be transformed into another 84 hours at the Nurburgring as the famed "Liége" has been. As it is, several have taken to the forests off the public highway, and the trend in future must be towards Eastern European countries where the roads are far less crowded than here.

A tribute therefore should be paid to the *A.C. di San Remo* for even managing to hold an event worthy of inclusion in the E.R.C., because their particular choice of venue is more limited than most. Incidentally, this seaside resort motor club bears the individuality of being the only non-national club to hold its country's major rally.

All they have is the hinterland of the Italian Flower Riviera where there is a small range of jagged mountains, at no time much higher than 4,000 ft., the slopes of which are multi-covered in layer upon layer of terraced vineyards where the peasant farmers seek to eke out their existence. A far cry indeed from the rich valley of the River Po lying just the other side of the range.

Wriggling their snake-like tortuous paths up these near vertical slopes are the roads, some of them engineered into reasonable passes, others mere tarmac ledges, while a few are not much more than widened goat tracks, and just as rough ! It is the latter which form the "meat" of the Flowers Rally.

To fit a 31-hour-long 1,500 km. event into this small area the organisers had to use the best pieces of road at least twice and sometimes even three times, the net result of which resembled a mild "Gorgon's knot" when viewed in plan form. All the twelve special stages, totalling just over 130 km., were rough, very rough, but only two of the road sections were extra tight, which made the event into something of a circuit of sprints. Mind you, it was inadvisable to overdo the sprinting bit for an "off" usually meant a fair drop if taken on the open-air side, as indeed several of the local boy racers exhibited.

Up to three days before the event most of the route was blocked by a freak snowfall, and it seemed that for the third rally running the drivers' main headache was going to be tyres. Eventually, though, most of the works cars ran with lightly or half-studded tyres all round as the hot Mediterranean sun did its good melting work and the worst condition to be found anywhere was packed slush. One surprise was when the running order was reversed after a protest from the Group 2 and 3 cars that they would be unable to pass slower Group 1 people on the narrow passes, especially between any high snowbanks. However, the real shock of the rally came when Pat Moss-Carlsson and Liz Nystrom were refused permission to start their V4 Saab because the homologation papers had been left behind in Trollhatten. Eric Carlsson promised that the form would be flown in before the rally finished, but the organisers stuck rigidly to the rules, as indeed they are well noted for doing if anyone remembers last year's minor scrutineering "fracas."

The major battle of the event centred round the 1293 Cooper S of Paddy Hopkirk and Ron Crellin, and the eventual winners Jean Francois Piot and Nicholas Roure in the 1,296-c.c. Renault Gordini. Confusingly the type number of the 1300 S, as it is known in France, is 1135, and sometimes it still gets referred to as an 1,150-c.c. Gordini. Hopkirk, the only one completely clean on the road section, took the lead very marginally from the young Frenchman halfway through, but dropped to a final second place when the fan belt broke on the last test, and the B.M.C. Cooper S also suffered drive coupling failure. Piot's team-mates did not fare nearly so well for "*la bombe Suedoise*" Berndt Jansson went out with broken gear linkage and Vinatier gradually gained more and more "toe out" on the front wheels as the suspension subsided, this being a fairly frequent occurrence on the Gordinis. The latter two faults are both ones which will need rectifying for rough-road rallying on these otherwise extremely rapid and pretty machines.

Despite Lancias having six crews entered they never once seriously challenged the two leaders, although Hopkirk's misfortune nearly allowed the Andersson/Davenport car to slip through into second place. *Incidentally this crew also won the "Flowers and Gardens" trophy* for being the highest placed crew on both the Monte and this rally.

Leo Cella was delayed by two punctures on stages; Sergio Munari cracked his sump near Genoa on a particularly rough test; Andersson nearly wrote his car off on the back of Leo Bertorelli's privately entered Lotus Cortina, while Vic Elford did well to come fifth after having deranged the gear selectors in an early excursion, after which navigator David Stone spent most of his rally holding on to the gear-lever to prevent it jumping out.

Tony Fall's *Mini* broke its rear sub-frame and he did a third of the event with monumental camber on the rear wheels, but Brian Culcheth had a change of fortune and brought the Dennis Cresdee ex-works 970 S home first in class and 10th overall. The classic drive of the rally was performed by the lone Citroën DS21 of Jean-Claude Ogier who turned up with Lucette Pointet in a borrowed car, then proceeded to calmly hurl the big machine round the precarious tracks to take Group 1 and sixth overall.

The rally was enjoyable but the marking left something to be desired in that a minute lost on the road was worth ten minutes on the stages, slightly out of proportion perhaps; also the complicated and ineffective co-efficient system could well be completely done away with. Changes for next year can only be in the direction of tighter schedules on the stages as police action prevents any tightening of the road sections; one also hopes that the organisers will take a less exacting line in scrutineering for a day spent tooth-combing through the finishers, much to the annoyance and boredom of all concerned, gained nothing at all. One thing I hope they don't change is the excellent prize money which extends down to fiftieth place!

Some Rallying Thoughts

News from the Continent indicates that rallying might well be in for a rude shock in France some time this summer. Rumour has it that when the new government gets into its stride the politicians will put pressure on for an overall 70-m.p.h. limit and a total ban on rallies. If this comes true then our prophecies that in the years to come the only countries where road-rallies as we know them can be held will be over the more desolate reaches of Czechoslovakia, Poland, Rumania, Hungary and even other countries further East, may indeed come true earlier than foreseen. This comes at a time when foreign teams are becoming more organised and competitive than at any other time during the last two highly successful "years of the Mini." Renault, flushed with success, are hoping to do twice the number of rallies that they had planned at the beginning of the year. Saabs, with the V4 and later on with a larger capacity and an even more potent unit, will be competing in several of the Iron Curtain rallies and will again go to the *East African Safari* in 1968. Lancia are also feeling the rosy glow of success and will be seen on the "classic" rallies but not so much further afield. Porsche, after starting off with a limited budget are also going to do a few more rallies than originally planned since the 911 and the "S" version have turned out to be such good potential rally winners. B.M.C. for their part are cutting out the Iron Curtain events and will not be doing the Spanish rally, although they will be going to the *Tour de Corse* and have sent their Monte-winning pair Aaltonen/Liddon on the Safari. Ford, after their massive Safari onslaught, will be seen back in full-time action on the Alpine, and perhaps before that on the Acropolis with at least a new Lotus for Bengt Soderstrom; Henry Taylor promised Bengt he could do the Acropolis if he won the R.A.C. Rally! On the other hand Rootes are cutting down even more and after the *Circuit of Ireland* will only be contesting the *Scottish Rally* and the *R.A.C.* However, we may see a surprise return of Rovers to the battlefield with a V8 version of the 2000. Citroën are rather in the same position as Rootes in that they haven't really got a very competitive car and so will only be doing the *Alpine Rally* for certain this year. The dealer-network sponsored rally team of G.M. Opel Rekords in Sweden may themselves not stir far from their country, but activity within other G.M. groups, *i.e.*, Vauxhall, may not be so far off!—A. E. A. K.

BOOK REVIEWS

"British Aviation—The Pioneer Years," by Harald Penrose. 607 pp. 8⅛ in. × 5⅝ in. (*Putnam & Co. Ltd., 9, Bow Street, London, W.C.2.* 84*s.*)

Yet another of Putnam's beautifully produced and illustrated books, this big volume is especially interesting because it concerns itself with the dawn of heavier-than-air flight in this country from the viewpoint of an author who was there and saw most of it happen, knew personally most of the famous pioneer aviators. Consequently this account is both more readable and more valuable than a second-hand history of the remarkable period it covers. And it covers the very early days, when Maxim was making his experiments with enormous machines running on railway tracks and Pilcher was bravely trying out man-lifting gliders and Cody was building his aeroplanes at the Farnborough balloon factory, down to the exploits of those who gave Britain her fighter and bomber aeroplanes of the 1914/18 war.

In particular this book gives detailed and fascinating accounts of the pioneer work of men like A. V. Roe, S. F. Cody, Frederick Handley Page, Geoffrey de Havilland, T. O. M. Sopwith, Hiram Maxim, George White, Robert Blackburn, Mervyn O'Gorman, Capper and others of that empirical era. Some very rare drawings and illustrations are included, the text is very detailed and takes care to set the scene against the background of the times, and there are appendices giving details of significant aerial patents of 1842-1914 and brief biographies of famous aviation personalities, from Ader Clement to Count Ferdinand von Zeppelin.

Of particular interest is the fuss that developed before the outbreak of war in 1914 about Britain's aerial strength and the accidents that happened before proper stressing of aircraft structures was understood. I am glad that Penrose quotes liberally from contemporary sources, including some choice passages from the pen of C. G. Grey, and that a picture of the "Bluebird" tea-rooms at Brooklands is included. It is also interesting to recall, from dimensions given, how very large some of the early rubber-driven flying models were, with which people like A. V. Roe experimented before building real aeroplanes. Roe's prize-winning model, for instance, was 10 ft. long, had a 9 ft. span, weighed 6 lb. and used 1 lb. of rubber—and there were bigger ones! The days Penrose describes so vividly will never return but it would be fun to reconstruct big models of this kind—I know of one motoring enthusiast who releases big model hot-air balloons, and here is a suggestion for enlarging on this theme!

In brief, an interesting, useful and nostalgic contribution to aviation literature.—W. B.

"Automobile Year—1966-67." Edited by Ami Guichard. 281 pp. 12¾ in. × 9¼ in. (*U.K. Distributors: G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1.* 63*s.*)

This lavish de luxe annual seems to have regained much of its former quality with this, the 14th edition. There is good pictorial coverage of last season's competition activities, including colour plates, although Jack Brabham fooling about in a long beard as the old man of motor racing is given too much prominence, if you agree that in retrospect such goings on detract from the dignity of a World Champion.

The historical theme this year is Citroën, well covered by Carl Wagner, even though he has not found many new illustrations, although there is a fine colour shot of a 5 c.v. cloverleaf. There is the inevitable article on safety in car construction, an illustrated history of the Mille Miglia by Piero Casucci, and Douglas Armstrong reports on the 1966 Grand Prix races and the new cars of that year. His race reports are backed up by coverage of the important sports and GT races by Wagner and rallies by Sprinzel. The G.P. reports are embellished by useful tables of past winners, lap chart, starting grid, retirements and results, with circuit maps.

There is a rather space wasting tabular treatment of specifications of the World's automobiles, special articles on the Oldsmobile Toronado and Corvette SS, a page of Cahier on Brabham, and a useful page of records homologated during 1966.

Advertising is permitted in this lavish annual but the full-page colour insertions by firms of International repute like Longines, Deinhard, Fiat, Lancia, Schuler, Pininfarina, Renault, Fram, B.M.W., Shell, Solex, Mercedes-Benz, N.S.U., Bosch, Lucas and Jaguar, add rather than detract from the volume's appearance.—W. B.

"Racing Cars," by Richard Hough. 152 pp. 11⅝ in. × 8 in. (*Paul Hamlyn, Ltd., Drury House, Russell Street, London, W.C.2.* 15*s.*)

This is a browsing book that represents good value, containing as it does a claimed 280 action pictures of racing cars of all ages, some of them in colour. Practically all are well known to close followers of the sport but for the younger generation or those new to the game it is convenient to have them all together in one volume and there is sufficient text to provide a pocket-history of motor racing. The theme extends to the present day and Jim Clark contributes the Introduction.

If at times we seem intent on listing errors in the books we review, this arises from the knowledge of how seriously future historians can be misled by errors in current sources of reference. Apart from the fact that he seems deliberately to have avoided using more than two pictures of racing at Brooklands, there is little to complain of in Hough's latest pot-boiler, except that a 1922 G.P. Sunbeam is captioned as a 1914 T.T. car, and the 1913 G.P. Delage so beautifully restored in America by Edgar Roy is surely not to be seen in the Montagu Museum? But there is a great deal of well-indexed browsing in this book for a very modest outlay.—W. B.

CARS IN BOOKS

SOME time ago I referred in this feature to a rare book by Toby Rawlinson about his experiences as a member of the R.A.C. Corps in France during the First World War. I did not think it likely that another book of this kind had been published, until Mr. A. E. Sharp of Ealing kindly sent me a copy of "From Mons to Ypres with French," by Frederic Coleman (Sampson Low, 1916). This is a similar book, describing personal experiences of serving with the R.A.C. Corps under fire in France during the 1914/18 war. Those who served were volunteers who took their own cars and used them for carrying messages, spotting, and as transport for Generals and Staff Officers at the Front.

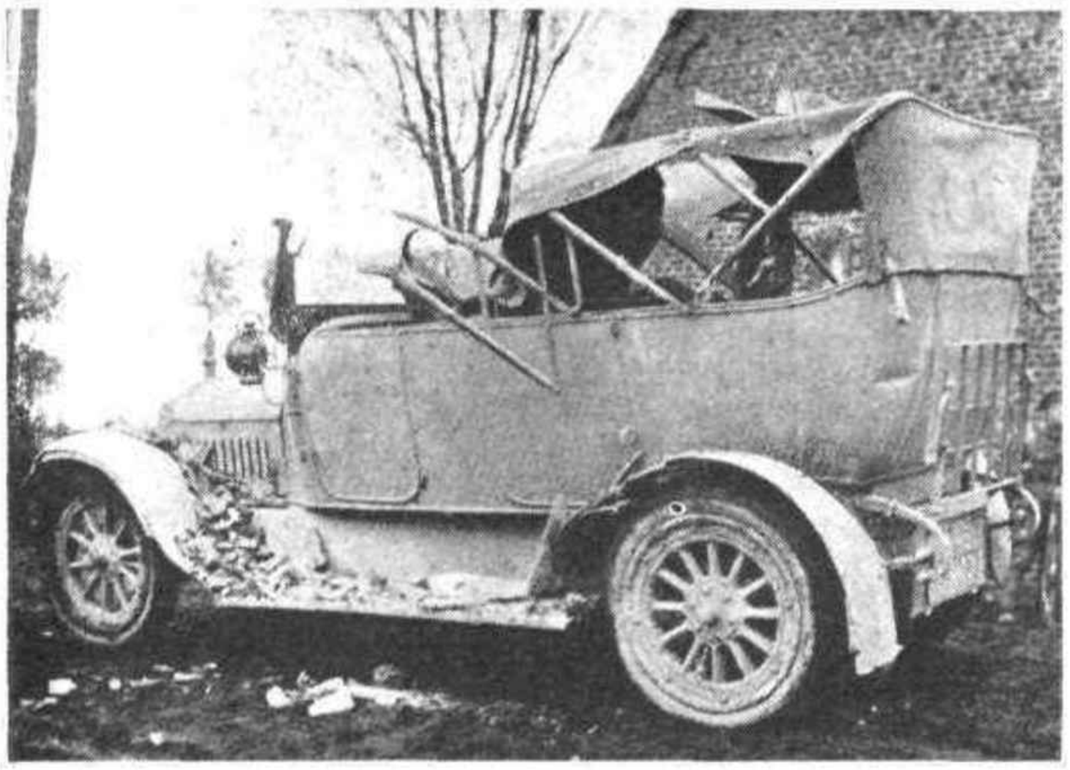
Frederic Coleman was, before the war, selling White steam cars in this country. He went to France as an American who believed passionately in the Allies' cause, sailing from Southampton in a troopship during the first month of hostilities. His book, which must now be quite rare, tells of his adventures from that time until June 1915, the author having first-hand experience of the retreat from Mons as a driver attached to Sir John French's Headquarters, of the advance across the Marne and Aisne while attached to the 2nd Cavalry Brigade Headquarters, and of the fighting on the Lys, at Ploegsteert, Messines and Ypres while with the 1st Cavalry Division Headquarters, and at the Front in France and Flanders.

I confess that I was puzzled about the car which Coleman used on this strenuous assignment and which stood up to hard work so splendidly. As he was agent for White steam cars I thought it might be a White petrol car, but could not identify it from the only picture of it published in the book, nor does the author anywhere mention its make. It was a large, old-fashioned touring car with Cape-cart hood, ¾-elliptic back springs, and artillery wheels. The only clue was mention of the extreme difficulty of engaging reverse gear, which proved an embarrassment on one occasion under heavy fire when a quick retreat was desirable.

Fortunately, on being shown the picture, my old friend Dennis Field of the V.C.C. was able to confirm that the car was definitely a White, petrol not steam, the steamers having gone out of production rather before Coleman sailed for France. I think that only one model was imported, the 4-cylinder 95 × 130 mm. (3,687 c.c.) chassis, rated at 22.4 h.p.

It was in this 3.7-litre American touring car, then, that Coleman set out from Havre for Amiens in August 1914. We are told that there were 25 cars in this R.A.C. contingent attached to Sir John French's Headquarters. We know that Rawlence used a racing Hudson entered for the 1914 T.T. race, for which it had not been ready in time. I know that many of the cars were Rolls-Royces, including those of Percy Northey and "Jimmy" Rothschild (whose landaulette was badly damaged by running into a telegraph pole at the Noyon-Soissons fork when challenged by a French sentry), and the Librarian of the Imperial War Museum tells me that C. D. Baker-Carr (was he, I wonder, any relation to F. J. Baker-Carr who raced a 4½-litre Bentley at Brooklands many years afterwards?) drove a Mercedes, which must have confused the enemy.

Jimmy Radley also took a Rolls-Royce, because Coleman borrowed it for a volunteer night dash through German-occupied territory when he had rendered the White undesirably noisy for such a mission by



The White used by Frederic Coleman in France during the early stages of the First World War. A letter to him from General de Lisle, reproduced in his book, contains the passage : " I see you have reproduced the photograph of the car after our H.Q. were blown up outside Messines, but I wish I had a picture of your face when you missed your gears the morning that shell burst in our faces and smashed the radiator and windscreen." This is that photograph.

cutting away its exhaust. He put 12 gallons of his own petrol in the Rolls, which he lost when the trip was announced as " off." Later a mudguard had to be chiselled off the White when a requisitioned German metal-studded tyre threw its tread on an urgent run to St. Quentin. The car made well over 40 m.p.h. in spite of such bad roads between Ribecourt and Noyon that a path had been cut through the roadside trees to avoid the damaged *pavé*. It was near here that they nearly ran into the Uhlans and were able to inform Headquarters of their proximity.

When greasing the universal joints Coleman became wedged under his car but was pulled out by his legs, by a couple of Scouts. It would be possible to work out roughly the mileage Coleman covered, over atrocious roads, ever in danger of being shot (as were the occupants of one French limousine), from the map at the back of the book. I have not had time to do this but some idea of the use made of the cars can be gained when it is mentioned that on one occasion Radley took a Staff Officer one Sunday to Soissons from Compiegne and on to Laon. He then pushed on to Nouvion, then to Danizy and past La Fere looking for the German advance, to Couchy. They were now running back to Soissons but the road was a line of retreat for the 1st Corps so they went *via* Laon, soon to be evacuated, and south to Bourg and then through Braisnes, Soissons, and back finally to Compiegne. By a conservative estimate this represents about 200 miles in that day's driving.

When Coleman ran out of tyres he was allowed to go to Paris for fresh supplies, which were kept in the Grand Palais d'Automobiles . . . " a great hall full of cars, and plentiful supplies of tyres and petrol." And so the adventure unfolds, illustrated with photographs obviously taken by the author himself. The White once evacuated eleven wounded, under fire, got ditched with shells bursting over it, but continued to carry famous Generals on urgent errands. At Paissy, after General de Lisle had left the car and gone on mounted, pieces of shrapnel hit the body sides and made a hole through one of the mudguards. On the fearful roads in this area the front axle was bent, repairs being done at the G.H.Q. repair shop at Fere-en-Tardenois. More damage was inflicted by shrapnel and shell fire, so that soon the hood had to be scrapped. On one occasion the petrol pipe to the carburetter had to be cleaned while under heavy fire and on another the author mistook the noise of the car's self-starter, " a mysterious device that sometimes started, sometimes not," for firing close at hand and took refuge under the front mudguard. There was a near miss on a narrow road in Wulverghem with an approaching car driven by Jimmy Rothschild who was driving one of General Puteney's staff, and it was here that " long lines of London's motor 'buses were debouching infantry near Neuve Eglise."

The book captures very well indeed the nightmare atmosphere of the 1914/18 war. Vehicles are seldom mentioned by make and I have referred to those that are. The work of the lorries is emphasised, with the varied loads carried, including a complete printing press from H.Q., and " the splendid Du Cros embulance convoy sent out by Arthur du Cros, M.P., and officered by his two brothers . . . the small light vehicles with canvas tops were just what we wanted at the front," were visited at Hazebrouck (were these W. & G. or model-T Ford?). One picture shows the body of a W. & G. taxicab used as an office on a camp site, labelled " Business as usual during alterations . . . to the *lift* "!

Eventually the White was badly hit retreating from a ruined inn near Wulverghem while carrying General de Lisle and Hardress Lloyd. The screen was splintered and the radiator pierced by a shrapnel bullet, but they limped back to St. Omer. Here the car was repaired in the open under fearful weather conditions after a new radiator had been brought out from England by Oscar Morrison. To prevent freezing most drivers used " a liberal mixture of methylated spirit with the water in the radiator," which was better than packing the engine with straw, as General Briggs' chauffeur had done, setting fire to the car in the morning! Yes, a nostalgic book. I wonder if there was a sequel?

There are a few mentions of cars in " One Man in his Time," by Serge Obolensky (Hutchinson, 1960). For instance, the author remarks that before the First World War his mother " bought herself *one* Rolls-Royce " with a whole emerald parure, " which even in those days was a bad rate of exchange, particularly when the emerald set was my inheritance." When Obolensky and his father arrived in London in 1912 the former went to his first party at Mrs. Hwfa Williams' house adjoining Coombe Court near Epsom in Felix Youssoupoff's car, which is rendered in the book as a " Delone-Belleville." This is interesting, because the Delaunay-Belleville was popular in Russia. After winning 20,000 francs in the Casino at Monte Carlo the author refers to buying a car the next morning, " a Peugeot, a pretty good car for those days." This was apparently in the very early 'twenties and the car was used for a tour of the South of France. To overcome her habit of being late at Royal functions the author's wife " had a make-up kit out in her Rolls, and then ordered Gilbert to drive like the wind. She frequently got dressed *en route*." An absorbing book, which covers the General Strike of 1926 and wartime bombing; one of the pictures is of an Edwardian Daimler and a Mors(?) parked at a steeplechase. Incidentally, it was Prince Obolensky who wrote touring articles before the war, using a Big Six Bentley and later a more mundane vehicle.—W. B.

MINIATURES NEWS

Lesney's February release consisted of three commercial vehicle miniatures, a Scammell Contractor 6 × 4 prime mover with pipe-truck body in the " Matchbox " King Size series, No. K-10, eight inches long, the scale being 69 : 1. This impressive vehicle costs 8s. 11d. Then there were the " Matchbox " series No. 49, a fine little replica of the fascinating four-wheel-drive Mercedes-Benz Unimog cross-country vehicle to a scale of 68 : 1, costing only 2s., and No. K-8, another in the much larger King Size series, of a Dodge 500 articulated horse-box complete with horses, to 63 : 1 scale, priced at 10s. 6d.

A splendid working replica of a Jones Fleetmaster cantilever crane is offered by Dinky Toys (No. 970), this being an authentic scale model with folding crane jib which slews, luffs and hoists, has a working load indicator (shades of the late " Archie " Frazer-Nash), a detailed cab with moulded interior and correct livery. Besides this fine model recent Dinky Toys miniatures include a smaller-scale Austin 1800 taxi and an Aston Martin DB6 in a transparent showcase with its performance data (of the real car) listed on the side. These Meccano products are of high quality and make us quite envious of today's boys and girls who collect such models. They cost, respectively, 21s., 6s. 11d. and 10s. 9d.—W. B.

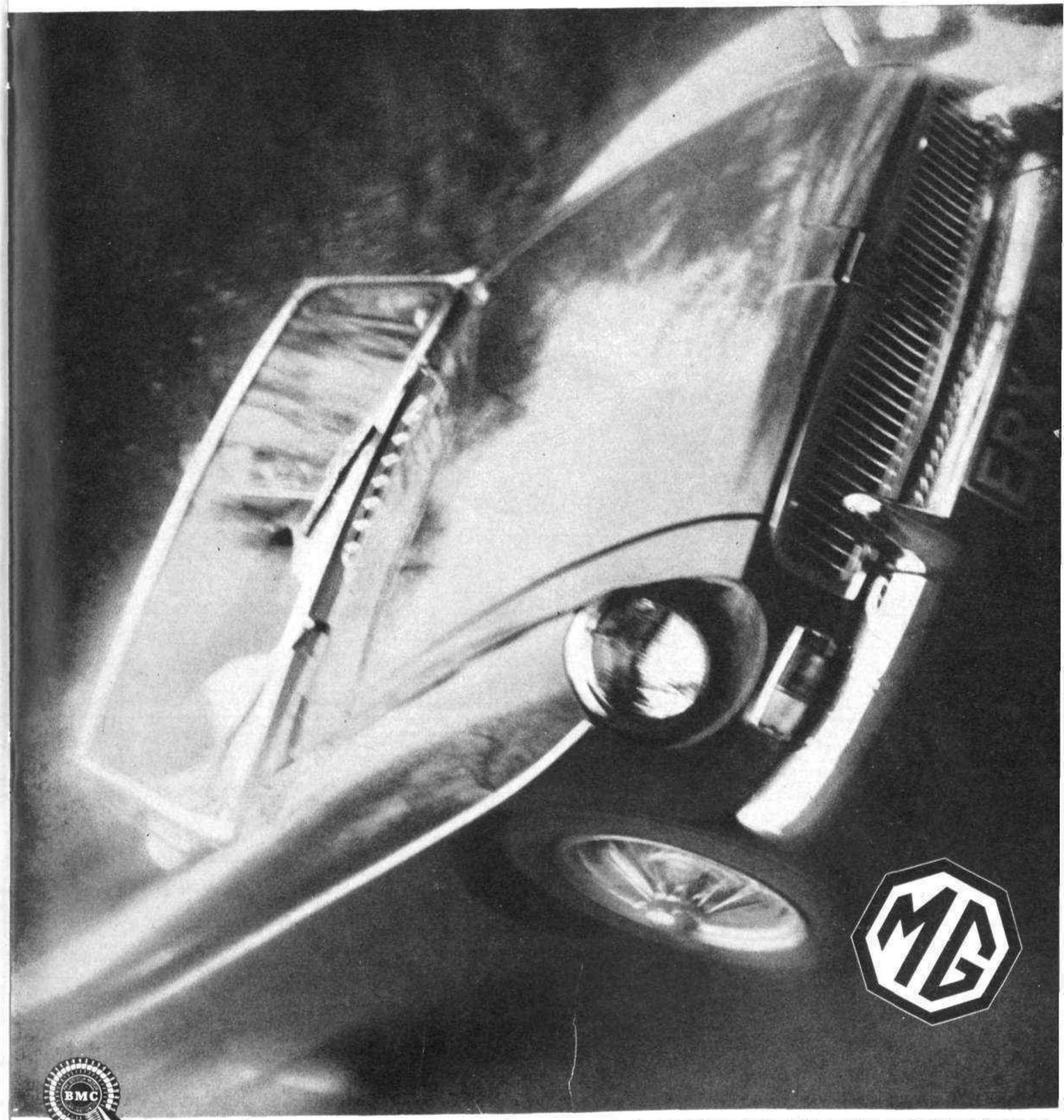
THE THINGS THEY SAY . . .

" And with a little thought any man would realise that the lounge is not the place in which to work on car engines."—Mr. Justice Baker during recent divorce proceedings.

* * *

" Putting the internal combustion engine into cars was one of the most disastrous decisions in the history of engineering."—Dr. Stephen Black, Director of the Nuffield Foundation's Psycho-Physiological Research Unit, advocating electric propulsion in *Science Journal*. The opinion expressed is not very kind to the late Lord Nuffield, who founded the Research Unit with part of a fortune amassed by selling i.c.-engined cars!

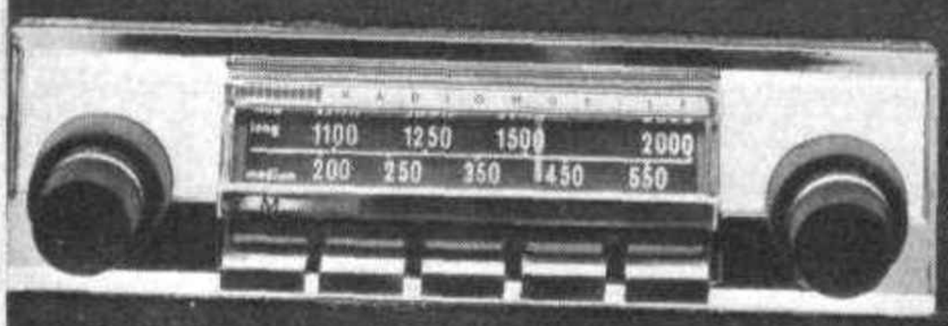
When you get a sudden irresistible urge to go nowhere in particular . . . clock up the miles . . . feel the whip of the wind. Is it love, fate—or a slight touch of the compulsive, highly contagious MGB's? Is yours a restless, driving, nagging, aching, yearning, longing to proceed immediately to your nearest MG showroom? Why fight it? Remember: MGB drivers never travel alone. MGB £919.5.10 (inc. £172.15.10 P.T.)



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MORE POWER FOR LANCIA

SERIOUS competition work with the Fulvia coupés, producing second place in the Monte Carlo Rally and third in the Flowers already this season, plus the team prizes, has encouraged Lancia to exploit their small-car range to the full and for the Geneva Show four new versions were announced—a GT Fulvia saloon of 1,216 c.c. (in addition to the 1,091 c.c. version), and three new cars with a 1,298 c.c. power unit which is bored and stroked to the limit of the F.I.A. Group 2 class category. Both the coupé Rallye and the coupé Sport (Zagato) have engines developing 87 b.h.p. net, while the significant Rallye HF develops no less than 101 b.h.p. in standard trim. It also has alloy doors, bonnet and boot to improve the power-to-weight ratio.

Introducing the cars at Cervinia, high in the Italian Alps, Lancia stressed the importance of the Rallye HF. Övë Andersson, their newest and most successful rally driver from Sweden, was on hand to entertain any journalist who cared to ride with him over a closed snow-bound route in a rally car used on the Flowers, and he remarked that even in standard form the new HF was faster than his 95 b.h.p. mount; tuned to around 110 b.h.p. we may well see Lancia scoring some outright wins this year as well as embarking on a limited racing programme scheduled to include the Targa Florio, Tourist Trophy, Sebring, and the Tour de Corse.

One does not have to be a connoisseur to appreciate that the Fulvia coupés are exceptionally well designed and built, and will surely be collectors' items in years to come. The combination of a narrow vee-4-cylinder engine, which is beautifully smooth, powerful and quiet, a good gearbox, front-wheel drive coupled synonymously with wonderfully good handling, big disc brakes all round, and a high standard of workmanship surely make a good recipe for a successful model.

In the 87 b.h.p. 1.3-litre Zagato coupé we were able to cruise effortlessly at 100 m.p.h. on the Aosta Valley autostrada, recording a maximum of 111 m.p.h. and a standing-start kilometre in 32.8 seconds. The Rallye HF is lower geared to give a maximum speed of 109 m.p.h. and a better acceleration graph—it is, in any case, noticeably more punchy lower down in the speed range and has more suitable performance for hill-climbing, where the works rally cars have been at a disadvantage recently. For competition work a close-ratio gearbox is a recommended option, and higher geared steering is also on the way, but for the average enthusiast customer there is little to fault, save perhaps for a rather soft clutch which seems to characterise the Lancias.

To ride with Andersson along the closed route was a breathtaking experience even to one reasonably experienced as a navigator. Short spikes in the tyres coped with the icy surface and on either side of the narrow track 6 ft. snowbanks formed a tunnel which looked very much like the Cresta run. At one point 120 k.p.h. showed on the speedometer as the Swede approached corners in seemingly suicidal fashion, at least 40 k.p.h. faster than any normal safety-loving driver would care to go in these conditions. Stabbing at the brakes with his left foot, keeping the throttle down with his right, Andersson broadsided the car into the bends seemingly on the absolute limit of control and even in retrospect it is hard to understand how the Fulvia got round some of the corners. The driver's right hand was permanently occupied with the gear lever, the left hand a blur as the steering wheel was spun from lock to lock as many as three times in perhaps five seconds while a corner was approached and tackled. The road was not sufficiently wide to spin the car and dark earthy patches on the banks showed where it had been going even faster at times during the routine performance.

The price of the Lancia 1.2 Fulvia coupé remains at £1,490, and the 1.3 coupé Rallye is priced at £1,548. The HF version, deriving extra power from a reworked cylinder head and larger valves, retails at £1,812 and the Zagato Sport at £1,940.—M. L. C.



WOLSELEY 18/85

A LUXURY version of B.M.C.'s 1800, the Wolseley 18/85, has been announced with power steering as standard equipment and Borg-Warner 35 automatic transmission as a £94 option. The price of the Wolseley with a four-speed box is £1,040.

Minor external changes and the traditional Wolseley grille identify the new model, the interior being improved by a full-width walnut facia panel, with individual cubbyholes, and the instrumentation in matching circular dials. On automatic versions the control lever is facia-mounted by the driver's right hand.

One of the biggest criticisms of the 1800 has been the low-geared steering, though all production models now have a better ratio. The introduction of power steering, which will predictably be available on other models soon, has enabled the manufacturers to increase the ratio still further so that at 3½ turns from lock to lock it feels almost direct. A very compact pump, working off the end of the dynamo, provides power impulses as the wheels are turned, a torque-activated pinion being mounted on a sliding member integral with the rack.

Borg-Warner transmission has been chosen in preference to the Automotive Products system used in Minis and 1100s because it is more compact—the overall depth is no greater than the block height when manual transmission is fitted, even though the gear train runs in its own oil and has to be separated from the sump. To reduce dimensions, the torque converter has been redesigned and it transmits power from the crankshaft to the gear train by means of a Morse "Hy-Vo" chain, eliminating the idler gear. Cables are used instead of rods to change gear, making right- or left-hand drive applications particularly simple. Helping to counteract the extra power absorption, the engine is slightly more powerful producing 85 b.h.p. net.

Cars were made available for pre-announcement testing in Wales over a strenuous route crossing the Cambrian Mountains where power steering came into its own on the Tregaron-Abergwesyn road, 12 miles of the most tortuous track one may ever find. A driver has to work hard to maintain any respectable average and the lightness of the steering was a great asset, though on the first car, with manual transmission, the power steering pump failed after five miles of hard going.

If the manual car felt rather underpowered, the automatic version was distinctly sluggish and the route did nothing to underline the virtues of the transmission. It is hard for a driver to master the whims of the gear-changing gremlins since the Lock-up hold position (useful for selecting intermediate) automatically secures and holds low gear if the speed falls below 24 m.p.h. before power is applied, so we much prefer a system with full manual over-ride. Upward changes are not cushioned so well as with other versions of the B.-W. 35, either due to the new type of torque converter or snatch in the chain. It must be said that technical difficulties had to be overcome in applying automatic transmission on a transverse front-drive layout and for town work, or gentle touring, the system will have appreciable advantages and is no doubt a good commercial proposition in the Wolseley range—B.M.C. are hoping to fit it on 60% of the cars produced.

The excellent handling and braking capabilities of the 1800, coupled with comfort and carrying capacity, power steering and automatic transmission should make the Wolseley a well-balanced family touring model.—M. L. C.

ON WATCHING RACES . . . —continued from page 282

roll-bar thickness on the B.R.M., but they do know who is driving fast and who isn't and are not slow to show their disapproval of a pathetic driver. They have an uncanny way of following the progress of the race, as far as the leader is concerned without lap charts and stop-watches, just as they can sense the last lap even if they are not in sight of a score-board or near a loud-speaker. Whether they be French, Belgian, Dutch, German or Italian, they are a communicative crowd and it only wants one keen type to keep a lap score for the knowledge to be passed on to the thousands around him. One classic year in Cerda during the Targa Florio the whole main street seemed to be kept in touch with the progress of the race by two Sicilians, one on each side of the road, who were sitting at their bedroom windows keeping tabs on the race. The British spectator seems to be embarrassed about muttering to his neighbour in a quiet voice that there is one more lap to go. Abroad, the spectators shout the news to anyone who wants to know, and if a car is passing he shouts even louder. Perhaps it is the overall noise at a continental race that gives the impression of happiness, whereas silence, even if it is appreciative, seems dull and gloomy by comparison. Whatever it is the atmosphere is intriguing and, like so many things in this world, you love it or hate it, but it is your own choice.—D S J.

PROFILES Nos 49-54

PROFILES are becoming a habit. Providing accuracy is safeguarded, they will be a sought-after source of reference in years to come. February's half-dozen covered, in Nos. 49 to 54, the 1905 3-cylinder Rolls-Royce (George Oliver), the touring G.N.s (William Boddy), the Front-Wheel-Drive Alvis (Peter Hull), the Morris Eight (Michael Sedgwick, the 3.5-litre Delahaye Type 135 (J. R. Buckley), and the 300SLR Mercedes-Benz (Denis Jenkinson).

The Rolls-Royce story is well told and effectively illustrated, with the six colour-pictures by James Leech occupying the centre-spread. One is reminded that on this model the radiator, while being of the classical shape, had an oval badge lettered "The Rolls-Royce Radiator." Although this Profile covers a model of which only six were made it gains in stature because the author is able to describe how the example magnificently restored by Mr. Adam McGregor Dick (and which was exhibited in the historic car section of the 1933 Scottish Show) behaves on the road—"the result of actual experience and not hearsay—or the sort of divine inspiration apparently sought after by some motoring historians," as Mr. Oliver is pleased to tell us.

I modestly refrain from discussing the G.N. Profile but am expecting the inevitable comments and criticisms (the printing error in the fourth line was not in the proofs I read and I was not shown the colour drawings or I would have asked for chains less like those of my Meccano days and a stronger-looking bevel-box!). Peter Hull, again whetting our appetites for his forthcoming book on vintage Alvis cars in general (rumoured as likely to be very expensive, extremely comprehensive, and to have a colour frontispiece) covers the front-drive cars concisely and enthrallingly, and at least some of the photographs are new. Whether the colour of Kitchener's car, as depicted in the five-view drawings by an anonymous artist, is a printing disaster or as the owner has repainted it, I do not know. The author remarks that the door of the saloon shown on page 7 was probably "left open to let out all the noise of the straight-cut gears" but I was present at the Bugatti O.C. gymkhana in question and the reason was more likely that the passenger was dashing towards a bucket to deposit therein a potato, or something ....

Reading Sedgwick on the Morris Eight is to make one want to go out immediately and buy one of these lovable little non-vintage, non-thoroughbred vehicles; I remember driving from London to Southport for a sand-race meeting and back through the night in one of these cars, before the war. The snag is that unless a complete rebuild were undertaken the results in 1967 would be invariably rather different from what they were in 1937! However, confined to paper, this is sheer nostalgia, with everything neatly sorted out for us in inimitable Sedgwick painstaking fashion. His allusion to the Morris Eight open models as "operational trainers for the M.G." and the "Earthbound Tiger Moth—or what three generations of novices have cut their teeth on" may be unkind to a certain famous aeroplane but is nevertheless distinctly apt (remember, their screens folded flat). I doubt, however, whether the screen-wiper motor really constituted "quite a lot of drag"; this is presumably a Sedgwick leg-pull. Incidentally, standards applied to cars change quickly and I was somewhat surprised to find how impressed I had been over the Lanchester Ten of 1946 when coming upon a quotation from the contemporary MOTOR SPORT road-test in "Lanchester Motor-Cars." So I am reassured to find that in 1939 *The Motor* remarked of the Morris Eight: "Cornering, by which we mean a feeling of complete directional control and absence of roll, is almost up to full-blooded sports-car standards" and that the late Laurence Pomeroy wrote in the same year "of the great pleasure it gave me to handle, and of the long-distance runs that I did without in any way feeling that I was being racked on a bouncing, underpowered baby," after driving one of these little cars! It is interesting that one picture shows a pair of cars, Morris-Oxford Twenty and Morris Eight, that were favoured by the author's family in the later 1930s. That this Profile is so interesting although dealing with a comparatively undistinguished car emphasises this author's ability to entertain as well as instruct.

Buckley on the Delahaye is worthwhile because of the interesting facts disclosed about the Company as well as about the Type 135, and the photographs effectively take one back—curious, though, that Rush drew *closed* versions instead of choosing the fine open-bodied Delahayes. Finally, the 300SLR Mercedes-Benz Profile is a model of what such publications should be. D.S.J. gives many fresh details about this great competition car from Stuttgart, even to quoting the chassis numbers of those referred to in the text, and tabulates all the 1955 race results, with racing numbers, and the present whereabouts of the remaining ten cars. The 19 photographs and cylinder head drawing capture perfectly the development of and inspiration behind the 300SLR and the Walter Wright colour plans and detail drawings, benefiting from scrutiny by D.S.J., are excellent.—W. B.

A NEW BARDIC TORCH

Motorists have endless uses for reliable electric torches, especially if they are the kind of motorists who indulge in night rallies and map-reading contests. In general I have found such objects to be annoyingly undependable, that is until I discovered the Bardic torch, with its many ingenious and eminently practical features. I hesitate to think how many years ago that was but since then I have had 100% reliability from a couple of these excellent British products, one stumpy, the other quite a formidable length, so that, apart from its unfailing supply of static or flashing illumination, it is quite a handy weapon to have in the car.

Now Bardic has announced a new range of torches, under the type-number 66. At first sight a retrograde change seems to have been made, for the case is plastic instead of aluminium and the means of hanging the torch up has changed from a substantial metal ring to a loop of cord. However, this is excused when one appreciates that these changes were made to comply with certain safety (fire) regulations and get these Bardic torches certified by the M.o.T., the Coal Board, etc. It has also been found that the changes speed up production; formerly there was a delay in delivery, so great has been the demand. But the rotary switch that I have found so reliable is retained, it is still easy to flash the beam if desired, and the torch is so shaped that it will not roll about when laid down. Moreover, a modification has been introduced to enable the batteries to be easily extracted even if they have been left in the torch so long that they have swollen.

I would not use any other torch and I recommend motorists and bulk buyers of torches alike to buy Bardic, which means buying British and buying a truly efficient product. The makers' address, for which we are frequently asked, is Bardic Limited, Bond Street, Northam, Southampton, Hampshire (Southampton 20207-9).—W. B.

WANT A COAT?

Castrol Ltd. are offering a dark blue Italian-styled Pakamac car coat, normally priced at £6 19s. 6d. for £3 19s. 6d. to anyone who purchases a sealed tin of any grade of Castrol motor oil and forwards an order form, obtainable from the retailer who supplies the oil, to the Castrol Advisory Motoring Service, 78-100, Cromer Street, London, W.C.1. The offer remains open until June 30th and the coats are available in three sizes.

DISAPPOINTING

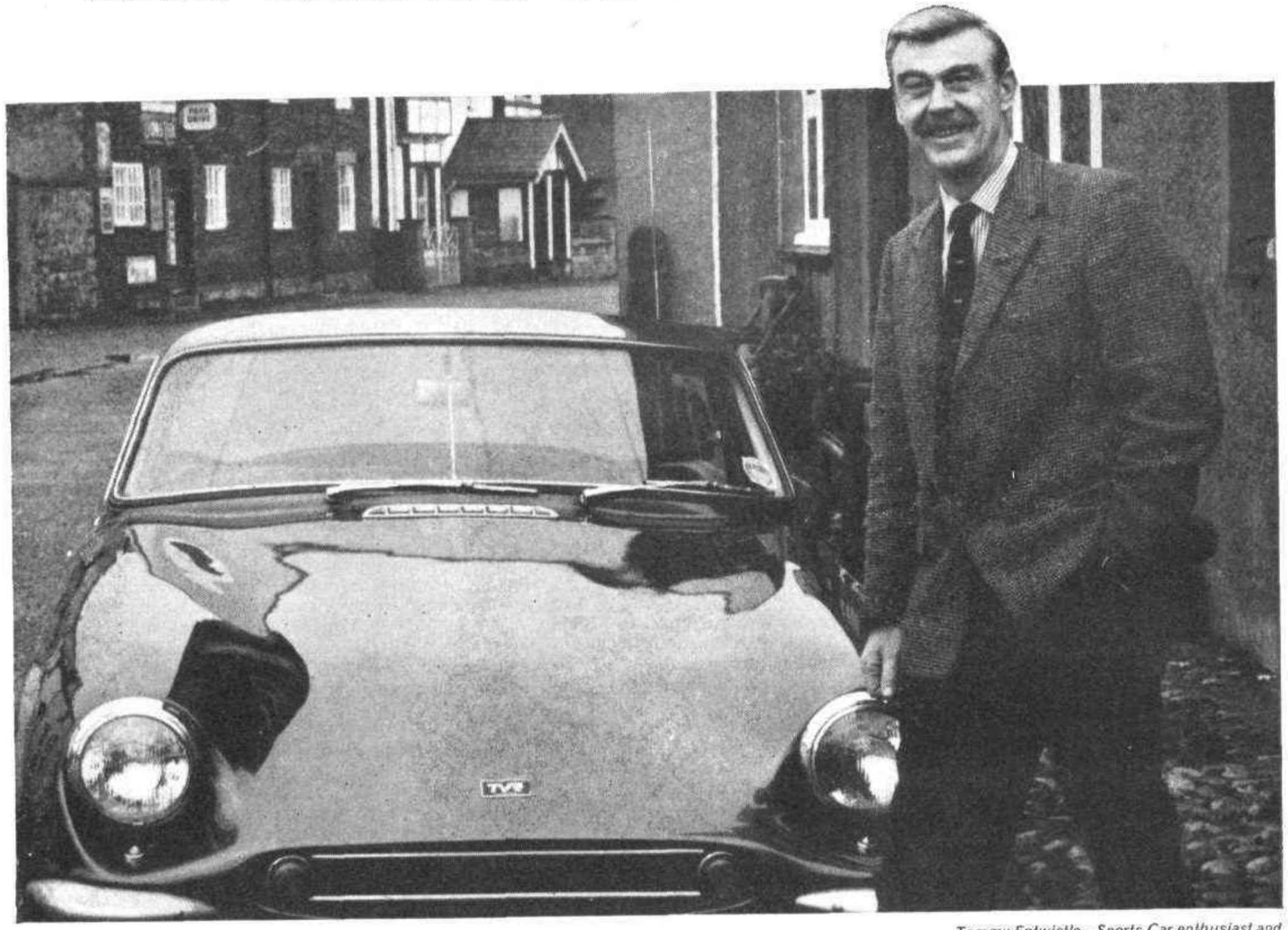
We have always endeavoured to give publicity to the smaller, specialist car manufacturers and had hoped to include in this issue impressions of a visit to Alvis Ltd. However, they inform us that as some 90% of their production is concerned with items having no connection with the 3-litre Series IV private-car they are unable to allow us in their factory. We hope sincerely that this does not foretell the end of Alvis as a manufacturer of motor cars.

MORE MINIATURE NEWS

Since the announcement on page 286 was written we have received two more Corgi miniatures. That of the f.w.d. Oldsmobile Toronado captures successfully the long, low nose, concealed headlamps and fast-back coupé body of the real General Motors' product, in a replica which is only 4¼ in. long, compared to 17 ft. 7 in. of the full-size car. This Corgi Toy No. 264 has proper retractable headlamps and the bumper construction and engine details under the car are faithfully reproduced. Finished in electric blue with a yellow interior, the U.K. retail price is 5s. 9d.

The other new Corgi is a 3½ in. long miniature of a Ford 5000 farm tractor in correct Ford livery, driven by a burly farmer. This is No. 67 and costs 7s. 6d.

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BRABHAM'S "HOT" VIVA

Modified test on a Vauxhall with the Brabham kit plus cylinder-head conversion



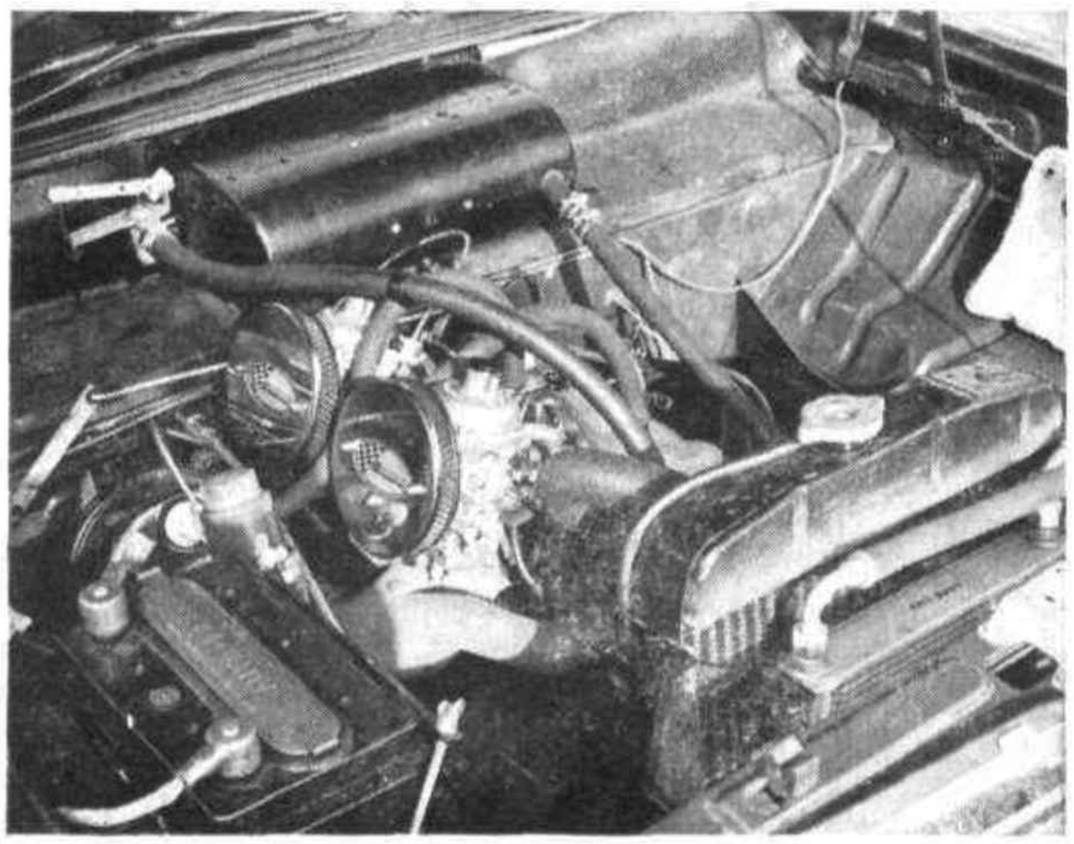
Wide rim wheels and lowered suspension distinguish this version of the Viva.

VAUXHALL is the third British manufacturer to secure the name of a champion grand prix *marque* for a production car but the first to have a model associated with the world champion racing driver, so if the kudos pays off in terms of production their new Viva kit should enjoy unrivalled success. Even before this hot Viva was announced we had spotted Jack Brabham's " personal " version at the Racing Car Show and this is the subject of our test this month.

With such a new car, there is confusion building up about the type names, so we had better explain that the basic Viva delivers an estimated 47 b.h.p. net from its 4-cylinder 1,159 c.c. engine. The " 90," which has a higher-lift camshaft and other minor improvements, gives about 60 b.h.p. and has disc brakes as standard equipment. Then the 69 b.h.p. Brabham kit for the Viva, costing £37 10s. and consisting of twin Stromberg carburetters, manifolding and special exhaust system, is available only for the " 90," fitted by the dealers, while the car we tested was also fitted with a modified cylinder head costing £29 10s. on exchange. With modified combustion chambers and 10:1 compression, this is said to produce 78 b.h.p. net from the Viva engine and without any other extras, this output is available for a total of £730 on the " 90 " or £775 on the more luxurious " SL 90."

On a cost/performance basis the " Stage 2 " conversion (we are at loss for a title) offers extremely good value for money, since the car will hold its own against larger GT-designated models costing at least £100 more, and not sacrifice much in the way of carrying capacity either. However, it is always necessary to work the gearbox freely on a small high performance unit and a driver would need to work fairly hard to keep up with a Cortina GT, for instance.

Two carburetters on special manifolding have a matched cylinder-head conversion to produce 78 b.h.p.



The " Brabham " Brabham Viva stands out among other small cars without being ostentatious due to a new type of transfer sweeping white lines across the dark green bonnet, tapering down the sides with Brabham's name. Passers-by dropped their gaze to the 5½J wheels, shod with SP41 tyres, and nodded wisely . . . Other extras included an oil cooler (£13 10s.), a woodrim steering wheel with Brabham motif (£8 10s.), a binnacle tachometer (£12 14s. 6d.) and Koni shock-absorbers costing £20 for the full set. Lowered suspension is still in the experimental stage, not quoted at the moment, and the engine was balanced (by Repco, of course). The wheels cost £18 10s. for four on exchange, and the specification is concluded with a pair of Cox safety seats with integral inertia reel harness lap-and-diagonal belts—with headrests, they cost £31 10s. each.

At first the car was, if anything, disappointing, as it did not seem to have a searing power curve, but the acceleration times proved that it was deceptively fast. A little choke was needed to keep the engine running when cold and apart from a noticeably throaty noise disguised by lightweight pancake air filters there was little to suggest to passengers that this was a modified car. A driver, especially one used to Vivas, would notice much better pick-up above 3,000 r.p.m., and even with the standard " 90 " cam the engine can be felt to fluff below 2,000 r.p.m. while giving a most distinct advantage between 4,000 and 6,500 revs. (7,000 can be used in emergency, but our speeds in gears are quoted at the lower limit.)

Selection of carburetter needles to suit the induction system was still in the experimental stage when we drove the car, and certainly the engine was running too rich at low speed. The overall fuel consumption of 20.8 m.p.g. was far worse than expected, indeed there is no physical reason why the tuned car should not be as economical as the ordinary " 90 " in normal driving, and flooding was evident at times in low-speed pick-up. Overall, however, the engine performed very smoothly and the excellent gear-change makes it a pleasure to drive the car quickly. Our maximum speed of 92 m.p.h. was not achieved in ideal conditions, and a speed approaching 100 m.p.h. is claimed for the car.

With lowered springs, wide rim wheels and Koni shock-absorbers all round the handling could hardly be better for road work, although on bumpy roads the ride became somewhat uncomfortable, especially at low speed when something like a drainhole can really jar the front suspension. Roadholding powers were extremely good and roll-free, marked by fairly strong understeer, and it was even possible to lift the inside rear wheel cornering hard on wet roads which is a fair measure of adhesion.

In summary, the Brabham Viva as tested performs most creditably and even in standard form the Viva 90 has good brakes, suspension and gearbox which match up to the performance image. Since the model is still new to us, we can remark that it is a very spacious, comfortable car for the money, rather spoilt by the " progressive " throttle which makes good starts difficult, a faulty fuel gauge, by tinny quarterlight catches and the plastic cubbyholes which let cameras, stopwatches, etc., slide about helplessly and noisily when the car is in motion.

Continued on page 305

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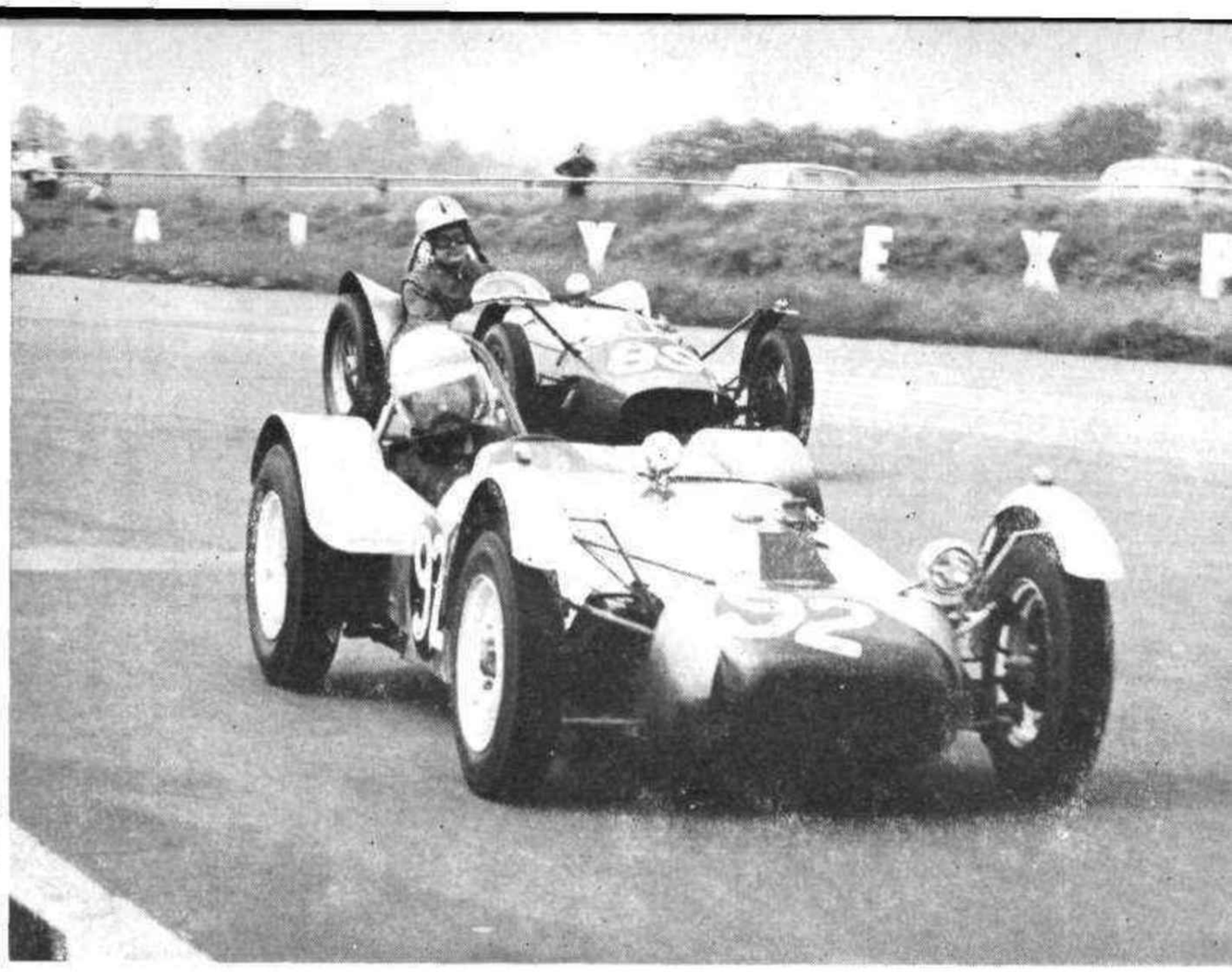
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THE COST OF MOTORING SPORT

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CLUBMEN'S RACING.—Do-it-yourself racing cars powered by mildly tuned push-rod production engines provide competitors with plenty of fun without costing the earth. Bryan Clayton, in Vitesse II, is seen cornering at Silverstone.

MORE than ever, money is the criterion in motor racing today. Starting money, prize money, trade sponsorship and bonuses form a vital part in the successful activity of a professional racing team, making it more difficult all the time for the true amateur to join in with any chance of success, so we do perhaps tend to lose sight sometimes of the basic reason for taking part—that is the love of motoring sport, the thrill of competition.

We suppose that the hey-day of the amateur was in the great era of the Bentley Boys, when wealthy young men bought these heavy, powerful, expensive cars with their own money and competed with little thought of reward, simply with the idea of enjoyment and putting up a good show. Today the amateur is a rarity, if you define him as one who doesn't get any sponsorship at all, and this strict but absolutely necessary rule governs competitions run by the Seven Fifty Motor Club, formed in 1939 to encourage owners of 750-c.c. cars to take part in motoring sport, and still run on exactly the same principles.

Naturally enough, the 750 M.C. doesn't get very much race publicity, for the classes do not provide really spectacular racing, so, rather unfairly perhaps, many people tend to look down on clubmen's racing. The Club does, however, provide its members with the chance to build their own cars at very low cost—as little as £70 can produce a race-worthy car and £250 can represent a race-winner—and race them purely for enjoyment. A set of secondhand tyres can last a season . . . a pre-war 747-c.c. Austin engine can be picked up for 30 bob . . . someone may swap a chassis for an axle, or a pair of springs. Some members put aside £1 a week from their pay packet to pay for bits and pieces, and few of them invest more than £20 in one lump when they are building. It is a category where ingenuity can keep pace with expense, and the man who spends most is often embarrassed to find himself beaten by another who has some bright ideas about construction.

The spirit of competition was neatly summed up for us by Bryan Clayton, last year's 750 Formula Championship winner, when he said: "You can spend as much as you like so long as you don't win—then people start asking questions." This is a very fair attitude, for it makes people very ingenious in their efforts to go one better than the next man, but if the Club think that a particular feature of a car costs too much for the others to copy, in other words giving it an unfair advantage, it is quickly ruled out and *status quo* is restored. The 1200 Formula (it was recently called 1172 but now includes the o.h.v. push-rod engines) is more free regarding chassis construction, but not much more expensive in that cars can cost from £250, to around £400; last year's Formula winner John Lancaster completed his season with a Ford 105E engine bought from a scrapyard for £20, rebuilt, modified at the top end only, and giving at least 65 b.h.p.

It would be quite wrong to assume that the cars taking part are a collection of refugees from a scrap-yard, for the workmanship and attention to detail usually shows a great deal of skill and pride, and lap times are quite competitive, as members prove when they take part in *libre* sports-car events. A good 750 weighs about 700 lb. on the start-line and the engine is producing about 50 b.h.p., giving a genuine ratio of 150 b.h.p./ton; a 1200 engine will give as much as 70 b.h.p. and the car will weigh about 800 lb., giving a possible 200 b.h.p./ton. This is about the same as a Jaguar E-type, for purposes of rough comparison, and we mention the fact to make it clear that this is a perfectly serious form of motor racing.

Amateurism is closely guarded. Competitors are not allowed to be sponsored and may not advertise, neither may any component maker advertise any success. Members are allowed to compete for prize money, though the situation does not often arise, and get no trade support. On the whole this preserves a much happier situation than is found in some other classes where the entrants and drivers get so jealous that, in the end, no-one gets proper recognition for good preparation and good driving.

The basic idea of the 750 Formula is to use an Austin Seven chassis, though how it is treated is left to the builder. The car must use the original rear springs and axle complete with differential and driveshafts. Until 1965 the use of the 747-c.c. Austin side-valve engine was also compulsory, but such was the unreliability that many people were on the point of giving up altogether and just when crisis point was reached, the Reliant alloy engine was admitted as an alternative. This has overhead valve-gear and a capacity of 600 c.c., but with .08 in. overbore, the maximum permitted, the capacity can be raised to 642 c.c. It is interesting to realise that the Austin engine can be persuaded to give 50 b.h.p., even with stipulations that the ports must remain siamesed, the camshaft can't be run overhead, and of course supercharging is not permitted. Since none of the original parts are less than 30 years old now, and supply of the fragile crankshafts may dry up one day, the Reliant engine is bound to become more popular. This, too, is producing about 50 b.h.p. at the moment, though unlike the Austin it is restricted to a single carburetter with a 22-mm. flange, and it will rev to 8,200 reliably.

Bryan Clayton, who was the most successful 750 man last year, is a bearded stockbroker's clerk who has been studying engineering at evening classes for rather a long time—not surprising, really, since an excellent set of lathes are provided and several other club-racing men go along a couple of evenings a week carrying heavy holdalls. He started racing in 1962 with Vitesse I, a 750 Formula car, and in 1964 this was replaced by Vitesse II, the present machine, still powered by an Austin engine. In 1964 he blew up four engines, and while they are easy enough to replace the process was so dispiriting, and so much time was used up, that he would have retired by now but for the Reliant.

The cheapest Reliant engine costs about £30, or £70 new from the

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factory, and in its first year did not score an outright win at any event as various people were thinking of ways to get it to deliver the right sort of power. A target of 60 b.h.p. is in mind now and it would be a great achievement to better 90 b.h.p./litre with a heavily-choked 4-cylinder production engine. A 4-speed close-ratio Austin Seven gearbox is mated to the engine by means of Clayton's special adaptor, and a competition clutch is used.

The chassis is from a 1934 Seven, at least the side-members are, boxed in for extra strength. The structure is built up into a space-frame using various section tubing. The original ¼-elliptic springs are used at the back, remade and located by A-brackets, and drive is *via* a hybrid axle with an offset differential (5.625 ratio)—this is achieved by pairing longer and shorter pre- and post-1931 half-axles, resulting in an offset transmission line through the cockpit. Morris Minor brakes are on the back, the system having twin master cylinders. Front suspension features Triumph Herald uprights (and brake drums), unequal length wishbones, and inclined coil spring/damper units.

Aluminium bodywork is fitted, with a glass-fibre nosepiece, and the whole car weighs 702 lb. ready to race. Normal production steel wheels are used, from a Herald with 4½J rims at the front, and reversed Ford 100E 5J wheels at the back, of 13 in. diameter—Dunlop R6 racing tyres lasted the season, and the front tyres would probably last two seasons if necessary.

The car cost £330 to make, although Clayton thinks that he can build the next one for £250. It raced 18 times in 1966 and had nine wins, though one was disallowed due to a push-start. It also had a second, a third, and a sixth, and four retirements—one due to a dropped valve after over-lightening, two due to the ensuing complications, and one because of a broken half-shaft.

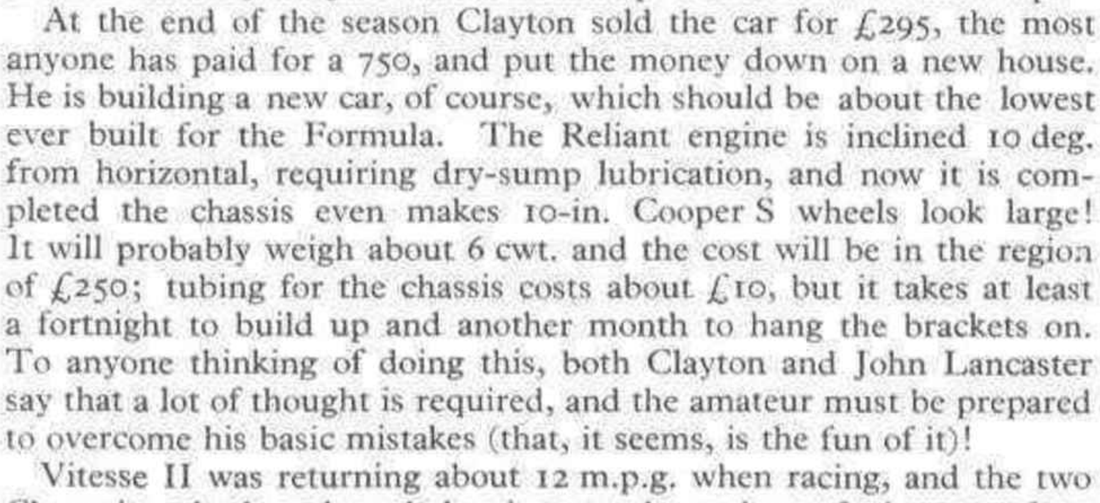
We mentioned an output of 50 b.h.p., achieved by a number of means. Having overbored to 640 c.c., Clayton made his own pistons from blanks (serious evening institute study), reground the crankshaft and lightened the flywheel. The Regal alloy head was reshaped, the compression ratio increased to 11.5 to 1, but standard-size valves retained. Rocker gear was lightened and the camshaft reground to give more lift, and the timing was altered. A Weber 321MPE carburetter, was fitted to the original manifold with a 22-mm. restrictor worked in.

In this state of tune the car is capable of lapping the Silverstone Club circuit in 1 min. 20 sec. and the Brands Hatch short circuit in 68 sec. It will achieve about 98 m.p.h. in top gear with its present axle ratio, and has certainly established itself as the most reliable car of the year—Bill Cowley was very fast in his Austin-engined special, but less reliable, and Jim White's Austin-powered car was runner-up.

At the end of the season Clayton sold the car for £295, the most anyone has paid for a 750, and put the money down on a new house. He is building a new car, of course, which should be about the lowest ever built for the Formula. The Reliant engine is inclined 10 deg. from horizontal, requiring dry-sump lubrication, and now it is completed the chassis even makes 10-in. Cooper S wheels look large! It will probably weigh about 6 cwt. and the cost will be in the region of £250; tubing for the chassis costs about £10, but it takes at least a fortnight to build up and another month to hang the brackets on. To anyone thinking of doing this, both Clayton and John Lancaster say that a lot of thought is required, and the amateur must be prepared to overcome his basic mistakes (that, it seems, is the fun of it)!

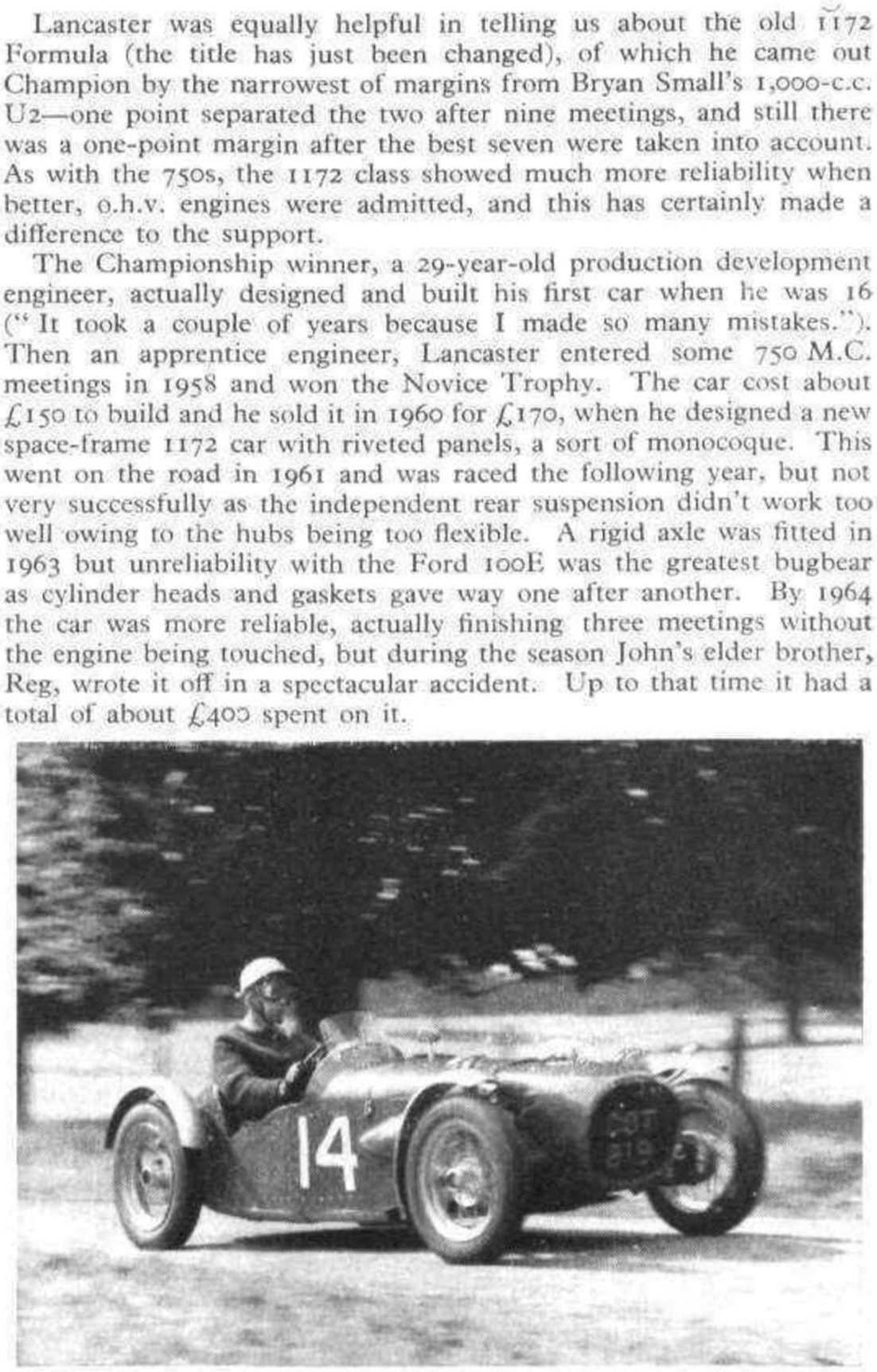
Vitesse II was returning about 12 m.p.g. when racing, and the two Champions both reckoned that it costs them about £5 in entry fees, petrol and sundries when they do a meeting. At that rate, Clayton's entire season cost him £110, and the car depreciated £35 in two seasons, so there is no doubt that this is by far the cheapest way of going motor racing seriously.

Bryan Clayton's new car for the coming season hardly tops 10-in. Mini wheels! The Reliant engine will be canted 10 deg. from horizontal.



Lancaster was equally helpful in telling us about the old 1172 Formula (the title has just been changed), of which he came out Champion by the narrowest of margins from Bryan Small's 1,000-c.c. U2—one point separated the two after nine meetings, and still there was a one-point margin after the best seven were taken into account. As with the 750s, the 1172 class showed much more reliability when better, o.h.v. engines were admitted, and this has certainly made a difference to the support.

The Championship winner, a 29-year-old production development engineer, actually designed and built his first car when he was 16 ("It took a couple of years because I made so many mistakes."). Then an apprentice engineer, Lancaster entered some 750 M.C. meetings in 1958 and won the Novice Trophy. The car cost about £150 to build and he sold it in 1960 for £170, when he designed a new space-frame 1172 car with riveted panels, a sort of monocoque. This went on the road in 1961 and was raced the following year, but not very successfully as the independent rear suspension didn't work too well owing to the hubs being too flexible. A rigid axle was fitted in 1963 but unreliability with the Ford 100E was the greatest bugbear as cylinder heads and gaskets gave way one after another. By 1964 the car was more reliable, actually finishing three meetings without the engine being touched, but during the season John's elder brother, Reg, wrote it off in a spectacular accident. Up to that time it had a total of about £400 spent on it.



At the age of 18 John Lancaster, pictured at the Harleyford hill-climb in 1958, won the Novices Trophy awarded by the 750 M.C. He built this car himself.

The Orva Mark III, built during 1965, used many parts from the earlier car and cost another £200 to complete. It was designed to the last detail on a drawing board, making use of the much freer construction requirements of the 1172 Formula. The only real stipulation is a minimum cockpit width of 32 in., resulting in the construction of quite orthodox, wide racing cars. The Mark III has D-tube stressed centre sections with front and rear sub-frames. All independent suspension is used with Herald uprights at the front, with much-altered Fiat 1100 rear brakes, and Lola Formula Junior hub carriers at the rear. Reg Lancaster made the differential from the axle of a Morris Minor (5.125 ratio) and the complete car weighs a fraction over 7 cwt.

After the accident it was felt that light suspension was a useful feature, in that a wheel may be torn away without damaging the main structure, and this has since proved true. In constructing the Orva III, Lancaster was able to salvage the 100E engine and save money, so in a rare spending spree he spent £40 on a set of magnesium alloy wheels and, from the tone of his voice, regretted it ever since. A B.M.C. A series gearbox with Lotus close-ratio gears cost £20, but a fault cost £11 to rectify, so this was an expensive investment too. Secondhand Herald uprights with hubs carrying disc brakes cost £16, again considered pricey, completed the construction, and on the car's first outing at Brands Hatch in April it won the event—as its owner says, it was a much better car.

At Snetterton a fortnight later the engine finally and conclusively blew up, so Lancaster borrowed an ex-scrapyard 1,000-c.c. 105E engine from John Clark; this ran badly at Castle Combe in June due to poor carburation, but investigation into Cosworth's plumbing on

Continued on page 305

HIGH MARKS FOR THE HUNTER

The Latest Hillman Proves to be a Pleasant Semi-Sporting Family Car



A HUNTER AT THE STEEPLECHASE.—The new Hillman en route *for a well-known Hampshire race course. The observation tower behind it was built by Aldershot Command Trust to perpetuate the tradition of mounted sport in Aldershot and to commemorate in particular the riding event of the World Pentathlon held at this venue in* 1958.

THE reputation of the Rootes Group was built up on solid, comfortable, well-equipped middle-class cars appealing to owners with upper-class pretensions. I have written many words of appreciation about these cars, after driving several Minx and the Humber, Singer and Sunbeam derivatives. But these cars gave me the impression of having a dead ride, a harsh engine and gear-change, and spongy steering. The steering was improved but these other characteristics spoilt, for me, what were otherwise very acceptable cars.

Last autumn Rootes announced their startling change of policy—the long-lived Minx range was swept away and replaced by the cheaper-to-manufacture Hillman Hunter. This imitated Ford's immensely successful Cortina in many ways, even to MacPherson strut-tyre i.f.s., a light but rigid body shell, and face-level ventilation with extractor action. Already the Singer Vogue version of the Hunter has arrived and the only models following the former Rootes concept are the Sunbeam Rapier and Alpine and Humber Sceptre—and how long will these remain ?

The de luxe touch had given place to utility. So naturally I thought of this "Coventry Cortina" as merely a no-nonsense family car, without sporting characteristics, and looking, as is the trend, much like others of its class. But soon after taking over a handsome royal blue example from the legendary Barlby Road depot I found that I was enjoying this four-door 1,725 c.c. 74 b.h.p. 5-bearing saloon. In comparison with the Ford Cortina it rides a bit better, has perhaps heavier, but more positive, steering, and feels, maybe, a bit more stable on fast corners, until it is driven really hard, when the understeer becomes squidgy. But the Hunter handles reasonably well in the wet on 5.60 × 13 Dunlop C41s, whereas the more recent Cortina GTs I have tried have had wide-base rims and radial-ply tyres.

The Ford seats five, whereas the Hunter is better with four up; but they enjoy better seats than the early Cortina possessed. The Cortina's boot may be rather larger (but the Hillman's takes a kitchen chair although the backs of the rear lamps are vulnerable) and the odd spare wheel mounting on the Hunter, angled up under the front wall of the boot, makes the wheel awkward to remove, and all the luggage has to come out. The fresh-air ventilation of the Coventry product is almost an exact crib of Dagenham's, except that the swivelling facia inlets have cut-off controls in their centres. The extractor effect is less pronounced on the Hillman, however, so Ford's excellent Aeroflow is still the better system; moreover, the Hunter retains ¼-lights, with awkward catches. But the air inlets provide a very powerful stream of directable cool air, and the flow can be boosted with the fan.

In performance the Hillman Hunter, with a top speed in o/d of 90 m.p.h. and s.s. ¼-mile acceleration in 19.6 sec., is ahead of the Ford Cortina 1500, as it should be with its bigger engine, but is no match for the Cortina GT. And it costs over £100 more than the normal Cortina and even a few pounds more than the GT.

Leaving such direct comparisons, the Hunter is pleasant to drive, with a good driving position, enhanced by unbiased pedals, excellent visibility all round, and quite comfortable front seats which have good reclining squabs. The gear-change is notchy but pleasantly positive (it sometimes baulks at 1st), and the rigid medium-length raked central lever comes right under the left hand. The floor hand-brake is out of the way on the right.

The interior is spartan and the plated wells in which the switches are recessed look rather cheap. Instrumentation, apart from a neat speedometer, is confined to an uncalibrated thermometer and an accurate fuel gauge with scarcely better marking, but with tank contents expressed in litres and gallons. The switches, two on the left for 2-speed heater fan and panel lighting, one on the right for the lamps, are set rather inboard of the thick-rimmed steering wheel and so are apt to be "fumbly" in the dark. A multi-purpose r.h. stalk, knobs for 2-speed washers/wipers and choke, and a l.h. stalk for o/d in top and 3rd gear, complete the controls. Stowage is well provided for, with a huge lockable cubbyhole, a full-width under-facia shelf, a useful rear shelf, and an open well behind the gear lever. Dual external mirrors give a view along each side of the car but are of the lethal diminishing type. The doors have torsion-bar "keeps," novel sliding interior locks, and the small well-contrived pull-out interior door handles.

The Stromberg 150 CDS carburetter needs too much use of the insensitive choke/hand-throttle from cold and the alloy-head 8-port engine takes its time to get warm enough not to stall. It needs liberal use of the lower gears until the car is in its stride, when top-gear acceleration is good. The engine is fairly noisy but eagerly reaches the legal speed-limit in 3rd gear. There is an alternator (Chrysler influence ?) for battery charging. The clutch sounded as if it slipped momentarily when taking off fiercely but gave no trouble. Tumble-home of the windows results in rain on the front seats if the doors have to be opened when the roof is wet.

Ride and handling are above average for a family car, but the disc/drum brakes are unimpressive at low speeds and normal pressures, although adequate in an emergency. (This seems to apply to so many family cars these days. I recall how impressed we all were with the powerful, reassuring braking of the Peugeot 203 when it was tested as a new car. By 1967 standards they might not seem so good but it is certainly high time more modern family cars were endowed with brakes of comparative merit.) The turning circle is commendably small, at the cost of tyre scrub. One impressive aspect of the latest Hillman was how it went on and on without needing fuel. In fact, the overall range was 309 miles and checked in traffic and local driving the m.p.g. was 28.9, or 30.1 with liberal use of o/d, a truly excellent average of 30 m.p.g. Premium petrol is acceptable in spite of a 9.2 to 1 c.r. As with too many recent cars, the fuel tank cannot be filled from an ordinary can and the filler cap is not secured against loss. After 600 miles one pint of oil brought the sump level back to normal. The Smiths Radiomobile radio gave very clear reception.

This £838 Anglo-American car, so much lighter and responsive than the old Minx, is generally very likeable and, with the help of Chrysler dollars, will, I sincerely hope, resuscitate Rootes.—W. B.

The things they say . . .

"I resigned because I was tired of waging war against the motorist . . . I have found it impossible to ignore that the Courts, too, seem to make motorists their main target. The motorist who makes a simple mistake is often more seriously punished than the person who deliberately sets out to commit a crime."—Ex-Police Constable James Wylie, *resigning from the Glasgow Police Force after six years' service, to look for a job in Australia.*

A FINE DRIVE.—Running properly for the first time in a race, the 12-cylinder Gurney-Weslake engine enabled Dan Gurney to break the Brands Hatch lap record convincingly in both heats of the Race of Champions and win the final. The " Eagle beak " is seen clearly in this study of the beautifully prepared car, and the absence of megaphones on the long exhaust pipes can now be noted. Tyres are low profile Goodyears.

A CLOSE SECOND.—Bandini, in the 1967 Ferrari, coped with a misfiring engine in the first and second heats, and was ninth early in the final. Matters improved later and he worked through the field to finish second, close behind the ailing Eagle.



ABOVE EXPECTATION.—Swiss driver Jo Siffert did not shine in the two heats, driving the Walker-Durlacher entered Cooper-Maserati, but went exceptionally well in the final to beat the works cars and finish third, close to the leaders.



BRANDS HATCH
RACE OF CHAMPIONS

EVENLY MATCHED.—The Ferrari driven by Scarfiotti and the Cooper-Maserati driven by Rodriguez were extremely well matched, running in this order throughout the two heats and the final. Pictured at Clearways, the Ferrari can be seen taking up a greater roll angle than the more bulky Cooper. Scarfiotti, who likes to sit upright, was driving last year's 12-cylinder car as raced for the first time at Monza, and Rodriguez, who is semi-reclining, used a car as prepared for the South African G.P.

TROUBLED DRIVE.—Spence drove an H16 B.R.M. lent to Tim Parnell for the meeting, but grappled with gear selection troubles due to bottoming and finally lost sixth place with a sick engine.

CHAMPION AWAY.—Brabham pit-stopped his 1966 car twice in the final and lost a lap each time, depriving spectators of a close duel with Gurney.



SPECTACULAR.—Gordon Spice in his privately-owned Mini-Cooper S takes Druids Bend in a typically spectacular fashion. He finished a close second to Rhodes' works car. On the opening lap Spice got practically out of control in the middle of the field on Paddock Bend, but held the car well.



Do you define a sports a high-powered engine, costing at least £2000?

Then here's one that seats five, does 108 mph and costs only £1068. (We even give it a racy Italian name.)

Some people define the new Cortina Lotus as a racing car disguised as a family saloon. Others say it's the other way round. Both definitions fit it exactly. With New Cortina Lotus you get a family-size saloon which gives rally-car performance. It's been built that way—for the driver who wants comfort and space combined with that dash of flair and extra power that lifts motoring out of the everyday. And the delivered price is geared well towards the medium-sized budget, too! Power! Top speed of 108 mph . . . 1558 cc twin overhead camshaft engine with two twin-choke Weber carburettors . . . acceleration of 0-60 in 10·4 seconds . . . these are only three of the exciting, racy engine features of New Cortina Lotus. Handling! And to handle this power-package: radial ply tyres on $5\frac{1}{2}$ J rims for sure, supple roadholding on all surfaces . . . servo-assisted brakes all round . . . anti-roll bar, radius arms and lowered suspension . . . all-synchromesh gearbox with floor-mounted remote gear lever for fast, smooth changes. Looks! Upholstery and trim in Cirrus 200. Door-to-door fitted deep-pile carpeting. Stylish trim exterior, too—flowing body lines for a really distinctive look. Comfort! 'Aeroflow' ventilation for a complete change of air every 40 seconds. Front contoured bucket seats. Spacious back seat. Room to breathe, room to move. Extra Bonus—is the wide range of special Cortina Lotus racing rallying equipment available from the Ford Competitions Department.

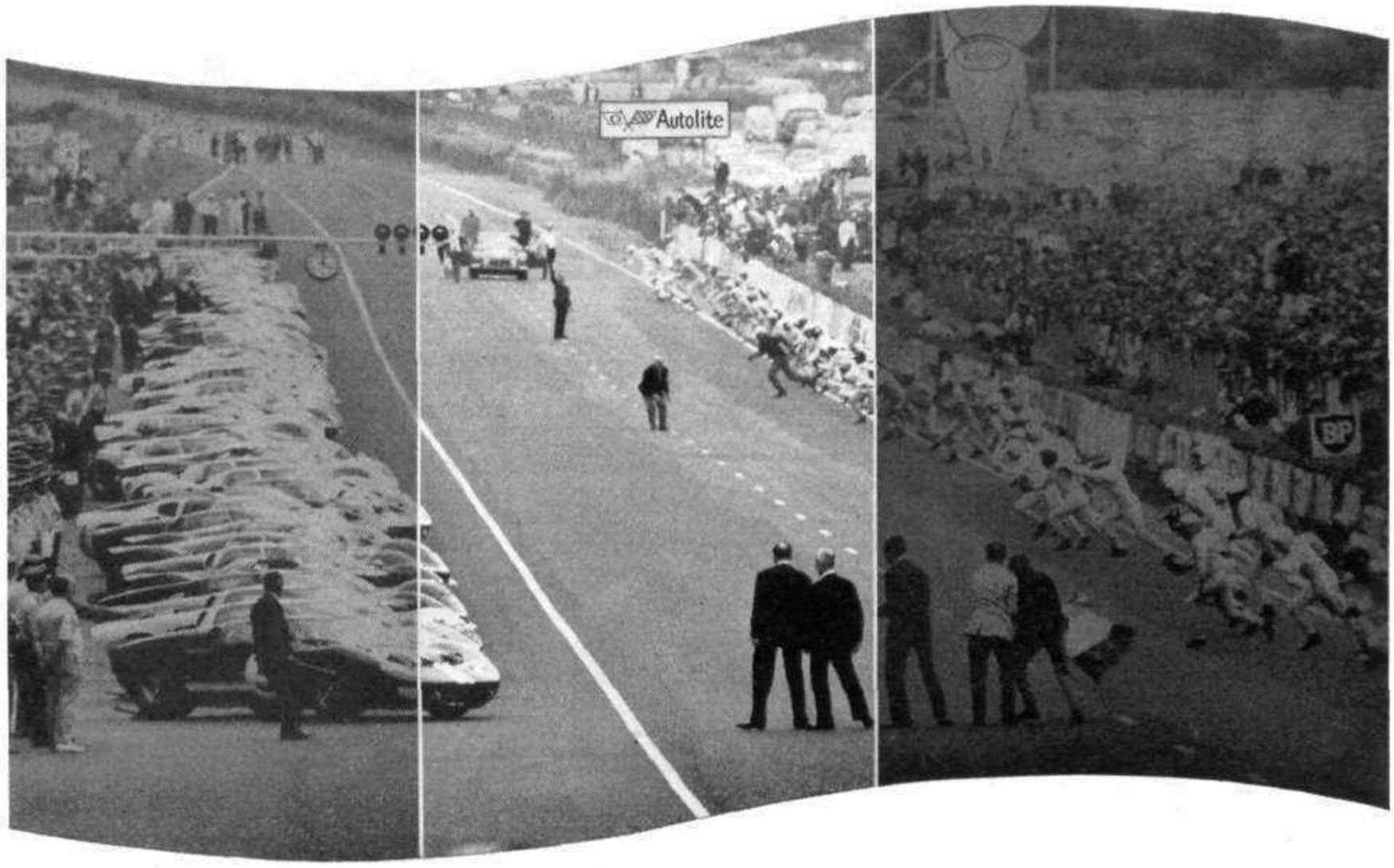
Recommended delivered price including purchase tax £1068. And this means exactly what it says—with Ford there is no extra charge for delivery. (This price does not apply in Northern Ireland.)

car as having two seats, a racy Italian name and



New Cortina Lotus

Ford



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There are 6 all-inclusive tickets-for-two for Le Mans '67 going FREE! Where? In the Ford Performance Car Competition which lasts from March 15th to May 20th. Anyone who orders a car from the Ford Performance Range on or between these dates automatically qualifies for entry in the competition. You can get full details from your local Ford Dealer. The competition is quite simply an interesting test of your knowledge of performance cars.

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Ford

TWO VAUXHALLS

The Road-Clinging Viva SL90 and the Sumptuously-Equipped Viscount



LUTON PRODUCTS IN LONDON WALL.—Of the two Vauxhalls which are the subject of the accompanying article, the Viva is now obtainable from Vauxhall Motors Ltd. in mildly-tuned Brabham-Viva form (as distinct from the more highly-tuned Brabham-Viva referred to on page 292), on which we hope to report in the near future. If this theme is expanded, one day there could be the Viscount Brabham as a sort of impecunious successor to the aristocratic 3½/4½-litre Bentleys and similar cars of pre-war times. . . .

SINCE I first tried it I have liked the Vauxhall Viva. It is a useful 1,159-c.c. car of conventional layout, almost of 1½-litre body dimensions, with light steering and clutch, a very nice gear change, and a big capacity for luggage. The latest SL90 model with the new coil-spring suspension (replacing the earlier half-elliptic rear suspension and transverse leaf-spring i.f.s.), properly-located back axle and disc front brakes clings to the road in a manner remarkable for any car and outstanding for a saloon of this modest price.

The exceptional road-holding is no doubt aided by the low-profile 12 in. tyres (Avon Super Safety tubeless on the test car), the wheels looking unusually small in relation to the wheel arches of the two-door body. The Viva SL90 can be taken very fast through open bends with commendable accuracy, very little roll and no tyre squeal. On the overrun there is a faintly "squidgy" feel about the steering but otherwise full marks to this rear-wheel-drive small saloon that possesses such splendid road-clinging qualities and such a high factor of safety.

Unfortunately the ride is pretty terrible, being extremely lively over bad surfaces. The power disc/drum brakes need a good prod for quick retardation from speed but otherwise work well and do not squeal. The body of this latest Viva SL90 is commendably free from unnecessary adornment but has a number of irritating detail faults; I do not like the upsweep of the waistline under the fixed back windows, but the wheel trims look nice.

The separate front seats are fairly comfortable for spongy seats with a small area of cushion and non-adjustable squabs. The stubby little gear lever controls a generally very fine gearbox but it is too far out of reach for long-legged drivers who slide the driving seat right back. But many far more expensive cars would benefit from such a light, pleasant gear change and reverse is easily selected by lifting the lever beyond first gear location.

The front seats lift up to give access to the back seat but are locked for safety reasons by little levers at the outside of their base; this is unfortunate, for three reasons. Firstly, two hands are needed to lift both lock-release lever and seat, which is annoying when an arm-full of parcels is destined for the back compartment. Second, the driver cannot reach the lock-release of the n/s seat, so that when picking up a dog or a human passenger who is to go in the back but is unaccustomed to the locking of the front seat, it is necessary to get out and walk round the car to operate it. Third, back seat passengers can release the front-seat safety locks but are still trapped in the back compartment because, as the front seats tilt forward, they make the lift-up interior door handles inaccessible! This may be excellent as a child trap but will anger adults.

In other aspects, too, the latest Viva falls short of the ideal. There is no proper extraction for air and as the rear side windows are fixed on all save the de luxe model, misting up of the back window is common, and to clear it the occupants have to endure a heater fan that sounds like a cheap, very noisy hair-drier. This was appreciated, and the test-car had external mirrors. There are simple fresh-air inlets on the facia, supplemented by further adjustable air inlets, but these are normally insufficient to demist the car. Without the fan the heater volume seems low.

Another irritation is that the carefully grouped, shaped and picture-labelled flick-switches for side lamps, wipers, washers (of which the o/s one was inoperative on the test car), fog lamps and, paired on the other side of the steering column, the cigarette lighter and choke knob, are invisible to drivers of average size unless they move their bodies to peer over or under the thick steering wheel spokes, which effectively blank this row of controls. Once the Lucas rectangular headlamps are switched on the r.h. stalk control dips them; it also flashes them, controls the winkers and sounds a high-pitched horn. The lamps give a good but apparently rather dazzling main and cut-off beam.

Part of the facia, the lid of the deep but shallow lockable cubby hole and the cross spokes of the steering wheel are finished in a restrained imitation wood veneer. The m.p.h./k.p.h. speedometer incorporates a clear odometer with decimals, a centigrade water thermometer (normally reading 85 deg.) and a fuel gauge that is accurate-reading with the car stationary. There is a full-width parcels shelf, very inaccessible on the driver's side, but the stowage space behind the shaped back seat squab is unlipped. There is an open well ahead of the gear lever. The boot is commendably spacious. The heavy bonnet has to be propped up and the wiring in the engine compartment is untidy, with a frail lead from the coil passing close to the accessible bent-wire dip-stick. Play in the pivots of the door-keeps, cracks at the door-hinge welds, and paint chipping from the frames of the quarter-lights, were a reminder of mass production. Two keys look after ignition and door locks but as both are the same shape annoyance is created, while locks in the door push-buttons are not the best arrangement. The screen pillars sweep back rather sharply but visibility is good, the steering wheel set low. The transmission is snatchy under sudden throttle opening.

The engine, with its simple o.h. rocker gear and downdraught alloy

inlet manifold and inlet ports, has a Zenith-Stromberg carburetter and 9.0 to 1 c.r. on the SL90 version and gets the car up to a comfortable cruising speed which is also the legal maximum. It starts fairly promptly with a minimum of choke but tends to stall in the first hundred yards. No oil was used in 500 miles but the consumption of premium petrol was disappointingly heavy. Admittedly the Viva was used for local short journeys and driving to London rather than for fast main-road cruising but the overall figure was only 27.1 m.p.g. The tank filler has an unsecured cap and will not accept a normal can.

In brief, the latest 60 b.h.p. £708 Vauxhall Viva SL90 can chase B.M.C. 1100s round corners without running out of road, but is nothing like their equal in ride comfort, and is far more thirsty. It is pleasant to drive, roomy for a car of this engine capacity, and will make a great many friends amongst those who like their family cars to display many good qualities within the context of a conventional specification and appearance. The road-holding of this latest Viva makes it no surprise that the reigning World Champion racing driver should agree to co-operate with Vauxhall Motors Ltd. in providing mildly souped-up versions of this already lively and likeable car. Will the advent of the improved Viva cause Ford to revise its ideas about 1100s and introduce a replacement for the ageing Anglia?

The Vauxhall Viscount is the luxury version of the 3¼-litre Cresta and very sumptuous it is, at the competitive price of £1,483—its direct competitor is the 3-litre Ford Executive, which MOTOR SPORT reported on last month and which costs £84 more than the Viscount. This includes sliding roof, i.r.s. and D1/D2 transmission which the Luton product hasn't got but the Vauxhall has electrically-controlled windows whereas the Ford's have to be manually wound.

This big Vauxhall gets the sumptuous touch over well, although not quite as well as the 3-litre Rover, for instance, being a wide-imposing-looking car with very comfortable leather-upholstered seats, fully equipped in practical fashion. Those in the back compartment have the benefit of fold-down picnic tables, elastic-topped pockets in the backs of the adjustable front-seat squabs, roof "pulls," a wide central armrest, a bright roof-lamp that comes on when a back door is opened, and corner reading-lights. The interior of the Viscount is lavishly endowed with the aura of Clubland—big panels of matching polished-veneer burr-walnut on the doors (with crest-like insignia on the front panels!), the same wood for the facia and window surrounds, cloth upholstery for the base of the door panels and front-door map pockets, thick pile carpets, the aforesaid hide upholstery, and a fully-carpeted luggage boot.

This is by no means all—the Viscount has power-operated windows, although as the controls for these, so far as the front-seat occupants are concerned, are on the console below the facia, they are difficult to locate in a hurry or in the dark. These power-operated windows are supplemented by normal quarter-lights. There are lever-controlled outlets at each end of the facia that provide for cold-air ventilation on the face although the direction of flow is not adjustable. But to demist the screen it is necessary to have the two-speed heater-fan in the disastrously-noisy fast setting, neither heater nor fresh-air vents being particularly efficient.

There is no stowage for oddments under the Viscount's facia but a big lockable cubby-hole is provided. A swivelling map-lamp which comes on automatically is conveniently fitted on the n/s of the facia. The minor controls are rather scattered but the combined wipers/washers knob comes conveniently to the driver's left hand, controlling two-speed wiping. Vauxhall safety belts were fitted but the roof-located coat-hooks are of the lethal metal variety, and the roof-lamp rather vulnerable. The dipping rear-view mirror was too flexibly mounted for it to function properly.

Other luxury touches include lining along the body sides, illumination of engine compartment and boot, a concealed lockable petrol filler cap, a black grained vinyl covering for the roof (which Riley thought of years ago), exterior mirrors, of the "vanishing" kind, alas, and built-in reversing lamps. There is tumblehome of the side windows to increase interior space, the boot is able to take enormous quantities of luggage, the spare wheel being covered with upholstery to keep the contents of the boot clean, and the Lucas four-headlamp lighting gives an admirable driving light; it is foot-dipped, the r.h. stalk control being for flashing and turn-indicators only. This Vauxhall should be durable, because it is finished in thorough Luton fashion with seven-stage phosphate anti-rust treatment of the body shell, a primer deep-dip, and spraying of the insides of the structure with aluminised bituminous compound and the underbody and undersides of the wings with bituminous plastic, before the four coats of Magic Mirror acrylic lacquer are applied over the primer. The radiator grille is of anodised aluminium, wheel trims and upper brightwork are of stainless steel, and bumpers and knave plates are triple nickel-chromium plated.

Equipment includes an accurate electric clock, child-proof locks, front-door armrests, and an effective Triplex rear-window demister with its own switch and warning light. The warning lights, including one for when the well-placed r.h. handbrake is applied, are neatly clustered and do not dazzle.

Great care has been taken to sound-damp the Vauxhall Viscount but rather pronounced road noise from the 14 in. Avon Super Safety tyres intrudes and the engine can be heard when working against the collar. Road-holding and ride are what would be expected from a car of this kind but roll when cornering is effectively restrained, and the Avons gripped satisfactorily in the wet. On a day of torrential rain and gale-force winds the interior of the car remained dry. There is power steering which is far heavier than most of its kind, so that this is akin to normal control with much of the effort removed from it, at the expense of a faintly dragging feel, but with full castor-return action. The Powerglide automatic transmission has no hold-control other than "L." Take off from rest and kick-down are rather jerky, and the gear change returns too early to top gear (at just over 50 m.p.h.), in which there is no reserve of acceleration. The servo disc/drum brakes are somewhat spongy and not very impressive, except that they give progressive retardation in traffic driving. There is no noticeable hill-hold in the gearbox. Two similar keys, one of which locks the doors, the other enters the lock but doesn't turn, are an irritating minor shortcoming. The r.h. handbrake does not impede entry or egress.

From starting with a full petrol tank the steady fuel gauge indicated almost-empty after 235 miles; the overall consumption of premium was, in fact, 17.5 m.p.g., far heavier than that of the Ford Executive. After 775 miles, half-a-pint of oil was needed. There is an oil radiator in front of the water radiator to ensure that the gearbox lubricant is kept at an equitable temperature.

Instrumentation (by A.C.) includes thermometer and ammeter and there was a very good Vauxhall push-button radio on the test car. The body lines are restrained, with rather thick screen pillars. The car is comfortably suspended but the rigid back-axle thumps mildly on rough roads. It is another car of Anglo-American characteristics, feeling more solidly-built, heavier to handle, than the Executive.

The Vauxhall Viscount may not appeal to enthusiasts but it is a fine proposition for those who wish to combine spaciousness and comfort with the status symbol and who have less than £1,500 to spend. Performance figures, taken under good conditions, which confirm this to be a 100 m.p.h. + car, are appended.—W. B.

Vauxhall Viscount Performance Figures

Top speed	103.6 m.p.h.
M.I.R.A. timed lap	98.0 m.p.h.
0-50 m.p.h.	11.4 sec.
0-60 m.p.h.	16.4 sec.
0-70 m.p.h.	22.5 sec.
0-90 m.p.h.	47.3 sec.
s.s. ¼-mile	20.5 sec.
Fuel consumption	17.5 m.p.g.

B.R.D.C. YEAR BOOK

The B.R.D.C. has issued a Year Book for 1967 which lists its members, its rules and its history, gives race results of 1966, has a picture supplement of pre- and post-war interest and contains a tribute to members who died racing or in action, Silverstone lap tables, F.I.A. World Champion and Graded drivers and much other useful information. It is available to non-members at 12/6*d*., from the Club at 9, Down Street, London, W.1. The Foreword is by the Hon. Gerald Lascelles, President of the B.R.D.C.

B.M.C. AND FORD UP, FIAT DOWN

While B.M.C. and Ford were announcing price increases for some of their models, Fiat were knocking over £94 off the price in this country of their excellent little 850 coupé. MOTOR SPORT published road-impressions of this Fiat in February 1965.

"Hell Drivers," the Avon Rubber Company's spectacular film of the U.K. tour of the "Canadian Hell Drivers" car stunt team, is now available to motor clubs. It runs for 15 minutes, a useful programme spacing length, and is obtainable on free loan from: Sound-Services Film Library, Wilton Crescent, Merton Park, London, S.W.19.

THE COST OF MOTORING SPORT—continued from page 296

a Formula Three engine gave a few clues and since then the engine has run extremely well. Taking the best seven Championship scores, Lancaster had three wins, three second places and a third.

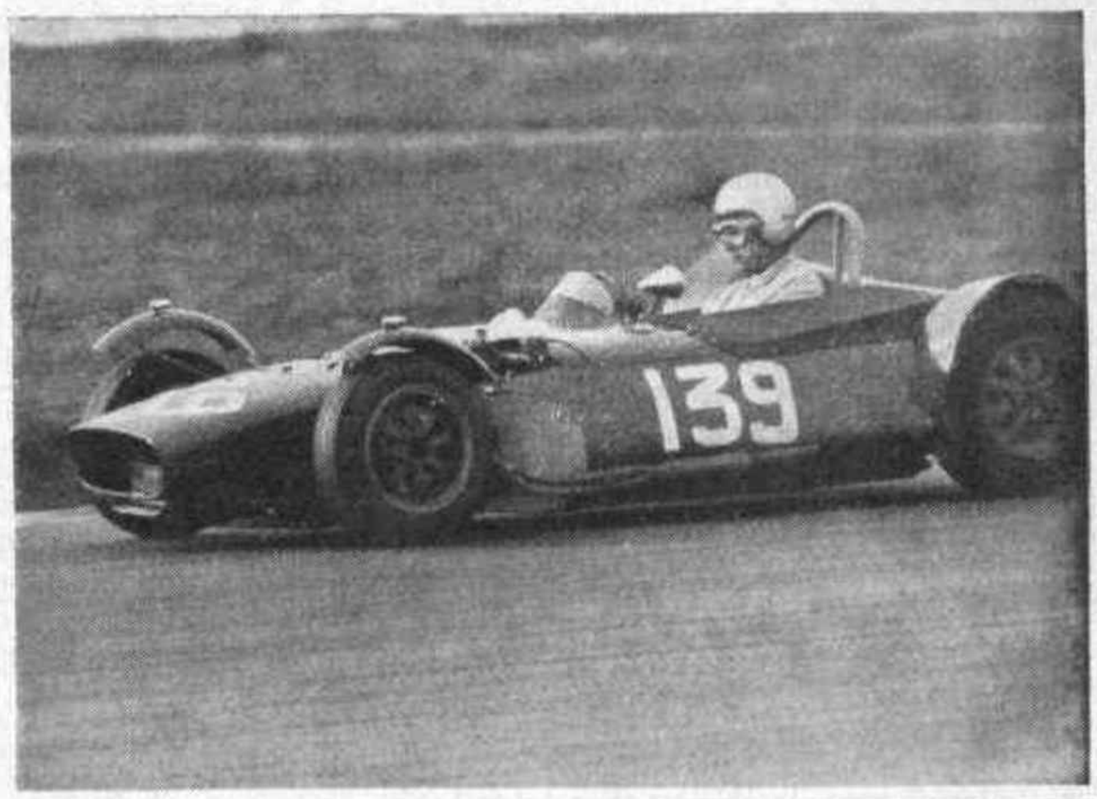
Purchase of the Ford engine cost £20, a Cosworth A6 camshaft cost £18, balancing cost £5, and frequent replacement of the main bearings also increased the cost. Altogether the engine cost £65 and the gearbox another £15 (in maintenance), Castrol R cost £10 and, calculating nine races at £5 each, including entry fees and travel, the running costs for the year amounted to £135. If the engine proves reliable this year, as a good 105E should, the season could work out a good deal cheaper and the average cost of 10 races could work out at £10, working on top limits. The only improvement work being done on the car is replacing the production crankshaft by a solid one, as the hollow crank has so far performed above expectations.

By limiting the choke size to 28 mm. on the o.h.v. Formula engines, the 750 M.C. have effectively checked engine development. In other categories this is not a good thing, obviously, but club-racing men cannot afford to indulge in expensive development programmes, only the very basic variety. John Lancaster's engine, giving 65-70 b.h.p., is presumably one of the best yet it runs on standard-size valves, and a detuned Formula Three engine has not yet proved superior. As Lancaster proved, the basic 105E engine will run up to 8,000 r.p.m. with a standard crankshaft, pistons, con.-rods and valve-gear, so it is not vitally necessary to go out and spend a fortune for this type of racing. His car, incidentally, is not exactly slow since it will lap the Silverstone Club circuit in 1 min. 12 sec. and pull 116 m.p.h. on the G.P. circuit, and lap the short circuit at Brands Hatch in 61 sec.

From small beginnings, the saying goes, come great things. Colin Chapman, Eric Broadley, and Eagle designer Len Terry all cut their teeth on Formula racing, as did Mike Costin, Peter Boshier-Jones, Jem Marsh and a good many more prominent names.

Seven-Fifty racing can be summed up as minutes of pleasure interspersed by hours of disappointment and days of tramping around breakers' yards. No-one claims that it is the breeding ground of great drivers, nor even great designers, though in some instances this proves the case, but for everyone actively involved, more especially if they don't have great hopes, aspirations, or bank balances, it is a fulfilment and great fun. Through the Club magazine the more successful competitors are constantly passing on their knowledge so that the youngest novice can make a tolerably successful start with constructing his own car and, from what we have seen, there is a very friendly and helpful atmosphere prevailing. We receive a good many inquiries about the Club, the Secretary of which is Mr. Colin Peck at Dancers End, St. Winifred's Road, Biggin Hill, Kent (Biggin Hill 2004).—M. L. C.

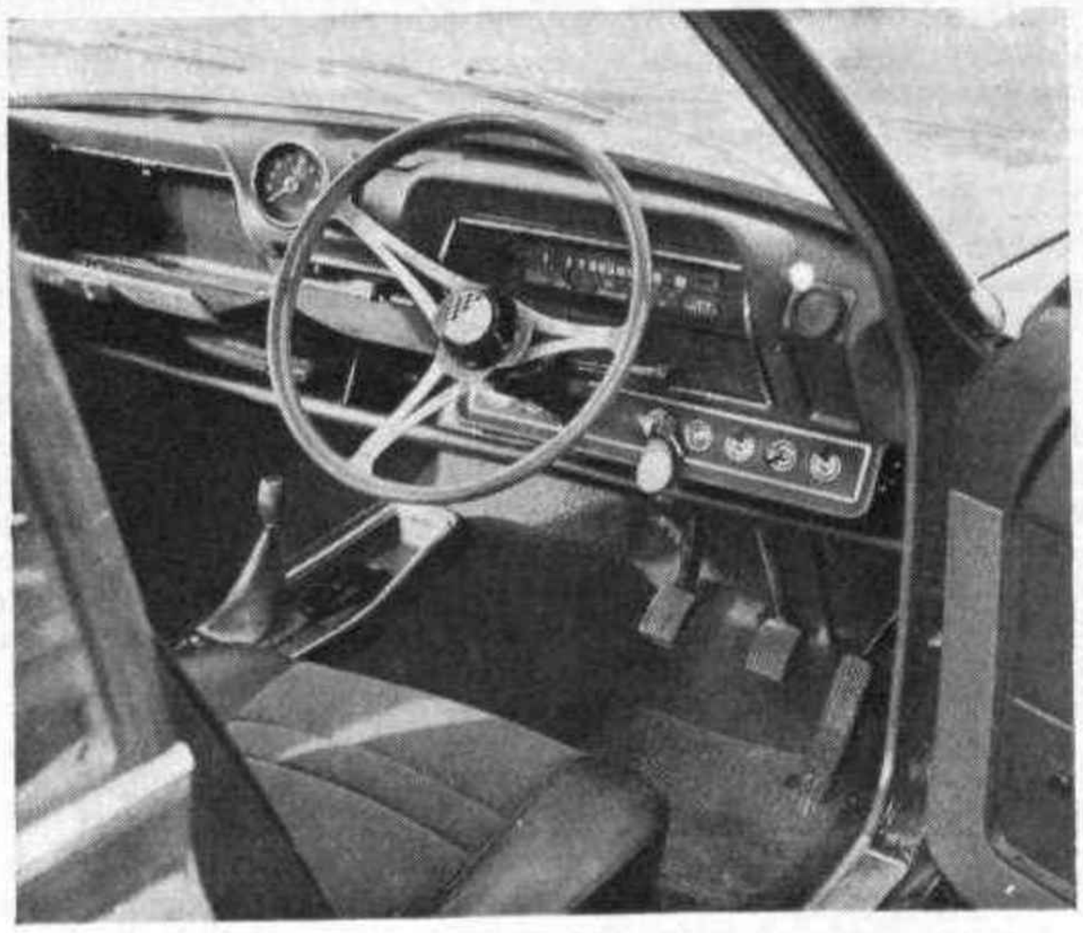
ACTION IN AN 1172.—John Lancaster's car, photographed at the SUNBAC Silverstone meeting last year, features sophisticated chassis design at low cost.



VAUXHALL BRABHAM VIVA—continued from page 292

Of the optional equipment, the oil cooler is no doubt useful for long high-speed autostrada trips, and the rev-counter more than a mere accessory for hard drivers. It was particularly interesting to try the Cox safety seats with their integral inertia reel belts which are quite comfortable to wear. The seats are big and heavy, too upright for our liking but that is a matter of adjustment on the runners, and with firm cushions felt perfectly comfortable. It is now possible to get fore-and-aft adjustment, which is progress, but the seats are only suitable for 4-door cars as they cannot be tilted.—M. L. C.

Wood gear-lever knob is part of the Brabham Viva kit, and extras in the test car were a smart wood-rim wheel with Brabham motif, a rev.-counter, and comfortable Cox safety seats which are better suited to 4-door cars.



PERFORMANCE

m.p.h.		sec.
0-30		4.3
0-40		6.0
0-50		9.3
0-60		13.3
0-70		18.7

Speeds in gears:	m.p.h.	
1st	25	(6,500 r.p.m.)
2nd	45	
3rd	70	
4th	92	

Overall fuel consumption : 20.8 m.p.g.
Conversion by : Jack Brabham Conversions Ltd., 131-139 Goldsworth Road, Woking, Surrey.

FORD CORTINA-LOTUS

CLOSING the gap in their range following the introduction of the new Cortina last October, Ford announced a Lotus version in March. Using the former Special Equipment engine in standard trim, developing 115 b.h.p. net, the new model is slightly faster and has a claimed maximum speed of 108 m.p.h. The Cortina-Lotus is available only in two-door form, priced at £1,068 including tax, and can be ordered in any colour in the Ford chart. As before, the Lotus version has a matt black radiator grille and badges on the rear wings and boot.

Most of the steering and suspension components are common with the Cortina GT, but the suspension has been lowered by an inch front and rear and the 5½J 13 in. wheels are equipped with radial ply tyres to choice. For customers who want to take part in competitions the Lotus version is available with fuel injection, alloy doors, boot and bonnet, modified suspension, limited slip differential, ultra-close ratio gears, lightweight seats and other performance items.

CORRECTION

In the article on the Fiat Dino last month the acceleration time was given as 16.6 seconds for the standing-start 500 metres. This figure should have been for 400 metres, which is the nearest metric distance to our quarter-mile; the 500 metres (or half-kilometre) is the shortest metric distance recognised for International records.—D. S. J.

LETTERS FROM READERS

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

157,000 MILES—NO REBORE

Sir,

I was very interested to read the article in February's edition of MOTOR SPORT, concerning Edward Q. Moore's Austin A35.

I too own an Austin A35 (1957 model) which has covered a genuine 157,000 miles without having been rebored, but has had a decoke, a new set of big-end bearings and new piston rings. I maintain the reason for its long life is Duckhams 20/50 on which it has, always, run. I informed Duckhams, and they sent me a free gallon of oil.

Bognor Regis. R. S. BERESFORD.

[It is possible, of course, that A35s last so well because they are driven so slowly! This correspondence is now closed.—ED.]

* * *

THOSE "VANISHING" MIRRORS

Sir,

It was with interest that I read Mr. Peter Wilks' article defending the rear view mirror as fitted to the Rover 2000. At the time I read the article I wasn't in a position to criticise as the opportunity to drive a Rover 2000 had never arisen. Since then, however, I have driven a Rover 2000 so I can air my views with some experience in hand.

Having compared the two types of mirror I would certainly never fit the convex species. Mr. Wilks suggests that a mirror should be large enough or be arranged so that all the rear window can be seen. This in theory is ideal, but in practice, as is usual in most saloon cars, the back seat is made for passengers, whose heads obstruct two thirds of the rear window. Perhaps Mr. Wilks never takes passengers in his car. The convex mirror in the Rover 2000 provides an excellent view of the interior of the car—full stop.

I want my mirror to provide a view of vehicles immediately behind and what is most important to be able to judge their speed. To have the image reversed is bad enough but perspective distortion is a killer. Give me just a plain piece of glass please, no frills, I'm just a flat fan!

Southport. D. J. WORSICK.

* * *

FIAT 850 OIL CONSUMPTION

Sir.

Regarding your article "My Year's Motoring" and the table of petrol and oil consumption of cars tested by the Editor in 1966, you quoted the oil consumption as 3½ pints in 750 miles for a Fiat 850 coupé. Having owned one of these models for six months and covered some 5,000 miles, I can but wonder if there was something radically wrong with the tested car. On a journey involving a total of over 700 miles in December I used approximately half-a-pint and even though the total mileage done since then is 2,300 miles, although I have checked consumption at regular intervals, I have not used any more oil since. When the vehicle is only used on local trips I find the consumption negligible—the oil used is Shell BP Super Viscostatic. Two friends also own these models and do not complain of excessive oil consumption. What seems to be the most prominent fault is rust, which appears mostly under the front wings and under the door sills.

BFPO 42. A. WILLIAMS.

* * *

THE NEW CAR

First Exercise. Fit Britax Belts.

Sir,

(a) 1st delivery.—Incorrect fittings (not as ordered).
(b) 2nd delivery.—1½ pairs only supplied.
(c) 3rd delivery.—Faulty buckle—S.O.S. from passenger to be released.

Second Exercise. Test Jack.

(a) Handle immediately bends double.
(b) After much trouble wheel raised, but jack jammed solid—S.O.S. to garage to ground car.
(c) Replacement jack-hydraulic-pin controlling air valve immediately shears—fabricate new pin.

Third Exercise. Test Horn.

Not yet—please.

Finally, Triumph Heralds have been in production for six years and it is still impossible to change a rear wheel without first getting on one's belly to locate "jack" on chassis correctly.

Bognor Regis. E. C. ROGERS.

* * *

UNBEATABLE HONDA?

Sir,

I feel I must reply to the letter from Mr. Merton of Narrabundah. The Honda mechanical misfortunes listed, while deplorable, I suggest are freakishly unusual. For six years we, as a company, have been selling and servicing Honda motor cycles. Performance, price and general finish aside, we have learned that Honda engineering is markedly more precise and more robust than anything their competitors offer. We say this without qualification, bar none. Most Honda machines sell on these features; their most popular model has sold over five million world-wide—more of a single machine than most makers have produced over their whole range in their whole existence. The supply of parts from the Honda depot in Nottingham is faster and more comprehensive, again, than local manufacturers can manage, and their training of service staff is quite outstandingly complete.

Honda simply cannot afford lesser standards for their cars. As newcomers, they are too vulnerable. Therefore, their reliability must be as nearly absolute as skill, experience and hard work can make it. I have toured Honda factories in Japan. I have seen the uncompromising thoroughness of their design, tooling, machining and testing. I am entirely confident that the Honda S800 will match any European or American car in total roadworthiness.

For these reasons we are confident, enthusiastic indeed, that the high reputation won by Honda motor cycles will soon be joined by well-deserved respect for the many virtues of the Honda S800 sports car. Thank you for allowing us this space.

Surbiton. P. ALEXANDER,
Director, Tippetts Motors (Surbiton) Ltd.

[Well, time will tell. Meanwhile, we hope the Honda Press Department will become as efficient as Tippetts Motors believe Honda construction, service and spares supplies to be, so that MOTOR SPORT can test comprehensively the exciting new S800. We took steps some months ago to ensure this and had hoped to publish a full road-test report in this issue but so far an S800 has not been made available to us.—ED.]

* * *

THE ROVER 2000 GEAR CHANGE

Sir,

Judging by your recent writings on Rover gearboxes, I must be fortunate with my 1966 2000, one of the smoothest boxes I ever encountered. Granted one needs a good chunk of throttle when changing from second to bottom, but so do most vehicles when on the move. Possibly double declutching assists, although no doubt this should be a thing of the past. Usual disclaimers, naturally.

Aden. M. C. D. MALONE.

[Perhaps the heat helps!—ED.]

* * *

MORRISES DO IT, TOO!

Sir,

I was interested to read, in your article "My Year's Motoring," the praise that you accord to your 1953 VW 1200, especially concerning its 2,200-mile run to Monte Carlo.

Without wishing to detract from that praise I thought that you might be interested to hear that last year a friend and I took a 1951 Morris Minor (side-valve) to Jordan and back.

This 7,000-mile trip was completed in temperatures far exceeding those likely to be met on the road to Monte Carlo, and included a stint of 2,000 miles in four days (a record that would flatter a modern car over similar roads). Besides tyre fatigue on two remoulds, the only trouble that we encountered was a silted horn. Perhaps, therefore, we could have a little praise for the old Morris Minor.

Loughborough. R. A. MACFARLANE.

* * *

LAMPS FOR THE ROVER 2000

Sir.

Influenced by your road test of the Rover 2000 I have ordered one for delivery in England in May. I would however very much appreciate

advice on the headlights.

Our roads in Zambia are straight with 30 feet width of tarmac, no kerbs but a gravel verge on each side. Outside the few towns street lights do not exist. High speeds are possible at night in comparative safety as iong as the headlamps are not dipped. When oncoming traffic requires dipped beams a dangerous condition can arise as one invariably does not reduce speed as one should and there is a danger of ramming an unlighted vehicle which has not pulled off the tarmac.

In an attempt to give a good beam in the dipped position I propose to fit a Continental four-lamp Q.I. conversion. These, I believe, give a long asymmetrical beam with a sharp cut-off to avoid dazzling oncoming drivers. If it was your car what make of conversion would you fit?

I believe that the Notek Pass lamp gives a long narrow asymmetrical beam with some top cut-off. Do you think one of these on the near side would be worth fitting or would the normal Q.I. lamps be as good, *i.e.*, the permanently dipped beam lamps?

Zambia. W. M. CHALMERS.

[What do readers recommend?—ED.]

* * *

ANOTHER POLICE VIEW OF THE TRIUMPH TR4A

Sir,

I must take pen to paper over the remarks made by P.C. Hurrell on the Triumph TR4. I feel, as you pointed out, the car must be a 4 and not a 4A.

I have owned a TR4 for just over two years. I have not found it uncomfortable. Last year I drove from Le Touquet to Geneva in about 12½ hours, which is more than equal to eight hours' duty, and neither my wife nor myself were uncomfortable. I will agree that on the TR4 on rough roads, with its solid axle, does give you a bit of a pounding.

I have never had trouble with the brakes and always found them fade free even under firm braking from high speed (that is before B.C.). As to the exhaust noise, I think it is quite pleasant even at high speed, I would not even think about giving a caution for noise.

P.C. Hurrell can think himself lucky that his force chose TRs and not the Daimler Dart as my force did. After eight hours' duty in one of these, my TR4 is like a Rolls-Royce. The Darts are uncomfortable to the extreme, draughty, you are peering out of a slit of a windscreen, and as for brakes sometimes you wonder if you are ever going to stop the car's forward progress at all. The steering gear is very heavy, akin to a heavy goods, the only good thing about the Dart is the V8 engine, even after 88,000 miles it is still good for the ton.

As to the 70 m.p.h speed-limit, most of my colleagues and myself agree it is a waste of time and has certainly not reduced the accident rate. It is my experience, as a traffic patrol police officer for a number of years, that the sports car and high-performance car drivers are above average and drive well within their own and their vehicles' capabilities. The great menace is the weekend driver who has no idea of road sense or safety and gaily wanders from lane to lane at a steady 35/40 m.p.h. no matter what the limit may be, 30, 40, 50 or 70 m.p.h. By far the worse menace is the "cowboy" usually between 18/23 years of age in a worn out car or van, usually with a big bore exhaust who has no thought at all for anyone else on the road, which he considers is his own personal race track. Usually no insurance and brake pedal on the floorboards; then bleats like a stuck pig when he is caught.

These two types of drivers are, in my opinion, the prime cause of more accidents (usually they are not involved but due to their stupid driving cause other road users to take evasive action and in so doing are themselves involved). But there, I could go on for ever about the bad driving of these species.

So, W.B., keep up the good work towards ending this silly and small-minded 70 m.p.h. restriction, for more people are involved in fatal accidents in the 30 m.p.h. areas than on the motorways; but I suppose no one has told the M.O.T. about that.

Mottingham. C. W. G. RUSSELL.

Sir,

May I correct two misstatements by recent correspondents concerning the Triumph TR4A?

The seats are adjustable for rake. The back of each runner rests on a rubber pad under which there are a number of spacers. I have removed pads and spacers and find the seats most comfortable even on all-day drives.

As the Editor points out, Policeman Hurrell must have been writing of the old TR4 and not the TR4A. The brakes are 100% fade-free and give retardation in excess of 1g; they need a firm foot but for lady drivers Triumphs provide a recess in the offside wing for the fitting of a servo.

The exhaust of the TR4A is quieter than many family cars, having a very deep burble free from any crackle, resonance or snarl on the overrun. I believe Triumphs gained some 4 b.h.p. when they designed the three-silencer, twin-pipe system which proves that an efficient exhaust need not create a din. Inside the car with the engine ticking over at under 2,500 r.p.m. in overdrive at 60 m.p.h. the noise again is less than some good family saloons. In gear, with over 100 b.h.p. on the move some noise may be expected.

The finest point in design is the hard-top with detachable roof panel. Triumphs are the first firm to realise that the draught in an open car comes from the rear; a girl's hair blows *towards* the windscreen. [And boy's hair these days!—ED.] The fixed rear window cures this, there is little buffeting by winds up to 70 m.p.h., and it is possible to read a guide book at this speed.

Many say the car is too heavy. If you ever get the chance to see one on a hoist you will find a rigid double chassis with massive castings for the i.r.s. This may add weight but explains why the car goes exactly where it is pointed in spite of bad road conditions and cross winds. These cars take up to 5,000 miles to free up, in engine, gearbox and suspension, and are then a treat to drive, as nothing feels as though it will bend or break for years. Triumph service under guarantee at Park Royal is first class, they do the jobs you ask for and a few other adjustments as well.

High Barnet. S. H. CARRINGTON.

Sir,

I find myself unable to resist the temptation to take up the gauntlet thrown down by W. S. Hurrell. The fact that, and I quote, "practically all the Southend police force loathed it," unquote, serves to confirm my opinion that Police drivers are perhaps not all they are cracked up to be.

I owned a Triumph TR3A from 1958 to 1963 and during that period clocked over 135,000 miles. Part of that mileage in competition.

The TR4 was at least acoustically a more refined motor car and although I have not driven the latest TR4A I believe it to be even more improved.

My TR3A had been slightly modified by Mr. Hurrell's namesake, the famous Sid Hurrell of S.A.H. It was never an embarrassment to drive in town. The decibel level was very reasonable and we had no difficulty in listening to the radio even at the more realistic pre-Castle speeds.

My wife and I have, on trips to the Scottish Highlands or on the Continent, spent 11 hours and more in the car, stopping only for re-fuelling. We suffered no discomfort during these trips and had no sign of cramp at journey's end.

The brakes were completely standard but proved to be quite adequate for both circuit and normal road use.

I admit that the TR's handling in the wet could be "interesting" but surely this adds to the fun. Anyone can drive a tram.

The hood on the TR3A was simple and quick to erect. The TR4's is probably easier.

Mr. Hyatt's letter contained a fair and objective appraisal of an excellent and good value for money sports car. Certainly the best in its price class.

Thank you for the premier motoring magazine.

London, E.C. C. H. CAMPBELL.

* * *

A "HOT" AUSTIN A35

Sir,

I was very interested to read my fellow reader's favourable comments regarding the Austin A35. Prompted by this revival of interest in these fine little machines, I thought you may be interested to hear of my own experiences with one.

The car was purchased in July, 1965, with 73,000 miles on the clock. It was a two-door model, and I paid £170 for it. It was mechanically and bodily perfect. I had only been behind the wheel of the car for a few weeks, when I began to realise that here was the basis for a potential high-performance car. I therefore set about a programme of development. First of all, the suspension was lowered by 2 in. front and rear. Stronger shock-absorbers and a Speedwell

anti-roll bar were fitted. This combination gave remarkably good handling, and when the transformation was complemented by the addition of Pirelli Cinturato tyres on Sprite Mk. 3 wheels, the car could hold its own easily with the best.

I then began work on the engine. The c.r. was raised from 7.2 to 10.0 to 1, by the simple process of machining 0.080 in. from the cylinder head surface. The inlet ports were opened out, and everything was polished. Extra strong double valve springs were fitted, although the standard forged-steel rockers were retained. Finally, a single twin-choke Weber 40DCOE carburetter was fitted, together with a three-branch exhaust manifold. The only other modifications were finned alloy drums on the front wheels, and a rev-counter. In spite of a virtually standard camshaft, and an untouched bottom-end, the car would accelerate from 0 to 60 m.p.h. in 14.2 sec. with a top speed of 70 m.p.h. in third gear, and an overall top speed well in excess of 80 m.p.h. by speedometer.

The car was always driven at high speed, and was used for several minor competitive events, with some success. It gave 100% reliability, and other than routine servicing and plugs, my total expenditure in 17,000 miles was 5s. 6d. for a new radiator top hose. The car returned 36 m.p.g., and consumed one pint of Duckham's every 900 miles.

Why ever B.M.C., in their wisdom, discontinued this fine little car I will never understand. I would certainly have purchased a new one, had one been available. Not being greatly enamoured with "traction-avant," or rubber and water suspension systems, I changed my allegiance from Birmingham to Dagenham, and now run a Ford Anglia.

Wisbech. RICHARD TUNSTALL.

* * *

A FAMILY JAGUAR E-TYPE

Sir,

Mr. Vose's E-type experiences were of interest to me, bearing out my own conclusions that, for a family man, the Jaguar E-type 2+2 is not really necessary.

My car is an unmodified (save for Abarth exhausts) late 1962 coupé, and my two elder boys (aged nine and ten) lie on a padded mat in the back in company, more often than not, of the motoring mongrel. All three heartily endorse the comfort of this arrangement, which they definitely prefer to the rear seats of the previous transport, a Jaguar XK140 coupé. My little girl, aged six, sits astride the transmission tunnel on a cushion.

When going on our last long trip, a hundred-and-thirty-mile hop into County Donegal, I suggested to the family that a hire car of more ample dimensions would be more conducive to their comfort but was howled down, they prefer the status of E-type motoring!

On this trip, there was not one single grouse of discomfort from any (save the dog). He, a pup at the time, was sick every thirty miles, with great regularity and thoroughness; though he has now, fortunately, grown out of that and greatly enjoys his motoring.

Here in Northern Ireland we can still enjoy motoring in such a car. On our two-lane M1 (Belfast-Dungannon) cruising speed is a steady 130 m.p.h. dropping only occasionally when baulked in the passing lane. Then, after the end of the motorway is a magnificent road to Omagh, almost empty of traffic, where similar speeds may be maintained and in fact higher speeds could often be employed. I would say that on this and other such roads here, you could effectively use 160-170 m.p.h.

Fuel consumption on that trip was 23.4 m.p.g. My average, used for commuting and a bit of city driving, has worked out, so far, at 22.6 overall. On frequent occasions, limiting top speed to 80 m.p.h., I have done over 260 miles on a ten-gallon fill, so that it is safe to say that fuel economy on this engine is nothing short of remarkable.

On UN12Y plugs I have never, ever, fluffed a plug in traffic, even in a half-hour traffic jam. My thermostatic fan has only cut into action once since I have had the car (on the above occasion) so its noise is incidental.

So far, I have had no trouble with the rear transmission, or indeed with anything, other than clutch renewal (due to the previous owner's dragstrip tendencies) and a set of bearings put in at that time. Mind you there was a minor item of a new bonnet and radiator necessitated after a heading into a grass bank at some 70 m.p.h. on Craigantlet (going down, not up!) but that's another story.

Finally, my opinion of the handling is that it is ideal for good roads, but less good on B-roads, and I intend to follow Mr. Vose's example later and fit Konis and the competition rear springs. As an all round touring car it will stay with me for a good while yet because the only cars I would change it for cost £6,600-odd. I still derive a thrill from flooring the accelerator at 100 m.p.h. and seeing the nose come up. It is akin to the sensation of a Trident taking off, and never palls!

Seahill, Co. Down. JOHN R. LEES.

* * *

A GIRL AND HER ALFA ROMEO

Sir,

I was pleased to see and read your article on the new Alfa Romeo 1600 Spider. In November last year, I bought my first Alfa Romeo, a 1961/62 l.h.d. 1300 Giulietta Spider. I had many replies to my advert. in your magazine, and settled for the first. I'm thrilled with the car itself, but must add that due to lack of time, the deal was settled without enough serious "haggling"—to quote a popular expression. If the gentlemen who sold me their car read this, I hope their consciences are pricking. I was assured that the starter trouble did not involve the starter-ring gear. Many tedious hours of welding and grinding worn teeth on the ring were, however, necessary in an attempt to cure the source of a sometimes very embarrassing fault!

Referring back to your article—the last sentence commenting on poor service by the British concessionaires is to a certain extent true. I find local agents not worthy of consultation on any queries, except for obtaining leaflets and addresses of suppliers. During five frustrating weeks whilst the car has been laid up for renewal of piston rings, liner seals, and starter ring gear, I 'phoned a London agent for these spares. I was informed, at the expense of two trunk day-calls, that they did not hold Giulietta parts! But another 'phone call to London confirmed that only piston rings were unavailable. But when the time came for fitting the starter ring, it was found to be too small on the outer diameter. I got the impression of a somewhat disinterested, carefree attitude!

Again, another 200-mile trip to London, prior to a 'phone call pointing out the mistake. This was successful after once more being presented with the small ring. Being on the spot, a frantic hunt at closing time found the right one, using the old ring as a pattern, ignoring all part numbers.

At the time of writing the engine is not assembled, but the spares are. I can only conclude that if all bits necessary are collected for about two months beforehand, repair time could be greatly reduced!

Nevertheless, I'd like to express my pleasure with the car itself. The novelty of the screen-wiper-cum-washers fascinated me, but I do now agree that it's necessary to use the wipers-only switch for clearer vision. I very much like the relaxed driving position, and my passengers like the long horizontal adjustment, for stretching right out. [!—ED.] The headlights are a little weak, but that's not a real grumble. By the way, I don't dislike the sprayed facia—I prefer the more business-like straightforward appearance, to that of an ultra-modern dining-room-cum-woodwork exhibition-type interior.

Newton Abbot. CAROLE FORDHAM.

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FOR SALE

BENTLEY 1938 29.4, coachwork by Barker, in excell cond with good history and used every day; owner genuinely going abroad; photos available if returned. £385. Also Phantom I or II radiator, tatty but holds water and no dents. £10. Box 2708. (4552

M.G. A twin-cam coupé 1959, excell bodywork and interior, mech sound, good Xs, luggage grid, racing mirrors. £350. 60 High St, Enfield, Middx. HOWard 2320. (4553

FOR SPARES. 1951 Daimler Barker DB18 d/head, all parts excepting n/s front wing and n/s front suspension. Box 2707. (4554

ALVIS TA14 saloon 1947, in daily use, mech sound. £75. Edgware 0396. (4555

1963 M.G. B, immac specimen, black body and upholstery, several extras, good tyres, mech sound throughout. £480 ono. Molesey 1942 evenings. (4556

1961 M.G. Midget, red, good motor and transmission, twin exhaust system. For quick sale £275 ono. Molesey 1942 evenings. (4557

ROLLS-ROYCE 20 1929 Park Ward saloon, vgc, MoT. £425. Watts, Faringdon 2287. (4558

WIDOW RELUCTANTLY sells late husband's pride and joy. 1936 Rolls-Royce 25/30, chassis number GXM37, owner driver saloon by Arthur Mulliner; general cond good, engine recently rebuilt, accounts available. £250 or offer. Can be seen and tried at Bull's Garage, 8 Exton Rd, Humberstone Rd, Leicester. (4559

1938 HUDSON Terraplane saloon, one owner and 25,000m from new, mint cond. £350. Also 1939 Rolls Wraith touring limousine by Hooper, superb cond. £475. Weston, Brink Farm, Buxton New Rd, Macclesfield Forest, Ches. Macclesfield 2920. (4560

MINX DE luxe, 1,725cc engine, 1966, 12,000m, u/sealed, seat covers, many extras, new cond. £500. Mrs Giles, 48 Longhill Rd, SE6. HIT 3544. (4561

T.V.R. MK.III Sept 1962, white, black interior, chrome w/wheels, spots, reversing, washers, MG A 1622 engine, good cond. £470. Derek Harris, 39 Valentine Rd, Warley, Oldbury, Worcs. (4562

AUSTIN-HEALEY SPRITE MkIII 1966, immac, never raced, tonneau, htr, 5,000m. HP available. £525. Bedford 66462. (4563

1936 FORD V8 shooting brake, last of few, restoration near completion. Enthusiasts come see, if like talk money. Call weekends, 7 The Orchards, Trenches Farm, Langley, Slough, Bucks. Tel: Chalvey Park 65576. (4564

LANCIA AURELIA GT 2 litre 1952, good cond all round, new X tyres, everything working properly, good reason for sale. £200. Saul, Anahilt, Whittington, Oswestry. Tel: Whittington Castle 217. (4565

EX-W.D. HUMBER 4X4 staff car, fully equipped and recently repainted in orig colours, brakes completely overhauled, taxed and tested until June. £100 ono. Poynter, Elm Cottage, High Hesket, Carlisle. (4566

BENTLEY 1924 3 litre long chassis VDP tourer, mech excell, bodily rebuilt to orig cond, BRG paintwork is immac, real hide upholstery, new hood; the whole car is in fabulous cond, and has had a vast amount spent on it. £1,950, no offers. Box 2712. (4567

S.S.1 1934, 3½ unit, transmission, steering etc o/hauled, retrimmed, new battery, much replating, excell. £250. Box 2711. (4568

BENTLEY MK.VI James Young 2 door saloon, 1952, Tudor grey/shell grey with biscuit trim, just recellulosed, good mech shape with service history back to 1960. Would p/exch another interesting Bentley or Rolls. £475. Hopkinson. Tel: Malvern 5739 evenings. (4569

SUNBEAM ALPINE series 3, regd 1964, red, black interior, spot/fog, o/drive, htr, s/belts, discs, beautiful cond, 2 careful owners. Haggle £530, evenings only. Third Officer Morley. KNI 7665. (4570

RAILTON 1936 dhc 4¼ litre, completely orig and in excell cond; regn no 3TKO. Offers. Berks. Box 2713. (4571

RILEY 9 tourer 1932, about £650 recently expended to bring near to orig cond. Bargain, for quick sale, at £315 ono. R. T. Bishop, Clayhithe, Weston Green Rd, Thames Ditton. Tel: 01-398 6649. (4572

HEALEY 100-6 2/4-str 1958, fitted later 6 port head and carbs, htr, o/drive, p/b radio, recond tonneau and hood, new lam screen, s/b headlamps, new brakes, electric w/w, radials; metallic blue, blue interior. Genuine offer, £270. Wright, 72 Oak Rd, Bedford. (4573

A.C. COBRA 1965, princess blue, h/top, one owner, no race, no rally. Must part. £1,550. Gaunt, 7 Gordon Place, W8. WES 4922. (4574

SUNBEAM CONVERTIBLE MkIII 1955, excell cond all respects, resprayed silver-grey. £140 ono. Details evenings 9.30-10.30 and weekends CANonbury 0973. (4575

M.G. MAGNA 1931, Coventry Climax engine, new hood, repainted, MoT. Offers for quick sale. Tel: Leeds 688640. (4576

XK120 1954 white d/head, regn no UPD120, recent complete engine, clutch, steering, front suspension, cooling system o/haul, outstanding cond bodily and mech; taxed, MoT till Jan 1967. £240 ono. PER 8500. (4577

M.G. TDII 1953, excell throughout, recently resprayed unique blue. £255. Esher 64386. (4578

1954/55 ASTON Martin DB2-4, 3 litre, servo, Cinturatos etc, touls, manual. £395. Exch considered. Sandowne House, Woodland Rd, Stanton, Burton-on-Trent. Swadlincote 7280. (4579

M.G. A 1957, removable h/top, radio, htr, new batteries, smart looking car. Family expansion forces sale at meagre £175 or exch for saloon, not Mini. 22 Buckingham Grove, Kingswinford, Staffs. Tel: Kingswinford 5267. (4580

LATE THREE-BEARING MG B, 25,000, noncompetition, red, black hood, tonneau, seats, oil-cooler, Betts doorsill-protectors, flasher, Nonfalloff exhaust, superb. £610. Also black Ogle top, £30. Whyte, 5 Rydal Close, Allesley, Coventry. (4581

FOR SALE—continued

HEALEY SPRITE 1962, many extras; removable radio, GB00s, excell cond. £325 or swop Herald Convertible. Hendry, 33 Glencoe Ave, Seven Kings, Essex. GOOdmayes 1724. (4582

M.G. TF 1500, new crankshaft, battery, dynamo, starter, carbs, w/r wheel; needs respray and new hood. A. Martin, Madge Cottage, Gt Wenham, Colchester, Essex. (4583

1923 A.C. 2-str, rebuilt to high standard regardless of expense. Offers over £500. Box 2710. (4584

M.G. TD, black, very good cond, 9.3 cr, big valve head, sports cam, 4 branch exhaust, 1¼in SU carbs, high axle ratio, new hood and screens. £220 ono. Gill, Holmecrest, Brookfield Ave, Chaddesden, Derby. Derby 61267. (4585

1933 HUMBER Snipe saloon, excell cond, running order, good tyres, spares include complete engine. Owner emigrating hence give away price £125. No offers, no time wasters. Rising Sun, Stickney (298), Lincs. (4586

DELAUNAY BELLVILLE 1924 15hp d/h coupé, entirely rebuilt, new tyres, only one other known to exist. Offers over £850. Ryland, 119 Penn Road, Wolverhampton. (4587

T.V.R. 1966 1800S, factory built, silver, black trim, 11,000 miles, o/drive, c/r box, radio, htr, 72 spoke wide rims, new GB00s, truly immac throughout. £895. WOR 5400. (4588

M.G. A 1960 fhc, golden sand, red interior, every conceivable extra, recond engine, possible best example obtainable. £350. 14 Argyle Rd, Mudeford, Christchurch, Highcliffe 4873. (4589

MARMON STRAIGHT 8 1929 limousine, rare American vintage classic, orig throughout, rhd. Sell or exch. Tel: Farnworth Lancs 73688. Call 5a Longcauseway, Farnworth, Lancashire. (4590

BENTLEY MK.VI Standard Steel saloon, MoT, excell tyres, fitted with proprietary tow bar, car in good cond for age. £140 ono. 17 Southstoke Rd, Bath. Tel: Combe Down 3585. (4591

RILEY R.M.E. 1½ litre, immac cond, in orig black/maroon, radio, good tyres, MoT etc. £200. 92 Entry Hill, Bath. Tel: Combe Down 3156. (4592

MERCEDES 220S rhd, green, radio, s/belts, above average. £500. 59 Eversley Rd, Charlton SE7. (4593

M-TYPE M.G. chassis, engine, wheels, tyres etc, good cond, only a few body panels. Must sell, offers. Tel: Brenchley 2700, nr Tonbridge, Kent. (4594

BORGIAN 1962 Turner, MoT, radio, taxed, htr, owner emigrating. £260 ono. Tel: Rubery 3117 (Worcs). (4595

M.G. TD Mk2 1953, BRG, flashers, spots, luggage rack etc, Cinturatos, first class cond throughout. £200. MG Car Club and Register member. Osman, 45 Richmond Rd, Swindon. (4596

M.G. A 1957 fhc, excell order, Xs, radio, s/belts. £250 ono. McKinnon, 5 Verdun Ave, Barrow-in-Furness. (4597

BENTLEY MK.VI, good body, mech, MoT; £80 brake, starter, gear o/haul nearing completion, £250 ono. Make appointment please. Sae details. P. Bloor, 28 Mornington Rd, Sneyd Green, Stoke-on-Trent. (4598

3LOT REGISTRATION No on 1964 Morris 1000 convertible, one owner, s/belts, 25,000m. £350. Hulbert, The Mill, Droxford, Hants. (4599

1934 B.S.A. 10hp saloon, very good cond, needs repaint, MoT November, large quantity spares. £50 ono. (4600

1928 MORRIS doctor's coupé, engine rebored and o/hauled, completely restored 2 years ago. £350. Saunders. Tel: Gt Missenden (Bucks) 2093. (4601

WARWICK GT 1961, red with cream interior, 1,991cc, excell cond, 4-str, o/drive on 2nd, 3rd and top, w/wheels, fast and economical, cost £1,700 new. £400. Bingley (Yorks) 2698. (4602

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APRILIA 1939, late type wheels, instruments etc; much money and effort spent on rebuild but still requires work to complete. £100. Would consider p/exch for Minivan, cheap Mini, VW or similar. Tel: Whitwell (Herts) 377. (4604

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BENTLEY SPEED 6 1930 Gurney Nutting close coupled 4-str. Offers over £5,000. Box 2714. (4606

BUGATTI TYPE 44 chassis spares, all good cond. Reasonable. Box 2715. (4607

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1938 M.G. TA, taxed, MoT, recent rebore, rewired, new steering, exhaust, battery; £110 spent since Oct, bodywork needs some attention. Offers please. Lupton Gardens, Churston, Brixham. (4610

DAIMLER SP250 Dart 1960, green, tan upholstery, outstanding bodily and mechanically; up to B specification; replacement gearbox fitted by Daimlers recently. £395. Tel: Uxbridge 31397. (4611

1924 3-LITRE Bentley Vanden Plas long chassis tourer, orig, near concours cond. Best offer over £1,750 by May 1 secures. Box 2716. (4612

M.G. TF 1954, lovely cond. Please write for fullest possible description or Tel: Bishopsteignton (Devon) 483. Box 2717. (4613

JAGUAR IX, o/d, dark blue, under 40,000m, 1961, stored this winter and last; 1966 new exhaust, radiator, decoke, brakes o/hauled; excell cond but regret must go. Best offer over £100. Tel: VIC 0754, DER 1293. (4614

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ALFA ROMEO Giulietta Sprint 1961, lhd, excell cond, black cirrus upholstery, BRG, complete engine o/haul. £380. HP possible or p/exch considered. Tel: 01-445 6779. (4621

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LOTUS CORTINA 1963, low mileage, extras, immac. What offers? Pagham (Sussex) 2217. (4624

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PACKARD CONVERTIBLE coupé 1939, 6cyl with o/drive, new top and new paint last month, mech good, rare model. Taxed and MoT £180. Lawson, 177 Crewe Rd North, Edinburgh 5. (4629

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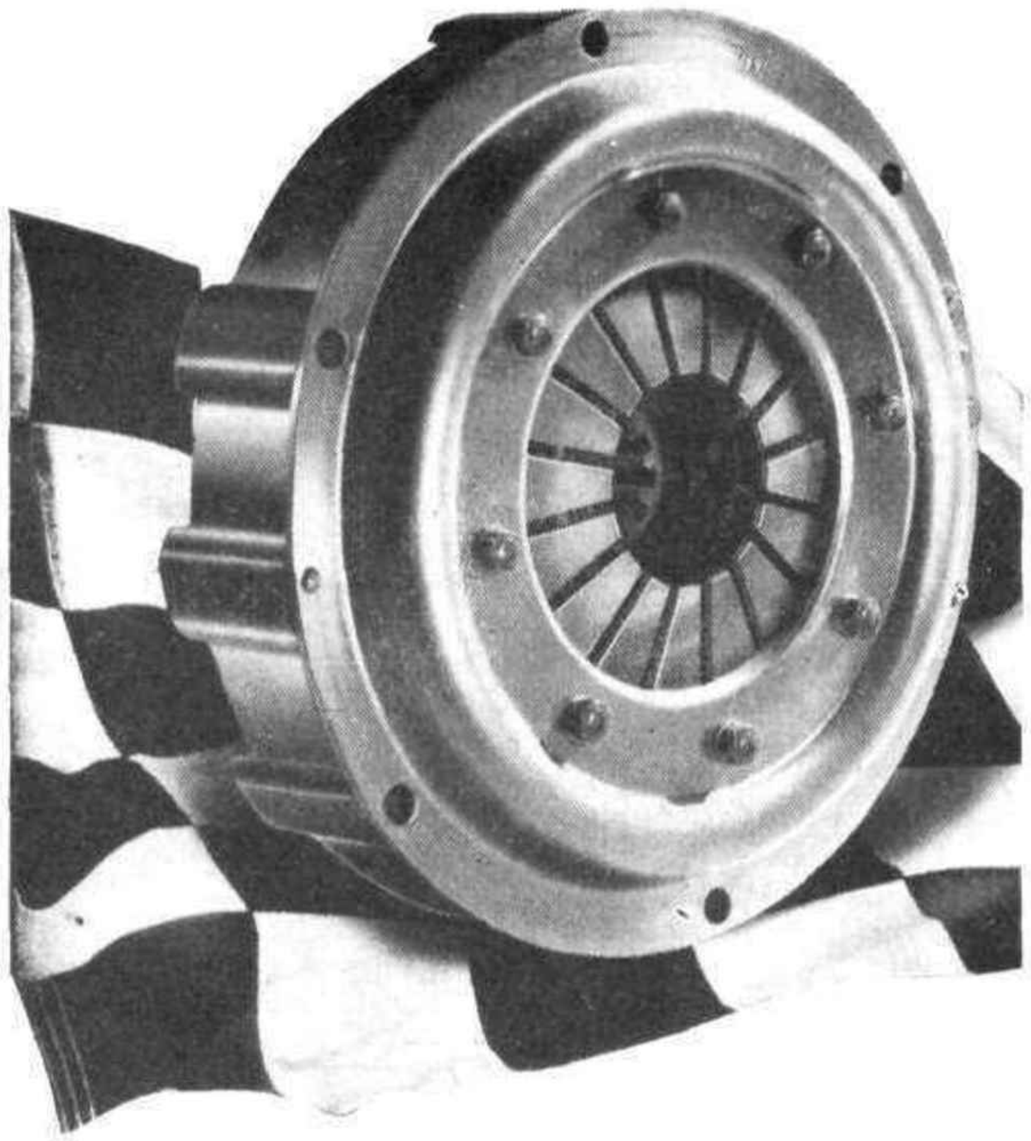
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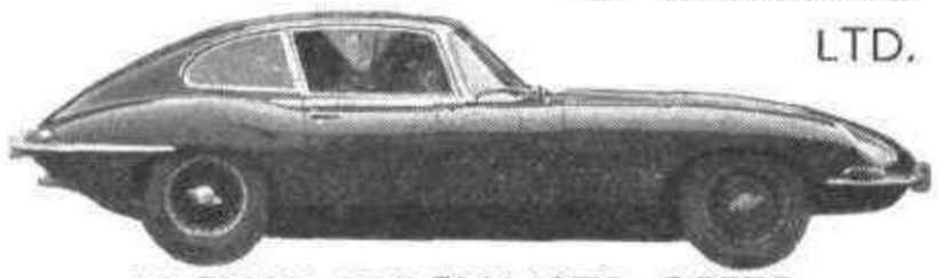
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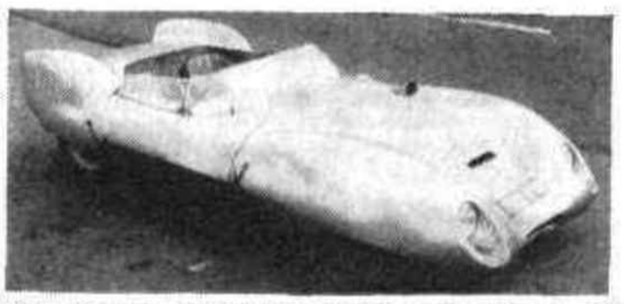


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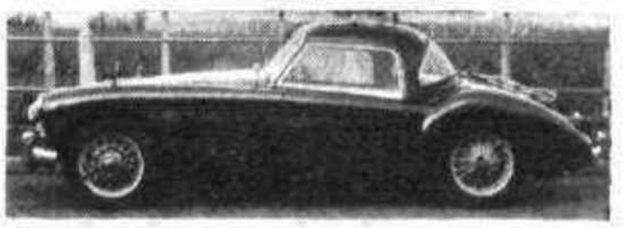


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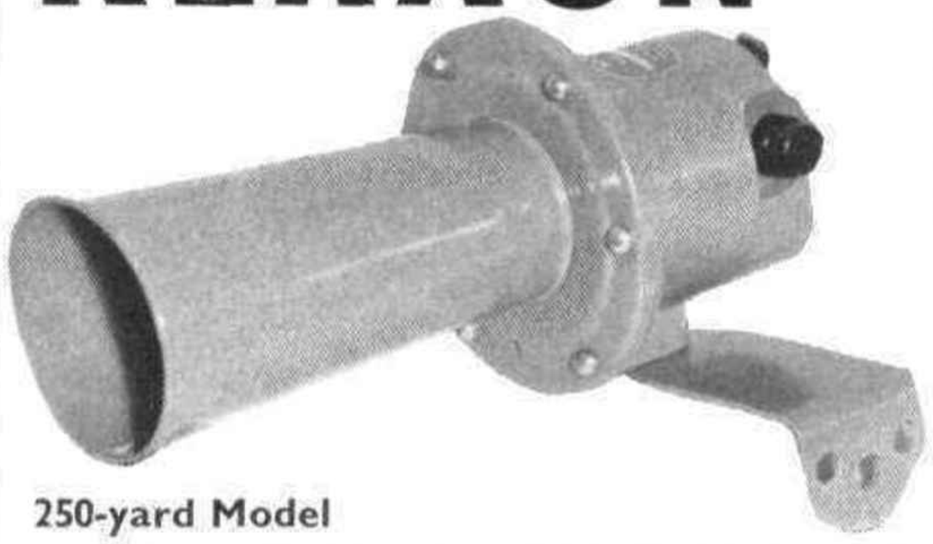
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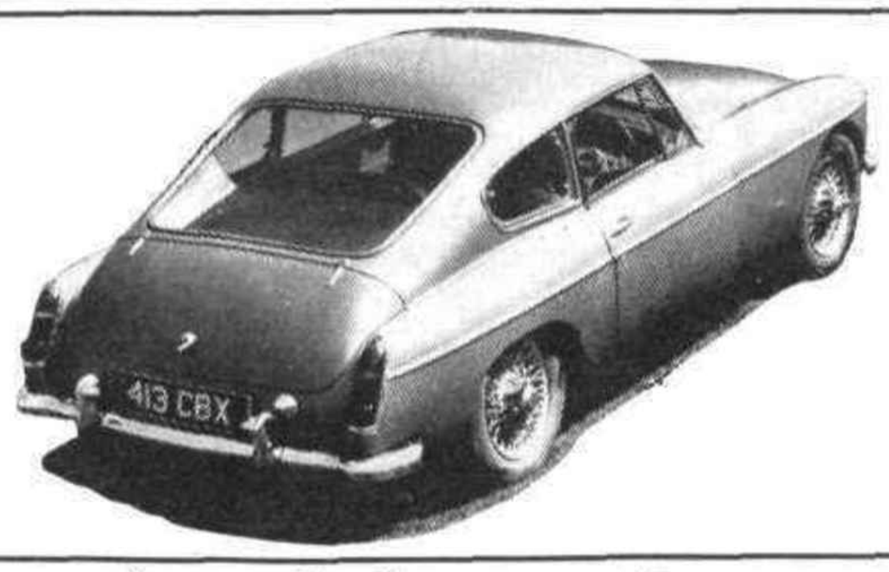
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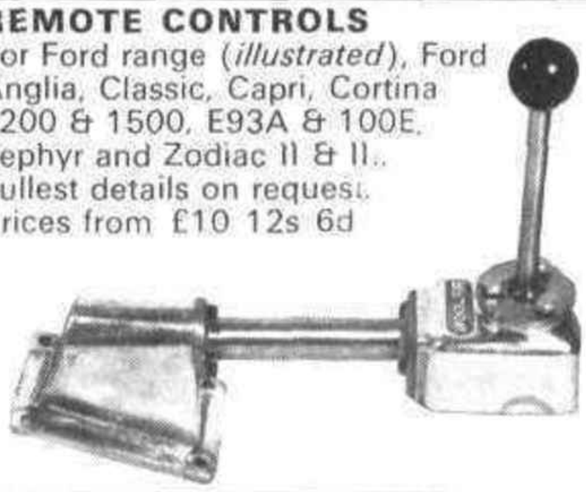
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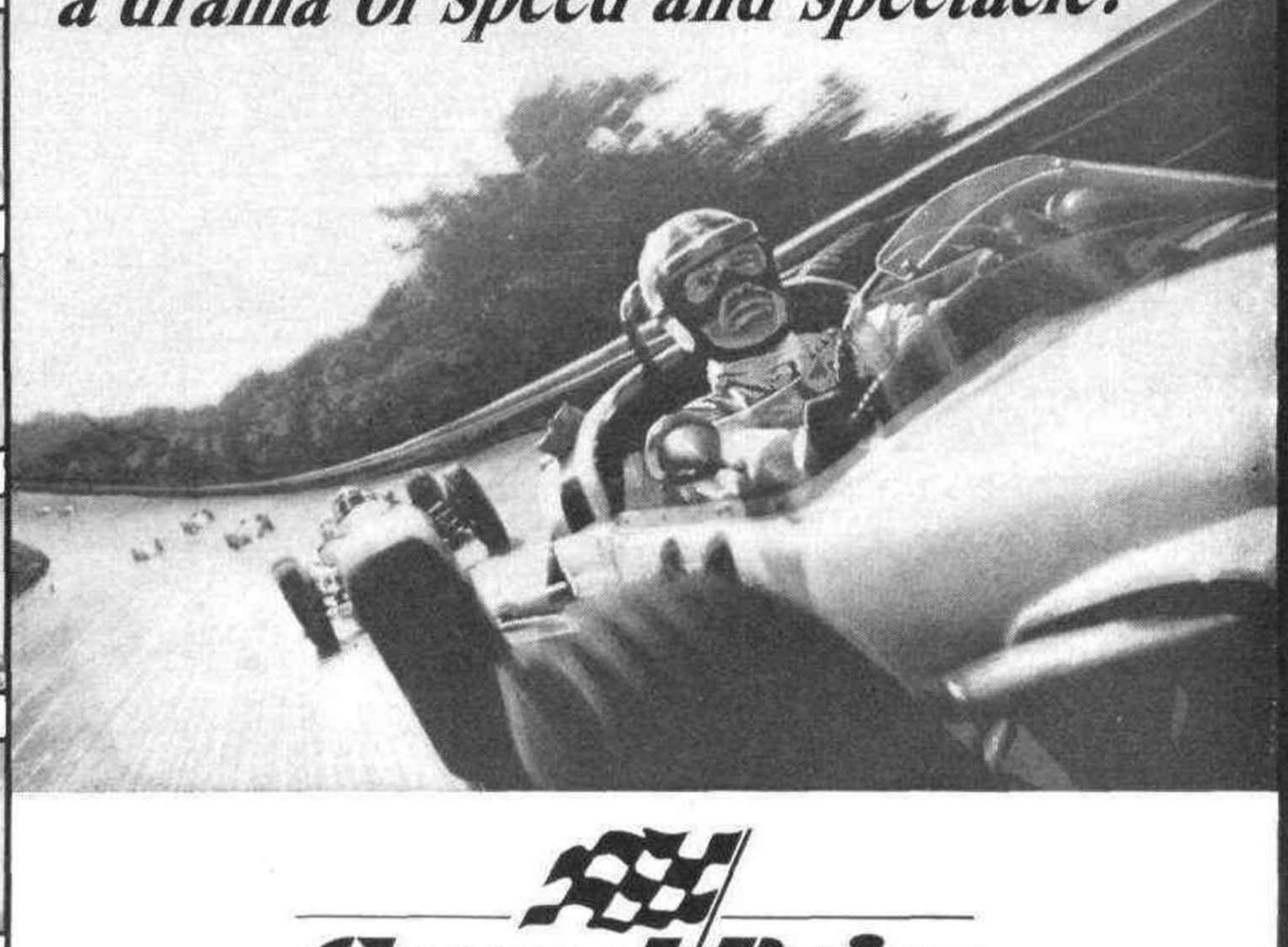
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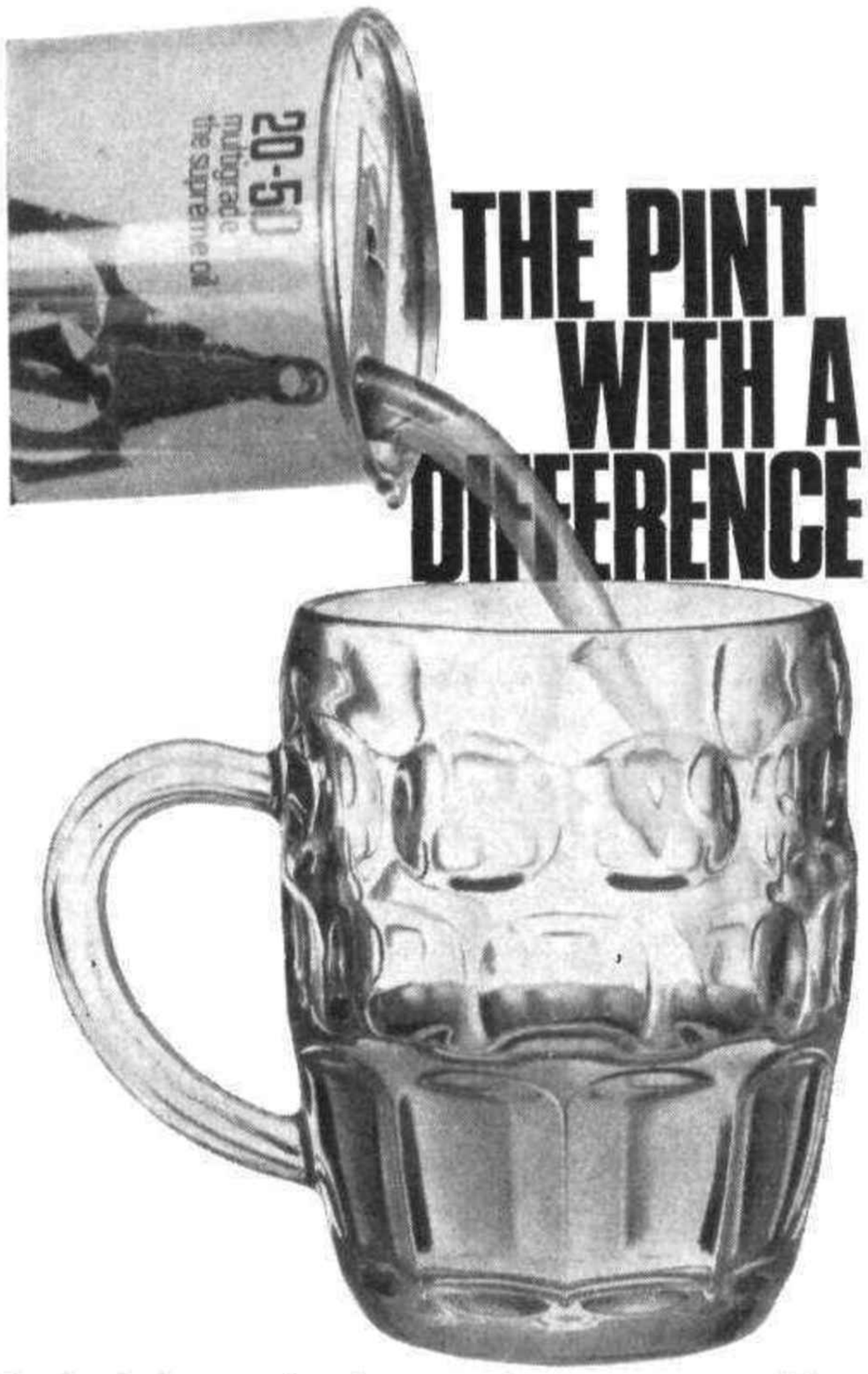
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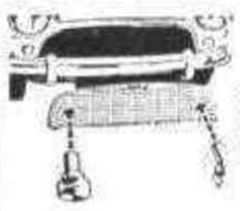
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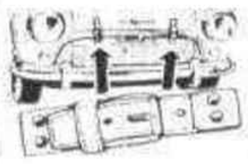
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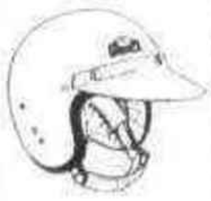
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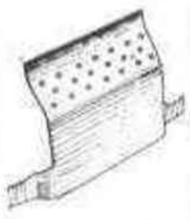
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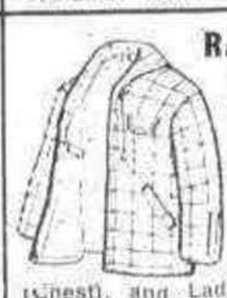
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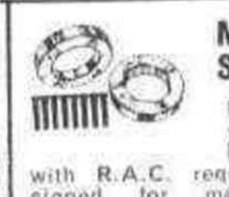
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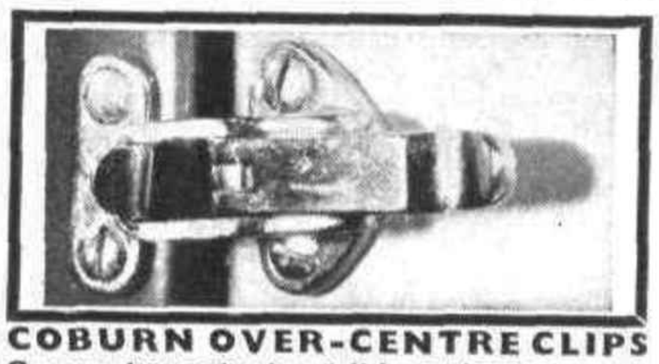


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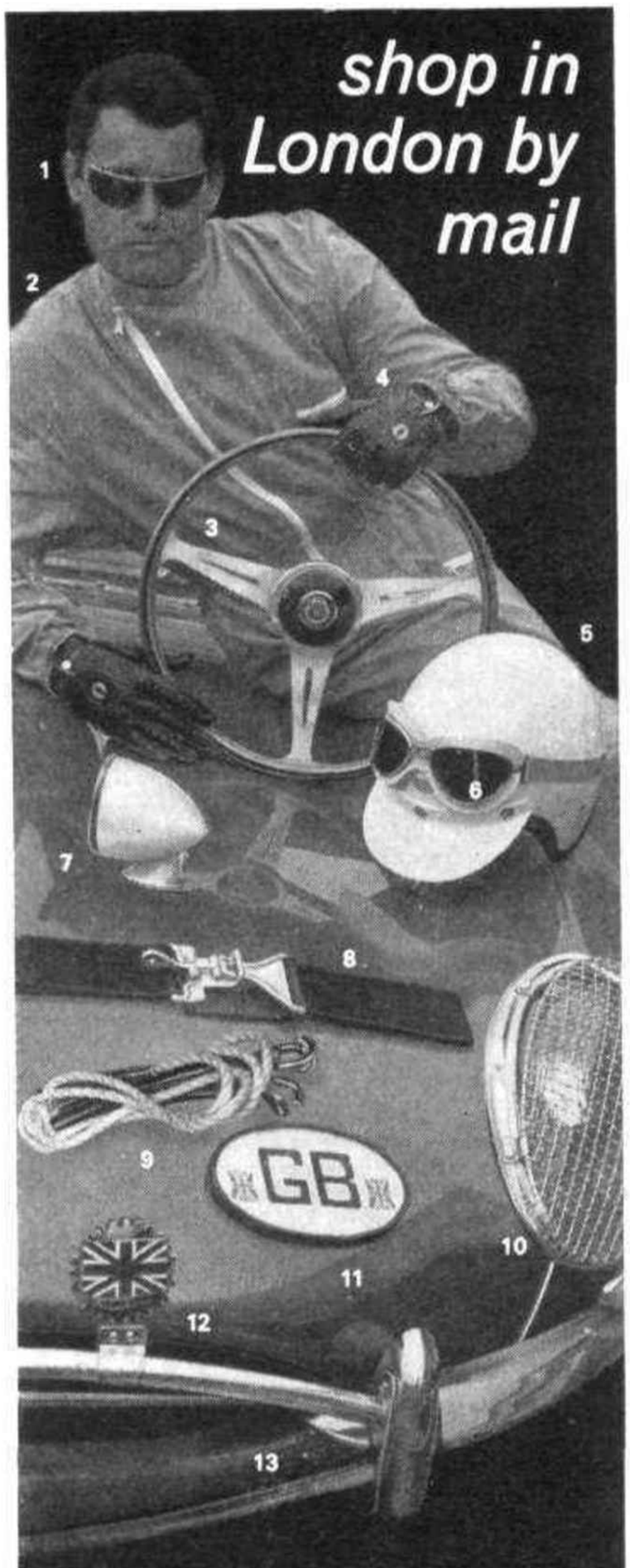


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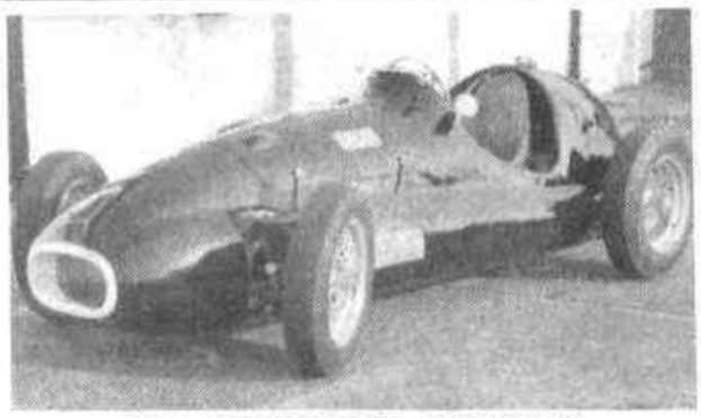
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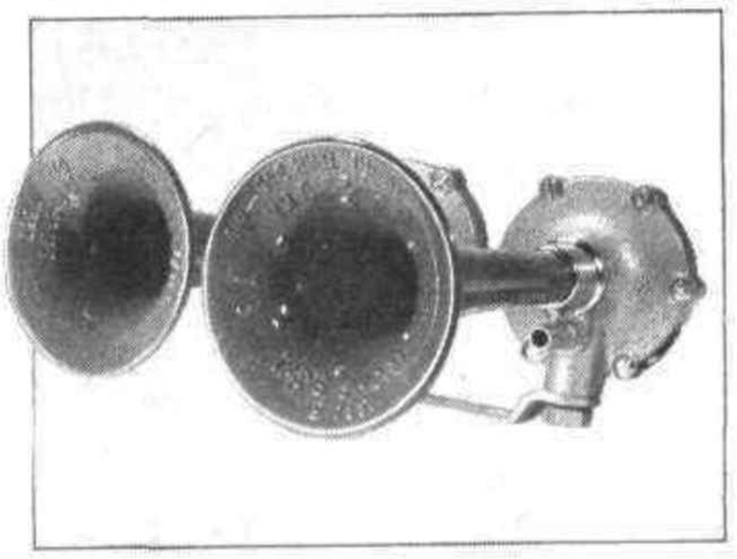
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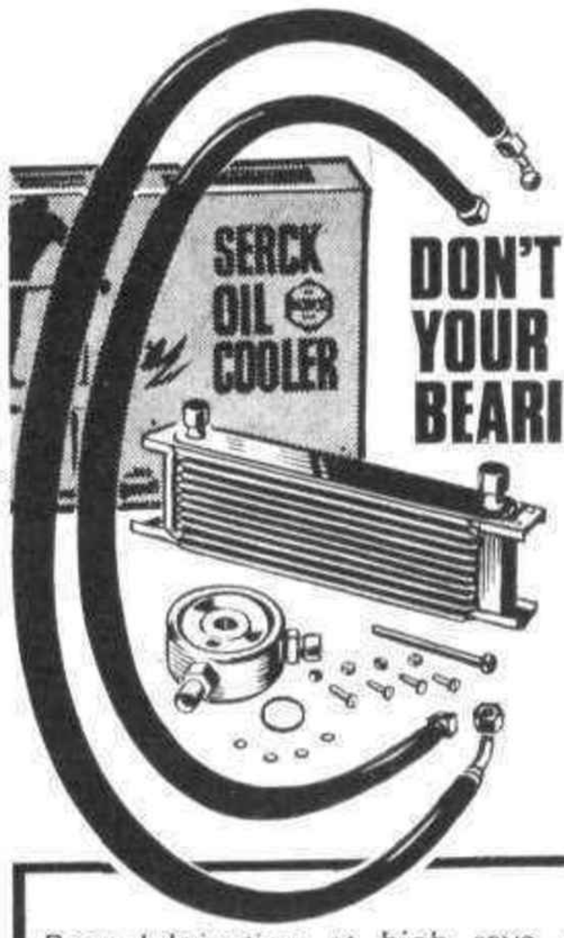


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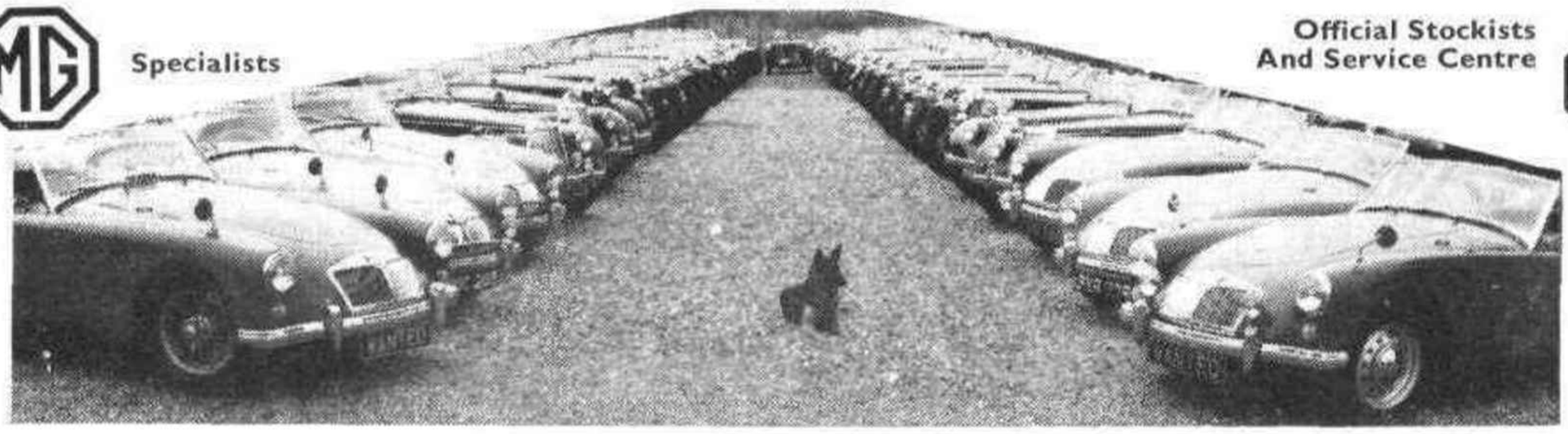
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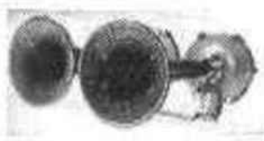
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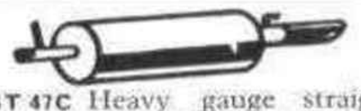


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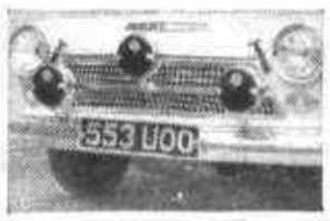


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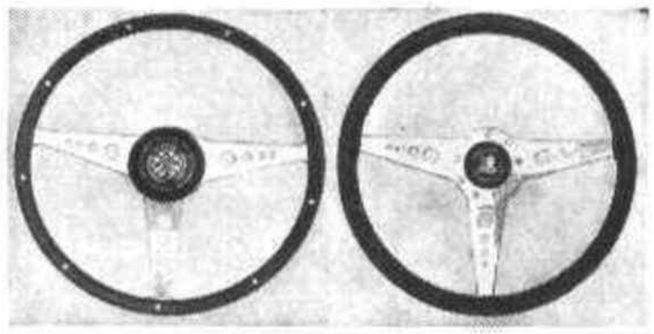
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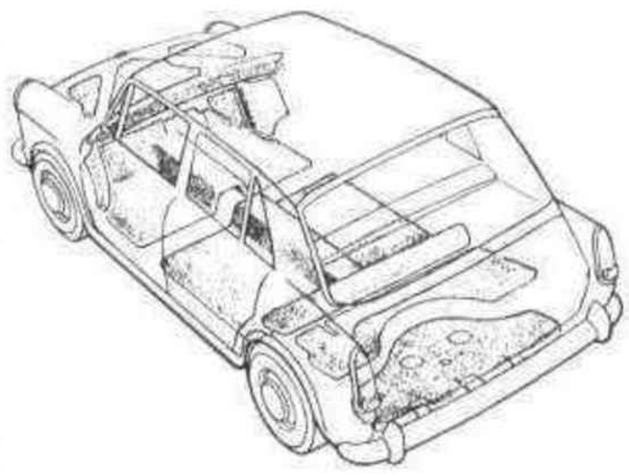
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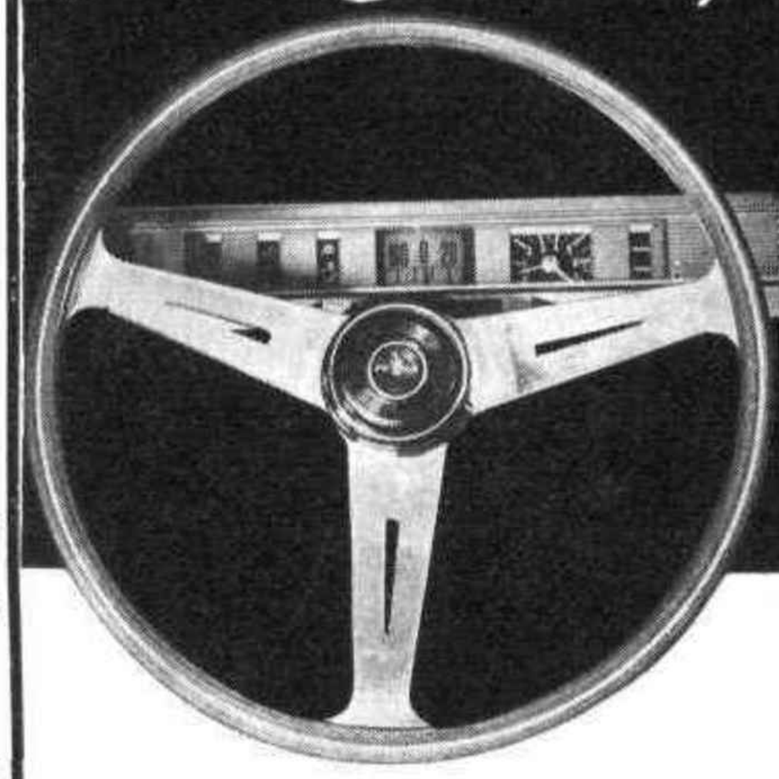
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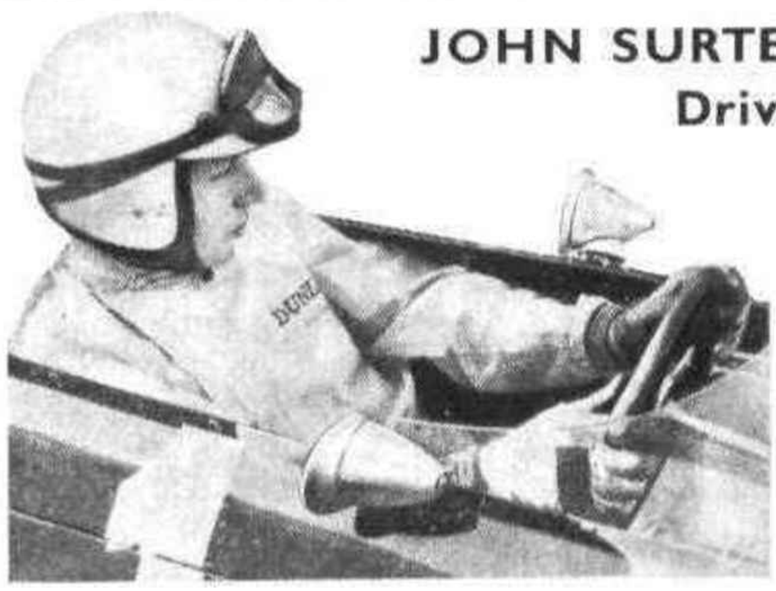
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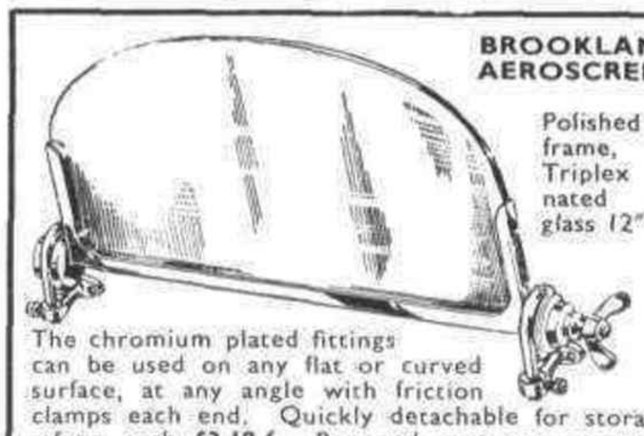


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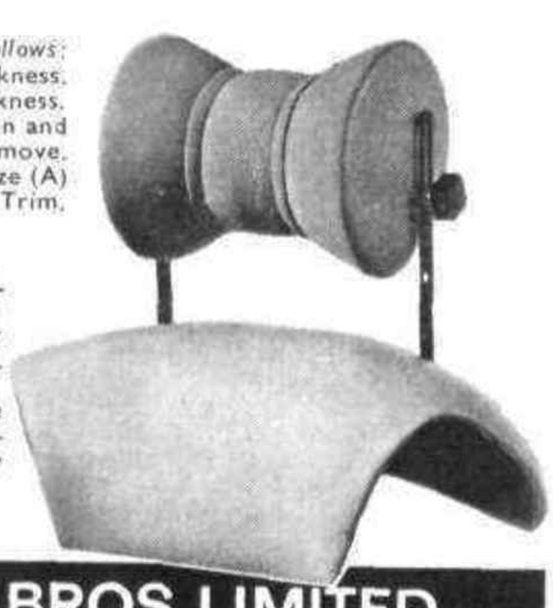


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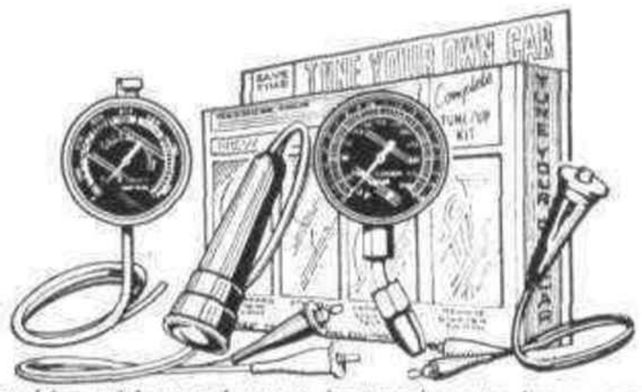
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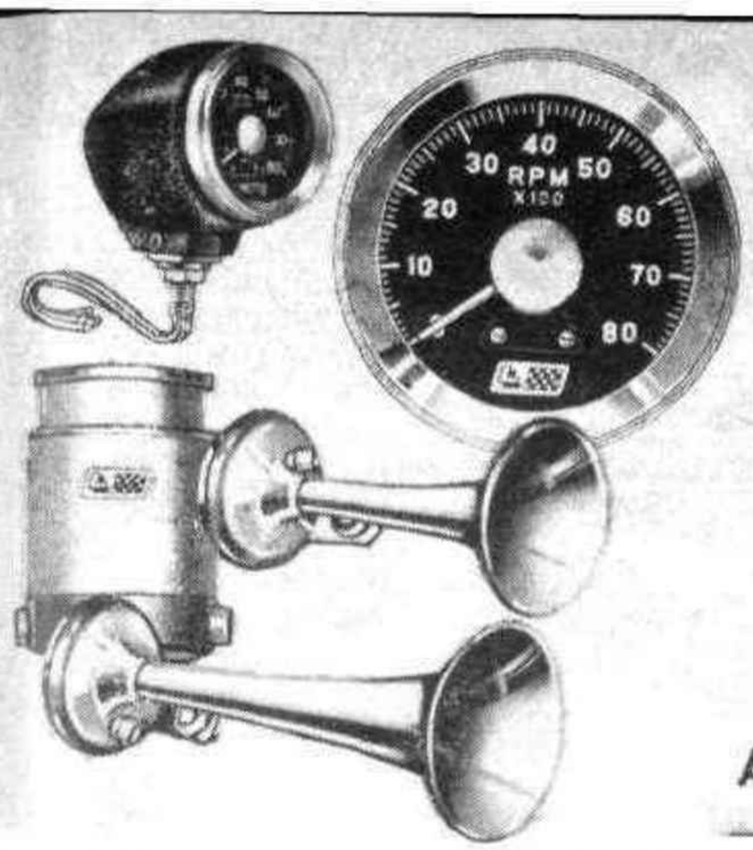


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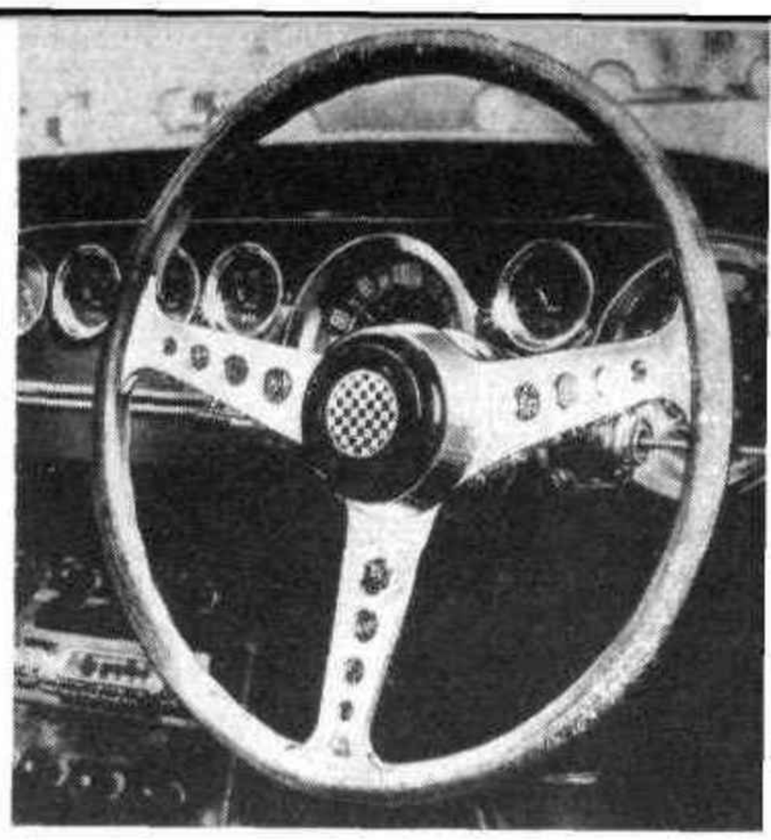
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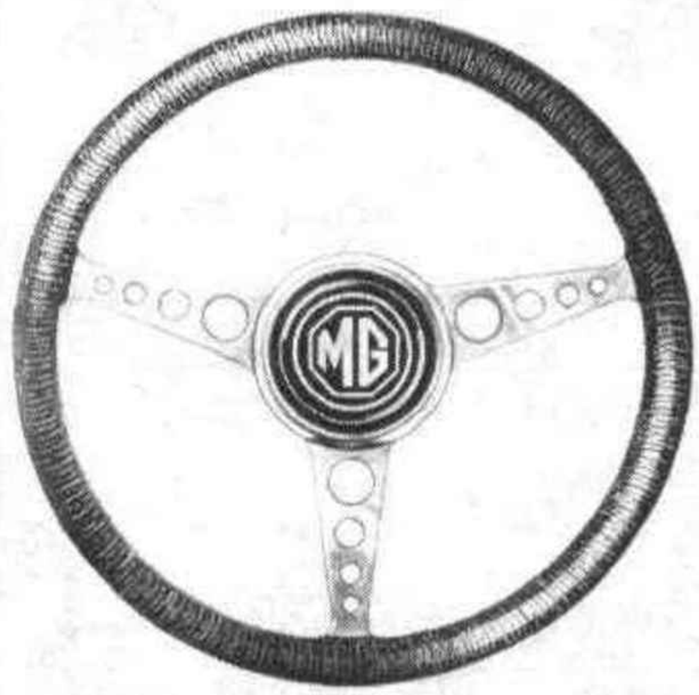
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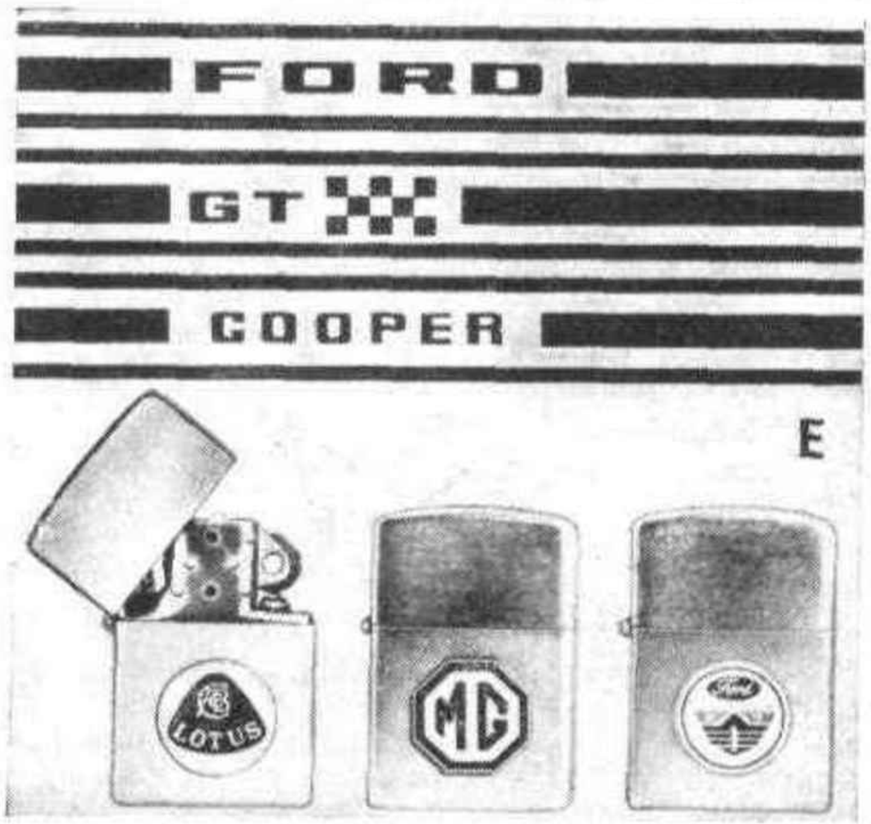


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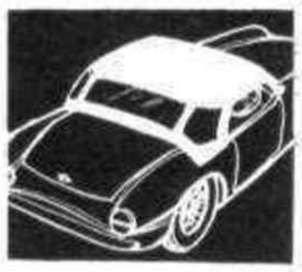
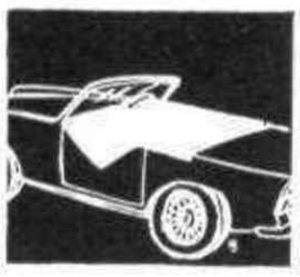
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AUSTIN HEALEY 3000 1960, 2/4 seats, w/wheels, o/drive, servo discs, radio, htr, tonneau, Cinturatos; unused since gearbox o/haul and respray. £325. HP considered. Tel: CRO 2412 daytime. (4547

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TRIUMPH TR3A roadster, 1961. Impeccable in regal red/black interior, fitted overdrive, wire-wheels, rear seat, reverse light, tonneau, twin spots, excellent Cinturato tyres, almost without fault **£445**

TRIUMPH TR4 F.H.C., 1964. An exceptional car in unmarked white with contrasting black hard top, black interior, fitted overdrive, woodrim steering wheel, wing-mirrors, spotlight, Michelin X tyres, an opportunity at **£665**

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AUSTIN Mini-Cooper 1275S, 1965. Completely unmarked in red/black roof expensive " Minilite " wheels and excellent Cinturato tyres, racing mirrors, quickfiller cap, two owners and only 9,000 recorded miles **£565**

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M.G. Midget Mk. 2, 1965. One owner only, 17,000 miles. Unmarked jet black with red interior. Radio, heater and tonneau cover **£535**

ASTON MARTIN DB2/4, 1955. Superlatively maintained throughout, and finished in midnight blue with red leather upholstery. Radio and heater, wire wheels, twin spots etc. **£445**

TRIUMPH Spitfire, 1964. Choice of three hand-picked cars, finished in red with black trim, or white. Two of them are one-owner cars, and all have various extras fitted. Very competitively priced from ... **£395**

M.G.-A 1600 roadster, 1960. A delightful car in pale blue with black hard-top, soft-top, radio and heater. **£345**

BOND Equipe GT4S. One owner only, faultless Old English White with black upholstery. Twin spotlamps, heater, wheel trims, etc. **£595**

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TRIUMPH Spitfire, 1963. Conifer green with black interior, radio and heater, wood-rim wheel, wheel trims etc. **£445**

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SHELBY-COBRA 289, 1965. Fully modified 4.7 engine, special cams, pistons, rods etc. Suspension and braking mods. Just stripped and rebuilt. Never involved in any accident, recellulosed to choice... **£2,250**

ASTON MARTIN DB4, 1961. An immaculate example finished in pale metallic blue with beige leather upholstery, chrome wire wheels, heater etc. ... **£1,095**

TRIUMPH TR4A, 1966. 13,000 miles only. Quite spotless in white with black interior, white "surrey" hard-top, overdrive, wire wheels, heater, 'X' tyres, seat belts **£935**

M.G.-B, 1965. 18,000 miles. Finished without blemish in British Racing Green, with black trim. Wire wheels, overdrive, radio and heater, seat belts **£735**

TRIUMPH Spitfire, 1966. One owner, 16,000 miles from new. A beautiful car in pale blue with matching interior in dark blue, seat belts, heater, etc. ... **£595**

LOTUS-CORTINA, 1965. Moderate mileage only, excellently maintained in Old English White with green side flash, black interior. Radio and heater, seat belts. **£685**

DAIMLER SP250, 1961. Automatic transmission. Most attractive in pale metallic blue, with white trim. Fitted with wheel trims, twin spotlamps, heater, etc. **£425**

AUSTIN-HEALEY Sprite Mk. 3, 1965. One owner from new, 9,000 miles only. White with black interior, wire wheels, heater, seat belts etc. Also one other in white with wire wheels, and one in scarlet with matching hard-top, and black interior. All **£495**

M.G.-B, 1965. Two one-owner examples, in superlative condition throughout. One in red, the other in B.R.G. Both black upholstery, radio and heater, seat belts, spots **£695**

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M.G.-B, 1964. One owner, 27,000 miles. Pale metallic blue with black interior, every possible extra, including Brabham modified engine, Weber carb., special exhaust, overdrive, wire wheels, radio, heater, tonneau cover, luggage rack, special steering wheel **£665**

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£775 M.G.-B roadster, 1966. In British Racing Green with black trim. Extras include wire wheels, heater, tonneau, etc.

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M.G. B 1964, superbly maintained red specimen, o/drive, w/wheels, Cinturatos etc, 24,000m. Unbeatable value at £615 ono. Daytime: Basingstoke 21811. (4791

AUSTIN-HEALEY 3000 MkII sports convertible 1963, 38,000m, o/drive, w/wheels, power brakes, radio etc, dark metallic blue, black interior. £600. Stuart Smith, 86 Green Lane, Sheffield 3. Tel: 29067 any time. (4792

SNIP. FIAT 850 coupé 1966, steel grey, red interior, beautiful looker, superb cond. £595. Write: Simonds, 45 Trelawney Rd, Bristol 6. (4793

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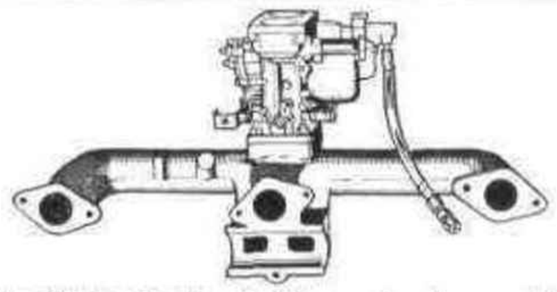
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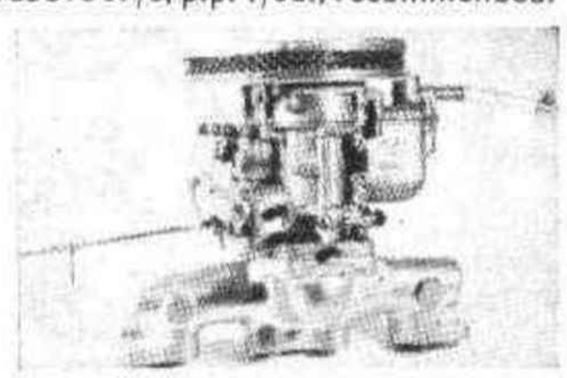
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0-40	8.6 secs.	0-40 m.p.h.	8.0 secs.
0-50	12.7 secs.	0-50 m.p.h.	11.0 secs.
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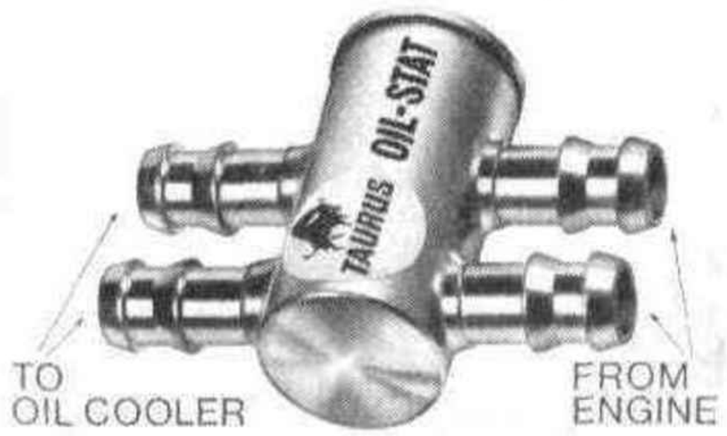
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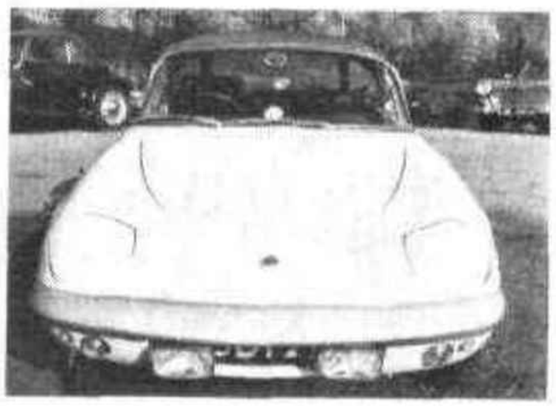
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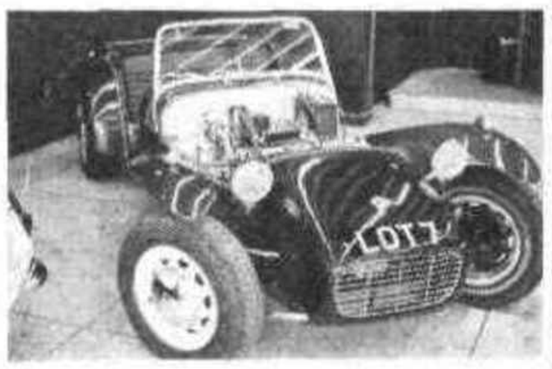
JOHN BRITTEN

If you can read this you're too damned close. Lotus Elan S2, 1966, white, black trim, knock-on wheels, push-button radio, one nonagenarian owner, £1,025. Austin Healey Sprite Lenham GT, built 1966, fitted with 1,000cc racing engine assembled by Sprinzel, 45DCOE Weber, 649 cam, branched exhaust manifold, big-valve head, red crank, flat-top pistons, oil cooler, competition shock absorbers, anti-roll bar, racing oil pump, close-ratio gearbox, 4.55 diff., roll cage, electronic tacho., wire wheels, disc brakes with oversize drums at rear, 5 new Cinturatos and 28 old scrutineer's tags, £390. MG Midget, 1966, O.E. white, black trim, tonneau, wire wheels, £560. Triumph TR4A Coupé Hard-top, August 1965, white, equipped Surrey top, overdrive, wire wheels, SP3 tyres, one owner, £795. Austin Mini Super de Luxe, 1964, almond green, white top, SP41s, Nikki twin-choke carburettor with have-I-got-any-petrol-in-the-float-chamber window, Nerus head, twin spotlamps, rubber radmuff, 7-in. reversing lamp, Cooper exhaust system, 848cc insurance, £330. Triumph TR4A, 1966, conifer green, black trim, overdrive, wire wheels, push-button radio, SP3s, one owner, £890. Triumph TR3A, 1960, overdrive, wire wheels, hard-top, soft-top, tonneau, Michelin 'X', this is a white car with black trim which belonged to Jeff Hutchings of our Moscow Rd end; he swears it





has only done 36,000 from new; draw your own conclusions at £375. Lotus Super Seven as illustrated somewhere on this page, 1966, completely painted dark racing green, De-Ville style pleated interior trim with pile carpeting and specially laid out dashboard, chromed manifolding and front suspension, brilliant yellow Elan wheels with G800s, tuned and balanced 997cc engine, alloy bell housing, all-synchro gearbox,



full weather equipment, heater, £575. Triumph Spitfire, 1966, white, hard-top, soft-top, wire wheels, radio, £615. MG Midget, 1965, tartan red, black interior, radio, tonneau cover, one lady owner, £500. Austin Healey Sprite Mk I, 1959, the original and celebrated frog-eye, primrose yellow with black interior, £230. MG-B, 1965, black, overdrive, wire wheels, radio, unpriced as yet. Austin Healey Sprite Mk II, 1963, 1,098cc engine, disc brakes, iris blue with dark blue trim, a reasonably new set of Cinturatos prevent the rims from touching the ground, £370. Triumph TR4A, 1965 Sept., white, overdrive, wire wheels, one owner, £780. Austin Healey Sprite Mk II, Oct. 1961, signal red, sold new by D. Healey to fully converted specification including wire wheels, disc front brakes and 8-in. rear drums, engine bored to 1,000cc and fitted sports cam, modified head, incher narf SUs, branched manifold, oil cooler, hard-top, soft-top, Sebring bonnet, SP3s, £320. Mini super d/l., 1966, would like to sell to the trade if they would be so kind as to view it. We have several more sports cars in stock so please ring up for full details and to find out whether the one you want is at Arkley or Moscow Rd. Expecting many more working sports cars plus a selection of V8-engined machinery such as a 1965 Tiger with hard- and soft-tops, 1965 TVR Griffith and 1966 AC Cobra. Each car is serviced and workshop-checked, fresh oil and filter, brakes and batteries inspected and renewed if dubious. At Arkley we can take on a limited amount of servicing and repairs on cars not bought from us, especially BMC, Triumph and Lotus. Electronic tuning a speciality. 1-day service at fixed prices, why not have your new tyres fitted at the same time. A point which I should have mentioned earlier is that all the cars we sell over £200 have a parts and labour guarantee; we always pay for parts but labour charges are at our discretion. Mechanical breakdowns which aren't your fault get done completely free of charge, but when it comes to the squeaks and rattles department we expect you to do yourself what any reasonable handyman could do, especially on older cars. Female customers receive special treatment. Which reminds me that we are looking for a girl to polish cars and dust out the interiors. We are now agents for the Lenham GT Sprite and Midget body conversions, as fitted to the Mk I Sprite illustrated and also to my racing Midget which I thought I would let you off seeing a picture of this month. You can either buy a car ready converted



or have yours done or buy the mouldings and do it yourself. Leaflets on demand. Also these Lenham people do a rather nice streamlined bonnet to go with either the GT conversion or the standard back end, and a standard 1-piece replacement fibreglass bonnet for Sprites II/IV. Demonstration car on show at Moscow Road. Cinturatos 25% discount, giant stocks. Swedish Trelleborg cross-ply and radial, as fitted by the canny Swedes to Saab, Volvo, 32½%. Michelin XAS, 21%. SP41, Cinturato, G800 radial RQs, merest blemishes, brand new, as used by JB, around 40% discount. Many more tyre bargains and stupendous offers, dial Barnet 1146 and ask for the facts. Speedy fitting and instantaneous balancing by Tired Tyler. A good stock of everyday spares for BMC, Triumph and Lotus, brake pads and linings, exhaust systems, gasket sets and dozens of the things needed by the sort of home handyman you will become if you bought your car from us. HP with 3rd party insurance. Open to 7pm, closed Sundays and Bank Hols. See our yellow MG Midget racing Brands April 2, Snetterton April 9, Brands April 16, Mallory April 23. Please come and cheer. Photos this month by Tony Williams. Open/closed sign at Moscow Road by Jas. Hadden. Do not delay.

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1963 AUSTIN Mini. Fitted Speedwell modifications to beyond Cooper specification. Superb condition, not rallied, excellent tyres.

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1963 FORD Cortina GT. Goodwood green. 28,000 miles only and in really first class body and mechanical order, excellent tyres **£415**

1963 LANCIA Flavia 1.5 Farina coupé. A most attractive car in pale grey with black leather (£90 extra). Clock shows 34,000 miles which could be genuine. Full 4-seater GT. Usual Lancia engineering **£895**

1964 LANCIA Flavia 1.5 Farina coupé. A most beautiful car in dark grey with navy cloth interior (seat covers), fitted Motorola radio, Kenlowe fan, recent new Michelin 'X'. Mechanically and bodily superb **£1,145**

1962 JAGUAR 3.4 Automatic. Well above average saloon in dark metallic blue with navy hide interior, fitted heated rear screen and recent new tyres. Mechanically superb **£565**

1961 JAGUAR 3.8 saloon. Superb saloon in white with red interior. Recently fitted whitewall tyres. Automatic gearbox **£495**

1964 JAGUAR 3.4 Mk. II saloon. Opalescent silver grey, red interior. A superb one-owner low-mileage car fitted overdrive. Really first class throughout ... **£795**

1966 JAGUAR 3.8 Mk. II saloon. Fantabulous car fitted overdrive, chrome wire wheels, new Pirelli Cinturas, wood-rim wheel One owner and entirely as new. Special order black with tan hide interior **£1,295**

1964 JAGUAR 'E' f.h.c. Opalescent silver grey with red hide interior, fitted Webasto roof, radio and heated rear window. An unusually well kept and attractive car... ... ... **£1,095**

1965 JAGUAR 'E' f.h.c. White, red interior, one owner 11,000 miles; full push-button Motorola and electric aerial. Magnificent ! **£1,395**

1966 LOTUS Elan coupé. 3,000 miles only. In white, fitted full push-button Motorola radio and electric aerial, knock-on wheels **£1,145**

1964 M.G.-B roadster. Black with red trim, fitted wire wheels, foldaway hood. First class throughout **£595**

1961 M.G.-A Mk. II. White, black interior, fitted wire wheels. Very well maintained... ... ... **£445**

1953 M.G. TD. B.R.G. Very good body and tyres: we have just reconditioned the engine and she sparkles **£295**

1965 SUNBEAM Alpine Mk. IV. Most immaculate and genuine one-owner, 11,000-mile roadster, finished in black with red interior, fitted wire wheels, overdrive, radio, spot lamps, etc. Unmarked **£695**

1966 (Oct. '65) series ROVER 2000. Dark green, tan interior. 1,600 miles, as new. Pirelli tyres. Faultless **£1,045**

1966 TRIUMPH Vitesse. Wedgwood blue. One owner 11,000 miles only **£625**

1964 TRIUMPH Spitfire, choice of two, one with hard-top, both very nice cars ... ... From **£465**

1967 Mk. II Spitfire. Wedgwood. 100 miles—mucked up order. Full guarantee **£625**

1962 TR4. White, black interior. Really well maintained, wire wheels, boot rack, fog and spot. Never pranged **£495**

1966 TRIUMPH TR4A. Genuine one-owner, 9,000 miles only service record. Fitted radio, overdrive, wire wheels. Unmarked in every way. B.R.G., black interior **£925**

1965 B.M.W. 1800 T.I. Magnificent example in white with black interior, fitted Webasto roof, Blaupunkt radio. One owner and low mileage **£1,095**

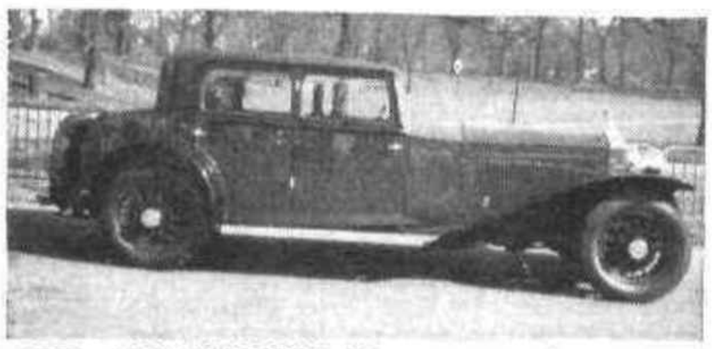
1963 FIAT 2300 saloon. Maroon with tan interior. Really cared for car. Genuine low-mileage and one-owner 100-m.p.h. saloon **£545**

1962 MERCEDES 190SL. Superb roadster in white with black removable hard-top. Unmarked red interior, new tyres recently fitted. A most attractive and excellent car **£795**

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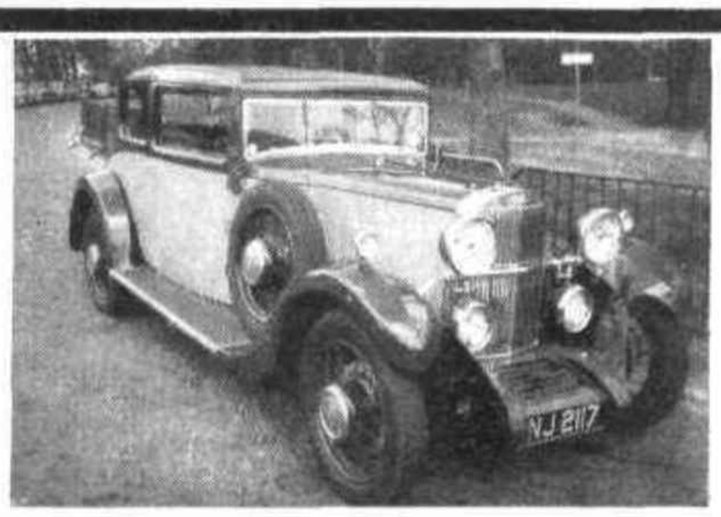
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1931 ROLLS-ROYCE Phantom II Continental sports saloon by H. J. Mulliner. Chassis No. 49GX. Details on request.



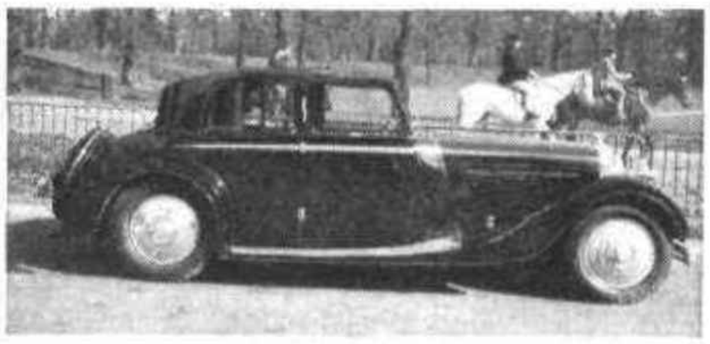
1936 RILEY Sprite 1½-litre 2-seater, excellent example of this classic model **£575**



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FERRARI "212" Spyder by Scaglietti. Right-hand drive, excellent order **£950**



1937 BENTLEY 4¼-litre "Top Hat" saloon by Freestone and Webb, undergoing complete restoration.



1960 LANCIA "Flaminia Sport" coupé. L.H.D. very rare model in outstanding order. 120 m.p.h. **£895**

1925 ROLLS-ROYCE Phantom I tourer by Gurney Nutting, undergoing painting and trimming, around **£2,750** when ready.

1925 ROLLS-ROYCE 20 saloon with Tickford roof, complete restoration in progress.

1934 BENTLEY 3½-litre Sedanca coupé by "Barker," flared wings, completely restored, details on request.

1936 ROLLS-ROYCE 20/25 Gurney Nutting 2-door fixed-head coupé, undergoing restoration.

1954 ROLLS-ROYCE Silver Wraith saloon by H. J. Mulliner, low mileage, exceptional example **£1,600**

1956 BENTLEY "S1" coachbuilt saloon by Freestone & Webb, dark blue with grey interior **£1,395**

1950 BENTLEY Mark VI S.S. saloon, full-flow engine, nice order **£425**

1956 LANCIA Aurelia Series 5 coupé, excellent order... ... ... **£450**

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FOR SALE—continued

M.G. TC in good cond, XPAG engine recently o/hauled, genuine reason for sale. Apply D. Tansley, 21 Deanshanger Rd, Wicken, Wolverton, Bucks. (4798

ALFA ROMEO 1963, regd '64, Giulia Sprint; engine just rebuilt. £799. HP possible. Tel: PAL 3797. (4799

TR3A 1958, BRG, o/drive, h/s tops, taxed, htr. £275. Leftley, FIN 1222 evenings. (4800

LANCIA AURELIA B20, rhd, regd 1961, metallic maroon, new Xs, excell cond throughout. £285 ono. Tel: Oxford 35642. (4801

SPITFIRE 1963, white, useful extras, best offer secures. Williamson, 19 Greenbank Ave, Uppermill, Oldham. (4802

ELVA COURIER Spyder, lightweight model, balanced 1,622cc engine, HRG head, Webers, oil cooler, c/r gearbox, fully race tuned. £300 ono. 41 Ryders Hayes Lane, Pelsall, Staffs. Tel: Pelsall 2627. (4803

MORGAN. COMPANY car regrettably forces sale of my much beloved immac Morgan 4/4 series V low mileage car with extras. £500. Pym, 99a Shadwell Dr, Northolt, Middx. (4804

CORTINA GT, late '65, wood rim, 5½Js, G800s, u/sealed, press button Motorola, Cibie spot, reverse, immac Monaco red. £595. Banks, 196 Brigstock Rd, Thornton Heath, Surrey. (4805

RENAULT FLORIDE, Nov 1961, 2 owners, red, black hard, unused soft, tops, unmarked, radio. £450. 516 Blackpool Rd, Preston. (4806

ALPINE AND XK150. Series I Alpine October 1960, fitted o/drive, extras, complete with £40 worth of spares. £265. 1958 150 d/head, complete new clutch unit just fitted, chrome wires, special equipment model, cond fair. £225. Both taxed and tested. Darbyshire, 1 Toll Bar Cottages, Ollerton, Knutsford, Cheshire. (4807

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RILEY 1½ 1954, smart, above average, reliable car; radio, htr, rev counter, washers. £140 ono. Briggs, RUI 5194. (4809

M.G. A 1961, Mkl, red, second owner, full history from new, 39,000m, 28/32mpg, 1pt oil between changes, £60 worth extras; absolutely no rust, very good X tyres; must be one of the best remaining MG As; genuine reason for sale. £395. Tel: Batley (Yorks) 3314 business hours. (4810

1954 RILEY RME 1½, good cond throughout. £95. 24 Hill Close, Chislehurst, Kent. (4811

1934 ALVIS 12/70 Firebird d/head coupé, good subject for restoration, spare chassis to go with it. £100 the two. D. Adams, Station Rd, Okehampton 475. (4812

BENTLEY SALOON 1937, 4¼ litre, all alloy body and wings, good tyres, generally in sound cond. For quick sale £197 or would consider exch for smaller car. 9 Whitethorn Drive, Batemoor, Sheffield 8. (4813

TORNADO TALISMAN GT, 75bph Cosworth, recellulosed Monaco red, low mileage engine, brakes, suspension o/hauled; new Cinturatos, HD battery. Outstanding value at £475 ono. R. Chamberlain Tel: Whiteleaf (Bucks) 7129. (4814

1955 R.H.D. 180 Mercedes, vgc. £200, no offers entertained. 54 Chatham Hill, Kent. (4815

DAMAGED XK140, accident front offside, suitable rebuild or sell complete for spares; good engine, tyres, battery. £60. Edmonds, Streatham 7700. (4816

20/25 LANDAULETTE, mech very good, £255. 20/25 sports saloon, excell, £485. Gaylard, 6 Brittons Ash, Bathpool, Taunton. Tel: West Monkton 454. (4817

VOLKSWAGEN 1957. £95. Good mech. P. J. November, Bramcote House, Town St, Bramcote, Nottingham. (4818

TR4 1962, immac, recent engine o/haul, new crank, clutch, w/wheels, o/drive, radio, htr, s/belts, leather seats etc. £450. Pudsey 76953. (4819

FNL500 REGISTRATION No for sale with log book. Offers start at £5. Box 2741. (4820

ALFA SPRINT Veloce 1958, red, lhd, rare, fast, beautiful. Investment £475. Box 2745. (4821

LOTUS CORTINA 1964, 20,000, vgc, newish SP41s. £525 or exch BMC 1100. Edenbridge 2262. (4822

A MOST handsome and practical oak timbered Rolls-Royce Phantom II estate/shooting brake, fullest details available. Might consider exch vintage Bentley. Box 2744. (4823

LANCIA ARDIA, very rare example of this famous marque, pretty pillarless saloon in superb order; 903cc, 5-speed gearbox, 50mpg, fast and reliable, first regd 1960, in daily use. £175 ono. Haslemere 3855 evenings. (4824

RILEY 9 Monaco saloon 1934, excell order throughout, taxed, MoT etc, daily use. £80 ono. Haslemere 3855 evenings. (4825

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1962 ALPINE Mkll, immac, h/top, s/top, tonneau, o/drive, w/wheels etc. £425. HP arranged. Royle, Brantwood Cottage, Headlam, Gainford, Darlington. (4826

FIAT 2300 saloon, 29,000m since new, wireless, o/drive, washers etc, new battery, taxed for year, maroon, in faultless order. £500 ono. Good Easter 284 (Essex). (4827

PUR-SANG OUT of Ford/MG, recond E93A, MG TC box tubular chassis, 4.44 cwp, 15in wheels, Xs all round, ifs, coils rear, hydraulics, 12v, Mistral body, Austin/H screen, hood, absolutely immac. Bargain at £125. Resprayed dark blue. Owner emig Canada. Fenwick, 66 Rupert Rd, Sheffield 54108. (4828

LOTUS ELAN S2, ex Mike Spence, S/E, midnight blue, extras, low mileage. HP. £775. Southend 77760. (4829

TR2 1954, TR3A front, TR4 crankshaft, cond excell bodily mech, htr, radio, hood, tonneau, BRG. £190 ono. Tel: Walton-on-Thames 29384 evenings, weekends. (4830

M.G. A 1600 roadster 1959, new engine last year, Cinturatos, fog lights, towing ball, s/belts. £350. Thompson, 1 Hans Place, SW1. (4831

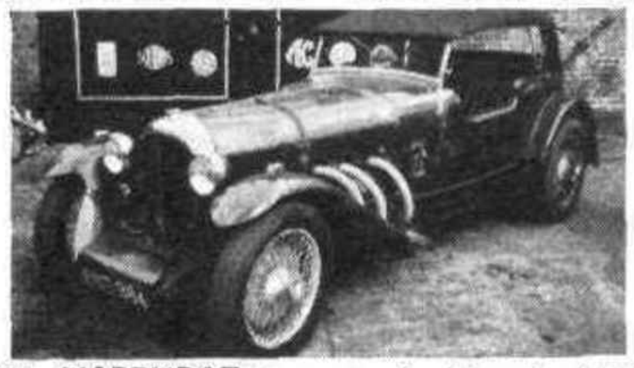
M.G. A 1962, h/s tops, new tyres, perfect order. £345. Frensham 3249. (4832

MORGAN PLUS 4 1962, dark blue, cream leather, w/wheels, sliding screens, wood rim, very good cond. £485. Tel: Bromsgrove 4848 evenings and weekends. (4833

1964 AUSTIN Healey 3000 MkIII convertible, fitted all factory extras except h/top, plus h/duty springs, new o/size Cinturatos etc, 27,000m, superb cond. Bentley plus extreme poverty necessitates sale; £695. Weston, Brink Farm, Buxton New Rd Macclesfield Forest, Cheshire. Macclesfield 2920. (4834

M.G. MAGNA 1932 sports tourer, spotless cond, a showpiece. £135. GRE 0772. (4835

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1935 BUICK straight 8 close-coupled sedan." Scarface Special," magnificent lines, completely original and faultless **£195**

1951 Barker-bodied 2½-litre DAIMLER foursome convertible, desirable postwar classic in outstanding condition **£225**

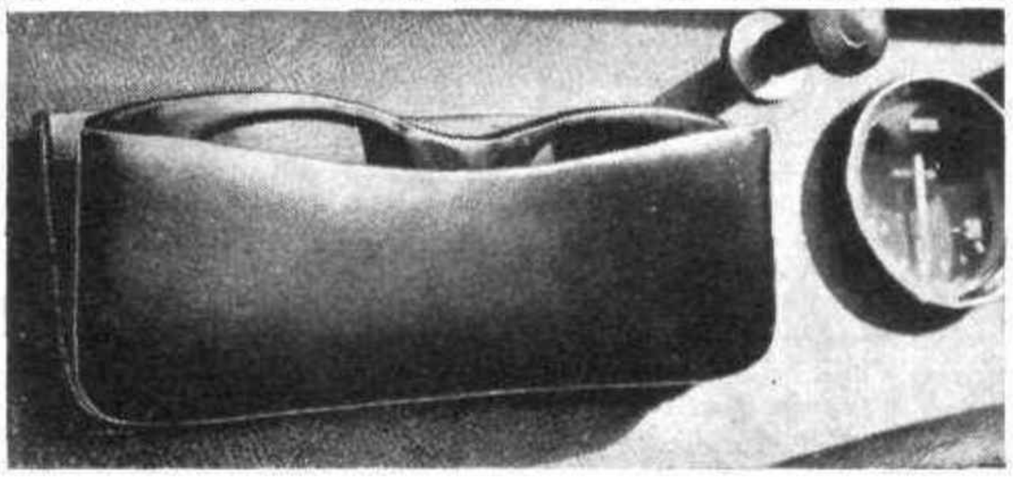
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FOR SALE—continued

LAGONDA 2-LITRE d/h coupé 1933, rare, orig, beautiful. £275. 10 Eastbrook Rd, SE3. GRE 0772. (4835

M.G. B 1964, black, u/sealed, htr, tonneau, s/belts, extras, immac. £565. HP if required. Hemel Hempstead 53217. (4836

A.C. ACE 1955, good cond, recent extensive engine o/haul, new clutch; imminent addition to family forces sale. Tel: RUislip 9872 after 6pm. (4837

1954 BENTLEY type R manual change Park Ward saloon, black with red leather upholstery, sunshine roof, radio, htr etc, excell cond. £600. Booth, 26 Cloister Crofts, Leamington Spa. Tel: 21855. (4838

M.G. LESTER, exceptional cond, 6 Borrani wheels, pretty aluminium body. Offers, exch MG A 1959 1600, in any way above average cond. £265. Write: Bush House, Selborne Hants. Tel: Selborne 339. (4839

VW 1500S 1964, blue, lhd, Michelin X tyres, in very good cond, one owner; the cheapest 1500S on offer; full service history etc. £450. Tel: Ealing 2622 or Dollis Hill 8142. (4840

1965 SUNBEAM Tiger, many extras, immac cond; insurance assistance available. £785. Darwall-Smith. Tel: Moretonmorrell (Warwick) 415. (4841

CLASS L.H.D. sports car; '60 DKW 1000SP fhc. Photos, details from Flat 42, 20 Abbey Rd, NW8. 01-286 7533. (4842

1925 BENTLEY 3 litre short chassis Vanden Plas open tourer, restoration almost complete. £800 spent on parts alone, six years labour of love. Offers. Halifax 81475. (4843

1930 ROLLS-ROYCE d/head by Salmons, roof cranks down; virtually one owner, very orig exceptional cond. Halifax 81475. (4844

MORGAN PLUS 4 1962 2-str, BRG, dhc, TR4 engine, excell overall cond. £440. Tunbridge Wells 21828. (4845

FRAZER NASH TT replica, WN4839, page 197 Thirlby's book; haven't room for 2 vintage cars. 108 Belper Rd, Derby 45719. (4846

GSM DELTA 105E, s/top, h/top, condition tip-top, truly immac. £200. BAT 6318. (4847

FIRST AND last! 1934 3½ litre Bentley Continental sports saloon by William Arnold, Motor Show car of 1934; superb engine and very good body, interior trim requires renovating. 1936 3½ litre Bentley FC chassis series 2-door sports coupé by Vesters Nierinx of Brussels, late property of film millionaire; very good cond inside and out. Accept £500 the pair or will separate. Ashton-u-Lyne 1113 (nr Manchester). (4848

S.S.100 1937 2½ litre, fine example, recellulosed, recond, some work still required. Box 2474. (4849

JAGUAR E-TYPE 1962 fhc, excell cond, gunmetal grey, chrome wheels, Motorola radio, new RS5s, racing mirrors. £760. Bristol 37984. (4850

M.G. A chassis and most other MG A parts. Nottingham 213175 6.0-8.0pm. (4851

MORRIS COWLEY sports, regd 1922, only known example, only 2 owners present last 10 years; well known if little seen; very interesting history and comprehensive details of last 10 years; partly rebuilt to original standards, complete spare chassis and sundry chassis spares; full details on request. High price required. Wauchope, Meoltor, Bank Drive, Shrewsbury 3570. (4852

LOTUS 7, w/wheels, alloy head, BMC A engine. £350. Perivale 6222. Caldecott, 1 Castlebar Park, Ealing W5. (4853

RILEY 1.5 RME 1953, very good cond throughout, MoT 1968. £85. Orpington 26009. (4854

FOR SALE. 1966 MG B GT, white, Michelin X, radio. £950 ono. York 67305 evenings. (4855

1934 B Ford 14.9, 65,000 from new as it stands. £115 ono. Tonbridge 4156 evenings. (4856

XK140 190bhp engine and o/drive gearbox, both excell, £25 ono. Clinkard, Assington, Colchester. (4857

EMIGRATING. MUST sell Mkl Sprite, late 1959, good cond throughout, extras. £190. Drayton (Berks) 255. (4858

THREE 1929 Phantom I RR hearses, laid up 3 years, space urgently wanted. Any reasonable offer to clear. Murray, Powder Works Lane, Melling, Liverpool. Aughton Green 2380. (4859

BREAKING M.G. TC and 1½ Singer Le Mans Speed model. Garton, The Crescent, Nettleham, Lincs. (4860

BRISTOL 401, 403 modifications, aerodynamic body structure, good all round cond, MoT. £165 or exch interesting car. Bookham 4766 (Surrey). (4861

FIAT 600 (two) dismantling, all parts for sale. Morrolands, West Close, Verwood, Dorset. (4862

M.G. TC, BRG, Gold Seal engine, 16in rears, flashers, tonneau, new steering box, oil pressure 60psi, body good. Reliable car at £150 ono. 139 Bowerham Rd, Lancaster. Tel: 2725. (4863

1928 LEA-FRANCIS type 12/22 2-str tourer with dickey, completely rebuilt regardless of cost by professional engineer to orig specification; this rare and desirable car is ready for immediate use. For full details and appointment to view contact J. Haggart, 86 Kings Rd, London Colney, nr St Albans, Herts. (4864

A.C. ACECA 1961 coupé, blue, Ruddspeed, radio etc. £495. Hunter, 12 Strathalmond Park, Edinburgh. DAV 4807. (4865

ALFA ROMEO Giulia TI, May 1965, white, 18,000m, superb running order. £850. Tel: 01-460 3747. (4866

1937 ASTON Martin 2 litre long chassis 4-str tourer, new hood, brakes relined, very good cond. £350 ono. Mr Platt. Tel: Hunts 2451 ext 460 8am till 4pm. (4867

DAIMLER, RARE 4 litre straight 8 1939, small mileage elegant Freestone & Webb aluminium body, sliding roof. First offer over £200. Tel: Farnborough (Kent) 53766 after 6pm. (4868

ASTON MARTIN DB2/4 1955 saloon, VB6J, radials, radio, s/belts, Alfin drums. £400. Wilson, 102 Mulgrave Rd, Sutton, Surrey. VIG 7723. (4869

M.G. A 1600 1961, beautiful cond, powder blue, perfect mech, 41,000, extras, could deliver. Bargain £325 ono. Full details: 107 Clumber Dr, Radcliffe, Nottingham. (4870

M.G. 1937 SA, excellent example, ample spares, worth preserving. £70. Parkhouse, 8 Avonbank Cottages, Pershore, Worcs. (4871

M.G. A, midnight blue, black upholstery, radio, w/rim, rack, radials etc, well maintained, immac. £285 ono. Write: 8 Minos Rd, Lowestoft. (4872

TRIUMPH 2000 roadster 1949, 9,000 since works recond engine, resprayed dark grey, new carpets, rebuilt doors, new hood, htr and demisters, good tyres. £195. Swanage 2979. (4873

1965 SEPTEMBER. Lotus Cortina, fitted Q1 spots, radio, s/belts, Cinturatos, electric washers, excell specimen. HP arranged. £730. Melksham 3512 evenings. (4874

1964 1071S; superlatives are not necessary to boost this vehicle, it's simply above average; no rust outside, excell interior, G800s, instrumented dash, htr, servo, flasher, antitheft, auxiliary lighting; tyres, pads, linings, exhaust, steering rack, s/absorbers replaced. Sell £385, or accept w/wheeled, disc-braked Sprite, MG A, w.h.v., valued at £250, in p/exch. Watts, 31 Hazel Way, Barwell, Leics. Earl Shilton 2527. (4875

FOR SALE—continued

BENTLEY 1939 4¼ Park Ward saloon, MX o/drive chassis, new tyres, MoT '68. £275. Colegrove, 59 Station Rd, Kirby Muxloe, Leics. Tel: Kirby Muxloe 3033. (4876

TR4, W/WHEELS, o/drive, 1963, u/sealed, htr, tonneau cover, t/spots, r/lights, s/belts, leather seats, carpeted; TR4A side flashers; £200 extras etc, excell cond. £610 ovno. TOWnley 2856. (4877

SILVERSTONE HEALEY 1950 model, superb cond both bodily and mech, new tyres, MoT. Best offer secures, must go. Tel: Preston 58458 day, or Blackburn 21048 evening. (4878

LOTUS ELITE 1962, dark blue, stage II tune, t/c Webers, oil cooler, l/r tank, servo brakes, ZF box, perfect cond. £585 ovno. Melbourne 2503 (Derbyshire). (4879

S.S.100, NOT completely orig and somewhat shabby. Best offer. Lummis, Green Lane Service Staton, Blackburn, Lancs. Tel: 21423. (4880

MAGNIFICENT XK150 fhc, automatic (kickdown 1st), midnight blue, £300 bills, 46,000m. £395. Viewing, Canford Cliffs (Poole) 78666 lunchtime/evenings. (4881

ENJOY MAGNIFICENT motoring in 1952 2½ litre RMB Riley; gleaming black, perfect roof, new clutch, brakes, MoT Jan 1968, history. £160 ono. Box 2754. (4924

BUICK STRAIGHT 8 engine, Talbot 75 chassis, w/wheels, Chrysler Silverdome chassis, Tapley meters. Box 2755. (4925

TR4, RED, July 1962; admired specimen, garaged, serviced regularly, radio, spots, extras. £475 ono. HURstway 2982. (4926

SAAB 96 '65, dark blue, Rally seat covers, belts, fog and spot lights, wheel trims, GT w/wall tyres, excell cond. £500. HP possible, p/exch considered. D. R. Andrews, 136 Long Lane, Chadderton, Oldham, Lancs. (4927

TR3A 1959 BRG, wires, htr, r/seat, tonneau, body/mech excell; recently renewed clutch, gearbox, carbs, crankshaft, bearings. £335. Cheshire, Fron Vox, Llandyrnog, Denbighshire. Llandyrnog 229. (4928

M.G. A 1600, 1960 model regd Nov '59, excell cond, new hood, tyres, body perfect, blue. £285 ono. 49 Corser St, Stourbridge. Tel: 3347. (4929

SUNBEAM RAPIER 1960 dhc, o/drive model, many extras including Cinturato tyres, everything in good cond, MoT. Best offer over £200 secures. J. Baker, Knowles, Isle Rd, Outwell, Wisbech. Upwell 3333. (4930

ROVER 13.9 vintage saloon, rare 1934 hydraulic brake model, blue/black, genuine brand new orig cond, MoT Jan 1968. £165. Stewart, Waveney Lodge, Oakley, Diss, Norfolk. (4931

M.G. TC breaking, complete. Also spare chassis. Francis, 6 Brookside, Headington, Oxford. (4932

STUDEBAKER LARK V1 2779cc 1959 model, rhd, one owner since new, fitted s/belts, radio, towing hitch, fully reclining front seats. £160. Fg/Off Cannon, Officers' Mess, RAF Leuchars, Fife. (4933

BRISTOL 403 1954, one previous owner, dark metallic green, natural hide, 95,000m. £450 ono. An outstanding car in near concours cond. 38 Church St, Market Deeping, Peterborough. Tel: Market Deeping 3386. (4934

M.G. TA 1937, red, restored regardless of cost, taxed. £195. 47 St Osmunds Rd, Parkstone 864. Business, Bournemouth 34567. (4935

MORRIS MINOR 1000, late 1959, 2-door de luxe model, fair cond, brakes recently relined, new battery, good tyres, taxed until end April. £160. Box 2756. (4936

COMPANY DIRECTOR sells incredible MG TC, professionally rebuilt regardless expense. £450. A. L. Jordan, 60 Chapman Rd, Fulwood, Preston. (4937

DELLOW MK.II, BRG, rebuilt engine, back axle, twin SUs, 4 branch, ROP, good vynide hood, new tonneau, brakes, tyres etc, £150 ono. Orpington 22485. (4938

HARDTOP FOR MG B, new, unused, cost £40. £35 ono. St Annes (Lancs) 23510. (4939

ROLLS-ROYCE 20 coupé 1928, immac and unbelievable orig cond both mech and bodywise, first time on the open market. Anyone prepared to pay substantial price for outstanding car. Box 2751. (4940

LAGONDA 3-LITRE 1957, all the usual Aston/Lagonda refinements, inboard rear brakes, Le Mans lights, radio. £345. P/exch considered. Green Hills 2288 (nr Manchester). (4942

BIG HAIRY motor, K1 Allard 2-str, marvellous cond. £225 ono. Full details Tel: Green Hills 2288 (nr Manchester). (4942A

LOTUS ELITE, immac cond all round, twin Webers etc; possibly the best Elite on offer, must be seen. Offers (see under). Buick 1938 straight 8 7-passenger limousines, choice of 2; one guaranteed mileage of 31,500 from new; immac cond. Offers. Preston, Thorpe, Ashbourne, Derbyshire. Thorpe Cloud 209 (4944

GREY LADY 1955, smart, good runner, MoT. £165. Millett, UPLands 8625. (4945

TRIUMPH HERALD coupé, Nov '60, Alexander conversion, discs, many extras, excell cond. £215. 49 Coronation Dr, Birdwell, Barnsley. (4946

BENTLEY 1950 James Young 2 door clubman coupé, beautiful cond. £525. Also 1949 Bentley standard steel saloon. £145. Tel: Blakedown (Worcs) 570. (4947

CRASHED TR2, offside bodywork u/s, chassis bent; was Triumph agent's car and immac maintained; all mech still excell, engine tuned and perfect, new gearbox, axle, o/d 2 3 4; aluminium panels, wide rim solids, new weather equipment; repairable, driven from Wales. Highest offer over £60, no breaking. 21 Yewhurst Rd, Solihull, Warwicks, SOL 5235. (4948

ALVIS FIREFLY d/h coupé, 1933; rare model; mech good body, 3.3 blown Bugatti, Lockheed brakes, etc. £1,750 ono. MoT; many spares. £60. Stokes, Errington House, Redrice, Andover. Tel: Abbots Ann 358. (4949

RILEY 9 Monaco 1937; new tyres, good condition, MoT, taxed. £80. St. Helier, Alphington St, Exeter 73474. (4950

BUGATTI T55 Special ex-Berry, extensively rebuilt. G.P. body, 3.3 blown Bugatti, Lockheed brakes, etc. £1,750 ono. Hutchings, Poole Cottage, Bathampton, Bath. (4951

TRIUMPH SPITFIRE Mk II, Jan. 1966; 12,000 miles, white, black trim, s/belts, 2 tonneaux, htr, manual, unused Cinturatos. £550; owner going abroad, must sell. Stewart, 9 Holly Bank, Earlsdon Ave, Coventry 72396. (4952

LANCIA FLAMINIA Farina coupé, silver grey and dark blue with blue leather interior; 2½-litre V6 eng, power disc brakes, oil cooler, Michelin X tyres, Motorola radio; both interior and bodywork perfect, and must be one of the finest examples available. Offered at £875, and would consider sports car in p/exchange. Tel: Chievely 279 or Mortimer 819 (Berks). (4953

SUNBEAM ALPINE GT h/top, 1935; immac, 17,000 miles only, dark green, black trim, o/drive, radio, etc. £675 ono. Leicester 814869. (4958

TR4 1962, SAH tuned, o/drive, new Cinturatos. Conis; Jaguar blue with white and black hoods; 35,000 miles, immac, £450 ono. The Millthorpe Country Club, Millthorpe Holmesfield, Sheffield. Tel: Holmesfield 276. (4955

M.G.A. 1600 fhc, Dec. 1959, red, w/wheels, Derrington cross-flow head, oil cooler, radio, good cond. £345. Tel: 01-300 3913 evenings. (4956

MORRIS COOPER 1965, red/blk, 998, immac, s/belts, undersealed. £425 ono or exchange 1100 cash adjustment. Bale, Ham, nr Marlborough. (4961

FOR SALE—continued

1946 SUNBEAM-TALBOT 2 ltr/4 seater tourer; £675 spent by present Coventry owner since 1955 on record and servicing including "Cromard" liners; complete record kept; in daily use up to December last; requires attention to steering. A rare car about to appreciate in value; manual and history available. Price £100. Box 2777. (4957

ENTHUSIAST'S SPITFIRE, Mk II, 1965, Beta conv (stage II) balanced engine; royal blue, h/s tops, tonneau, htr, o/d, Motorola radio, Cinturatos; other extras. Marrying, will accept £590. Mr. Roberts, Welbeck 4465 (office hrs). (4959

ALVIS SPEED 20, 1936; ifs; very original and good cond, MoT; enthusiast's car; genuine reason for sale. £250. Bonney, 43 Newbarns Rd, Barrow-in-Furness. Tel: Barrow 3307, office hours. (4960

TVR MK 2A, 1962, blue with matching interior trim, htr, luggage rack, discs, 29,000 miles, X's, 109E engine, Weber carb. Bargain £395. Dukes, 9 Lonsdale Ter, Edinburgh 3. Tel: 031-229 2774. (4962

M.G. MIDGET 1965, BRG, black hood and interior, 22,000, Cinturatos, anti-roll bar, tonneau cover, reversing light, u/sealed, sound dampened, headlamp flasher, ammeter, badge-bar, most carefully maintained and driven. Matrimony causes sale. HP available; can be seen with equal facility in London or Manchester. £440. Tel: 061 Gat 3057. (4963

JAGUAR XK150 f/h coupé, 1959; pearl grey, blue hide, wires, radio, glorious classic in fine order. £395. Alan Betteridge, 3a Bedford Pl. Tel: 24670 Southampton. (4964

SILVER WRAITH 1948 Rolls-Royce; excell body by Hooper, electrically operated division, wireless, w/screen washers, three fog lamps, sliding roof, photo avail. £500. Beaver, 234 North Rd, Plymouth. Tel: 67799. (4965

1934 GREEN JOWETT Curlew; unique vehicle in original and excell cond; flat twin engine and transmission incorporating centrifugal clutch and free wheel. Offers. Combe Down (Bath) 2661. (4966

M.G. YB 1952, perfect example of this much sought sports saloon. HP. £145. Harriman, Mablethorpe 3357. Lincolnshire. (4967

RED MK III Sprite, 21,000 miles; extras include Cinturatos, radio belts, tonneau; must sell. £425. Murray, Colt Corner, East Hendred 358 (Berks), evenings and weekends. (4968

1275S COOPER-MINI, 1864; impeccable green and white specimen, complete contrast to many battered examples; 26,903 miles, perfectly standard, absolutely no competitions; regularly serviced, new clutch, battery, good Cinturatos, mirrors, radio; civilised 36 mpg, ultra-safe 4-seater, ideal current conditions, carefully selected only three months ago following vetting by acknowledged Cooper expert. Sole reason sale—discovered 1275S Countryman. Sacrifice at £450 ono—half price new model—why pay more? Morten, Walberswick House, Ferring, Kelvedon (tel: 279), Essex. (4969

M.G. A 1962 Mk II; twin cam chassis, c/r gears, high axle ratio (70 in 2nd), h/top, radio, oil cooler, etc, oil pressure 55lb, g/box, brakes o/hauled, new pads, recent new clutch, MoT March 1968; a real sports car. £435 ono. HP possible. Steele, 01-994 2818. (4970

1937 A.C. coupé; no engine, sound body, good hood, worth restoring; will break if sufficient enquiries but far too good really. £25 offers. D. Baldry, 37 Stockfield Rd, Streatham, SW16. Tel: 01-769 1723. (4971

M.G. TC, excell cond. £150 ono. 38 Beeston Rd, Dunkirk, Nottingham. (4972

"AUTOCAR" 1939/40, "Motor" 1948, "Motor Sport" 1949/50, approx 100 copies. Offers invited. Tel: 01-330 5656. (4973

1959 SPRITE, excell throughout; good X's, tonneau. £190. Also 1960 Jaguar 3.4 Mk II, radio, outstanding cond. £365. 95 Lower Thrift St, Northampton. (4974

VINTAGE RILEY 9 Kestrel Sports Saloon; very good cond, in daily use, MoT Jan 1968. £80 ono. Tel: Hildenborough 2400 after 5 pm. (4975

M.G. B 1965; Old English white with red interior, Cinturatos, wireless, u/sealed, htr, belts, tonneau cover. £640. Terms arranged. J. Hire, 52 Laburnum Grove, Luton. (4976

ROVER 12 4 seater tourer, 1947, unmarked dark green/green leather, beautifully kept car, one of the few remaining. £210 ono. Tel: Lee-on-Solent 79770. (4977

CITROEN 1019 1963, metallic grey/grey leather, Motorola radio, p/brakes, good cond throughout. £250 ono. Lee-on-Solent 79770. (4978

A.C. ACECA, Nov. 1955, maroon; needs attention. £220 ono. Sanderson, Bridge House, Bisham, Marlow (Bucks) 3886. (4979

ASPIRING RACING driver? Limited finance? Brand new Gemini FJ single seater, assembled ready for motor, BMC A and 100E engines available. Will sell at fraction of orig cost or exch interesting/conventional car. Ashton, Meadows, Eglwysbach, Colwyn Bay. Tyn-y-groes 428. (4981

1959 JAGUAR XK150 coupé, BRG, w/wheels, o/drive, 36,000m, laid up since Oct; garage space will shortly be required, therefore must sell soon; a chance to acquire a real thoroughbred in well above average cond. Offers around £220 to Shea, 16 Red Lane, Rochdale, Lancs. Tel: 31053. (4982

M.G. MIDGET, h/top, hood, tonneau, power brakes, oil cooler, Cinturatos, many extras. £485 ono. Faubel, 486 Grace Way, Stevenage, Herts. (4983

AUSTIN HEALEY 3000 Mkl 1961, one owner, Colorado red, white leather, recent £80 respray, h/top, o/drive, htr, new 60 spoke wheels, superb cond. Laybourn, Chestnuts, Lane End, High Wycombe. Lane End 340. (4984

ROVER 12 sports tourer 1947, beautiful cond in every way, new MoT, history. £195. Walker, 79 Crofton Lane, Stubbington, Fareham, Hants (4985

DAIMLER 17HP saloon 1937, immac, orig cond, MoT etc. £125. Fenwick, 70 Upgate, Louth, Lincs. (4986

1938 TRIUMPH Dolomite 14/60 sports saloon; this car is in outstanding cond throughout and must be seen to be appreciated; spare cr/p, cylinder head etc. £115. Tel: Waterlooville 51909 evenings. (4987

RILEY 1½-LITRE 1947, good mech, fair body, well shod, MoT. £55 ono. Aspinall, The Kennels, Shotesham, Norwich, Norfolk. (4988

MORGAN 4/4 series 2, fitted A series BMC 13,000m, Downton mods, htr, tonneau, rev counter, excell cond. £250 ono. Sewell, 114a Cotham Brow, Bristol 6. (4989

DAIMLER SP250 1963, h/top, 35,000m, new Cinturatos, axle, brakes, steering box; Marchals; good order. £735. Macpherson, Aston Sandford, Bucks. Haddenham 335. (4990

B.S.A. 1936 Scout 2-str, fwd, excell except hood. £50. 35 Bitterne Way, Bitterne, Southampton. (4991

328 B.M.W., lhd, excell cond. £685 no offers. Box 2760. (4992

HARRINGTON ALPINE 1961, red, black trim, Hartwell stage II tuning, new radial ply tyres, never rallied. Mrs G. Hudson, 56 Shaef Way, Sandy Lane, Teddington, Middlesex. (4993

WOLSELEY HORNET special 1934 saloon, laid up, spare engine. Bounder House Farm, Tow Law, County Durham. Tel: 373. (4994

AUSTIN HEALEY 100/6 1957, excell cond, many extras. £229. Tel: Manchester DID 3205, weekends York 24311. (4997

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AUSTIN 20, 1930, Doctor's drophead coupé.
MERCEDES, 1936, 290 drophead coupé.
ROLLS 25, 1933, Gurney Nutting drophead coupé.
ROLLS 25, 1936, sports saloon by Mulliner.
ROLLS 25/30, 1938, sports saloon by Barker.
ROLLS Wraith, 1939, sports saloon by Park Ward.
ROLLS P. II, 1935, 9-seater shooting brake.
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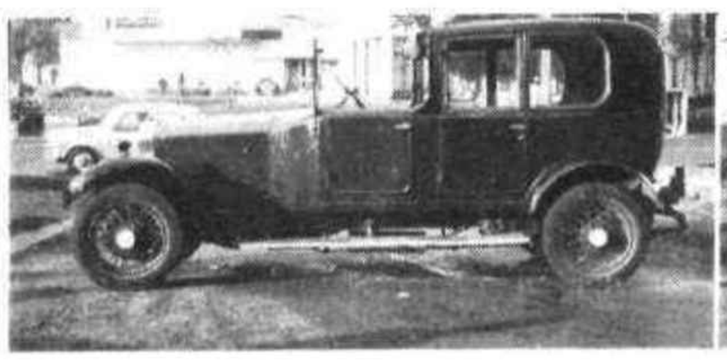
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ROLLS-ROYCE "Twenty" (1926) sedanca by little-known coachbuilder. Sound chassis and body, but hand-painted and needs complete re-trim in rear, hence sensible price (by today's standards) of **£375**



VERITAS—B.M.W. *circa* **1949,** imported to U.K. 1955, l.h.d. Type 326 engine, mechanically very good, bodywork sound but a bit shabby. No history known, but almost certainly has racing background. **£275**



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

ROLLS-ROYCE Silver Cloud, 1957 (late), automatic, power steering, golden sand on sable, beige interior, brakes relined, front suspension overhauled, new tyres; paintwork and interior excellent, three owners. **£1,625**

ROLLS-ROYCE Phantom III Hooper sports saloon—1938. A superb specimen. (For further details see last month.) **£1,575**

ROLLS-ROYCE 20/25 Barker close-coupled sloping-back sedanca, 1935; believed genuinely low mileage and mechanically excellent, good interior, minor work required to complete re-conversion back to sedanca, also painting, but a "£1,000 plus" car when completed. As seen. . . . **£600**

ROLLS-ROYCE 20/25, 1935, owner/driver sports saloon with projecting boot; just decarbonised, new rings fitted, good chassis, sound body and fair interior, but again requires painting and general tidying up. **£295**

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

ROLLS-ROYCE Phantom I FH Series (1929), in good running order, fitted excellent hearse body, suitable for conversion to caravan or estate car. **£325**

BENTLEY, 1954 Series, R-Type automatic standard steel saloon, black, red interior; no particular history, but a very sound, clean car in every way. **£675**

BENTLEY R-Type 1953, synchromesh, special 4-dr. all-aluminium coachwork by Freestone & Webb, dark and light blue, red interior. In nice order throughout. **£645**

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

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

DAIMLER Majestic, 1960, black, beige interior, mileage under 60,000. Maintained by us past two years and a very superior specimen of its type and outstandingly good value at **£395**

JAGUAR XK150 fixed-head, 1960, overdrive, wire wheels, B.R.G., matching interior—first-class in every way. **£475**

1955 JENSEN Interceptor, convertible, overdrive, excellent chassis, good coachwork marred by scruffy interior hence realistic price of **£195**

1936 LAGONDA LG45 pillarless saloon. (For further details and photograph see last month.) **£165**

1965 N.S.U.-Wankel Spyder convertible, red, black interior and top, disc brakes, radio one owner, 14,000 miles; ex-N.S.U. Ltd. and consequently all mods. completed and also converted to r.h.d.; originally costing over £1,500, virtually as new and now offered at **£775**

RILEY 2½-litre R.M.F. Series saloon, 1952; not immaculate, but in well above average condition. **£110**

Our stock of modern and classic American cars is diminishing, but we can still offer a **1961 CHRYSLER Newport Sedan,** all-automatic, at **£545,** a **1959 CHRYSLER Crown Imperial,** in superb order at **£545,** a superb **1934 CADILLAC V8** limousine at **£650** and an equally outstanding **1929 STUDEBAKER President** Straight Eight 7-passenger sedan at **£490.**

We also have several very good vintage touring cars including a **1926 HUMBER 9/20,** a **1925 HUMBER 15/40** and a **1924 B.S.A. 10 h.p.** air-cooled—all in first-class order.

A **1927 SUNBEAM 21 h.p.,** one owner since 1934, highly original and very sound and a very early **BUGATTI Type 30,** mechanically excellent, mildly non-original but acceptable 2-seater body.

We anticipate shortly being able to offer a most interesting and unique veteran **HILLMAN** touring car in extremely good order and, finally, an unrepeatable opportunity for an enthusiast with coach-building ideas and facilities, namely an unregistered **INVICTA Black Prince** chassis, alleged Show model, scruffy after many years of storage but complete (including original Brockhouse transmission), running and undoubtedly virtually brand-new.

All vehicles sold in running order carry a M.O.T. Certificate.

Immediate Hire Purchase and Insurance facilities can be arranged.

All types of part-exchange considered.

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HIRE PURCHASE, INSURANCE, TAX, ON THE SPOT. DRIVE AWAY

ALFA ROMEO coupe, 1962, B.R.G. with grey int., Cinturato tyres, five-speed gearbox, heater..... **£599**
ALFA ROMEO Spyder, 1966, 2,000 miles only recorded, white with black upholstery, red crptg **£1,199**
ALVIS 3-litre, 1962, auto s/n, radio, htr, superb condition, excellent history, local use..... **£999**
AUSTIN HEALEY 3000, 1964, red/black, o/drive, 4-seater, wire wheels, rad., htr., ton. cov..... **£749**
AUSTIN HEALEY 3000, 1965, overdrive, heater, low mileage, specimen 4-seater only..... **£849**

LOTUS ELAN
1966 convertible, B.R.G. black, very low mileage.....£999

AUSTIN HEALEY Sprite, 1958, Sebring, quite exceptional cond., special metallic maroon finish. **£299**
AUSTIN HEALEY Sprite, 1960, unusually good little car, spec. bonnet, above avge for its year..... **£249**
AUSTIN HEALEY Sprite, 1962, Mk. II, blue metallic finish with spec. fastback body, snip at..... **£349**
AUSTIN HEALEY Sprite, 1965, Mark III, spec. Cinturato tyres., tonneau cover, red/black int..... **£489**
AUSTIN HEALEY Sprite, 1966, December, nom. mlge., car comparable in all respects to new, only **£599**
AUSTIN HEALEY 3000, 1963 model, convertible, w. wheels, o/drive, htr., 2/4 seats, B.R.G./blk..... **£579**

LOTUS ELAN
1967 Series III Elan coupe, k.o. wheels, white, black interior, belts, cost £1,400, now.. £1,149

BENTLEY 'R' type, 1954, automatic, big bore, big boot, metallic grey, red interior..... **£799**
BENTLEY S1, 1957, automatic, radio, heater, superb condition throughout, value at..... **£1,499**
BENTLEY S1, 1958, sand over sable, automatic, radio, heater, beige interior, value at..... **£1,709**
B.M.W. 1800, 1965, nominal mileage, superb grey with grey interior, one owner only..... **£999**
BOND Equipe, 1964, white with black, superb, low mileage specimen, many extras..... **£549**
BOND Equipe, 1965, blue with black interior, literally unmarked in any way, very fast..... **£649**
BOND Equipe, 1966, golden sand with black interior, completely new condition..... **£729**
CITROEN, 1963, Decapotable, metallic blue with white leather, superb condition, convertible..... **£1,199**
DAIMLER SP 250, C spec., 1963, metallic silver grey, red leather interior, heater..... **£649**
FIAT 2300, S coupé, metallic dark-blue with maroon interior, beautiful condition..... **£1,399**
FIAT Abarth, 1966, 850 engine, fantastic performance, exceptional in wood wheels, r/counter..... **£549**

FORD Cortina, 1963, GT, duo-tone red and black with red interior, heater, value at only..... **£399**
FORD Cortina GT, radio, heater, woodwheel, smart with red and black interior, a gem at..... **£499**
FORD Lotus-Cortina, 1964, special golden sand finish, radio, heater, seat belts, etc..... **£599**
FORD Lotus-Cortina, 1965, white with green flash, radio and heater, immaculate..... **£699**
FORD Lotus-Cortina, 1966, specially set-up suspension Konis, S/engine, many extras..... **£799**

ASTON MARTIN 1962 DB4
Superleggera with overdrive. Full history.....£1,499

JAGUAR XK140, fixed head coupé, white with red interior, heater, well shod and fast..... **£149**
JAGUAR XK150, coupé, overdrive, B.R.G. with green leather, in superb condition..... **£399**
JAGUAR Mk. 10, 1963, metallic green, automatic, with belts, two owners, extras..... **£599**
JAGUAR Mk. 10, 1965, white automatic saloon, radio, heater, belts, low mileage, specimen..... **£1,349**
JAGUAR 2.4, 1961, Mk. 2, overdrive, radio and heater, pearl grey, red interior..... **£449**
JAGUAR 'E' type, fixed head, 1962 model, radio, htr., opalescent maroon, red leather int..... **£599**

NEW LOTUS ELANS IN STOCK kit from £1,262

JAGUAR 'E' type, convertible, 1964, radio, heater, s/belts, Midnight blue/blue leather, excep..... **£1,099**
JAGUAR 'E' type, fixed head coupe, 1964, opalescent silver grey, red lthr., rear wind., rad., htr..... **£1,149**
JAGUAR 'E' type, convertible, 1965, radio, heater, opalescent silver blue, 4.2 eng., s/thro. exhst..... **£1,399**
LANCIA Flaminia, 1963, 3 twin choke carbs., two-door coupe model, white, very smart..... **£999**
LOTUS Seven Super, America wings, 1961, Cint. tyres, two owners only from new, well kept..... **£399**
LOTUS Cosworth Seven, twin 2-choke Webers, long wings, h/top, attractive and accelerative..... **£399**
LOTUS Seven Super, Cosworth-Ford, 2 twin choke Webers, Goodyear tyres, htr., 1966..... **£549**
LOTUS Seven Super, Holbay modified 1200 Ford beautiful condition, fantastic performance..... **£499**
LOTUS Elite, 1962, 1200 Climax, recent respray, B.R.G., radio, htr., civilised yet very, very fast..... **£649**
LOTUS Elan, convertible, 1966, B.R.G., black interior, radio, heater, in as-new condition..... **£999**
LOTUS Elan, coupe, special equipment, 1967, spec. trimmed and painted at coach-builders.....**£1,449**
MARCOS Mini, Special Zircon blue, fully trimmed int., road use 998 Cooper engine, G800 tyres..... **£599**
MERCEDES BENZ 190SL, hard top coupe, 1961, in grey with red int., rad, htr., excellent..... **£999**

MERCEDES BENZ 190SL, Coupe, 1962, hard and soft tops, radio, heater, cream/black..... **£1,099**
MORGAN Plus 4, 1964, TR4 engine modified, radio and heater, this car is unmarked..... **£599**
MORGAN Plus 4, Special GT coupe, one of the very few specially built cars, blue/black..... **£699**
M.G. Midget, 1962, white with red interior, excellent all round condition, fitted heater..... **£299**
M.G. Midget, 1965, B.R.G. with wire wheels, a low mileage, well above average, example, value at... **£549**
M.G.-A 1600, 1960, fixed head coupé, twin cam. features with knock on whls., used as sec. car..... **£369**
M.G.-A, 1961, Mark II, convertible, white with blk. int. lthr., Dunlop SP tyres, spec. exhaust..... **£369**
M.G.-A, 1962, Mark II, fixed head coupé, radio, htr., one owner from new, really outstanding..... **£479**
M.G.-B, 1963 model, red with red interior and hood, heater, new battery, original paintwork..... **£529**
M.G.-B, 1964 model, o/drive, w/wheels, htr., B.R.G. with blk. int. lthr., never even scratched..... **£599**
M.G.-B, 1964, overdrive, heater, tuned engine, Weber carb, oil cooler, alum. panels, w/whls..... **£649**
M.G.-B, 1965, overdrive, hard top, power brakes, heater, special paint finish, leather interior..... **£749**
M.G.-B GT, 1966, radio, heater, seat belts, wire wheels, twin spots, unmarked, B.R.G./black..... **£999**

M.G.-B GT, 1966, Chelsea grey, overdrive, w/wheels, htr., another very low mlge, and only..... **£999**
MINI-COOPER, green with green/white interior, one owner from new, carefully maintained, fast..... **£349**
MINI-COOPER, 1965, 998 c.c. engine, green and white with similar int., one owner again, only..... **£429**
MINI-COOPER, 1965, 1275S, red with black roof, twin 1¾ SU carbs., oil coolers, spec. c/shaft..... **£549**
PANHARD CT.24, coupé, actual Autosport test car, superb condition, with heater..... **£699**
PORSCHE, 1957, speedster, rare car in right-hand drive, form immaculate, red, exceptional int..... **£499**
PORSCHE 1600, choose from a Cabriolet and a fixed head coupe, regd. 1961, both excellent cond..... **£449**
PORSCHE 1600, 1960, convertible super, moderate mileage, in true Porsche condition, value at..... **£699**
PORSCHE 912, fantastically beautiful in red, £100 Blaupunkt radio, 8,000 m. and as brand new..... **£2.099**
ROCHDALE Olympic, regd., 1966, B.R.G. with black int., Riley 1.5 engine and transmission, heater.....**£399**
SAAB 96, 1963, dark blue with tan interior, fitted free wheel, heater, many extras..... **£369**
SUNBEAM Alpine, 1961, hard and soft top, overdrive, radio, heater, real value at..... **£399**
SUNBEAM Harrington Alpine, superbly kept in red with black int., excellent mechanically, value..... **£449**

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SUNDAYS 10—4

SUNBEAM Rapier, 1962, sports saloon with overdrive, 1 owner, 35,000 miles only..... **£399**
SUNBEAM Harrington Alpine Le Mans, full engine conversion, overdrive w/wheels, metallic green .. **£599**
SUNBEAM Alpine III, overdrive, fully converted engine, twin double choke Webers, extmly fast.... **£599**
SUNBEAM Alpine, 1964, overdrive, w/wheels, low mlge., carefully used, well known to us, white..... **£599**
SUNBEAM Tiger, V8 engine, properly maintained, immac., blue/black int., completely unmarked..... **£799**
TORNADO Talisman, Ford engine, Weber aspirated, oil cooler, beautifully kept, dk. metallic blue..... **£449**
TRIUMPH Vitesse, 1962, full S.A.H. engine conversion fantastic performer, overdrive..... **£399**
TRIUMPH Spitfire, 1963, highly polished jet black with tan int., htr., very unusual and smart..... **£399**

TRIUMPH Spitfire, 1964, white with black hood and upholstery, well shod, excellent mech..... **£449**
TRIUMPH Spitfire, 1966, red with black int., w/ wheels, w/trims, racing mirrors, burg. alarm..... **£599**
TRIUMPH TR4, red with white hard top, a very good looker and quite as good mech., g'teed..... **£499**
TRIUMPH TR4, 1963, overdrive, radio, heater, unmarked, B.R.G., red upholstery..... **£549**
TRIUMPH TR4, 1964, Surrey top, overdrive, htr., low mlge., 1 owner, int. covered from new..... **£699**
TRIUMPH TR4A, 1965, B.R.G. with black interior, beautifully polished and maintained..... **£799**
TRIUMPH TR4A, 1966, 5,000 recorded miles, overdrive, Rally seats, heater, etc., value at..... **£899**
VOLVO P1800, coupe, red with white interior, just resprayed and works checked, value at..... **£799**

FOR SALE—continued

ROLLS-ROYCE 1949 razor edge Hooper touring saloon, recent bills £110, taxed, immac cond. £875. Batchelor, 50 Partridge Mead, Banstead, Surrey. Burghheath 56452. (4995

RILEY 2½ 1952, a fantastic car in recently resprayed BRG, absolutely rustless; fitted 1953 fully o/hauled shell bearing engine, polished head, twin pumps, fast. Bills for £230 in last 1½ years; good tyres, battery, much new equipment. £240 or exch smaller car considered. Renold, 44 Lime Rd, North Hinksey, Oxford. Tel: Oxford 77701 ext 505 days. (4996

MORGAN PLUS 4 1962, red, 4-str, lovely hairy beast. Tel: Etherington, 01-994 0401. (4998

AUSTIN CHUMMY 1927, excell cond, very orig, £210. Also 1934 Austin Nippy, repainted, good orig cond throughout, £100. 4 Broadfield, Rye St, Bishops Stortford 51621 after 6pm. 4999

1956 AUSTIN-HEALEY 100/4, Le Mans mods, discs, h/top, usual extras. £150. Beard, 60 Curlew Dr, Hythe, Southampton. (5000

E-TYPE JAGUAR d/head, exceptional car, special engine, gearbox, exhaust etc; new HR SP41s, low mileage as second car; interesting regn number. £775 ono. Box 2759. (5001

DAIMLER 2½-LITRE special sports coupé 1951, black and grey, 2 owners, history available, superb cond. For quick sale £300. Show anywhere. Tel: Blundeston (Suffolk) 480. (5002

TR4 1965, 21,000, first class, one owner. £630 or p/exch Imp or similar. Tel: 01-894 7706. (5003

LANCIA AUGUSTA March tourer, completely rebuilt except minor items of trim. Full details from Gold, Winkfield Row 2614 evenings. (5004

1934 JOWETT Weasel prototype-body convertible, 7hp, good cond, engine, gearbox and other spares, MoT Feb. £120 to good home. Atkinson, 89 Aston Lane, Shardlow, Derby. Shardlow 492. (5005

M.G. TC 1947, mech excell, bodywork, pvc hood and s/screens well above average; reupholstered; taxed, MoT Sept. Offers over £150. Ilkeston 2319. (5006

SPRITE MK.III de luxe 1963, 1100cc, low mileage, immac orig cond throughout, extras. £390 ono. Maidenhead 28352. (5007

M.G. TD, recent stage II engine, tonneau, sound investment at £215. Stork arrives May. Tel: Horwich (Lancs) 66450. (5008

RILEY LYNX-SPRITE 1936, mech excell, body good, poor hood, good tyres, battery. £100 ono. P. Hibberd, 47 Windy Arbour, Kenilworth, Warwicks. Tel: Coventry 66885 office hours. (5009

M.G. MIDGET 1966, red, usual extras: £565. Tel: Beatham, Manchester Mercury 2252 business hours. (5010

RILEY RMF 1953 2½ litre, black, very good cond throughout. £95 ono. Quenby, Wood Barn Farm, Toft, Cambs. Tel: Comberton 310. (5011

DELAHAYE 135MS sports 2/4-str pvt, unique coachwork by Moustier, concours cond throughout. £900 ono. Consider Mini/Herald estate in p/exch. Fisher, Thorncote Green, Sandy, Bedfordshire. Northill 221. (5012

M.G. MIDGET MkII 1965, white with black hood/interior, tonneau, leopard seat covers, many extras, excellent cond, £485. Tel: Southampton 26673. (5013

1966 MORRIS Cooper S 1275, green/white, excell cond; extras include s/belts, twin Qls, anti-theft device. £645 ono. Holme, Iona, 22 Legh Rd, Adlington, Macclesfield, Cheshire. Tel: Prestbury 89952. (5014

1936 BENTLEY 4¼ litre Park Ward sports saloon, dark green, silver wheels. £150. Webber, Tiverton 2867. (5015

LANCIA FLAMINIA coupé 1961, picked up ex-works and driven only by present owner; quality car suitable for enthusiast with time and energy to spare; exterior fair, 43,000m only. £450 ono. Gore, MONarch 6666 ext 627. (5016

JAGUAR 150S dhc, spots, electric aerial, servo discs etc, good cond, blue. £550 ono. Tel: Sheffield 64192. (5017

LOCOMOBILE JUNIOR 8 sedan, 1926 Show model, under 40,000m since new, near perfect orig cond, great charm and character, must be unique. Serious enquiries and offers to Calvert, 25 Baslow Grove, Heaton, Bradford 9. (5018

BENTLEY 1938 4¼ Park Ward sports saloon, w/wheels, black with green interior. £140 ono. B. Conway, c/o 14 Bracebridge Rd, Kingsbury, Tamworth, Staffs, or Tel: Hurley 280 (Warks) evenings. (5019

LANCIA FLAVIA f/h coupé, July 1963, 1,500cc engine, Webasto roof, radio, carpets, seat covers, Cinturatos, 34,000m, Mendoza blue. £825. Tel: Potters Bar (PR) 57839. (5020

TRIUMPH SPITFIRE 1963, white, h/top, htr, u/seal, Cinturatos, many extras, excell cond. Berkshire. £350. Box 2758. (5022

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DISMANTLING

AUSTIN HEALEYS 100/4, BN1/2, SPRITE Mk. I, M.G., MODELS—PA, PB, TA, TC, TD, TF, Y, YB.

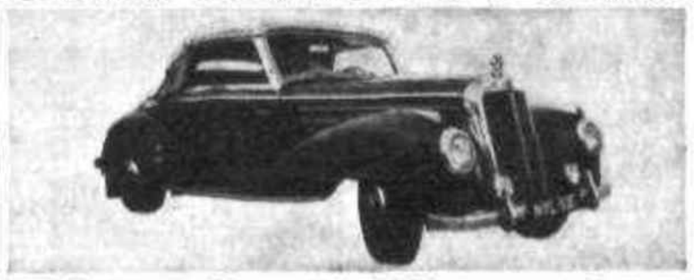
Wanted urgently, crashed or dilapidated Austin Healey Sprites or M.G. Midgets

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GRAF SCHULENBURG



wishes to dispose of his rare 1951 Mercedes 220A, 2+2 tourer. L.H.D, schwarz mit grey hood, radio. Recent £300 overhaul. £450. ono.

Fritz Graf von der Schulenburg, 76a Heath Street, NW3. HAM 5793.

FOR SALE—continued

SUNBEAM TALBOT Alpine series III, smoke blue, radio, htr, wing mirrors, spots, wheel trims, o/drive, new tyres, taxed July, exceptional cond. £175. 146 Northampton Rd, Broughton, Kettering. Tel: Broughton 383. (5021

MERCEDES 220S, 1957, graphite, leather, beautiful cond. £400. Tel: Cookson, Welshpool 2365. (5023

TWO 1½ litre Rileys, one 1954, absolutely perfect throughout, 52,000 from new, full history, new tyres, battery, rear springs, clutch, MoT. The other 1946, perfect mechanically, new steering, brakes, exhaust, tyres, MoT, sound but shabby body. £270 or £220 and £60 respectively. 17 Cervantes Ct, Northwood, Middx. Tel: 22244 or, view Lancashire. (5024

LOTUS SEVEN, built 1965, 11,000 miles, Willment ohiv engine; many extras. £295. Baker, 22 Park Hall Rd, Walsall. (5025

M.G. TD2 1953, cherished by addict for 5 years, exceptional cond, orig paintwork, black exterior, red interior, 4 new Mich X tyres, new 12v battery, new bumpers, w/washer, htr, luggage rack, MoT cert, taxed end June. £275. Eccleshall 443 (nr Stafford) evenings. (5026

UNUSUAL MOTOR car, 4.2 litre Maybach engine installed in a pre-war chassis of uncertain origin but great virtue making a very exciting motor car. £325. 3 Bridgewater St, Lymm 3261. (5027

Q-CAR HORNET 14 saloon with TR engine, o/drive g/box, body original and restorable to concours; must sell. £55 with all spares. Foulkes, Littlecroft, Corbridge, Northumberland. (5028

LANCIA AURELIA GT, dark blue, 2 owners, excell mech order, 1957, registered 1967. £350. Tel: OHY-12 4155. (5029

JAGUAR XK150, fhc, 1960 model, in beautiful cond throughout, finished in Carmen red with matching interior, chrome wire wheels, o/drive, etc, faultless both bodily and mech, 47,000 miles. £375. Roger Lloyd, The Cottage in the Wood, Rookesbury Park, Wickham, Hants. Tel: Wickham 3244. (5031

1 ERR reg No with log book for sale. Offers. Lloyd, Wickham (Hampshire) 3244. (5032

TR3A GEARBOX fitted o/d, under guarantee, £35. Engine recond in last 8,000 miles, £35. All other TR3 spares available. Garth, 121 Halifax Rd, Grenoside, Sheffield. (5033

SIR VIVIAN FUCHS once owned my immac BRG Jaguar XK150 dhc, w/wheels, o/drive, htr, radio, superb bodywork, and retrimmed interior; must go this month, so best offer secures. Tel: Kings Langley 3726 (Herts) or SHE 0758. (5034

M.G. TF, excell bodywork, engine rebuilt 5,000 miles ago, brakes just relined, new dynamo, starter, wiper motors, many extras, owner going overseas. £420. Putney 6383, evenings. (5035

AUSTIN 7 1934, immac original cond, Bowdenex brakes, recently repainted, excell chromework. £85 ono. Solihull 1619, Warwickshire. (5030

1951 BENTLEY Mk. VI, 1 owner, excel. cond. **£425**
1930 BENTLEY Black Label 4½-litre saloon, excellent condition **£1,350**
1924 RENAULT 8 2-seater tourer, original cond. **£445**
1933 PACKARD Senior Eight limousine, perfect mechanical complete original car **£325**
1955 DAIMLER Century drophead, excel. cond. **£125**

CENTRAL CARS
STATION ROAD, SIDCUP
Tel.: 01-300 4375

DOUGLAS WOOD

BOROUGHBRIDGE ENGLAND

TEL: BOROUGHBRIDGE 2783

If the squeeze hasn't bitten too deep, we shall have the following available by the end of the month.

All of them will be priced according to what we have spent on them; NOT on what we think they are WORTH !

ROLLS-ROYCE

P.2, chassis number 134 W.J.Ex., fitted with open two-seater skiff bodywork.

P.2, chassis number 184 G.Y., fitted with open four-seater boat tail.

P.2, chassis number 165 R.Y. Continental, close-coupled saloon by James Young.

20/25, chassis number G.R.C.8, fitted with open four/five-seater tourer.

We have good, sound, cylinder heads available for all three P.2s, in case anyone wants a 'spare'; one of them being 'brand new' !

FOR BENTLEY (DERBY) ENTHUSIASTS

We have a **'38 4¼ fully restored chassis,** with a two-seater racing shell partly built on it! As this car is in a garage on its own, we never seem to get round to finishing it off!

FOR SALE—continued

BENTLEY 1924 3 litre saloon by Cooper of Putney; recent complete engine, steering and rear axle overhaul by specialists; taxed and tested. £800. Baldock, Sycamore Cottage, Ightham, Kent, Borough Green 2606. (5036

TRIUMPH SPITFIRE, 1964 series, red, 31,000 miles, undersealed, o/drive, four new Cinturatos, new battery, absolutely immac throughout, usual extras, enthusiast maintained, never raced, rallied or crashed. £435 ovno. Burgess Hill 3215 (Sussex). (5037

M.G. TC, completely rebuilt, reregistered 1963, bills avail; t/scopic dampers, bucket seats, new hood, brakes, extras. £175 ono. Tel: Abergavenny 579, after 7 pm. (5038

1 VRE. Offers for this reg number. Prosser, 250 Creynolds Lane, Monkspath, Shirley, Solihull, Warwick. (5039

1966 1275cc Cooper S, blue/white, cost over £1,050 with extras including u/seal, two Restall type 2 seats, twin speaker radio, special dash, tacho, twin tanks, oil cooler, etc; 9,700 careful miles, faultless cond. Need larger car. £685. 01-868 8943 (Middlesex). (5040

ASTON MARTIN DB3, o/drive, engine just o/hauled, new pistons etc, exceptionally fine specimen, owner going abroad. £565. Repik, 67 Walnut Rd, Torquay. (5041

H.R.G. 1948 1500cc sports; the bodywork and mechs of this car are excell, and original; maintained regardless of cost; recent new hood and screens; probably one of the best Hurgs avail. Any trial given. Write Box 2762. (5042

RILEY LYNX open 4-seater, 1½ litre, 1937; really well maintained car by one owner for past 15 years; first class enthusiast's car, in regular use. £195. Tel: Northill (Beds) 339, evenings, or Biggleswade 3108, days. (5043

MIDDLE-AGED AND fastidious owner has TR4A 1965 (Sept) for sale; pristine cond, o/drive, laminated screen, heater, wing mirrors, rear seat. £765 ono. 16 Broomfield Rd, Tolworth, Surrey (01-399 5835) evenings w/ends. (5047

SPRITE MK III, 1964, grey, red interior, well maintained, w/wheels, etc. £385. Gerrards Cross 85587, evenings. (5044

DAIMLER SP250 1962, white, 36,000 miles, flared and soft tops, very good cond. Reasonable offers considered. Tel: Bryenton, 01-397 6725. (5045

1961 RENAULT-DAUPHINE Gordini; genuine 27,000 miles, one owner, MoT certificate, mech smooth and powerful £195. Tel: Tootill, Camberley 23560. (5046

ALFA ROMEO Giulietta TI 1962 saloon, lhd, new clutch, battery, valves, distributor, fog lights, recl seats; car for an enthusiast. Only £200. Tel: KEN 0342. (5050

ROVER 75 P3 1948, in excep cond throughout, very well shod, new battery, extras, MoT December; must be one of the best examples left. £85 ono. Sae details Barton, 20 Burymead, Stevenage, Herts. (5048

1938 2-LITRE S.A. saloon; htr, concours cond; black with immac red leather upholstery, twin copper exhausts. Much loved. Must sell with regret. This car is probably the best car for the money advertised this month. £200 ono. Now phone: EDG 7976. (5049

TR3 A, 1960, one owner, low mileage, o/drive, looks and drives like a new car. Any trial. Only £295. Luton 54791. (5054

M.G. TF1250, 1954, Gold Seal engine and g/box, new exhaust, just completed 12 month o/haul, professionally resprayed metallic grey and blue, all chrome renewed, seats reupholstered in black leather, interior trim renewed, wood rim steering wheel, klaxon horn, easy clean wheels with new chrome rimbellishers, hood and tonneau in perfect cond. Excellent specimen at £475. Tel: Gooch, Fulham 1244, ext 2619, office hours. (5051

ZEPHYR LOWLINE; Raymond Mays; o/d, Webasto, Mich X, lst. £150. Lee 0589. (5052

M.G. TF 1500, 1955; BRG, w/w, virtually as new; many extras. £500. Watson, Oakhurst, Uffington, Shropshire. (5053

1931 AUSTIN Chummy, beautiful cond, completely recond, including engine, front and back axles, propshaft, wheelbearings, brakes, new tyres, hood screens, carpets, upholstery, tonneau; utterly reliable, spares galore, black, mustard and brass. Good home only. £165 ono, offers please. Herbert, 55 Westbourne Pk Rd, W2. Daytime HUN 4911, evenings PAR 7810. (5057

DROPHEAD BENTLEY MK VI; alloy body by Hooper, o/hauled engine and brakes. Rare car at sensible price. £545. Interesting car considered in p/exchange. Ashton-u-Lyne 1113 (nr Manchester). (5055

TALBOT 105 saloon, 1934; reasonable offer accepted. Rugby 3267. (5056

1750 TWIN-CAM Alfa Romeo with very attractive James Young 2 plus 2 d/head coupé body. 1927 Vernon Darby, requires rebuild. Apply Ian Kennedy, 2 Barton Rd, Luton. Luton 23640. (5058/5059

1934 B.S.A. sports saloon, MoT, meticulously maintained, concours cond. £225 ono. Riggs, 57 Park Rd, Blackpool. (5063

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LEEDSPEED Accessories, 160 North Street, Leeds 7, Yorks. Tel.: 24906

FOR SALE—continued

RILEY IMP 1934, ENV preselector, cream and green, excell cond. Offers. Fibre glass boat, 1965, Johnson 40 engine. £210. Impending wife forces sale. J. Beck, Grinshill, Shropshire. (5060

MORRIS COOPER S 1,275cc, regd Oct 1965, 20,000m only, one owner; red/black, many extras including twin fuel tanks, radio, rev counter, s/belts, spot lamps, Cinturato tyres, garage maintained, never raced or rallied. Arran, 59 Richmond Rd, Stockton-on-Tees. Tel: Stockton 64951 for appointment to view at convenient venue. (5061

XK120 ROADSTER spares, 2 cars being broken up; no lists left over from last month; plenty of parts though. Sae with your enquiries please or telephone or call. Pollard, 1a Lea Rd, Heaton Moor, Stockport. HEA 6029. (5062

M.G. MIDGET MkII Oct '65, BRG, radio, htr, tonneau, imitation magnesium wheels, 10,000 genuine miles, immac cond. The cleanest MG in the South for only £525. Tel: Southampton 76146. (5064

ASTON MARTIN DB MkIII 1959 model d/h coupé, midnight blue with white hide interior, special series DBD engine, triple carbs, 8.6:1 cr, servo, disc brakes, Kenlowe, Motorola, o/drive, w/rim wheel, s/belts, twin spots, twin exhausts, new tyres; exceptional cond, one owner last 7 years. £725. Christchurch (Hants) 1404. (5065

LANCIA APRILIA 2nd series open 2/4-str, Pinin Farina, actual Motor Show car; h/c pistons, racing m/r, shell bearings, Nardi twin-carb manifold, resprayed and rechromed, no rust and very reliable. £225 or will exch. Also Lancia Augusta tourer, Italian coachwork, non-runner; scruffy but sound with spare engine and gearbox. £50. Christchurch (Hants) 1404. (5066

RILEY 1½-LITRE 1955 RME. £175 ono. 13 Buckland Rd, Seaford, Sussex. (5067

M.G. A 1956, 1600 engine, resprayed, retrimmed, new hood, l/rack, Cinturatos. £235. Romsey (Hants) 3353. (5068

ROCHDALE OLYMPIC phase II 1964, red, black interior, laminated screen, Kenlowe fan, htr, s/belts. £350. Tel: Kelvin 6687 after 5p.m. (5069

1937 DAIMLER limousine, in perfect cond, fitted with servo brakes, hydraulic jacks etc. A snip at £120. 44 Gladstone Rd, Broughton, nr Chester. (5070

TR3A 1960, immac white, h/top, s/top, tonneau, discs, htr, XNs/Cinturatos, luggage rack, spot, woodrim wheel. £295. Kent, Church Lane, Little Staughton, Bedford. Tel: 67466 daytime. (5071

MAGNIFICENT E-TYPE Jaguar f/h coupé 1962, BRG. £695. Morris 1100 de luxe, 30,000m, green, 1964. £375. Redhill 62377. (5072

1952 SILVER Wraith sports saloon, 68,000m, burgundy, grey leather, radio, fitted suitcases, new tyres, mint. £1,250. Newbury 1346. (5073

1935 ADLER 4-str 4-door touring car, orig and exceptional cond, new hood and s/screens. Fine pvt for £300. Newbury 1346. (5074

PORSCHE 356A 1600 regd July 1958, resprayed, recond engine, Mich Xs, cherished vehicle. £450 ono. Tel: Buckhurst 5060. Box 2761. 5075

SUNBEAM ALPINE GT MkIV 1964, Wedgwood blue, h/top, o/drive, new tyres, low mileage, 2 owners from new, excell cond, owner going abroad, so bargain at £495. HP available. Tel: NOR 2998. (5076

DAIMLER MULLINER coachbuilt limousine 1949, chauffeur maintained by one family from new, low mileage, orig and concours cond throughout. Collector's piece for £125. Tel: NOR 2998 (5077

TRIUMPH ROADSTER 2000, CJD777, 1949; silver grey, excell cond both mech and bodily, must be one of the nicest in the country. £145 ono. 1910 Jones speedometer No 250419, excell cond. £25 ono. H. B. Fletcher, 45 Lynton Dr, Hillside, Southport, Lancs. Tel: Southport 68958. (5078

18/80 MK.II MG saloon, after 300,500m passed MoT test December; many spares, crank, rods, camshafts, rockers, clutch parts, axle unit with torque tube, axle shaft, brake drums and assemblies, radiator, small spares all boxed; 2 covers, cupboards, drawers, bench, rack, inspection lamps, charger, MkI cyl block and head modified; lack of medical certificate causes sale. Offers to Milne, 83 Lawsons Rd, Thornton, Blackpool. (5079

M.G. TD 1953, excell cond, many extras, new tyres. £240. 15 Merynton Ave, Coventry 67759. (5080

1935 HILLMAN Minx de luxe saloon, near new cond, low mileage, orig tools, instruction books, spares; potential concours winner. £200 ono. Pipe, Pampisford, Cambs. Tel: Sawston 2259. (5081

TR4 1964. £600. Red, w/wheels, o/drive, tonneau, 36,000m, exceptional cond. Must sell. Letchworth 6499. (5082

M.G. B, late 1963, low mileage, immac cond with numerous extras including o/drive, tonneau etc. £520 ono. Ellis. Tel: Nottingham 254436. (5083

M.G. TD rebuilt 1965, re-registered; new hood, genuine motor car. £250. Deans, 17 Roundhill Rd, Kettering. (5084

1930 AUSTIN 7 saloon, 75pc rebuilt, needs wiring etc; towable. £50. Smith, 15 Monkgate, York. Tel: 22978. (5086

FOR SALE—continued

FARNHAM COMMUTERS who daily admire my 1931 Austin 7 are invited to purchase this remarkable car before I change my mind. £45 no offers. Tel: Weybridge 42098. (5085

TR4 1962, white, black ex-works h/top, red interior, o/drive, htr, s/washers, Cinturato tyres, beautiful cond throughout. £475 ono for quick sale. Call or write, 75 Whitstable House, Silchester Rd, London W10. (5087

ROLLS-ROYCE 20/25 1935 Hooper sports. £250. Box 2763. (5088

20/25 1933 Thrupp & Maberly sports saloon, similar P.i Continental styling; extensive rebuild. £365. 20/25 1934 hearse. £140, excell cond. Phantom III rear springs, new. Offers. Box 2763. (5089

FAR45 REGISTRATION No for sale. Offers. Tel: Dorchester 1160 after 7pm. (5090

M.G. MIDGET, white, immac throughout, radio, host extras. P/exch considered. Tel: Bristol 674291. (5091

M.G. TC 1946, in excell order throughout, recent complete o/haul, regular maintenance. £215 ono. Brimscombe (OGL388) 2077 (working hours) for further information. (5092

TR3A, BRG, h/s tops, many extras, immac. £325 ono or exch 1071 Cooper S, cash adjustment. Cumbernauld 22954 (Dunbartonshire). (5093

TR4A 1966, two months makers' guarantee; red, o/drive, htr, tonneau, radials, 10,000m. Best over £850. Kirby, 29 Hook Hill, Sanderstead (1212), Surrey. (5094

1965 MIDGET O.E., white; garaged, excell cond, 12,000 miles only; bought from and maintained by U.M.; htr, tonneau, anti-theft device, Britax belts. £475 (H.P. avail). Tel: GLA 7035 (evenings). (5130

CHOOSE YOUR WEAPONS! Matched pair duelling TRs. Circa. 1956. One blue, one red. Both fighting fit, loaded with extras. £320 the pair. Will separate; blue 120 gns, red 195 gns. Take up the challenge! Tel: Hampden Row (Bucks) 372 for further details. (5131

1926 FIAT 503B, known history, 66,000 miles, handbook and parts manual; complete, original; towable; completely restorable but weathered. £150. Tel: Cambridge 53899 before April 10th, after May 10th. (5132

MORRIS COOPER, Sept 1964; 33,000 miles; red and black, Les Leston seat, one owner, very good cond. £365 ono. Tel: PRI 2062 after 2nd April. (5133

WANTED

DROPHEAD/SEDANCA COUPE, R-R, Bentley, Delage or similar, about 1935, reasonable cond. VSCC enthusiast offers permanent home and fair price. London. Box 2702. (4428

ROLLS-ROYCE PHANTOM III wanted by private enthusiast, sound cond, any saloon or sedanca coachwork except large limousine. Box 2701. (4430

CHARITY! INTERESTING vintage/pvt earnestly wanted; anything considered, Morgan-Rolls/Bentley, cond immaterial, but I only have £150. Offers preferably with Tel No to Box 2700 (4497

M.G. TF, TD, any cond, for rebuilding. Cooke, Abbey Lawn Hotel, Torquay (4631

VINTAGE SUNBEAM tourer wanted, 3 litre, sports or straight 8 preferred but all replies answered; no dealers or silly prices please. Dowd, 2 Fawley Ave, Hyde, Cheshire. (4632

WANTED. REGN Nos CB and PAB with good numbers. I will pay good prices. Please Tel: BEX 4578. (4633

A.C. COBRA write off wanted, or any spares. Crowthorne 2084 evenings. (4634

ROLLS-ROYCE PHANTOM III or similar year Rolls, excell cond. Box 662, Base Aerea de Torrejon, Madrid, Spain. (4635

HARD TOP for Alpine series 4, any cond. Duke, West Forrest 4555. (4636

DAMAGED M.G. B, bent well, required, consider burn out. Tel: Berkswell 3050 (4637

WANTED IN good orig cond, vintage open 2-str or tourer Rover and 2-str vintage Austin 16 or 12. G. E. Phelon, Hillgrove, Leeds Rd, Rawdon, nr Leeds, Yorks. (4638

WANTED. GENUINE seller, Grandprix, Grandsports Bugatti, similar, preferably orig, rebuildable. Reasonable cash available. (Person given Enfield Bullet 1.2.67 decency collect!) Free Roeschtalbot axle/s, spares. Please write The Bungalow, Tibberton, Worcester. (4639

WANTED FOR 1939 M.G. VA saloon, front wings and running boards in sound cond. Write 61b Lower Church Lane, Tipton, Staffs. (4640

BRAKE LEVER suitable mounting outside body of 4¼ Bentley. Hazlitt, Witch Gate, Welford-on-Avon, nr Stratford-on-Avon, Warks. (4641

MK.II ELVA Courier or MG A fhc, repairs not objected to. Nelson, 38 Perry Hill Rd, Quinton, Birmingham 32. (4642

RENAULT 1911, wanted all parts. Please contact A. T. W. Phillips, 353 Rush Green Rd, Romford, Essex; Tel: daytime Rippleway 2213. (4643

WANTED—continued

ELLIOTT TWIN or quad speedometer. Good price paid. Moore. Tel: Sawston 3132. (4644

WANTED. PARTS or complete diff for 1922-23 Humber car, any cond. C. Bell, c/o Bank NSW, Sackville St, London W1. (4645

LOTUS 7 or 6, untuned 100E or 105E, must be clean, well shod and hooded. £200 for oldish example. Write Crosse, 27 Hall Ave, Widnes. (4646

COVENTRY CLIMAX Morgan, must be in good cond. Farnborough (Kent) 52964. (4647

LANCHESTER 40HP, 1919-1929, rear axle or complete chassis. Lanchester Register, Speen Place, Newbury. (4648

XK120 ROADSTER, good cond essential, full details please. Woodend House, Halewood, Liverpool. (4649

ROLLS-ROYCE LADY mascots. Contact Posnett, Broxton 396. (4650

FOR PHANTOM II, DWS jack, side lights, orig tools. Also Ghost Flying Lady, '39 Lagonda V12 handbook, PV dash Tapley meter. Tuttle, 4426 Cromwell, Los Angeles, 90027, California. (4651

INVICTA RADIATOR, complete or surround, for high chassis 4½ litre, width 20in. Good price paid. Wanted urgently. Jenkins, 91 Main St, Barry, Glamorgan. (4652

GP OR GBP registration with low number wanted. Box 2776 (4653

INVICTA S type or Lagonda 2 litre low chassis. Details and price (sensible, please) to Towlson, Clanna, Swineshead, Bedford. (4654

CASH OFFERED for damaged MkII A/Healey 3000 or E-type. Tel: Ingrebourne 41792 (Havering). (4655

BENTLEY VINTAGE wanted, 4-str, open sports, Speed 6 preferred, but 3, 4½ considered; genuine private buyer. Please send details, with photo if possible, to Pearson, Hazeldene, Blythe Rd, Coleshill, Warwickshire. Tel: Coleshill 2614. (4656

WANTED. ASTON-MARTIN DB5, must be lhd, in excell cond. Cash. Maj Wilkins, RAF Bentwaters, Suffolk. Tel: Woodbridge 3737, ext 437 day, ext 2325 evenings and weekends. (4657

ROLLS-ROYCE 20/25 with quiet motor, attractive coachwork and price. Photo, tel number and price to Box 2718. (4658

DECENT SEDANCA or landaulette, fairly priced. Box 2719. (4659

SALES BROCHURES or manuals on classic cars of the '30s. Full particulars in first letter. Box 2720. (4660

PRE-WAR MERCEDES in excell running cond, consider small Rolls with silent engine, not limousine, reasonable. Box 2721. (4661

PRIVATE ENTHUSIAST requires Silver Wraith with manual gearbox. Immediate cash for genuine car. Box 2722. (4662

WANTED. REGISTRATION No AC with any single or interesting No. Box 2724 (4663

DAIMLER HEARSE, bearer body preferred, in good mech order. Limousine also considered. Box 2725. (4664

FOR S.S.100, radiator core, Andre 5065/2 shock-absorbers. Weddell, 108 Bury New Rd, Whitefield, Manchester.

REGISTRATION NUMBER CM and low figure or figures required. Box 2727 (4666

MERCEDES CARBURETTORS required. Vintage car owner urgently requires one pair of Pallas carbs suitable for Mercedes type S or SS complete with air intake unit. Box 2728. (4667

LARGE PAIR Marchal or King of Road headlights urgently required, circa 1925; also side lights and clock same period. Full details please Box 2727. (4763

POWERPLUS No. 9 front cover plate and oil pump or complete supercharger for K3 MG; Marchal headlamps 10in-12in diameter for Delage D8. Cramer, 44 Flower Lane, Mill Hill, NW7. (4882

LAGONDA WANTED for spares, any model, cond or area, if cheap. Box 2751. (4883

M.G. MAGNA F body, 4-str saloonette or 2-str complete with wings and headlamps. Alternatively a complete car. Box 2750. (4884

TWIN-CAM M.G. A fhc for cash, only exceptional cond considered. Tel: 674 4889. Hooper, 303 Norwood Rd, London SE24. (4885

3 OR 4½ litre open Bentley, must be in restorable cond. Top price paid. This is for a private buyer. All photos and correspondence answered. Tabbenor, 35 Westbourne Ave, Cannock. (4886

DAIMLER SP250, spec B. Up to £435 cash for specimen low-mileage model. Redditch 2505 after 6.30pm. (4887

URGENTLY WANTED, h/top for Healey 3000 MkII convertible. Will collect. Featherstone, 47 High Ash Mount, Alwoodley, Leeds 17. 22288 day. (4888

M.G. TDII, near concours, with perfect tyres, hood, paintwork etc; proof of engine o/haul must be available. Please write Box 2479 now! (4889

WANTED. WELL maintained 2 or 4½ litre open tourer Lagonda. Carter, Guildford 4213. (4890

TR3 HOOD and frame wanted. J. Eley, 30 Johnson Rd, Barrow, Bury St Edmunds, Suffolk. (4894



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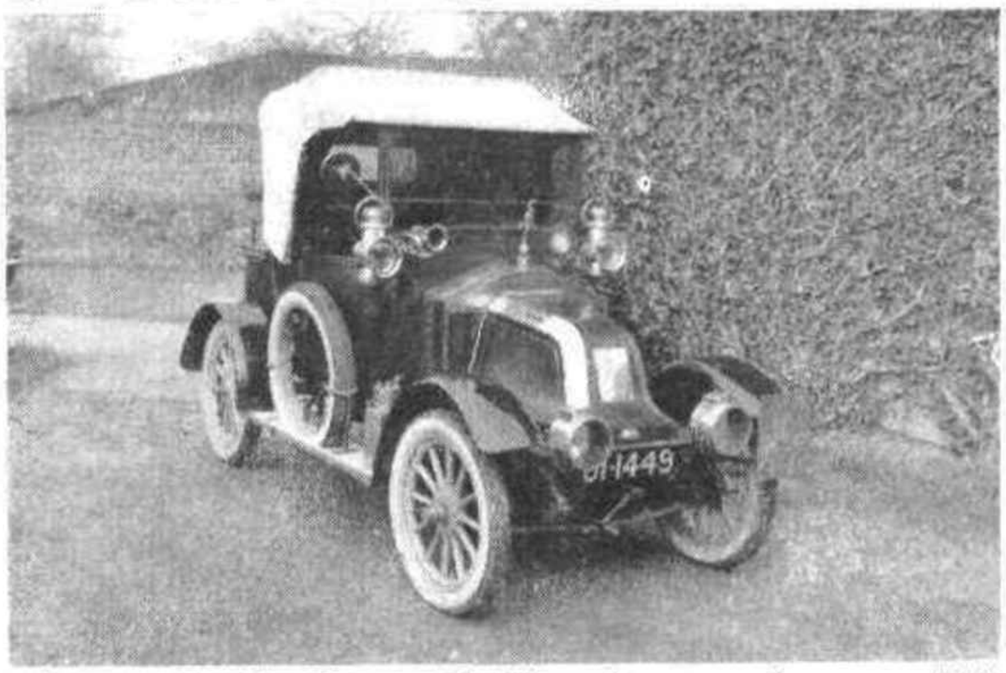
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1911 RENAULT 7-h.p. 2-seater with dickey. Two owners from new and full history available. Just repainted and in superb condition. **£1,500.**

1939 ALVIS 12/70 4-seater drop-head coupé. Cream with red interior. Very rare. **£125.**

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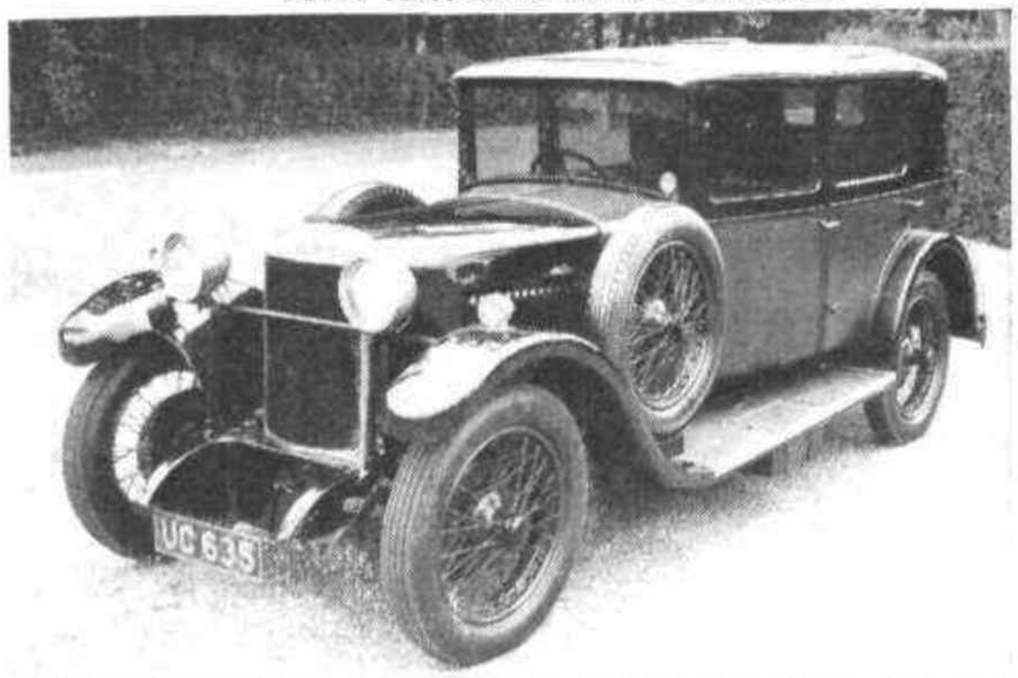
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1935 SINGER 9 Le Mans 2-seater. B.R.G. Twin spares, etc. Very sound original order. **£125.**

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1964 (Sept.) AUSTIN HEALEY Sprite Mark III. One very careful owner. B.R.G., wire wheels, heater, etc. Low mileage. **£450.**

1964 TRIUMPH Spitfire 4. B.R.G. Radio, heater, hard- and soft-top, etc. Exceptional. **£450.**

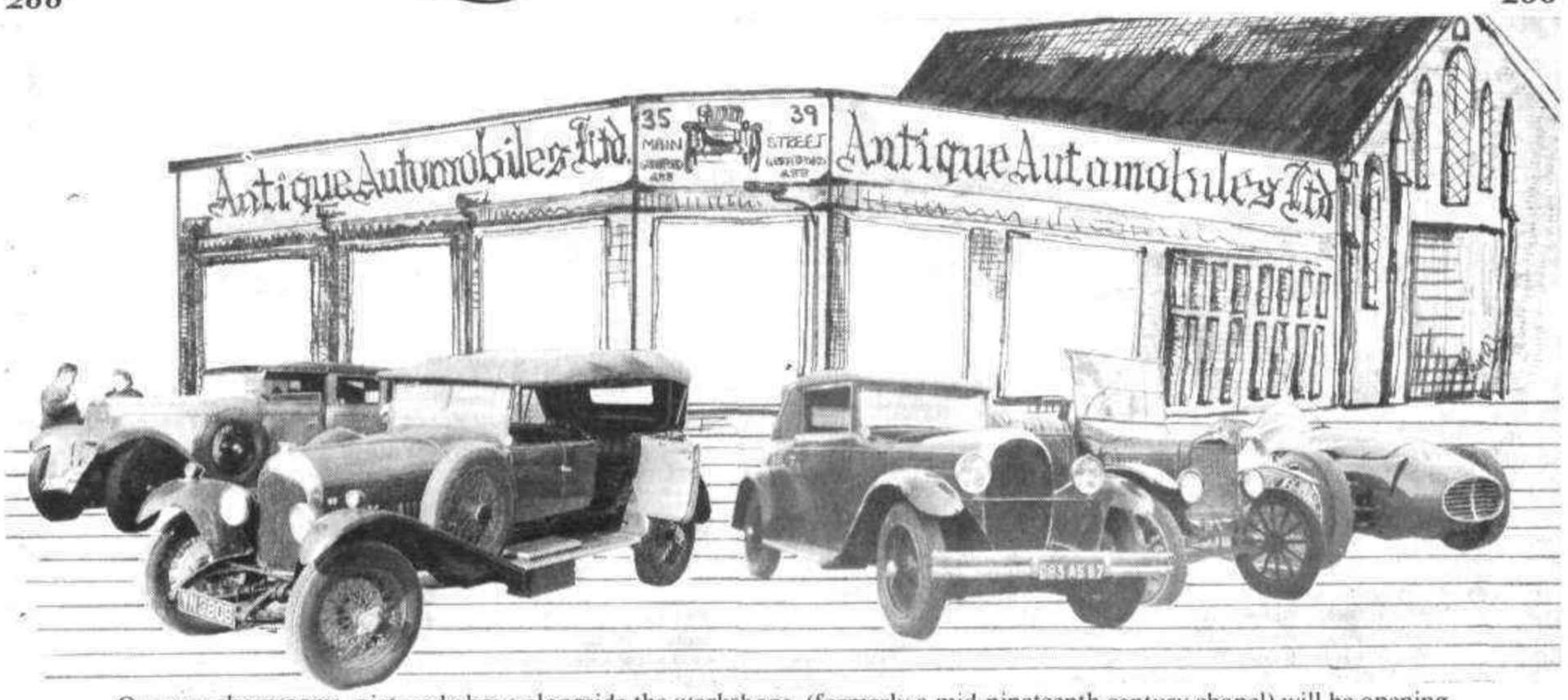
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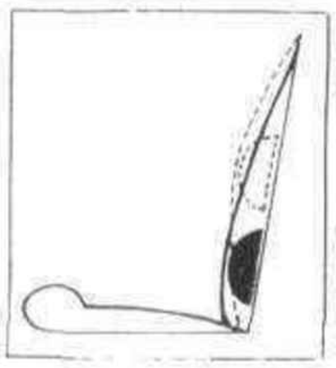
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BENTLEY 3½ or 4¼ litre for daily use. Must be sound and under £300. Preferably seen in Cheshire. Full details to Box 2748. (4891

MORGAN, PREFERABLY 4/4 series II but anything 1949-61 considered, willing to do work. Laburnum Cottage, Brook End, Chelmsford. (4892

M.G. TF concours cond, may consider TD if good enough. Write, together with photo, sae and tel no: B. Blatherwick, 14 Whirlowdale Close, Sheffield 11. (4893

H. B. Shaw's N-type MG Magnette: information on this car BKL265 required, as used in pre-war events; also parts and information to help in the rebuild of the ex-Simister J4. Bayne-Powell, The Mount, Borough Green, Kent. (4895

ALVIS SP25, 4.3 or SP20 tourer or coupé wanted by AOC member: orig, any cond considered. Price according. Betterton, 115 Roman Rd, Middlesbrough. Tel: 86537. (4896

N.S.U. PRINZ 4 workshop manual. Webster, 26 Kirkstone Rd, Priory Rd, Hull. (4897

SAAB 1963, must be in good cond. Tel: Whitley Bay 27907 evenings. (4898

WANTED. LUGGAGE rack for MG TC. R. Hudson, 133 Doddington Rd, Lincoln. (4899

BODY TO suit Lagonda M45 4½ tourer or plans; consider complete car if cheap. Gregg, Kingsland, Northtrade, Battle, Sussex, 3187. (4900

WANTED. IMMACULATE TR3A, low mileage or recent recond engine essential, unmarked body essential. Up to £300 cash. 13 Elm Tree Ave, Esher, Surrey. 398 3538. (4901

BENTLEY. YEAR no matter, excell cond, chauffeur driven and maintained, one owner if possible. Curry, Carts Bog, Langly, Hexham. (4941

BUCKET SEATS, one pair, red, in good cond, Marsh, 4 Henrietta Villas, Bath. Tel: 64771. (5095

PAIR COX safety seats plus all fittings for a Mini. Box 2772. (5096

ENTHUSIAST REQUIRES vgc Morgan Plus 4, TR engine, or immac MG TC. Maximum £250. Headley Down (Hants) 2260. (5097

M.G. TA spares wanted, rear wings, speedometer, dynamo and rev counter, seats, s/screens, wheel locknuts. Details to Wedge, 1 Mount Rd, Tettenhall Wood, Wolverhampton. Tel: 51539. (5098

BORED ENTHUSIAST wants interesting car, old or new: SS100, Bentley/RR, Ferrari, Invicta, Mercedes. Offer anything to Box 2771. (5099

LEFT HAND drive sports car or performance saloon, prefer MG B, but consider others. Box 2770. (5100

3.8 XK150S dhc, in mint cond. Earl, WR 49422 or MAY 5075. (5101

WANTED. DAIMLER SP250 h/top. Tel: Knutsford 2761. (5102

CASH AVAILABLE for 1964/1965 Healey 3000; must be beautiful. Tel: Yockleton 632 (Shrewsbury). (5103

SPORTS BUGATTI or 8-cyl blown Alfa wanted. £1,700 cash paid immediately for right car. Box 2769. (5104

ROLLS-ROYCE PHANTOM I, any cond, wanted. Box 2778. (5105A

ROLLS-ROYCE CARS 1930-1939 wanted. Box 2765. (5105

MORGAN PLUS *4 or 4/4, 1962/64,* must be in concours cond; cash waiting for best specimen. Full details to Bramham, 11 Falmouth St, Barrow-in-Furness, Lancs. (5106

WANTED. CYLINDER head gasket for Ford 100E engine, fitted with Willment o/head inlet valve Power Master conversion. Holmes, Bridge Farm, Dingeston, Mon. Tel: Dingeston 241. (5107

BENTLEY R-TYPE, manual, recent history essential. Please give details and price. Box 2768. (5108

EXCHANGE 1929 Humber 3-litre saloon, 48,000m only, for vintage sports or tourer, interesting modern car, or sell for realistic offer. 164 Stamshaw Rd, Portsmouth. (5109

TR2/3 WANTED, any cond, must be cheap. 13 Rose Rd, Coleshill, Birmingham. Coleshill 4653. (5110

PRE-WAR ROLLS-BENTLEY saloon or tourer, good cond, some restoration not objected to if price is right. Yorks. Box 2767. (5111

LAGONDA LG45 2-str with hood, required by enthusiast. Box 2766. (5112

EXCHANGES

1935 F.W.D. BSA Scout, excell cond. £70 or exch interesting saloon. Tel: Powley, PERivale 6546 evenings. (4704

FORD SPECIAL 2-str built like E-type, twin SUs, Aquaplane head, delta branch manifold, competition clutch etc. £120 or exch for Berkeley. Nicholls, Skyburriowe Mill Cottage, Garras, Helston, Cornwall. ((4705

1954 M.G. TF, 1500 engine, a very nice car bodily and mech. Exch for vintage sports or tourer or sell £295. Buckley, 62 Fraser St, Shaw, Lancs. Shaw 5421. (4706

PORSCHE 1600 convertible for small car, marriage imminent. 259 Rotton Park Rd, Birmingham. (4707

A/H 3000 Mkl 1960, o/drive, w/wheels, good cond, for TR3A/4A, MG B, *Mini Cooper. Will accept bent vehicle* or sell £345. Walton-on-Thames 27876 after 6pm. (4708

FOR SALE. A/H 100/6, body, mech very good, new RS5s, radio, spots etc. £250 or exch for Hillman Imp similar price. 19 Lodge Close, Andover, Hants. (4915

A.H. SPRITE, immac, for 1954-5 Volkswagen plus cash, or sell £300 ono. J. Hobbs, 8 Westwood Rd, Ryde, IOW. (4916

EXCHANGE FOR old Morgan 4/4 or old type MG sports, touring Fairholme 16ft 4-berth caravan value £180 plus cash if required. Write: W. Swinney, The Walks Stores, rear Cambridge Gdns, Beaufort, Ebbw Vale, Mon. (4917

D.B.2/4 MK.II 1957 h/top coupé, Alfin drums, 3 litre Vantage, good tyres, twin spots, excell mech cond and bodywork, only 40,000 since engine works rebuilt, complete history known. Exch Mk2 Spitfire or £420 cash. Irthlingborough (Northants) 617. (4918

1071S FOR Sprite or similar. See Watts, For Sale column. (4919

LANCIA FLAMINIA coupé, immac. (See for sale.) Exchange sports car. (4954

EXCHANGE. POWER boat, MkII Pacemaker Princess, Jaguar engine, professionally marinised by Sabena of Wroxham; closed fresh water cooling system, Borg Warner gearbox, v/drive, 2 berth, sink, freshwater tap, sea cock toilet, 2 15gal fuel tanks, mounting for spare outboard, full length helmsman's screen, pulpit, cockpit cover, compass, full navigation lights: claimed to be the fastest Pacemaker on the south coast. Sell for £1,200. Consider E-type or similar in p/exch. Apply 161 Dimond Rd, Bitterne Park, Southampton. (4920

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1959 JAGUAR Mkl, excell cond, o/drive, discs, radio. Exch Midget or similar, w.h.y. Engstrom, 15 Alexandria Dr, Rayleigh, Essex. Tel: 3665. (5121

M.G. A MkII wanted in exch for Ford Capri 1963. Please Write Sewell, 25 Norfolk Rd, Edgbaston, Birmingham. (5122

EXCHANGES—continued

1958 ROVER 105S, excell cond. Exch for Lotus Elite with cash adjustment. Box 2774. (5123

S.S.100 SPORTS 1936, partly restored; impending removal forces sale. First trailer collects, in exchange for £150. Wilson, Moorland Close, Yelverton (3468, Devon. (5124

LIGHTWEIGHT SPRINT car, square tube space frame, prof body, fitted blown Vincent 1,000cc unit, many spares; room for conventional unit; c/w trailer, tyres, spares; only 3 events but *no time for development programme*; cost over £350 in bits. Offers or exch big Healey or VW. Details from A. White. Tel: Chapmanslade 342 (Wilts). (5125

AUSTIN COOPER 1964, recond engine, s/belts, woodrim wheel, wing mirrors, etc, in exch for something interesting with a soft top. Write 456 Loose Rd, Maidstone, Kent. (5126

VERY SUPERIOR 1937 Ruby in remarkable cond, offered with cash for absolutely reliable large car required for towing caravan; age unimportant but must be completely sound. South. Box 2773. (5127

TR3A, EXCHANGE for Cooper S. See under For Sale. *Cumbernauld 22954 (Dunbartonshire).* (5128

MISCELLANEOUS

HAP35 AND 15LMT registrations for sale. £25 each or offers. Box 2731. (4668

REGISTRATION NUMBER HY8000 with regn book. £35. Box 2730. (4669

"MOTOR SPORT" Aug 1962 to March 1967, Jan 1963 *only missing.* Best offer. Box 2729. (4670

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SALE. PAIR P100R headlamps, good cond, plus one PL57. £14 ono. Buyer collects, Scholes, 66 Brandon Rd, Binley, *Coventry.* (4683

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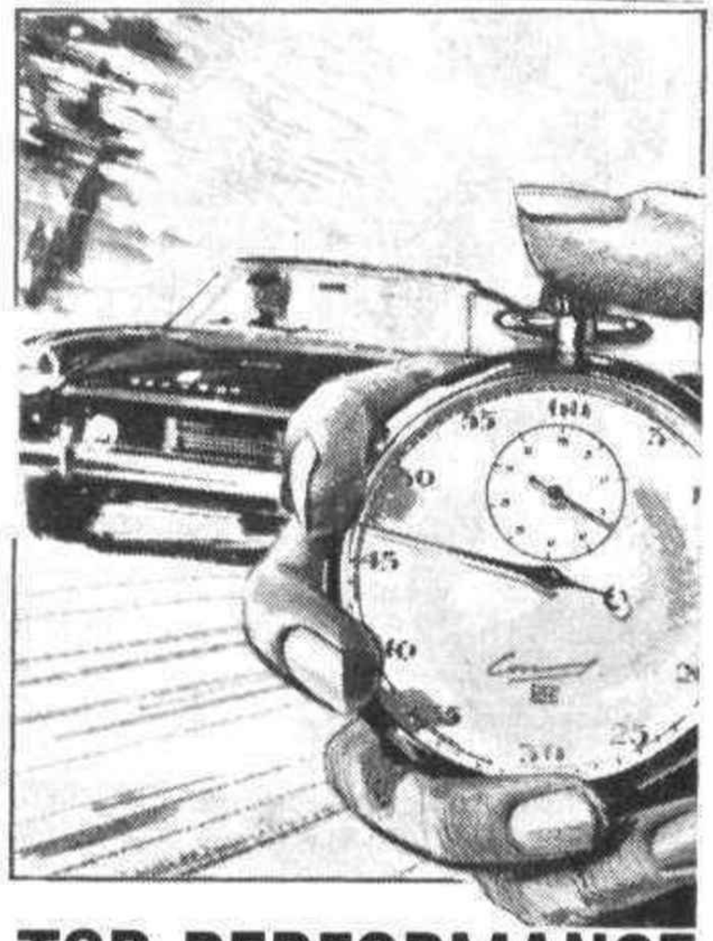
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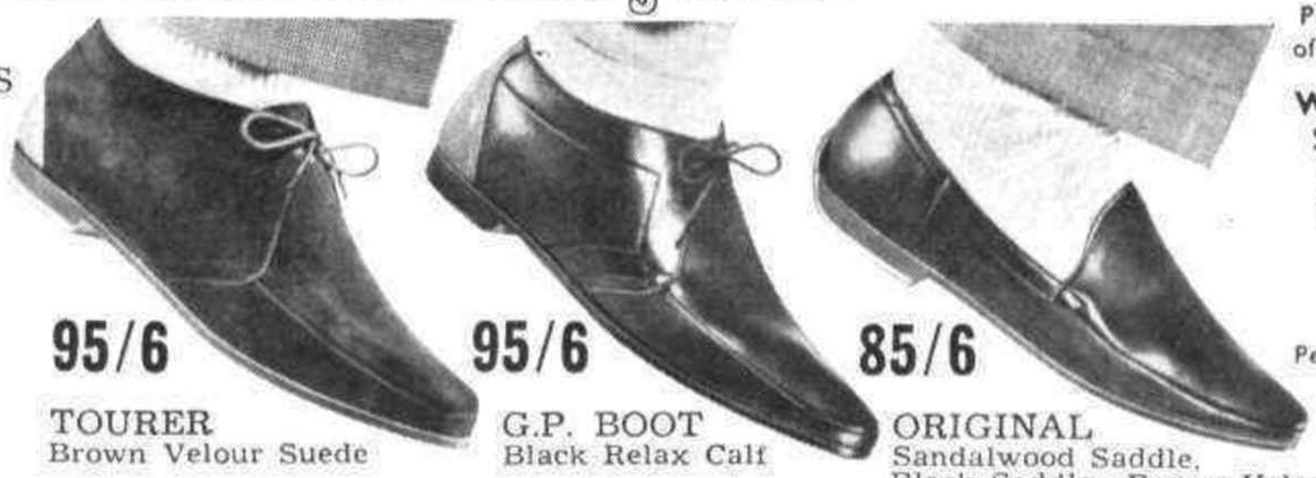
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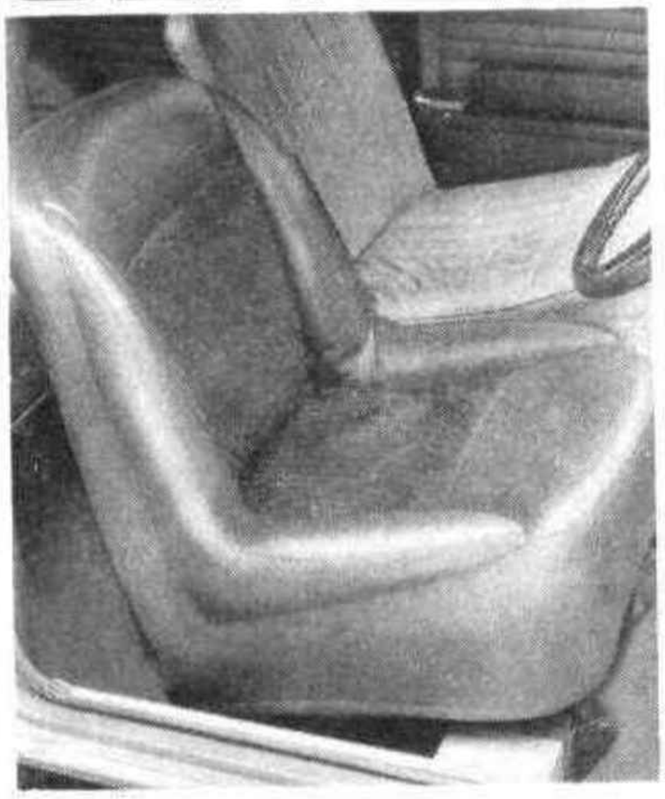
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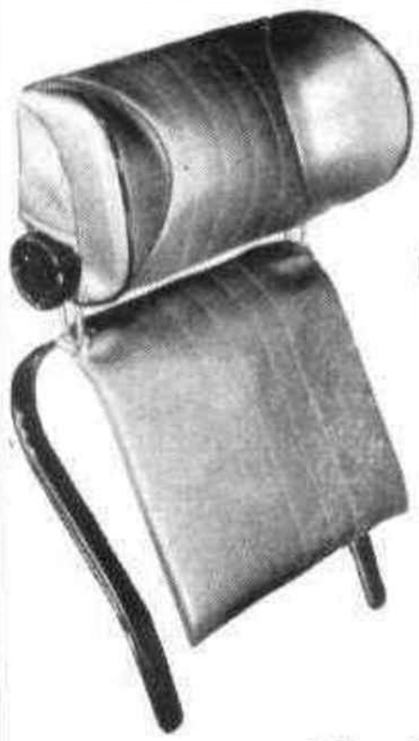
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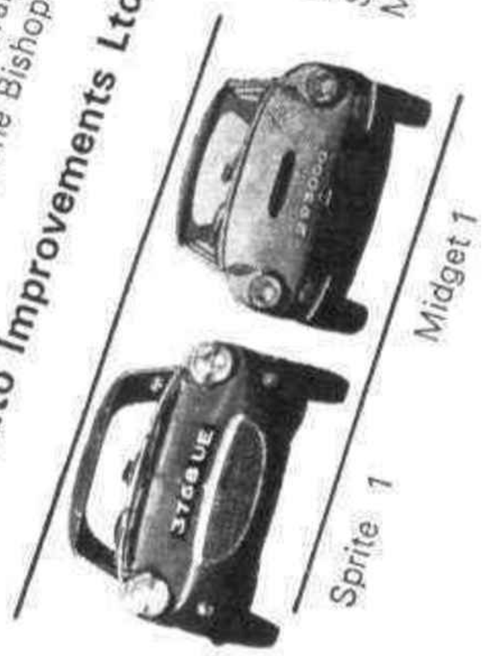
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Oli Thatcher talks Gold Cross on his stand at the 1967 Racing Car Show

Photo—John March

So is the 20W/50 Gold Cross motor oil he uses

Racing cars are Oli Thatcher's life. Knows what's best for them, how to get the most out of them. That's why he's so enthusiastic about Gold Cross, the new wide range 20w/50 motor oil from REDEX. It respects all the precision he puts into his work. A kind of important extension to his own mechanical skill. In racing cars, this sort of thing is critical!

What does 20w/50 Gold Cross mean in terms of improved performance? A good many things. Like reduced friction—especially when it's caused by delayed lubrication on starting. Gold Cross gives you the same easy first-time start all the year through, even in the sharpest cold snaps. This is good for your engine, and it makes you happier too! Another remarkable feature of Gold Cross 20w/50 is that you use less of it. The heavy end of Gold Cross absorbs the stresses and strains of sustained high speed and extreme conditions yet the oil pressure is maintained and oil consumption reduced considerably. Gold Cross lubricates so efficiently that it meets the manufacturers' recommended extended oil change periods hands down.

Then there are the additives. (REDEX are acknowledged leaders in the oil additive field). They cut right down on sludge, gum, carbon and all the other power-sapping rubbish that clogs your engine's vital parts, killing performance, accelerating nothing but old age.

Whatever *you* drive, Mini, Midget or Mercedes, REDEX 20w/50 Gold Cross has been perfected to safeguard *your* engine, and improve its life and performance no-end. Be the judge.

★ Oli Thatcher, along with his partners Alan Daykin and Peter Beach at the Southend Racing Partnership, Leigh-on-Sea, offers a unique tuning and preparation service to the enthusiast driver.

The partnership runs a number of racing models including a Lotus 23, a 1-litre BMC engined Lotus 7 and an ex-Robin Widdows MG Midget which won in its class by miles in the Ilford 500 mile race at Brands Hatch. It was driven into a class fourth in the two day Guards 1,000 mile race at the same circuit.

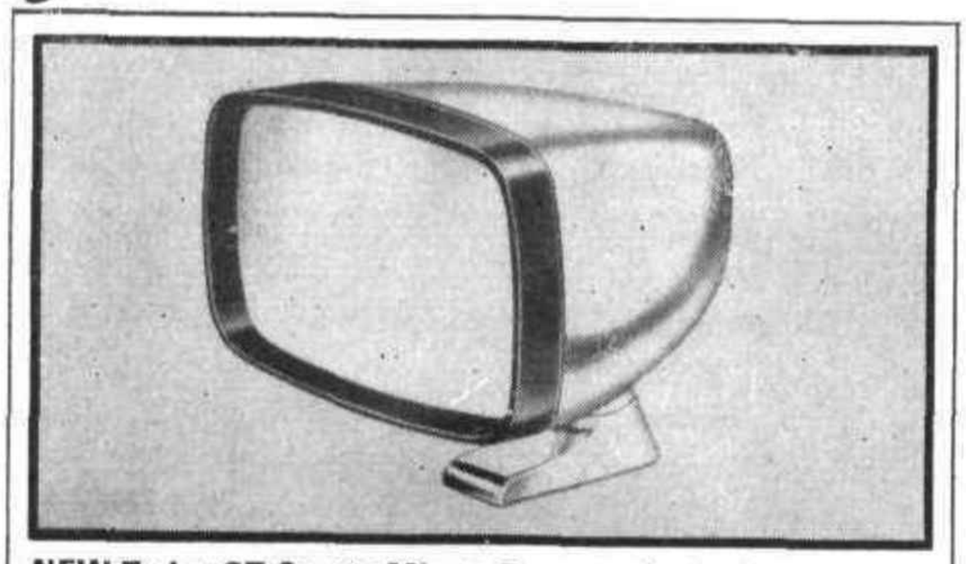
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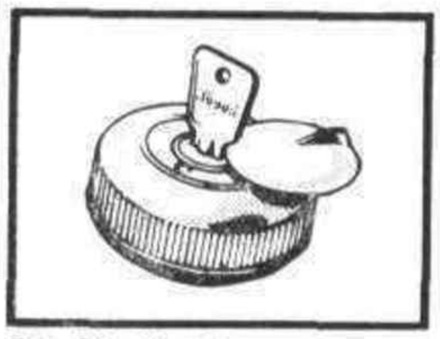
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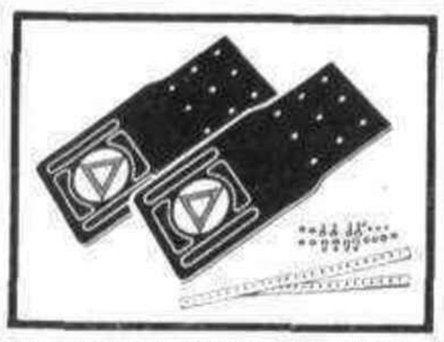
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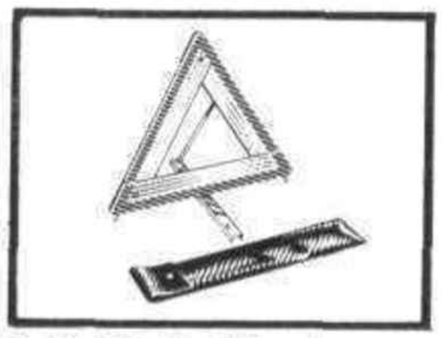
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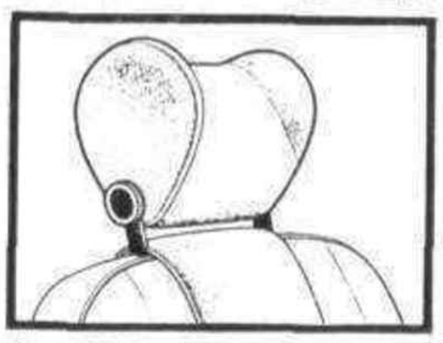
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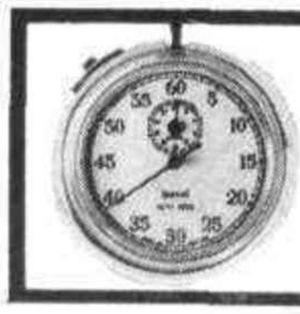
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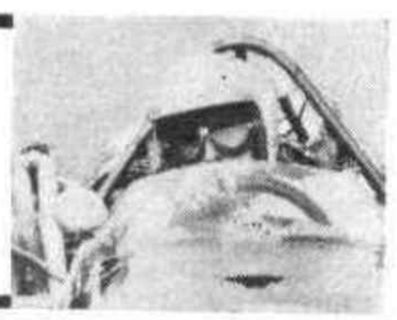
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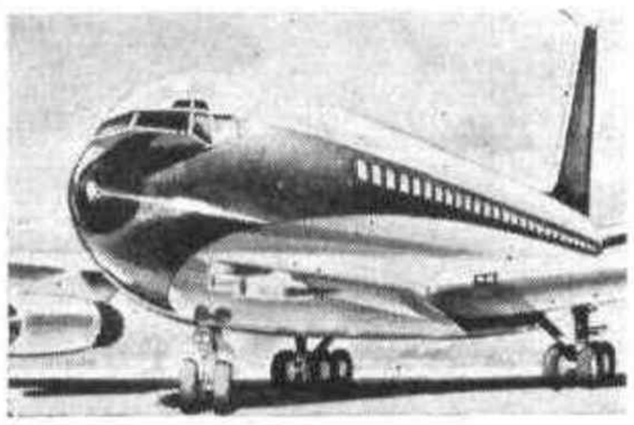


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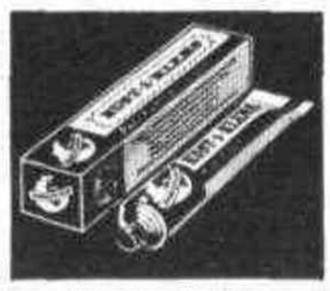
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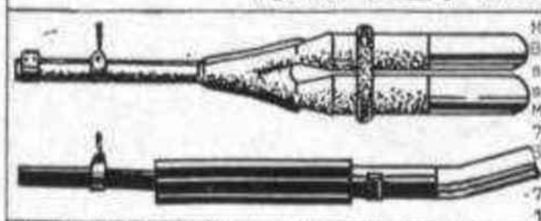
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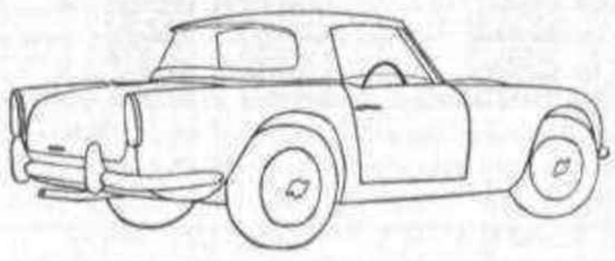
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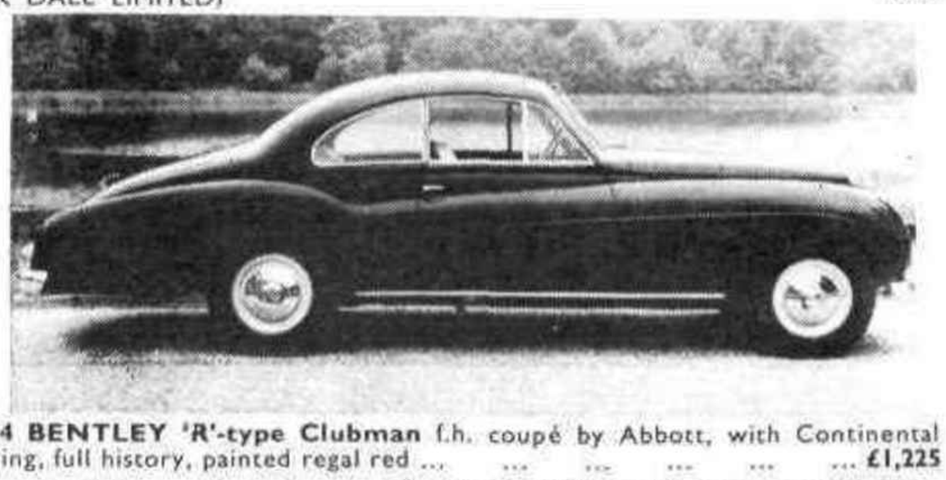
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