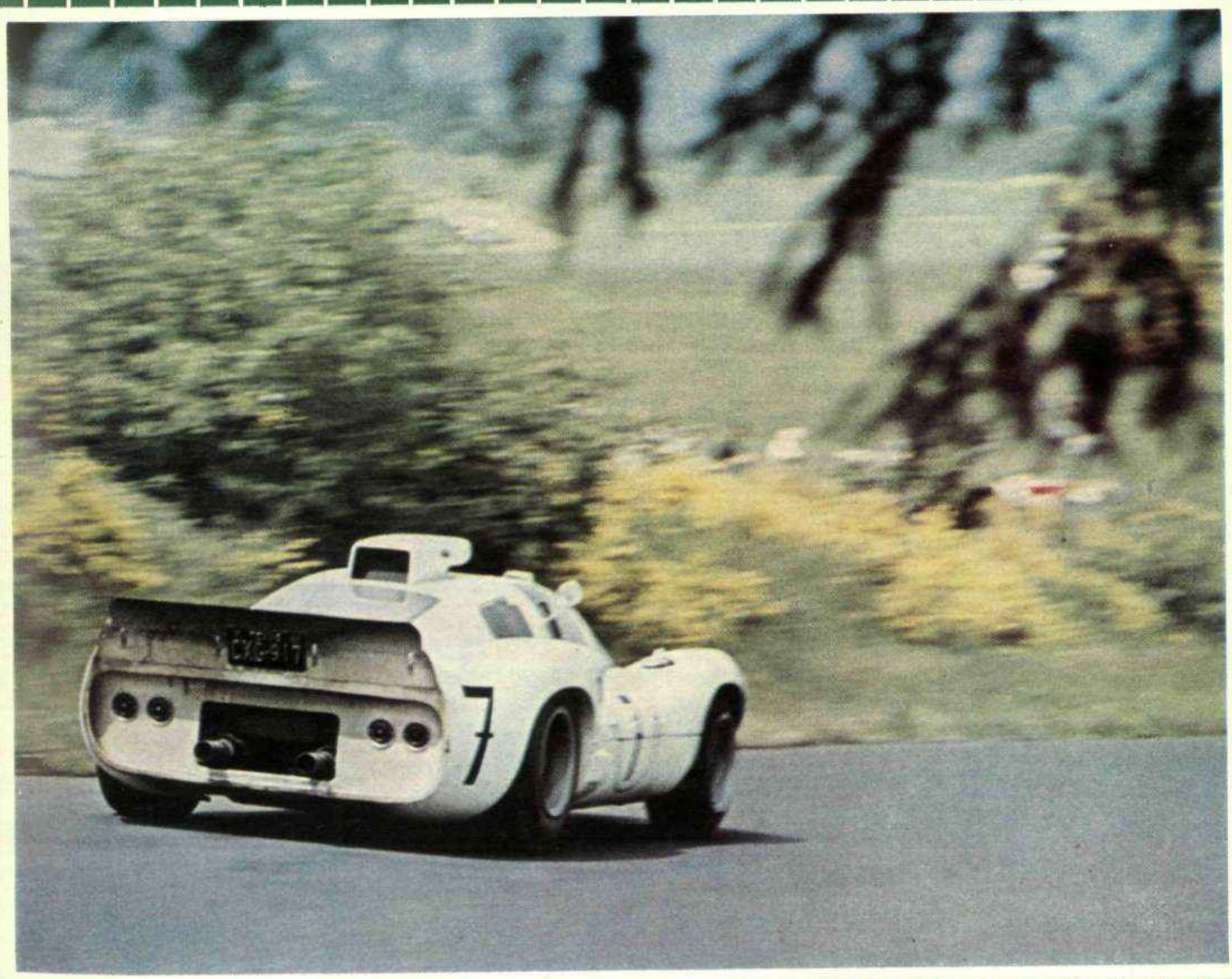
Vol. XLII No. 7 TWO SHILLINGS July 1966

MOTOR SPORT

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a built-in rubber cushion gives a more comfortable ride at motorway cruising speeds.

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because stabilizer plies reduce tread distortion.

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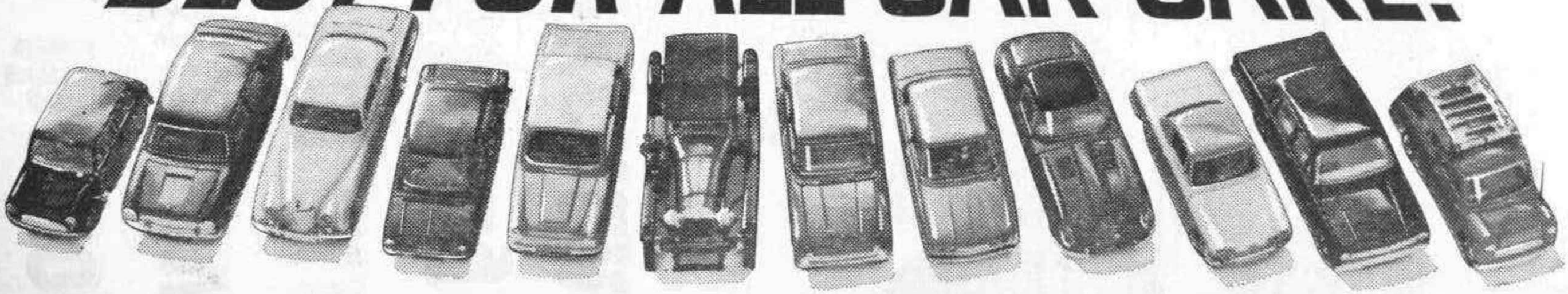
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MAKE OF CAR, MODEL & YEAR C.2



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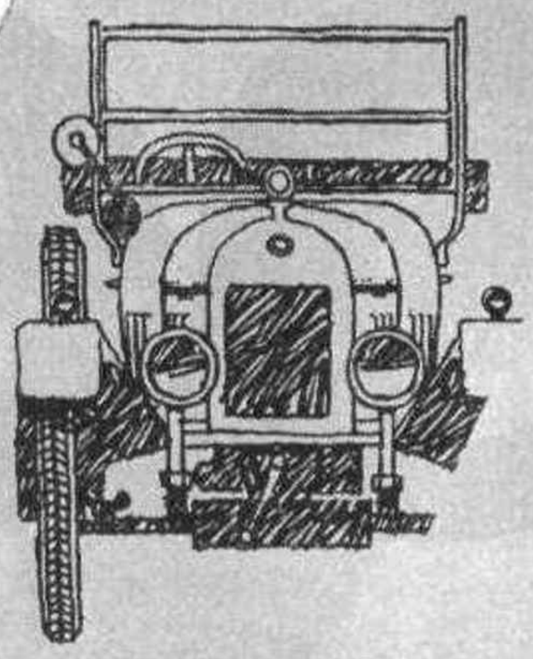
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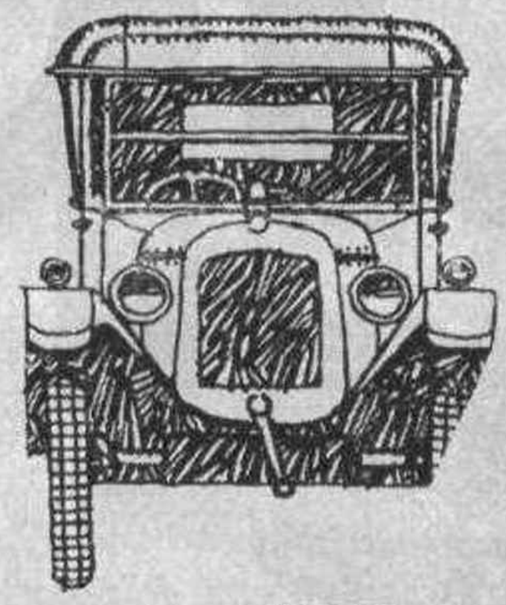
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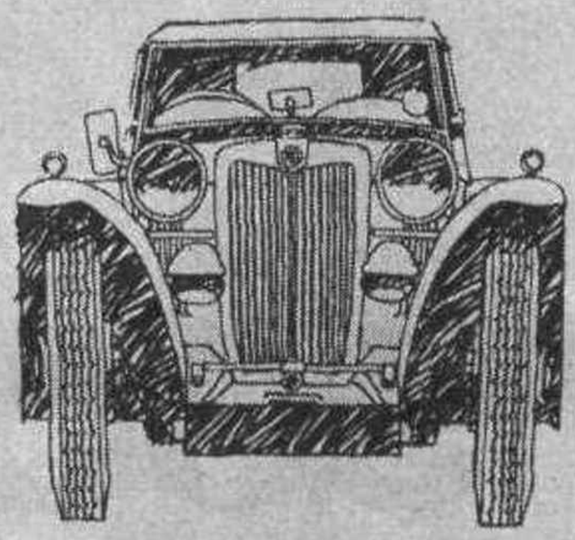
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visco-static

protects like a fresh oil-change every day



Even an oil-change every day wouldn't benefit your engine any more than new BP Super V—the outstanding new 10W/40 oil.

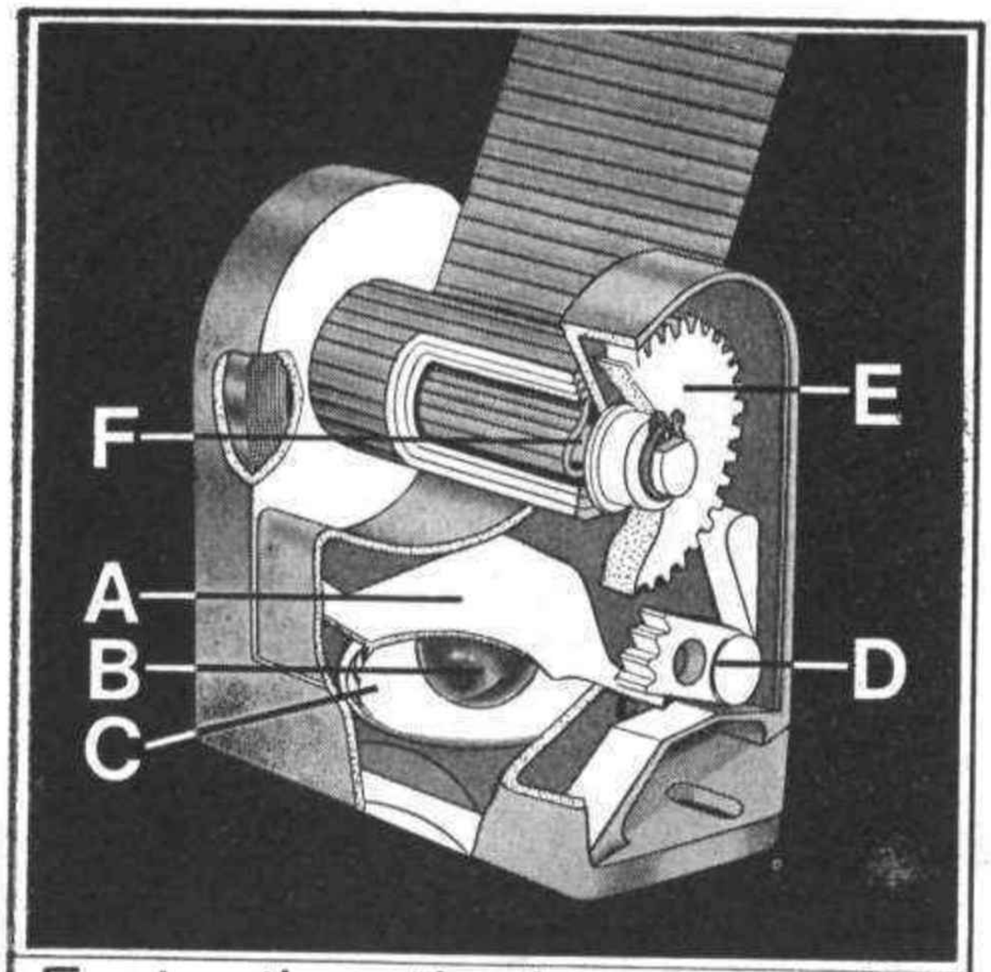
Long-life protection
We believe Super V is the most stable oil ever made. It protects as surely on the last day of your oil-change period as it did the day it was put in. Stops sludge build-up just as determinedly. Fights ring-sticking with equal belligerence. Keeps on keeping your engine clean.

Every car
New BP Super V is exactly right for the car *you* drive. It's unanimously approved by the major car-makers.

And you can use Super V all year round. It performs sweetly in the depths of winter just as it does at the height of summer. This indifference to temperature changes also guards your engine whether you're booming along a motorway or stooging around in traffic.
The V in Super V stands for Visco-Static—BP's special formula for snap starting and imperceptible engine wear.

Top-up now
Next oil-change, ask for new BP Super V. If you need a top-up before then, you can *still* ask for Super V. It mixes with whatever oil you're using now (unless it's a special racing oil) . . . even a pint of Super V is better than no Super V at all!

BP SUPER VISCO-STATIC
offers every car this outstanding engine protection



Faster than the human brain!

The Britax Automatic Belt

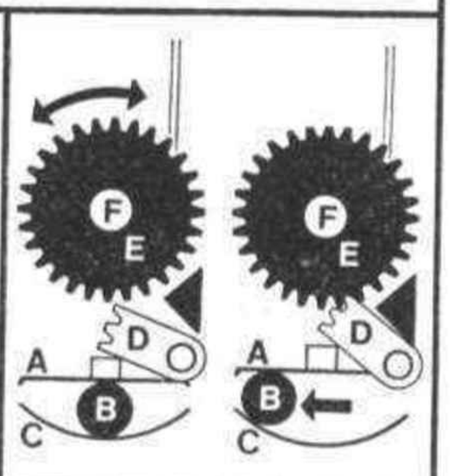
UNDER NORMAL DRIVING CONDITIONS, the unique Britax 'Autolok' reel lets the belt wind in or wind out to follow your movements in the car. BUT on any sudden change of the car's speed or direction, the 'Autolok' engages to lock the belt and hold you firmly in position until conditions are normal again.

Britax protects instantly and automatically

The Britax 'Autolok' reel is firmly anchored at the base of the door pillar. The control mechanism is a steel ball **B** which lies in a saucer **C.** At rest or motoring normally, the ball stays in the centre of the saucer, with the top plate **A** resting on it. The lock **D** is disengaged and the belt adjusts to every movement of the wearer.

Any sudden change in the car's speed or direction rolls the ball up the sides of the saucer, raising the top plate **A** and bringing the lock **D** into mesh with the gear **E** which is fixed to the belt spindle **F.** The belt is now firmly locked against further winding out.

When normal motoring is resumed, the ball **B** returns to the centre of the saucer **C** and the lock **D** comes out of engagement. The top plate **A** is so pivoted that movement of the ball **B** in *any* direction causes it to raise the lock.



- **Automatic freedom of movement**
- **Automatic protection in an emergency**
- **Automatic retraction when not in use**
- **Automatic adjustment to any wearer**

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ROAD OR RODEO?

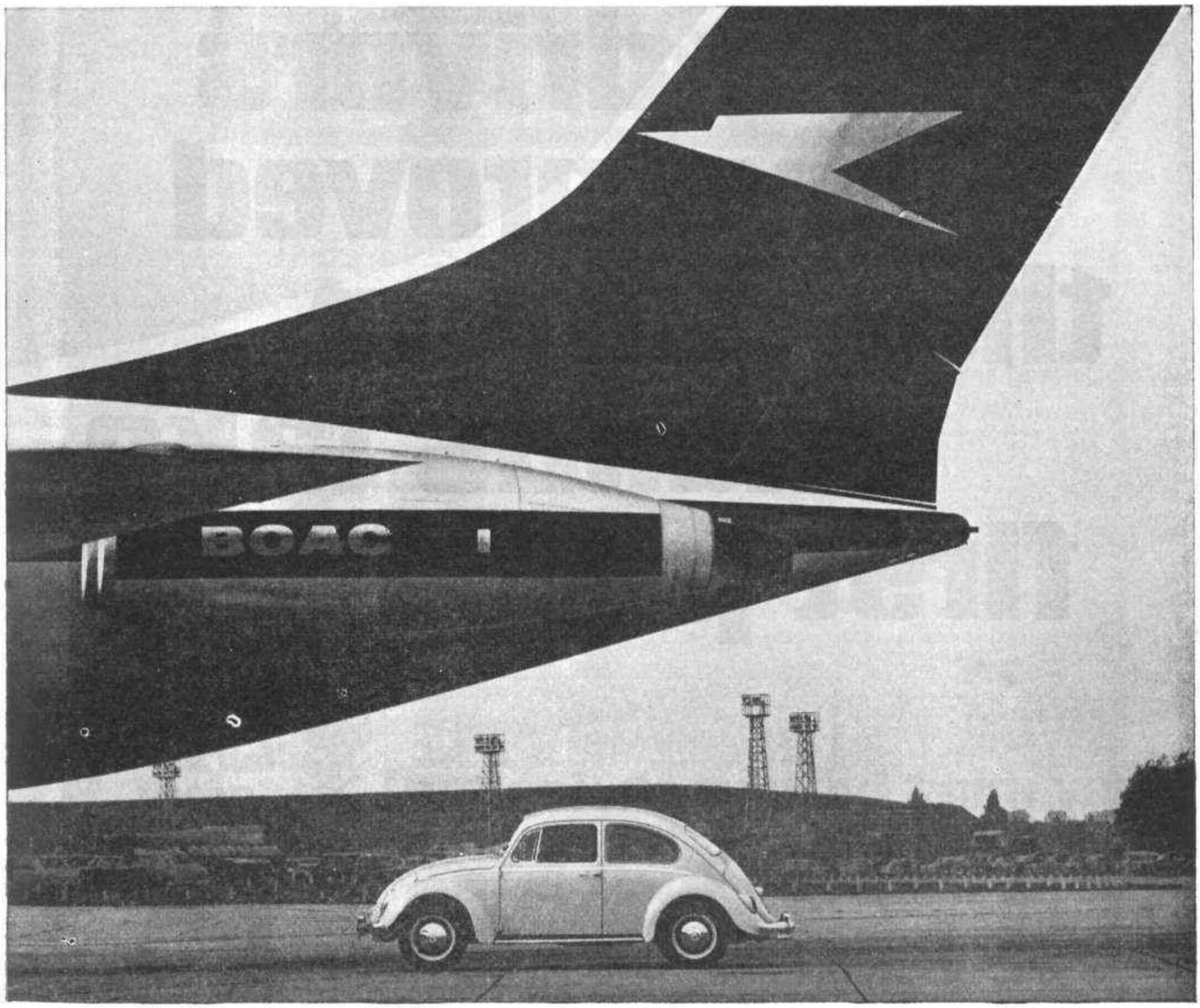
Don't always blame the road surface for your car's handling deficiencies. More often than not the real source of trouble is your shock absorbers. If they're not in tip top condition you're getting a rougher ride than you should. Does *your* car seem to float at high speeds? Do the wheels hop when cornering or accelerating? Do you experience a mushiness? All these are signs of shock absorber wear or inefficiency. This is where Konis make a big difference. They're guaranteed for 1 year; with adjustment many have lasted 100,000 miles. Fit Konis and you'll wonder what happened to those dicey moments and bad roads you used to complain about.



FIT KONI AND FEEL THE DIFFERENCE

KONI SHOCK ABSORBERS

Ask your garage about Koni shock absorbers or write to the Sole U.K. Concessionaires **J. W. E. BANKS & SONS LTD., (Dept. K15,) Crowland, Peterborough. Phone: Crowland 316/7/8.**



The Beetle got there first.

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And the 2,132 improvements we've built in over the years.

Modern. Even in the parts it hasn't got. Air cooled engines need no heavy radiators. No hoses. No water pumps. No antifreeze. What you don't have can't go wrong.

Modern throughout. Because it is technically modern. Not just fashionably styled for a year, then out of date and unwanted the next.

Come to think of it, the oldest thing about a Volkswagen is its age.

And it's hard to tell even that.

Recommended retail price £649.16.8 (inc. p.t.) Test drive the Beetle at your VW Dealer's and while you're there, take a look at the 1600 Fastback.

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RALLY-PROVED—
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REMARKABLE CAR CONTROL—
Take the SP41, for example. Leading rally drivers know they get remarkable steering control and roadhold, especially when cornering. *And it combines* the safest, most sophisticated 'grip-dry' tread in the world with radial-ply construction. Textile bracing also assists in quieter, more comfortable running besides guaranteeing tread stability.

THE REST IS TAKEN FOR GRANTED—
All this as well as the general qualities you'd expect of radial tyres—much greater mileage, no 'tread shuffle', freer running; in short, better car and tyre performance all round.

BUT THAT'S NOT ALL—
Dunlop *make a range* of radials covering every motoring need: SP41, the modern all-purpose radial which no experienced driver should be without and the only *tubeless* radial produced in quantity; SP41HR, for high-performance cars capable of speeds of 125 mph and over; SP44, which brings a new standard of safety when motoring through the worst of winter weather. And SP3 for those who prefer a particularly rugged radial for rallying.

Best in cross-ply, too!
Not only do Dunlop supply the best and biggest range of radials. They make the best range of cross-ply tyres, too—including the famous C41. For advice on which tyre to fit and for TOP TYRE SERVICE—go where you see this sign.

APPROVED TYRE SERVICE

DUNLOP RADIAL-PLY TYRES

VOL. XLII No. 7 FORDS DOMINATE LE MANS—see pages 596 and 597 JULY 1966

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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Subscription Rate 32/- per annum, Canada $4.75, America $4.75, post paid

PUBLICATION DATE FIRST OF THE MONTH **FORTY-SECOND YEAR OF PUBLICATION**

MATTERS OF MOMENT

THE V6 FORD'S INTERNATIONAL CLASS RECORDS

Due to our traditional monthly publication sequence coupled with early deadlines, it is only now possible for MOTOR SPORT to congratulate Ford and Castrol on their successful capture of nine International Class D records at Monza in May. The attempt was put on to demonstrate the high-speed reliability of the new V6 Ford Zodiac Mk. IV when lubricated with New Formula Castrol oil and one suspects that the aim of averaging over 100 m.p.h. for a week was the main object, the International Class records incidental.

Any car keeping up such a speed, inclusive of pit-stops, for seven days and nights has certainly proved its sterling worth and is long remembered—we still commend Jaguar for their run with an XK120 coupé at over 100 m.p.h. for this duration at Montlhéry in 1952.

At one time there was a great deal of record-breaking activity and the establishment of new World and International figures for distance and duration brings considerable publicity, because such runs are officially timed and, in wrestling parlance, no holds are barred. Today, with fewer bonus incentives, fewer records are established, but when they are the task is still thoroughly worthwhile, because whereas a special stunt run or local record attempt can be hushed up if nothing is accomplished, once a car gets going on a World's or International Class record bid the spotlight is turned on and failure cannot escape notice.

Consequently, Ford showed the courage of their convictions in trying for "the ton for a week" with their new V6 and if the official records they broke were rather long in the tooth (Austin Healey lost two of their 1958 figures and the rest had been set up by Citroën 31 years ago), the fact remains that here was a fairly standard saloon car making a bid for records open to pure racing cars.

During this 100-m.p.h. marathon the Zodiac suffered some tyre trouble, resulting in a broken n/s rear spring. This did not stop it and, driven in 3-hour spells by Jackson, Chambers, Bekaert, Maclay and Bowler, the Ford covered 15,000 miles at 105.27 m.p.h. and averaged 103.04 m.p.h. for seven days and nights. It did this at 11-12 m.p.g. of fuel and approximately 500 m.p.p. of oil, aided by special Goodyear tyres, Bendix petrol pumps, Mintex friction-linings, adjustable Armstrong dampers, Pye radio, and Lucas electrics. It was non-standard only in respect of improved ports and manifolds, 3.1-to-1 axle ratio, twin fuel lines and pumps, extra instruments and a Microcell driving seat, and survived nobly heavy rain, fog and Monza's rough patches.

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Front Cover Picture: FIRST APPEARANCE.—Phil Hill and Jo Bonnier driving the winning Chaparral 2D in the 1,000-km. race at the Nurburgring. At its first appearance in Europe the team put up a very creditable performance.

INSTANT COVERAGE

There was a time when we turned eagerly to the weekly motoring papers (out on Tuesdays and Fridays in our youth, price 4d.) for results of the week-end motor racing. Today, with radio and TV coverage of the major races, the weekly, and even the daily and evening papers are being outclassed in this respect, although we hope there is still justification for a considered and detailed monthly review of the situation!

Certainly Player's must be very pleased with the success of their Indianapolis 500 Tele-cast. The transmission was made possible by Viewsport Ltd., who secured the exclusive cinema-screen rights for Player's. The programme was directed by Frank Chirkinian, using 14 cameras round the track and in the pits, 12 commentators, 30 microphones, and four video tape units. He used a 79-man TV crew and 16 monitor-screens to control the filming. Special installations included six steel and concrete towers, 25 ft. to 50 ft. tall, supporting 5 ft. × 7 ft. camera platforms, linked by 17 miles of underground cables to a 20 ft. × 60 ft. control room. The closed-circuit signals were fed from Indiana by co-axial cable and micro-wave link to New York, then to Andover in Maine. From here, the signals were linked on to Early Bird Satellite and relayed to Goonhilly in Cornwall. From there, by co-axial link to the G.P.O. main switching centre in London, they were distributed throughout the U.K., some 30,000 people seeing the video-tape-cum-"live" programme in Rank cinemas at Hammersmith, Finsbury Park, Glasgow, Leeds, Leicester, Manchester, Norwich and Southampton.

Good show!—for it *was* a good show. . . .

A FUTILE ARGUMENT

Mrs. Barbara Castle, speaking to Americans, said of the 70-m.p.h. speed limit: "Only recently I've been quoting the speed limits on your expressways in support of my own experimental 70-m.p.h. speed limit on our motorways. I can assure you it has been a big help. Here are these Americans, I've been able to say, some of the

Continued at foot of next page

Motor Sport Fixture List For July

★ **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
July 1st/3rd	**Automotoklub Benzina** ..	**Praha Spolena**	**Prague**	**Moldau Rally** (*INT.*)	—
July 2nd ..	M.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	10.30 a.m.
July 2nd ..	500 M.C. of Ireland	Kirkistown	Newtownwards	Race Meeting (*C.*)	2.00 p.m.
July 2nd ..	Burnham-on-Sea M.C.	Castle Combe	Chippenham	Sprint (*C.*)	—
July 2nd ..	B.A.R.C.	Crystal Palace	London	Race Meeting (*N.B.*)	2.00 p.m.
July 2nd ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
July 2nd ..	Bristol M.C. & L.C.C.	The Sea Front	Weston-super-Mare	Driving Tests (*R.*)	1.30 p.m.
July 2nd ..	B.R.S.C.C. (N.W.)	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
July 2nd/3rd	Kirkby Lonsdale M.C.	89/656694	Lancaster	Rally (*R.*)	10.00 p.m.
July 2nd/3rd	**A.C. de France**	**Reims**	**Reims**	**French (European) Grand Prix** (*INT.*)	—
July 3rd ..	750 M.C. (Tunbridge Wells) ..	Lydden Hill	Canterbury	Sprint (*R.*)	2.00 p.m.
July 3rd ..	B.S.A. F.W.D. Club	Stanford Park	Rugby	Rally (*C.*)	1.00 p.m.
July 3rd ..	B.A.R.C. (E. Midlands)	Thoresby Hall	Ollerton	Autocross (*R.*)	1.30 p.m.
July 3rd ..	Mid-Cheshire M.R.C.	Great Warford	Knutsford	Autocross (*C.*)	1.00 p.m.
July 3rd ..	Taunton M.C.	St. Audries Bay	Watchet	Hill-Climb (*R.*)	9.00 a.m.
July 3rd ..	750 M.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
July 3rd ..	Cirencester M.C.	Long Newnton	Tetbury	Autocross (*R.*)	2.30 p.m.
July 3rd ..	B.R.S.C.C.	Croft	Darlington	Race Meeting (*R.*)	2.30 p.m.
July 3rd ..	Hagley & Dist. L.C.C.	Vono Works	Tipton	Driving Tests (*R.*)	10.45 a.m.
July 3rd ..	Mid-Cheshire M.R.C.	Dane Villa Farm (101/828767)	Alderley Edge	Autocross (*C.*)	1.30 p.m.
July 3rd ..	Folkestone & E. Kent C.C. ..	Great Everden Farm	Hawkinge	Production Car Trial (*C.*)	11.30 a.m.
July 9th ..	Mid-Cheshire M.R.C.	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
July 9th ..	Aston Martin O.C.	Silverstone	Towcester	Race Meeting (*N.O.*)	12 noon
July 9th ..	S.U.N.B.A.C.	Ragley Park	Alcester	Hill-Climb (*R.*)	2.00 p.m.
July 9/10th	Nucleus M.C.	Harper's Garage (*Scrutineering*)	Letchworth	Rally (*R.*)	10.00 p.m.
July 9/10th	A.P.O.C. C.C.	159/020872	Gerrards Cross	Rally (*C.*)	9.45 p.m.
July 10th ..	Shenstone & Dist. M.C.	Curborough (120/134127)	Lichfield	Driving Tests (*R.*)	11.00 a.m.
July 10th ..	M.G. C.C. (S.E. Centre) ..	Brands Hatch	Farningham	Race Meeting (*R.*)	2.00 p.m.
July 10th ..	Triumph C.C.	Standard-Triumph Works	Coventry	Relay Driving Tests (*C.*)	11.00 a.m.
July 13/17th	**Rheinische-Westfalischer A.C.**	**San Martino**	**San Martino**	**Westphalia Rally** (*INT.*)	**3.00 p.m.**
July 16th ..	750 M.C.	Silverstone	Towcester	Race Meeting (*R.*)	1.30 p.m.
July 16th ..	**R.A.C.**	**Brands Hatch**	**Farningham**	**British Grand Prix** (*INT.*)	**2.45 p.m.***
July 17th ..	**A.C. di Firenze**	**Mugello**	**Florence**	**Mugello Races** (*INT.*)	—
July 17th ..	Harlow & Dist. M.C.	Overhall Farm, Gilston	Harlow	Autocross (*R.*)	2.30 p.m.
July 17th ..	Jaguar D.C.	Brands Hatch	Farningham	Sprint (*R.*)	12.30 p.m.
July 17th ..	Worksop & Dist. M.C.	Firbeck House Farm	Worksop	Autocross (*R.*)	1.30 p.m.
July 17th ..	Aston Martin O.C.	Curborough	Lichfield	Sprint (*R.*)	1.00 p.m.
July 23rd ..	Sevenoaks & Dist. M.C.	Valence School	Westerham	Hill-Climb (*R.*)	2.00 p.m.
July 23rd ..	B.R.S.C.C. (N.W.)	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
July 23rd ..	Bristol M.C. & L.C.C.	Dyrham Park	Bristol	Hill-Climb (*R.*)	2.00 p.m.
July 23rd/24th	**R.A.C. de Belgique**	**Spa**	**Spa**	**Francorchamps 24 Hours** (*INT.*)	**3.30 p.m.**
July 24th ..	B.A.R.C.	Silverstone	Towcester	Race Meeting (*C.*)	2.00 p.m.
July 24th ..	**K.N.A.C.**	**Zandvoort**	**Haarlem**	**Dutch Grand Prix** (*INT.*)	**2.30 p.m.**
July 24th ..	Eastwood & Dist. M.C.	Thoresby Hall	Ollerton, Notts	Autocross (*R.*)	1.30 p.m.
July 24th ..	Burnham-on-Sea M.C.	Critchill Farm	Frome	Autocross (*C.*)	2.00 p.m.
July 24th ..	Scottish M.R.C.	Ingliston	Edinburgh	Race Meeting (*N.B.*)	2.15 p.m.
July 24th ..	B.R.S.C.C. (Northern)	Cadwell Park	Louth, Lincs.	Race Meeting (*C.*)	2.00 p.m.
July 30th ..	Sevenoaks & Dist. M.C.	Castle Combe	Chippenham	Race Meeting (*R.*)	2.00 p.m.
Aug. 4/6th ..	**A.K. Krakowski**	**Cracow**	**Cracow**	**Polish Rally** (*INT.*)	**3.00 p.m.**
Aug. 6th ..	750 M.C.	Silverstone	Towcester	Race Meeting (*N.B.*)	1.00 p.m.
Aug. 6th ..	Hants & Berks M.C.	Great Auclum	Reading	Hill-Climb (*N.B.*)	2.30 p.m.
Aug. 7th ..	Witney M.C.	Crawley Road (145/346114)	Witney	Autocourse (*C.*)	1.00 p.m.
Aug. 7th ..	**A.D.A.C.**	**Nurburgring**	**Nurburg**	**German Grand Prix** (*INT.*)	—
Aug. 7th ..	Farnborough Dist. M.C. ..	Thursley	Farnham	Driving Tests (*R.*)	10.00 a.m.

*Main race.

MATTERS OF MOMENT—continued from previous page

most get-away people in the World and they are willing to accept these disciplines. It has made it more difficult for my critics to dismiss me as a mere kill-joy busy-body." Thus does the Minister of Transport, in her desire to "go-American," overlook the very different conditions existing in the two countries. She insults British car technicians who have built good road-holding and exceptionally fine brakes into British cars. But on an Island-without-shipping perhaps stiffling our exports by design retardation and clogging our roads by speed restrictions is of no concern to the Government?

A QUESTION OF JUSTICE

The Mayor of Stourbridge, Cllr. H. R. Stephens, has declined to serve on the local Bench, quoting his dislike of unfair fines imposed on road-users. He is quoted as saying: "Only recently I have heard of two people with previous records who were fined £10 for shoplifting, while in the same Court a motorist was fined £20 for a driving offence. . . . I have heard of persistent criminals time and time again being given another chance while traffic offenders are given automatic fines and penalties."

BRABHAMS DOMINATE CRYSTAL PALACE B.A.R.C. WHITSUN MEETING (May 30th)

Formula Two—Two Heats

The domination of Formula Two races by the works Brabham-Hondas is becoming a rule to which there are few exceptions. With a joint fastest practice time of 55.2 sec., both Jack Brabham and Dennis Hulme occupied the front row of the grid and stormed ahead in the first heat to take first and second places in that order.

In the second heat, Rees and Rindt led from the start, but by the end of lap one Brabham had taken the lead, Hulme joining him in the next lap to eventually win by a very short head.

Results:

HEAT 1—30 laps—41.7 miles:
1st: J. Brabham (Brabham-Honda) .. 28 min. 18.4 sec.—88.39 m.p.h.
2nd: D. Hulme (Brabham-Honda).
3rd: A. Rees (Brabham-Cosworth).
4th: J. Rindt (Brabham-Cosworth).
5th: F. Gardner (Lola-Cosworth).
6th: P. Arundell (Lotus 44) .. .. 29 laps
Fastest lap: D. Hulme, 55.4 sec.—90.31 m.p.h.

HEAT 2—30 laps—41.7 miles:
1st: D. Hulme (Brabham-Honda) .. 28 min. 09.0 sec.—88.88 m.p.h.
2nd: J. Brabham (Brabham-Honda) .. 28 min. 09.2 sec.
3rd: A. Rees (Brabham-Cosworth).
4th: J. Rindt (Brabham-Cosworth).
5th: F. Gardner (Lola-Cosworth).
6th: E. Offenstadt (Lola-B.R.M.).
Fastest lap: J. Brabham and D. Hulme, 55.2 sec.—90.63 m.p.h. (*new overall record*).

Overall Result:
1st: Brabham; **2nd**: Hulme; **3rd**: Rees; **4th**: Rindt; **5th**: Gardner; **6th**: Offenstadt.

FORMULA THREE RACE:
1st: C. Irwin (Brabham-Ford 66) .. 19 min. 34.2 sec.—85.23 m.p.h.
2nd: P. Courage (Lotus-Ford 41) .. .. 19 min. 41.6 sec.
3rd: P. Gethin (Brabham-Ford 66).
4th: R. Pike (Lotus-Ford 41).
5th: J. Cardwell (Lotus-Ford 41).
Fastest lap: P. Courage and C. Irwin, 58.0 sec.—86.26 m.p.h. (*new record*).

NINE RECORDS* SMASHED ON NEW FORMULA CASTROL

Monza, Ford Zodiac, five British drivers, plenty of hot coffee—and 103.045 mph for seven days & seven nights!

(*Subject to official confirmation).

Midnight at Monza, May 8. A crisp night, with a brisk breeze ruffling the edges of the lap charts on their stiff boards. A sharp click of stopwatches. And the big new Zodiac, OWC500D, pulled quickly away.

New Formula Castrol and Ford were after the records!

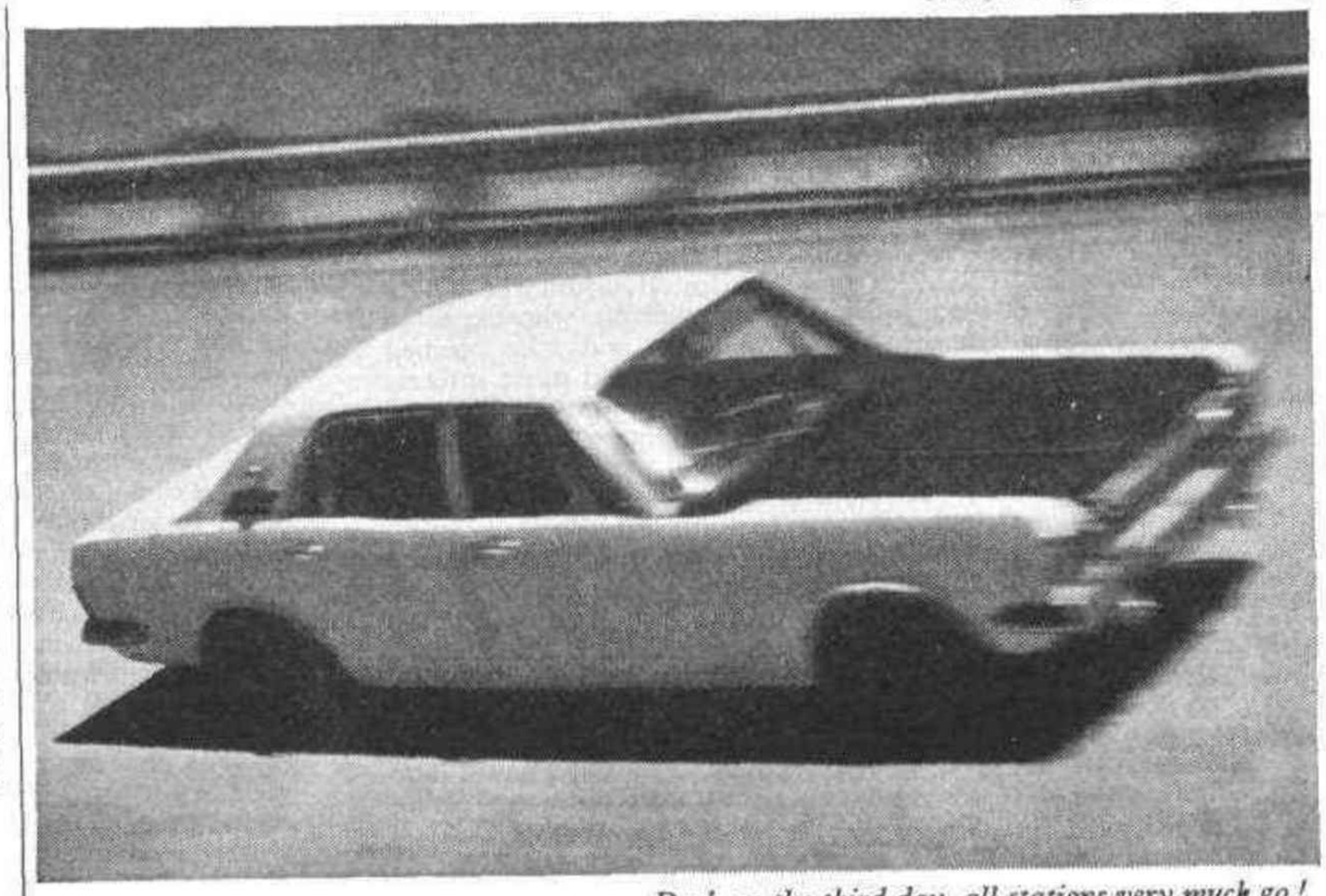
No prototype

For seven days and nights, that big car streamed around Europe's toughest circuit. This was a real test of a real car and a real oil. No prototypes. No tricky tuning. A production car and a standard oil: New Formula Castrol. By the time OWC500D swung into the pits for the last time at midnight, May 15, nine international records had been well and truly smashed.

A great achievement

6,658 laps of Monza's 2.6 mile track. 1 min. 30 secs. per lap. 17,311 miles. An average speed of 103.045 mph for seven days and nights. A great achievement for the Ford and for drivers Chambers, Jackson, Bekaert, Bowler and Maclay. But the test wasn't over for Castrol. Now the scrutineers moved in. Stripping the Zodiac's engine. Checking on New Formula Castrol's work with cool, objective eyes. This, you might say, is where the story really begins.





Dusk on the third day, all stations very much go!

Friction and fact

New Formula Castrol is not new for the sake of being new. Castrol research has long been working on the major problem in today's high-stressed engines: *friction*. This is the major cause of wear. And loss of performance. And increased repair bills. Friction, as an engine's natural enemy, was Castrol research chemists' natural enemy. The next major breakthrough in oil had to be the lowering of the friction level.

The breakthrough

Tungsten is one of the hardest substances known. If tungsten could be so liquefied that it became an integral part of Castrol oil—the breakthrough would happen. It happened! New Formula Castrol is the first motor oil with 'liquid Tungsten.' And this is no mere additive story. The tungsten in New Formula Castrol is part of New Formula Castrol. It cannot separate out. It's there for the life of the oil.

The proof

Meanwhile, back at the track. The report from the scrutineers of the record-breaking Ford added to the pile of evidence on the success of New Formula Castrol. Less than 1 pint of New Formula Castrol per 1000 miles. Mean bore wear: .0004. An incredibly low figure in a test of this severity. New Formula Castrol promises you increased engine life, lower oil consumption, and maximum power development. It keeps its promise. This is why New Formula Castrol is approved by all British car manufacturers. So, lower your friction level. Ask for New Formula Castrol—first motor oil with 'liquid Tungsten'.

CASTROL

Britain's most successful oil

BELGIAN G P.

An Italian Victory

SPA, BELGIUM, *June 13th.*

THE second race in the 1966 series of Grandes Epreuves was the Belgian event, held on the traditional and splendid "Circuit Permanent of Francorchamps" in the hills above the town of Spa. This real Grand Prix circuit formed from the normal road system, but with permanent pits, paddock and grandstands, was obviously going to allow the new 3-litre Grand Prix cars to show their true worth. New 3-litre machinery dominated the pit area in practice, though much of it was unraced and some was even untried, but nevertheless the quantity and variety showed healthy progress for the new Grand Prix Formula, which is still in very early days.

Jack Brabham had his V8 Repco-engined car, as at Monaco, Ferrari had the two V12-engined cars already seen, all five Cooper-Maserati V12 cars were present, comprising the two works cars and the three privately-owned ones, B.R.M. had two H16-cylinder cars, Team Lotus had their first new car with H16-cylinder B.R.M. engine, McLaren had his Monaco car, but had fitted a V8 Serenissima engine in place of the Indianapolis-type Ford V8, which is undergoing some redesigning, and Gurney had the first of his All-American Racers Eagle cars, temporarily fitted with a 2.7-litre Coventry-Climax 4-cylinder engine until his V12 Weslake engine is ready. To make up the numbers, or to be used if the new 3-litre cars proved un-raceworthy, were the stop-gap cars, Hulme's 4-cylinder 2.5-litre Coventry-Climax-powered works Brabham, the Dino 2.4-litre V6 Ferrari for Bandini, the Team Lotus car R11, with 2-litre Coventry-Climax V8 engine, two works B.R.M. 2-litre V8 Tasman cars, Parnell's Lotus-B.R.M. 2-litre V8 for Spence, and Team Chamaco-Collect's ex-works B.R.M. 2-litre V8 for Bondurant. There were those optimists among the unknowledgeable who expected miracles from new engines or new chassis, and who seemed surprised and upset when teams or drivers showed more interest in the obsolete smaller-engined cars. It is one thing to design a new car or a new engine, quite an achievement to actually build the design and make it run, but then the real work begins, which is to make it raceworthy, let alone a winner.

Practice began on Friday afternoon and Stewart was soon setting the pace with a 2-litre V8 B.R.M., but the Ferrari team seemed very happy and confident, and it was clearly only a matter of time before Surtees began to extend the 3-litre V12 Ferrari. Although the Grand Prix lap record stood to Gurney in a 1½-litre Brabham-Climax V8 with 3 min. 49.2 sec., set up in 1964, last year Graham Hill had lapped in practice at 3 min. 45.4 sec. in a 1½-litre B.R.M. V8. Earlier this year Parkes had set a new course record with a prototype sports car 330P/3 Ferrari with 3 min. 46.4 sec., and there were those who seemed to think the 3-litre G.P. cars would not beat this figure! As the 2-litre B.R.M.s were last year's cars with an extra 500 c.c. and subsequent horsepower increase, an improvement on 3 min. 45 sec. would present no difficulty and 3 min. 40 sec. did not seem an optimistic target for the 3-litre Ferrari in this first practice period. Weather conditions were splendid as Stewart kept knocking seconds off his lap times, being down among the 3/43 to 3/42 bracket quite early on. Bandini was practising with the 2.4-litre V6 and going very fast, while Brabham was quietly getting on with the job and was well in the running. Others were in dire trouble, Ginther's Cooper-Maserati V12 broke its self-locking differential while he was getting ready to practise, Rindt had barely begun to learn his way round before his engine broke, and Clark only did one lap in his Lotus to discover that the wrong final drive ratio had been fitted. Arundell did three exploratory laps with the brand new Lotus, with 3-litre H16-cylinder B.R.M. engine, before it suffered an internal breakage, and McLaren was having oil-leaking problems amongst others, with his temporary Serenissima V8 engine. Gurney was running his Eagle with a 4-cylinder Coventry-Climax engine and Hewland gearbox in order to get experience with the new chassis, until the proper engine is ready, but he was having minor troubles with the mechanical components. Both B.R.M. works drivers had a new 16-cylinder car at their disposal and did some tentative laps, but seemed to be concentrating on the V8-engined cars. The timekeepers were given no indication of which car a driver was using, so that they did not know which car did the fast times, but both Hill and Stewart made their fast laps with the 2-litre V8 cars.

Surtees tried the V12 Ferrari on Firestone tyres as well as Dunlop, his car being the one he used at Monaco, and was fitted with knock-off rear hubs and wheels as used on the P3 sports/prototype. Bandini's V12 Ferrari, which he did not use until the second practice, had this type of hub and wheel both back and front. The V12 Ferrari trouble at Monaco had proved to be a broken differential housing, caused by the fact that the twisty circuit and extra power of the 3-litre engine was demanding that the differential was working overtime, the car seldom running absolutely dead straight.

Nothing seemed to be going right for Clark, or Team Lotus, as their new car could not be repaired and the 2-litre was giving trouble with its gear-change, the engine was not going well and it finally broke, and grease ran out of the front hubs all over the brakes. Through all this Clark was getting more and more disgruntled and making very little progress. Coopers were not much happier for though they had made redesigned drive-shafts to obviate their Monaco troubles, and had fitted the three private-owner cars as well as their own with them, other troubles had arisen. Once the V12 Ferrari had been adjusted right, Surtees began to use its potential and he was very soon going faster than Stewart, and without too much effort he recorded 3 min. 40.4 sec., to set F.T.D. for the afternoon, an average of just over 143 m.p.h., and there was more to come. During the two-hour session, which was barely long enough, Phil Hill had been circulating in M.G.M.'s McLaren-Ford V8 single-seater with a camera on the front, taking films of people practising.

Before the Saturday practice began the Grand Prix Drivers' Association foregathered and decided that this business of a camera-car circulating amongst them, while they were practising for a serious event, was getting a bit out of hand and in future should be restricted to a special period at the end of official practice. The Saturday practice was delayed for 45 minutes while the local fire-brigade dealt with a forest fire up in the Burnenville hills, but it had not been started by the film-making crowd as some unkind people suggested. Surtees was all set to go, mounted on Firestone tyres, and the moment the circuit was clear he was off and in no time at all had clocked a shattering 3 min. 38.0 sec., nearly 145 m.p.h. average, and at that seemed content to sit back and see if anyone could match his performance. Needless to say no-one could, for the new B.R.M.s were far from right and Stewart and Hill were concentrating on the old 2-litres, while Team Lotus had no cars at all, Chapman and Clark having flown to England to rustle up some parts for the V8, the new H16 B.R.M.-engined car being beyond immediate repair. Hulme was just leaving the pits when a front-wheel bearing seized solid, but Brabham was getting on all right. Coopers seemed to be overcoming their troubles and Rindt did a praiseworthy 3 min. 41.2 sec. to take second F.T.D. from Stewart, but Surtees was unapproachable. Neither Gurney nor McLaren seemed to be making any headway at all, both suffering at times from a surplus of oil in the wrong places, and they could not even approach a good 1½-litre lap time. McLaren's sports-type Serenissima engine finally broke up its bearings, which put paid to his hopes of starting the race as he had no spare engine. Bonnier's Cooper-Maserati V12 was going well and Spence made a very good time with Parnell's Lotus-B.R.M. 2-litre. Due to the delayed start practice was extended from 6 p.m. to 6.30 p.m., but Surtees' opening laps remained unbeaten.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
3	J. Brabham	Brabham-Repco V8–3-litre	3. 43.5	3. 41.8
4	D. Hulme	Brabham-Climax 4-cyl.–2.5-litre	3. 51.4	3. 53.8
6	J. Surtees	Ferrari V12–3-litre	**3. 40.4**	**3. 38.0**
7	L. Bandini	Ferrari V6–2.4-litre	3. 43.8	3. 44.7
8	R. Bondurant	B.R.M. V8–2-litre	3. 51.9	3. 50.5
10	J. Clark	Lotus 33-Climax V8–2-litre	3. 45.8	–
11	P. Arundell	Lotus 43-B.R.M. H16–3-litre	5. 01.2	–
14	G. Hill	B.R.M. V8–2-litre	3. 45.6	3. 46.0
15	J. Stewart	B.R.M. V8–2-litre	3. 41.5	3. 41.9
16	M. Spence	Lotus 25-B.R.M. V8–2-litre	3. 46.9	3. 45.2
18	R. Ginther	Cooper-Maserati V12–3-litre	–	3. 45.4
19	J. Rindt	Cooper-Maserati V12–3-litre	3. 53.0	3. 41.2
20	J. Bonnier	Cooper-Maserati V12–3-litre	3. 46.5	3. 44.3
21	J. Siffert	Cooper-Maserati V12–3-litre	–	3. 53.8
22	G. Ligier	Cooper-Maserati V12–3-litre	3. 55.5	3. 51.1
24	B. McLaren	McLaren-Serenissima V8–3-litre	3. 57.6	4. 36.1
27	D. Gurney	AAR Eagle-Climax 4-cyl.–2.7-litre	3. 57.6	3. 58.1
28	P. Hill	McLaren-Ford V8–4.7-litre	4. 01.7	–
7	L. Bandini	Ferrari V12–3-litre	–	no time
14	G. Hill	B.R.M. H16–3-litre	no time	no time
15	J. Stewart	B.R.M. H16–3-litre	no time	no time
8	V. Wilson	B.R.M. V8–2-litre	4. 26.0	–

For both days of practice the weather had been superb, but on Sunday morning the sky was cloudy and overcast and rain was in the offing. Team Lotus had repaired Clark's car and during the morning he went out to try it, but had not gone far when a rear suspension part collapsed and he skated to rest on the chassis. There was a panic as the car was rushed back to the garage for repairs and inspection, with the result that they were very late in arriving at the pits after lunch, for the 3.30 p.m. start. Both works B.R.M. drivers had been delegated to the 2-litre V8-engined cars, Bandini had decided to stick to the V6 Ferrari until he had become more accustomed to the more powerful V12 Ferrari, and he and Surtees had their cars mounted on Firestone dry-road tyres. Siffert's Maserati engine was showing signs of an internal water leak, and Bondurant's B.R.M. had been painted to look like the works McLaren and was carrying McLaren's number for the benefit of the film people, to whom accuracy would appear to be of secondary importance.

STARTING GRID

↑

6 J. Surtees (*Ferrari V12*) 3 min. 38.0 sec.

19 J. Rindt (*Cooper-Maserati V12*) 3 min. 41.2 sec.

15 J. Stewart (*B.R.M. V8*) 3 min. 41.5 sec.

3 J. Brabham (*Brabham-Repco V8*) 3 min. 41.8 sec.

7 L. Bandini (*Ferrari V6*) 3 min. 43.8 sec.

20 J. Bonnier (*Cooper-Maserati V12*) 3 min. 44.3 sec.

16 M. Spence (*Lotus-B.R.M. V8*) 3 min. 45.2 sec.

18 R. Ginther (*Cooper-Maserati V12*) 3 min. 45.4 sec.

14 G. Hill (*B.R.M. V8*) 3 min. 45.6 sec.

10 J. Clark (*Lotus-Climax V8*) 3 min. 45.8 sec.

8 (24) R. Bondurant (*B.R.M. V8*) 3 min. 50.5 sec.

22 G. Ligier (*Cooper-Maserati V12*) 3 min. 51.1 sec.

4 D. Hulme (*Brabham-Climax 4-cyl.*) 3 min. 51.4 sec.

21 J. Siffert (*Cooper-Maserati V12*) 3 min. 53.8 sec.

27 D. Gurney (*Eagle-Climax 4-cyl.*) 3 min. 57.6 sec.

P. Hill (*McLaren-Ford V8*) Camera-car

Non-starters : B. McLaren (*McLaren-Serenissima*), No. 24. P. Arundell (*Lotus-B.R.M. H16*), No. 11.

As starting time drew near rain was imminent, so Ferraris changed back to Dunlop wet-road tyres rather than take a risk with Firestone wet-weather tyres that they had not tried. After the drivers had been taken round the circuit on a parade lap in the passenger seats of various open cars, and the film people had used up time on " mock racing," the cars were assembled on the grid and with two minutes to go all fifteen engines were running and making a fine sound. As they moved down to the start line an anxious Jochen Rindt was in the centre of the front row, with Surtees on his left and Stewart on his right, and rain-clouds could be seen over the hills ahead of them. It was indeed strange to see Clark and Graham Hill side by side on the fourth row of the grid as the flag fell, some seconds prematurely, Clark was not ready and got left behind. The leaders were over the Eau Rouge, with Surtees already in front, as Clark gave his Lotus-Climax a great boot-ful of revs and stormed off in pursuit. The cars were still within earshot when the loudspeakers announced that the rain previously reported at Stavelot had now reached Malmedy, and the order was Surtees (Ferrari), Rindt (Cooper-Maserati), Brabham (Brabham-Repco), Bandini (Ferrari) and Stewart (B.R.M.), and then there was an announcement that Bonnier and Spence had gone off the road at Burnenville but were unhurt. Surtees was announced as still leading at Stavelot, but this was followed by a garbled message that Stewart and Hill had gone off the road on the Masta straight, but that Hill was going to continue. The leaders could be heard approaching from Blanchimont and soon Surtees shot into view on the approach to La Source hairpin. He rounded the corner and was down past the pits before Brabham appeared with Bandini right behind him. Then came Ginther, Rindt and Ligier and a complete silence with no more cars appearing; there were nine cars missing on this opening lap. A long while later Gurney appeared, not going very fast, and then Phil Hill drew into the pits with the camera-car. The leaders were now due to re-appear and this time it was Bandini who led, followed by Surtees, Rindt and Brabham, with Ginther and Ligier already some way back, and the rain which had obviously precipitated the first-lap incidents now reached the pit area. On lap three Surtees was back in the lead, with Rindt and Bandini in his wake, Brabham quite a long way back and Ginther and Ligier even further back, the only remaining runner being Gurney, going very slowly with a sick engine. Hulme then appeared with his right front suspension bent back and the wheel travelling sideways, and retired at the pits.

On the next lap Rindt had forced his Cooper-Maserati through the spray of the leading Ferrari and was now commanding the race, Surtees prudently dropping back just out of range of the spray from the Cooper's wheels, while Bandini dropped much further back. While the runners were on their fifth lap Graham Hill came round in his B.R.M. and stopped at the pits, while an ambulance brought Stewart and Bondurant into the paddock hospital for attention. Gradually the holocaust of the opening lap was pieced together, for Clark had arrived back on foot, his engine having broken before he reached the top of the Burnenville hill. Down the other side Bonnier and Spence had lost control on the wet road, as had Siffert and Hulme, and at the ess-bend in the very fast Masta straight Rindt had experienced a monumental series of spins on the wet track, but was able to continue, while Stewart, Bondurant and Hill had also spun, in that order, the first two crashing and Hill coming to rest unscathed in the straw bales. He and Bondurant had extracted the injured Stewart from his wrecked B.R.M.

With rain all round the circuit the race speed was relatively low, Rindt lapping in around 4 min. 30 sec., but he was doing a most courageous job of work at an average speed of nearly 105 m.p.h. Surtees was content to let the Cooper driver set the pace and stayed just clear of the flying spray and by the eighth lap they had lapped Ginther, as had Bandini who was holding a lonely third position. Ligier stopped at the pits to adjust his clutch and lower his tyre pressures, and there were only seven cars circulating, Gurney being a long way last and going slow enough at times to hear the race order on the loudspeaker system! The rain kept on and on and there was no question of any overtaking, it was a matter of keeping going and not sliding off the road. Brabham was fourth and each time past the pits he seemed surprised to find his pit crew were still there and were signalling him how the race was progressing.

In past years the Belgian G.P. had been over 36 laps, last year it was 32 laps, and this year it had been shortened still further to 28 laps, for which everyone was grateful under the prevailing conditions. By 20 laps the rain was easing off and Surtees could see the Cooper-Maserati in front of him, instead of merely a cloud of spray. Rindt's car was having trouble with the limited-slip differential, which did not affect the car too badly on the streaming wet roads but as the surface dried he was troubled more and more, and when Surtees went by into the lead on lap 24, as expected, Rindt could not do much about it. They both lapped Bandini before the end and Surtees won a gruelling and unhappy Belgian Grand Prix, with a very courageous Jochen Rindt a few seconds behind in second place, much to the joy of the Cooper team. The young Austrian driver had begun to show the possibilities of the Cooper-Maserati in practice, and had done a splendid job of work in the very difficult race conditions, and it was no disgrace to be beaten by John Surtees and the V12 Ferrari. If the rain had not stopped and the track dried out it would have been interesting to have seen the outcome, but no-one would have wished the seven survivors to drive in the rain longer than was necessary.

The new F.I.A. rules state that competitors must complete 90% of the total race distance in order to be classified as a finisher, and poor Ligier missed out by less than a lap, after persevering so hard.—D. S. J.

Results :

BELGIAN G.P.—Formula One—28 laps—394.8 kilometres—Wet

1st : J. Surtees (Ferrari V12-3-litre) (Entrant: SEFAC Ferrari) .. .. 2 hr. 09 min. 11.3 sec.—183.360 k.p.h.

2nd: J. Rindt (Cooper-Maserati V12-3-litre) (Entrant: Cooper Car Company) .. .. 2 hr. 09 min. 53.4 sec.

3rd : L. Bandini (Ferrari V6-2.4-litre) (Entrant: SEFAC Ferrari) .. .. 27 laps

4th : J. Brabham (Brabham-Repco V8-3-litre) (Entrant: Brabham Racing Organisation) 26 laps

5th : R. Ginther (Cooper-Maserati V12-3-litre) (Entrant: Cooper Car Company) .. .. 25 laps

Running at end but not classified : G. Ligier (Cooper-Maserati V12), 24 laps; D. Gurney (Eagle-Climax), 20 laps.

Fastest lap : J. Surtees (Ferrari V12), in 4 min. 18.7 sec.—196.211 k.p.h.

Retired : J. Clark (Lotus-Climax V8), engine, lap 1; J. Bonnier (Cooper-Maserati V12), accident, lap 1; M. Spence (Lotus-B.R.M. V8), accident, lap 1; J. Stewart (B.R.M. V8), accident, lap 1; R. Bondurant (B.R.M. V8), accident, lap 1; G. Hill (B.R.M. V8), accident, lap 1; J. Siffert (Cooper-Maserati V12), engine, lap 1; D. Hulme (Brabham-Climax 4-cyl.), accident, lap 1.

15 starters — 5 finishers.

Spa Splutters on page 608

LE MANS 24 HOURS

An American Victory

LE MANS, FRANCE, *June 18th/19th.*

THIS year Ford came to Le Mans in a much more organised manner than in the previous two years and the whole Detroit-supported project looked much more likely to achieve success than previously. There were eight 7-litre Mk. II Ford racing coupés, three run by Shelby American, three by Holman and Moody and two by Alan Mann Racing and all the cars were prepared to the same specification, differing only in colour, which was done for identification purposes, but unlike in previous years this was a concerted and united effort controlled much more strictly by Ford staff. In direct opposition were two works 330P/3 Ferrari coupés and an open 330P/3, the last on loan to Chinetti's N.A.R.T. team. Backing up the works Fords were numerous private teams running 4.7-litre GT40 models, and on the side of the works Ferraris were private teams with 365P/2, 275LM, Dino 206 and GTB models, but the atmosphere at Le Mans was much stronger than Ford *versus* Ferrari, it was America *versus* Europe, and the United States had added strength in their armoury from a lone Chaparral, while Europe had Porsche to rely on for solid support.

During practice America showed its strength when Gurney made fastest lap at a staggering 3 min. 30.6 sec., an average speed of 230.102 k.p.h. (approx. 142.8 m.p.h.) and he was not alone, for the other Fords were right behind him and the Ferraris could only manage to get in the midst, being overwhelmed by sheer numbers. Before practice finished both sides had been struck a severe body blow, for Surtees had an altercation with his team manager and went off in a huff, just when Ferrari and Europe needed him most, and one of the Ford drivers, the American Dick Thompson, caused an accident and did not comply with the rules about reporting it and was disqualified. As he was co-driver to Graham Hill in one of the Alan Mann cars this was a serious blow indeed, but some rushing around got Brian Muir, the Australian saloon-car driver, over as a replacement. Ford had already had to solve a lot of driver problems for accidents had prevented Foyt, Ruby and Stewart from joining the team as arranged.

The days prior to the race had been extremely hot, but Saturday was rather ominous, with gathering clouds and a much lower temperature and thirty minutes before the traditional 4 p.m. start a drizzling rain began, causing a lot of tyre changing, both as regards tread pattern and make; however, the rain did not develop quite as anticipated so that some people were caught out. Henry Ford II was invited to drop the starting flag and send the 55 drivers running across the track to their waiting cars to start the Grand Prix d'Endurance, or 24 Hours of Le Mans. The line-up was in order of practice times and from Gurney at the head with the red 7-litre Ford there was a long line of very powerful and very fast cars, probably more than Le Mans has seen before, which made one rather apprehensive of some of the tiny cars and inexperienced drivers at the lower end of the row. In the solid phalanx of Ford machinery the Ferraris were fifth, seventh, eighth, fifteenth, sixteenth and seventeenth, with the Chaparral tenth, which was not a very hopeful situation for Europe, considering the cars had not yet started their first lap. Graham Hill led the opening stage, followed by Gurney, these two running away from the rest of the field, but European hopes rose as three Fords headed for the pits at the end of the opening lap. Ken Miles stopped very briefly to have his door shut, Whitmore came in to stay for repairs with a broken brake pipe and Hawkins limped in with a broken drive-shaft, which had given him some exciting moments at the end of the Mulsanne straight. Rodriguez in the N.A.R.T. Ferrari P3 had made a terrible start but recovered quickly and by 4.30 p.m. he was in fourth place, ahead of Parkes, but Gurney, who now led Hill, and Bucknum were all out of sight. Miles was travelling very fast and making up time for his stop, and although Ford tactics had called for 3 min. 36 sec. laps some of the 7-litre cars were nearer 3 min. 33 sec. a lap and there was a bit of a free-for-all going on.

In the 2-litre category, which was all-European, but nevertheless very interesting, Porsche were leading from Matra-B.R.M., while two of the Dinos had fallen by the wayside and by 5 p.m. the remaining Dino was in trouble and on its way out, so that Ferrari's small arms had proved quite useless as supporting forces. By this time Gurney was way ahead, with Graham Hill holding second place, Bucknum third, Rodriguez fourth and Miles up in

No.	Drivers	Model	Colour	Engine	Entrant
FORD FACTORY CARS—all V8-cylinder engines:					
1	K. Miles/D. Hulme	Mk. II	Light blue	7-litre push-rod	Shelby American Inc.
2	B. McLaren/C. Amon	Mk. II	Black	7-litre push-rod	Shelby American Inc.
3	D. Gurney/J. Grant	Mk. II	Red	7-litre push-rod	Shelby American Inc.
4	P. Hawkins/M. Donahue	Mk. II	Bronze	7-litre push-rod	Holman & Moody Inc.
5	R. Bucknum/R. Hutcherson	Mk. II	Gold	7-litre push-rod	Holman & Moody Inc.
6	L. Bianchi/M. Andretti	Mk. II	Royal blue	7-litre push-rod	Holman & Moody Inc.
7	G. Hill/B. Muir	Mk. II	Silver	7-litre push-rod	Alan Mann Racing
8	J. Whitmore/F. Gardner	Mk. II	Yellow	7-litre push-rod	Alan Mann Racing
FERRARI FACTORY CARS—all V12-cylinder engines:					
20	M. Parkes/L. Scarfiotti	330P/3	Red	4-litre four-cam-shaft	SEFAC Ferrari
21	L. Bandini/J. Guichet	330P/3	Red	4-litre four-cam-shaft	SEFAC Ferrari
27	P. Rodriguez/R. Ginther	330P/3	Red	4-litre four-cam-shaft	N.A.R.T. Chinetti
FORD SUPPORTING CARS—all V8-cylinder engines:					
12	J. Rindt/I. Ireland	GT40	Light blue	4.7-litre push-rod	F. English Ltd., Bournemouth
14	P. Sutcliffe/D. Spoerry	GT40	Red	4.7-litre push-rod	Scuderia Filipinetti
15	G. Ligier/R. Grossmann	GT40	White	4.7-litre push-rod	Ford France
59	R. Scott/P. Revson	GT40	White	4.7-litre push-rod	Essex Wire Corp.
60	J. Ickx/J. Neerpasch	GT40	White	4.7-litre push-rod	Essex Wire Corp.
FERRARI SUPPORTING CARS:					
16	R. Attwood/D. Piper	365P/2	Red/blue	4.4-litre two-camshaft V12	Maranello Concessionaires
17	"Beurlys"/P. Dumay	365P/2	Yellow	4.4-litre two-camshaft V12	Ecurie Francorchamps
18	M. Gregory/R. Bondurant	365P/2	White/blue	4.4-litre two-camshaft V12	N.A.R.T. Chinetti
19	W. Mairesse/H. Muller	365P/2	Red	4.4-litre two-camshaft V12	Scuderia Filipinetti
25	N. Vaccarella/M. Casoni	Dino 206	Red	2.0-litre four-camshaft V6	N.A.R.T. Chinetti
26	G. Biscaldi/Bourbon-Parma	GTB	Red	3.3-litre two-camshaft V12	N.A.R.T. Chinetti
28	G. Gosselin/de Keynn	275LM	Yellow	3.3-litre two-camshaft V12	Ecurie Francorchamps
29	R. Pike/P. Courage	GTB	Red/blue	3.3-litre two-camshaft V12	Maranello Concessionaires
36	M. Salmon/D. Hobbs	Dino 206	Red/blue	2.0-litre four-camshaft V6	Maranello Concessionaires
38	C. Kolb/G. Follmer	Dino 206	Red	2.0-litre four-camshaft V6	N.A.R.T. Chinetti
57	C. Dubois/P. Noblet	GTB	Yellow	3.3-litre two-camshaft V12	Ecurie Francorchamps
OUTSIDER:					
9	J. Bonnier/P. Hill	2D	White	5.3-litre push-rod V8	Chaparral Cars, Texas

fifth place after lowering the lap record successively to 3 min. 33.1 sec. Bonnier in the Chaparral was next, then Parkes, Guichet, McLaren and Bianchi, so the situation was Ford, Ford, Ford, Ferrari, Ford, Chaparral, Ferrari, Ferrari, Ford and Ford, with more following. During the second hour rain began to fall as refuelling stops became due and this caused a minor panic as well as numerous heart-searching decisions about further tyre changing. The yellow Ford of Whitmore/Gardner and the bronze one of Hawkins/Donahue had both been repaired and gone out again, but neither were very fit and were back in the pits when the leaders came in for fuel, which caused something of a shambles due to lack of space and Graham Hill just could not find room and had to go on for another lap. After this commotion the order was cars number 3, 1, 27, 5, 7, 20, 21, 2, 6, 18, with Ginther doing his best in the P3 Ferrari, but Ford overwhelming by numbers, Denis Hulme took over from Miles and continued the good work, taking the lead from Gurney's partner Jerry Grant, while Muir was doing a remarkable job bearing in mind he had not sat in a Ford GT or seen Le Mans until the morning of the race. Even before darkness fell the pace was beginning to take its toll and many of the weak as well as the strong had fallen out, Ford number 4 having a broken differential and number 8 being delayed further by a defective clutch-operating mechanism, which put it behind the minimum regulation distance, so it was withdrawn. Two of the small cars, a 6-cylinder ASA and a Peugeot 204-engined C.D., caused a worrying diversion by getting tangled up on the Mulsanne straight and catching fire, luckily without

serious hurt, and before midnight it looked as though the American might was beginning to stumble. Graham Hill walked back to the pits having left number 7 by the roadside with broken suspension, and number 6, the Bianchi/Andretti car, had broken its engine; the Chaparral had gone out ignominiously with a flat battery, but number 20 Ferrari had gone out with a flourish when Scarfiotti collected a C.D. in the Esses, and Schlesser had been involved through there suddenly being nowhere for him to aim his Matra without having an accident, which was very hard on the French firm.

At midnight Gurney/Grant (Ford), Miles/Hulme (Ford) and Rodriguez/Ginther (Ferrari) had all completed 126 laps, while McLaren/Amon (Ford) were one lap behind, Mairesse/Muller (Ferrari) were four laps behind and Bandini/Guichet (Ferrari) were five laps behind. Ford's supporting forces were moving up, but immediately behind them were four Porsches presenting a very solid front, running splendidly and with no troubles at all. One hour later the Mairesse/Muller Ferrari had dropped back a place and there were only thirty-two cars left running and the cold and damp night was beginning to reach its lowest ebb. It is at this time of the race that unexpected things seem to happen, and true to form trouble struck both camps, with the Rodriguez/Ginther Ferrari going out with gearbox trouble and one of the private Fords of the Essex Racing Team going out with a broken engine. At 3.30 a.m. Muller brought the Swiss Ferrari into the pits with its gearbox broken and the remaining works Ferrari was delayed by a broken brake pipe. As dawn broke the list of runners had diminished to twenty-seven and Fords filled the first six places, followed by the works Porsches, while such Ferraris as were running were either sick or tired. The three GTB Ferraris were still running perfectly, but of course could not hope to match any of the prototypes for speed. As the world of the 24 Hours began to wake up and the sleepy ones came to life again Ford lost a steady runner when the Ligier/Grossman GT40 went out with engine trouble and Ferrari looked like losing the N.A.R.T. GTB Ferrari as its clutch and gearbox were breaking up.

Just after breakfast (8 a.m.) there was strife in all directions, for the sole remaining P3 Ferrari had been suffering from an internal water leak in the engine and a slipping clutch, and it finally succumbed, while Spoerry crashed the Filipinetti Ford GT40 he had been sharing with Peter Sutcliffe and the Belgian 275LM Ferrari staggered to a final halt at the pits having been losing water and overheating for a long while, but even more serious was the fact that the Gurney/Grant Ford was beginning to show signs of failing. There were now only twenty-four cars in the race, and it was barely mid-morning when gloom descended on the Shelby pits as car number 3 came slowly in to retire, having lost its water, overheated, and was unable to replenish anyway due to the rule demanding a certain distance between taking on fluids other than petrol. The N.A.R.T. GTB Ferrari was disqualified for transgressing the rules when starting away from the pits without a clutch, and although Fords were in the first three places with the only three Mk. II cars running they were not terribly confident, seeing victory approaching but knowing how things can still fall apart in the last few hours of Le Mans. In order to cut out any possibility of a nonsense that might make team personnel make a mistake the Ford pits got tough and cleared out all the " hangers on " and the myriad of photographers and TV and radio people, who invariably get in the way, and quite rightly so, for they had a lot at stake and had worked fantastically hard to reach this point at Le Mans, a point that was by no means a certain victory for them. The fact that the race was not yet won was brought home with a jolt when two of the small cars which had been running like clocks suddenly blew up; the second Austin Healey broke its head gasket and an Alpine broke its water pump, the first Healey having expired with clutch trouble.

At noon, with four hours still to run, there were only sixteen cars left running, the three Fords, with the McLaren/Amon car now slightly in front of the Miles/Hulme car, the Bucknum/Hutcherson Ford was nine laps behind, and then came a whole row of Porsches making a stupendous impression by the way they were still cracking round and sounding indecently healthy, while the remaining Alpine-Renault Gordinis sounded as if they had only just started the race, and most incredible was the fact that the lone French-driven Mini-Marcos was still buzzing round. By 2 p.m. rain started and everyone began to go very gently, not wishing to make any silly mistakes at this late hour. With barely 1¼ hours left to run there was horror in the Porsche pits as the Gregg/Axelson car arrived with a dead engine and something broken in the valve gear. This caused some alarm and despondency for the last thing that anyone expected was for one of the very healthy Porsche engines to break at this late stage. The Maranello Concessionaires Ferrari GTB driven by the two well-known Formula Three drivers, Pike and Courage, had been going like a train, and suddenly a brake pipe was broken and Pike had to stand in the pits and restrain himself while it was mended and the system was bled of air, all of which was very frustrating at this late hour, but it did make people realise that no race is ever won until the end and Le Mans does not finish until 4 p.m. on Sunday.

In the final hour the rain ceased but the roads were streaming wet and the big Fords really looked like power boats as they circulated. Shelby still had his two cars running; Holman & Moody their sole survivor; Porsches had five very healthy cars and a sick one that was hoping to set of and complete one final lap as 4 p.m. arrived. Alpine had four of their remarkably fast little 4-cylinder prototypes still running, the Mini-Marcos was still there, and the only Ferrari survivors were two standard production GTB coupés. During the last half-hour the two Shelby cars closed up together, Miles waiting for McLaren, who had lost the lead during the final pit stops for refuelling, and the light-blue and the black 7-litre Fords circulated quietly together, gathering up the gold car of Bucknum as they started what was obviously going to be their final lap and a thoroughly well deserved victory for Ford, won through pulverising the opposition, even at the cost of heavy losses to their own forces. The atmosphere was still very wet and damp as the survivors toured round on their final lap, endeavouring to arrive at the finish as near to 4 p.m. as possible. By a pre-arranged plan the Fords of McLaren and Miles arrived, headlights ablaze, in as near a dead-heat as they could judge, with Bucknum just behind them. It was indeed impressive and an undisputed victory, but the powerful line of Porsches was something of which Stuttgart could be very proud, the only blemish bring that the sick car could not drag itself away on its last lap and had to be abandoned leaving fifteen survivors in the hard and bitterly fought race.

The celebrating was dampened somewhat when the timekeepers announced that McLaren and Amon had won, a dead-heat being impossible as the cars had started at 4 p.m. on Saturday with the Miles/Hulme car already some yards ahead on the starting grid, so that as they had arrived side-by-side on the same lap on Sunday at 4 p.m. the McLaren/Amon car must have covered a greater distance in the 24 hours, the difference being quoted as twenty metres. The over-acting of the Shelby team had back-fired on them and McLaren and Amon were received as rather surprised and dissatisfied winners. Colin Davis and Jo Siffert won the Index of Performance with a works Carrera Six Porsche running on fuel injection, and they also won the 2-litre class, having dominated it throughout the 24 hours.—D. S. J.

Results :

LE MANS—24 Hours—Classification on Distance—Conditions very unsettled

1st : B. McLaren/C. Amon (Ford Mk. II)—Shelby American .. .. 4,843.090 km.—201.795 k.p.h.
2nd: K. Miles/D. Hulme (Ford Mk. II)—Shelby American .. .. 4,843.070 km.
3rd : R. Bucknum/R. Hutcherson (Ford Mk. II)—Holman & Moody .. .. 4,681.570 km.
4th : C. Davis/J. Siffert (Porsche Carrera 6)—Porsche Engineering .. .. 4,562.130 km.
5th : H. Herrmann/H. Linge (Porsche Carrera 6)—Porsche Engineering .. .. 4,548.370 km.
6th : U. Schutz/P. de Klerk (Porsche Carrera 6)—Porsche Engineering .. .. 4,534.930 km.
7th : G. Klass/R. Stommelen (Porsche Carrera 6)—Porsche Engineering .. .. 4,440.730 km.
8th : R. Pike/P. Courage (Ferrari 275 GTB)—Maranello Concessionaires .. .. 4,212.500 km.
9th : H. Grandsire/L. Cella (Alpine-Renault)—Automobiles Alpine .. .. 4,185.190 km.
10th : C. Dubois/P. Noblet (Ferrari 275 GTB)—Ecurie Francorchamps .. .. 4,171.620 km.
11th : J. Cheinisse/R. de Lageneste (Alpine-Renault)—Ecurie Savin-Calberson .. .. 4,124.450 km.
12th : G. Verrier/R. Bouharde (Alpine-Renault)—Automobiles Alpine .. .. 4,124.420 km.
13th : M. Bianchi/J. Vinatier (Alpine-Renault)—Automobiles Alpine .. .. 4,107.390 km.
14th : " Franc "/J. Kerguen (Porsche 911)—" Franc " .. 3,821.530 km.
15th : J. Marnat/C. Ballot-Lena (Mini-Marcos 1,287 c.c.) J. L. Marnat & Co. .. .. 3,464.420 km.

Fastest lap : D. Gurney (Ford Mk. II), in 3 min. 30.6 sec.—230.103 k.p.h. (approx. 142.8 m.p.h.) (*new record*).

Winner of Index of Performance : C. Davis/J. Siffert (Porsche Carrera 6—Prototype).
Winner of Sports Category : G. Klass/R. Stommelen (Porsche Carrera 6)—185.030 k.p.h.
Winner of GT Category : R. Pike/P. Courage (Ferrari 275 GT—B) 175.521 k.p.h.
Winner of Index of Energy : J. Cheinisse/R. de Lageneste (Alpine-Renault).

LE MANS LIGHTS

As and when the brake discs on the Fords became worn they were changed in their entirety, the disc being retained in place by the road wheel and easily detachable, using asbestos gloves.

Three Matra-B.R.M. 2-litre V8s took part but all fell out for troubles of a tiresome nature, the worst being a seized ZF gearbox on the Servoz-Gavin/Beltoise car; Schlesser crashed and the Jaussaud/Pescarolo car went out with trouble in the injection pump drive department.

The only claim to fame for the Bizzarrinis was that the rear-engined open one actually managed to spin away from the Le Mans start!

The prize for endurance must surely go to the variety artist behind the grandstands who played an accordion for 24 hours non-stop, accompanied by a long line of guitar players who took shifts to keep up with him.

It was a fine and powerful American victory, even if the first two cars were driven by two New Zealanders and a New Zealander and an Englishman. The third place car was driven by American Honda driver Ron Bucknum and NASCAR Stock-Car driver Dick Hutcherson, driving in his first sports-car race.

Not only were the first three cars American but all were using American Goodyear tyres. However, all the remaining finishers were on Dunlop tyres.

A lot of people said the Ford victory showed you could win Le Mans if you poured in sufficient dollars, but anyone who believed this had no idea of the fantastic amount of work put into the project from the time of the arrival in France, let alone in America.

ALL THIS BICKERING!

The Monte Carlo Rally unresolved, the doubt as to who had won at Indianapolis, the protest over the Acropolis Rally, and now Surtees' fuss with Ferrari and the disqualification of a Ford driver before Le Mans. All this bickering, the result of commercialism contaminating motor racing and rallying, is undermining the Sport.

Before the war I borrowed an H.R.G. and drove it in a Bugatti O.C. Lewes Speed Trial. Because it was a " works " car I felt I had to do as well as possible with it, even in this minor event. In my opinion we were sent to the start in the wrong order, which caused me to be placed in my class behind a Frazer Nash. I wrote to the Club to complain. The late Col. G. M. Giles, C.B.E., M.C., T.D., replied, in effect :—

" Dear Boddy,
We run these things for fun. . . ."

It taught me a lesson I have never forgotten. Present-day participants should try to define the difference between fun and commercialism, before racing and rallies become the laughing stock of the sporting world.—W. B.

Reflections on the Belgian Grand Prix

AFTER the cut-and-thrust of the street-racing of Monte Carlo the Grand Prix scene moved to the exacting, high-speed circuit of Francorchamps, near Spa, the finest and purest Grand Prix circuit in use today. The slap-happy frivolity of a dice round-the-houses has no place at Francorchamps, nor should the seriousness of a full-length Grand Prix race be the place for a lot of Hollywood "hoo-ha" and film-making, yet the Belgian G.P. was almost overshadowed by an abundance of "film-fakery" that generated an overwhelming air of disbelief about the whole meeting. Metro-Goldwyn-Mayer are endeavouring to make a film about Grand Prix racing as it is today, though the story would seem to be about 10 years out of date, and in men, materials and equipment they seemed to outnumber the true world of Grand Prix racing as supplied by Ferrari, B.R.M., Lotus, Cooper, etc.

I sincerely believe that the atmosphere that built up during the week prior to the Belgian Grand Prix, and during practice, was part-cause of the holocaust that occurred on the first lap of the race due to freak weather conditions. By 3 p.m. on Sunday afternoon, before the race started, the Hollywood atmosphere of unreality had unknowingly soaked into a vast proportion of the people concerned with the serious business of Grand Prix racing. The Francorchamps circuit is no place for beginners or the light-hearted, especially in a Grand Prix car capable of lapping at 140 m.p.h. or more, and for such an exacting race everyone from the newest junior mechanic to the World Champion driver needs to be mentally adjusted to the seriousness of this type of racing. With the overwhelming and all-powerful influence of the Hollywood dollar and the film-making bally-hoo, I am sure that a lot of people were psychologically maladjusted to the real job in hand. Conditions of driving at Francorchamps are always treacherous because of the high speed and the exacting nature of the trace of the circuit, which follows natural land contours and not man-made geometrical radii.

The "cast" of a real Grand Prix race consists of many more people than the 15 drivers involved, for there are mechanics, technicians, designers, team managers, trade specialists, industry representatives, friends, relations, car owners, publicity people, journalists, photographers and hundreds more people besides, all of whom have a regular and rightful place in the true Grand Prix scene. To introduce into the paddock and pits a duplicate set of film extras posing as these people not only caused overcrowding and confusion, but caused a lot of people to become very irritable, and undoubtedly took the fine edge off their concentration. The Ferrari and B.R.M. mechanics were constantly confused by M.G.M.'s set of film extras posing as mechanics, valuable space was taken up by cameras and equipment, the pits were overcrowded, and the Brabham team had to become very short-tempered in order to get on with their work, while Team Lotus, who had enough troubles of their own, had great difficulty in unloading their equipment into their pits and were being harassed by officials who wanted the pit-front cleared so that Hollywood could do some filming before the race began. At a time when the Grand Prix teams could have profited from a little peace and quiet, or the drivers could have done a warm-up lap, the circuit was being used to film a bunch of plywood and fibre-glass imitation Grand Prix cars and equally pseudo Grand Prix drivers. Consequently the whole pits and starting area were chaos and confusion, and even when the fifteen Grand Prix cars were lined up on the grid there must have been people who were still wondering whether the whole thing was serious or not. Overhead helicopters were lurking with powerful cameras at the ready, at the back of the grid a camera-car was waiting to go off with the competitors, and Bondurant's Team Chamaco-Collect 2-litre B.R.M. was painted and faked to look like a McLaren and carried No. 24, which was Bruce McLaren's racing number, he being an unfortunate non-starter.

Since breakfast time weather conditions in the Ardennes had been very unsettled and rain clouds had been hovering over the start area. As the cars were assembled on the "dummy-grid" it was announced that heavy rain was already falling at Stavelot and the hilly nature of the circuit is known to produce treacherous conditions of rain-soaked surfaces halfway round blind bends, while sloping fields will gather rain and disgorge it across the road in a matter of minutes. Under the best conditions a driver needs to be attuned mentally 100% to the job in hand when racing at Francorchamps, and due to the chaos and confusion of film-making throughout the previous few days I am sure that the majority of people were not 100% psychologically adjusted to the Belgian Grand Prix, although I doubt if anyone realised the fact at the time.

On the actual starting line there was a nonsense between officials and Team Lotus mechanics who were endeavouring to put a chock under Clark's front wheel, to hold the car on the down-hill start-line. This distracted Clark's attention from the starter, who dropped the flag prematurely, and the Lotus was left behind in the rush down to the Eau Rouge bridge; in the tension of trying to recover Clark broke his engine. Graham Hill, who was alongside Clark in the fourth row also made a poor start and was near the back of the field as they went up the hill to Burnenville, on dry roads but with approaching rain ahead. I would suggest that overall artificially inspired tenseness, together with natural apprehension over the unsettled weather conditions, took the fine edge off most people's reflexes and the result was that on the descent of the Burnenville hillside, in the long and very fast sweeping right-hand bend, there was a *mêlée* involving Bonnier, Spence, Bondurant, Siffert, Hulme and Hill, who formed the second half of the field, caused by losing control on a stream of rain-water soaking the track. Bondurant and Hill avoided contact with anyone or anything, more by luck than judgement, and were able to continue. Meanwhile the leaders, in the order Surtees, Rindt, Brabham, Bandini and Stewart were travelling very fast down the Masta straight towards the ess-bend in the middle of it, where there was another portion of flooded track. For all but the leader the only thing to be seen was a cloud of spray from the car in front, and Rindt hit the water and spun for a great number of revolutions, miraculously staying in the middle of the road, so that Brabham was confronted alternately by the front and then the rear of the works Cooper-Maserati. Stewart also spun on the water, but unfortunately went off the road, demolishing a post which wrecked the B.R.M. but mercifully it finished up in a ditch the right way up. He was trapped in the bent cockpit and soaked in petrol from a burst fuel tank. Hardly had this happened before Bondurant arrived, thankful at not hitting the spinning cars at Burnenville, and he spun on the wet track and finished upside-down across a ditch on the opposite side of the road to Stewart, and within seconds Graham Hill arrived, also thankful at having missed spinning cars once more, after the Indianapolis mix-up, and braking for the ess-bend he suddenly found himself going backwards at well over 100 m.p.h., to end up in the straw bales on the outside of the bend. Imagine his astonishment when he got out of his car to see Stewart's car in the ditch alongside him, with the driver struggling to get out. The Masta ess-bend is a comparatively deserted part of the circuit and everything had happened so quickly that few people had begun to arrive, while officials were still trying to sort out the business at Burnenville, where luckily no-one had been hurt. Bondurant was very fortunate to get away with bruises and cuts about his face, and was able to extricate himself from the over-turned B.R.M., and he ran across the road to help Graham Hill extricate his young Scottish team-mate from the wrecked works B.R.M. This took quite a time as it involved removing the steering wheel with the aid of spanners supplied by a spectator, for by now people had reached the scene, and between them the two drivers lifted Stewart out of the car, still conscious but suffering from a damaged shoulder and most uncomfortable due to his petrol-soaked overalls. Hill stayed with him until an ambulance took him to the circuit hospital and then drove his own B.R.M., which was undamaged, back to the pits. By now he had lost more than four laps on the leaders and there was little hope of even qualifying as a finisher, so he retired from the race.

Of the group involved at Burnenville Siffert had crept on but his engine expired at Stavelot, and Hulme limped back to the pits with his right-front suspension very bent. It was seemingly unbelievable that the sum total of injuries were cuts and bruises to Bondurant and a shoulder injury to Stewart. The gloom and apprehension in the pits area was indescribable, for without

Continued on page 603

CONTINENTAL NOTES

AMONG the many interesting happenings of last month was the first appearance in Europe of the Chaparral car from Texas. To those who follow American sports car racing the name will not be new and the performance of the cars driven by Jim Hall and Hap Sharp against the many V8-engined, 2-seater racing cars, thinly disguised as sports car, will be known. In 1963 Jim Hall spent the summer in Europe as second driver in the Ken Gregory Grand Prix team, racing under the B.R.P. banner and though he did not make much of a mark as a Grand Prix driver, he obviously learnt an awful lot and gathered together a lot of knowledge about European racing and European standards. His sports cars, using Chevrolet V8 engines, were proving very successful in American racing, run to rather less strict constructional rules than European racing, but even so, those who saw the Chaparrals in action were very impressed. Built in a small factory near the town of Midland, in Texas, with most of the design work being done by Hall and Sharp, the car was named after a Texan desert bird, a scraggy creature that can run very fast, but is unable to fly, due to a mistake somewhere in its wing design; this running bird they used as their emblem.

As would seem to be the case with most people in Texas, Hall is not short of dollars, but unlike some Americans he is shrewd as to how he uses his money. Certainly he didn't skimp anything in the design and construction of the cars, and he was prepared to spend a lot of money on experimenting for the Chaparrals were in the nature of his hobby, though as many people have found, it was a full-time hobby. Their greatest moment came in 1964 when the organisers of the Sebring 12-hour race permitted the entry of sports cars among the Prototypes, in defiance of F.I.A. rules, and the Chaparral not only entered, but ran away with the race, driven by Hall and Sharp, in spite of gloomy prognostications that a "one-off" special could not possibly last 12 hours. The Chaparral had certainly started life as a "one-off" special in 1961, when the Trautmann and Barnes speed shop in California built a front-engine car for Hall, but he doesn't consider the true Chaparral was born until he built the Mark 2 himself, in 1962/3, or rather Sharp and two mechanics built it, while Hall was driving Formula 1 in Europe. The Chaparral 2 was a mid-engined 2-seater, the 5.3-litre Chevrolet V8 being mounted behind the cockpit, and the chassis was a monocoque-cum-pontoon structure made of fibre-glass, while a Colotti gearbox was used. A further development of this model was equipped with a 2-speed clutch-less gearbox and torque-converter and this was followed by a car with an aluminium chassis in place of the fibre-glass construction.

For 1966 the Chaparral 2D was designed around the European regulations for Prototypes, all previous models being to American sports car regulations, and the Hall/Sharp combine proposed to campaign the car in the European classics as well as in the Daytona 24-Hour Race and the Sebring 12-Hour Race. The 2D reverted to the fibre-glass chassis construction, a difficult and heavy method compared with sheet aluminium, but preferred for its durability and non-fatiguing properties. Suspension follows orthodox Grand Prix pattern at the rear and "early" Grand Prix at the front, with double-wishbones and interspersed coil spring/damper units, and the body is a coupé with gull-wing doors. The Chaparral wheels are an interesting new development of an old idea, for they are on the split rim principle, the wheel being in two parts, held together by a ring of eight bolts. The inner part of the rim is integral with the hub and joined by complex webbing, the whole thing being a magnesium-alloy casting. The tyre and tube, of Firestone manufacture, are then slid over the wheel and the outer part is then pushed into place and the eight bolts fitted through the joining rib. The inner portion of the wheel is the same for front and rear, but depending on the tyre section used, alternative outer portions can be fitted giving varying rim widths. There is no "well" in the rim, merely a very slight taper inwards to let the tyre slide on easily. The 5.3-litre Chevrolet V8 engine breathes through down-draught Weber carburetters and the separate exhaust systems from each bank of cylinders are joined by a large-diameter balance pipe. On top of the roof is a large scoop deflecting air down into the carburetters and the tail of the body turns up into an adjustable spoiler. On the 2C the tail-spoiler was fully adjustable from the cockpit, but this idea has been shelved. The Chaparral 2-speed automatic transmission is used and the Texan team view all similarity in their design-thinking processes with anything done by General Motors in Detroit as pure coincidence! However, it is accepted that the V8 engine of 102×83 mm. (5,360 c.c.) is Chevrolet and is derived from the Corvette "Gran Sport," while it cannot be denied that the shape of the front of the body bears a striking resemblance to the "Mako Shark," the latest G.M. dream car, especially the way the spot-lamps are blended into the nose of the car.

Various troubles at Daytona and Sebring set the Chaparral team back so that they were unable to attend the Le Mans practice week-end or take part in the Targa Florio, but a lone car was entered for the Nurburgring 1,000-kilometre race with the result we all know. The entourage that arrived at Nurburgring was unlike anything previously seen from America, completely lacking in publicity and bally-hoo or any "fanfare of trumpets." Any American will tell you a Texan joke in which Texas and Texans appear bigger and better than anything else and bragging is second nature, albeit backed up by action. The Chaparral people seem to be going out of their way to avoid this "public image" of Texas and the 2D arrived in Germany in a closed trailer towed by an unostentatious pick-up truck, Chevrolet, of course, and the only clue to the contents was the licence plate which was issued in "Midland, Texas." Hap Sharp was in charge of the team, with his wife looking after the stop-watches and lap-scoring, and they had three mechanics with them. They did not appear to have left much time for adjusting the car to the special circumstances of the Nurburgring, and their drivers Phil Hill and Bonnier were a bit sceptical, feeling they should have spent a week prior to the race on track testing, but Sharp merely told them that they had "figured things out, back home." Considering that Phil Hill did a practice lap only a few seconds slower than the works Ferrari, that there were no problems with tyres cutting into wheel-arches, or suspensions bottoming, or sump grounding problems as most people experience on their first visit to the Nurburgring, it would seem that the Chaparral chaps had "figured things out" pretty well, and more important, nothing broke during the race like it did on the works Ferrari.

* * *

No one can doubt that the Honda firm can make good racing engines and anyone in Formula 2 racing will vouch for the power output from the 1-litre engines used by Brabham and Hulme. It is estimated that these 4-cylinder engines are giving 150 b.h.p., which is 150 b.h.p. per litre. The best F2 Cosworth single o.h.c. engine, with fuel-injection, is said to give 138 b.h.p. and even if the Honda has only 10 b.h.p. more, it is still a very good b.h.p./litre figure. At the end of the 1½-litre Grand Prix Formula B.R.M. and Coventry-Climax were getting figures of 140 b.h.p./litre, and the V12 Honda must have been improving on this, so that for any modern racing engine a target of 150 b.h.p./litre was not unreasonable. Now Honda have produced a new 500-c.c. motorcycle racing engine, an air-cooled 4-cylinder, which Mike Hailwood is riding, which is claimed to give 90 b.h.p. or 180 b.h.p./litre. This sounds to be a remarkable improvement over any known racing engine and always being doubtful about claimed horse-power, I would be willing to acknowledge a figure of 160 b.h.p./litre, which would mean 80 b.h.p. in the 500-c.c. motorcycle. However, the ease with which Hailwood rode away from the 4-cylinder M.V. Augusta, which is known to have 72 b.h.p., and is a design that dates back more than 10 years, would indicate that 80 b.h.p. in the Honda is a conservative figure. People connected with Honda have said that even if the new 500-c.c. racing motorcycle does not have 90 b.h.p., it has a lot more than 80 b.h.p., which, by any standards, makes it a real motorcycle!

The next question is, what will their 3-litre Formula 1 engine produce? Certainly not six times the output of the ½-litre engine, for engine design is not as simple as that, but five times as much power is a possibility, so that depending on what you believe for the 500-c.c. motorcycle engine the 3-litre should produce 400-

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GRAND PRIX CARS IN 1966

AT the Monaco Grand Prix two more 1966 Formula 1 cars made their first public appearance, these being the V8 McLaren and the H16 B.R.M., both unsupercharged 3-litre cars. The McLaren took part in the race, whereas the B.R.M. was only used during the first two practice periods.

The change effected by Bruce McLaren, from being a works driver for the Cooper team to becoming a manufacturer, has been a gradual one, the idea beginning a few years ago when Brabham left Cooper to start up on his own and McLaren took over the leadership of the Cooper team. For the series of races held in New Zealand and Australia Cooper built two special cars, with 4-cylinder Coventry-Climax engines, and McLaren had quite a lot to do with the construction of these cars, employing mechanics who had been with the C. T. Atkins racing team when he drove for them. Although he was still leading the Cooper team he was becoming more and more independent as regards the Tasman cars and he began to set up his own workshop and mechanics. One of the first projects was the sports-racing Zerex Special Cooper which he bought from Roger Penske and this ex-Formula 1 car that had been converted to comply with American sports-car regulations was the basis of McLaren sports-racing cars. He was gradually gathering mechanics and craftsmen together to form a small racing team and soon set about building a new sports/racer, using a V8 Oldsmobile engine and this proved so successful that he soon had people asking to buy replicas, so the Bruce McLaren Racing Team was launched. Later a tie-up with Elva and the Trojan Group was arranged and they took over the manufacture of the McLaren sports/racer, under the name McLaren-Elva-Oldsmobile. Bruce was still driving for Cooper in Formula 1 races but his sports-car project was taking most of his time, and during 1965 it was an open secret that he was going to launch out into Grand Prix racing in 1966, with the advent of the new Formula.

With the financial backing of the Firestone Tyre Company and the B.P. fuel company, McLaren set himself up in a new factory near Slough. Already his team had built a single-seater car as a prototype, using a 4½-litre V8 Oldsmobile engine, and this was used extensively by the Firestone technical staff to learn about road-racing tyre requirements. Not wishing for a lot of unnecessary publicity, this car was always referred to as the

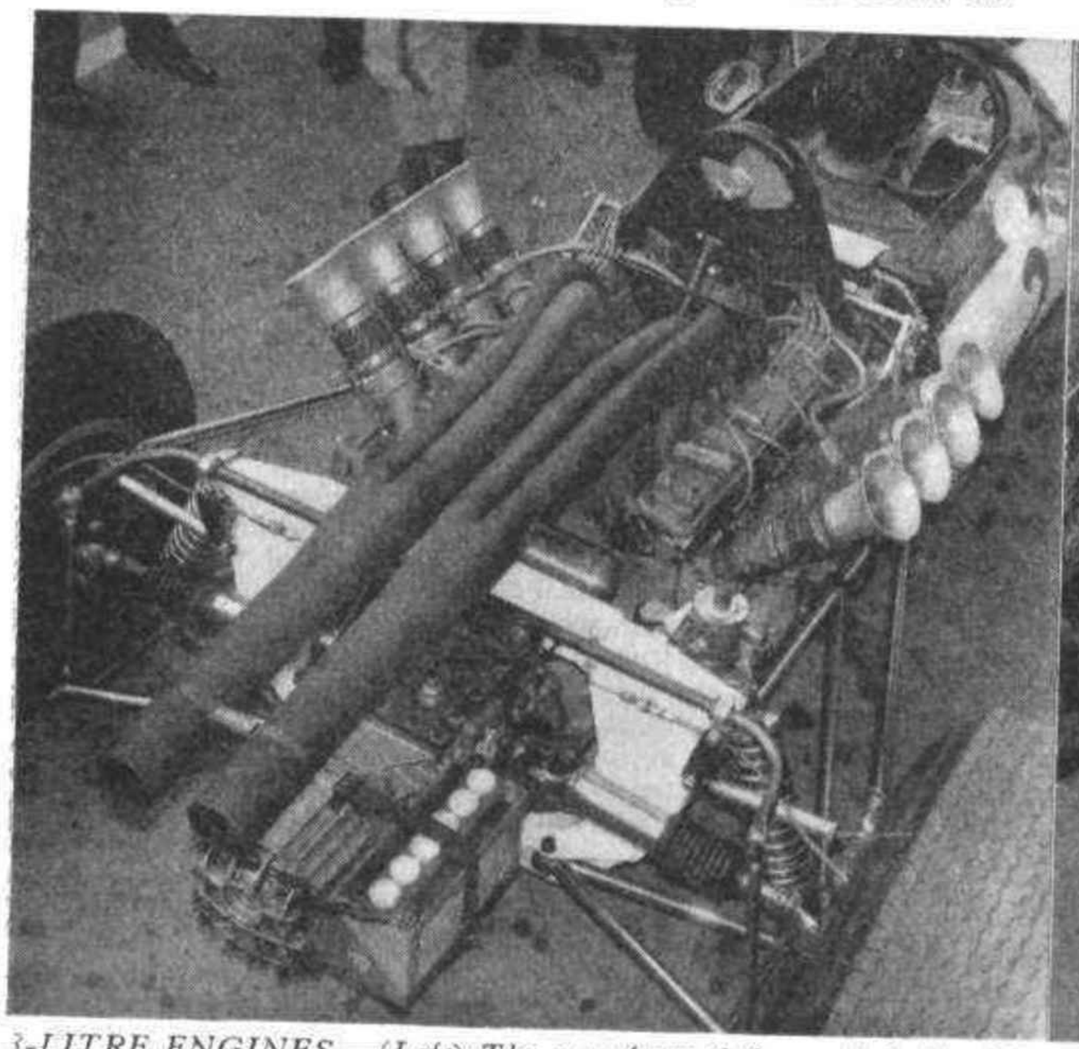


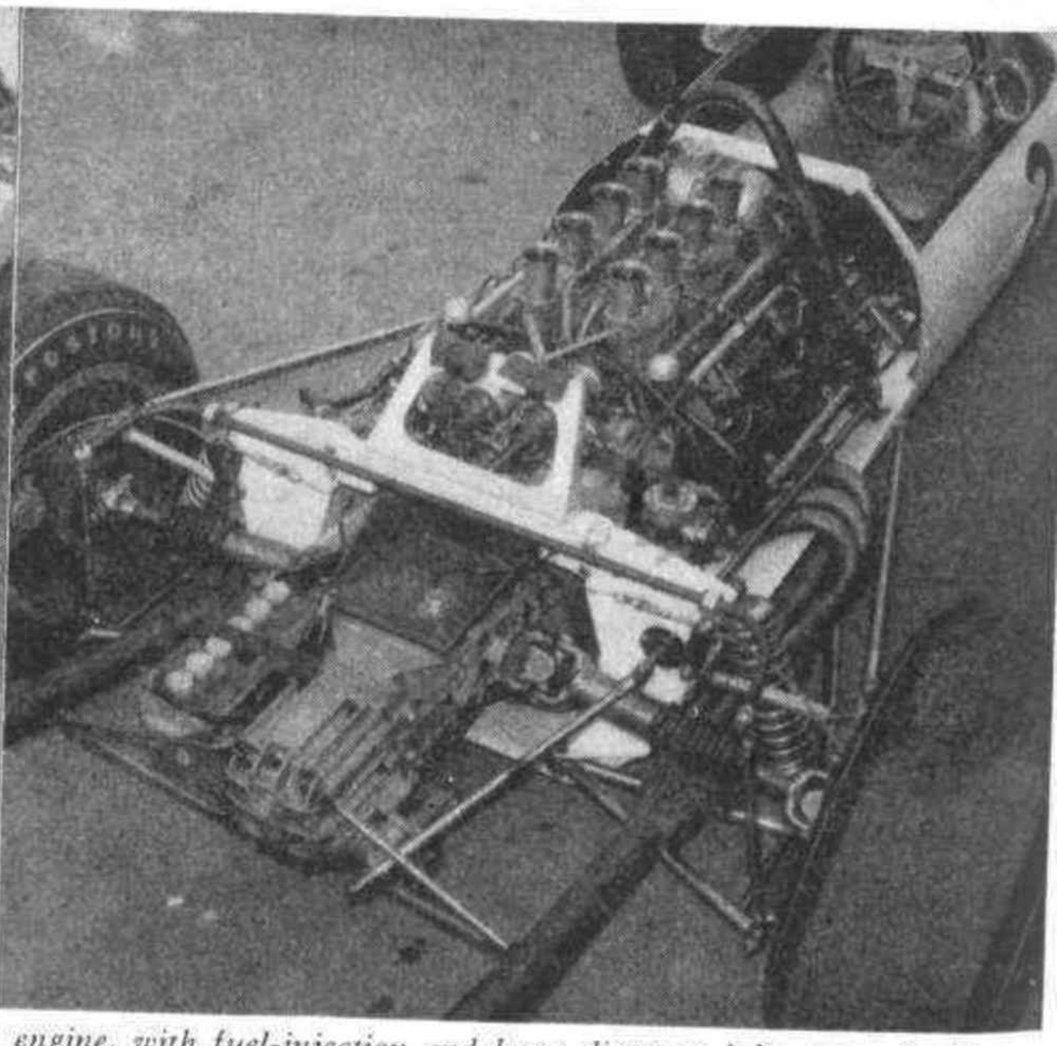
McLAREN V8.—This view of the Malite-construction McLaren Grand Prix car was taken at Monaco before the nose was cut back to present a larger area of radiator to the cooling air.

"tyre-testing car" and never the single-seater, so that nosey-parkers and "scoop" journalists were fobbed off when they came sniffing around for news of a McLaren Grand Prix car.

A lot of people bemoaned the fact that Coventry-Climax had given up building racing engines and saw the only prospect of a 3-litre engine coming from B.R.M.; McLaren said nothing, for he was already well advanced with his own plans. He felt that if anyone did offer a 3-litre engine for sale he was going to be at the end of the queue, behind Lotus, Brabham and Cooper, for none of those teams seemed to have any engine projects in view. McLaren's team reckoned that if they could reduce a 4.2-litre Ford V8, 4-camshaft Indianapolis engine down to 3 litres they could build sufficient units to keep two works cars racing and also have a spare car, and even if the power obtainable was not outstanding, at least they would be independent of any outside firm. During 1965 work went ahead with two engines, one reduced to 3 litres by using a shorter stroke, and the other by a reduction both in bore and stroke, the idea being to experiment with both versions and see which gave the best results. This engine work was not as simple as it sounded and by the time the prototypes were running on their borrowed test-beds in California, all that was left of the original Indianapolis Ford engines were the castings; crankshafts, connecting rods, camshafts, valves, pistons and so on had all been redesigned and made new.

The prototype car and a mock-up V8 engine were shown to the Press during the winter and, though the 1966 car is basically the same, the construction has been altered in the light of practical experience. It was hoped to have two cars at Monaco for





3-LITRE ENGINES.—(Left) The transformed 4-camshaft Ford V8 engine, with fuel-injection and large diameter inlet tracts feeding the two inlet valves per cylinder, and central exhaust system ejecting from the two exhaust valves per cylinder. (Right) After trouble at Monte Carlo the McLaren team modified the chassis to take a Sports/Prototype V8 Serenissima engine, with orthodox cylinder-head design and a row of downdraught Weber carburetters.

McLaren and Amon but time prevented this and it was actually chassis No. 2 that was finished, this being McLaren's own car. The chassis is formed from Malite, which is a sandwich material of a sheet of balsa wood compressed between two thin sheets of aluminium. This is a commercial material used in aircraft construction and it is very strong for its weight. The basic chassis is like a long bath with a wide ledge each side, the section being like an inverted top hat, and this main structure is of Malite. Originally the outer side panels were to be of Malite also, but it was decided to make these of aluminium and rivet them to the Malite " bath " so that in the event of crash damage these panels could be replaced easily. In the spaces formed by the sides of the " bath " and the outer skins are carried rubber fuel tanks, though on the prototype, which was of all-Malite construction, the joints were all sealed and the chassis structure formed the actual tanks. As it seems likely that F.I.A. rules for 1967 will demand rubber fuel tanks, these were put into the revised construction. Along the length of the chassis there are four fabricated steel bulkheads, the front one carrying the front suspension, pedals etc., the next one forming the instrument panel, then one behind the driving seat, and the rearmost one carrying the rear suspension. The all-round independent suspension follows conventional Grand Prix practice, with an upper rocker-arm at the front compressing a coil spring/damper unit, and a lower A-bracket. A slight variation is the use of a short radius rod from the outer end of the rocker-arm rearwards to the chassis, in order to spread the braking forces. At the rear the suspension is conventional, with lower A-bracket, single top transverse link and twin radius rods each side.

The 3-litre McLaren-Ford engine is installed behind the cockpit and drives through a 5-speed and reverse ZF gearbox/axle unit, the engine being fed by enormous air-intakes and Hilborn fuel-injection, the inlet ports running down between the camshafts on each cylinder head, with the exhaust ports and pipes in the vee of the engine. The best results were obtained from the engine version that retained the Indianapolis cylinder bore dimension and used a short-throw crankshaft, and this was in use at Monaco, giving 303 b.h.p. at 8,750 r.p.m., although the engine is happy to run to 9,500 r.p.m.

The detail work and the finish of the McLaren is of a very high standard and a great deal of thought has gone into final details, making the car appear to have a " tool-room " finish, rather than having been hurriedly assembled in the back garden, like some racing cars. There are interesting details about the car, such as the use of the detachable rear cross-member above the gearbox as a catch-tank for the gearbox breather pipe, and the main cross-member being the catch-tank for the engine breathers. The radiators for oil and water in the nose of the car are ducted out through openings in front of the windscreen, and the water header-tank is formed into the crash bar behind the driver's head.

The McLaren team look upon the modified Ford V8 engine as a stop-gap project to get them racing this year, with a development life of perhaps 18 months, and no doubt they are already occupied with serious thought for an engine for 1967/8. The present engine is far too strong and heavy, having originally been designed for 500 b.h.p. for 500 miles, but at least it should prove reliable as a 3-litre, and not fly apart too easily. After the initial try-out at Monte Carlo serious trouble with the bottom end of the engine was experienced, necessitating some redesigning, so a sports-type Serenissima V8 engine was installed for the Belgian G.P. For the 1966 season three Formula 1 McLarens have been built, for the use of the works team and these must not be confused with the single-seater tubular space-frame cars that can be bought by private owners. Three such cars have been built, being, in effect, single-seater versions of the McLaren-Elva sports/racer, and two of them have 4½-litre V8 Oldsmobile engines for hill-climbs, and were bought by Patsy Burt and Harry Zweifel, while the third has a 4.7-litre Ford V8 engine installed and has been bought by Metro-Goldwyn-Meyer for use as a camera car in the making of the film " Grand Prix."

McLAREN F.1

Engine: McLaren-Ford 90-degree 8-cylinder in vee formation; four overhead camshafts; bore and stroke 95.66×52.07 mm. (2,995 c.c.); Hilborn-Travers port fuel injection; coil ignition; one 14 mm. sparking plug per cylinder; four valves per cylinder; 303 b.h.p. at 8,750 r.p.m. on 98/100 octane B.P. petrol.
Gearbox: ZF 5-speed and reverse in unit with final drive.
Brakes: Discs, all hub mounted.
Wheels: Alloy, 13 in. diameter.
Tyres: 5.50×13 front, 7.00×13 rear.
Dimensions: Wheelbase: 96 in. Track: front, 58 in.; rear, 58¾ in.

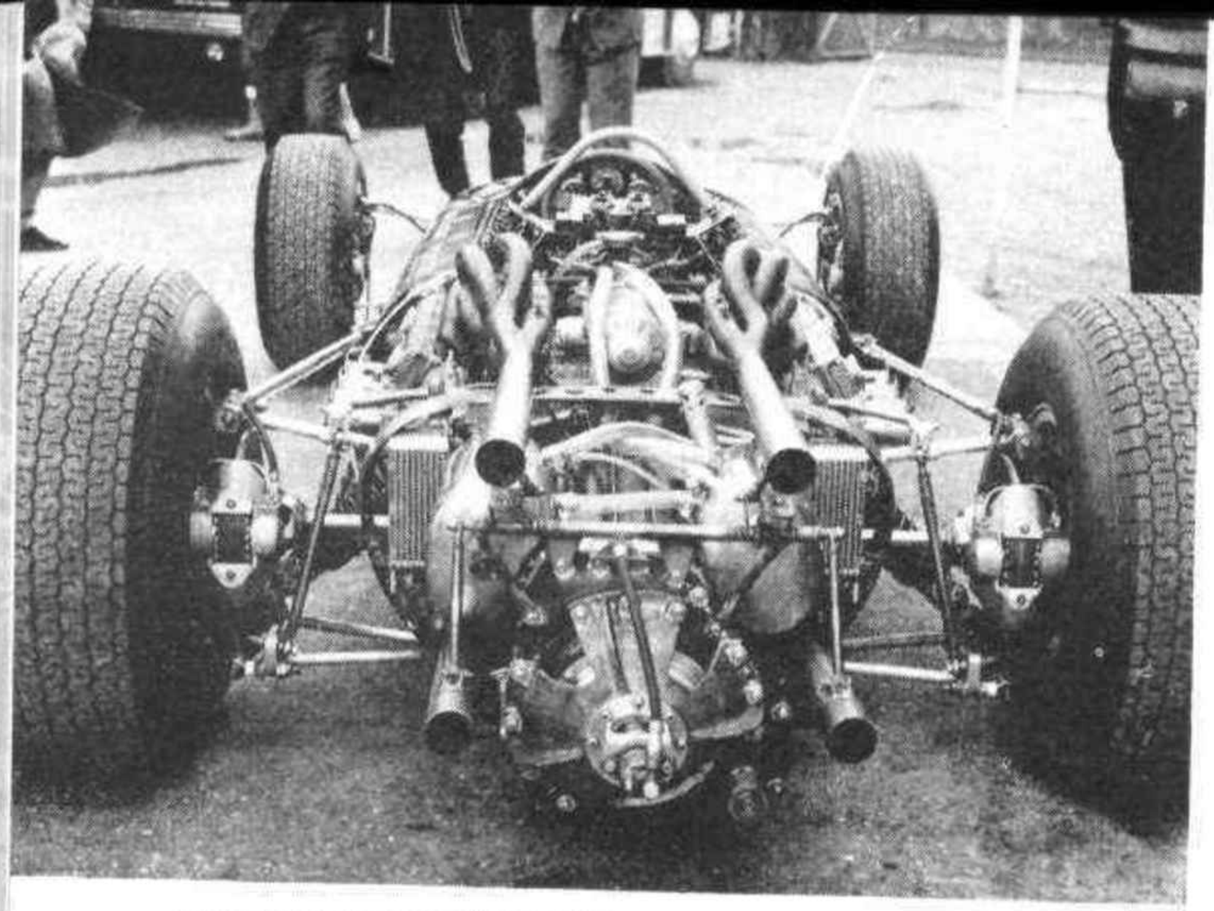
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As soon as the new limits for the 1966 Formula had been announced the B.R.M. design team, headed by Tony Rudd, began work on a 3-litre project and by the middle of 1965 it was known that it was no re-hash of any existing engine design, but a completely new layout. The object was not to put something together as a stop-gap in order to go racing in 1966, but to design an engine and a car that would have sufficient development life in it to last through most of the years of the new Formula. Even if the first year had to be spent ironing out teething troubles, it was the intention that the engine, in particular, would be more than competitive over two or three years, and by competitive B.R.M. meant ahead of their rivals. Last June it was known that the 3-litre engine was to be of 16 cylinders in the form of an H lying on its side, in other words two horizontally-opposed 8-cylinder units mounted one above the other, with the crankshafts geared together. Such a layout was going to prove rather wide, but very short, and it was estimated that 400 b.h.p. should be available. Engine designers who heard about this new B.R.M. power unit shook their heads and suggested innumerable difficulties that would arise, not the least being the question of the firing order and getting rid of crankshaft vibrations that would tend to cause the two shafts to fight each other, while another forseeable problem was the question of accurate valve timing as the cranks were geared together, via an idler gear, at the back of the engine, and the four camshafts on each side of the engine were driven from the front of the crankshafts. However, the B.R.M. design team were not worried by the gloomy queries by rival engineers and solved most of their problems and had the first engine running well before this season began. The expected 400 b.h.p. was achieved but equally the expected vibration problems were experienced and they went through a period of internal breakages, but one by one they overcame their problems and the first of the new cars appeared for practice at Monaco, though it was too new and untried to use in the race.

A B.R.M.-designed 6-speed gearbox is bolted on to the rear of the engine and at the back of the gearbox is a bell-housing containing the clutch, a layout used extensively by Ferrari a few years ago. The output shaft from the engine comes from the lower crankshaft and it runs right through the gearbox/rear axle casing to the clutch, which is operated hydraulically, and then the drive goes forward into the 6-speed gearbox. Incorporated between the engine and gearbox is a cast-alloy bulkhead to which the rear suspension members are mounted, there being no chassis below or alongside the engine. The chassis is a riveted aluminium monocoque structure which starts at the front cross-member carrying the front suspension and finishes immediately behind the driving seat, in a flat bulkhead. The engine, gearbox/axle unit and rear suspension are a rigid self-contained unit and by means of four long arms, two above the engine and two below, this aggregate is bolted to the chassis bulkhead in what is standard practice in aircraft design, but has yet to be proved in racing car

1966 B.R.M.—The 3-litre H16-cylinder B.R.M. looks very similar in frontal aspect to the 1965 cars, except that everything is a bit bigger and stronger. The car is seen without its engine or tail cowling.





GRAND PRIX ENGINE.—The 16-cylinder B.R.M. engine is a very solid and compact unit, if a bit wide. This rear view shows clearly how the clutch is mounted at the extreme rear of the 6-speed gearbox.

design. Vittorio Jano tried it with the front-engined D50 Lancia V8 and Ferrari tried it with his early rear-engined monocoque cars. The B.R.M. suspension is orthodox Grand Prix, with upper rocking arms and lower wishbones at the front, and lower A-brackets at the rear with single transverse struts and twin radius rods on each side. The rear disc brakes are mounted inboard of the hub-carriers, but unsprung, and the brake pipe-lines run along the top radius rods. Front discs are radially ventilated, while the rear discs are solid.

With the cylinder heads having the same valve layout as the last of the 1½-litre V8 B.R.M. engines, that is, with the inlet ports between the camshafts, the eight inlets for each bank of cylinders are horizontally on each side of the engine. The exhaust ports are above and below the engine and are coupled in groups of four, upper left, upper right, lower left and lower right, each group having a long tail pipe with slight megaphone end. The inlet ports are fed by Lucas fuel-injection, there being an injection unit mounted on each side of the engine, between the inlet ports, and driven by toothed-belt from an extension of an idler gear-shaft in the gear-train between crankshaft and camshafts, the left-hand shaft also driving an alternator by a second toothed-belt. Transistor ignition is used with a double-ended distributor mounted on the front of the engine with a single sparking plug per cylinder. Alloy wheels of 14 in. diameter are used and the body shape follows the lines of the 1965 B.R.M. with body panelling covering both the engine and gearbox, unlike most Grand Prix cars today on which the body finishes behind the cockpit, leaving all the machinery exposed.

The 6-speed gearbox is controlled by a left-hand lever which is coupled to the selector mechanism by a system of push-pull flexible cables and the four throttle-slide plates are coupled in pairs on each side of the engine, with Bowden cables running forward along each side of the cockpit. These cables are joined to a cross-shaft mounted on the scuttle, above the pedals, with the pendant accelerator pedal operating this shaft by a short linkage. At present the engine is running to 10,000 r.p.m., but no doubt this will be increased as the unit is developed.

B.R.M. F.1

Engine: B.R.M. 16 cylinders in H-formation as two horizontally-opposed eight cylinders one above the other; four camshafts on each side of the engine; bore and stroke 68.95×48.89 mm. (2,999 c.c.); Lucas port fuel injection; Lucas transistor ignition; one 10 mm. sparking plug per cylinder; 400 b.h.p. at 10,000 r.p.m. on 98/100 octane Shell petrol.

Gearbox: B.R.M. 6-speed and reverse in unit with final drive.

Brakes: Discs, with rears mounted inboard of hub carriers.

Wheels: Alloy, 14 in. diameter.

Tyres: 5.50×14 front, 7.00×14 rear.

Dimensions: Wheelbase: 94 in. Track: front, 56½ in.; rear, 56½ in.

A further development on the use of the B.R.M. H16-cylinder engine is the Lotus 43, a Chapman design to utilise the B.R.M. 3-litre engine until such time as Lotus can provide their own engine, which it is hoped will be in 1967. Using the 16-cylinder engine/gearbox/axle unit of B.R.M. has of necessity forced the Lotus design to follow the main principles of the 1966 B.R.M. A riveted monocoque body/chassis unit forms the main structure and the power unit is attached to the rear bulkhead, as with the B.R.M. However, the method of distributing the stresses and anchoring the radius rods of the rear suspension differs in detail, while the four attachment arms that hold the engine are fabricated from sheet steel on the Lotus in place of the B.R.M. arms which are machined from solid duralumin. Lotus have managed to achieve a lower cross-sectional area across the cockpit, in spite of having the same bulk of machinery in the rear. The front suspension is orthodox Lotus Grand Prix, which most people have copied since the advent of the Lotus 25, and rear suspension is orthodox, except that whereas B.R.M. carry their suspension on the cast-alloy plate between engine and gearbox, and a small tubular subframe, Lotus use a fabricated sheet steel hoop that runs under the gearbox, but the principle of the engine/gearbox unit carrying the suspension is basically the same.

The Lotus 43 made but a brief appearance in the first practice for the Belgian Grand Prix, driven by Peter Arundell, but engine trouble developed. Whereas the B.R.M. has two oil coolers for the gearbox oil, one on each side of the box, the Lotus has a single one built into the bodywork that is over the engine. The 6-speed gearbox is controlled by flexible push-pull cables, as with the B.R.M., but the gear-lever is mounted on the right in the cockpit. Whereas B.R.M. have left the sides of their engine uncovered, with gauze covers over the air intakes, Lotus have fitted side panels held on by Dzus fasteners.

LOTUS-B.R.M. F.1—TYPE 43

Engine: B.R.M. 16 cylinders in H-formation as two horizontally-opposed eight cylinders one above the other; four camshafts on each side of the engine; bore and stroke 68.95×48.89 mm. (2,999 c.c.); Lucas port fuel injection; Lucas transistor ignition; one 10 mm. sparking plug per cylinder; 400 b.h.p. at 10,000 r.p.m. on 98/100 Esso petrol.

Gearbox: B.R.M. 6-speed and reverse in unit with final drive.

Brakes: Discs, all hub mounted.

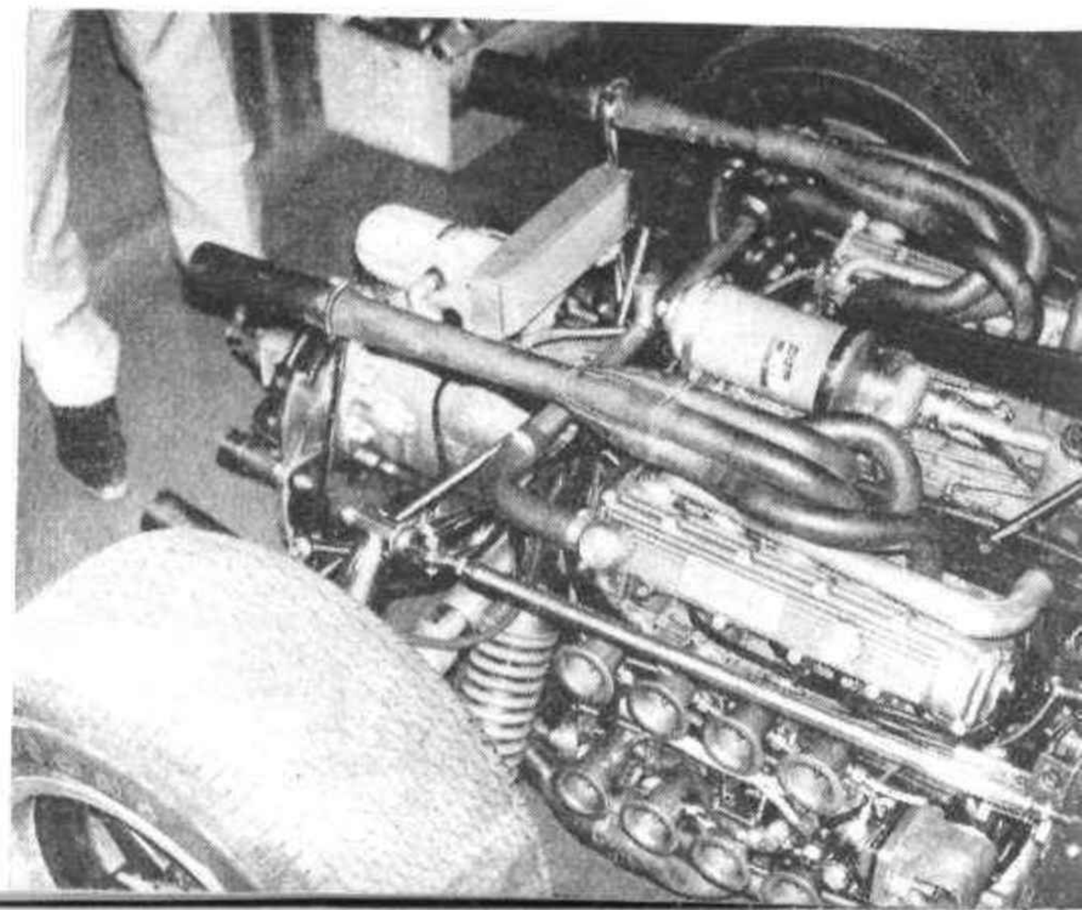
Wheels: 15 in. diameter.

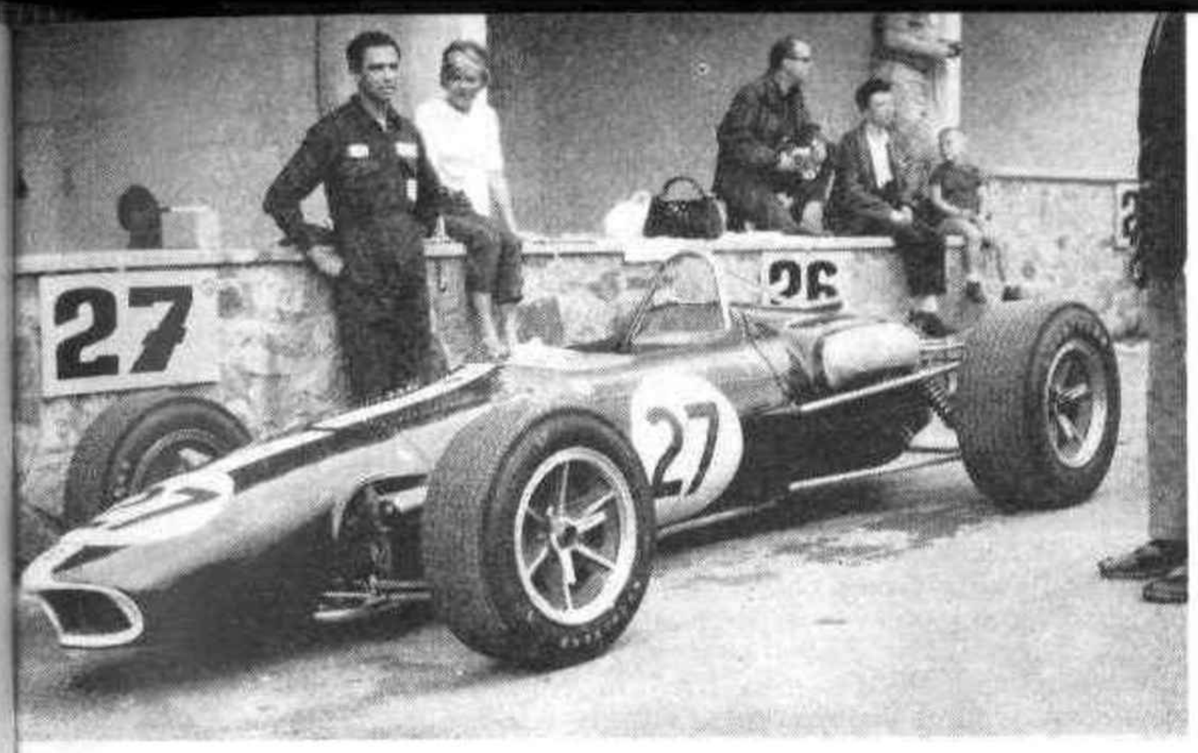
Tyres: 15in front and rear.

Dimensions: Wheelbase: 96 in. Track: front, 60 in.; rear, 60 in.

A second new car to appear at Francorchamps for the Belgian Grand Prix was the blue and silver Eagle of Dan Gurney, and while not being very impressive due to having to use a temporary

THE LOTUS 43.—The 1966 Grand Prix Lotus uses a 16-cylinder B.R.M. power pack and this photo gives an impression of the complication of this advanced engine, showing the exhaust systems of the upper two banks of four cylinders; the lower banks exhaust underneath the engine.





AMERICAN "EAGLE."—The compact looking A.A.R.-Eagle with Dan Gurney at the wheel on its first appearance in Europe, for the Belgian G.P. The V12-cylinder Weslake engine will fit into the same engine-bay space as is at present occupied by a 4-cylinder Coventry-Climax engine.

Coventry-Climax 4-cylinder engine, until such time as its proper engine is ready, at least it took part in its first Grand Prix race. At the end of 1965 Dan Gurney left the Brabham team and returned to California, taking with him Len Terry, who was doing design work at Lotus, and some mechanics with European experience. Gurney formed a partnership with Carroll Shelby under the title of All American Racers Inc. and set their sights on two major projects, the winning of the 1966 Indianapolis 500-Mile Race and the participation in Grand Prix racing with a new 3-litre car. Len Terry had been responsible for the successful Indianapolis Lotus-Ford that won in 1965, so the A.A.R. initial project was able to get away to a flying start. Like so many Indianapolis aspirants they planned to use the latest 4-camshaft racing Ford V8 engine and the car was naturally designed along Lotus lines, of riveted monocoque construction with orthodox Grand Prix-type suspension. The basic car was to be equally suitable for Indianapolis and U.S.A.C. track-racing, as well as for European Grand Prix racing, but for the Grand Prix cars a V12-cylinder, 4-camshaft, 4-valve per cylinder was put in hand by the Harry Weslake engine concern at Rye in Sussex. The Indianapolis project was tackled entirely from California, where All American Racers set up a factory at Santa Ana and not only did they build five cars, known as "Eagles," that qualified for the 500-mile race, but one of them came within an ace of winning; Lloyd Ruby had a commanding lead at three-quarters distance in an A.A.R.-Eagle when his Ford engine let him down.

For the European Grand Prix project Gurney has set up a small workshop at Rye, next door to the Weslake concern that is producing the 12-cylinder Grand Prix engines, and he plans to run two cars with himself and Jerry Grant as drivers. In order to get racing experience with the "Eagle" the first car has been fitted with a 4-cylinder, 2.7-litre Coventry-Climax engine, coupled to a Hewland gearbox, for the 12-cylinder Weslake engine is taking longer to build than originally anticipated. An interesting feature of the "Eagle" chassis is that the rocker-arm suspension members at the front do not extend at right-angles to the chassis, as on Lotus, B.R.M. and Ferrari, but have a distinct "swept-back wing" attitude. The reason for this is that both the drivers are well over 6 ft. tall and have long legs, and by doing this Len Terry has gained a few inches of cockpit room by moving the front bulkhead forward without having an extra long wheelbase, or causing any drastic alterations to the general layout which stems from his original Lotus 38 design. The general finish of the "Eagle" is first class and could well be copied by some European racing car constructors. Until the "Eagle" has its proper engine it is not possible to evaluate its position in the overall picture of Grand Prix racing, but it would seem that this Anglo-American project could well enliven the scene, for as a fast and forceful driver Dan Gurney rates among the best.

There is some confusion over the naming of the Gurney project, for the original "All American Racers" is referred to in England as the "Anglo-American Racers," while the car is called an "Eagle" and the engine a "Gurney-Weslake," but whatever the name, Daniel Gurney is the man who's going to make it win races.—D. S. J.

GURNEY-WESLAKE EAGLE F.1

Engine: Not yet released; 2.7-litre Coventry-Climax 4-cylinder engine in use until V12-cylinder engine is ready.
Gearbox: Hewland 5-speed and reverse in unit with final drive.
Brakes: Discs, all hub mounted.
Wheels: Alloy, 15 in. diameter.
Tyres: 5.00×15 front, 6.00×15 rear.
Dimensions: Wheelbase: 96½ in. Track: front, 61 in.; rear, 61 in.

CONTINENTAL NOTES—continued from page 598

440 b.h.p. The next question is, at what r.p.m. range, for all Honda engines have been noted for high r.p.m. with a very narrow band of power. Many people think the torque-curve is more important than the power-curve, which is true up to a point, and scorn was poured on the F2 Honda engine because it ran at 10,000 r.p.m., with nothing much happening below 8,500 r.p.m. It was thought that this limited power range would handicap the Brabhams at Pau, where the circuit has four tight hairpin bends, but if it did it was not noticeable, for they still ran away from the opposition.

Honda are beginning to make noises about appearing in Grand Prix racing before the European season ends, which is most encouraging, but so far there hasn't been any sign of Ginther being recalled to Japan. The day he misses a Grand Prix with the Cooper team we can take as a prelude to the re-entry of Honda into Grand Prix racing, for as soon as the new car is ready we can be sure that they will snatch Ginther back for test-driving, and it then should not be long before the car appears in a race. My guess is still the Italian Grand Prix at Monza at the earliest, for it would certainly be the most suitable for trying out a new car. Before that would mean the German Grand Prix at Nurburgring, but that would involve too many side-issues that would not give a brand new car much of a chance.

* * *

There is a move afoot in the south of France, in the area of the Gard, to promote a Targa Florio type of event over a long mountain course. Already plans are well advanced and it is hoped to hold a preliminary event in 1967. The Sicilian Targa Florio is the oldest and best established of the rugged mountain road races, and last year the energetic Automobile Club in Florence re-constituted the splendid "Circuit of Mugello" over the Apennines, north of the famous city. For a long while now a lot of people in Britain have been campaigning to revive the R.A.C. Tourist Trophy, a once-classic event, by holding it over the motorcycle T.T. circuit in the Isle of Man. Anyone who has been to the bike races "on the Island" knows just how enthusiastic the Manx Government and the Manx people are and the Tourist Trophy of the Royal Automobile Club could easily become once more a classic and an event of which we could be proud. John Surtees lends his voice to this I.O.M. project at every opportunity, in public speeches and written articles, and nobody is pushing it harder than the Hon. Gerald Lascelles, President of the B.R.D.C.

The I.O.M. does not suffer from any archaic laws preventing the closing of the roads for motor-racing and if the motor car T.T. could be organised on the mountain circuit, it would stand alongside the Targa Florio, the Circuit of Mugello, and the proposed Circuit of the Gard as one of the toughest events for car and driver. It would seem at the moment that only the dead-hand of the R.A.C. itself stands in the way of this project and they are unlikely to allow a B.R.D.C. Tourist Trophy to be held, the R.A.C. having owned the title since 1905.—D. S. J.

REFLECTIONS ON BELGIAN G.P.—

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immediate explanation only six of the fifteen cars had appeared at the end of the first lap, with Gurney coming along on his own much later.

Any form of motor racing is a serious matter and Grand Prix racing is the most serious of all, and I feel that it is wrong to allow any form of distraction that might upset the even tenure of things. Without question the attempt to make a film of Hollywood proportions in the midst of a Grand Prix race can be calculated to upset the atmosphere and I would guarantee that 50% of the people involved in the Belgian G.P., whether they be driver, mechanic, official or "camp-follower," were mentally and psychologically out of adjustment in comparison with their normal condition at a Grand Prix race. The sooner the comedy stops the better for all concerned.—D. S. J.

RALLY REVIEW

THE ACROPOLIS

General Classification
(Subject to verification)

1st :	B. Söderström/G. Palm (Ford-Lotus Cortina)	106.062 marks
2nd :	R. Clark/B. Melia (Ford-Lotus Cortina)	218.899 ,,
3rd :	P. Hopkirk/R. Crellin (B.M.C. Cooper S)	641.574 ,,
4th :	O. Andersson/R. Dahlgren (Lancia Fulvia coupé) ..	657.158 ,,
5th :	C. Orrenius/G. Schroderheim (Saab Monte Carlo) ..	769.023 ,,
6th :	S. Zasada/L. Bielak (Steyr-Puch)	921.800 ,,
7th :	H. Lund/B. Wahlgreen (Saab Monte Carlo)	954.909 ,,
8th :	P. Harper/I. Hall (Sunbeam Tiger)	957.300 ,,
9th :	J. Singh/J. Virgin (Volvo 122S)	2,080.680 ,,
10th :	T. Mäkinen/P. Easter (B.M.C. Cooper S)	2,158.386 ,,

ADVERTISING and, generally speaking, publicity of any sort are the means by which manufacturers bring their wares to the notice of the public. However, in highly competitive consumer-goods markets where the possibility of substitution is particularly high, as it is in the motor industry, the advertising needs to be more than just slick and " op-artish "; it needs to show to the prospective customer that Product *X* has all the qualities desired, and not only that, but in greater abundance than Product *Y*. This brings us to the topic of " success advertising." By continuing use of this method of advertising the major motor manufacturers hope to continuously impress into the minds of the public that their particular product actually has the best durability, reliability, etc., etc.

Of course, to acquire material for this advertising the manufacturers must first gain the successes, and so it is that nowadays the competitions departments of the three major British manufacturers tend to be more and more influenced by their respective advertising departments, whereas in days gone by they were just off-shoots of the development engineering departments.

In Rootes, and in B.M.C., the Competitions Department is supervised by a committee which sits once a year and the Competitions Manager is responsible to this. Which, of course, means that the Manager has the power to make important decisions instantaneously and whenever necessary. However, in the Ford Motor Company the Competitions Department comes directly under the Public Affairs Department, although there is a supervising committee.

It was because of this set-up that Ford Competition Manager, Henry Taylor, made that fateful telephone call to England at the end of the Acropolis Rally, in which conversation he was instructed to put in the protest against the provisionally winning B.M.C. Cooper S of Paddy Hopkirk and Ron Crellin. One feels that if pressure hadn't been brought from above then, sporting instincts would have prevailed and the situation of one British motor manufacturer protesting against another on a continental event would never have arisen. In fact, the unhappy Mr. Taylor withdrew the protest within a matter of minutes, of his own volition, it might be added, but the ball had been set rolling and the stewards of the rally, on a four against one vote, decided to penalise the Mini and so reduce it to third place overall.

The incident arose in the very beginning when a B.M.C. mechanic rather carelessly positioned the service " barge " within the control area as designated by the " 200-metre " control board, servicing being strictly forbidden in a control area. The mistake was understandable as the control was situated on a rather narrow road near a main road junction and many were the other service crews which did the same. Fords were servicing at a petrol station well before the control. This was towards the end of the rally on the last morning and so there were relatively few cars still running before Hopkirk arrived in the first works Mini. While he was servicing a non-official told him that he was within the control area and that he should move. However, since the car was jacked up having the rear brakes adjusted, the job was finished and then the crew drove into the control. The marshal-in-charge indicated that he had timed the Mini as having arrived in the control 14 min. early, 420 penalty points, and he had also booked 150 points for the servicing offence. When it was pointed out to him by the dumbfounded Hopkirk that the control board was obscured by other cars, he agreed, and altered Hopkirk's time card and his own control sheet to show the time originally required. As far as everyone was concerned then the incident was forgotten, for indeed a marshal is a judge of fact and his decision stands, and if there is any protest this must be lodged within one hour of the occurrence.

The whole affair at the finish was rather shadily handled by the stewards, for the results, which were due to be published at 6 p.m. on the Monday and finalised after the obligatory hour-long protest period, were delayed three times until at last they were due to become final at 8.40 p.m. Then, with just four minutes to go, a scruffy piece of paper bearing a handwritten message was pinned to the results. Pandemonium reigned while the astonished Secretary of the Meeting read this note written in the fretwork-looking Greek characters. As soon as it was translated even more commotion took place as the near-unbelieving B.M.C. people demanded to know what was going on, and as frantic journalists and P.R.O. men tried to contact their respective offices and cancel the results previously telegraphed through.

Stuart Turner, the B.M.C. Competitions Manager, immediately lodged an appeal against the stewards' action on the grounds that they had no power to act in the manner they did. A meeting of the National Club was called, and this higher authority sat throughout the night until in the early hours of the following morning they announced that the ruling of the stewards was upheld.

Stewards of a rally are basically there to make rulings on any protests received, therefore since Taylor had in fact withdrawn his, the stewards, strictly speaking, were exceeding their powers by imposing the 570 penalty points. The shame of it was that since the protest was withdrawn none of the resultant bad feeling or anti-British publicity would have occurred if the Ford Public Affairs Department had not insisted on the protest being lodged. It would be a pity if the success-hungry advertising sections of our motor manufacturers forgot that this, one hopes, is still a sport.

The appeal is now being carried forward to the F.I.A.

Indeed, Fords were extremely unlucky on the Acropolis for with only a few hours and two special stages to go the Lotus-Cortina of Elford refused to select any gear but third. At this point he was just in the lead from the ailing Mini of Hopkirk which had lost 19 sec. on an easily cleanable selective section through stopping four times to fill up with oil after cracking the sump on a particularly nasty bit of rock.

Elford's box was changed in just one hour but then it was discovered that in fact the clutch wasn't disengaging, which meant that the car had to be started in gear. It was because of this that on the very next special stage Elford took a 50-metre short-cut between two steep, uphill hairpins, and since he was observed by marshals the organisers had no choice but to disqualify him, thus robbing the Ford team of the coveted manufacturers' team prize.

Despite all the ructions it was still very nice to see the six British cars unquestionably dominating this gruelling, hot, dusty, two-day, 3,000-kilometre rally, described by many as the successor to the old-style Liége and as the best rally in the European Rally Championship calendar.

Of the six cars, Timo Mäkinen's and Paddy Hopkirk's were the only two with clean sheets after the second group of special stages, Rauno Aaltonen having lost some time with a slipping clutch in the third Mini-Cooper S, while the trio from Boreham had all lost a few seconds each. Hopkirk dropped down the leader board when he cracked the sump after the first night and Mäkinen relinquished his lead after breaking his nearside rear radius arm bracket. By the time Elford had his troubles the Irishman had reduced the 19 sec. disadvantage to 3 sec.

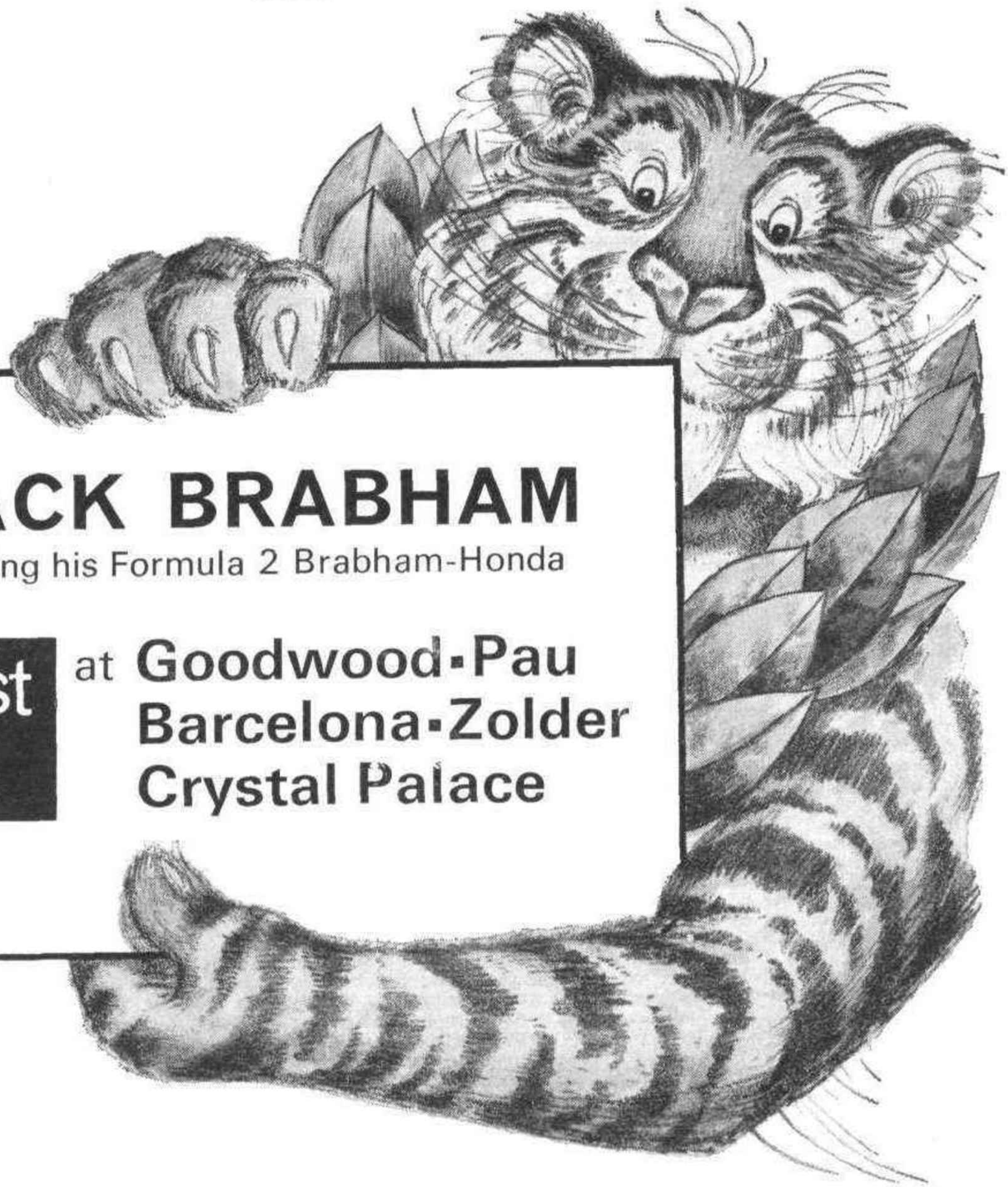
In the background the other two works Lotus-Cortinas of Bengt Söderström and Roger Clark were running along completely trouble-free, except for one shock-absorber changed on Clark's car.

Rauno Aaltonen, with his chances severely reduced due to time lost through the slipping clutch, finally expired on the morning of the final day when the timing chain broke. Mainly because of the handicap system of different set times for each class for each of the 17 special stages there was little other opposition. The Volvos of Trana and Andersson withdrew when two of their mechanics were killed in a road accident, Skogh in the other works Volvo already having retired with rear-axle oil seals going, while Joghinder Singh, in a Volvo lent to him by Gothenberg, plodded steadily on to win his class.

Amongst the unlucky ones was the Saab ladies crew of Pat Moss-Carlsson and Liz Nyström who had a piston break up

Continued on page 609

More Esso victories



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1st at Goodwood·Pau
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PUT A TIGER IN YOUR TANK

WITH NEW POWER-FORMULA ESSO EXTRA

THE A.D.A.C. 1,000 KILOMETRES RACE

Impressive win by Chaparral

NURBURGRING, GERMANY, *June 5th*

THE German club that organises the annual long-distance race over 44 laps of the Nurburgring has long held the opinion that quantity of entry is more important than quality, feeling that they cannot have too many cars spread around the 22.810-kilometre circuit. It is also part of their policy to accept entries from clubmen from any country, maintaining that the 1,000 kilometres is a good event for newcomers to make their debut in International racing. After practice on Friday and Saturday had eliminated the ill-prepared or the over-enthusiastic, 77 cars lined up for the Le Mans-type start, ranging in order of practice lap times from the lone works Ferrari 330P/3 of Surtees/Parkes with a time of 8 min. 31.9 sec. down to the Lancia Fulvia coupé of two Italian clubmen with 12 min. 32.5 sec.

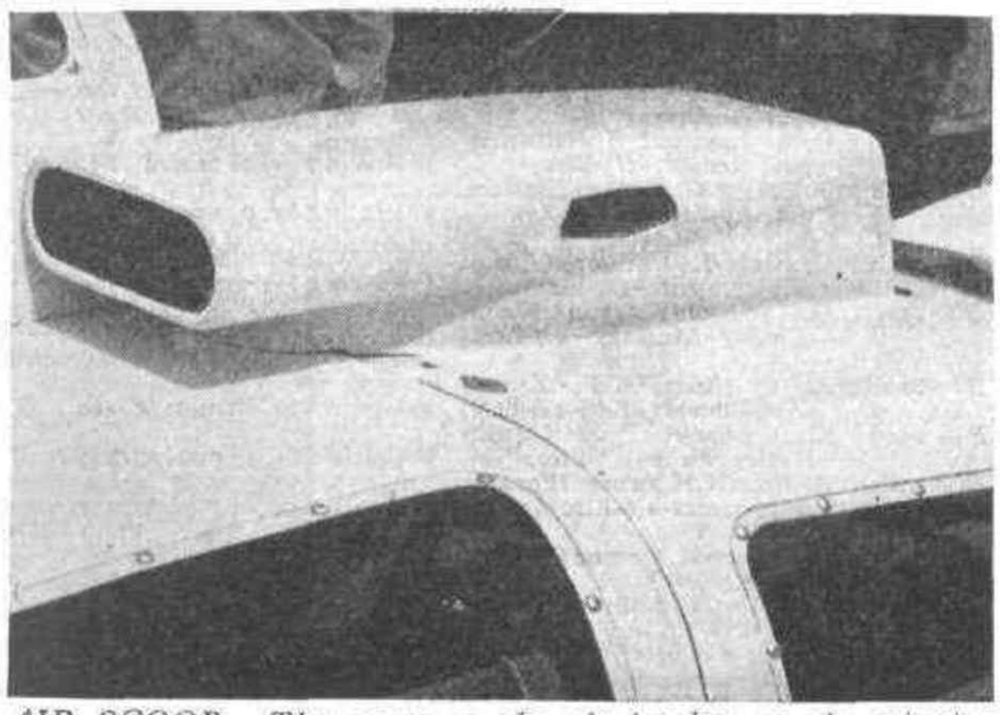
As the entry is divided up into numerous classes, in the categories Prototype, Sports and GT, everyone has an objective to win, but only a handful can consider winning outright, and most of these were in the Prototype classes. During practice Surtees and Parkes used two 4-litre, 4-cam P3 Ferraris, one an open cockpit car and the other a closed one, and they settled on the open one for the race. Another lone entry, making its first appearance in Europe, was the coupé 5.3-litre Chaparral 2D in the hands of Phil Hill and Bonnier. Reason suggested that a single car that had never been tested on the Nurburgring could not be much of a threat to the established makes, but the Texan-built car showed no signs of fuss and when Phil Hill did a comfortable 8 min. 35.4 sec., barely 3½ sec. slower than Surtees, a lot of people sat up and took notice. The Porsche team were out in force, with their 2.2-litre, 8-cylinder car that ran in the Targa Florio, three Carrera 6 coupés with fuel-injection engines, and a standard Carrera 6 Team chief von Hanstein had assembled a miscellaneous collection of drivers and spent a worrying time during practice sorting the sheep from the goats and pairing them off in suitable cars. After juggling with lap times, mechanical sympathy, personalities, reliability factors and so on, he settled for Rindt/Vaccarella in the 8-cylinder, Herrmann/Glemser, Schutz/Klass, Bondurant/Hawkins in the fuel-injection sixes, and Beltoise/Nocker in the standard Carrera 6. Apart from the possibility of an outright victory with the 8-cylinder car, which Rindt took round in 8 min. 44.4 sec. to claim third fastest time overall, Porsche were intent on a class win for there were three Dino Ferraris against them. These were a works one driven by Scarfiotti/Bandini, a N.A.R.T.-owned one operated by the works team and driven by Rodriguez/Ginther, and the English Maranello Concessionaires car driven by Piper/Attwood. All three were open cars, more or less identical, except that the works car was using Lucas fuel-injection. Hard behind this lot were privately-owned Porsche Carrera sixes, Ford GT40s and LM Ferraris, any of whom could step up into leading positions if the factory cars ran into trouble.

Cars in the Group 4 Sports Cars (50 off) had to be strictly as homologated and one or two were put into the Prototype classes because of minor bodywork alterations, among these being the Scuderia Filipinetti Ferrari 275LM of Mairesse/Muller and the Carrera 6 of Vogele/Siffert, both cars having modified noses. Among the clubmen racers there were some obsolete specials that were also grouped as Prototypes, although no one was sure what they were Prototypes of. In amongst the vast entry was a works 904 Porsche on loan to a German TV company, and it had a camera mounted in the passenger seat which relayed direct to a helicopter, which then passed on the transmission. Paul Frere was driving this 4-cylinder Porsche and far from being in the way of competitors he lapped in 9 min. 36 sec., which put him 26th on the starting grid, out of the total of 77, and ahead of quite a lot of people who were supposed to be racing!

Being held later in the season than usual, race day was blessed with superb weather and the traffic and crowds turned out in proportions that would make British organisers weep with envy. The official figure was estimated as 110,000 vehicles in the car parks and over 350,000 spectators. The start was at 10 a.m. on Sunday morning under a blazing sun, and at the last moment there was a panic on the works Dino Ferrari as a fuel pump seemed to be defective, and with only minutes to go the Ferrari mechanics fitted a new one. As to who should do the Le Mans-type start for each car, it was a question of team-manager decision, mutual agreement between drivers, or the toss of a coin. The last was resorted to by the Chaparral team, Phil Hill telling Bonnier "heads you win, tails I lose," so Bonnier made the start, wondering whether he had been forced into the responsibility against his will! Surtees naturally took first stint on the 4-litre Ferrari and the Dinos were driven by Scarfiotti, Rodriguez and Attwood. The 8-cylinder Porsche by Rindt and the sixes by Herrmann, Bondurant and Klass. The big Sports Car class was an all-private-owner affair of Ford GT40 coupés and a lone 7-litre Cobra, the Fords being the two Slough-supported Essex Wire Team cars of Scott/Revson and Whitmore/Neerpasch, the F. English Ltd. car of Ireland/Salmon, the Ford France car of Schlesser/Ligier, the privately-owned car of Peter Sutcliffe, with John Taylor as co-driver, and Nick Cusson's dark green car driven by Bond/Spence. In the 2-litre Sports class were six Carrera sixes, any of whom could be up amongst the Fords, and both groups could be certain of taking over the race if all the works Prototypes fell out, as in the Targa Florio.

The starting signal was not given very well, so that some drivers started running too soon and others were too late, but almost by mutual consent everyone rushed across the track to the waiting cars, and it was Scarfiotti in the fuel-injection Dino who was first away. A depressing number of cars were left behind, to join in later, while some never did get going. The weather conditions, the circuit conditions and practice times all indicated that the pace was going to be very fast and when Surtees appeared at the end of the standing-start lap in 8 min. 48 sec., two and a half seconds quicker than the existing Prototype lap record, it was clear that this was not going to be a race for the slow or enfeebled. The 330P/3 Ferrari was already 17 sec. ahead of the works Dino Ferrari, and 25 sec. ahead of the Chaparral, with Dinos, Carrera sixes, Ford GT40s and the rest in hot pursuit. On his second lap Surtees set a new record with 8 min. 37 sec. Whitmore had barely got out of sight after the start when a wheel came off his Essex Wire Team Ford and he skidded out of the race. The other Essex Wire Ford, driven by Scott, was blowing out oil smoke as well as oil and Bondurant (Porsche 6) and Schlesser (Ford GT40) were collecting most of it on their windscreens, so that both had to stop at the end of lap two to have them wiped clean. Bonnier got the Chaparral by Scarfiotti's Dino on lap three, but by this time Surtees had a 50-sec. lead and the race as such appeared to be over, rather like last year. However, Scarfiotti was keeping up with the Chaparral, driving in a very determined fashion and outstripping all the Porsches, including the 2.2-litre, 8-cylinder, which had made a poor start and did not seem to be running at all well. Even after only three laps, Surtees had lapped a vast number of tail-enders, and from then on the fast cars had to contend with traffic all round the circuit, some of it being pathetically slow and badly driven.

At the end of the third lap the order was Surtees (Ferrari P3), Bonnier (Chaparral), Scarfiotti (Dino), Herrmann (Porsche), Klass (Porsche), Rindt (Porsche), Attwood (Dino), Rodriguez (Dino), Ireland (Ford), Scott (Ford), Siffert (Porsche), Muller (Ferrari LM), the Lennap brothers' Dutch Racing Team Porsche, the Sutcliffe/Taylor Ford, the British green Porsche of de Udy/de Klerk, the Ford-France Ford, and Bondurant (Porsche) making up time after their stops, and the rest of the runners in groups or singly, racing for class positions. The Essex Wire Ford could not go on blowing out oil for ever and on lap four Scott came into the pits and the car was wheeled away to the dead car park, the leaking joint being irreparable. In just under an hour Surtees was due to complete his sixth lap, so far ahead of any opposition that it was a Ferrari demonstration rather than a race, but then everything went wrong. Instead of storming past the pits flat out, at 10.55 a.m., he headed slowly for the pits with a great patch of paint burnt off the right rear wheel arch. The eye-bolt fixing of the right-rear Koni damper/coil spring unit had pulled off and the suspension had collapsed with the tyre rubbing on the wheel arch. There was a momentary pause of disbelief, then a pandemonium and mechanics leapt at the car, while Engineer Forghieri shouted for a replacement damper/spring unit. All the Ferrari's lead had gone and car after car was roaring past, with the Chaparral now in front, but with



AIR SCOOP.—The scoop to the air intakes on the winning Chaparral is the highest part of the car.

Scarfiotti hanging on grimly, a length or two behind and doing a marvellous drive to stay with the 5.3-litre car. Some seven minutes went by before the 4-litre Ferrari was roadworthy once more, and Parkes took over, having filled up the fuel tanks while the new shock-absorber unit was being fitted. In a few moments what had seemed to be a foregone conclusion was now a great big question mark, for when Parkes went by at the end of lap seven he was in 21st position, with a lot of fast cars in front of him.

Although the Chaparral was leading, it was being hounded by the little works Dino Ferrari, and not far behind were two more Dinos with two fuel-injection Porsche sixes between them. Then came Siffert (Porsche 6), Muller (Ferrari LM), Ireland (Ford GT40) and Bondurant (Porsche 6). Further back the British-owned Porsche was leading the 2-litre Sports class, and the various small cars were busy with their class racing, though a great many had already fallen by the wayside. At the end of 11 laps, or quarter-distance, the Chaparral came in for fuel and oil and Phil Hill took over, the Scarfiotti Dino going into the lead. The Porsches were already stopping for fuel and driver changes so that the Chaparral was in third position when it re-started and on the next lap the leading Dino stopped for fuel and for Bandini to take over, which he did after Rodriguez and Phil Hill had gone by. Just on midday, with the sun really blazing from a blue sky, Rodriguez stopped for Ginther to take over, and as all the refuelling had gone according to plan the order was now back to where it had been, Phil Hill (Chaparral), Bandini (Dino Ferrari) and Ginther (Dino Ferrari). Whereas Scarfiotti had been able to keep up with Bonnier, the story was now very different and Phill Hill began to pull out a very big lead, over a minute by lap 15 and a minute and a half by lap 16. Parkes was still charging through the field in the P3, and was up to 7th position, behind the Piper/Attwood Dino Ferrari. Ireland had slid off the road into a ditch with the light blue Ford GT40, when a tyre deflated, unfortunately breaking his thumb in the process, and Muller had lost time inspecting the front suspension of the Swiss LM Ferrari as it felt very odd on corners. As the major pit stops for fuel were taking place a German-built version of a B.M.C. Mini-Marcos had an accident and was rammed by a works Fiat-Abarth, the Abarth driver Juttner, being injured. This took place on the approach to the starting plateau and the wreckage all over the road caused competitors to slow to a crawl, and it was some time before everything was cleared away.

Phil Hill was going splendidly in the white Chaparral coupé, having no trouble from smaller engined cars, but always conscious of the big Ferrari that was going very well and closing the gap. Parkes had climbed to seventh place, but catching the Dinos and the works Porsches was not so easy. At 17 laps he stopped for fuel and Surtees took over, to continue the pursuit, but he had not completed a lap when the eye-bolt of the replacement shock-absorber unit broke like the first one and once more he had to crawl to the pits. Clearly there was some mis-alignment somewhere, and the telescopic unit was being compressed or stretched out of line. Another unit was fitted and the car was now over a lap behind the Chaparral, but nonetheless Surtees set off at undiminished pace. There were now only nine cars on the same lap, these being the Chaparral, the works Dino, the N.A.R.T. Dino, the works Porsches of Herrmann/Glemser and Schutz/Klass, the Piper/Attwood Dino, the Bondurant/Hawkins works Porsche, the 8-cylinder Porsche and the Ligier/Schlesser Ford GT40. Although everyone else had been lapped by the Texan "running-bird" there was still plenty of racing going on and in particular the Group 4 Sports Cars of 2-litres were in close contest, the issue being open between the Porsches of de Udy/de Klerk, Koch/Linge, Beltoise/Nocker and van Lennap/van Lennap, while the private Ford GT40s of Sutcliffe/Taylor and Bond/Spence were still well in the running.

At half-distance Phil Hill brought the Chaparral into the pits as arranged, for fuel and oil, and though the stop seemed to take a long while and Bonnier started off very slowly in "High" gear on the 2-speed torque-converter transmission, he was still away before Bandini appeared. Phil Hill had really consolidated the Chaparral's lead, but he was well aware of the fact that the race was only half over, and that the car was by no means attuned 100% to the circuit, and that the shock-absorbers left a lot to be desired, but for a first attempt at Nurburgring racing the Chaparral team were very happy. The second-place Dino stopped on lap 23 for fuel and for Scarfiotti to take over, and it also had its front Dunlops changed, the wear being excessive due to too much under-steer. There was a slight panic when Scarfiotti stalled on take-off, for he had not switched all the fuel pumps on, and though the N.A.R.T. Dino went by, he got away before the Porsches appeared. Two laps later Ginther brought the N.A.R.T. Dino in for fuel and Rodriguez took over without the front Goodyear tyres being changed, so that the car retained its second place, but Scarfiotti was still on great form and overhauling the Mexican driver rapidly.

Cars were continually falling out of the race, the Siffert/Vogele Porsche retiring with a broken chassis, de Klerk put the green Porsche in a ditch, one of the Auto Delta works Alfa Romeos had gone, and most of the ill-prepared slower cars had long since disappeared. The 8-cylinder works Porsche was in continual trouble with a slipping clutch and the Maranello Concessionaires' Dino Ferrari was rubbing its right-rear Dunlop through the bodywork. On lap 27 the Chaparral had a 4-minute lead and seemed very confident, its V8 Chevrolet engine sounding healthy, but the P3 Ferrari was quite the reverse, and Surtees arrived at the pits with a strong smell of slipping clutch. Mechanics screwed it up solid and Parkes took over, starting the engine in gear and hiccoughing his way back into the race. Attwood pulled into the pits with Ronnie Hoare's Dino making a grinding noise in the transmission and rather than go on until it broke and did irreparable damage the car was withdrawn. The Beltoise/Nocker Porsche had a slight excursion off the road and lost most of its right front wheel arch, but continued, and the Schutz/Klass Porsche retired out on the circuit with a broken drive-shaft.

At 3 p.m. the Chaparral completed 33 laps and it came in for its final stop for fuel and oil; everything went according to plan and Phil Hill set off to do the closing phase of the race. In the distance, beyond the South Curve, the sky was ominously grey, and a sudden drop in temperature indicated approaching rain, so Hill was instructed to stop at the pits at the first drop of rain, for the Firestone tyres he was running on were essentially dry road tyres. A lap later and Scarfiotti stopped for fuel and tyres and Bandini took over the works Dino and by now the rain was fast approaching so the Chaparral team prepared a set of wheels with some special hand-cut tyres on them. These were block tread Firestones from which alternate rows of blocks had been removed, leaving three high circumferential ribs, rather like the front tyres on a tractor. The rather sad and sick P3 Ferrari now crawled into the pits very much overdue and Parkes went on again, only to stop on the return road behind the pits. He got going again and set off to limp round to the end of another lap, but the clutch and transmission had nearly had enough. After the first four cars had completed their 35th lap a strong wind got up and it was only a matter of time before the approaching rainstorm hit the circuit and travelled right across it from one side to the other. Just after Phil Hill set off on his 37th lap the rain started and Rodriguez stopped for fuel and tyres and Ginther went off into the fast-moving rainstorm. At the same time Bandini stopped very briefly to have a large sheet of paper removed from the radiator, the storm having blown it right into his path. He was away before Ginther, so the order now was Phil Hill (Chaparral) slipping and sliding about on the wet track and down to a crawl in places, trying to keep the big car on the road and make it back to the pits, then Bandini (Dino

Ferrari), followed by Ginther (Dino Ferrari). In the rain Glemser had put his works Porsche into a ditch, and this let the Bondurant/Hawkins car up into fourth place, there being no one else on the same lap as the leader. The Ligier/Schlesser Ford was next, leading its class from the Sutcliffe/Taylor Ford, then came four Porsche Carrera sixes still battling for a class win, and changing positions continuously, and they were followed by the Mairesse/Muller Ferrari LM that was making up time after being handicapped by a broken seat mounting. Behind them came the Bond/Spence GT40 and after that the first of the small cars, which was the Alfa Romeo TZ2 of Bianchi/Schultze.

At the end of the 37th lap the Chaparral stopped at the pits, by which time the rain had almost stopped and blue sky was appearing, but Hill knew that the storm was still drifting across the 14-mile circuit and that he was going to have to drive into it again. The special Chaparral-Firestones were fitted, the change of wheels taking a long time as they use a six-bolt hub fixing and there was further delay when the rear ones would not go under the wheel arches until the car was jacked up higher than the quick-lift jack would raise it. As Phil Hill accelerated back into the race, the torque-converter and 2-speed transmission working as well as ever, the Chaparral had a bare 60 sec. over the works Dino Ferrari, Bandini being urged to press on as hard as he could. No one was quite sure how Hill would get on with the ribbed tyres, nor how they would handle if the track dried completely, but all doubts were dispelled when he pulled out 24 sec. more lead over the Dino in one lap. The next lap the lead was 96 sec. so all was well and obviously Phil Hill had everything well under control. He was not having an easy time for the windscreen wiper had gone berserk, first only wiping half of the screen and then disappearing down under the scuttle, even though the arm was still flailing about. As he went through the slow bends at Adenau-Forst, he took the opportunity to open the gull-wing door, lean out and wipe some of the muck off the screen, but even so he was not having a pleasant drive. As he started the 44th and last lap the Chaparral pit put their signals away and began to pack up, saying that all they could do now was to wait. Nobody was more aware of the tenseness of that last lap than Phil Hill and he put all his concentration into the last 14 miles to bring the mud-spattered but very healthy Chaparral over the line to win the 1966 A.D.A.C. 1,000 kilometre race. Hap Sharp, who was in charge of the team, his wife, who kept the watches going, and the three mechanics, were justifiably overcome with joy and they just hugged each other like a happy family, not knowing whether to laugh or cry. Among the first to congratulate them were Mike Parkes, John Surtees and Forghieri.

One by one the remaining runners received the chequered flag, the private Porsche Carreras racing to the very end, with victory going to the Racing Team Holland's orange car. In all 33 cars out of 77 starters were classified, as listed below.—D. S. J.

Results :

A.D.A.C. 1,000 KILOMETRES—Prototypes, Sports and GT
Nurburgring—44 laps—1,003 kilometres—Dry and Wet

P	* **1st**	P. Hill/J. Bonnier (Chaparral-Chevrolet V8–5.3-litre) ..	44 laps in 6 hr. 58 min. 47.6 sec.—143.8 k.p.h.
P	* **2nd**	L. Scarfiotti/L. Bandini (Ferrari Dino V6–2.0-litre) ..	44 laps in 6 hr. 59 min. 29.2 sec.—143.5 k.p.h.
P	**3rd**	P. Rodriguez/R. Ginther (Ferrari Dino V6–2.0-litre) ..	44 laps in 7 hr. 00 min. 02.4 sec.
P	**4th**	R. Bondurant/P. Hawkins (Porsche Carrera 6–2.0-litre)	44 laps in 7 hr. 06 min. 52.8 sec.
S	* **5th**	G. Ligier/J. Schlesser (Ford GT40–4.7-litre)	43 laps in 7 hr. 03 min. 22.4 sec.—139.0 k.p.h.
S	**6th**	P. Sutcliffe/J. Taylor (Ford GT40–4.7-litre)	43 laps in 7 hr. 05 min. 16.7 sec.
S	* **7th**	G. van Lennap/D. van Lennap (Porsche Carrera 6–2.0-litre)	42 laps in 6 hr. 59 min. 28.7 sec.—137.0 k.p.h.
S	**8th**	S. Axelsson / B. Johansson (Porsche Carrera 6–2.0-litre)	42 laps in 7 hr. 00 min. 02.9 sec.
P	**9th**	W. Mairesse/H. Muller (Ferrari 275LM–3.3-litre) ..	42 laps in 7 hr. 00 min. 15.9 sec.
S	**10th**	G. Koch/H. Linge (Porsche Carrera 6–2.0-litre)	42 laps in 7 hr. 01 min. 35.8 sec.
S	**11th**	J. P. Beltoise/P. Nocker (Porsche Carrera 6–2.0-litre)	42 laps in 7 hr. 02 min. 57.9 sec.
S	**12th**	R. Bond/M. Spence (Ford GT40–4.7-litre)	42 laps in 7 hr. 03 min. 41.9 sec.
S	* **13th**	L. Bianchi/H. Schultze (Alfa Romeo GTZ2–1.6-litre) ..	41 laps in 7 hr. 08 min. 17.8 sec.—131.1 k.p.h.
S	* **14th**	J. Ortner/W. Mantzel (Fiat-Abarth–1.3-litre)	40 laps in 7 hr. 04 min. 12.2 sec.—129.1 k.p.h.
S	**15th**	L. Cella/T. Fischhaber (Fiat-Abarth–1.3-litre)	40 laps in 7 hr. 06 min. 41.1 sec.
S	**16th**	H. Dechent/R. Huhn (Fiat-Abarth–1.3-litre)	39 laps in 7 hr. 04 min. 07.6 sec.
P	* **17th**	M. Abels/E. Bitter (Fiat-Abarth–1.3-litre)	39 laps in 7 hr. 10 min. 17.1 sec.—124.0 k.p.h.
S	**18th**	R. de Lageneste/J. Patte (Alpine-Renault–1.3-litre) ..	38 laps in 7 hr. 08 min. 47.7 sec.
GT	* **19th**	S. Gregor/C. G. Auer (Porsche 911–2.0-litre)	38 laps in 7 hr. 09 min. 27.2 sec.—121.0 k.p.h.
P	**20th**	C. Baker/J. B. Moore (Austin Healey Sprite–1.2-litre) ..	37 laps in 7 hr. 00 min. 54.5 sec.
GT	* **21st**	G. Selbach/K. von Wendt (Shelby-Mustang–4.7-litre)	37 laps in 7 hr. 05 min. 53.5 sec.—118.9 k.p.h.
S	**22nd**	A. de Adamich/T. Zeccoli (Alfa Romeo GTZ2–1.6-litre)	36 laps in 6 hr. 12 min. 08.9 sec.
P	**23rd**	M. Garton/A. Poole (Austin Healey Sprite–1.2-litre) ..	36 laps in 6 hr. 58 min. 43.7 sec.
P	* **24th**	R. Jost/H. Dorner (Porsche 356 Carrera–1.6-litre) ..	36 laps in 7 hr. 01 min. 38.0 sec.—116.9 k.p.h.
GT	**25th**	H. Perrier/K. Greene (Porsche 911–2.0-litre)	36 laps in 7 hr. 01 min. 59.3 sec.
GT	**26th**	H. Felder/F. Kalkuhl (Ferrari 275GTB–3.3-litre)	36 laps in 7 hr. 03 min. 13.5 sec.
P	**27th**	K. von Kothen/G. Lohstrater (Alfa Romeo GTA–1.6-litre)	36 laps in 7 hr. 06 min. 21.3 sec.
P	**28th**	M. Hartung/H. Gilges (Alfa Romeo SS–1.6-litre) ..	36 laps in 7 hr. 07 min. 56.2 sec.
GT	* **29th**	E. Sailer/K. Lammers (Porsche Carrera 356–1.6-litre) ..	36 laps in 7 hr. 08 min. 54.6 sec.—114.8 k.p.h.
GT	**30th**	M. Merrick/J. Harper (Jaguar E–3.8-litre)	35 laps in 7 hr. 00 min. 27.7 sec.
GT	**31st**	J. Komusin/S. Mullers (Alfa Romeo GTV–1.6-litre) ..	34 laps in 7 hr. 01 min. 54.7 sec.
GT	* **32nd**	L. Foschi/L. Malanca (Lancia Fulvia–1.1-litre)	33 laps in 7 hr. 06 min. 37.0 sec.—105.8 k.p.h.
GT	**33rd**	G. D. White/K. Grant (Austin Healey Sprite–1.1-litre) ..	32 laps in 7 hr. 04 min. 41.7 sec.

Fastest lap : J. Surtees (Ferrari 330P/3), on lap 2, in 8 min. 37.0 sec.—158.8 k.p.h.

77 starters — 33 finishers.

*P = Prototype. S = Sports. GT = Grand Touring. * Class winner.*

* * *

Nurburg Notes

Before the race Hap Sharp looked at the 4-litre Ferrari and told his team, " It could break just as easily as our car could." Their car did not break.

If Americans will accept Texas as part of the U.S.A. then we can say that the Chaparral victory was a true American effort.

There were eight privately-owned Lotus Elans taking part but none finished; some did not look prepared to do a 5-lap Club race.

The 2-litre Dino Ferraris thoroughly trounced the 2-litre Porsche Carrera sixes, and more than made up for the failure of their big brother.

The Chaparral team could easily have been mistaken for a bunch of amateurs at first glance, but what a mistake that would have been.

BELGIAN G.P.—continued from page 595

Spa Splutters

The new H16 B.R.M. engine is a splendid piece of Grand Prix machinery, but not really the thing for non-works mechanics to have to look after. I suspect that a lot of people who criticise its performance to date have had no experience of assembling a single-cylinder racing engine, let alone a 16-cylinder.

I would have thought a lap at an *average* speed of 232.844 k.p.h. (nearly 145 m.p.h.) would have convinced most people that a 3-litre G.P. car is an exciting piece of machinery, and that Surtees ranks pretty high as a G.P. driver, but a depressing number of people seemed singularly unimpressed; or is it going to be " fashionable " to be lukewarm in your enthusiasm for anything other than Mini racing.

How nice it was to see Dan Gurney's AAR Eagle arrive with a well-designed bodywork that covered everything, even the gearbox.

The McLaren team had done some extra high-pressure work to modify the chassis, couple the Serenissima V8 engine to the ZF gearbox and install the whole lot in barely a week, for it included the redesign and manufacture of oil pipes, fuel system and exhaust systems as well as engine mountings. What a great pity that it was all to no avail.

Italian engines finished first, second and third, which should point a moral, or something, and drivers were British, Austrian and Italian, with a British chassis between two Italian ones. A result of true International character.

The 50th Indianapolis 500-Mile Race

THE 50th Indianapolis 500-Mile Race will be remembered for two major upheavals, other than the lap one crash. Firstly, it is the end of an era, the era of the big hairy roadsters with brave middle-aged men driving them. Secondly, it is the start, regulations permitting, of the participation of scientific European road-racing teams, with their comparatively young, high-skilled drivers.

This year the front row of the grid consisted of three British chassis, a Brabham and two Lotuses, with Clark sandwiched between Andretti and Snider. The two American drivers had both been tyre testing at the track for some months and their cars were set as perfectly as could be possible, while Clark was complaining that his car was handling "like a pig," which probably accounts for his two spins during the race.

Of the 33 starters, only one was front-engined, and he was the 33rd qualifier. Twenty-four cars were using the 4-cam Ford V8 engines, while the other nine were on Offenhausers. The Offenhausers were again split into three : three engines were 4.2-litre, twin-cam 4-cylinders, three were 2.8-litre, Roots-supercharged, 4-cylinder engines, and three were 2.8-litre, exhaust-driven turbocharged 4-cylinder engines.

This year not all the cars had offset suspension, the fastest qualifier, Andretti, had symmetrical suspension, as did all the Gurney Eagles. Although the suspension on these cars were not offset, the main fuel tank was on the left, so putting more static weight on the left-hand wheels. Tyre wear has improved to such a degree that, barring accidents, no one needed tyre changes. The 33 cars were split evenly on what tyres were used, 17 being on Firestone and 16 on Goodyear. Most of the Firestones were new low profile tubeless tyres which had a weight saving of up to 5 lb. per wheel.

Andretti's fastest qualifying lap was 4 m.p.h. up on last year at 165.899 m.p.h., 3 m.p.h. slower than his best time during tyre testing. So all was set for a new race record and lap record. The two British drivers racing here for the first time were well down on the number of flying practice laps they had done. Hill even missed the carburation tests on the Friday before the race as his car would not start. Stewart, however, managed to get in a number of laps and was feeling fairly happy. Whether it was because of Hill, a foreign visitor, not having been out in the carburation tests, but right against all tradition, a further half-hour was allowed after the still-engine refuelling practice, and Hill managed to get in eight laps before rain stopped practice.

STARTING GRID

↑	M. Andretti (*Brabham-Ford*) 165.899 m.p.h.	J. Clark (*Lotus-Ford*) 164.144 m.p.h.	G. Snider (*Lotus-Ford*) 162.521 m.p.h.
	P. Jones (*Shrike-Offy S.*) 162.484 m.p.h.	L. Ruby (*Eagle-Ford*) 162.455 m.p.h.	G. Johncock (*Gerhardt-Ford*) 161.959 m.p.h.
	J. McElreath (*Brabham-Ford*) 160.908 m.p.h.	C. Hulse (*Watson-Ford*) 160.844 m.p.h.	D. Branson (*Gerhardt-Ford*) 160.385 m.p.h.
	J. Grant (*Eagle-Ford*) 160.335 m.p.h.	J. Stewart (*Lola-Ford*) 159.972 m.p.h.	B. Foster (*Vollstedt-Ford*) 159.496 m.p.h.
	R. Ward (*Lola-Offy S.*) 159.468 m.p.h.	J. Boyd (*B.R.P.-Ford*) 159.384 m.p.h.	G. Hill (*Lola-Ford*) 159.243 m.p.h.
	G. Congdon (*Huffaker-Offy*) 158.688 m.p.h.	M. Kenyon (*Gerhardt-Offy*) 158.555 m.p.h.	A. J. Foyt (*Lotus-Ford*) 161.355 m.p.h.
	D. Gurney (*Eagle-Ford*) 160.499 m.p.h.	J. Leonard (*Eagle-Ford*) 159.566 m.p.h.	R. McCluskey (*Eagle-Ford*) 159.271 m.p.h.
	J. Hurtubise *Gerhardt-Offy T.S.* 159.208 m.p.h.	A. Unser (*Lotus-Ford*) 162.272 m.p.h.	C. Yarborough (*Vollstedt-Ford*) 159.794 m.p.h.
	C. Williams (*Gerhardt-Ford* 159.645 m.p.h.	A. Knepper (*Cecil-Ford*) 159.440 m.p.h.	B. Tingelstad (*Gerhardt-Offy S.*) 159.144 m.p.h.
	B. Unser *Huffaker-Offy T.S.* 159.109 m.p.h.	E. Johnson (*Huffaker-Offy* 158.898 m.p.h.	A. Miller (*Lotus-Ford*) 158.681 m.p.h.
	B. Grim *Watson-Offy T.S. Roadster* 158.367 m.p.h.	L. Dickson (*Lola-Ford* 159.144 m.p.h.	R. Duman (*Eisert-Ford*) 158.646 m.p.h.

The race itself was, in the opinion of regulars, the worst they had ever seen, and certainly no records were broken. The starting line crash began when Foster charged past Branson and hit Johncock's back wheel, tearing off his own front wheel. He hit the wall and bounced back into the way of the middle and tail of the field. Eleven cars were damaged beyond repair and five cars were pushed to the pits to be worked on when the race restarted. The eleven were D. Branson, B. Foster, G. Congdon, A. J. Foyt, D. Gurney, C. Yarborough, A. Knepper, A. Miller, B. Grim, L. Dickson and R. Duman.

When the race restarted Andretti led Clark for a few laps but he was soon in trouble and was black-flagged for spreading oil. Clark went into the lead until he spun on his 65th lap and again on his 85th lap. On both occasions he showed the touch of the master by keeping his engine running, which brought praise from the "500" followers, who said this is unheard of. His spins lost him the lead to Lloyd Ruby and brought Stewart and McCluskey up close behind. One of the only highlights of this race was the battle for third place between McCluskey and Stewart when first one led, then the other, and Stewart really learned about track racing and gave better than he received, for eventually McCluskey dropped back to retire.

Hill had a lonely race, not really being involved in any major place changes, and as the leaders dropped by the wayside he moved slowly up. The road was beginning to get very slippery and track veteran Roger Ward retired his Lola merely because he considered the surface was too slippery for racing. This situation is what G.P. drivers have to put up with every week-end, and it really wasn't surprising that after Ruby was black-flagged with oil pouring from a hole in his cam cover that the three British drivers were lying first, second and third.

In the last few laps Stewart, in first place, began shaking his head for his scavenge pump had packed up and it was only a matter of time until the engine filled with oil. This happened on his 191st lap and he finished by pushing the car to the pits and sixth place overall. Hill now took the lead although, due to a scoring error in the Lotus pit, Clark was also being given P.I. signs. He was soon disillusioned, however, when he drove to Victory Ally only to find Hill being "kissed and interviewed."

If regulations are not imposed on foreign entries there may be many more road-racing drivers and cars at the 1967 race. McLaren and Amon were more than interested spectators. Mr. Honda, who was also present, has stated that he will build a car for next year. Ferrari would not have difficulty preparing a car which could stay the distance at a winning speed. If this happens then the myth of Indianapolis will become history and live only in the minds of those who can remember the "Golden Days."—M. J. T.

Results :

INDIANAPOLIS 500 MILES—Hot and Dry

1st :	G. Hill (Lola-Ford)	3 hr. 27 min. 52.53 sec.—144.317 m.p.h.
2nd :	J. Clark (Lotus-Ford) ..	3 hr. 28 min. 33.66 sec.—143.843 m.p.h.
3rd :	J. McElreath (Brabham-Ford)	3 hr. 28 min. 42.42 sec.—143.742 m.p.h.
4th :	G. Johncock (Gerhardt-Ford	3 hr. 29 min. 40.00 sec.—143.084 m.p.h.
5th :	M. Kenyon (Gerhardt-Offy)	198 laps
6th :	J. Stewart (Lola-Ford)	190 laps
7th :	E. Johnson (Huffaker-Offy)	175 laps
8th :	B. Unser (Huffaker-Offy)	171 laps
9th :	J. Leonard (Eagle-Ford)	170 laps
10th :	J. Grant (Eagle-Ford)	167 laps

Fastest lap : J. Clark (Lotus-Ford), on lap 18 at 159.179 m.p.h.

RALLY REVIEW—continued from page 604

near to where Elford went out, thus leaving the way clear for Rosemary Smith and Val Domleo to take the Ladies' Prize in their Hillman Imp. Another success from Rootes was the GT Category win for Peter Harper and Ian Hall in their Sunbeam Tiger.

The only other bit of drama came at the end of the rally proper when it was realised that Bengt Söderström could just pip Hopkirk if the Mini dripped away all its oil during the night, for on the next day there was to be the traditional Parnis hill-climb and the circuit race of Tatoi for the benefit of the public, and no oil could be added except during the actual test. However, the well-Isoponed sump held together and Söderström couldn't take back more than 10 sec. of his minute deficiency in the 7-kilometre climb The circuit race was so designed that even a very poor time was only worth 10 sec. difference at the utmost.

Let us hope that next year the event does not have any such tom-foolery and it may well become even more well established.

A. E. A. K.

VETERAN—
EDWARDIAN—
VINTAGE

A Section Devoted to Old-Car Matters

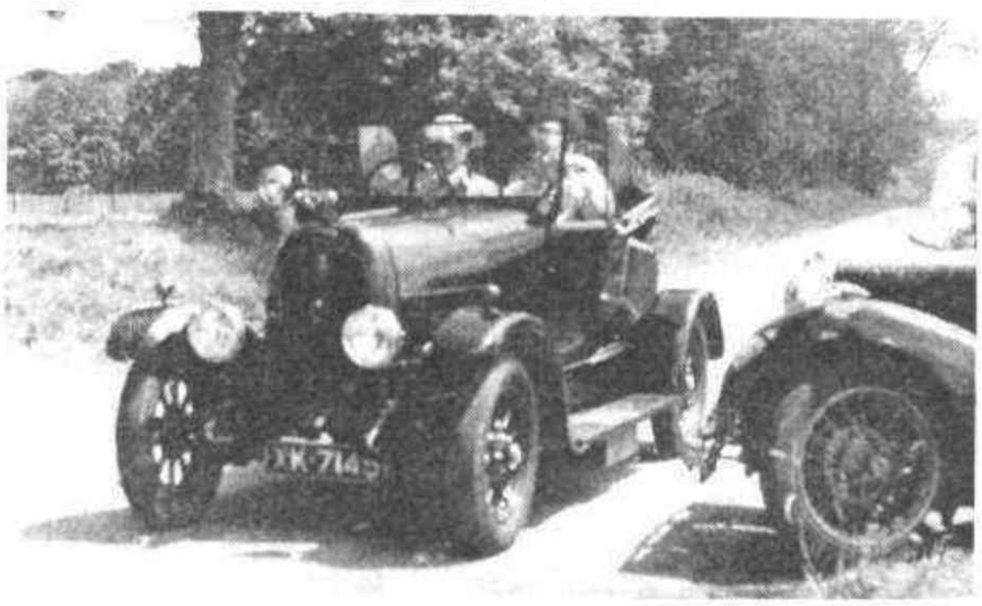


PERIOD SETTING for the start of the V.S.C.C. Light Car Rally, with the Star and A.B.C. in the foreground

THE vintage car movement and its associated derivatives has never been in better or more active fettle and it would be quite impossible to estimate how many people derive pleasure and entertainment from the numerous rallies and other fixtures that occupy every summer week-end and represent such a typically English form of motoring entertainment. Few of the older cars would remain usable were it not for the Dunlop Tyre Company and its commendable foresight in retaining moulds for making obsolete sizes of tyres. This service rendered to the veteran and vintage world by Dunlop is something on which no adequate thanks can be bestowed. In America Firestone operate a similar service and one gathers that Germans in need of tyres in obsolete sizes can get help from Continental.

Now, in addition to continuing to supply new tyres in pre-war sizes, Dunlop have issued an extremely useful booklet explaining what this service is about. "Veteran and Vintage Tyres" not only lists the tyres and tubes still being manufactured by Dunlop and the sizes which are interchangeable with those no longer available, but illustrates the difference between wired-on, straight-sided and beaded-edge tyres, and deals with the dimensions, reference numbers, rim standards, and pressures for given loads of veteran and vintage tyres ranging from 7.00 × 17 to 7.00 × 21 and 30 × 3½ to 895 × 135 (not forgetting 32 × 4½, the sole surviving straight-sided tyre).

There is also an interesting historical explanation about tyre evolution and illustrations of Dunlop tread-patterns from the early chevron and triple-stud to the F4 and B5. This exceedingly useful reference work concludes with a code of rim bands to suit rims from 2.50 × 20 to 5 × 21. It will be indispensable to most old-car owners and is available free, if any copies are still available, on receipt of a 6d. stamp and mention of MOTOR SPORT, to the agents for Dunlop tyres of this sort, Vintage Tyre Supplies Ltd., 30, Dalston Gardens, Honeypot Lane, Stanmore, Middlesex.



V.S.C.C. LIGHT CAR RALLY.—Dr. Barnard's 1922 Fiat 501 which won the Concours d'Elegance, *at the first Control of the road section.*

THE V.S.C.C. EDWARDIAN LIGHT CAR RALLY
(June 12th)

This gentle but popular annual event took place this year over roads of North Wiltshire, after competitors had assembled at Mr. and Mrs. Arnold-Forster's residence. R.A.C. regulations no longer permit simple hill-restarts and sprints to be included, although it is difficult to see what harm these could do on quiet country roads. So the event is merely a navigational exercise, for which four hours were allowed for the 40-mile route.

This time the entry of 29 vintage light cars and half-a-dozen Edwardians was of a much higher overall standard of presentation than in recent years. While the *Concours d'Elegance* was taking place in the period setting of Salthrop House we noted that Riddle was using *four* push-rods on his G.N., admired Savage's very nice Rover 8 2-seater, observed once again the 4-bladed metal fan that assists the cooling on Cameron's flat-twin A.B.C., which has but two aero-screens as protection for its occupants, and coveted Dr. Barnard's extremely smart r.w.b. Fiat 501 2-seater.

Quite a number of the competitors were driving r.w.b. cars, such as Diffey and Capt. Leach in their 1926 Humber 9/20 tourers and Kane in his 1922 Morris-Oxford 2-seater, although Anson's 1927 Humber 9/20 tourer had expanding front brakes to supplement its exposed contracting back brakes.

Humbers were out in force, Dighton's 1928 9/20 tourer being present, while Contreras was working on his Fiat 509b tourer, Giles was lucky in being in a 1927 Austin 7 metal saloon, for the day began with heavy rain, but Parks and the Cardys had Chummies. Cellophane bags protected the lamps of Caudle's 1912 Buick and Saunders' 1913 model-T Ford tourer made a nice contrast with Lt.-Col. Gresham's 1912 Rolls-Royce.

The rain gave over, and off they went. At the first Control, where a British Legion Rally was coming from the opposite direction—did they tell the R.A.C. about *their* rally, I wonder! —Barry Clark arrived well ahead of anyone else in his sporting 1913 Talbot 25, brakes squealing. Next to appear along the gated, tree-lined road was Woodburn in his sports Gwynne 8, then Abrahams in his disc-wheeled Singer Junior, small boy alone in the back, and Jarrett's "rorty" side-valve Riley saloon, lady navigator also using the back seat. The brakes of Dighton's Humber made themselves heard, Mrs. Cardy, navigating her Austin, with three children in the back, leapt out to secure the bonnet, and just before we left the V.S.C.C. President, Ron Barker, came into view in his 1908 Napier, just as if we had transported ourselves back into the Edwardian era.—W. B.

Results :

The Lady Rachel Trophy : D. Woodburn (1925 Gwynne).
Edwardian Class :
First Class Awards : B. M. Clarke (1913 Talbot) and S. F. Caudle (1912 Buick).
Light Car Class :
First Class Awards : D. K. Woodburn (1925 Gwynne), Dr. R. O. Barnard (1922 Fiat) and Dr. I. R. Cardy (1925 Austin).
Second Class Awards : E. J. Riddle (1921 G.N.) and J. K. Milner (1926 A.C.).
Third Class Awards : D. R. Bell (1924 Talbot) and D. T. R. Dighton (1928 Humber).



ISN'T ACCURACY IMPORTANT?

Man, in his many pursuits, sooner or later makes mistakes—it seems that his ingenuity is about to be outwitted by rats, which are apparently multiplying rapidly and resisting all known poisons. When we commit the inevitable error we usually correct it, for the sake of present and future historians. When a weekly contemporary published an article on old cars which it called "Some Vintage Pops" we noticed that the author had made some mistakes, like crediting the Triumph Super Seven with a separate gearbox, whereas this was always in unit with the engine, expressing surprise at its smooth running but omitting reference to its 3-bearing crankshaft, being astonished that it had front brakes (in 1927!) but omitting to observe they were hydraulically-operated, ascribing to this car a massive chassis frame and gear-lever it did not possess, giving the wrong body to a Standard Nine, an incorrect caption to a picture of an Austin Ten, etc. Innocently we wrote a letter of correction, to help historians. Back came a reply from an Assistant Editor of "Britain's Best Motoring Magazine," as they style themselves, saying this wasn't a serious vintage history, just a bit of old chat and light relief. But surely in technical journals, even light-hearted contributors should get the facts right or suffer corrections if they don't?

Vintage Quote.—"If motors teach us anything, we ought to learn from them that June is no month to be anywhere but in the heart of the country. They tell me the 'height of the season' is now. Even 30 miles to the westward of Ascot our roads, morning and evening, are alive with cars full of very hot-looking people, wrapped up in veils and dust-coats, all seemingly anxious, and on the outward journey absorbed in fear that the blocks of cars, when they approach the race-course, will never let them get near to it. I did not go to Ascot this year. If I had gone, I should have travelled by train. To drive one's good car there from London seems to me as unpleasurable as to make the journey on horseback. Cars in London are all right; the traffic keeps moving and ever strikes an average. Cars in the country are in their proper sphere. But cars from London to a place where 10,000 others are heading are nothing but tribulation and disappointment. Once upon a time, when motors were few in the land, they were joys unspeakable, but now the time has come to realise fully that the use of them for getting to overcrowded pleasure grounds from London has become *napoo*."—Owen John writing in *The Autocar* of July 3rd, 1920.

V.E.V. Miscellany.—A 1924/5 Arrol-Johnston has been found and is to be restored after spending 37 years in the garage into which it was driven by its former owner. A 1931 A.J.S. saloon exists in Australia, probably the only one there is in running order, and a reader has found a 1934 8-h.p. Matford (the French Ford) and seeks information on it. In Scotland a Mobile Police Force borrows a 30/98 Vauxhall for part of its training. A number of early cars, including a 1906 racing car, are reported to have turned up "somewhere in England" in the V.C.C. magazine.

A reader who is restoring a Vernon-Derby would like to hear from past and present owners of these cars. A straight-8 Renault, laid up since 1953, is rumoured to be for sale. There was proof that prices are dropping drastically, at the Woburn Used-Car Fair, where a 1923 Morgan 3-wheeler made £44, a model-B Ford £30 and a Trojan van £32.

FUTURE V.S.C.C. FIXTURES

This month the Vintage S.C.C. holds driving tests at Blackbushe Airport on July 2nd and its second Silverstone Race Meeting of the season on July 30th. The latter will count towards the MOTOR SPORT Brooklands Memorial Trophy Contest and there is to be a special parade of Edwardians. It is anticipated that Cameron Millar's 250F Maserati and Peter Moore's s/c. single-seater s.v. Austin 7, absent from Oulton Park, will run at Silverstone. Details from T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berkshire.

AUSTINS AT BEAULIEU

This year the 750 M.C. Rally of the Austin Sevens takes place in the Montagu Motor Museum grounds on July 10th—so if you have one of these little cars, any year from 1922 to 1939, or enjoy seeing them in quantity . . .

BACK TO THEIR BIRTHPLACES

Two Registers are going back this month to the birthplaces of the cars they cater for. The Riley Register has its Coventry Rally on July 2nd/3rd, while on July 3rd the S.T.D. Register holds its annual Wolverhampton Rally and parade, pre-Rootes' Sunbeams having been made in this town.

VINTAGE DIARY

[Being some additional fixtures at which pre-war cars can be enjoyed by owners and onlookers.]

Carshalton Old Time Rally, July 9th.—An assembly of all types of transport including veteran, Edwardian and vintage cars. Queen Mary's Hospital for Children, Carshalton, Surrey. Arrival time from 12 noon. Details from K. Fidgen, c/o Louis Newmark Ltd., Bell Street, Reigate, Surrey.

Somerset Traction Engine Club Annual Rally, July 9th/10th.—Supported by veteran and vintage vehicles. Ashcross, Thornfalcon, Nr. Taunton. Details from J. Harding, 101, Wembdon Road, Bridgwater, Somerset.

The Vintage Motor Cycle Club, July 10th.—Road rally, *Concours d'Elegance*, driving tests. Crystal Palace. Details from E. R. Osborne, 55, Windermere Road, West Wickham, Kent.

"History of Rileys," July 16th.—Static display of cars illustrating the development of the Riley. Details from C. Stanley, Headmaster, The Abraham Darby School, Madeley, Shropshire.

The North-West Vintage and Veteran Transport Rally, July 16th/17th.—Featuring all types of vehicle. Haydock Park Race Course, Newton-le-Willows, Lancashire. Gate opens 12 noon.

Bognor Regis Carnival, Rolls-Royce Rally and Concours d'Elegance, July 17th.—The Eastern Esplanade, Bognor Regis. Judging: 2.30 p.m.

Oswestry & Dist. Agricultural Society Rally of Edwardian and p.v.t. Cars and Vintage Motorcycles, July 28th.—Tankards for class winners, plaques for all. Details: R. Peart, Norman R. Lloyd & Co., 13, English Walls, Oswestry.

ANOTHER BROOKLANDS RE-UNION

Hot sunshine, as is traditional, sealed the success of this year's Brooklands Re-Union, when the British Aircraft Corporation thoughtfully opened the old Motor Course to those who had associations with it before the war. So, on June 11th, the Brooklands Road once again saw exciting cars arriving, to turn in at the old Fork entrance, for their owners' conducted tour of the Track, with Bill Boddy and Dudley Gahagan as their hosts. The pre-war vehicles, which included Roger Richmond's ex-Robin Jackson Morgan, its big vee-twin engine making nostalgic background music, Russ-Turner's ex-Birkin blower Bentley lap-record holder, several more vintage Bentleys, including Merten's 1928 4½-litre with 430,000 miles behind it, Monica Whincop's H.R.G., a big Buick saloon from Byfleet, Frazer-Nash, Alvis, and other cars which could, some of which *were*, visitors in contemporary times, led the long crocodile through the grounds, following the Land-Rover of the Security Police, who themselves remember much Brooklands history, their Chief having ridden one of the last vehicles to use the Track, a racing Norton, after war had again broken out. Gahagan towed an ex-Bellevue Garage M.G. Magnette behind his Volvo, Derrington his Brooklands Salmson behind his old-type M.G. Magnette saloon.

To list all the celebrities and enthusiasts who responded to this call to keep the memory of Brooklands alive would take too much space—but Jack Duller said to hell with haymaking and drove up in his Volvo from his Devon farm, staying two nights at the "Hand & Spear," and W. B. Scott was driven down from Norfolk, remaining till midnight. Mr. and Mrs. Peter Cavanagh, of B.B.C. fame, were amongst the keenest gatherers of nostalgia, the Thomson & Taylor mechanics, Birkin's riding-mechanic, and Lycett's mechanic, were there, so was Noel Pope, the motorcycle lap-record holder, and Garland, who as a youth manned the Salmson pits during the 200-Mile Race.

Betty Haig came in a Lotus Elan with her former navigator, Miss Lambert (now Mrs. MacPherson), drivers like C. T. W. Penn, D. H. T. Smith, E. Sawers, P. V. G. Selby, H. G. Symonds, L. Ballamy, R. C. Fleming, R. A. Kellow, H. C. Spero, C. R. Whitcroft, R. O. Wilson-Kitchen, P. Courtney, D. Dent, M. Meo, W. Porter, G. P. Harvey-Noble, Jack Bartlett, Guy Templer, and many others, were recalling the old days, Duller even discovering the plot of nettles in which he landed when he crashed in the 2.3 Bugatti—and breaking his homeward journey to see again the Duesenberg in which he got his 130-m.p.h. badge. Paul Wyand, who filmed there, was reliving the good old days.

There were ex-spectators, marshals, officials—including C. S. Watkinson, one-time Assistant to Percy Bradley and Secretary of the B.M.C.R.C.—B.A.R.C. staff, like Mr. Lovelock, who tended the buildings on the estate, and the Dicker brothers, one of them famous as the signwriter who painted-on the racing numbers, and even someone, G. H. Stone, who rode in the *bicycle*

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VINTAGE POSTBAG

Curborough Correction

Sir,

I feel I must write to correct a slight error in the report of the V.S.C.C. Curborough Speed Trials. This is no fault of your own as it was actually mentioned over the P.A. system that my 1936 Rapier was the first to be built by the Rapier Car Co. after Lagondas ceased to make them. What I actually wrote on the commentator's slip was that it was *one* of the first. This obviously got lost in the excitement of the moment! I suspect that my car is the third to be built by the Rapier Car Co. I *used* to own the first one known (November 1935 registered), which is still on the Register, and my current one was registered in February 1936. There is another one which has a chassis number prior to the November 1935 car but was registered much later.

J. ANTHONY WOOD,
London, N.W.6. *Hon. Publicity Officer*, Rapier Register.

* * *

"Those Fiendish Policemen"

Sir,

Your publication, May issue, of Mr. Barton's letter, under the above heading, was not, in my recollection, very kind.

I have a vivid recollection of the Mitcham Trap, my only conviction, in over 45 years' driving, was for attaining a speed of 22 m.p.h. in the Mitcham 10-m.p.h. limit, to which, needless to say, I pleaded guilty, in 1928 or 1929.

My clear recollection is that the police officers concerned were most apologetic, and did not fancy the job at all. My strong impression was that this was local pressure on the police, in the same way as the Newmarket limit, which I was always careful to observe.

May I add, Sir, that your footnote, as to the operation, was quite correct.

Times have in fact changed. This road, which I frequently use, had a 10-m.p.h. limit to about 1931, then complete derestriction, and subsequently from 1934 the 30-m.p.h. limit.

S. Croydon. M. H. PEARD.

* * *

A Rare Sports Car

Sir,

I have recently purchased a 1928 Bond made by Messrs. F. W. Bond & Co., of Brighouse, Yorkshire. The registration number is YW 9887 and this is the actual car pictured in "The Vintage Sports Car Pocket Book." The car is a 2-seater sports powered by a 4ED Meadows engine with provision for a supercharger which has been removed. I am at present attempting to ascertain the history of this car, and indeed the history of F. W. Bond & Co., and I wonder whether you or any of your readers can supply any information. The body on my car would appear to be non-original, at least at the rear, and if there are any photographs or drawings in existence I would be most grateful to have a sight of these.

The Brighouse Public Library have gone to a great deal of trouble and have supplied some information, mainly about the constitution of the company, and they have informed me that the cars were sponsored and in fact run at Brooklands. [Not to my knowledge, unless in minor Club events.—ED.]

Rochdale. R. J. PROCTER.

* * *

A Glimpse of the 'Twenties

Sir,

In the joyous times around 1925 I was stationed at Duxford Airfield in Cambridgeshire. By day we used to perform feats of aviation (exercises, gunnery and so forth, with a few aerobatics usually thrown in) in antiquated biplane fighters.

My grandson, aged six, seeing photographs of some of these machines said: "Golly! you must have been able to go at a terrific speed with all those wings." I said: "No, indeed, you couldn't do more than about 150, slightly down hill." Comment from grandson: "Gosh! How slow."

In the evenings, nearly all of us used to "motor" (I mean really motor)!

There was a spare hangar at that time and the Station Commander very reasonably allowed the motorists to use it. It was always a hive of activity and interest. One of the more opulent among us had an ancient Rolls but I think even he, in his opulence, found that his 12 m.p.g. or so rather restricted his movements. Another had a 3-litre Bentley, but he too suffered from m.p.g. trouble.

After these two "grand seigneurs," we tailed off. Everyone had what he could find and what he could "raise the wind" to buy. There was everything from good serviceable machinery down to dreadful, if not dangerous and contemptible, contraptions.

One man had a small red Bugatti, I think with some form of supercharger, which spent nearly all its time in pieces. Its owner had a curiously expressive face. When you entered the hangar, if he had on a face of thunder or even of gloom you did not approach, unless actually summoned to hold something while he did something. At other times when things were going well he was quite charming.

On rare occasions there came from the hangar a howling and a screaming, audible all over the station. All the motorists in reach flocked to the hangar. The Bugatti emerged, its owner wreathed in smiles, with a noise like the wrath of God and a cloud of castor-oil smoke. He disappeared up the road at a phenomenal speed, but, to the best of my recollection, invariably "blew up" within about three miles and had to be towed in by one of the humbler vehicles.

One of our star exhibits was the "steamer," a real old tall machine, I think with tiller steering. It was owned and operated by a syndicate of three or four, all of whom seemed to be fully occupied on checking up generally, pumping and reading gauges when movement was contemplated. Hot smells and a rising crescendo of "fizzings" predominated. However, once moving, it generally went. [Does anyone remember its make?—ED.]

One Friday evening a Wing Commander, a rather fierce type, was striding furiously up and down outside the mess with a suitcase. He had ordered a taxi to put him on the London train and it had let him down. The chief of the syndicate approached and said: "Can I run you to the station, sir, we've just got steam up?" The "Winco," worried about his train and seeing nothing else in sight, accepted. Halfway to the station he observed a large dial with a red segment through which the needle was rapidly creeping. "What's that?" he said. "Steam-pressure gauge, sir." "What is the red segment?" "Well, sir, we shouldn't really be in that, but I think it's all right." "Where's the boiler?" "Just under the seat, sir!" The "Winco" couldn't bale out so he had to stick it, and he caught his train.

Later that grand old vehicle, a constant source of amusement to the whole station, burst into flames half a mile down the road and burnt itself out. The syndicate walked home and drank a lot of beer.

We had, of course, a station doctor, a fussy little man who laid himself open to jests. He had an Austin 7 which he worshipped. He never walked at all.

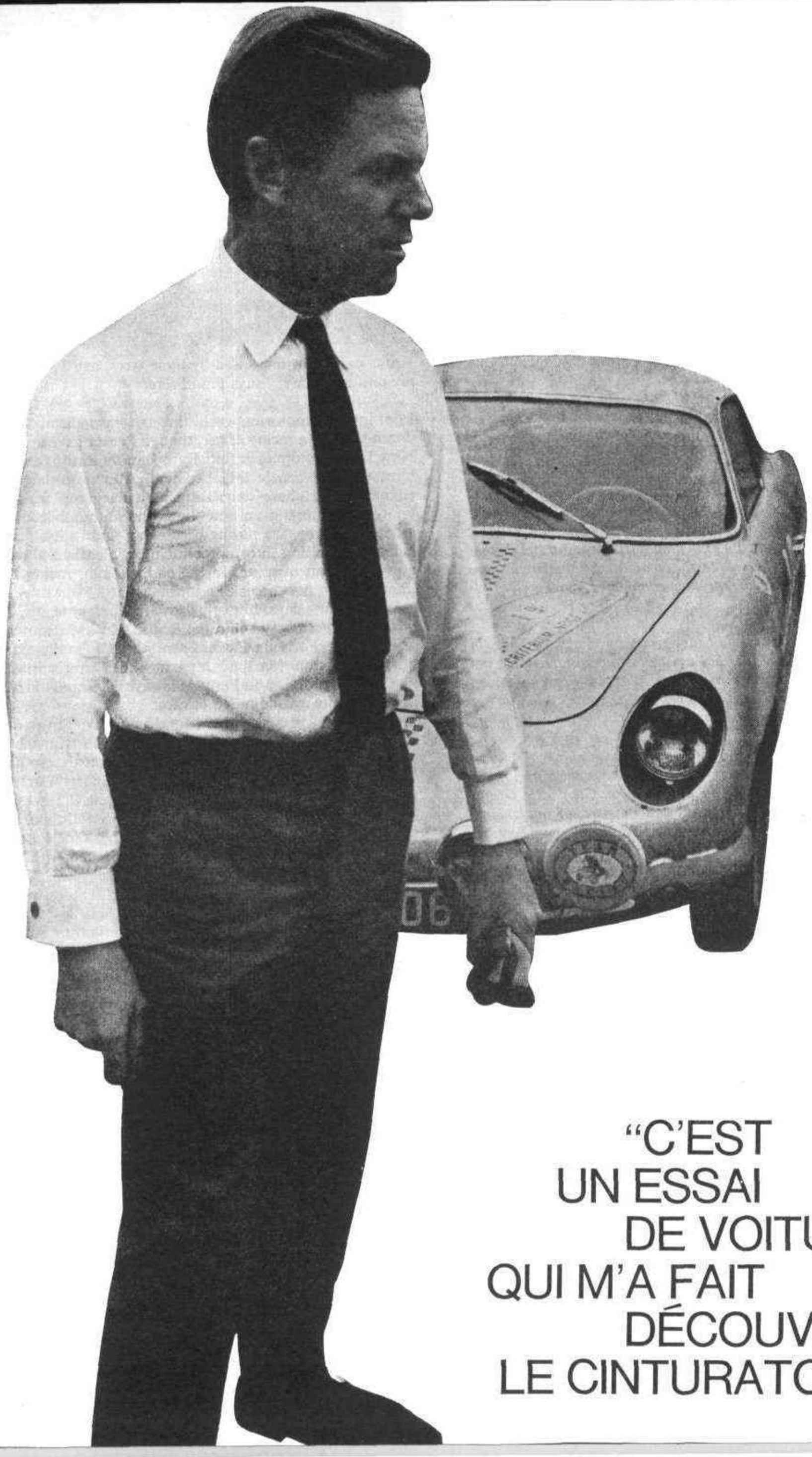
The R.A.F. being hopelessly healthy and there being then practically no married families he had hardly anything to do. Having coped with anyone who was slightly ill, he would set forth in his Austin and motor along the front of the hangars and call on the three squadron offices, intent on talking and hoping that someone might make tea. He then turned round and motored back *via* the more numerous flight offices on the same quest. Frequently during his "morning's work" he would remount his steed only to find that he was towing a dustbin lid or had a kipper cooking on the hot end of his exhaust pipe, or some such horror. Finally, having spent much of his morning on his back removing garbage from underneath, he would arrive at the mess for lunch in a thoroughly bad temper.

My brother, at that time a junior officer in the Navy, was learning to fly at Netheravon, no doubt as a change from steering warships through the sea. He found that life on the plain called for a car and wrote to ask if there was anything decent at Duxford, within his price.

It so happened that a colleague was exchanging his Rover 8 for something more formidable. The owner was a careful and knowledgeable motorist and the Rover an excellent little air-cooled flat-twin, with a roomy 2-seater body. I recommended it strongly and my brother duly arrived on the following week-end to take over. He was charmed with it and put in much practice first round the airfield and then on the road. Though an excellent motorcyclist he had never driven a car.

After an entertaining week-end we had for some reason to go to Cambridge on the Sunday evening. We had a merry evening there and returned to Duxford at about 11 p.m. There, my brother transferred himself and his bag to the Rover (which we had filled to the brim) and took off unconcernedly for Netheravon (some 150 miles or so), through the night. He arrived, I gather, in the small hours of Monday and was on the top line for early flying. I repeat, he had never driven a car before, but that is how things were in the 'twenties.

Continued on page 625



"C'EST
UN ESSAI
DE VOITURE
QUI M'A FAIT
DÉCOUVRIR
LE CINTURATO"



'Ces pneus m'ont fait grosse impression et je les utilise toujours sur ma voiture personnelle', dit Paul Frère.

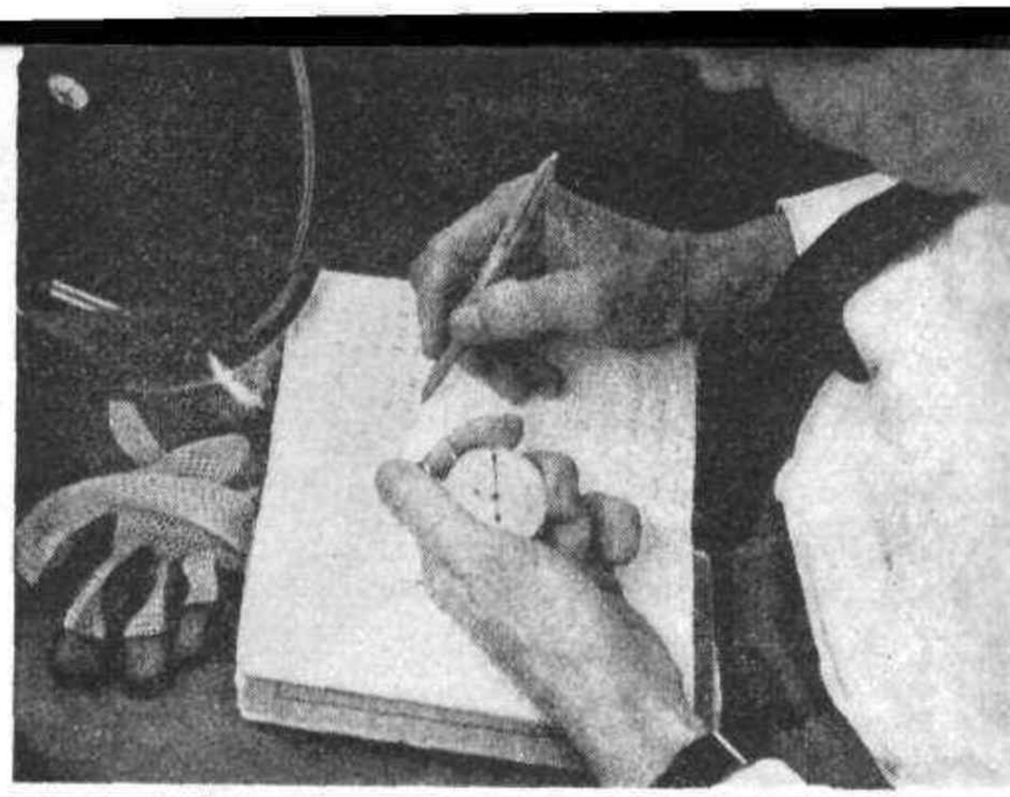
J'entrai dans le monde automobile par le journalisme, ce qui ne m'empécha pas de tenir pendant douze ans, le volant de voitures de courses, sur d'innombrables circuits. J'ai aujourd'hui mes rubriques dans quatre publications européenes, sans compter de nombreuses collaborations moins régulières. Après avoir obtenu mon diplôme universitaire, j'ai choisi le journalisme pour essayer de me faire connaître et m'ouvrir une voie dans la branche automobile. Mais bientôt le moyen devint une fin et m'aida aussi à réaliser un de mes grands rêves: faire de la course automobile. Et finalement les courses, à leur tour, m'aidèrent beaucoup dans ma carrière de journaliste.

J'ai presque toujours conduit des voitures d'usine. J'eus la chance de fair partie, très tôt, de l'equipe britannique H.W.M. qui courait en Formule 2. Puis on me vit au volant de Porsche, Aston Martin, Jaguar et Ferrari dans les courses pour voitures de sport et de Gordini et Ferrari dans plusieurs Grands Prix. Je me sentais fort à l'aise dans les voitures les plus diverses. C'est en 1948 que je disputai ma première course et c'est en 1960 que je renonçai à toute participation sérieuse à la competition. Cette année-la, j'avais gagné le Grand Prix d'Afrique du Sud, sur une Cooper, le Grand Prix de Spa pour voitures 'sport' sur une Porsche, et finalement, avec Olivier Gendebien, les 24 Heures du Mans sur une Ferrari. Un pilote dont la course n'est pas la profession ne peut guère espérer beaucoup mieux, et comme j'avais largement atteint l'age de raison, j'ai pensé qu'il serait peut-être temps de m'arrêter.

Depuis lors, mon activité de journaliste m'a fait que s'étendre. La majorité de mes articles est destinée à Les Sports *en Belgique,* L'Equipe *en France,* Quattroruote *en Italie et je suis le Rédacteur responsable de la partie sportive dans* Auto, Motor & Sport *qui parait à Stuttgart, sans compter diverses collaborations moins importantes.*

Je connais le Cinturato depuis ses débuts. C'est un essai de voiture qui me l'a fait découvrir. Ces pneus équipaient une Alfa-Romeo et me firent grosse impression, au point que j'en fis rapidement monter un jeu sur ma voiture. Aujourd'hui, ma voiture est d'un modèle qui a été conçu pour être monté sur des Pirelli Cinturato. Je l'utilise rarement en ville; presque toujours elle sillonne les grand'routes; c'est un usage pour lequel ces pneus sont très sûrs et extrêmement agréables. J'ai essayé de nombreux pneus à carcasse radiale et, à mon avis, le Cinturato réunit toutes les qualités qu'on doit exiger d'un bon pneu de ce genre. Et il n'est pas trop bruyant sur les pavés, ce qui est très important en Belgique, où j'habite quand je ne suis pas autre part . . . .

Comme journaliste de l'automobile, je dois tenir compte de tous les usagers, pas seulement les conducteurs d'une habileté très supérieure à la moyenne. Ainsi, je suis sûr que ceux qui cherchent à s'initier à la conduite correcte de voitures rapides auraient tout



'I was extremely impressed by these tyres, and I still use them o my own car today' says Paul Frère.

I got into the motoring world through journalism. That led to dozen years as a racing driver, though I never gave up my writing Now I have columns in four European motoring magazines an buzz the odd article off elsewhere. After I got my degree i engineering, I chose journalism as a means of making mysel known and forcing an entry into the automobile branch. Bu after some time, the means became an end in itself and it also helped me getting into motor racing, which had always been great ambition of mine. In the end, though, racing helped me immensely in my career as a journalist.

In my racing days, I mostly drove for factory teams. I was very lucky and speedily got into the British H.W.M. team when they were racing Formula Two. From there I graduated to drive Porsches, Aston Martins, Jaguars and Ferraris in sports ca races and Gordinis and Ferraris in several Grands Prix. I was a home in quite a wide range of cars.

I entered my first race in 1948 and I signed out from racing on serious scale in 1960. After Gendebien and I won the Le Man 24 hours race in a Ferrari, after I had won the South Africa Grand Prix in a Cooper and the Spa Sports Car Race in Porsche, all in the same year, I thought, well, that was about th best one could do, without going out to race full-time. I wasn't s young any more, and I thought it was high time I stopped.

As a journalist, I had always had assignments with a variety o magazines and I have consolidated these since. Most of m articles go to *Les Sports* in Belgium, to *L'Equipe* in France, t *Quattroruote* in Italy and I am actually Sports Editor of *Auto Motor and Sport* in Germany, in addition to several lesse assignments.

I have known Cinturato tyres since their early days. It wa through my professional need as a motoring journalist that I go to know them. I think the first ones I had were on an Alf Romeo. I was extremely impressed by these tyres and soon ha a set fitted to my own car. Today, I'm running a car, which wa actually designed round the Pirelli Cinturato, so it all fits ver well. My car is hardly used for town work, I mainly drive it o the grand'routes and for that job I find those tyres very safe an pleasant. I have tried many radial braced tyres and in my ex perience the Cinturato has all the qualities one expects from a good product of this type; and it doesn't produce too much nois either, especially on cobbles, which is very important in Belgium where I live when I am not elsewhere . . .

In my work as a journalist I must think of all types of motor ists, not only the very best drivers. When I consider the Cinturat from the point of view of some of my readers who are perhaps just beginning to drive fast, I am sure it makes life easier fo them, because it improves the handling qualities of almost any car.

Let's face it, there are some cars which just don't work with a radial braced tyre, but usually the fault does not lie with the



interêt à monter des Cinturato qui améliorent le comportement de presque tous les modèles et pardonnent beaucoup d'erreurs.

Certes, certaines voitures ne s'accomodent pas de pneus à carcasse radiale, mais ce n'est généralement pas la faute des pneux: le guidage plus précis qu'ils assurent peut, en effet, faire ressortie davantage les défauts d'une voiture mal conçue. Par contre, je crois qu'on peut toujours dire que le comportement d'une bonne *voiture est toujours encore amélioré par le montage de pneus à carcasse radiale. Ils augmentent la vitesse de virage, réduisent la dérive, améliorent la précision de la direction et favorisent la sécurité sur les routes mouillées. Certes, certains pneus à carcasse radiale sont plutôt 'traitres'. Mais les meilleurs d'entre eux 'préviennent' avant de décrocher et permettent au conducteur de se défendre avant que le dérapage prenne des proportions dangereuses. Les Pirelli Cinturato appartiennent à cette derniére catégorie. Sur la foi de mon expérience, il y a deux ou trois marques de pneus radiaux que je considère comme les meilleurs pour certains usages particuliers. L'un de ces pneus est le meilleur du point de vue de la tenue de route; c'est celui qui, hormis les pneus de course, permettrait de réaliser le meilleur temps sur un circuit. Il y en a un autre que je considère comme particulierement bon sur sol mouillé. Et enfin il y en a un que je choisirais pour ses qualités d'ensemble, un pneu qui atteint un niveau très élevé dans tous les domaines.*

Ce pneu, c'est le Pirelli Cinturato, un pneu remarquable par ses qualités d'ensemble et qui ne provoque pas de vibrations désagréables de la carrosserie sur certains types de pavés, comme le font certains pneus radiaux. Il assure une conduite précise et 'prévient' à temps, ce qui est très important pour ceux qui roulent vite. Et, c'est très important aussi, il assure une bonne adhérence sur sol mouillé.

Je parcours, en moyenne, 80.000 kilomètres par an, pour la plupart au volant de voitures que j'essaye. Le reste—15 à 20,000 kilomètres—est couvert au volant de ma propre voiture que, le plus souvent, je ne choisis, quand he pars en voyate, que pour le plaisir que sa conduite me procure. C'est un Coupé Fiat 2300 S, une voiture qui frise le 200 à l'heure et qui, comme je l'ai dit, a été conçue pour être équippée de Cinturato. Il est peut-être exagéré de dire qu'une voiture devrait être conçue 'à partir' d'un pneu d'un type et d'une marque bien déterminés en fonction de l'usage auquel elle est destinée, mais je crois qu'il est indispensable que le constructeur tienne compte, en créant une voiture, de la structure des pneus sur lesquels il compte la monter. Si elle à été créée pour recevoir des pneus à carcasse radiale, l'usager pourra, en choisissant la marque des pneus radiaux qu'il y monte, obtenir dans le cadre général du comportement recherché par le constructeur, les variations convenant à ses préférences personnelles. Mais il serait une grave erreur de remplacer des pneus radiaux par des pneus à plis croisés, alors que le contraire est presque toujours avantageux. Dans ce choix, pour ma part, j'ai opté pour le Cinturato.

tyre: the more precise behaviour of a radial braced tyre only makes bad design show up more drastically. I would say that any *good* car is improved by a good radial braced tyre. You get a higher cornering speed, less slip, more precise steering and safer handling in the wet. Mind you, there are some radial braced tyres which aren't predictable at all. With the best, if you are going into a slide you can feel them go, and correct. Pirelli Cinturatos are among those with which you know exactly where you are. In my own experience, there are two or three makes which I would rank at the top for different purposes. One for absolute best handling. let's say on the track, not using racing tyres, of course. Another radial braced because it's particularly good in the wet. And yet another because it is a very good all round tyre, ranking very high in all aspects.

That's where I would place the Cinturato. It's particularly good all round, and does not induce body vibration on the noisier sort of road as do some sorts of radial braced tyres. It gives very precise and entirely predictable handling, which is important if you drive fast; and it's good in the wet.

I cover an average of about 50,000 miles a year, mainly driving other people's cars. Of that mileage I suppose I do about ten or twelve thousand in my own car, just for the sheer enjoyment it gives me. It's a Fiat '2300 S', a 120 miles per hour plus motor car, that was designed round the Pirelli Cinturato. I do think a car should be designed, perhaps not round a specific make of tyre but certainly round a specific type of tyre, according to the main purpose its designer has in mind for his brain child. If a car has been designed round a radial braced tyre, drivers can vary in their judgements about the performance of a particular make of tyre, but they can't really abandon the radial braced with any wisdom. All I can say is that I agree with the makers of my car: I fit, and enjoy, Cinturato.

PIRELLI
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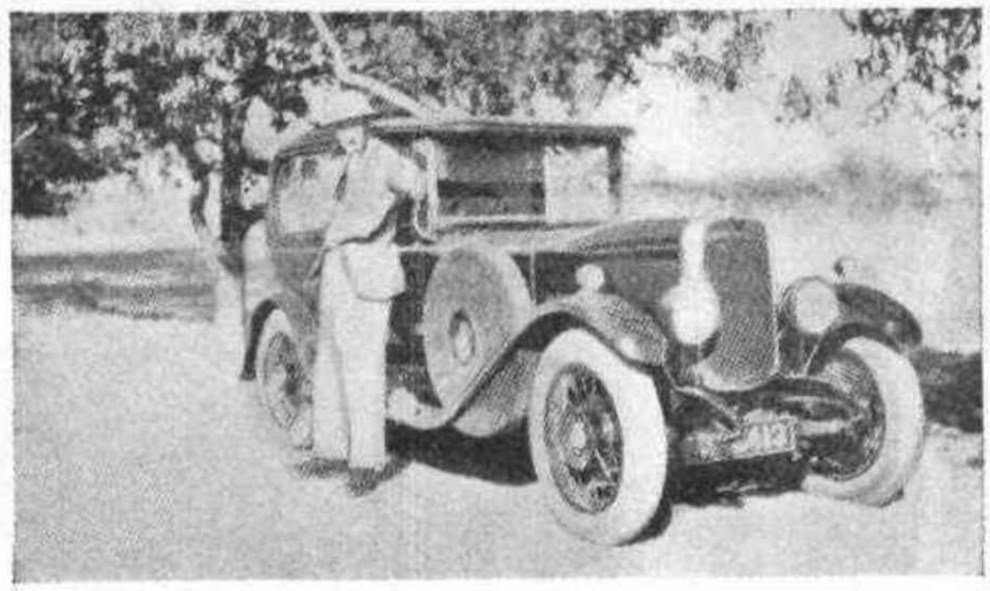
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E1

By 12/50 ALVIS from BELGAUM TO KEMERTON



The author in his Alvis at Bombay on the Thana Road.

THROUGH the thoughtfulness of a MOTOR SPORT reader I have been reading a most interesting book, published in 1932 and inscribed rather optimistically "A Guide for Future Travellers." The reason that I am dealing with it under the above heading instead of in the "Cars in Books" feature is that it is a motoring book in its entirety. The reason why the sub-title of this book, written by an Indian Civil Servant, as the author is careful to state after his name, is optimistic in that not many motorists are likely to have followed his 12/50 Alvis from Belgaum to Kemerton, which means the 8,612 miles from India to England!

The book, which motoring historians and, I am sure, the 12/50 Alvis Register are well aware of, is called "A Light Car Odyssey" ("India" Publications, Ltd., 1932), and seems to have been written, and written extremely meticulously at that, by R. W. H. Davis.

In spite of the book's title, the car used was a 12/50 Alvis sports saloon, the 2-door model with a big oval back window and rear petrol tank, magneto ignition and bolt-on wire wheels—in a picture of it outside Bombay, the author wearing a topee, the two top panels of the divided screen open, the Reg. No. is seen to be 6413, but the letters are unfortunately obscured. Presumably the author thought of his 12/50 as a light-car after the big American cars encountered in India, just as Austin's 12/4 may technically be a light car, but a heavy one!

The Alvis started along the red road out of Belgaum to Poona on 1.3.31, breaking its radiator stay on the poor surface and having difficulty in finding petrol in Satura. At Poona two hours were spent making a new stay, and in Bombay the Alvis, which had covered already over 50,000 miles, mostly at high speed, was overhauled. Nothing occurred, except for a man being murdered outside the hotel window.

A triptyque for Syria cost £52; author and car were photographed for the *A.A. Magazine*, which caused Davis to remark: "Marco Polo was spared these travel occasions. God forbid that I should appear in the *Times of India*."

In a chilly Bombay garage the car was overhauled, even to polishing the reground cylinder block, fitting new big-ends and replacing the main body timbers with teak. Six new Michelin tyres were purchased. Notes were compared with someone who had driven a Willys-Knight from Manchester to Calcutta.

The discovery that duty on the car wasn't recoverable if he *drove* it home was countered by memories—"Dressing for dinner in a superheated cabin with a total stranger is certainly one of the major horrors of life. I preferred a week in the trenches. Also the smell of a ship is probably the vilest stench in the world. God grant my future is not to be spent at sea. . . ." After seeing his first "talkie" (Chevalier), Davis got away on 15.3.31. The car was standard except for extra leaves in the front springs and slightly modified steering, but a spotlamp had been added. It carried many spares, including special tools from the Alvis works, and two folding beds, fitted over the front seats after these had been folded down. The chassis and body had been repainted.

In spite of very careful fitting by excellent Bombay garage mechanics (4-thou. clearance on the skirts), the pistons "continued to stick every now and then, any 3rd-gear work being too much for them!" However, by 16.3.31 they had reached Mhow, in spite of Davis having "an abominable cold" and where he describes the hotel as one which "would, I suspect, not to be first in a Hotel Beauty contest."

And now I quote verbatim, for the pleasure of my friend Laurie Sultan: "At the garage here tonight . . . I came across the Castrol representative. He has promised to make arrangements for my supply throughout the trip. The engine spurns other oils. I lately had occasion to use a well-known oil of another make recommended for the engine. The pressure was very low, the performance inferior, and when the time came to remove the oil from the base chamber the smell was so abominable that no one had the courage to draw near. This apparently as a result of the proud boast of the manufacturers that they had su cceeded in mixing an animal fat with the mineral oil of which it is chiefly composed."

Speeds of 60 m.p.h. had been possible on the smooth roads but soon both Alvis and driver overheated, the latter needing bed, and a doctor.

On again, the author learning how to use his Kodak, the Alvis averaging 40 m.p.h., until, near Jodhpur, the engine grew fractious and then broke the starter; it was discovered that nearly 1,200 miles had been covered with the choke butterfly ¾-closed! After the oil, "mud proper, flottant on a field sable," had been replaced by Castrol the Alvis was railed from Jodhpur to Hyderabad.

The Alvis first stuck in the sand about ten miles out of Kotri, a bush tightly wound round the prop.-shaft further retarding it—delay, one hour. A level-crossing was closed for an hour, so the average to Karachi was 16-17 m.p.h. Here the back axle had to be removed, but only to enable two extra leaves to be added to each back spring. A back mudguard was damaged in reversing out of the Sind Club on "one of those ridiculous lamp-posts behind." A new radiator hose was also fitted.

After delays going back to Hyderabad for the spare magneto and to bed with severe colic, Davis got off on 31.3.31, driving for 17 hours with only 25 minutes out of the car, to reach Larkana. It needed eight men pushing, and bottom gear, to ford the Sann river.

April Fool's Day saw 52 miles covered, to Ruk Station, but the Alvis had to be dug out of the sand bunds by Davis and his Indian servant Abdul Kader—"The chassis of the car must be incredibly strong." The hard earth surface of the Baluchistan Pat to Sibi was wonderful—"good for any speed—100 m.p.h. or over" [Unlike British Motorways 35 years later!—ED.].

So this adventure progressed. The Alvis gave no trouble, apart from a broken luggage grid—"It is of poor material"—and a small crack in the radiator, as far as Dalbandin, where a day was wasted when reverse gear stuck in, "owing to the cold, I think." But digging out of sand and mud and crossing river beds was commonplace. At Duzdap, a mud town on salt, a mechanic put the reverse gear right and attended to the battery. The grim desert stretch from Hormuk to Safidawa was marked by a couple of punctures, and before Quain was reached the magneto rubber coupling split into two and was repaired with difficulty and four steel pins. Up to Meshed bottom gear was needed round many climbing hairpins and the altitude reduced power.

Three more punctures had been experienced when Damgham was reached—"I have never had so many on new tyres before"—and another on the route to Teheran, past snow-capped peaks in a chilly atmosphere, up gradients "very trying for a small engine without a fan." Teheran was violently disliked! To Kermanshah, "a very long day in the saddle [An expression perhaps to be expected of someone who in 1931 still called his Alvis a "motor"!—ED.], with the engine performing excellently." The average was over 30 m.p.h., the only setback a broken spare wheel carrier. Daily punctures were now a burden, and approaching Baghdad a sand-storm followed a swarm of locusts, help being offered to the crews of two marooned bombers before the speedometer was put to 45 for the run into the busy town.

Teheran to Baghdad in 36 hours, including a night's sleep, was regarded as "rather exceptional [Is it still?—ED.], and here the engine was decarbonised by Abdul Kader, 4,285 miles having been covered so far.

Fortified by new plugs, oil and double-filament bulbs, the Alvis accompanied the Nairn 50-m.p.h. 18-ton 6-wheelers across the desert to Damascus. This cost £10, a tin of petrol 13s. 8d. without "even the saving grace of politeness"; 568 miles in 17 hours, a Nairn driver sometimes taking over the Alvis as Davis slept. It had many punctures and a pot-hole broke the n/s of the screen. It was faster than a Nash by day, slower at night. In Damascus the author bought a carpet and two large vases from an attractive Syrian girl in the hotel curio shop, excusing this weakness on the grounds that "long journeys through womanless countries have an adverse effect on one's strength of mind, when later any woman pressure is brought to bear." This Indian Civil Servant hastened to explain that he was not "married or even engaged," an asterisk adding "Both since remedied"! A cabaret, "where we saw many ladies dancing, clad in exiguous clothing," seems to have been less interesting than a magneto overhaul, "which made a vast difference in the running of the car."

Relief is evident in the transition from east to west at Tripoli, and "the last 40 miles into Aleppo can be performed at any speed of which the motor is capable"—here the Alvis gave over 31 m.p.g.

Now a noise had to be investigated, necessitating removal of radiator and timing case to see if a loose dynamo had damaged the timing wheels. This took "about half an hour" and all was well. At Alexandretta three British flying boats, consigned to the British Vice-Consul, arrived from Baghdad and alighted in the harbour—distant days!

Rivers had to be forded and the car stuck in a cornfield—"It is impossible to describe all the queer situations in which the car found itself. The very low bottom gear was invaluable, especially for driving up steep grass slopes. . . .", on the 62 miles to Jehan. Real difficulties, over deep mud and rock, persisted to Adana, and brushwood had to be laid to cross fords. At Adana the base-chamber was dropped to investigate a tapping noise, two big-ends being taken up a thou. and the tops taken off the teeth of the timing gears, which were mysteriously bottoming, though main and camshaft journals were still drum-tight. "I do not think, however, that this is a bad record for a machine which will soon have run 60,000 miles, the last 6,000 under very distressing circumstances, and largely not in top gear."

The worst conditions of all were encountered between Adana and Talas, two buffaloes unable to get the car out of the mud at one point, while the roads in Kaiseri "defy description"—maximum 5 m.p.h. The dynamo had by now become "obdurate." There was only one day without a puncture after Quetta and in Angora "30% of the Turkish small boys threw stones at my motor." Bad roads dislodged the o/s screen and stones broke both alloy number-plates.

More fearful Turkish roads to Adu Bazaar, the bottom of the oil-float chamber being carried away going into Handek, hardwood and soap effecting a repair in two hours. Alas, the next day, *en route* for Gulumbe, the old wound was struck twice; the first time it was again mended with wood, but the second time an overnight stop was necessitated, as all the oil ran out. Before this the adventurers often had to construct a road and the front axle was slightly bent—"two well-known American cars were bent four times. Another automobile on a similar journey bent its front axle eleven times. It is difficult to bend an Alvis front axle. Ours has survived everything but Turkey." But more trouble lay ahead, as, numb with cold, the screen still broken, they drove towards Mudanya—a back tyre burst and both front springs broke on the appalling Yenishehr road.

The Alvis was shipped to Stamboul, with much trouble with unshipping it and the Customs. Eventually it was off, only to burst another tyre outside the Tokatlyan Hotel.

The damage repaired, the journey continued, Kader still in his turban, Davis the only person in a dinner jacket in the hotel dining rooms. Between Stamboul to somewhere near Lulebourgas the Judge (for this was Davis' profession) was falsely accused of failing to stop on the command of a non-existent policeman and taken in charge. . . .

That contretemps over, all the studs in one back brake drum sheared, allowing the wheel to spin freely. A roller race had been damaged but by packing half the rollers into the race with grease, the couple were able to continue, only to be rewarded with four more punctures. But the axle stood up for the 2,000 miles separating the car from the works in Coventry. So they came to Zagreb, averaging perhaps 20 m.p.h. over horrid roads, all four springs flattened, only an inch between chassis and front spring rubbers. A sidelamp was bent on a bullock cart and 22 kilometres out from Mestre the engine stopped dead for the first time in its life. The dynamo spindle had snapped—". . . . the first time I have ever heard of such a thing. . . . I cannot blame Alvis, as they do not manufacture the component." This was a too hasty report; later the timing wheel teeth were found to be badly damaged. This was on 23.5.31.

Spare parts were air-mailed and after Davis had met his brother, as arranged, outside the Lloyd Triestino office in Venice, just as they had planned months before. The parts arrived but were delayed by the P.O., another broken spring was repaired and they continued on 28.5.31. The spare magneto having been shipped home, the only one immediately played up! "The timing may be one tooth late. With an old engine it is difficult to say; one tooth makes 5.3° difference in the Alvis. It requires works experience to know how to time an old engine in the best manner." [No 12/50 Register then!—ED.]

Kadar repaired the speedo. cable, the plugs were changed, then at Bolzano the valve timing was advanced one tooth and "the engine now had the old bark [that 12/50 bark!—ED.] once more." Thus, through happy Germany and gloomy Belgium they ran home. Crossing by the Boulogne-Folkestone boat, the Alvis made Piccadilly Circus in 2 hr. 35 min., later stopping to photograph Abdul Kader (still wearing his turban) on the Great West Road. At 9.30 p.m. on 9.6.31 the expedition ended at "The Grange," Kemerton, "possibly the most pleasant view on the long journey."

The book concludes with very detailed appendices. Mileages on the Smiths speedometer were 1% greater than those on the Consul-General of Meshed's 30-h.p. Buick, less than those shown by a Studebaker. The total corrected distance was 8,612 miles, and the Alvis averaged 25.16 m.p.g. in spite of being partially choked for 2,000 miles and so much low-gear work. The Burmah-Shell Co. supplied petrol on the Quetta-Duzdap section; B.P. was used in Persia. The Michelin tyres covered the full distance, five really, as one was badly cut early on, and "in no single tyre was the canvas showing at the Alvis works the day after the journey. Such a performance is almost incredible." Davis concludes: "Wherever possible, and as the makers advise, Castrol was used in the engine and chassis. This oil needs no recommendation from me." The cost of the trip? £383 5s. 11d.

Finally, the author praises his staunch vintage car in the following terms: "It, and the same six Michelin tyres, had borne us with little complaining for nearly 10,000 miles and had touched 60 in between Folkestone and London. Not only so, but the car, when we left Bombay, had already accounted for 50,000 miles. This is a wonderful record, all the more so when it is remembered that these cars are not intended to be built for such work nor are they sold or advertised for bad road work at all. In point of fact, I say from my experience that they represent quite the world peak in small car manufacture." [I should be quite pleased to get similar service from a 12/50 after 60,000 miles!—ED.]

I make no excuse for having devoted much space to this book, which should intrigue members of the 12/50 Alvis Register, some of whom have completed similar ambitious journeys in more recent times, because the 12/50 Alvis is likely to be frequently discussed when the Hull/Johnson Alvis History is published by Macdonald around Christmas time.—W. B.

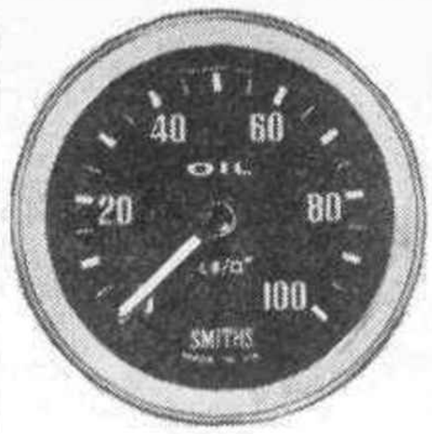
B.M.C. PSYCHOLOGY

According to Stephen Aris, writing in *The Sunday Times*, B.M.C. intend to spend some £21-million a year on expansion for the next four years. Still hoping to turn out a million vehicles this year (production in May averaged 21,700 vehicles a week), they should be capable of producing 1.3-1.5-million vehicles a year by 1970. In contrast, Aris emphasises, Ford have invested over £200-million since 1962 and Vauxhall, although taking only 14% of the market against B.M.C.'s 41%, is planning a £50-million expenditure on new equipment by 1970.

Aris says B.M.C. are convinced that the 1-1½-litre market is the vital one and that Ford's 2-litre cars are a "giant step in the wrong direction." He claims they accept the 1800 as a major disappointment; it is being made at the rate of only 1,800 a week instead of 2,400 a week, as planned. Rumour, says Aris, suggests a new B.M.C. 1500 by the end of 1967 to replace the existing 1½-litre models.

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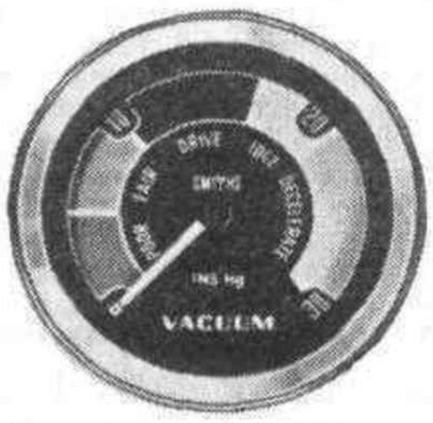
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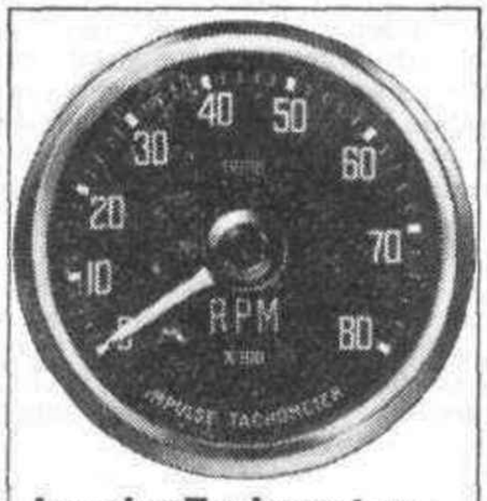
Ammeter

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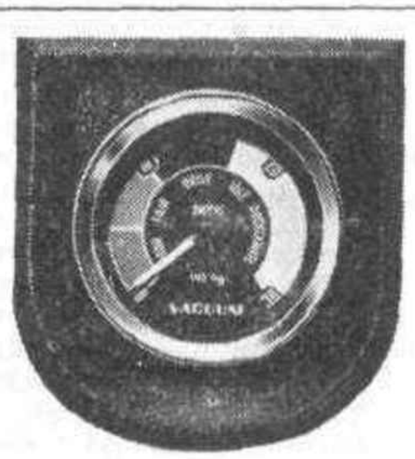
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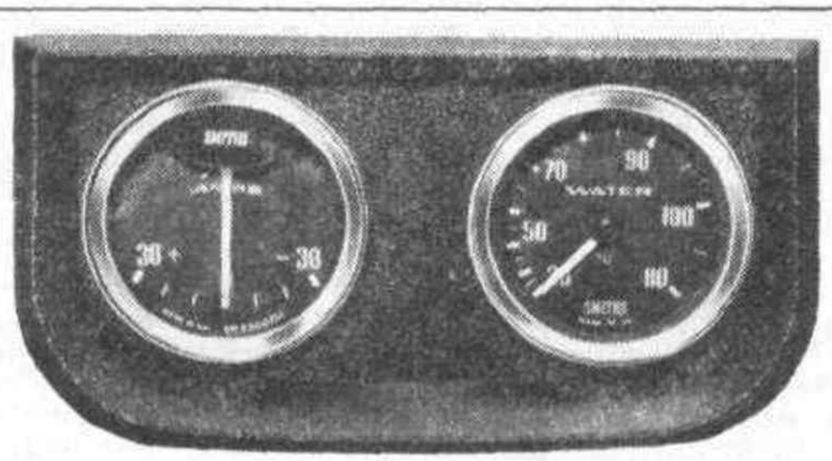
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WHITSUN 1966

BANK holidays may be troublesome institutions no longer worth preserving but Whitsun in England is still a good time ofyear. Easter is too uncertain climatically, August too caught up in the turmoil of longer holidays, but at Whitsun the weather is often tolerant—this year, as in 1965, it was very fair indeed.

From the motoring aspect I find it amusing that whereas last Whitsun I had trouble (involving a drive-shaft) with a front-drive car and thus turned with some relief to a front-engined/rear-drive Vauxhall Viva, this Whitsun it was a car of the latter kind—let's call it a Leyland 1300—that I had arranged to sample, hoping to test it over some rough Welsh terrain, that defaulted, not because of mechanical failure but because there were many mods. to be incorporated to bring it up to current specification (thereby presumably making it " better than the best " in its class) and one of the periodic British strikes had made conditions at the factory so chaotic that it wasn't ready in time. So plans had hastily to be remade; instead of doing the anticipated road test I found myself using a front-drive M.G. 1100, a car that I always enjoy driving.

Whitsun 1966 really began on the Friday evening. As other car-users started and stopped and jostled their way in crawling queues out of congested cities or belted along arterial highways at speeds between 40 and a daring 70 m.p.h. according to their personal skill/timidity factor, we went in a 1930 Sunbeam Sixteen to the annual Hants. & Berks. M.C. " Sloggin & Clatter."

This unusual event aims at presenting for mutual interest a widely-varied selection of vehicles, the only stipulation being that those presented shall be the property of those who bring them—as distinct from another ingenious institution of this Club, at which the cars need not be the personal property of their driver, indeed, may be brought by the Trade, but are demonstrated to eager members.

The " Sloggin & Clatter " is a static affair, once assembled, but I doubt whether a more interesting gathering of cars could be seen at any other Club event. On this pre-Whitsun Friday evening they ranged from feverishly-exciting things like Patsy Burt's Firestone-shod F.1 McLaren-Oldsmobile, immaculate, like the Don Parker trailer it came on and the Singer Vogue estate car that towed it, and Epstein's LM Ferrari, also on Firestones, trailed behind a Chrysler Valient, to *the* Citroën 2 c.v. enthusiastically road-tested by MOTOR SPORT centuries ago and a "yeller" Calcott proclaiming itself as 1918 and with mudguards of tree-wood, the last-named also on a trailer. In between, as it were, you had Stoop's Porsche 911, Gahagan's Type 37 Bugatti (neither of these on trailers!), three of the smaller pre-war Rolls-Royces, Worthington's quietly handsome Bentley Continental, a couple of Jensen 541s, the Lancia Ardea of Dudley and Mrs. Steynor, its petrol taps and gauge as complex as its little V4 power unit, and a Panhard 24CT.

Nan Cawthorne of the H. & B. C.C. had also persuaded along Birchall's self-converted Herald-Climax, Hobbs' 1933 Riley Ulster, Lupton's Daimler SP250, Holleborne's 1956 Ace-Bristol, an Ulster Austin 7, another post-war Bentley, a works Austin-Healey 3000 belonging to Tony Ambrose, a lowered Saab 96, a couple of Lotus Elans, a Lotus Elite and Mike Eyre's automatic Mercedes-Benz 230SL. There was also the inevitable Austin 10/4, with unintentionally ventilatory back window and evidence that it suffers from the 10/4's traditional loose radiator cap. . . .

Leaving this splendid assembly in a VW, we put in a few hours' sleep before departing for Wales in the M.G. It had been loaded and tanked up beforehand but it is a sombre reflection on the English climate that, although it was nearly June, we had to get out the Total de-icer can to clear frost from the screen after the car had spent the short night outside the garage. Starting at 6 a.m. the new by-passes round Newbury and Gloucester were traffic-free and good time was made via Ledbury and Hereford until, just before the Welsh border, we came up with D. S. J. in the aforesaid vast, vintage Sunbeam as he was alighting to take breakfast in Kington, having left several hours before us. When we restarted holiday traffic was becoming a bit thick along A44 but soon we were able to turn off down the lanes leading to my quiet, intentionally telephoneless retreat in Radnorshire.

The remainder of the day was divided between messing about with some ancient motor-cars and trying to make the one-horse-power Rubery Owen Sabre Jet pump, on which the domestic water supply depends, function properly—since it was installed it has proved as temperamental as a certain V16 racing car from the same stable. . . .

Whit-Sunday saw the Sunbeam heading in warm sunshine towards Llandovery by way of Builth Wells, where the South Wales section of the V.S.C.C. was holding a picnic run in Crychan Forest, by courtesy of Allan Miller of the Forestry Commission This proved a thoroughly pleasant day, especially as there was time for a drink with a former Cooper/B.R.M. driver on the way. Although the only vintage *sports* car present was a 2-litre Lagonda, the others were of considerable variety. There were four stately Rolls-Royces, the oldest a 3-speed, r.w.b. Twenty limousine. Besides our Sunbeam with its " bogus " post-war body there was a well-known Sunbeam 25, of the same age but possessing centre-lock wheels whereas ours bolt on (a blessing, perhaps, for the larger one confessed to having shed one of these essential components a few days earlier!), a massive 4-litre Bentley saloon driven by the daughter of its original owner, one of the earliest Austin 16/6 saloons, with an enclosed spare wheel at the back and another on the o/s. running board, a 1929 " interim "-period Austin 12/4 saloon with the long central gear lever and a louvred bonnet, a " real " Austin Twelve open tourer, of 1927 vintage, with railway-carriage door handles, brass radiator (awaiting re-nickeling) and Pratts petrol can, and a very clean 1930 Humber saloon. Jones brought the lusty Duesenberg-Roamer up from Llanelly, and there was a Derby Bentley saloon.

All these cars set off along the Forestry Commission roads, part of the Eppynt circuit, well-known to competitors in the R.A.C. Rally. Clouds of dust soon smothered them as they shook and shuddered over the pot-holes in conditions they would have encountered daily in the mid-nineteen-twenties. To some the going may have seemed a bit rough, yet the only (temporary) breakdown was caused by the electric fuel pump which the Austin 12/4 saloon was utilising instead of an Autovac. . . . After a sun-bathing session at the summit of a minor mountain we retraced our route as far as Beaulah and came over the hills to Newbridge-on-Wye, the heavy Sunbeam taking the steepest of these gradients strongly in 2nd gear.

Bank Holiday Monday itself involved returning in the M.G. 1100 to Southampton, to see the Indianapolis 500 Mile Race relayed via Early Bird satellite to the local Gaumont Cinema, an epoch-making bit of history of which the Players cigarette people and the Rank Organisation must be justifiably proud. We were delayed when a Dunlop C41 tubeless tyre went down after 7,300-miles' service and also because we detoured to Malvern Link, where Morgans are made. Thereafter it was necessary to press on, through busy Upton-on-Severn, Tewkesbury, Cheltenham, Cirencester, Cricklade and Marlborough, before decanting my (protesting) wife at Andover to send her home by train, before we followed the slow-moving traffic from Stockbridge and Romsey to our destination. But the traffic was far from " impossible "; motoring on a fine Bank Holiday presents no problems if route and time are sensibly contrived. . . .

That Indianapolis TV screening was incredible, the race full of drama almost from the multiple-crash that marred the start to the dramatic finish as Ruby, Clark and Stewart forfeited the lead to give Graham Hill's Lola-Ford its declared victory. The American commentator was a model of how race commentators should perform, never " filling in," never becoming hysterical, not bandying Christian names about, but it was a pity the time-keepers misled him into making a nonsense of the laps completed by the leaders towards the end. The reception on the wide screen was far better than I had anticipated and the manner in which incidents of a few minutes earlier could be re-projected in entirety was incredible, the interviews and pit-stop close-ups superb.

That the audience in a packed cinema—and this but one of a number scattered about the country—should follow the programme, lasting just short of 3½ hours, so enthusiastically, Clark's initial lead loudly clapped and cheered, with counter applause from those Americans who were present as Lloyd Ruby swept in front, shows the enthusiasm existing for motor-racing and the enormous potentialities for future race-viewing of this sort. Certainly anything but a technical magazine *review* of a race now seems superfluous, and daily and weekly newspapers will meet serious competition if such long-distance TV reporting becomes commonplace. I do not know how long it took Indy spectators to get out of the place or what it cost them to get there, or how much the Press saw of this dramatic motor race, but I do know that the Continental Correspondent and I were home an hour after walking out of the Gaumont in Southampton, having seen and heard almost everything of interest and importance that took place across the Atlantic!

Personally, in spite of the rumoured traffic hold-ups and accidents (we saw not one of these) I was well content with this Whitsun week-end and I think D. S. J. found it a pleasant break between reporting the Monaco G.P. and the Nurburgring 1,000 kilometres.

Continued on page 628

THE ALEY MINI

A racing car for £400

GO back to 1959, dig up the old race programmes, and you will probably find a name appearing oftener than most in what was then a startling little newcomer to British club racing. John Aley saw the competitive potential of Issigonis' f.w.d. car at a very early stage and was quick to bring one to the starting grids. In the years which followed the introduction of the Mini, John and his wife Jean have gained considerable experience, not to mention their many successes, racing various forms of Mini both on British circuits and on the Continent and followers of this class of saloon car racing will need no introduction to the familiar, white JRA 85 which brought so much silverware to the Aley sideboard.

With such a wealth of experience at his disposal it was natural that he should eventually combine this with his engineering abilities. It therefore came as no surprise to his friends when he extended his workshop facilities and began preparing race cars for customers—Minis, of course.

As astute as ever, Aley realised that not only was the big-engined Mini a very business-like racing machine but, with smaller engine, was the ideal car on which beginners to the circuits could cut their teeth. Youthful aspirants to racing laurels are rarely sufficiently affluent to buy a competitive car, and all the trappings that go with it, at the outset, unless of course there is a fond parent on the scene. Aley, recognising this, set out to provide a car, as cheaply as possible, though not in terms of quality, capable of at least holding its own with comparable machinery. The result was a Mini racer for £400. Secret of the low price is the age of the cars which Aley puts into racing trim. But they are not simply second-hand Minis. Nor have they just had bits added. The practice is to purchase 848 c.c. Minis of between four and five years old. They are then systematically stripped to the bodyshell and rebuilt to a set specification, although the £400 can be exceeded if a customer requires additional work to be carried out.

The engine is completely dismantled and any defective parts replaced as a matter of course. In any case, new bearings are invariably fitted. A competition camshaft replaces the standard one, and the head is machined and polished to give a c.r. of 10.5 to 1. The valve springs are strengthened, and a 1½ in. S.U. carburetter, fitted with special needles and jets, is mated to a production manifold which has been modified in the Aley workshop. The gearbox is standard, which matters little for a car of this capacity on most circuits, but a close-ratio 'box is available at extra cost. The gear lever is extended. A Servais straight-through exhaust system replaces the standard one. Apart from routine checking for defects or distortion, the brakes are standard, with Ferodo AM4 competition linings fitted. The suspension remains unchanged, apart from lowering which can be carried out according to customer requirements. For most racing purposes two to three inches is regarded as right, but cars which have recently been bought by young rallyists have been lowered far less in order to accommodate a sumpshield and still maintain a reasonable amount of ground clearance. Armstrong competition shock absorbers are added and these are set for racing or rallying, whichever is required. Tyres are to customers' own choice, and wheels are standard.

The interior is a bit spartan, but this is unlikely to trouble purchasers of the Aley Mini. A Smiths' electronic tachometer is added, together with oil pressure and water temperature gauges. The dashboard switches have extended arms, and full harness is fitted on the driver's side only. The steering wheel has been lowered a little, a modification which combines with the repositioned seat mountings to produce an improved driving position. The screen is replaced by a laminated one, presumably with scrutineers in mind, and an oil catch tank, designed and made by Aley, nestles in a recess behind the radiator. An extra throttle spring and Terry's leather bonnet straps complete the mechanical transformation, and the next job is to respray the whole in Chinese white. Wheels are painted in a colour chosen by the customer and there is a matching flash running transversely across the roof just at the top of the windscreen. As an added touch, a set of self-adhesive numerals and a form of application for a Competition Licence are popped into a door pocket.

These basic modifications can, of course be extended at extra cost, a popular item being the Aley-manufactured roll-over bar which is quite a substantial structure indeed having an anchor on each side and a third on the rear window shelf.

Because of the absence of excessive trim, much of the underbonnet noise penetrates the interior, the most noticeable being the air intake note. The exhaust, too, is crisp, but not unduly so. Handling is much the same as any production line Mini, with understeer under power and oversteer on lift off. However, this theme can be varied by making alterations in the castor angle. Brakes were quite adequate and would satisfy most drivers' demands in average-length races. A rally, however, with its hours of relentless pounding, is a different proposition and I would personally opt for improved brakes if I were taking the car on special stages.

The engine, which is hardly distinguishable from the standard unit except by an Aley motif, is hardly less flexible than that in a showroom car, but this is only to be expected considering the degree of tuning. It is instantly responsive and the tachometer shoots up with ease into the red, which begins at 7,000 r.p.m. Such a revolution level is hardly needed, though, for at around 6,500 r.p.m. the power falls off sharply. It completes the standing start quarter-mile in 20.6 seconds.

Although he intended it as a car for the circuit, John Aley is not as naive as to suggest to his customers that the £400 Mini-racer is going to be an unbeatable race-winner. It is rather regarded as a practical means of introduction to the sport, although I would be the last to suggest that it will not win races. Given the right driver, this will remain to be seen. Another of its uses would appear to be in the rally field, particularly if its chosen events are those with classification according to engine capacity (some classify by crew experience). There is always a certain degree of reluctance to initiate a brand new car by pitting it against loose roads and hard banks but, although an Aley car has an excellent finish, I would imagine that its owner would be far less reluctant to use it in such a way.

But competition apart, we see no reason why the Aley Mini should not be put to use as a road car. Certainly its " second-hand " tag can be no drawback for all wrongs are claimed to have been righted. It is tractable enough, showed no evidence of being unusually prone to overheating, and is sufficiently potent to provide entertaining motoring, if such an adjective can be used in these days of increasing restriction.—G. P.

THE EIGHT CLUBS AT SILVERSTONE

The most noticeable dice of the day at sun-drenched Silverstone on June 4th was a tussle for microphone time between the two commentators whose verbal versatility overlapped almost as often as the circulating cars and duets were as much in evidence as solo efforts. Entries were down somewhat on last year's meeting, and we wonder whether the recently introduced fire regulations have something to do with this. After all, a fireproof bulkhead cannot always be fitted *ad lib*, particularly to some of the machinery which the Eight Clubs meeting attracts. These regulations raise an interesting point; if a series production car complies with them it will not, of course, conform to the International Appendix J as there are body trim modifications involved. Food for thought ?

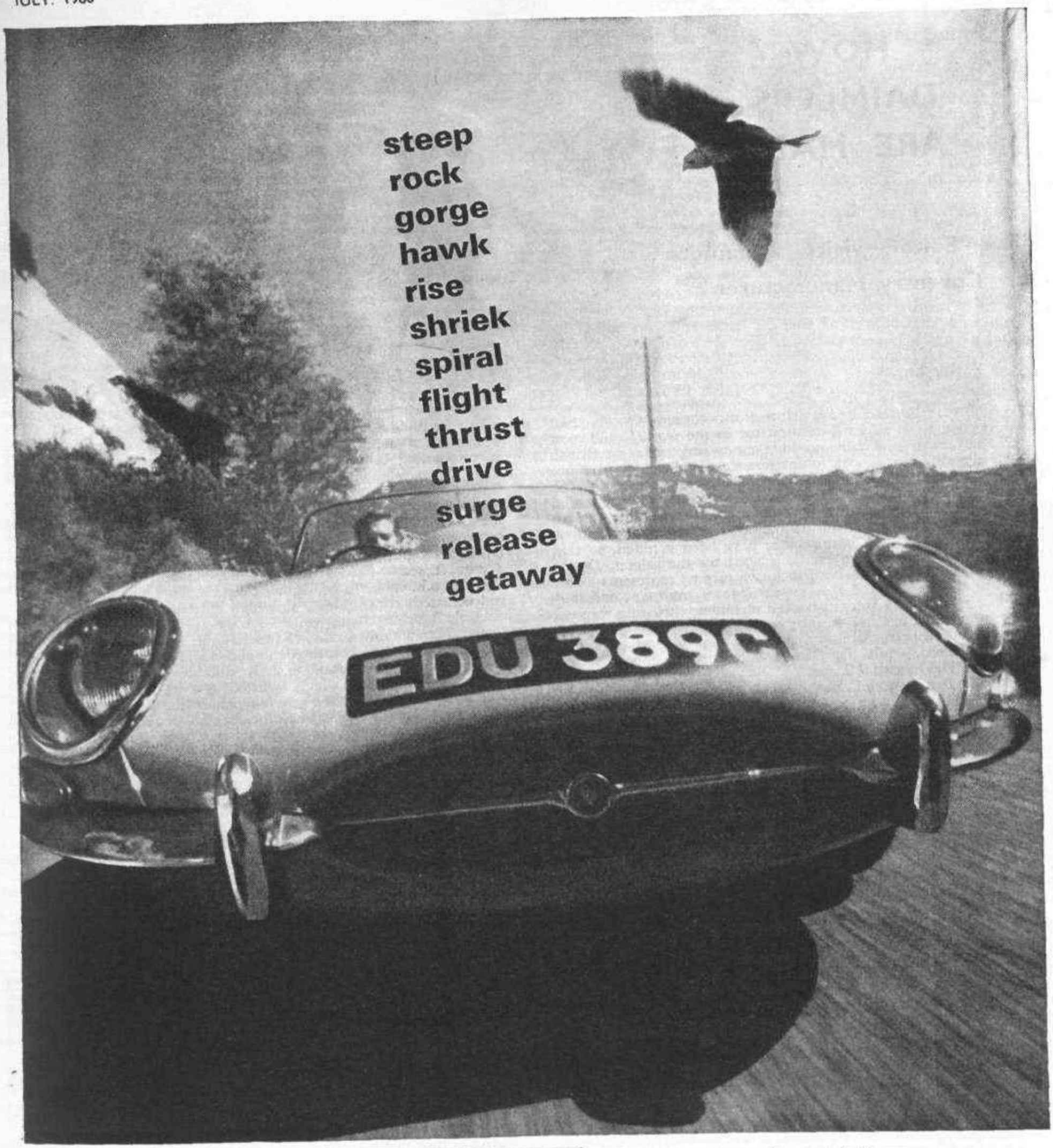
Despite the lack of a single-seater race, there was a reasonable band of spectators occupying the stands, but the excursions into the bank (and there were two near the pits during the day) seemed to interest and excite them more than the racing. Nevertheless, there was much back-slapping in the paddock afterwards, competitors and officials obviously having had a good day's sport.

Among the forty starters in the 30-min. High Speed Trial, run in two heats, twenty-six qualified. Winners of other races are as follows:

5-lap Handicap Race :
1st: J. R. Trace (Elva Courier) .. .. 7 min. 47.8 sec.—71.86 m.p.h.
5-lap Scratch Race :
1st: A. T. Sandars (Lotus Seven) .. .. 5 min. 50.6 sec.—82.56 m.p.h.
5-lap Scratch Race for 1172 and 750 Formula cars :
1st: B. E. Light (Jenoby Special) .. .. 6 min. 34.6 sec.—73.35 m.p.h.
1st, 750: A. P. Ingham (750 Special) .. 7 min. 36.0 sec.—63.47 m.p.h.
5-lap Handicap Race :
1st: A. T. Sandars (Lotus Seven) .. .. 6 min. 47.0 sec.—82.23 m.p.h.
5-lap Scratch Race :
1st: J. R. Trace (Elva Courier) .. .. 6 min. 48.4 sec.—70.87 m.p.h.
5-lap Handicap Race :
1st: M. Evans (MG-B) .. .. .. 6 min. 55.2 sec.—69.71 m.p.h.
Holland Birkett Inter Club Team Race (5 laps) :
1st: J. Gott (Austin Healey 3000) .. .. 7 min. 05.0 sec.—77.18 m.p.h.
Team Prize : Hants. and Berks. M.C.

HIGH SPEED TRIAL TEAM CONTEST

Winning Team : A. T. Sandars (Lotus 7), J. Gott (A.H. 3000), W. A. Monk (Aston Martin) 67 laps.



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HOW DAIMLERS ARE MADE

The Editor visits a famous Coventry Manufacturer



LAST year we described a visit to Rolls-Royce of Crewe. Not everyone can afford " the best car in the world " and, cost apart, from time immemorial in a motoring sense, the British Royal Family has shown its preference for Daimlers. Since Jaguar took over the long-established Daimler Company in 1960 the 4½-litre V8 Majestic Major has nobly upheld the reputation of this highly respected Coventry-built make. Indeed, the modern big Daimler is remarkable for the manner in which dignity, luxury, stability and very high performance have been blended, so that this relatively inexpensive car (at £2,703 for the saloon, £3,497 as a spacious limousine — both inclusive of p.t.) represents a sort of sporting version of the motor-carriage of tradition, and it is not unusual to see a straight-backed chauffeur thrusting through the late-morning or early-evening traffic with such a combination of speed and imperturbability that young men in sports cars drop behind abashed, while the Daimler's owner sits unruffled, immersed in *The Financial Times*.

How is this splendid motor car made? Before going into details, what may not be generally appreciated is that much of the quality inbuilt into the Daimler Majestic Major is exactly the same as that found in all Jaguar models. Consequently the Daimler owner benefits from the price reduction made possible by this overall high standard of manufacture and inspection blanketed over an organisation building approximately 600 cars a week and, conversely, Jaguar customers can feel proud and confident of the luxury-class construction employed in making their type of car.

Certainly the Daimler is still very exclusive. Of the aforesaid weekly output of 600 cars, Daimler Majestic Majors represent but ten a week. (Incidentally, about a hundred 2½-litre V8 Jaguar-Daimlers are made in that space of time.)

Of these, as in the case of the 2-seater and 2+2 Jaguar E-type, the sub-division between saloons and limousines is approximately 50%. The limousine is in demand by organisations such as B.O.A.C., the National Coal Board, the Co-Operative Societies, hire-firms and funeral directors, etc., while there is practically no substitute for a Majestic Major saloon amongst Company Directors, retired tycoons, affluent heads of sizeable families and similar discerning owners who have need of a status-symbol luxury car and consider a Rolls-Royce an unjustifiable extravagance at £6,557—or, quite frankly, cannot afford one. . . .

The Majestic Major's origins go back prior to Sir William Lyons' take-over of the Daimler Motor Company, which incidentally cost him a cool £3.4-million. Edward Turner, talented designer of racing motorcycle engines, evolved for the Daimler Company his 2½-litre V8 engine, which gave 140 b.h.p. at 5,800 r.p.m. for a dry weight (exclusive of flywheel) of 419 lb., and was installed in the Daimler SP250 sports car. At the London Motor Show of 1959 the DQ450 4½-litre version of this engine appeared in the Daimler Majestic saloon, then called the Majestic Major to distinguish it from the former 6-cylinder Daimler Majestic which it closely resembled, although the boot was larger and the frontal appearance slightly changed. The larger version of Edward Turner's V8 engine developed 220 b.h.p. at 5,200 r.p.m. for a comparative dry-weight of only 498 lb., thus having the exceptionally good power/weight ratio of 0.442 b.h.p./lb.

The layout of these engines is conservative, but aluminium alloy castings are used for heads, rocker covers, tappet block, inlet manifolding and sump, and the maximum torque of 282 lb. ft. at about 2,700 r.p.m. of the 4½-litre engine with a corresponding b.m.e.p. of 153 lb./sq. in. can, in the words of *The Automobile Engineer*, be regarded as creditable for an 8-cylinder engine with a fundamentally tortuous inlet manifold and only two single-choke (S.U. HD6) carburetters. In fact, the Daimler DQ450 power unit has a modest c.r. of 8.0 to 1 (the smaller version a c.r. of 8.2 to 1) and at full power the piston speed is only 2,730 ft./min., with a maximum piston acceleration of 48,700 ft./sec.²—figures implying dependability and long life. Inclined o.h. valves in hemispherical combustion chambers, push-rod actuated, contribute to this high efficiency, and a 5-bearing crankshaft in an engine which is only 31¼ in. long in its larger form, to the notably fluidity of functioning.

After Jaguar had absorbed the age-old Daimler Company the 2½-litre engine was found entirely suitable for installation in a small Daimler saloon which is listed as a 2½-litre Daimler but which I prefer to describe as a V8 Jaguar, the body shells being identical. For this purpose the engine required very little modification, although air-cleaners larger than those under the bonnet of the SP250 were possible, changes were made to the inlet and exhaust manifolding to facilitate installation, and just recently a fluid coupling type of cooling fan has been adopted; the power characteristics proved well suited to the Borg-Warner Type 35 automatic transmission.

About eighteen months after the advent of the 2½-litre 76×70-mm. engine and the 4½-litre 95½×80-mm. engine the latter power unit appeared in the new Majestic Major limousine. There is no doubt that the tooling facilities laid down for production of the smaller V8 had encouraged Daimler to produce the 4½-litre version, which showed a reduction in piston speed at full power and a maximum piston acceleration of 380 ft./min. and 1,200 ft./sq. sec., respectively, over the 3.8-litre 6-cylinder engine used until then in Daimler Majestic cars, at the same time developing 73 more b.h.p. for an increase in crank-shaft speed of 800 r.p.m. Edward Turner, who is now with the B.S.A. organisation, could well be proud of these almost-pioneer British production vee-eights. So far as the chassis was concerned the Majestic, with its coil-spring i.f.s. was virtually unaltered when the V8 power unit was installed to give it " Major " status. It was the work of Cyril Simpson, who retired two years ago after doing yeoman work in the Daimler commercial vehicle field. I am sure he will not mind me expressing the opinion that the sports-car standards of cornering and road-holding which the 120-m.p.h. big Daimlers possess were more a matter of luck that the new engine did not upset the car's balance, than carefully premeditated design. But it certainly works and Jaguar have been concerned only to give the car Hydrosteer power-steering, Girling disc brakes, and to refine the Borg-Warner automatic transmission with its driver-controlled intermediate gear holds.

Since Jaguar acquired Daimler a complete re-organisation of production arrangements has been made, to increase efficiency and provide more space for the construction of the well-known Daimler commercial-vehicle chassis. Much of the Daimler plant at Radford was destroyed during the war and has been rebuilt, to incorporate a fine reception/showroom hall, but Jaguar and Daimler engines are now built up in the older Daimler shops,

where rows of machine tools in closely-serried ranks are redolent of an older regime, although the lighting and spaciousness of the factory compare favourably with best modern practice, and the engines come together in an unhurried atmosphere that spells competent efficiency.

Jaguar has no foundry, so rough castings are bought out, remain in the open to weather in the best pre-1914 tradition, and are then brought in for machining on a variety of grinding, milling and drilling machines that include Ward, Asquith, Spenshed, Maximatic, etc. In-line twin-cam 6-cylinder Jaguar and both sizes of push-rod V8 Daimler engines are assembled on the same line. The con.-rods and Brico pistons are matched in sets before arriving at the site of the engine assembly line, crankshaft journals are hand-lapped and crack-tested, and the combustion chambers acquire a decent polish before the engines are built-up and the valves are lapped-in by machine; the Borg-Warner gearboxes, incidentally, are supplied to Daimler's special requirements.

Completed engines go to a most impressive test-shop, with rows of Heenan & Froude DPX3 water dynamometers along each side, forty in all. On these every engine is first run light for three hours at 1,500 r.p.m., then at varying speeds and at up to 70% full load for another three hours, clean oil being fed to them meanwhile from a common supply. Jaguar and Daimler engines share their running-in and testing procedure indiscriminately. They are then taken in Guy transporters (another product of the Group) operated by the Company to the Jaguar factory at Browns Lane, for installation in the appropriate cars.

The big Daimlers retain separate X-braced chassis frames. Their assembly is entirely divorced from the Jaguar assembly lines, and there are separate, hand-moved, floor-level lines for the Majestic Major saloons and the regal limousines. The saloon body shells come in from Carbodies; the limousine bodies consist of the saloon pressings with additional sections welded-up by Park Sheet Metal, a subsidiary of Carbodies, both of Coventry.

The bodies for 4½-litre Daimlers are painted at Radford, the process being identical with the high standards set for Jaguar painting, except that cellulose finish is specified instead of the opal synthetic finish used for Jaguar bodywork, to enable conservative Daimler customers to have a choice of the older shades of colour not always available in the synthetic finishes. The body shells undergo a preliminary degreasing and zinc-phosphate rust-proofing process before taking a dip in a slipper-bath of rust-inhibiting paint. They then receive two coats of filler and two cellulose-spray coats. Finally, after all assembly and checking has been completed, a further two coats of wet on wet are applied and the bodies go through the drying ovens again, before being finally inspected and waxed polished. Sound damping is much in evidence, especially in the luggage boot, but not beneath the bonnet.

As with all Jaguar cars, each Daimler is taken for a 25/30-mile run on the road, a test divided between two independent test-drivers, and devised not to check performance but specifically to assess the correct functioning of the controls and the quietness and smoothness of operation.

The chassis frame of the Daimler Majestic Major is a Thompson product, the back axle is a Salisbury 4HA, the i.f.s. comprises Daimler-Andre-Girling units. The propeller-shaft is divided, Metalastic engine mounts are used, and the locking mechanism of the Borg-Warner gear selector was developed by Daimler to ensure precise movements of the lever.

After the saloons and limousines leave their separate assembly lines they move along a single floor-level trim line. Daimler make their own seats, which are sent as sets to the trim line to ensure matching grain in the Connolly leather, darker hides usually having a coarser grain.

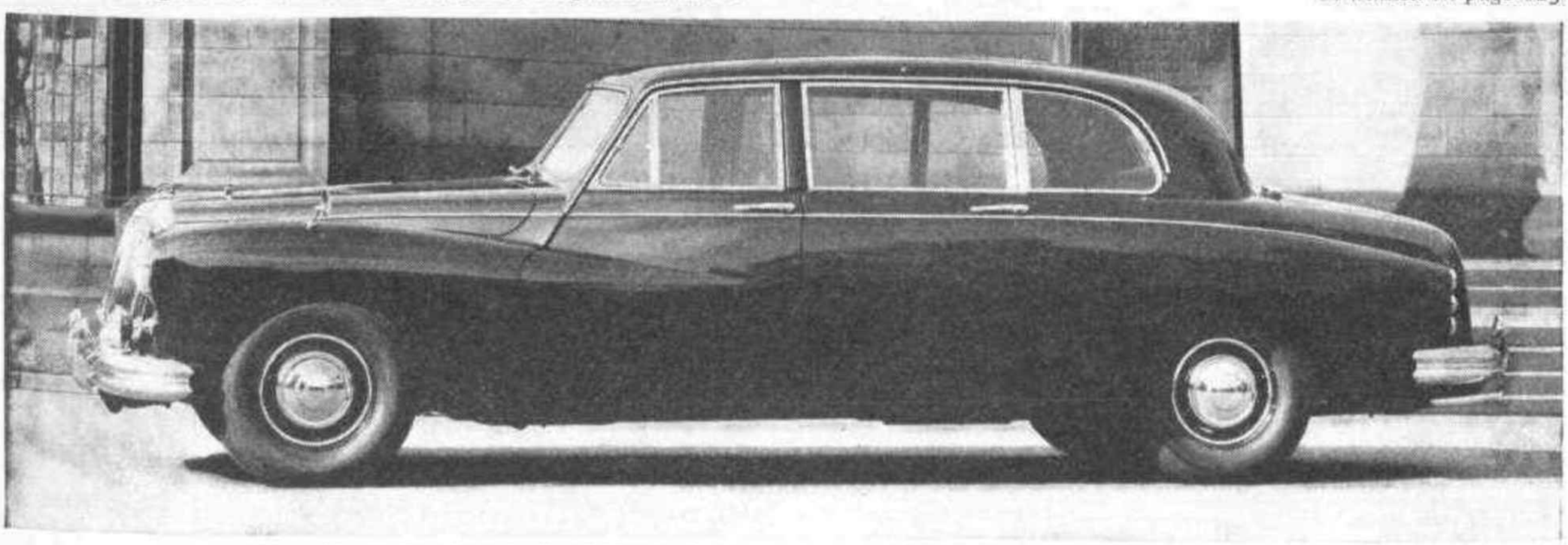
The polished wooden facias and door cappings, etc., of Jaguar and Daimler cars are made entirely at Browns Lane. The carefully selected timber is stored in open-sided sheds and the veneers in cases. Swedish ply is favoured for facias, and I was impressed by the size of the wood-working shop and the separate veneering bay with its two radio-wave bonding presses. In yet another shop the wooden components are buffed on french-polishing lines, a synthetic gloss is applied, and final polishing is done by women operatives using electric buffing irons. Each car has a tray in which its wooden components are stacked after being carefully matched, and veneer patterns have to be consistent along a panel, while much research is done in conjunction with the timber industry in matters such as preservation of the finish and veneering under the wide extremes of heat and humidity which the cars have to endure in Overseas' use. The steering wheels are proprietary products but Jaguar put the gloss on their wood rims —too much for the liking of one E-type driver I know!

As has been said, much of the manufacturing process is common to both Daimler and Jaguar cars, so that the high quality essential to the maintenance of the Daimler reputation rubs off on Jaguar products and the comparatively large output of the latter enables Daimler luxury to be offered at relatively modest prices. (These processes, as they were in 1957, were described more fully in MOTOR SPORT of June that year.) Even so, I was intrigued by the extent of the Browns Lane upholstery and trim department, with its upstairs gallery where carpets and similar items are cut and shaped, until I remembered that real leather upholstery is used for the seats of *every* car made by the Jaguar/Daimler organisation, not as an optional extra for certain models only. Door casings are done in p.v.c. but, everywhere that it matters, Jaguars and Daimlers have real hide upholstery. The rear compartment of the Daimler limousine is the exception, tradition demanding that this be trimmed in West of England cloth, although leather can be specified throughout if required.

Another impressive aspect of the Browns Lane factory is the manufacture of their own window frames, door fittings, radiator shells, etc., impressive articles of "ironmongery" in gleaming copper after the joints have been jig-brazed and then hand filled and filed smooth, before being communally plated in a vast fully-automatic plating vat made by the Electro-Chemical Engineering Co. The largest parts in terms of area to go through this plating process are Jaguar Mk. 10 door frames, the smallest the nuts for Jaguar cambox covers. A radiator shell takes a bath of some 1½ hours' duration in this enormous plating vat. By making such parts themselves, Jaguar/Daimler have accurate control of quality, cost and rate of production, and are independent of outside sources in their aim of maintaining 14 days' supply of all components.

Only the stately Majestic Major radiator shell comes in from an outside supplier. The Daimler radiators, fluted of course, are

Continued on page 625



IN THE ROYAL TRADITION—the Daimler Majestic Major in limousine form.







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HOW DAIMLERS ARE MADE—continued from page 623

protected by masking tape during assembly of the cars.

There is a fairly wide choice of colours for the Majestic Major, and separate radio installations, bench-type or separate occasional seats, and manual or electrically-lifted division on the limousine, are optional on the big Daimlers.

The Daimler factory at Radford somehow exhudes the atmosphere of the older era, when its products wore sleeves and trailed blue smoke ! About one-quarter of the main assembly hall at Browns Lane is devoted to customer service of Jaguar and Daimler cars, with a separate section for the latter. (A London service depot is also maintained for Daimler passenger cars, at Willesden.) *Historic Daimlers still find sanctuary at Coventry and I saw a 1933* Lanchester Ten saloon in process of restoration and an Edwardian Royal Daimler shooting brake awaiting resuscitation.

Railway sidings still run through the factory roads and Daimler passenger vehicle chassis—notably the famous rear-engined Roadliner with its V6 Cummins diesel engine and the likewise rear-engined Fleetline with transverse Gardner 6LX diesel engine, both using a fluid flywheel and air- or electrically-controlled epicyclic gearbox—still go away on trucks using these tracks. At least a dozen 'bus chassis leave the Radford factory per week. But I am assured that Daimler have no intention of giving up private-car production. Which should be good news for tycoons, V.I.P.s or just those older motorists who appreciate hush and luxury in a highly accelerative 120-m.p.h. saloon or limousine and the opportunity of enjoying excellent value-for-outlay while indulging such tastes.—W. B.



ELEGANT MODEL posed in an elegant setting—the remarkable Corgi " Classic " 1912 Rolls-Royce Silver Ghost Barker Pullman limousine to 1/43rd scale, which you can buy for 14s. 6d.

MINIATURES NEWS

The advent of a new Corgi " Classic " is always enthralling and their latest in this series, a remarkably detailed 1912 Rolls-Royce Silver Ghost with many-windowed Barker Pullman limousine body, is outstanding. Measuring 4⅝ in. in length, this little model is finished in silver and is detailed even to the extent of different-sized wheels front and rear with artillery spokes and rows of retaining nuts (their brass finish is a bit suspect, however), tool-boxes, luggage rack round the roof, acetylene cylinder, carriage side-lamps, " button " upholstery, brass headlamps hung in period brackets, starting handle, road springs, spare tyre and rim on the lofty roof, rain-aperture in the windscreen, seats, steering column and wheel, etc. Underneath, the crankcase, cardan shaft, gearbox, transmission brake, propeller shaft, back axle, radius rods, petrol tank and exhaust system with cut-out are faithfully outlined.

If criticism is justified it must concern the " Spirit of Ecstasy " mascot, which surely was not almost as tall as the honeycomb of even the low Edwardian Silver Ghost radiator? However, this could easily be removed, and there is still the correct, tiny R.-R. badge on the radiator itself. The bonnet lacks imitation rivets, but they were not to be found on this particular Rolls-Royce which is a model of the car Ferranti bought from the Sword collection. Incidentally, there is a theory that the unusual body was ordered by a hire-firm intending to promote grand tours of the Highlands, the multi-window arrangement being desired for maximum visibility. These comments apart, this truly fine miniature, No. 9041 in the Corgi " Classic " series, is the best thing of its kind yet released, and must make enormous sales; will, indeed, surely be as good an ambassador for poor old Britain as the real Silver Ghost was from 1907 to 1925. It retails for 14s. 6d.

In their normal series Corgi have introduced a German Police version of the VW 1200, with steering operated through the roof beacon, this 3⅜ in. long model, No. 492, selling for 7s. 9d.

Those who build model cars in miniature will welcome the 1966 Monogram catalogue, price 1s., which covers the wide range of magnificently-detailed plastic car and aeroplane kits offered by this manufacturer. When winter leisure permits we hope to describe the building-up of their 1934 Duesenberg SJ torpedo phaeton, a 9⅛-in. model from Kit No. PC81. Meanwhile, this catalogue, covering kits for making almost anything from a 1930 Model-B Ford to a 1/24th-scale Ferrari 275P, is published by A. A. Hales, Ltd., 96, Station Close, Potters Bar, Herts.—W. B.

VINTAGE POSTBAG—continued from page 612

Later, the same brother was serving in one of the aircraft carriers in the Mediterranean and was to be based on Malta for some time. He failed to find a suitable vehicle in Malta within his price. Petrol there was cheap, I think, and tax barely perceptible. The carrier was due to return to Portsmouth soon for a short visit and then to return to Malta. " N.O."s were allowed to embark cars in empty carriers. My brother therefore wrote and asked if I could find a large old American car which would go, and which must not cost more than £30. I replied that he appeared to want a sort of mechanised monument, but I promised to try.

Some research in the Cambridge garages eventually disclosed a very old 5-seater Chevrolet, calling itself about 25 h.p., which I could have for £25. They started its engine, which made much, but, I thought, expensive noise. To ensure that power reached the back wheels I asked if I could drive it on the road. " Oh yes," they said.

I took my seat and let in the clutch gingerly. With one tremendous bound the " thing " had me out of the garage and in the street! Luckily nothing was about. Once moving, the " thing " behaved most respectably. It turned out to have a leather-lined cone clutch whose characteristics were precisely the same as those of a dog clutch.

I thought this is it, bought it, arranged for the garage to get it to Portsmouth and sent a signal to my brother saying " Monument acquired." It appears that my signal was handed to him in the middle of the night while he was on watch on the bridge. A night exercise was going on and there was a general air of tension. Next day I gather there were many inquiries as to what town his monument was to be erected in.

My brother found the " thing " awaiting him on the docks. Several delighted colleagues at once demanded a ride round the place. They mounted, my brother got going and let in the clutch (which I had forgotten to warn him about). In the ensuing leap the crew nearly broke their necks and the vast hood detached itself from the windscreen and streamed out about 15 feet astern. Roars of applause from all around!

They tried again, with the hood furled, and the owner (an aircraft catapult expert) warned all passengers to clasp their hands behind their heads during take off. This time they got away and had a merry tour, taking care on no account to stop.

This queer old horror was apparently a great success in Malta for several months. When the carrier left, no one, not unnaturally, was prepared to buy or even take it. A ghastly ceremony was therefore held. The poor old " Chev." was started up, put in bottom gear and aimed at the top of a high cliff dropping sheer into the sea. Over she went and no doubt her bones are still washed by the blue waters of the Mediterranean.

Church Crookham. B. WYNNE.

McLAREN WINS PLAYER'S 200 AT MOSPORT

TORONTO, *Saturday, June 4th*

THE line-up of big sports cars at the Canadian classic was not like the poor entries we have seen in England in the beginning of the year. Over 20 of the 36 starters were big-engined fast sports cars. Though some were rough and old, they still made a very impressive noise and had an exceptional turn of speed.

The two Team McLarens were favourites and well they should be, for both drivers know the winding hilly circuit very well and their cars are well sorted. Also McLaren had a good win with little opposition the week before at St. Jovite and Amon was all lined up for second when his engine broke. The main opposition on driver ability and car should have come from J. Stewart in one of the Mecom's Lola T.70s. The Mecom Team, still very happy from its Indianapolis victory, was out of phase from the start, although they had Eric Broadley giving advice all the time. When the cars arrived on Thursday, practice was nearly finished and qualification was starting. Stewart was only able to get in two 3-lap qualifiers before the track was closed. There were two Lolas, one with what looked like an ordinary 289 cu. in. engine while rumour had it this was doctored up to 327 cu. in., which was neither denied nor confirmed. The other was a 289 cu. in. Ford with a Paxton supercharger fitted which, of the two, went best of all.

During the next day's practice Stewart was having trouble with brakes, handling, and engine misfiring. The handling wasn't sorted out but the brakes were by replacing the Airharts with Girlings on the night before the race. The engine trouble was caused by particles of the surge balls in the fuel tanks peeling off and getting into the fuel lines.

J. Grant and M. Donohue were both in Lola T.70s, the former with a 289 cu. in. Ford unit, while Donohue's car was fitted with 427 cu. in. Chevrolet. A further five McLarens were entered, the most formidable of these being Motschenbacher's privately-entered car, which was rebuilt after a starting-line shunt at St. Jovite last week at the expense of the club. Many specialised sports cars fitted with big American V8s added to the interest. A GT class was included and in this the main opposition was from the GT40 entered by Comstock and the two Porsche Carrera 6s for Patrick (who was so fast at Sebring) and Buzzetta, a works driver.

The race was run in two 40-lap heats, the overall time being taken for the overall results. The heats were both rolling start, after completing one pace lap. This rolling start was supposedly for safety but after the Indianapolis fiasco the drivers were asked to vote for or against the idea. They voted "for" and after lunch and the crowd, which swarmed onto the track after every race, were back behind the barriers, they were off.

McLaren went into an immediate lead getting well away from the field even by the end of lap one. Hayes, in a Nicky Chev Special was second with Amon third. The fight for second place went on for a long time. Amon was cornering faster but Hayes had more speed in the straight and, being a big car, he was taking up a good deal of the corners so, trying as hard as he could, Amon could not get past. Stewart's run of luck continued and after four laps, when he had climbed from 10th to 6th in the blown car, it stuck in gear. After a pit stop to clear it he completed two more laps then retired with it still stuck in gear and he rushed out to catch a plane home.

Heimrath, in one of the McLarens, stopped on the first lap with battery trouble and had to walk back to the pits to get another battery and then walk back to his car on the far side of the circuit. The race for second place lasted until the 26th lap when Hayes retired with engine trouble while two laps later Amon was side-swiped while passing a tail-ender, which other than causing him to spin, also damaged the valve to his low profile Tubeless Firestones. In one lap the tyre was almost flat and when he came into the pit he dropped a lot of places. Motschenbacher came in a comfortable second in the first heat as he did in an uneventful second heat again behind McLaren, who was in top form, and when he had built up a lead, he cruised home just maintaining the gap. Amon came third in the second heat and his aggregate time made him third overall. In the GT class the Comstock GT40 beat the two Porsche Carrera 6s. The faster of the two Porsches driven by Patrick had a 6-minute pit stop with a broken throttle pedal.

Had Stewart kept going this could have been a very exciting race. As it was, it held the crowd's interest but was really too much of a McLaren demonstration.

PLAYER'S 200—Overall Results—80 laps

1st :	Bruce McLaren (McLaren Elva Oldsmobile) ..	1 hr. 59 min. 16.9 sec.
2nd :	Lothar Motschenbacher (McLaren Oldsmobile)	1 hr. 59 min. 43.9 sec.
3rd :	Chris Amon (McLaren Elva Oldsmobile) ..	78 laps
4th :	Mak Kronn (McKee Chevrolet)	76 laps
5th :	John Cordts (McLaren Elva Mk. 1)	76 laps
6th :	Eppie Wietzes (Ford GT40)	76 laps
7th :	Joe Buzzetta (Porsche Carrera 6)	75 laps
8th :	Scooter Patrick (Porsche Carrera)	72 laps
9th :	George Wintersteen (Covette GS)	72 laps
10th :	Tom Payne (Ford Cobra)	71 laps
11th :	Eitel Maier (Lotus 23B)	70 laps
12th :	William Wonder (Ford GT40)	69 laps
13th :	Harold Brown (Lotus 23B)	67 laps
14th :	Nat Adams (Cooper Ford)	64 laps
15th :	Ludwig Heimrath (McLaren Ford)	59 laps
16th :	Earl Jones (Genie Ford)	58 laps
17th :	Phil Seitz (Lotus 23B)	31 laps

Fastest lap : Chris Amon (McLaren Elva Oldsmobile), 1 min. 25.0 sec.—104.15 m.p.h.

RALLYE RENAULT, BLENHEIM
(June 5th)

This year's Rallye Renault, promoted by Renault Ltd. of Acton, took place in the spacious terrain of Blenheim Palace grounds, near Oxford. It survived heavy showers which terminated a hot spell and attracted an enormous attendance of Renault owners, the road outside being filled for some time with cars of this make as far as the eye could see—Dauphines, R8s, 4Ls, and R16s—the Renault salesmen must have been delighted to see so many smart R16s already on the roads of Britain.

The morning was devoted to a *Concours d'Elegance* divided into classes for 1899-1920, 1921-1939 and 1945-1966 Renaults, marks rightly being lost if a car had not been driven to the venue and for non-originality as well as dirty or unkempt state of chassis or body. There were 26 veterans and Edwardians, ranging from an 1899 Type A 1¾-h.p. *voiturette* with non-original wheels to a 1915 15.8-h.p. limousine and embracing the lofty and very practical 20/30s of the Montagu Motor Museum and Victor Bridgen Of this class two more were "one-lunger" veterans and at least 14 were the famous and indestructible 2-cylinder Type AG and AX Renaults. Most of these were on beaded-edge tyres, the tyre-life being considerable on these pedestrian twins, the engine of which is a beautiful example of aluminium casting. Marks were lost by these jolly little Renaults mainly because Zenith carburetters had been substituted for the original Renault carburetters—and the company made its own "gas-works" right into the vintage years. One yellow Type AX from Edinburgh had an Anglo's Taxibus Spirit 2-gallon can on its running-board, its neighbour displayed a National Benzole tin, a 1909 landaulette had whitewall tyres clashing with its bright yellow body, and Challiner's Patent detachable rims, and another Type AX possessed a small wrought-iron dickey seat. There was an unobtrusive, taxi-bodied Type AG from Brighton, a smart AX with a glass inspection panel in the top of its coal-scuttle bonnet and a single Ducellier headlamp, while Skerman's Type AX from Devon had its rally plaques in the centre of its spare wheel. A big 1914 Renault from Biggleswade had a very sporting but probably non-original body.

The 1921-39 category numbered only eleven Renaults but made up for this because two of them were the great 45-h.p. tourers. There was a neat 1938 12.1-h.p. Celtraquartre 4-door saloon and a similar 2-door coupé with wire-mesh radiator grille, and a 1938 Type BCF2 with its bonnet sides opening on a system of sliding struts, Welham's Vivastella breakdown truck, a 1930 6-cylinder Monastella saloon with its front mudguards and headlamps well supported by tubular members, a 1928 Monasix coupé with deep sun-vizor in front of its screen, both these vintage Renaults having front bumpers, a very nice blue 1928 8.3 Type NN torpedo with padlocked toolbox in the o/s valance, an all-yellow (even to the badge!) 1926 8.3 tourer from Dorset, another of these rare Renaults (a 1925 model) with "brassed" lamps and screen-frame, and a 1924 8.3-h.p. cloverleaf with the *round* badge

Continued on page 628

Technique for quick drivers:
Stirling Moss writes on the British Grand Prix



Two more BP Circuit Guides—and in them Stirling Moss shows you how to circulate quickly at Brands Hatch, (the course for the British Grand Prix), and Silverstone. Takes you through hazard after hazard, lucidly explaining his techniques for driving at ten-tenths. Few drivers have scored more successes at Brands or Silverstone . . . no driver is more qualified to write about them.

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THE RECORDS BOOK

BETWEEN the World Wars, and even before 1914, record-breaking activity was a popular pursuit of racing drivers and those in possession of suitable vehicles, and World's and International Class records were recognised over distances of a kilometre (standing and flying start) to 300,000 kilometres and for durations of one hour to 133 days, and ratified by the F.I.A. in Paris. In those well-organised inter-war years the R.A.C. published, at the modest price of one shilling, an annual list of all World's, International Class, C.I. and British records, and for a fee of 10s. sent out printed notices of all alterations to this annual records-book as soon as fresh records were confirmed.

This useful service was a war casualty, in spite of the growth and status of the R.A.C.'s Competition Department, and nowadays it is very difficult and inconvenient to discover the current state of records, so that confusion, even in the correct designation of the records themselves, frequently results.

Fortunately, we have just discovered that what the Royal Automobile Club in Pall Mall does not do, the United States Auto Club in Indiana includes in its Yearbook, together with American National records and their sub-divisions.

Looking through this list of records is still quite nostalgic! The great bulk of Citroën's 1933 long-distance figures stand and 81 of them ranked as World's records at the end of last year, when the U.S.A.C. list was compiled. Some of these are at speeds below 58 m.p.h. The only other pre-war World's record is the 48-hour record set up at 148.63 m.p.h. in 1936 in the Mormon Meteor at Bonneville, if Ab. Jenkins' 1940 records are excluded.

Among the International Class records, Rosemeyer's Class B 10-mile record, set up on the *autobahn* in 1937, at 223.9 m.p.h. in an Auto-Union, is intact, along with Jenkins' long-distance records for 1,000 kilometres and over in the Duesenberg, dating back to 1935. There are some pre-war Class C Delahaye and Bugatti records still standing. Over long distances and durations in this class some 1937 Matford-Yacco figures still remain unbroken, as well as four records established in 1934 by Marchand and his team, using an Austin, and, even more surprising, four records dating back to 1929, to the credit of Hotchkiss. These range from 13 to 16 days, at less than 66¼ m.p.h., if anyone has a 3 to 5-litre car and craves a strenuous holiday!

Coming to Class D, Caracciola's great runs at 247-248 m.p.h. in the Mercedes-Benz over the kilometre and mile in 1939 have never been bettered by an under-3-litre car, and his s.s. mile at 127.1 m.p.h. remains. The long-distance honours in this category, as has been remarked, are still in the name of Citroën, established 33 years ago, for the V6 Ford saloon only took a few of these. In Class F a smaller Citroën holds 16 records but the Simca-Aronde running at Miramas in 1960 has broken up these 1933 figures.

Fantastically, the Hon. Mrs. Bruce's run with her husband and an A.C. in 1927 yet retains a couple of records in Class E, the better of these the 15,000 kilometre record at a splendid 75.73 m.p.h., and a few later but still pre-war records are shared by the Yacco Special and the Yacco Rosalie VII, driven by the persistant Marchand *et al.* The same team hold masses of the longer records in Class F, again with a Citroën, and Heckel's 1935 4-day record with the Adler-Trumpf at Avus hasn't fallen. Incidentally, the lasting value of record-breaking is emphasised by three records to the credit of Alan Hess' Austin A40 in this class, set up in 1950.

Amongst some impressive post-war Austin Healey Sprite records in Class G (750-1,100 c.c.), Goldie Gardner's f.s. kilometre, mile and 5-mile figures with the M.G., made at Dessau in 1939, are intact, the first two at over 203 m.p.h. and—surprise, surprise—a couple of Brooklands' records remain, those of Appleton's Appleton-Riley, for the s.s. kilometre and mile, at 82.1 and 91.3 m.p.h., respectively. Moreover, in Class H, preserve of the 750 c.c. cars, Denly's 5- and 10-kilometre and 10-mile f.s. records at Montlhéry in the M.G. Midget are as new as the day on which they were established in 1933, as is Kohlrauch's s.s. mile in the M.G. at Gyon in 1935 (93.42 m.p.h.) and Dodson's s.s. kilometre in the Austin, of 83.6 m.p.h., set up at Brooklands in 1936. Quite a few of Lurani's 1939 Niblio records remain in Class I and two of Gush's 1934 Vitesse records in Class J, but the second-oldest records still on the books are the Class I (350-500 c.c.) 2,000 kilometres and 12 hours, to the credit of Koenig *et al.* They made them at Montlhéry in 1930. Some Yacco, A.E.C. and Hannomag pre-war diesel records also remain.

Now why should be have to rely on America to find out all these interesting things?

Coming to modern times, I append the existing state of play in respect of the kilometre, hour and 24-hour records—now clearly out of reach of amateurs!—W. B.

Distance or Duration	World's Unlimited—Jet	World's—Wheel-driven	International Class A	International Class B	International Class C	International Class D	International Class E	International Class F	International Class G	International Class H	International Class I	International Class J	Diesel Unlimited
One kilometre (f.s.)	Breedlove (Spirit of America Series I) 600.841 m.p.h.	Summers (Goldenrod) 409.625 m.p.h.	Summers (Goldenrod) 409.695 m.p.h.	Herdu (C. & K.) 312.25 m.p.h.	Herdu (H.K.M.) 297.860 m.p.h.	Caracciola (Mercedes-Benz) 247.4 m.p.h.	P. Hill (M.G.) 254.91 m.p.h.	Moss (M.G.) 245.64 m.p.h.	Gardner (M.G.) 203.5 m.p.h.	Gardner (M.G.) 159.1 m.p.h.	Herz (N.S.U.) 164.50 m.p.h.	Herz (N.S.U.) 153.97 m.p.h.	Fuller (Fuller) 169.1 m.p.h.
One hour (s.s.)		Jenkins (Mormon Meteor) 190.68 m.p.h.	Jenkins (Mormon Meteor) 190.68 m.p.h.	Lorenzen (Ford) 166.98 m.p.h.	Thompson (Harvey) 170.04 m.p.h.	Shelby (Austin Healey) 156.97 m.p.h.	Owen/Knight (Cooper) 142.44 m.p.h.	Betterhausen (Simpson OSCA) 143.08 m.p.h.	Ehrman (Austin Healey) 146.94 m.p.h.	Poltronieri (Fiat-Abarth) 132.55 m.p.h.	Taruffi (Tarf) 124.76 m.p.h.	-	Lacour (M.A.P.) 113.49 m.p.h.
24 hours (s.s.)		Jenkins/Bergere (Mormon Meteor) 161.18 m.p.h.	Jenkins/Bergere (Mormon Meteor) 161.18 m.p.h.	Jenkins (Duesenberg) 135.48 m.p.h.	Thompson (Harvey) 123.93 m.p.h.	Healey *et al* (Austin Healey) 132.89 m.p.h.	Boxall *et al* (Triumph) 102.04 m.p.h.	Mueller *et al* (Porsche) 98.79 m.p.h.	Baghetti *et al* (Abarth) 123.53 m.p.h.	Poltronieri *et al* (Fiat-Abarth) 110.26 m.p.h.	Koenig *et al* (D.K.W.) 56.85 m.p.h.	-	Eyston/Denly (A.E.C.) 97.05 m.p.h.

RALLYE RENAULT—continued from page 626

which needed a big truck to get it from Durham to Blenheim and which was also "brassed" and had its bulb horn casually draped on the seat.

After a box-lunch a series of driving tests and the *Grand Prix d'Ensemble* took place, while in the background music was provided by the Band and Bugles of the Oxfordshire & Buckinghamshire T.A. Light Infantry. It was a gay day, with Renaults everywhere. There was also the usual Rolls-Royce having a look, and it was a Silver Shadow, as befitted this auspicious occasion.—W. B.

Results:

Class 1:
1st: L. Holland (1910 Renault 2-cyl. AX Voiturette)
2nd: V. Bridgen (1911 20/30 h.p. Limousine Landaulette)
3rd: C. R. Lynam (1915 15.8 h.p. Limousine ES)

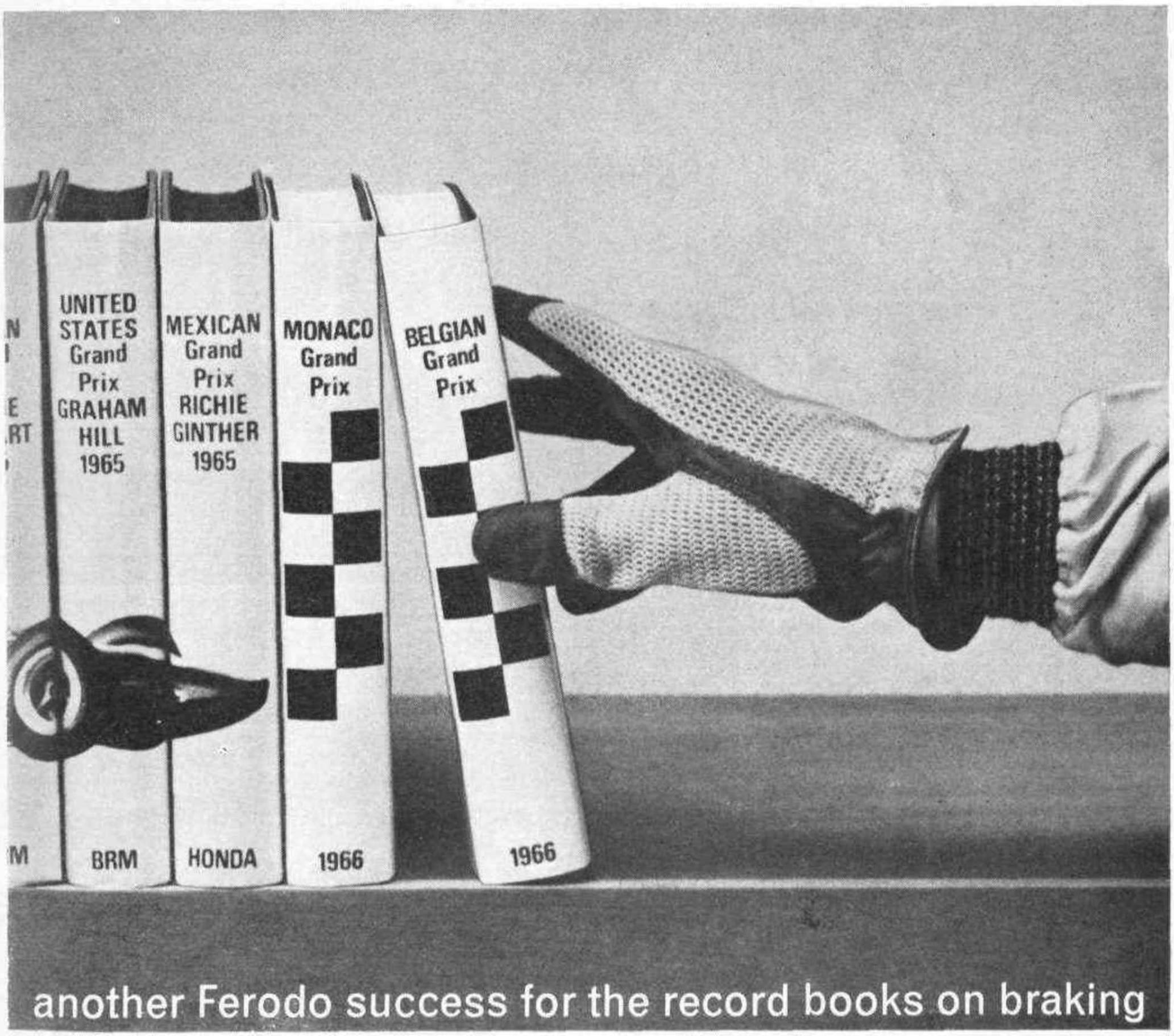
Class 2:
1st: E. D. Woolley (1923 45-h.p. 6-cyl. Torpedo)
2nd: R. V. Base (1928 8.3 h.p. Torpedo NN)
3rd: N. Pallant (1938 12.1 h.p. Celtaquarte Saloon V2.F2)

Renault Remarks

D. Copley's 1899 car is believed to be the oldest Renault. It has a De Dion engine, as had the cars of Mr. and Mrs. Fotheringham-Parker, Renault not making engines until 1903. Welan's 14/20 had a Hollick body, Victor Bridgen's 20/30 a body by J. A. Lawson of Liverpool, Atkinson's type AX a Sewells body. A cracked cylinder on Taylor's 20/30 was repaired just in time for the Rallye. Skerman's AX, found derelict in 1952, is the prototype of the Lesney miniature. Hugh Cleland, who entered an AX, has the first Renault agency, H. & D. Cleland of Edinburgh, to be appointed outside France, dating from 1901. The 8.3s were the first Renaults to have detachable heads.—W. B.

WHITSUN WEEKEND—continued from page 619

And throughout the long week-end the M.G. 1100 was an excellent substitute for the unready Leyland 1300; its boot once again proved able to take a surprising amount of luggage and equipment in spite of its absence of undesirable overhang—there is more stowage beneath the back seat of this compact Issigonis-contrived package—and when that Dunlop deflated we discovered that the 1100 can be easily raised on its ingenious ratchet-operated side-jack.—W. B.



another Ferodo success for the record books on braking

BELGIAN GRAND PRIX

1st J Surtees Ferrari
2nd J Rindt Cooper-Maserati
3rd L Bandini Ferrari

in any event Ferodo speaks volumes

results subject to official confirmation

Fit **FERODO** anti-fade brakelinings
for drum or disc brakes.

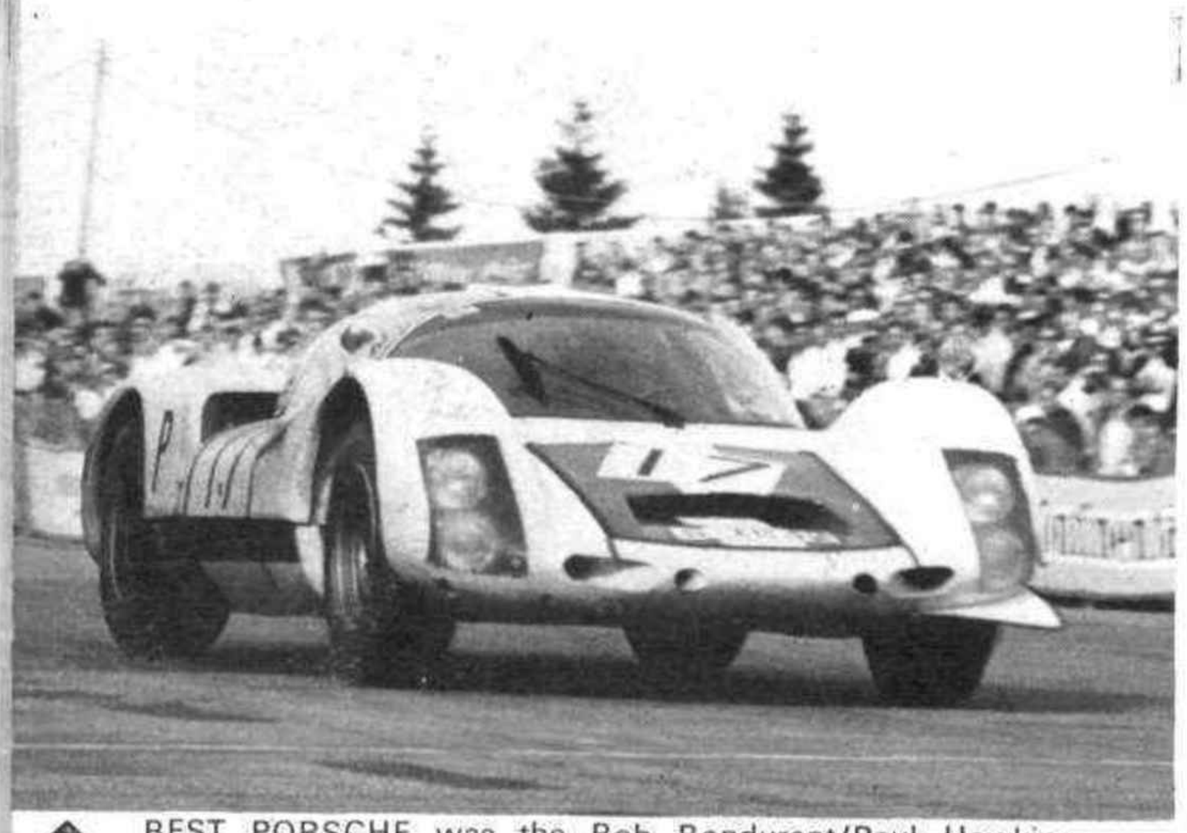
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15/33

1000 Ks. NURBURGRING

▲ FIRST TIME WIN.—The 1,000-km. Nurburgring was the European debut of the Chaparral Prototype and the result was an untroubled run to first place, with only two Dinos providing any real opposition. Note the new periscope-like air intake for the engine.



▲ BEST PORSCHE was the Bob Bondurant/Paul Hawkins Carrera 6 which finished fourth overall and third in the 2-litre class. Note that the offside spoiler has been "removed."

GRIM EXPRESSIONS.—The looks on the faces of John Surtees, Mike Parkes, Mauro Forghieri and the mechanics tell a story! In fact the 330P3 finally retired with no clutch. ▼

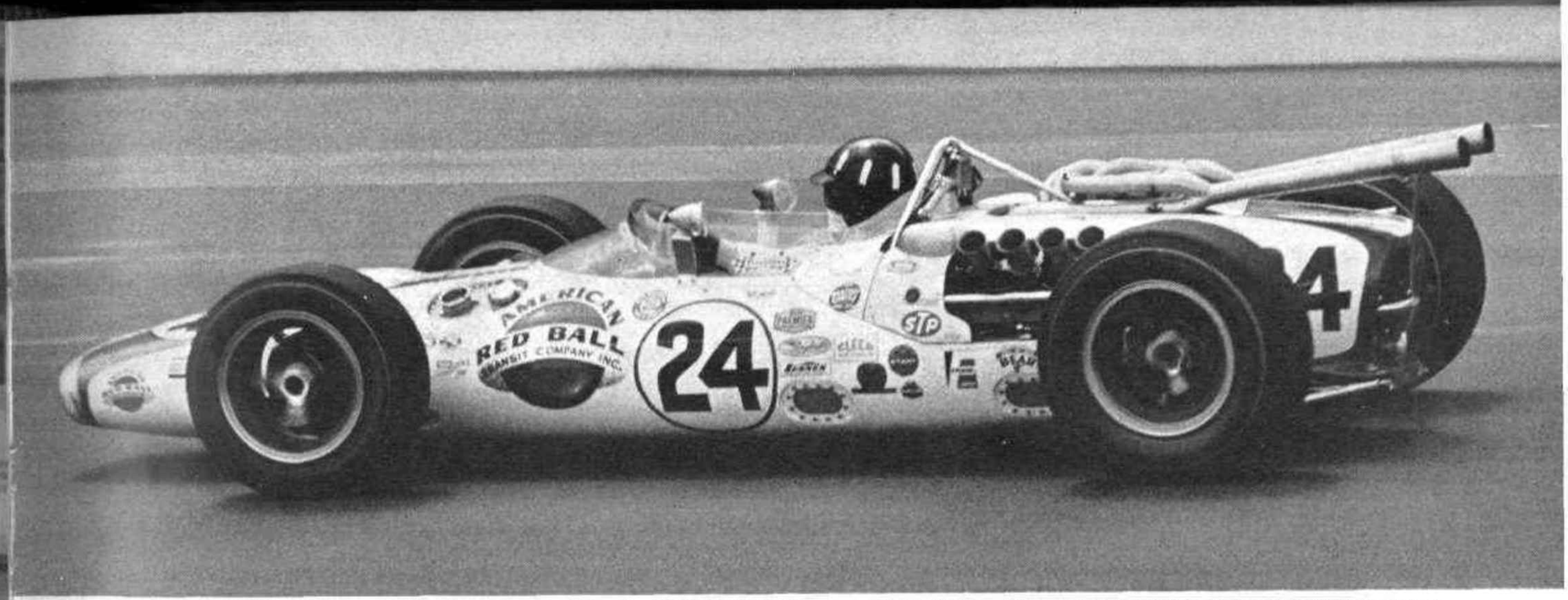




PRIVATE ENTRY: The Nick Cussons Ford GT40 driven by Bond/Spence seen on the Karussel curve in practice. This production Ford ran faultlessly to finish 12th.

LAPPING two of the works Porsches is the Rodriguez/Ginther N.A.R.T. Dino which finished third after a race-long scrap with the second place Scarfiotti/Bandini factory car.

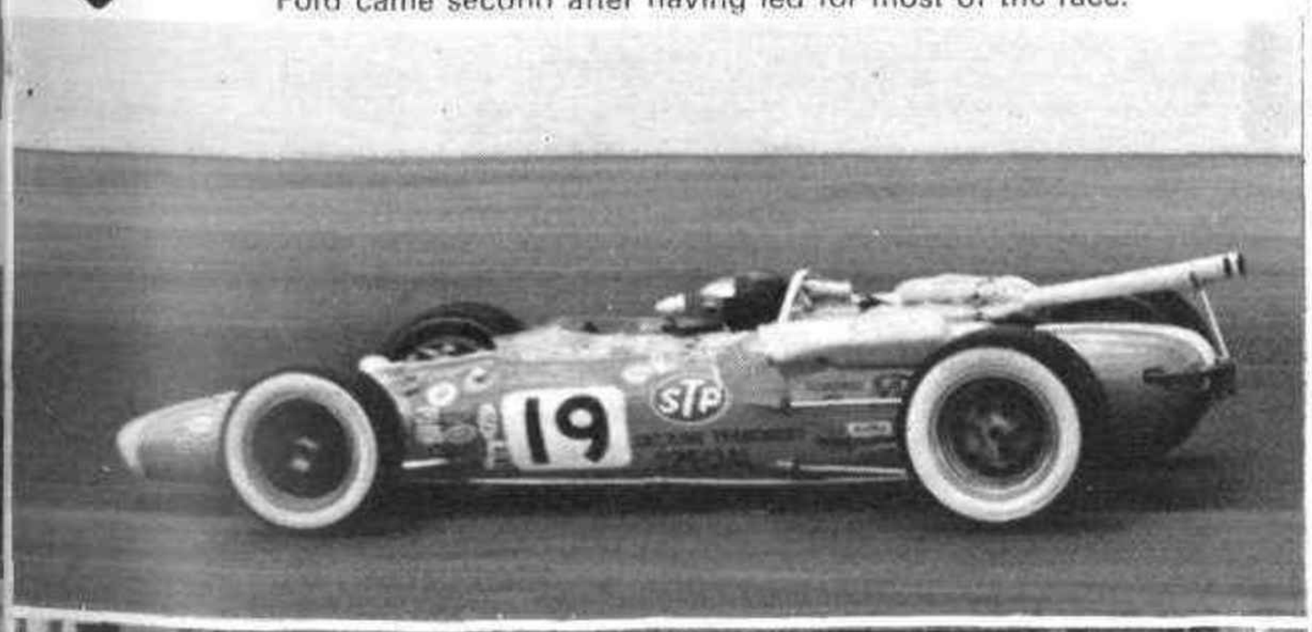


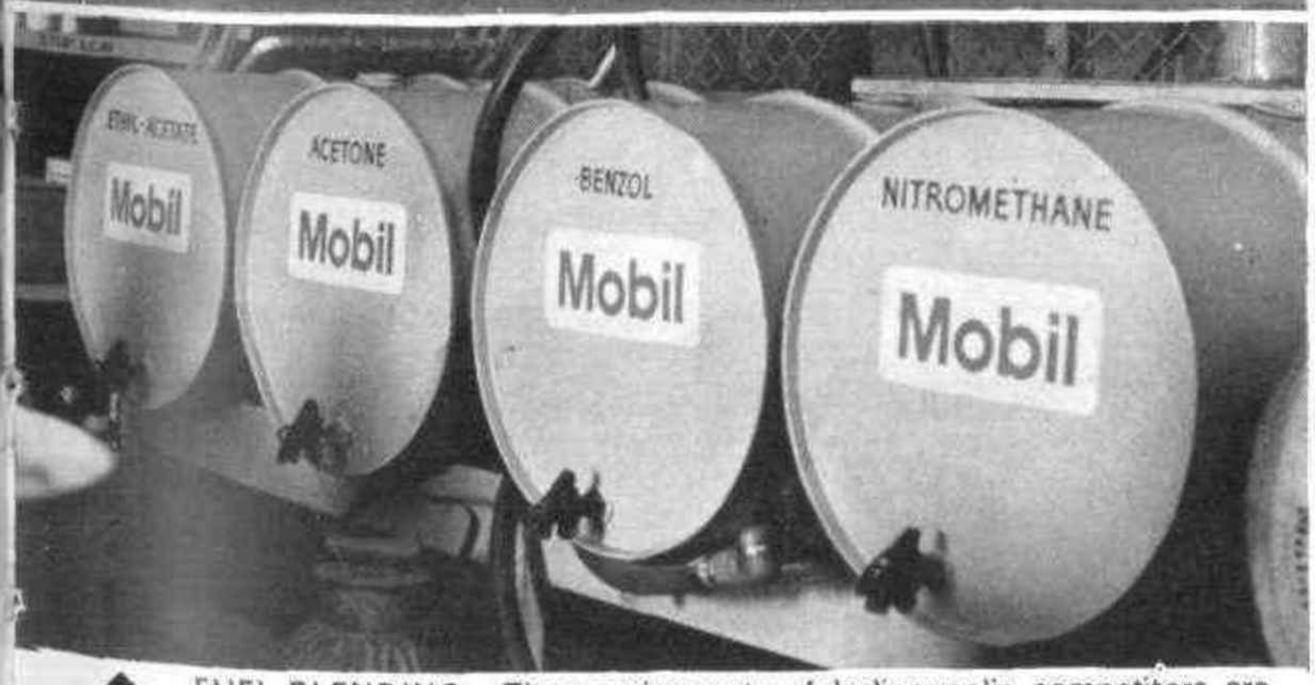


▲ $175,000 WIN.—Graham Hill, in his much-bedecked Lola-Ford (American Red Ball Special), drove a very steady race to gain first place as the leaders dropped out one by one.

BLOWER.—The exhaust turbo-charged 2.8-litre Offenhauser engines in Bobby Unser's Huffaker chassis. ▼

▼ LUCKY CLARK.—After two high-speed spins, Jim Clark in the Lotus-Ford came second after having led for most of the race.



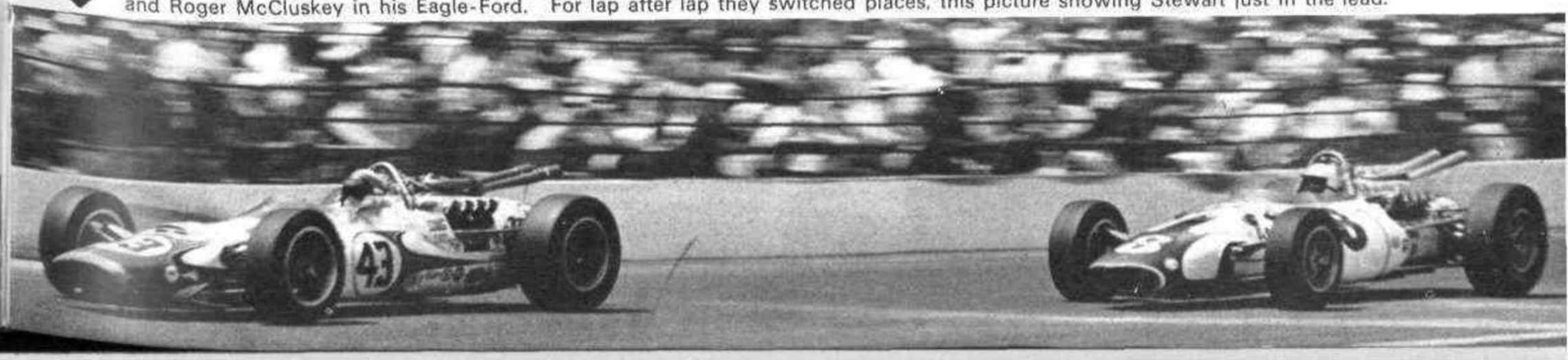


▲ FUEL BLENDING.—The requirements of Indianapolis competitors are such that blend permutations must be infinite.



INDIANAPOLIS 500

▼ HIGHLIGHT.—One of the few excitements in this year's 500 was the dice for third place between Jackie Stewart in his Lola-Ford and Roger McCluskey in his Eagle-Ford. For lap after lap they switched places, this picture showing Stewart just in the lead.



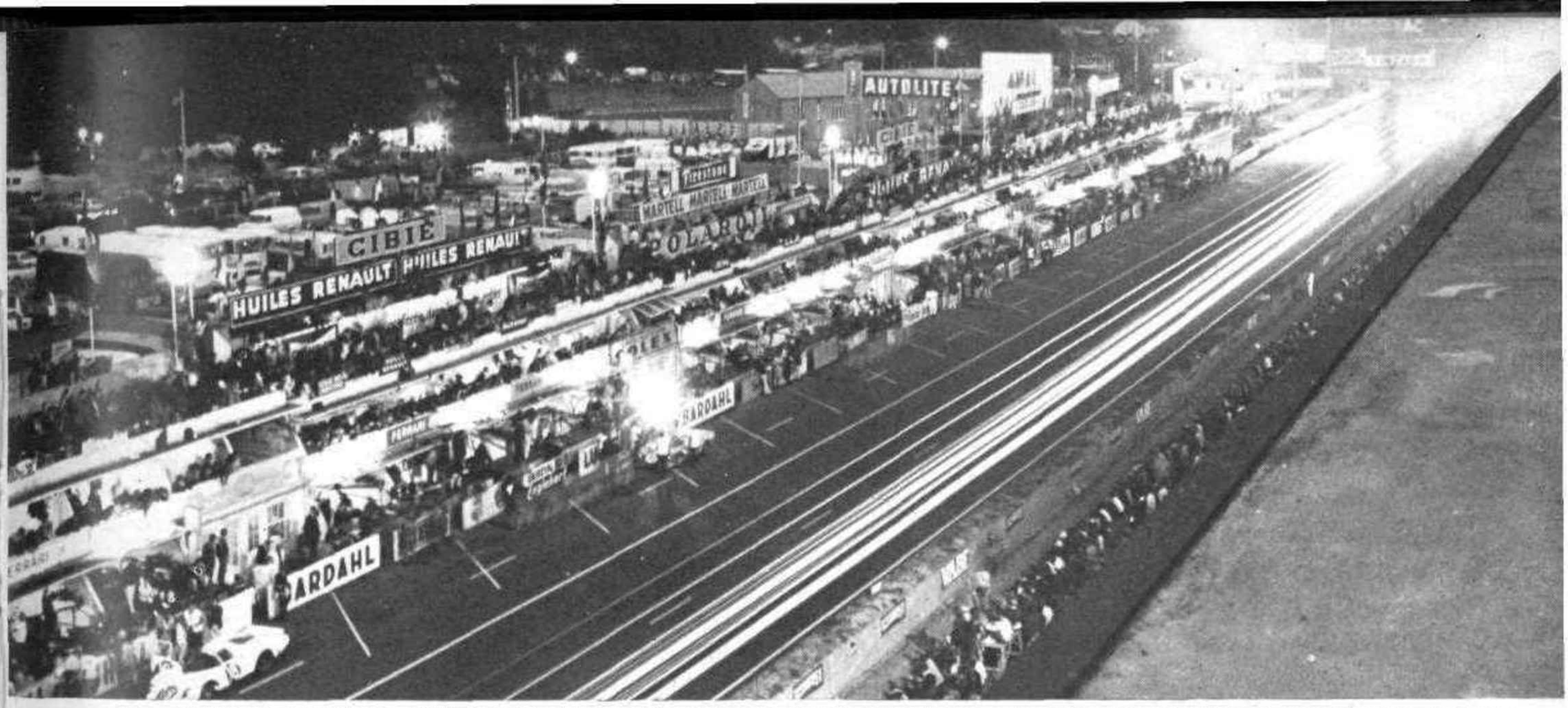
▲ CALM AFTER THE STORM?—After the flat-out dash along the Mulsanne Straight, the right-hander at the end demands hard braking to a comparatively low speed. Here the winning Shelby American-entered Ford Mk. 2 is seen with Bruce McLaren at the wheel.

INEVITABLE.—There was little doubt that the 1,296-c.c. Alpine of Cheinisse and de Lageneste would take the Index of Thermal Efficiency. ▼



SECOND OVERALL.—Although there was an attempt to dead-he the Ken Miles/Dennis Hulme Ford Mk. 2 with the McLaren/Am car, it was given second place after their distance apart at the st had been taken into account. ▼





▲ DUSK AT LE MANS.—This view of the pit area typifies the hustle and bustle as even the best-laid plans degenerate into frenzied activity. The background shows how blasé advertising can be.



▲ QUICK-CHANGE DISC.—The Holman and Moody-entered Ford is seen having its discs changed on Sunday afternoon. Drivers of this car were Ronnie Bucknum and Dick Hutcherson, the latter being on his first European long-distance race.



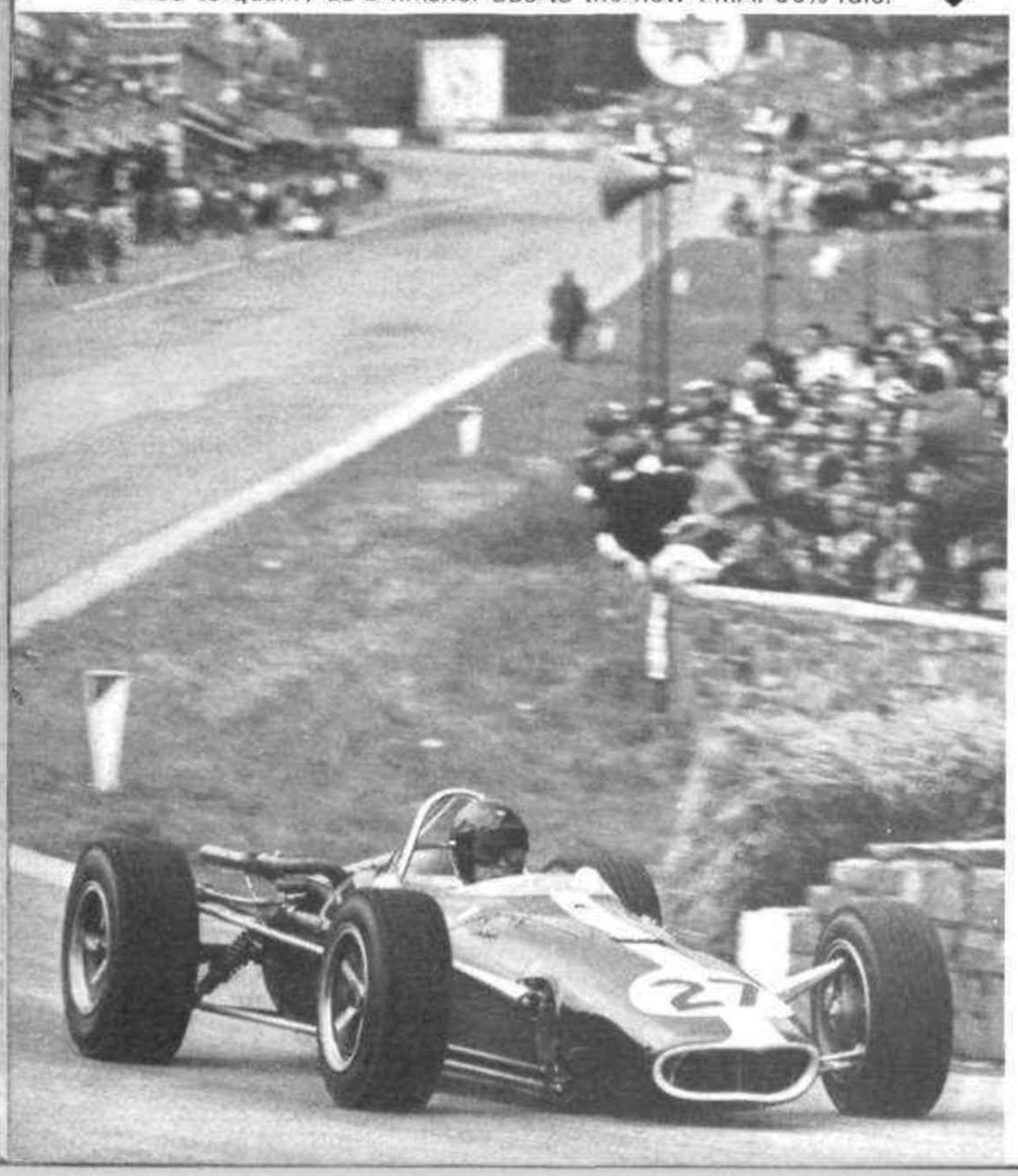
▲ FIRST FERRARI. — This Maranello-concessionaires entered GTB was driven by Piers Courage and Roy Pike, having their first drive at Le Mans.

▼ EIN. ZWEI. DREI.—These three Porsche Carrera Sixes, in neat line ahead actually finished in the reverse order from that shown.

BELGIAN G.P.

▲ THE WINNER.—John Surtees driving past the pits in a cloud of spray on his way to winning the Belgi Grand Prix. Ferrari mechanics switched the Firestone dry tyres that were on the car to Dunlop R7s ju before the start since Surtees had not tried the car with Firestone wet tyres.

PLODDING ON.—Dan Gurney in the All-American Racers Eagle went very slowly round in seventh place and finally failed to qualify as a finisher due to the new F.I.A. 90% rule. ▼



▼ COURAGEOUS DRIVE.—After a monumental spin on th opening lap, Jochen Rindt came through to lead most of th race in the works Cooper-Maserati.

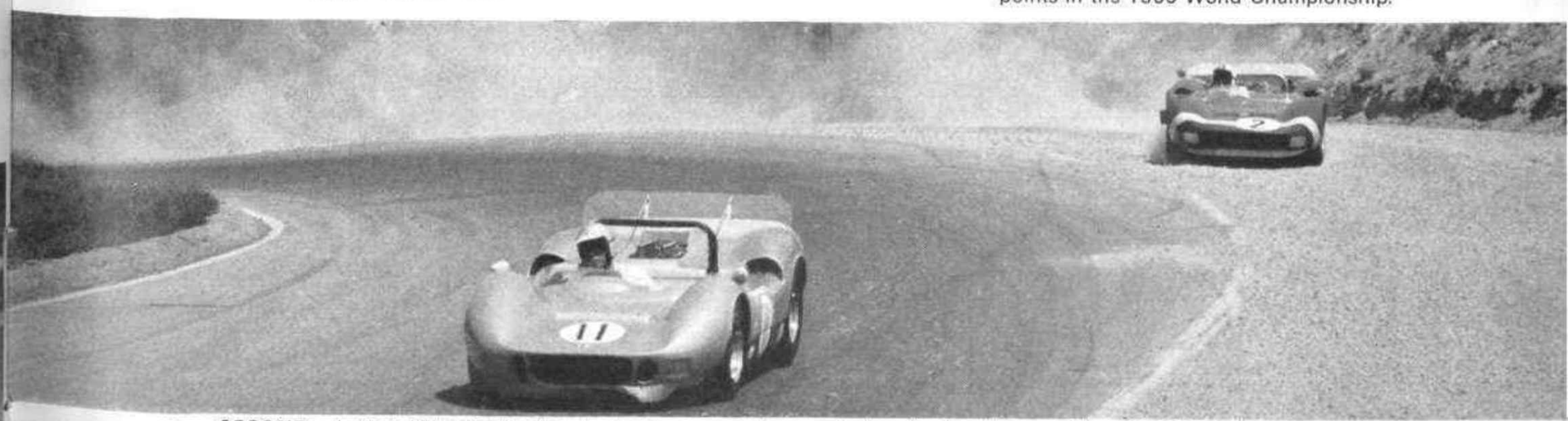




▲ BRABHAM.—Jack Brabham in his 3-litre car drove a very consistent race in appalling conditions to come fourth in the Belgian Grand Prix.



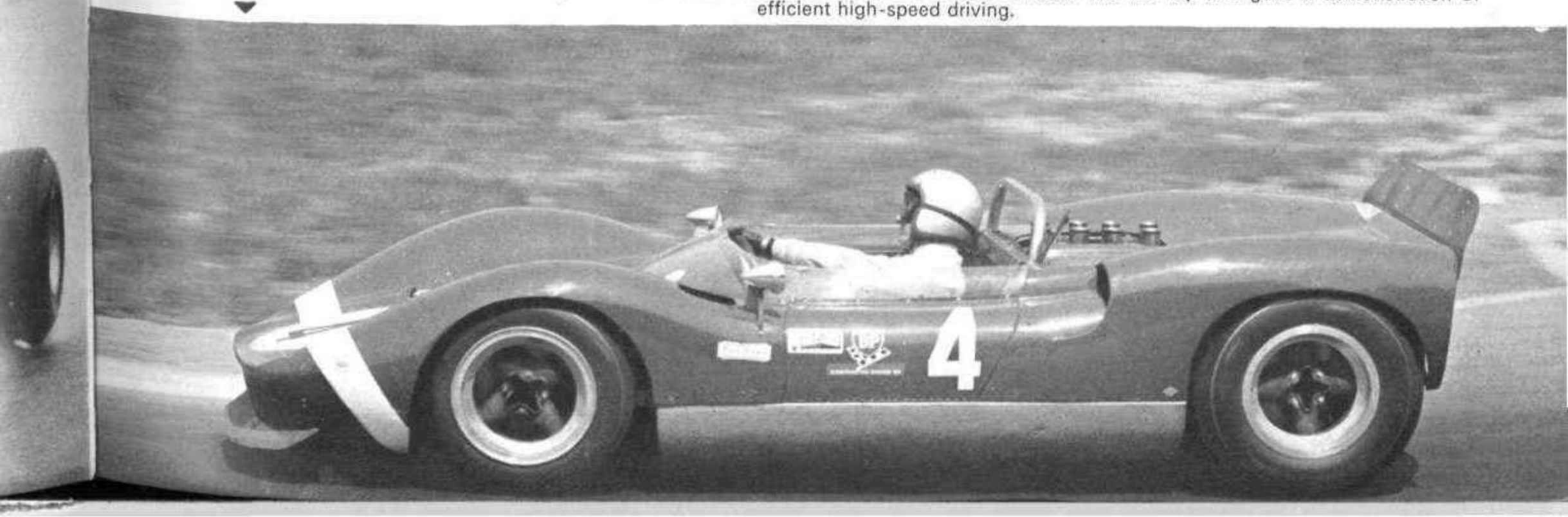
▲ CHAMPIONSHIP LEADER.—Lorenzo Bandini, in the 2.4-litre Dino Ferrari, drove to third place, giving him a marginal lead on points in the 1966 World Championship.



▲ SECOND.—Lothar Motschenbacher drove to an overall second place in the Mosport Player's 200. Behind, on the loose edge of the track, Chris Amon tries to regain the road in his works McLaren.

PLAYER'S 200, MOSPORT

▼ EASY WIN.—Bruce McLaren, in his McLaren-Elva-Oldsmobile, led both heats from the first lap and gave a demonstration of efficient high-speed driving.





A SURPRISE for those who attended the Brooklands Re-Union was this slogan neatly painted on the banking under the Members' bridge.

BROOKLANDS REUNION—continued from page 611

races at the Track, while Mrs. Skinner, wife of the late Mr Kenneth Skinner, who was the Secretary of the B.A.R.C. from 1907-1939, was driven round in Felicity Boddy's VW. Sir E. D. W. Verner, Bt., drove around in his Alfa Romeo, L. A. Cushman brought his wife, who went as passenger at times in the racing G.N.s, an Alvis had shed its front mudguards for the occasion.

Julian Jane, Brian Finglass, S. E. Harman, Brian Pickford, F. D. Nichols, W. Porter, Harold Pratley, taking a picture of the first joy-ride flight booking-office in the World, and many, many more, strolled about in the sunshine, discussed memories in the shadow of the Test Hill, the Members' Bridge and the old restaurants, paid homage to the big Vickers-Armstrongs memorial to Brooklands, looked at the density of old sheds and hangars on the aerodrome, before indulging in a mass-start down the runway and out of the Track, for tea and a film-show at the "Hand & Spear." During the evening Gahagan presented a big aerial picture of Brooklands to the Manageress, Miss Carlisle, which those present signed and which is to hang in the bar of this hotel of many motor-racing memories. They saw, too, one well-preserved piece of the home banking, which rumour says the B.A.C. will never destroy, because the ashes of the late Capt. Duncan-Davis and the late Freddie Dixon were scattered there.

That Brooklands is not forgotten was evident by the big slogan—BRING BACK BROOKLANDS—which someone had painted on the home banking; that it takes a lot of effacing was brought home when Peter Cavanagh spotted the words "For Speed. . ." still visible on the safety-kerb atop the Members' banking, part of a slogan reading "For Speed and Comfort drive a Ford V8" which was there before the war.

Finally, one by one the visitors departed and the party broke up, as they left Weybridge, where Victorian mansions still rub shoulders with ghastly modern flats, and where one garage houses a great 1912 Lorraine-Dietrich well known at the Track, another an enormous 1908 Napier, to the everyday affairs of 1966.—W. B.

N.B.—So much interest was shown that one wonders whether the time has come to form a Brooklands Society, with a quarterly or bi-annual magazine to keep alive memories of the Track and in which to recount hitherto untold tales of the fraternity who raced there. Would those interested please drop me a line?—W.B.









CAUGHT BY THE CAMERA AT THE TRACK.—*Left,* Mrs. Skinner, wife of the late Mr. Kenneth Skinner who was Secretary of the Brooklands A.R.C. from 1907 until its demise; *above left,* Peter Cavanagh, wearing his 1928 admission badge, with his wife; *above right,* Vic Derrington presumably signing autographs; *extreme right,* Mr. Lovelock who worked on the Brooklands estate looking after the Track building, etc.

Below, l. to r.: C. S. Watkinson with L. A. Cushman; the Dicker brothers; C. R. Whitcroft, who drove Rileys in the "500" and other races.







BOOK REVIEWS

" Father's First Car," by Hugh Tracey. 85 pp. 6¾ in. × 4¼ in. (*Routledge & Kegan Paul Ltd., 68-74, Carter Lane, London, E.C.4.* 10*s.*)

Rather superficial, indeed, a bit expensive, there is nevertheless charm about this brief, non-technical account of the struggles of a country doctor to keep himself mobile in a twin-cylinder 10/12-h.p. Peugeot, later supplemented by an 8-h.p. Peugeot bought from Friswell's, " the Peugeot people . . . [who] had then £30,000-worth of Peugeot cars in the warehouse, from the autumn of 1907 through 1908."

The book is compiled from the doctor's diary, is indeed presented mainly in diary form, and as it can be read in a very short space of time and the eight illustrations are only just adequate to convey the atmosphere of the times, there will be those who will brush aside this slender volume as just another quick leap onto the lucrative bandwagon of motor-book publishing.

This wouldn't be entirely fair, however, for anything which reveals a little more about the Edwardian era of automobilism should have a place, no matter how humble, in the historian's archives. The experiences of Dr. Tracey—the breakdowns, the innumerable punctures, the professional drivers and mechanics, the elation of long outings successfully accomplished and of speeds of over 40 m.p.h. being reached—are no different from those of other early motor owners, and one suspects that the book covers less than 16 months of motoring experiences only because that is all that has survived of the author's father's notes in the " small, green, leather-bound notebook, tastefully lined with marbled flysheets, and with the single word MOTOR in Roman capitals, impressed in golf leaf on the cover." . . .

Even so, the outspoken exposure of unsatisfactory tyres and components from manufacturers famous to this day, the good doctor's arguments in favour of a car as more economical than the second dog-cart, the landau, the double harness and two horses that it enabled him to dispose of, not to mention oats at £10 per bushel and hay at £4 a ton, has a certain charm, which may part you from ten bob to acquire this tiny thing, describing motoring in Devon and Somerset nearly 60 years ago!—W. B.

" Aeromarine Origins," by H. F. King, M.B.E. 93 pp., 8¾ in. × 5½ in. (*Putnam & Co. Ltd., 42, Great Russell Street, London, W.C.1.* 30*s.*)

This is a specialised but clearly-compiled book about the beginnings of marine aircraft, air-cushion craft, hydroplanes, hydrofoils and associated forms of transport above water.

It is a unique work by one of Britain's most respected aviation writers [Who went to the same school as I did, incidentally, but was far more studious!—ED.] and contains a survey of developments never previously attempted and embracing some quite sensational findings unknown even to many of those who have spent their lives in close association with aeronautics, the science of which did not, as Mr. King shows, develop as is commonly supposed but is far more closely related to an extension of water craft than has previously been accepted.

Chapters relating to lighter-than-air craft, flying over water, flying from water, flying in water, winged hulls, hydrofoil boats, planing boats, air lubrication and air cushions indicate the scope of a book which is printed on glossy art paper, illustrated with many exceedingly rare pictures, and represents a very valuable addition to Putnam's long list of aviation history and reference works.—W. B.

" Airway to the Isles," by Philip Cleife. 223 pp. 8¾ in. × 5⅝ in. (*Hodder & Stoughton, Ltd., Warwick Lane, London, E.C.4.* 30*s.*)

It is easy to sum up this book about how Sqdn. Ldr. Philip Cleife formed his one-man, one-aeroplane airline to the Scilly Isles—one of the most remarkable and absorbing aviation books I have read! Unusual, written so very frankly in the crisp English of the flying man, " Airway to the Isles " takes the reader step by step through the enormous difficulties, the innumerable details, the almost unbelievable fights with bureaucracy that were necessary before the lone D.H. Rapide *Lima Mike* was permitted to carry passengers over the prescribed route.

The subsequent account of how Capt. Cleife ran his airline between Plymouth to tiny St. Mary's Airport on the Isles of Scilly with a regularity which surpassed that of B.E.A., whose Rapides were hampered by difficult weather conditions at Land's End, helped only by his wife and the keen owner of a minibus who met the Rapide at its destination, makes an enthralling and inspiring tale of adventure. The author's description of bad-weather flying is superb—if those who have been passengers in small aeroplanes in bad visibility (as I have!) do not mind getting their spines chilled!

There is an interlude to cover participation in the *Daily Mail's* " Get Ahead " Contest in 1962, with television interviews in a bid to win the £10,000 prize, and then the author outlines his future plans for the expansion of his air-line, which now operated a second Rapide and was making a profit. It was not to be, because a burst tyre, due to faulty tube fitting, happened in the one place on the runway at St. Mary's where it could cause disaster on take-off, and the Rapide crashed and caught fire, with no loss of life but extreme injury to its gallant pilot. The hospital treatment which the author had to endure closes this unusual but very worthwhile book on a sad note—and half the royalties on its sales go to the Philip Cleife Burns Fund for the relief of those suffering from financial distress arising out of accidents in which victims have been badly burned. Motor racing is not immune from such accidents, so you may care to buy the book, thus giving yourself some very interesting reading and at the same time contributing to a worthwhile cause. As the author comments, he is quite sure he is the last of his line, the one-man founder of an air-line, even though Mayflower still operate the ex-B.E.A. Rapides *Kilo Uniform*, *Sierra Hotel*, *Charlie Lima*, and their own *Uniform Lima* to the Isles. Thus this book, while dealing with some very recent aviation, belongs to history—a brave attempt at individualism in a World that daily becomes more stereotyped, in which single-minded endeavour is rapidly being stifled by Government control.—W. B.

" Automobile Electrical Trouble Shooting," by S. G. Munday. 263 pp., 8¾ in. × 5¾ in. (*George Newnes Ltd., Tower House, Southampton Street, London, W.C.2.* 45*s.*)

Here is a book which, after explaining the fundamentals of electricity, magnetism and induced currents, covers the whole field of checking and tracing troubles in the electrical installations of a motor car. It should be of very great benefit to those studying the subject professionally and to professional and amateur mechanics who hope to cope efficiently and effectively with the many and invariably puzzling maladies which afflict those parts of a car dependent on " electrikery " for their effective functioning.—W.B.

* * *

Those who want their wives or girl-friends to understand how a car works have two books available which should do the trick. There is " The Shell Book of How Cars Work," by Gordon Walmsley (100 pp., 9¾ in. × 7⅛ in.), very clearly illustrated with excellent colour diagrams, available from John Baker, 5, Royal Opera Arcade, Pall Mall, London, S.W.1, for 5s. The other book for beginners is more detailed, and illustrated with many line diagrams. It is " Beginner's Guide to the Motor Car," edited by A. T. Collins (149 pp., 7½ in. × 5 in.), and published by George Newnes Ltd., Tower House, Southampton Street, London, W.C.2, at 15s.

* * *

Chapman & Hall, 11, New Fetter Lane, London, E.C.4. have issued volumes two and three of C. H. Fisher's standard work on " Carburation," respectively sub-titled " Spark-Ignition Engines : Fuel Injection Development " and " Spark-Ignition Engines : Fuel Injection Systems." These two 8¾ in. × 5⅝ in. books, respectively of 224 and 220 pages, contain a wealth of data about petrol injection of the greatest value to students of i.c.-engine design.

* * *

Shell-Mex & B.P. Ltd. have issued the " Graham Hill Grand Prix Racing Book," in which the B.R.M. driver describes his life, his approach to racing, the new 3-litre G.P. Formula, and takes the reader round Brands Hatch in a modern racing car. There is a big cutaway drawing of the 3-litre B.R.M. and an instructive page in colour showing how the suspension of a modern racing car is set-up to control its handling characteristics, in this popular approach to a popular subject, which costs 2s. and is obtainable from some Shell garages.

* * *

In the May issue we remarked that in the Varta Guide Germany has the equivalent of a Michelin Guide. This does less than justice to Michelin, for the Michelin Guide to Germany, a red guide called " Michelin Deutschland," is in its third year of publication. It has 671 pages, 84 more than in 1965, awards

"stars" for particularly good food, and includes 1,600 new addresses of selected hotels and restaurants. It costs £1 and is distributed in the U.K. by The Dickens Press, 4, Upper Thames Street, London, E.C.4.

* * *

The 750 M.C. has issued the third edition of its "Special Builders' Guide," or more correctly has brought this exceedingly informative work out in a new form, called "Design for Competition." It concerns building a "special" conforming to 750 M.C. rules and covers about every possible thing anyone needs to know on this subject, written by practical members of the Club. Anyone with mechanical ability and an Austin 7 or Ford Ten-engined car they wish to make faster and safer will derive endless enjoyment from this unique publication, not to mention more sound constructive information than they can obtain from any other source.

The sections take in design, construction, engine tuning, preparation and modification, racing and trials, and the 1966 750, 1172, Mini 7, 750 Trials Formulae, etc., are listed. Eleven typical "specials" are described and illustrated and matters like tubular chassis building, fibreglass bodywork, a full résumé of the Reliant 600 o.h.v. engine, wooden construction, Austin 7 engine bearings, lubricants, slip angle and over-/understeer characteristics, gaskets, alloy heads, S.U. carburetters, swing-axle i.f.s., etc., etc., are dealt with by experts like Jack French, Arthur Mallock, J. S. Moon, Mike Eyre, M. J. Forrest, D. E. Boorer, to quote at random and again, etc., etc. The fascination of the thing is that nearly all are contributors who are building to a strict price limit, who have done it themselves, and who love "special" building, and who, moreover, wrote most of this gen.-stuff for the 750 M.C. magazine for the benefit of fellow builders, not as blasé professionals. So this 212-page soft-cover, 8¼ in. × 5⅞ in. publication represents tremendous value. There is much new material and all the drawings are now by one person. It is published by the 750 M.C., costs 16s. 6d. post free to members, and you apply for it to Colin Peck, "Dancers End," St. Winifred's Road, Biggin Hill, Kent. The Foreword is by Denis Jenkinson.—W. B.

CARS IN BOOKS

The unexpectedly frequent references to motoring in "The House of Elrig," by Gavin Maxwell, were not found in "The Rocks Remain," by this author (Longmans, 1963), although his well-known Safari Land-Rover is mentioned and there is a fascinating account of how his Mercedes-Benz 300SL (XBL 511) was stolen by an over-enthusiastic young German in Palma and crashed in unusual circumstances. Then, in "A Highland Boyhood," by Donald Cameron (Longmans, 1966), there is a tantalising reference to the "large open motor car" driven by two sisters who had a house in Sussex and an estate in the Scottish Highlands around 1925. It had a "rubber horn" which the sister who rode as passenger continually pumped [Which make had this warning device situated where it was accessible to the occupant of the left-hand seat?—ED.], but this "had no effect on the township hens. They often became victims of the ladies' car as it shot along the shore road. With the General on board, posted royally among the tartan rugs on the back seat, there was no doubt a justifiable excuse for speed." Alas, the make of this speedy car is not disclosed. . . .—W. B.

IN THE AIR AT ELSTREE

AS regular readers will know, I contrive to see one Air Display a year, for old times' sake, and as the V.S.C.C. were putting on a demonstration of historic racing cars on the runway at Elstree on June 4th, where they had held their first post-war speed event, this seemed the one to go to. So we got out the Ford GT (Cortina, not 40!) and got there by an uncongested back route, considering how fine and hot this Saturday dawned.

On arrival we were ushered into the Members' Car Park, where we only just escaped being well and truly boxed-in, and were issued with a Steward's Badge in lieu of a Press pass, which caused spectators, who swarmed into the V.S.C.C. enclosure, to inquire of us the way to the lavatories, why Douglas Fitz-Patrick's Maybach Metallurgique has four foot-pedals and the top speed of the Cosmic Wind. . . .

An excellent array of vintage cars arrived, including a beautiful open 1929 D8 Delage with original Vanden Plas fabric body, whose owner has a 6-litre GL sports Delage, Type 40 and 43 Bugattis, several Alvis and Riley, the inevitable Rolls-Royce, etc. The display included Clutton's Itala, the Metallurgique and Barker's big Napier, all *driven* to the venue of course, as well as a couple of E.R.A.s, Arnold-Forster's Delage, G.P. and Brescia Bugattis, and Millar's Maserati, thus enabling North Londoners to see and hear real racing cars in action. The nicest noises were rendered by Douglas Hull in "Remus,"; the most nostalgic sight was Delage II in silhouette with two heads protruding from the cockpit, for all the World as if Alastair Miller and a mechanic were taking the Railway Straight at Brooklands.

The flying display, I thought, went just a trifle flat. The wind felt moderate, but stopped parachuting and the take-off of the replica aeroplanes from "Those Magnificent Men." The Spitfire and Hurricane were missing, nor did the pilots of the Aero Club de Leon Biancotto keep their engagement.

However, London Flying Club pilots showed a high degree of precision in formation flying in four D.H. Chipmunks, and an R.A.F. Jet Provost from Manby gave a heart-stopping display which ended in a bunt, and then touched its wheels down on Elstree's runway, thereby making history, as the first jet to use this pylon-girt aerodrome, albeit momentarily. The pilot waved to Control, and seemed reluctant to depart.

He had to make way for Lt.-Cmdr. Arbuthnot, who demonstrated the Fleet Air Arm Museum's Fairey Swordfish, complete with 18-in. torpedo and gunner-passenger. It is the sole flying "Stringbag" and seemed to fill the blue sky.

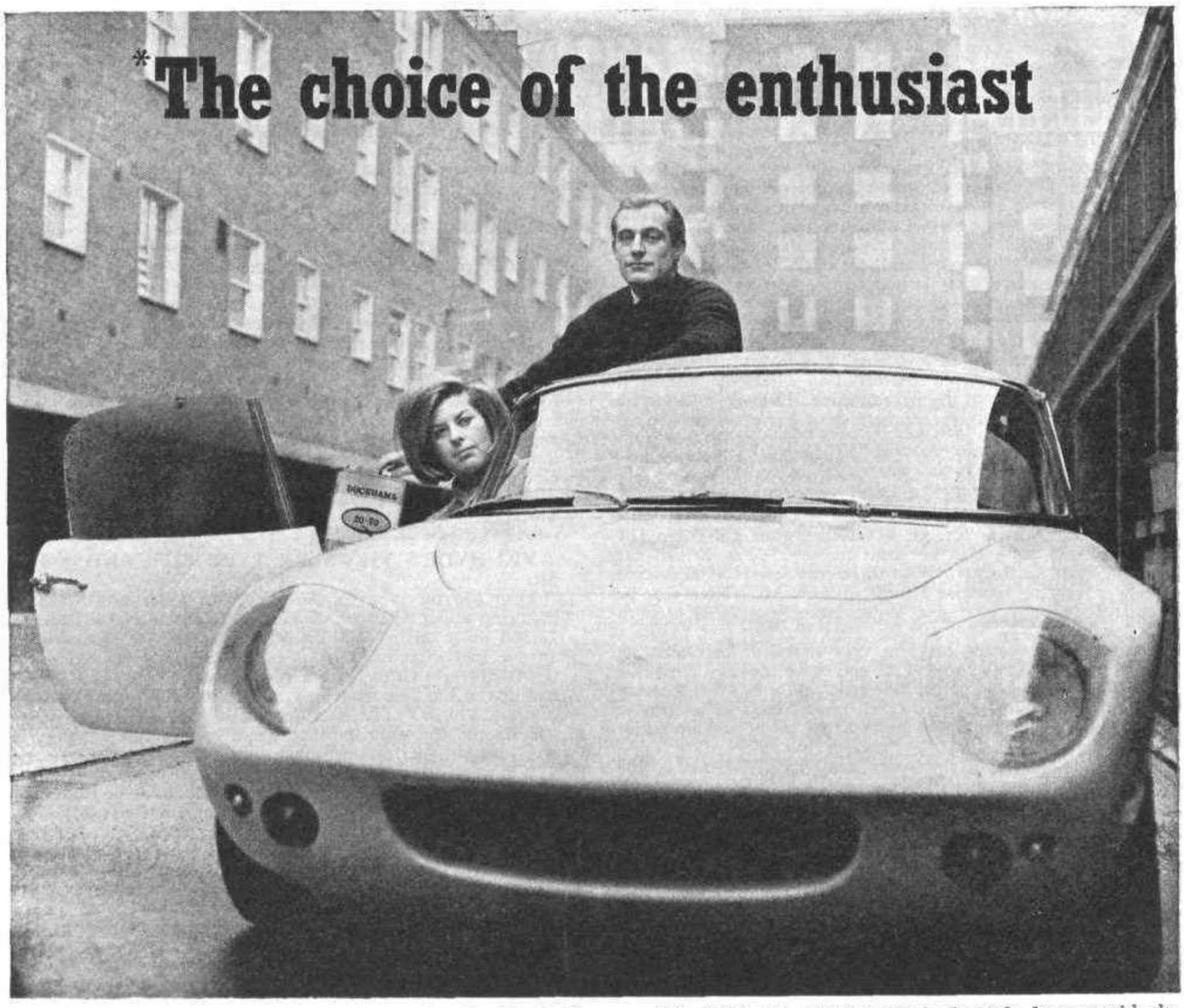
The Skyframe Aircraft Museum's Airspeed Oxford also performed (it doesn't seem so long ago that MOTOR SPORT chartered one for race-reporting!) and then Sqn.-Ldr. Street showed off the VC10-like HS-125 or Dominie, descendant of the D.H. Dove of nearly a quarter of a century ago. Fully-pressurised, with all mod. cons., this one came from the R.A.F. Central Navigational School—an aircraft which is a good British export to America. This one also brushed the runway, the second jet to do so at Elstree.

A B.O.A.C. pilot then flew about in a splendid 1914/18 German Pfalz biplane, said to be the genuine article, although there were rumours that it had a replica Gypsy engine. Four R.A.F. Jet Provosts from Manby gave the expected polished display of aerobatics, Peter Phillips flew "impossibly" in the Australian Airtourer side-by-side seater, for which he was sales and demonstration pilot until it ceased to be made, and Desmond Penrose displayed the 1925 D.H. Cirrus-Moth, doing all of 20 m.p.h. against the wind.

Lasham yielded a Slingsby Dart display, the sole surviving Hawker Tomtit, flown by a pilot in period overalls, scarf and helmet, was well received, and the show ended by Phillips' gusting about in the American Cosmic Wind racer, owned by the Tiger Club of Redhill. Perhaps the event was a bit lacking in variety but the sun shone, there were some interesting static exhibits, and no-one crashed any historic aeroplanes, as two pilots did their D.H. Tiger Moths at gusty Wisley the next day.—W. B.

A MIRROR FOR TOWING

For those who tow their competition cars on trailers behind the family hacks the problem of adequate rear vision must, on occasions, be an acute one. A centrally-mounted interior mirror usually gives no more than a splendid view of a nose cone and wing mirrors are hardly good substitutes. We recently tried an instrument which provides a rear view *over the roof* of the driven car. In principle a 3-mirror periscope, the Retrovisor, as it is called, is housed in a tough, plastic case, and can be fitted to the roof just above the windscreen either by plastic suction cups or by more permanent means. The portion which is viewed through the windscreen is no bigger than a conventional mirror and affords a view rearwards through the upper aperture which can be either ten or twelve inches above the lower. If, therefore, the combined height of trailer and competition car is no more than, say, six inches greater than that of the towing vehicle, a Retrovisor will afford an excellent rear view straight over the top of the complete entourage. Being suspicious of anything which clings merely by suction, we drove a car to which a Retrovisor was fitted at 100 m.p.h. and, although there was a slight vibration, the instrument did not become dislodged. There was no vibration at legal road speeds. On a previous run, when the Retrovisor came away from its mounting due to incorrect fitting and purely our own fault, a fall on the tarmac did no more than scratch the surface finish. Useful, too, for towing a caravan, provided the latter has windows front and rear. The unit costs £6 5s. 0d. from H. & A. Burden & Co., The Quay, Poole, Dorset.—G. P.



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LETTERS FROM READERS

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

LOTUS ARE O.K.

Sir,

Some months ago you published my letter complaining bitterly about the failure of Lotus to give even a reasonable service. It gives me much pleasure now to praise their Racing Division for the excellent service afforded to me recently.

Some weeks ago I was competing in a local club event in a competition Lotus Elan: one of the Rotoflex "doughnuts" sheared, and the drive shaft lashed around tearing out the rear suspension and damaging various other parts in the vicinity.

I rang Malcolm Templeton, my local agent, on Monday giving him full details of the parts required: I subsequently rang Lotus just to make sure things were moving, and to my pleasant surprise all the parts were flown to Ireland on Thursday, making it possible for me to race in the next meeting. That is good service in my opinion, especially for non-standard components.

Belfast. ROGER CORRY,
Irish Racing Partnership.

* * *

BUY A CORTINA AND SAVE £423!

Sir,

In your May edition, Mr. H. J. Green praises his Volvo 121 Estate enthusiastically and wonders (naïvely?) if a British car could give such satisfaction. With three true stories of rally-type journeys in varying Cortinas I hope to show Mr. Green that he has wasted £423 by buying a Volvo estate instead of a Ford Cortina estate.

(i) Ljubjana to Austria, 320 kms. (200 miles) in just under six hours in February (snow most of the way) over the most appalling roads, including 50 kms. of unmade road and a 4,000 ft. descent on a 32% gradient (1 in 3 and unsurfaced). The car—a 1964 Cortina GT with 42,000 miles to its credit and no major overhaul.

(ii) Vienna—Ostend in 14 hours non-stop. This trip is 900 miles of autobahn motoring. The car—a 1964 Cortina 1500 with 64,200 miles on the clock at the start of the trip and has today, approaching 70,000 miles, had no major overhaul.

(iii) Dunkirk—Zurich (via Rheims, Langres and Basle) in 9 hours with 6 cwt. of spares. The car—a 1965 Cortina 1500 estate with 37,000 miles to its credit, and no major overhaul.

All these cars approach 100 m.p.h. [Speedometer reading?—ED.] on the motorways, have excellent handling, are comfortable and apart from dirt have no body blemishes in spite of being cleaned only about once every two months and battling through snow and ice in proportions unknown in England.

All these cars belong to an engineering company which also uses Cortinas as representatives' cars in England where they regularly cover 40,000-50,000 trouble-free miles each year.

In conclusion I would add that the car in the first example, which is at the moment in my possession, outperforms Volvos, Mercedes 220s and standard B.M.W. 1800s. It has the added advantage of wide wheels, Armstrong shock-absorbers and a balanced engine, but is otherwise standard GT. So far this year it has covered 14,000 miles in nine countries with one broken silencer.

To reverse Mr. Green's challenge, I could ask which foreign car in the price range can offer equal performance and reliability to Ford's marvellous Cortina?

Heidelberg. JOHN MATHEW.

* * *

20,000 TROUBLE-FREE MILES

Sir,

I was amused to read Mr. H. J. Green's letter boasting of 20,000 trouble-free miles in his Volvo. It is a coincidence that I, too, have just completed 20,000 trouble-free miles in my car. It is true that I have replaced a fan belt and the front brake pads during the nine months I have had this car, but I regard this as routine maintenance—in neither case was I caused any inconvenience. Mr. Green's engine runs "like a high-grade clock"—mine is quieter than most clocks of my acquaintance, and is a delight to look at on the rare occasions when I open the bonnet.

Mr. Green asks how many owners of British cars in the £1,200 class are equally satisfied with them—mine cost me £390. It is a seven-year-old 2.4 Jaguar, now with well over 50,000 miles on the clock, and I am thoroughly satisfied.

Cwmbach. W. H. PRICE.

A TRIBUTE TO COVENTRY-CLIMAX

Sir,

Like a voice crying in the wilderness may I express what is perhaps in the minds of tens of thousands of car racing lovers: the desolation felt at the absence of that greatest of all racing engines, the "Coventry Climax."

Surely after such a fantastic career of success against the mightiest opposition someone could help to finance the continuance of this marvellous all-British production. Even against the might of Ferrari and Ford the Climax reigned supreme.

Now that they have left the scene the British racing engines will take second place as the Climax would be the only engine to extend and beat the Japs.

I believe that Ferraris are helped financially by Fiats to keep to the forefront of racing engine development so surely cannot our great manufacturers or financiers do something to keep the flag flying for Britain? It may only be a coincidence, but I notice that the crowds are much smaller at race-meetings this year. Could this have something to do with the absence of the Climax engines of which we were all so proud?

Stockport. E. W. BOWLER.

* * *

VIC HYDE'S VIEWS ON TYRE LIFE AND NOISE

Sir,

Your MOTOR SPORT of April had a letter from a Mr. Gooch, inquiring about Michelin X tyre mileage, saying he had logged 72,300 miles on his VW on Mechelins, and wished to know if anyone had exceeded this mileage. I recently traded a DS-19 (Paris delivery) Citroën for a new convertible . . . in two years I had driven the car, from new, with utmost pleasure, safety and comfort, 111,231 miles, and upon trading, the original tyres were still on the car, still showing tread, and for all I know, those tyres are still performing their unbelievable service.

Whilst on the subject of tyres, and also wanting to be heard on this foolish argument of "American Ford versus Rolls-Royce" I would like to present my theory. I own a Rolls-Royce Silver Cloud, now reading 107,000 miles, never having had the head off, nor a brake job. I have any amount of money to bet (which I am positive to win) that my Cloud, with its mileage, will run "quieter" than any NEW Ford! Why? The secret is in the tyres. My Rolls was delivered with beautiful 6-ply Dunlop Fort tyres. As we travelled the roads, we were most annoyed by rumble and drone inside the car. Also, we just could not get a smooth balance on the wheels. I took advice, removed the Dunlops, and replaced with lighter 4-ply tyres. Just like magic, the car was absolutely silent, and the road tromp disappeared. Ford's claim is not that their motor is quieter than a Rolls . . . they say their car runs quieter. I would assume, taking a new Rolls with heavy tyres, they would win their argument, judging by my experience.

I look forward to my holiday in England this summer, just to escape the frenetic type of American advertising I must read and listen to. Ridiculous advertising turns me against a product.

Long live MOTOR SPORT.

On Tour—U.S.A. VIC HYDE,
"International Musical Phenomenon."

* * *

OLD ROVERS NEVER DIE

Sir,

The Rover Company, like any other commercial undertaking, must be very much more concerned with the future than with the past and it follows that accounts of the exploits of discontinued models are of relatively minor importance. Nevertheless, as the owner of a 1954 "75," I feel it would be unfair to so splendid a servant if I were not to make some comment.

With a mileage of 105,000, the car is still running incredibly well and a run of close on 300 miles in the day is regarded as being nothing out of the ordinary. There have been several renewals in so considerable a mileage, but so far as the "innards" of the engine are concerned the only parts which are not the original ones are piston rings and big-end bearing shells, put in when the engine was decarbonised at 50,000 miles. Even the valve springs are those given to the car at its birth and there is not the slightest evidence that renewal is required. I am not a fast driver and on our way to Westmorland three weeks ago, apart from an occasional burst of 70 m.p.h., did not exceed a

maintained average of 65 m.p.h. on about 70 miles of the M.6. I should add that a stop for tea was made at the Charnock Richard Service Area. I can almost hear Mr. Boddy's snort of contempt at comparatively slow speeds such as these, but our arrival at the Shap Wells Hotel, with 265 miles shown on the mileage recorder, was as uneventful as in the six previous years and I see this as yet another proof of the high mechanical standard of Rover cars. "Impressiveness" in a car now seems to be a drawback rather than a virtue and although I have no doubt at all that the Rover 2000 is a first-rate machine mechanically, its external appearance, in my view, leaves much to be desired. No matter how dated the 75, 90, 100, 105 and 110 may have become, they gave the impression of being cars of very high quality and this, regrettably, is totally absent in the 2000. The tail calls for no adverse comment, but the bonnet, wheels and general frontal appearance are not, in my submission, what we have learned to expect in a Rover. There are Philistines and inconoclasts who say that the 3-litre has had its day and should be withdrawn. Its overhead inlet and side-valve exhaust engine, like those of earlier types, gives a more than adequate performance with a reliability and smoothness of operation that are a delight to all those for whom the quality car still has an appeal.

Tonna. N. PADDISON.

* * *

"THEY'RE ONLY MOTORISTS . . . !"

Sir,

Once again the motorist pays.

You may have been unfortunate enough to have travelled recently along the A30 between Egham and Sunningdale. If you did, you must have become aware of the large number of cars that had lost windscreens. These shattered by the loose chippings being deposited by the antiquated method of resurfacing roads.

Apart from the expense of replacing windscreens, thousands of pounds of damage was done to paintwork of more fortunate motorists, who did not lose their windscreens.

Surely in this age of space craft and trips to the moon, there must be better ways of resurfacing a main arterial road than pouring tar on a road and sprinkling stones on to it. The traffic then throws all the chips that have not stuck in the tar all over the countryside and at each other until a fair percentage gets deposited into the gutters; this is then swept up and reloaded into lorries; ludicrous.

I think the time has come when all motorists, supported by motoring organisations, started a campaign to end this stupidity.

Ashford. A. G. HERD.

[We agree entirely. Not only is this primitive method of road repairing detrimental to tyres and paintwork, but it endangers life by shattering windscreens. Having used too much tar for these sort of repairs, the local councils then throw loose grit on it in hot weather—again endangering screens and scrubbing tyres —scandalous!—ED.]

Sir,

I suspected the first 70 m.p.h. period was the thin edge of the wedge, the extension confirmed my worst fears, the latest move calls for the most positive violent action. Editorials and comment are no longer appropriate—I call on MOTOR SPORT to commence the most bitter campaign that can be launched against the Ministry of Transport. If we don't act now, next year will see the limit confirmed FOR EVER.

The University of Exeter. H. C. MEDCALF.

[The postponement in rescinding the 70-limit reduces any faith in the present M.o.T. and the effect on sales of the better British cars will soon be felt, with loss of exports and diminution in British prestige overseas. We can think of several ways in which motorists' feelings could be expressed but it would not perhaps be prudent to set them down in print!—ED.]

Sir,

. . . Complete application to renew driving licence. Send County Hall with 15s. P.O. and disintegrating licence already seven years old and now resembling one of Dead Sea Scrolls. Wait ten days. Open post, find to amazement licence book sentenced to further three years service. Unbelievable! Alarming visions of complete disintegration imminent. Must make air-tight, dust-proof container without delay. Trip to British Museum, find out how old documents preserved for centures. Alas, process not suitable for driving licences. Remember write Barbara Castle, M.P., suggesting laminated plastic licences. . . .

Otford. ROGER S. HOLLAND.

"TRACTION AVANT"

Sir,

With further reference to "Traction Avant," I must be the only one, to date, who has had trouble with the constant-velocity joint at only 250 miles!

I purchased my new Morris Mini Super only a month ago and after only a few miles on the road very loud clicking noises were heard to come from the steering, which had also become very heavy! Upon inspection the n/s. driving shaft was found to have a good quarter inch up and down play in it. This was, of course, rectified under warranty, but it has, none the less, left me with doubts regarding the dependability of these joints.

Caernarvon. T. HOLLAND ROBERTS.

Sir,

I note with interest that the letter from Mrs. Halliday is the only one you have received on the subject of B.M.C. constant velocity joints. I have experienced a faulty joint in my 1964 M.G. 1100, but have not hitherto written to anybody because I assumed, from what I had read and heard, that it would be a waste of time. One of my car joints became noisy on cornering at 8,000 miles, when the car was just over a year old. The rubber gaiters are sealed at each of their ends by an aluminium ring crimped into position. The crimping operation had apparently not worked well on the noisy joint, and the ring was fairly loose. On cutting it and peeling back the gaiter I found very little grease and a large amount of water which had washed the grease from the working parts. The gaiter itself was undamaged. The other joint was found to be all right and is still so at 15,000 miles. After drying, repacking with grease (at the handsome price of 2s. 2d. for 1.1 oz.), and wiring the gaiter tightly on, the joint worked quietly for 4,000 miles and then became noisy again. More water was found inside, not surprisingly, since the gaiter had to seal against the roughly-machined outside of the stub axle.

At about this time the publicity on this subject arose, and as I became worried about possible corrosion fatigue of the now rusty parts, I decided to replace the joint. I telephoned the suppliers of the car explaining the situation and asking if they would like to investigate. They said they were not interested and advised me to write to B.M.C. but said they would replace the joint for a charge of £15. As I was about to go on holiday I decided to buy and fit a joint, and went along to their spares department. They told me that they had no joints in stock and that even if they had they would not sell me one as they needed any they could lay hands on for their own workshop. Hardy Spicer, they said, could not keep up with the demand.

I then visited a number of B.M.C. agents with the same result, and my request was greeted with hopeless gestures and, in one case, laughter. The nearest main agents would not accept an order for one as it might take months to come.

My luck then turned and I found an Austin agent with a joint in stock. Later I needed more grease, and had the same sort of experience. It was said that Duckhams could not keep up with the demand. I was tempted to use Unijoynt, which might not be washed away so easily, but eventually located some Duckhams. The joint is now not only wired on, but also glued with Bostik. I am now £5 10s. poorer, but happy, or rather I would be if it were not for the infuriatingly low-geared steering, as Mr. Schacht points out. Does anybody know of an alternative rack-and-pinion assembly, with a much larger pinion, which can be coaxed or bullied into position?

Swanley. M. RAINER.

Sir,

Thank you for your assurances on f.w.d. drive shaft safety. Until reading the correspondence section I had been most concerned about the well-defined "full lock knock" which developed in both Birfield joints of my B.M.C. Mini Traveller at about 34,000 miles. It is a great relief to know that my vehicle is not potentially dangerous as I enjoy it almost as much as its Beetle predecessor. Incidentally, I can think of two friends faced with the same problem to add to your count.

St. Austell. F. M. P. PEARCE.

Sir,

Although we are only a comparatively small B.M.C. garage we repair a lot of Minis and 1100s and think that our experience (from the other side) may be of interest. The failure of the

constant velocity joint in many cases can be put down to manufacturing tolerances or to mis-sizing when assembling (Birfield make the ball cages in three sizes, i.e. standard, plus .004 in. and plus .010 in.). This is usually the case when the failure occurs early in the joint's life.

The ingress of water into the joint causes the grease to solidify and lose its lubricating properties, then starts "the knock." This happens even though the boot and crimped on aluminium band may appear perfect. A split boot is also a common cause. The centrifugal motion of the shaft seems to throw the grease out but lets water or grit in. Some c.v. joints have to be replaced due to wear and tear, 60,000 miles is the normal life, but this can go up to 100,000 miles and over on joints that have been checked regularly and where split boots have been discovered and replaced early.

The repair costs some of your readers mention seem rather high; perhaps they have been having complete shafts fitted instead of replacing only the c.v. joint. A fair price for changing a c.v. joint would be £2 10s. labour plus parts (c.v. joint, grease, boot and circlip) £8, or slightly less, should cover the complete job. It may console some of your readers to know that we have had no trouble at all with cars which have been made in the last 18 months.

Better quality control during manufacture and modified boots seem to be making this a reliable unit. The troubles apparently coincided with the introduction of the 1100s when production figures had to be doubled. The coupling (hooke joint) which is also complained about has several reasons for failure too: oil leaking on the coupling, poor bonding of the rubber to the steel cross; fierce or juddering clutch; over-tightening of "U"-bolts; and brutal driving techniques. The current coupling is now made of harder rubber and only the "S"-types seem able to break them, and this only when being driven hard.

We like Mr. Issigonis's Minis and 1100s which are now benefiting from a long production run. Given another 20 years they may have a reputation better than Volkswagen's!!

Birmingham. N. N. BAILEY.

[Letters have been pouring in but we think sufficient have been published to clarify the position, so this correspondence is now closed.—ED.]

* * *

WHAT SHALL WE DO WITH POOR WILLIAM BODDY?

Sir,

I read with satisfaction the Editorial dig at Anne Edwards, of the *Sunday Express*, but was a little surprised when turning the page to find that, in your remarks concerning oil additives, you are perhaps as guilty as that good lady when it comes to embarrassing advertising managers.

Granted if you took a completely neutral attitude on every subject MOTOR SPORT would not make the excellent reading that it does, but when forming the Editorial opinion should you not at least have investigated both sides of the argument rather than adopt this "what was good enough for my father and his father before him" attitude.

Our technical staff would like the opportunity of explaining to you the properties of "whatever it is" and how it can be used to advantage as a supplement to the lubricating oil in a motor car. Then, even if your views remain unshaken, we will at least have the satisfaction of knowing that your opinion is based on reasoning and not prejudice.

London, E.C.3. C. CLIFF,
Manager, Molyslip Trading Ltd.

[Fine! But it will have to make my car more economical, or faster, or something, without impairing the reliability/durability factor, because, as has been said, poor old Bill Boddy finds the bearings and mechanical parts of the cars he drives fully protected by Castrol.—ED.]

* * *

JUSTICE?

Sir,

I feel that the following may possibly be of interest to you. On October 18th I was "caught" by a police radar speed trap in Wadhurst, East Sussex. As a number of others were similarly stopped, Court proceedings were held on two separate dates. My case was heard on December 7th and I was fined £10 *and* had my licence endorsed although it was my only offence in 30 years' driving in the British Isles and Europe. At the second hearing held on December 21st it was proved that the prosecution was in the wrong because of a technicality over street lighting and 30 m.p.h. repeater signs and all cases were dismissed. It was stated in the local press that the Chief Constable was writing to those brought before the Court at an earlier date to "explain the position." I waited until January and then contacted my solicitor who in turn communicated with the Chief Constable. He received a reply stating that I must apply to the Home Office for a free pardon. Again my solicitor contacted the Chief Constable and pointed out that in previous cases of this nature where the authorities were at fault the police had applied for free pardons for all concerned. The police then replied agreeing to this and saying that a free pardon for all concerned had been applied for. I am still waiting to receive this and the return of my £10 and the removal of the endorsement from my licence.

I should like to add that when I was ordered to pay £10 I was given seven days in which to pay. I have now been waiting six months for the authorities to return my money when I shall, of course, have solicitors' fees to meet.

Is this British Justice?

Burwash. CORA M. JARVIS (MRS.)

[They apparently take motorists, who contribute millions in taxation, for a lot of mugs, for whom any treatment is good enough. It is high time we got together and made it plain that because we drive cars we are not criminals. Come to think of it, since I parted with my subscription to Motorists' Action organisation started by Lotus' head salesman, I have heard nothing further from them! It is time the Motor Industry itself fought on behalf of its customers, if the A.A. and R.A.C. are too timid or socially-committed to put up a real fight.—ED.]

* * *

LETTER FROM A BENTLEY

Sir,

What are Derby "Bentleys" made of? Shortness of breath from birth to death—that's what Derby "Bentleys" are made of!

Really, Mr. Jack T. Hopkins, Jr., should be chained to one while it struggles with its asthma. There is an old story about creaking gates lasting the longest, but unfortunately it won't wash in this case, for nitrided crankshafts are commonly bent and play fury with bearings, even at the revolutions worth using.

It is lucky for Mr. Hopkins that he never dared to try and compare me, an 8-litre Bentley, with the nearest apology for a counterpart of the period which was made by Rolls-Royce—or I would gladly bounce my unadulterated 2¾ tons on his head.

At least it would have been a fair attempt: similar years and similar size.

As for trying to compare a youthful and effeminate beauty with a well-developed man of senior years . . . well, really!

Apparently he has never heard of the Napier Bentley (the merest rumour of which scared R-R into their dastardly deeds) or of the V12 Lagonda, or the smaller engine which found its way into the Aston Martin.



I suffer a Derby "Bentley" as a stablemate (4¼ half-throttled litres of rebuilt engine) but she simply cannot understand that maximum revs should be reachable in a reasonable time: such adenoids—and oh! that brake servo and unnecessary complications. Proper pernickity she is.

Whoever heard of a sports car with a power curve that shape? Come to that, whoever heard of a silent one?

I may not be legitimately a sports car, but I will gladly whisk even the heaviest body up to over 100 m.p.h., quickly through the gears to max revs before each change, with a combination of efficiency, safety and silence which is still unsurpassed after 35 years. Or have they done it at last?

I rather lost interest, I'm afraid.

Just in case you, Mr. Editor, think that you have found a friend, I am exempting Crewe products because Britain needs a status symbol—even if it is one that suffercates.

And don't mess about with my spelling.

My owner tells me that very nearly three-quarters of my 8-litre brothers are still alive: they have been scrapping Mark VIs for ages, thank goodness:

Up, TULLOCH, and at 'em!

GN 82.

* * *

WHAT'S WRONG WITH HOT AIR?

Sir,

Reference reader's letter, " What's Wrong with Hot Air? " Mr. Clarke is possibly correct in thinking that there is no air-cooled Franklin at present in this country. In 1963, however, at the Brighton and Bognor International Car Rally (V & V), there was a very fine example from Oslo, Norway, belonging to Mr. R. A. Berg. It was a 1919, 25-h.p., 6-cylinder model with a touring body, and a bonnet which shows some measure of streamlining.

A standard production model of this year was driven through Death Valley in America with an atmospheric temperature of 120 degrees Fahrenheit, and up Pike's Peak to an elevation of 14,900 ft. in low gear without overheating or other troubles, which is no mean feat.

In addition to the possible reasons for cessation of production suggested by the Editor I would add the following: It was quite an expensive car. It was noisy in comparison with water-cooled vehicles of its period. Contemporary lubricating oil was rather thick when cold adding to the cold-starting problems encountered by early air-cooled engines. The power output of an air-cooled engine was inferior to that of a water-cooled engine of equal capacity for which higher compressions could be used.

Two other American companies, Cameron, and Chevrolet, also made high-powered, air-cooled engines during this period. The latter was fitted with a restricted induction system which kept the maximum road speed of the vehicle to 45 m.p.h.

W. Hartlepool. MERVYN BROWN.

* * *

RACING ON THE PUBLIC ROADS

Sir,

The attitude of your correspondent James F. Page is, unfortunately, very common amongst the many motorists who in their inconsiderations do not know how to treat cyclists on the roads.

My job of selling cycles means that I have to drive 30,000 miles per year, and never am I given cause for alarm by cyclists other than perhaps by the odd child rider. I also cover several thousand miles every year on a cycle and on nearly every occasion I use one, my right to be on the road is jeopardised by the bad driving of certain motorists.

Surely Mr. Page would not wish to try and stop a sport which gives pleasure to thousands of riders and spectators every week. Time trials and road races are all well organised with police permission and co-operation, and the accident and inconvenience rate is remarkably low considering the thousands of races which are run every season. All racing cyclists are, incidentally, covered by compulsory insurance.

As far as not paying a contribution to the upkeep of the roads is concerned, you may be surprised to learn that nearly all racing cyclists are car owners, as a car is nowadays a necessary part of their equipment to take them round the country to the various races. The particular race that Mr. Page refers to is probably the Tour of the West, which is a professional race, the competitors being 100% efficient in handling what after all, is the most manoeuvrable vehicle on the roads.

Although not yet a major national sport, as it is in most countries, cycle racing has at least produced several British world champions since the war including the present world professional road champion, Tommy Simpson, also the Sportsman of the Year. This is a better record that has been achieved by many of our so-called major sports. It is also a sport that is open to all, where the champion is the best man, not like motor racing where the budding champions must forever watch as they cannot afford to participate.

Quite a few successful racing cyclists have become equally successful in motor sport, one who springs to mind being Peter Proctor, who raced for many years, part of the time with the strong B.S.A. team.

On the Continent car and petrol manufacturers utilise the tremendous advertising power of professional cycle racing to sell their products, Ford running a strong team in France in conjunction with a cycle manufacturer, and BP share in the running of two racing teams, one of which is Peugeot, France's largest cycle manufacturer and one of the world's leading car manufacturers. The publicity value is so great that these concerns pour hundreds of thousands of pounds into the sport every year, and in this country the Milk Marketing Board spend £40,000 every year to run the Tour of Britain and Fords are happy to supply their cars free for service vehicles, again because of the publicity value.

Could I finally ask Mr. Page, if he is not in too much of a hurry when he next encounters a cycle race, to stop and cheer them on and appreciate that as they participate in the toughest sport of all, one of them might go on to bring honours to this country, a thing which we are very short of these days.

Manchester. IAN C. BYROM.

[We have received an astonishing quantity of letters from racing cyclists who read MOTOR SPORT and many of whom own sports cars. So, and in view of the comments in the above letter on the tie-up between the Motor Industry and cycle racing, let's hope for some *entente cordiale* between two- and four-wheeled road users! But you can't help being jealous of chaps who can race officially on public roads.—ED.]

* * *

THE CITROEN EXPERIENCES

Sir,

I have read the correspondence on Citroën cars with much interest. In 1954 I purchased a big IS in which I went over 150,000 miles with very little trouble. In 1964 I purchased a new ID which has been a grave disappointment. I have done 27,000 miles in this car and it has been serviced regularly by Citroën agents who are most competent. Despite this I have had trouble with the self-starter, the brakes and the steering. It has a number of faults in design, the handbrake is very awkwardly placed and very difficult to apply, the windscreen wipers wipe only two small peep-holes, the steering is impossibly heavy in parking.

Though the car is kept in a dry garage and waxed regularly it is already showing signs of rust. The car is pleasant to drive on motorways and foreign roads but owing to its very poor acceleration it is no fun to handle on English roads and as soon as I can make up my mind what to own next I am getting rid of the Citroën.

I may say that I have some 60 years' experience of motoring. My father owned his first car in 1901 and I owned my first car in 1923 and between us we have owned most makes from a Silver Ghost to a T Model Ford which was used for shopping in the country. My chief requirement in a car is reliability and I have no use for a fairly expensive car which gives trouble at a low mileage.

London, E.C.4. J. E. S. RICARDO.

TAILPIECE



TEST CONCLUDED!—A Daf picture taken during Total's Foreign Car Test Day at Silverstone.

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1934 R-R sports saloon by Hooper, mech sound but very untidy. £180. Tel: Hemel Hempstead 4141 during evening for appointment to view. (8841

1939 CHRYSLER Carlton bodied dhc, mech sound but needs tidying. £75. Langley, 12 Bilford Rd, Worcester. Tel: 24592. (8842

FACEL VEGA Facellia, reg No. 143HPO, Mar 1962, *1,647cc, 29,000 miles, nearly new Mich X tyres.* HP and exchange arranged. J. E. Thompson, 4 Abbey Way, Hartford, Ches. Tel: Northwich 4535. (8843

M45 LAGONDA 1934 dhc, £200 engine o/haul and hundreds on new parts, 7 new tyres, complete history, tools, photos, bills etc since new, hardly used 3 years, taxed, MoT. Box 1965. (8844

TWO SEATS from 1966 Cortina GT, black, new, £6 10s each; also 5 4J wheels, Cortina, as new, £10. 2 Beckett Drive, Worcester. Tel: 25020 evenings. (8845

A.C. 2 LITRE saloon 1950, £130 ono. Fermer, 148 Sion Ave, Kidderminster, Worcs. (8846

EX-MOSS N.S.U. Prinz 30 1961, sun roof, new tyres, *only 35,000, 50mpg. £160 ono. Speedwell 8731 evenings, weekends.* (8847

VINTAGE Anzani Frazer Nash for sale, in concours cond, to overseas buyer only (prefer American). Box 1966. (8848

ALVIS 1931 12/50 drophead coupe, 1 owner, mech excell, original almost throughout. £200. Slater, Palmers Green 3353. (8849

M.G. TC 1949, Gold Seal. £150. Ette, 75 Longridge Rd, SW5. *FRO 2418.* (8850

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TRIUMPH SPITFIRE works hardtop, white, as new. £17, offers. Marlow, Bucks, 4947. (8853

UNIQUE 1939 25hp Wolseley pillarless drophead coupe on limousine chassis, only one ever made, 1 owner, 7,000 miles genuine, in original mint cond. £500. W. J. Edwards, 84 Moorcroft Rd, Birmingham 13. (8854

TR3A, *works h/top, o/drive 2/3/4,* w/wheels, new hood, tonneau, s/sidescreens, twin spots, htr, rear seat, luggage rack, new tyres, numerous smaller extras, red/black interior, rebuilt suspension/engine, 70lb when hot, taxed. £330 ono. Gerrards Cross 2481. (8855

TR4 May 1962, BRG, 32,500, tonneau, Cinturatos, belts. £520. 46 Roberts Rd, E17. (8856

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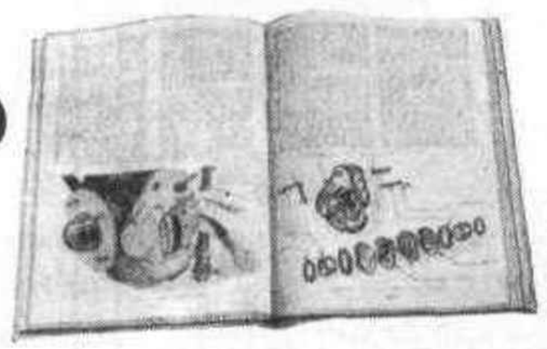
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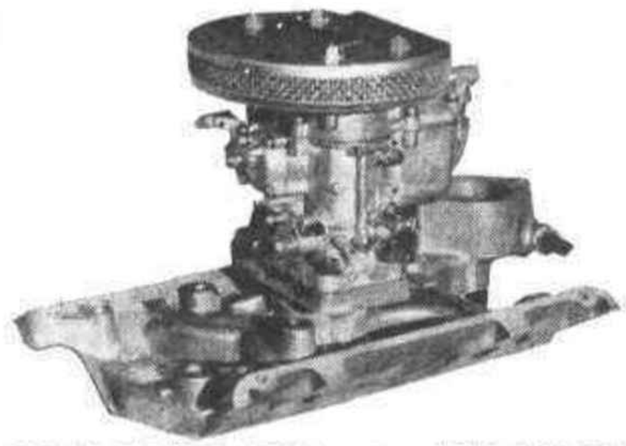
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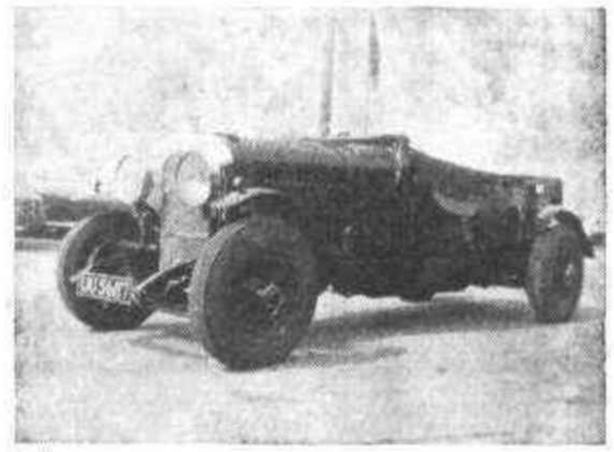
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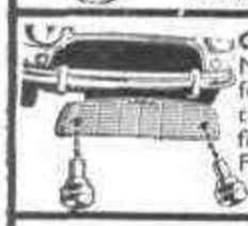
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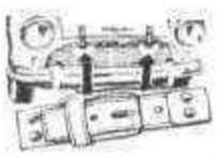
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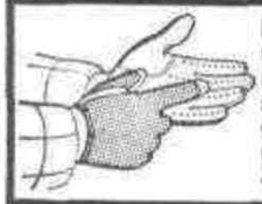
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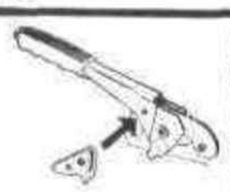
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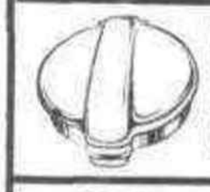
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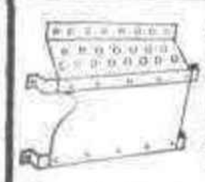
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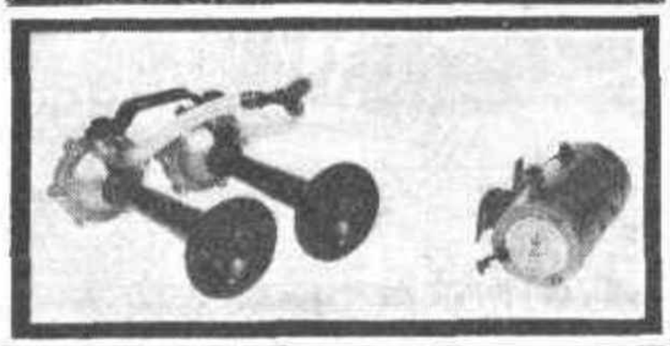
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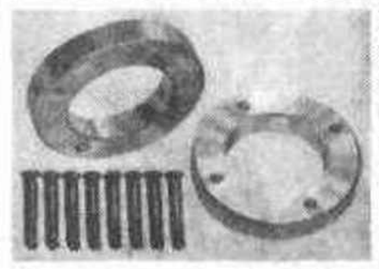
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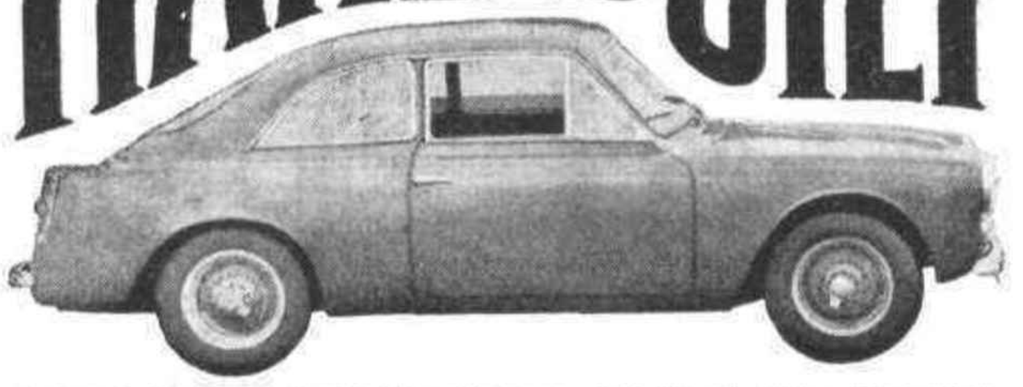
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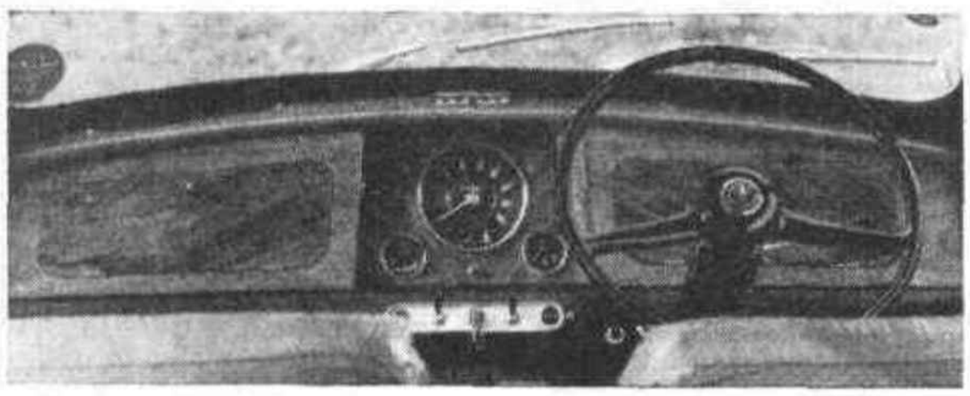
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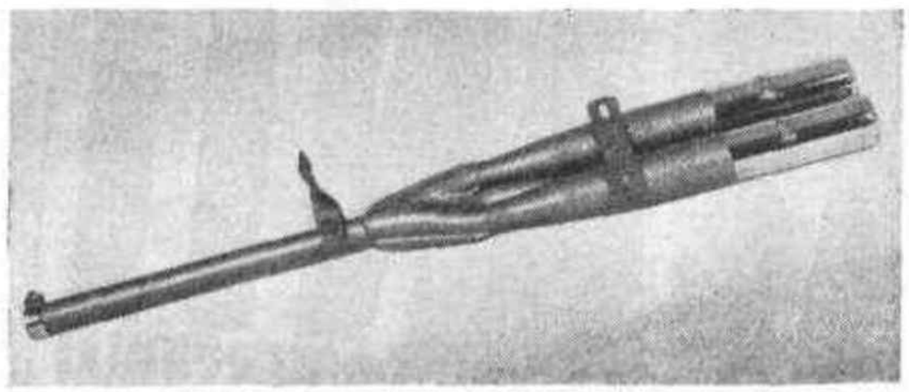
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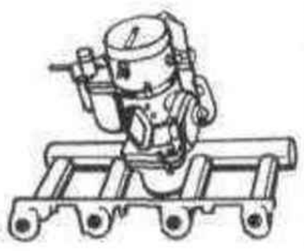


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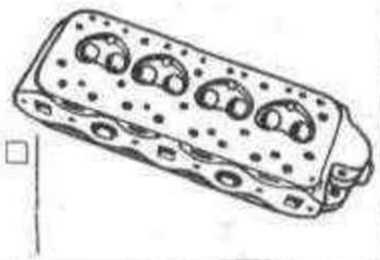
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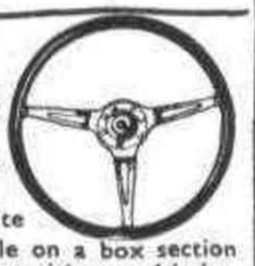
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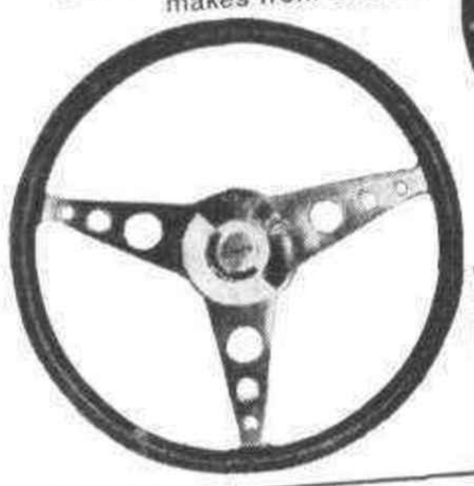
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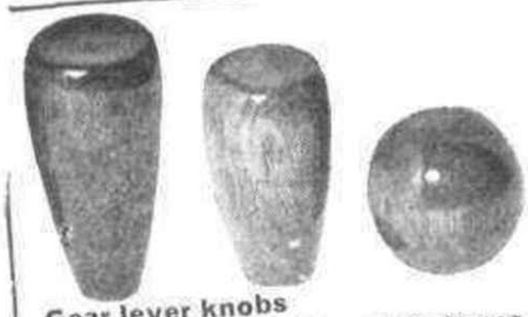
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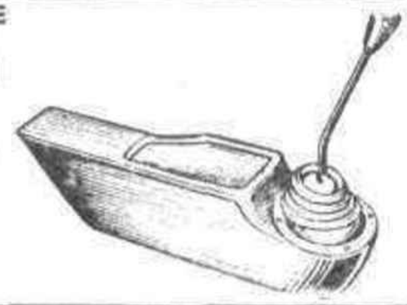


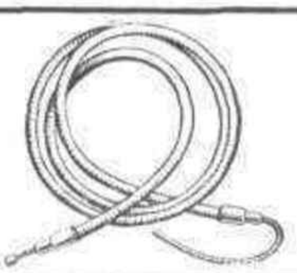
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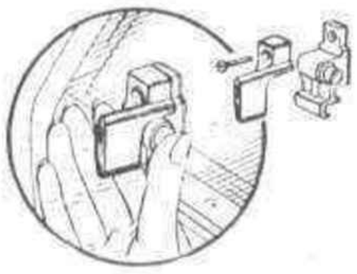
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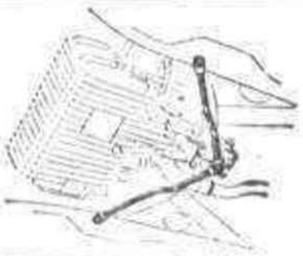
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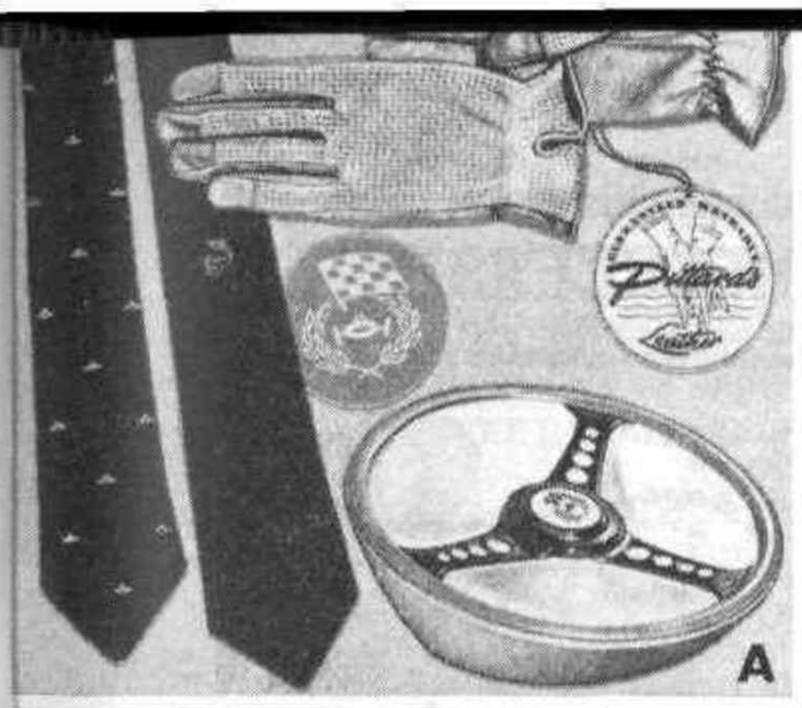
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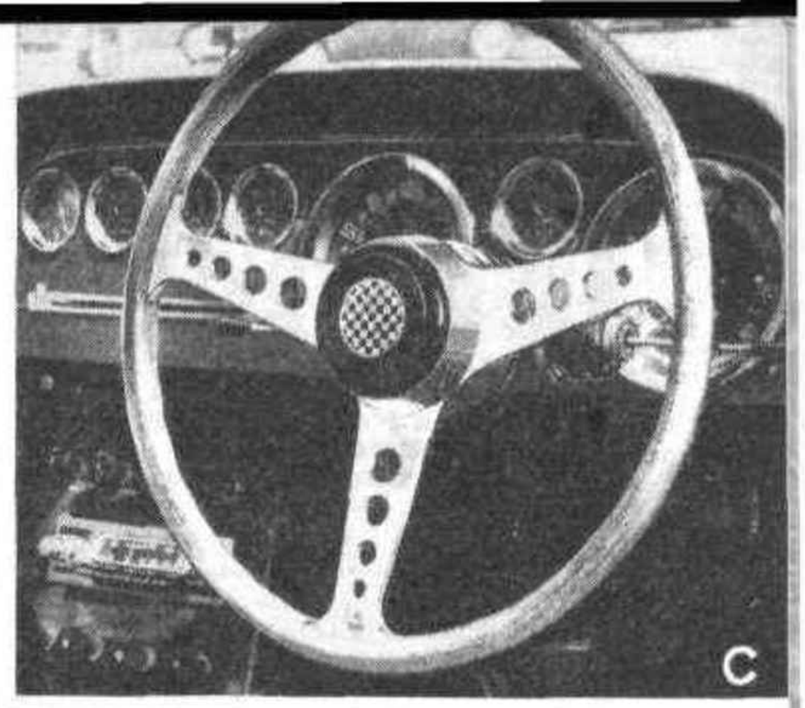
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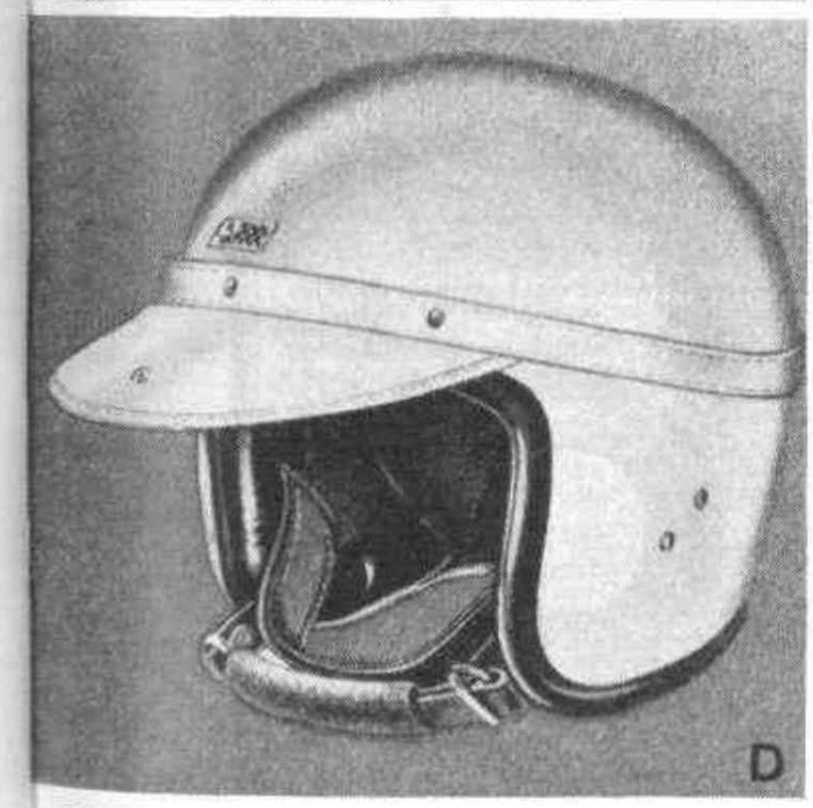
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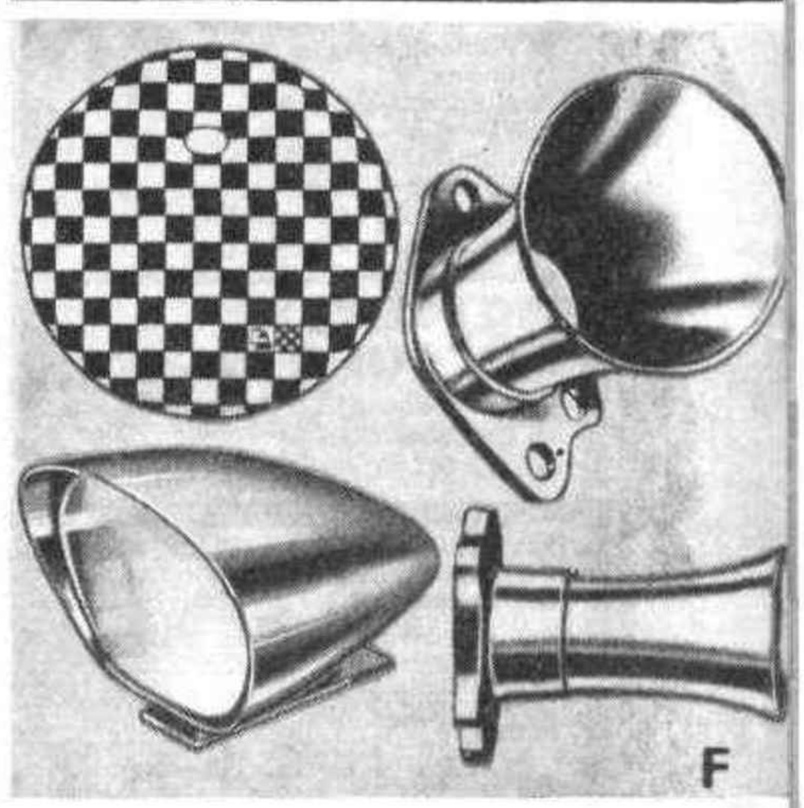




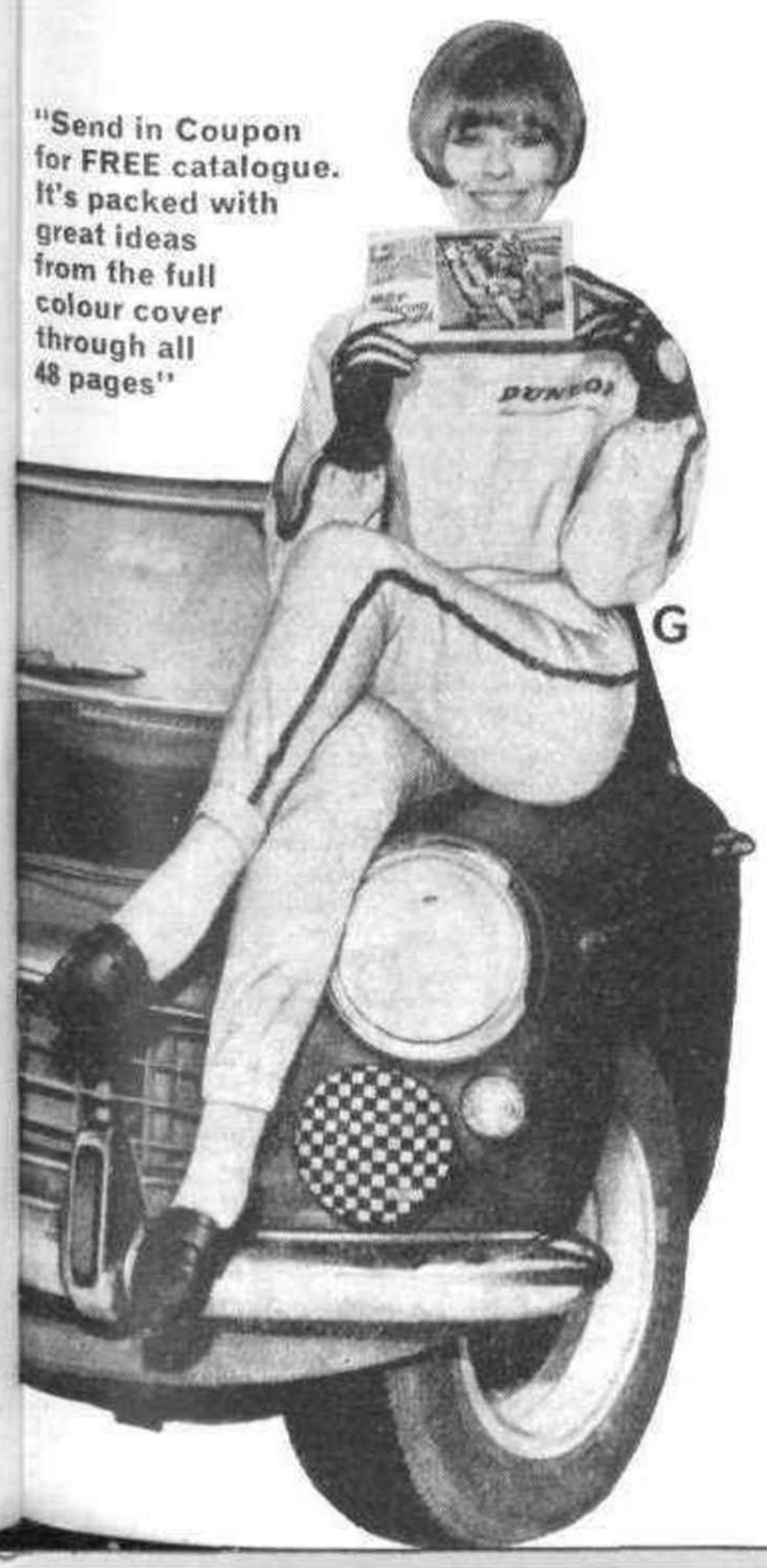








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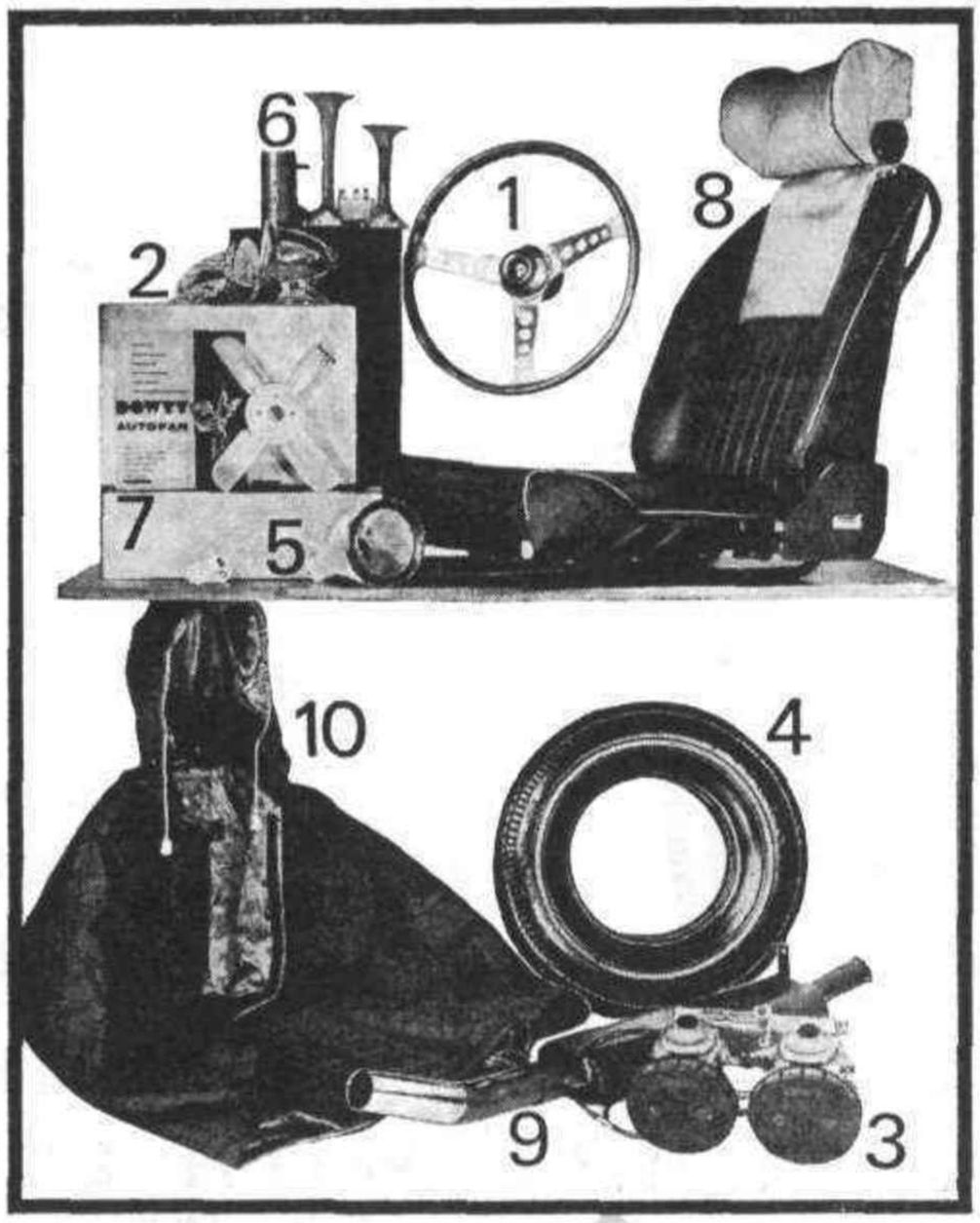
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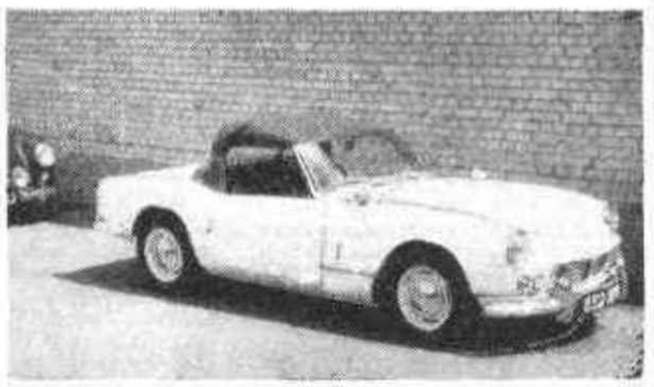
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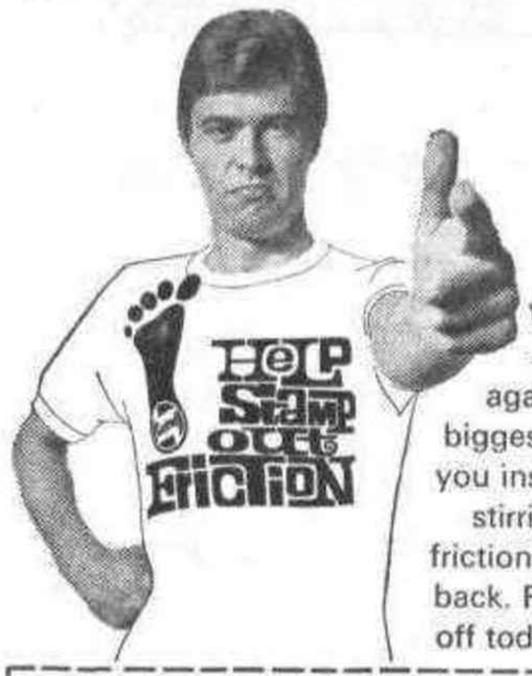
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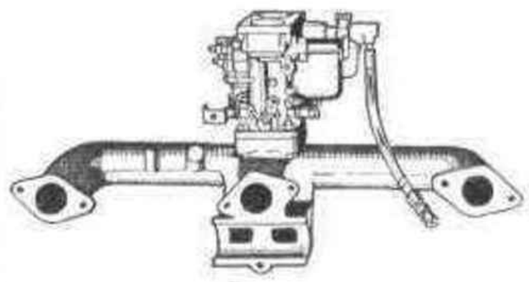
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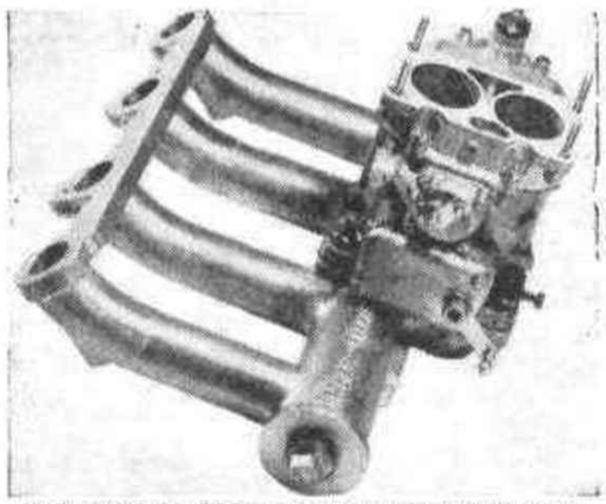
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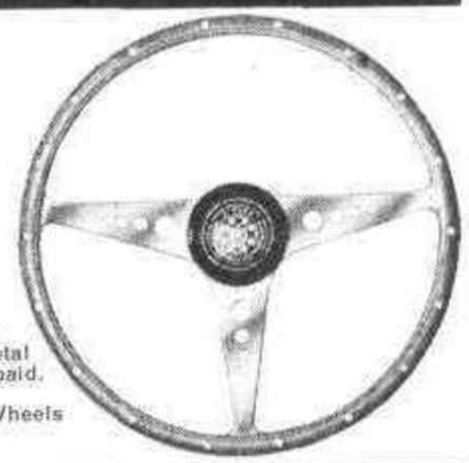
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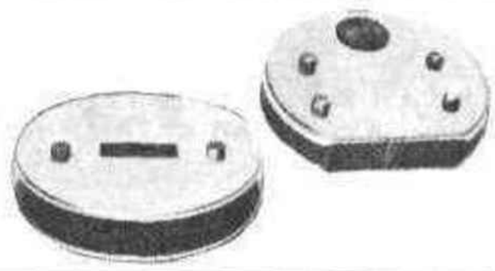


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UNUSUAL OPPORTUNITY to purchase an excell vehicle just prepared for owner's holiday, cancelled due to overseas posting. XK150 dh coupe resprayed in Cotswold blue with new grey hood and interior trim, new batteries with guarantees, carpets, exhaust system and transistorised radio, htr and washers, excell chrome, fully automatic transmission with speed hold; owner due in Nairobi 15th July. Sensible offer on £295 please, HP poss with comprehensive insurance. Hamble 3317, Southampton. (8965

OLD WOLSELEYS never die. 1947 18/85 saloon, MoT to May 1967, worthwhile motoring for only £45. Woods, 4 Brookside Ave, Woodbank Drive, Wollaton, Nottingham. (8966

1932 **RILEY** Monaco 9, polished recond engine, chrome liners, rewired, repainted, superb cond. £100 ono. Lepper, Highways, Bilting, Ashford, Kent. (8967

ACCIDENT DAMAGED! Hillman Imp 1964, o/s frontal damage only, otherwise immac. £135. SAE Box 1977. (8968

ALFA ROMEO Giulia TI 1963, reg U.K. 1966, white, lhd, quite delightful. Well under list price at £575. Creaton, Northants 358. (8969

INVICTA. 1950 Motor Show chassis in good working cond, Meadows 6 cyl 3 litre dohc, 2 plugs per cyl, twin distributors, automatic elec g/box, elec jacking, chassis lube, 24v dynastart, all round independent torsion bar suspension, inboard back brakes, only done 1,250 miles. Offer invited or exchange vintage car. Kipling, 4 Aston Rd, Willerby, nr Hull. Tel: Hull 652956. (8970

1962 **JAGUAR** E-type 3.8, fixed head, opalescent silver grey, crimson interior, chromium wire wheels, Motorola radio, 22,000 miles, very careful history, fastidiously maintained. £875. 2 Sherrington Court, 15 Ash St, Southport, Lancs (57809). (8971

ALFA ROMEO 2600 dh, black, 1963, 2,900 miles, new engine at 2,800, immac cond. £1,375. Tel: ABB 3266. (8972

SAPPHIRE 236, Manumatic, o/drive, radio, MoT, smart, mech superb. £145. Bures 444 (Suffolk). (8973

A.C. ACECA 1955, needs some attention. £250. Chalfont St Giles 2487. (8974

JOWETT JUPITER 1952, beautiful red paintwork, rechromed bumpers, excell engine (J.U.R.) recently fitted new pistons/liners, superbly maintained by engineer owner 1956/65, htr, washers, belts, Mich X. £165. Milner, Bannisters Barn, Markbeech, Edenbridge, Kent. Lowden 468. (8975

SILVER GHOST chassis 1923 in exceptional mech cond. £1,000. Box 1978. (8976

Rolls-Royce

1954 Silver Wraith Freestone & Webb 2-door f.h.c.
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1938 Phantom III limousine.
1935 Hooper owner-driver saloon.
1935 20/25 Hooper 7-seater limousine.
1933 20/25 Mulliner saloon.
1927 Phantom I Thrupp and Maberly saloon.

Bentley

1956 Type 'S' saloon.
1955 Type 'S' saloon.
1954 Type 'R' saloon.
1950 Mk. VI saloon.
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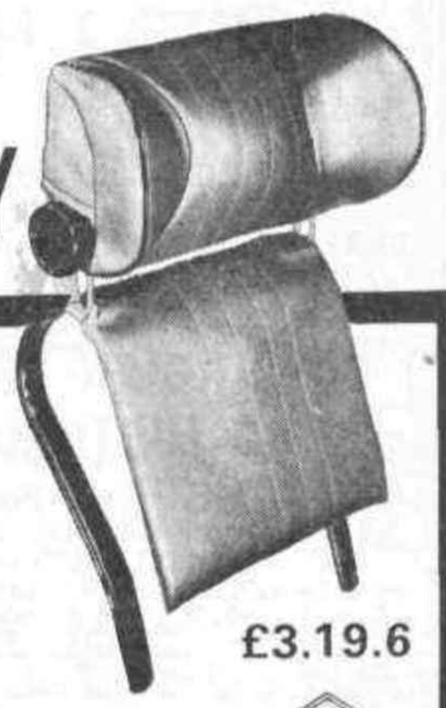
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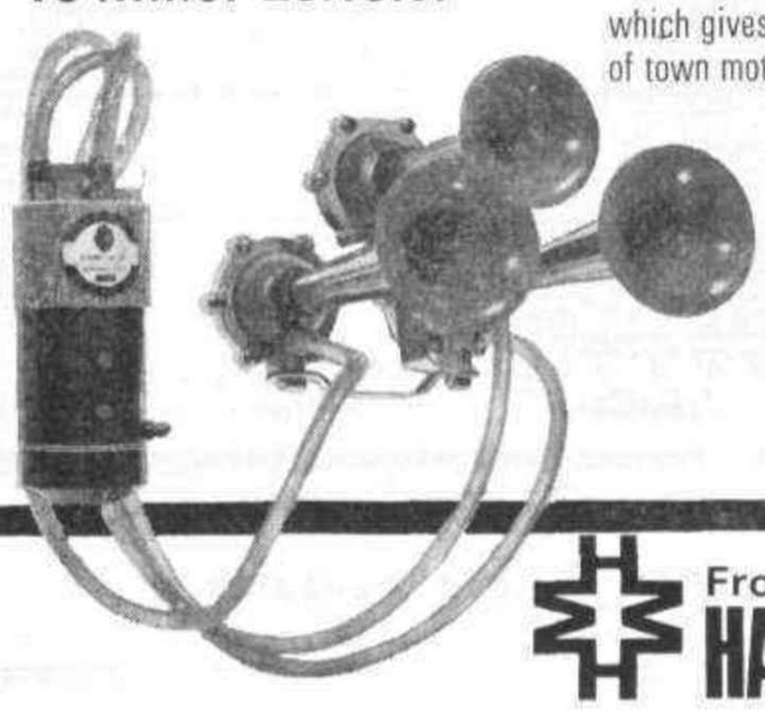
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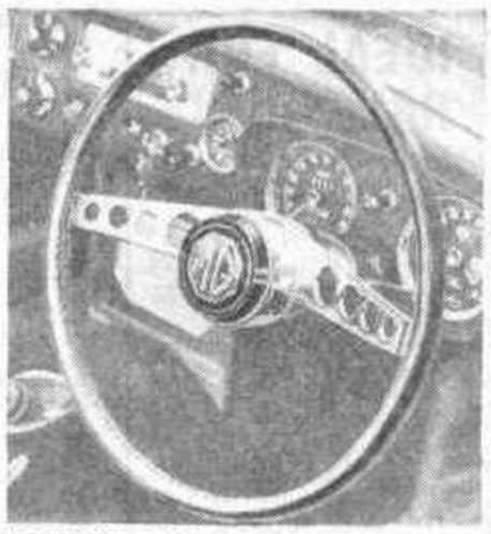
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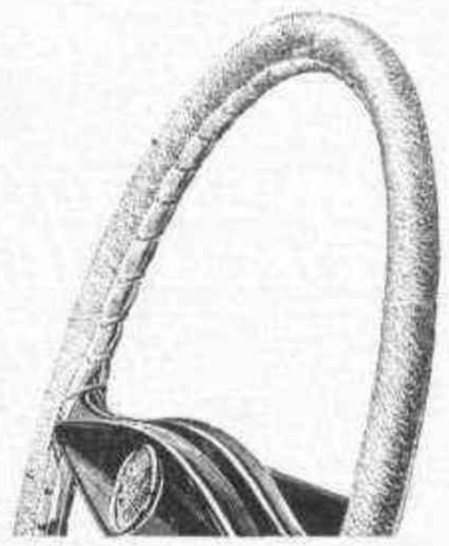
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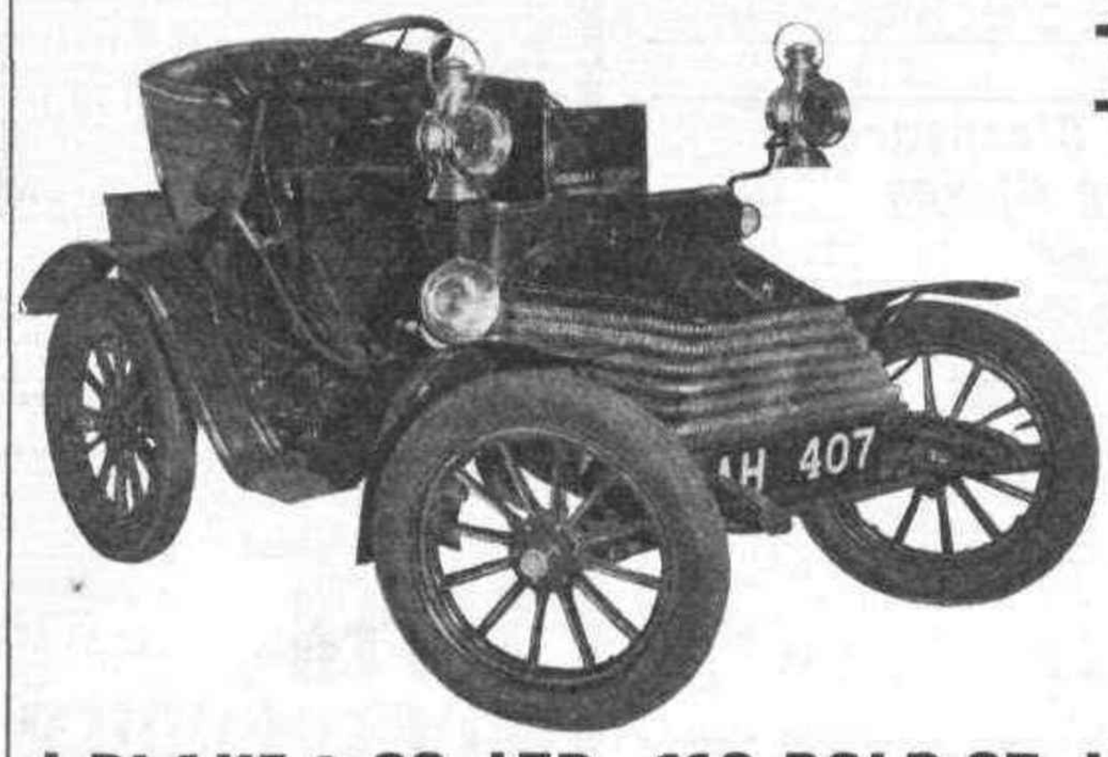
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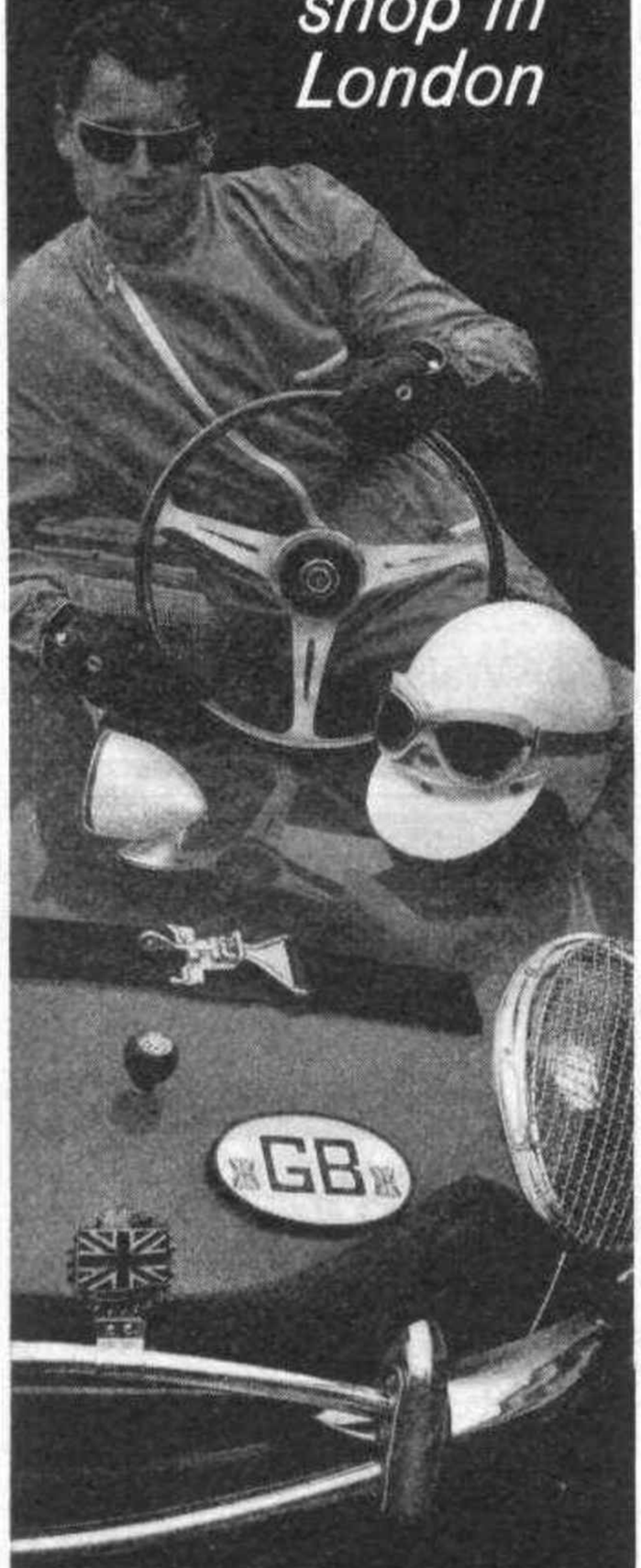


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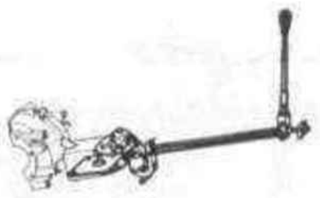
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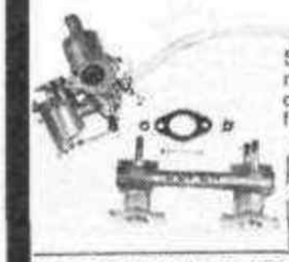


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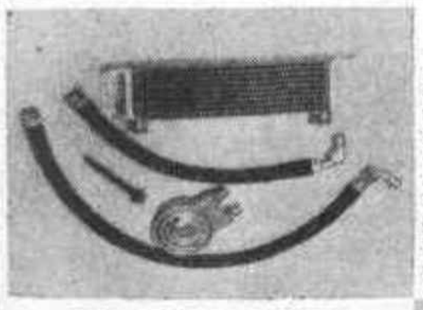
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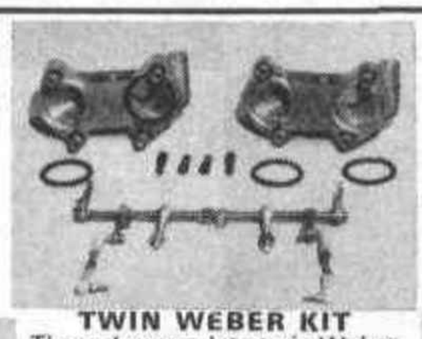


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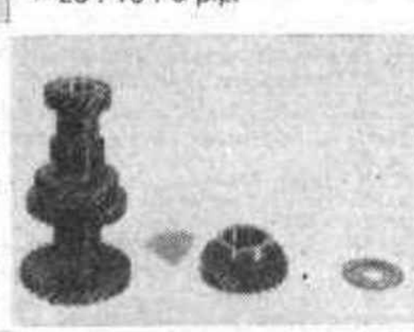
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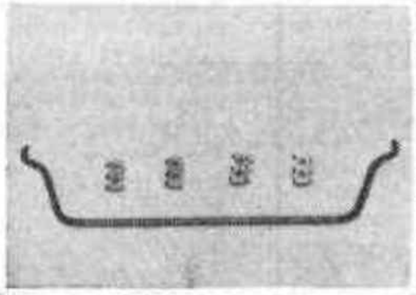
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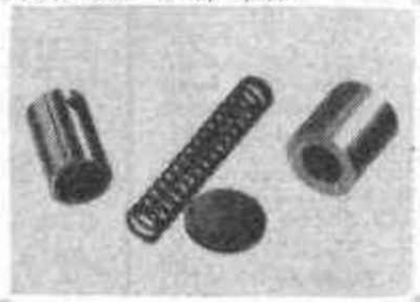
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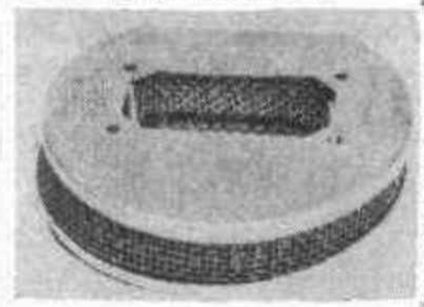
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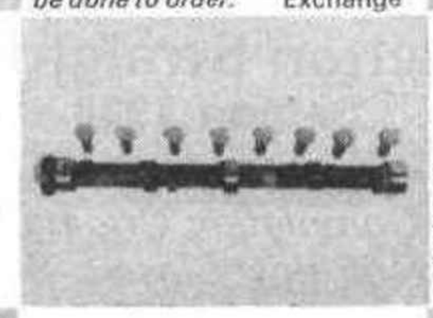
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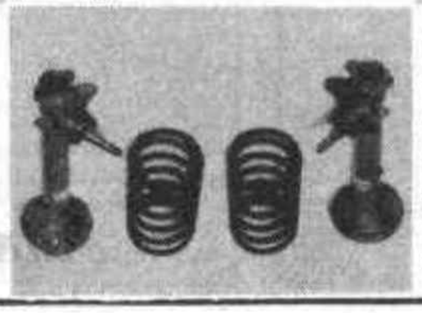
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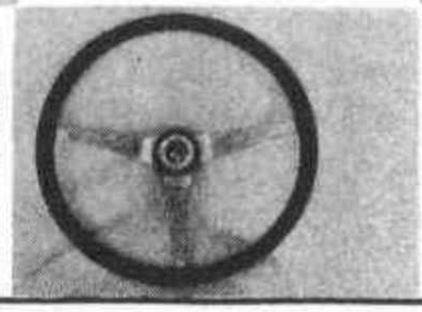
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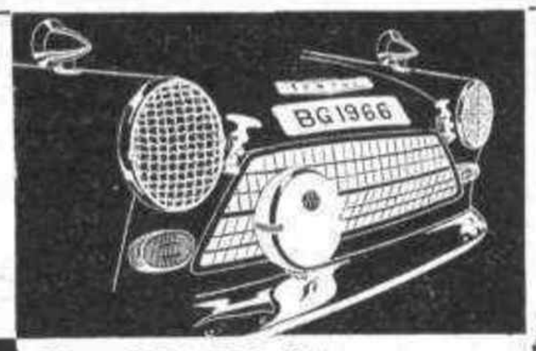
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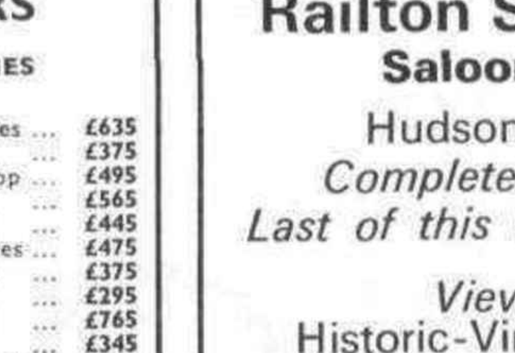


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FOR SALE—continued

SUNBEAM ALPINE 1954, body and mech good, MoT, resprayed red and new Dunlops. £125 ono. Goodban, MAI 2398 evenings. (8977

E-TYPE ROADSTER 1963, Carmen red, 55,000 road miles, radio, excell cond. £900. Leeds 58626 day, Leeds 55671 night. (8978

M.G. TA 1937, £85 ono. Herbert, East Lodge, Doveridge, Derbyshire. Tel: Uttoxeter 2453 evenings. (8979

M.G. TC 1947, rebuilt, resprayed, rechromed, reupholstered, new hood, screens, tonneau, engine sound. £198 ono. Richards, Lanner, Wakefield. Tel: Royston 216. (8980

RILEY 1932 Monaco, in superb cond, low mileage. £140. Wynn, The Mount, Stadhampton, Oxford. Stadhampton 221. (8981

SINGER LE MANS 1935, excell cond, engine rebuilt and modified, 70mph in 3rd, twin SUs, w/rim steering wheel, full instrumentation. £150 ono. CHE 3222 9-6. (8982

MORRIS 1100 1965, 1 owner, w/mirror, Dowty fan, 12,000 miles, straight through. Offers. Richards, Wraysbury 2325. (8983

1960 MERCEDES 190SL, 37,000 miles, ivory, 1 owner, new hood, mats etc; owner posted abroad. £875 ono. Baldwin, 73 Gulland Close, Bushey, Herts. WHI 6180 ext 299. (8984

ASTON MARTIN DB Mk III drophead 1959, in light metallic green with o/drive; body, mech very good but carpets scruffy; fitted seat belts. Well maintained and certainly worth £790. Tel: Reigate 4e088, business hours only. (8985

FOR SALE—continued

TR2 NOV 1955, respray white, radio, twin Marchal spots, 5 Xs, htr, lighter, excell mech, no rust; marriage forces sale. £190 ono. MAC 9585, or view Oxford by appointment. (8986

ASTON MARTIN 1936 Mk II, excell cond. £500. Tel: Highcliffe 4511. (8987

1960 FORD Special, Falcon body; cost £400, reluctant sale £60. Burnham-on-Crouch 2267. (8988

AUSTIN HEALEY 3000 1960, red, white h/top, o/drive, htr, e/clean wheels, just o/hauled; new complete exhaust, king pins, b/end shells, front brakes, battery, rev light, sealed beams, 4 SPs; enthusiast's car, not hammered; reluctant sale due no parking future habitat. £385 ono. Hitchin 50215. (8989

FOR SALE—continued

LATE 1958 M.G. ZB, varitone saloon, bodily perfect, in maroon and beige, 2 spots, Cibie headlamps, Cinturatos, power brakes, high ratio diff, new g/box, 1,622cc engine, 9.3:1cr, high lift cam, new dynamo, carbs, and many other items, taxed, top speed 100 mph plus, good mpg, engineer owned. HP if req. £360 ono. Lea, 15 Fairacres Rd, High Lane, Stockport. STEpping Hill 1000 ext 324, business hours. (8990

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TRIUMPH ROADSTER 1800 1948, very sound mech, excell green bodywork, many extras incl safety belts, taxed, MoT. £85 ono. A. J. Richards, Castell Forwyn Hall, Abermule, Mont. Abermule 255. (8992

PAIR RB187 headlamps, not concours but good cond. First offer buys. Hill, French Farm, Wem 218, Shropshire. (8993

MASERATI 3500 GT 1962, silver, black leather, new engine and g/box, magnificent cond, as new. £1,600 ono, BAY 9284. (8994

B.M.W. 328, original and immac bodily and mech. £600 ono. Box 1979. (8995

ALFA ROMEO 1900C Super Sprint, magnificent cond, white, black leather, w/w, SP3s, Borranis, Konis. £750 ono. BAY 9284. (8996

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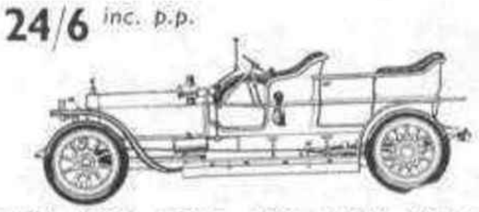
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TRIUMPH TR3A, 1961. Unblemished in Silverstone grey with red upholstery, and fitted with black detachable hard-top, heater, 'X' tyres, etc. **£425**

JAGUAR E-type fixed-head coupé, 1963 series. An exceptional example that has been well looked after, spotless in British Racing Green, with matching pale green interior, and equipped with heater, seat belts, heated rear window, etc. **£925**

AUSTIN HEALEY 3000 Mk. 2, 1963 series. One owner only, superb in Arctic blue and ivory, with dark blue upholstery. With wire wheels, overdrive, heater **£645**

SUNBEAM Alpine Series 2, 1961 series. Finished in pale sky blue with contrasting black interior and black hard-top; fitted with tonneau cover, overdrive, heater **£395**

JAGUAR XK150 fixed-head coupé, 1960. Special Equipment model; one owner only from new; unmarked British Racing Green with matching suede green interior, and fitted overdrive, heater, wire wheels, disc brakes, twin spotlamps ... **£495**

AUSTIN HEALEY Sprite Mk. 3, 1964. A low-mileage car finished in Old English white with red upholstery, and equipped with wire wheels, heater, tonneau cover, seat belts, etc. **£495**

M.G.-B, 1963. Very attractive in iris blue with dark blue interior trim, and fitted with heater, tonneau cover, Pirellis, etc. **£595**

AUSTIN HEALEY Sprite Mk. 2, 1961. Finished in white with red interior; with radio and heater, wing mirrors, screen-washers, etc. **£295**

M.G.-A 1600, 1960. This is one of the best examples of M.G.-A we have seen for some time; finished in dove grey with red upholstery, and fitted with heater, seat belts, wing mirrors **£365**

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ALFA ROMEO 2600 Sprint, Sept. 1965. One owner and only 820 miles, virtually as new throughout in suede blue with beige upholstery. This car cost new over £3,000 and is now offered at a very considerable saving at **£2,595**

FIAT MORETTI Spyder, 1963. One owner, very low mileage only. An unusual and very striking coachbuilt body finished in white, with chrome wire wheels, radio and heater, disc brakes, etc. This car cost new £3,650, and is now offered at **£1,395**

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SUNBEAM Alpine Mk. 4, 1964. One owner only, moderate mileage completed; spotless in pearl white with black interior, and equipped with overdrive, heater, screen-washers, wing mirrors, etc. **£675**

SCORPION Sovereign, 1965. 9,000 miles only; a very rapid Vitesse conversion, very attractive in white with black upholstery, and fitted with mag. wheels, disc brakes, triple carbs., radio and heater **£625**

AUSTIN HEALEY 3000 Mk. 2, 1962. A fine example of this rugged sports car in signal red, with black hard-top, wire wheels, seat belts, overdrive, radio and heater, screen-washers, twin spotlamps, wing mirrors, etc. **£595**

MG.-A Mk. 2 1600, 1962 series. One of the best we have seen; spotless pale blue with black interior, and fitted with wire wheels, radio and heater, tonneau cover **£525**

TRIUMPH Spitfire Mk. I, 1964. One owner, 7,000 miles only from new; unblemished in Old English white with black detachable hard-top and red interior, with tonneau cover, screen-washers, wing mirrors **£565**

TURNER, 1960. Finished in flame red with black hard-top, this is a very well maintained example; fitted with 'X' tyres, Alexander cross-flow head, wire wheels, wood-rimmed steering wheel ... **£295**

M.G. Midget Mk. I, 1965. Faultless white, with black wire wheels and interior trim, and also equipped with streamlined Speedwell bonnet, special exhaust, seat belts, tonneau cover, screen-washers **£555**

MORGAN Plus 4, 1965. An extremely fast car in dark blue with black interior trim; Stage 5 engine, Webers, disc brakes, wire wheels, Pirellis, etc. **£895**

M.G.-B, 1963. Very moderate mileage only, finished strikingly in signal red with matching hard-top and interior; heater, wing mirrors, screen-washers **£635**

TRIUMPH Spitfire Mk. I, 1963. 24,000 miles only, in white with red cockpit, and fitted with radio and heater, tonneau cover, screen-washers, etc. **£465**

LOTUS Elan, 1963. Particularly desirable in very dark bottle green, with matching hard-top, and equipped with seat belts, screen-washers, etc. 17,000 miles only **£745**

ALFA ROMEO Giulia Spyder, 1964. One owner from new, 20,000 miles. R.H.D. 5-speed gearbox, radio and heater, Pirellis, wing mirrors, etc. Very attractive in Italian red with matching red and white interior **£935**

SUNBEAM Alpine, 1960. Metallic pale blue with black hard-top and interior, and fitted with 'X' tyres, radio and heater, tonneau cover ... **£415**

AUSTIN HEALEY Sprite Mk. 3. Choice of two hand-picked cars in red with red interior; or in white with red interior; both fitted with tonneau cover, heater, screen-washers, from **£525**

SUNBEAM Harrington Alpine, 1961. Finished in pearl white with red upholstery and fitted with overdrive, heater, screen-washers, etc. ... **£495**

RENAULT Gordini, 1965. One owner, 8,000 miles only from new. Unmarked in royal blue with black upholstery. In superlative order throughout and fitted with heater, spot lamp, seat belts... **£765**

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MODEL B Ford 1934, fixed head coupe, very original cond, sound throughout. Brammall, Scar Top, Hebden, Skipton, Yorks. (9073

ROLLS 1934 20/25 hearse, MoT, good mechs, tyres. £80. Box 1999. (9074

1934 MORGAN F4, Ford 8 engine, no MoT but sound; seen Peterborough. £50 ono. 17 Plymouth Rd, Chelmsford. (9075

ROLLS-ROYCE PIII Mulliner sedanca de ville, rare late DL series; coachwork shabby hence price £550. Cleveland Cottage, Hoarwithy, Hereford. (9076

SPRITE 1965, low mileage, fog and spot, htr etc, slight rear damage therefore £495 for quick sale; bargain. Snaresbrook 2548. (9077

1938 A.C. competition 2-str, major engine rebuild 6,000 miles ago, recent respray, rechrome etc. £250. Hook, April Cottage, Bluett Ave, Seaview, IOW. Seaview 3264 evenings. (9078

BRABHAM ALPINE series III 1963, twin Webers, o/drive 3rd and 4th, wire wheels, Kenlowe, radio, reclining seats, tonneau, red, black interior, taxed April 1967. £585. Burch, MAN 7313 day, Caterham, Surrey 42196 evenings. (9079

'63 MIDGET, recond engine, gears, clutch, carbs, o/c, Kenlowe, laminated screen June '65, Ashley top, respray metallic violet, silver, w/r wheel, wires, radio, SP3s. £460 ono. 36 Mercia Way, Warks. (9080

TR3A 1958, white, h/s-tops, tonneau, mech excell, recent MoT, good bodywork and interior, many new parts, Cinturatos, Motorola. Only £250, no offers. LEY 7148. (9081

AUSTIN 750 special, twin SUs, cr gears, ifs, 15in wheels, alloy body, etc. £45 ono. 153 Chester Rd, Castle Bromwich, Birmingham. (9082

SAAB 96 Nov 1961, white saloon; bereavement forces sale of this superb sought after model, under 5,000 miles since recond engine. This very pretty Carlsson-wagon must be well worth £275. Jenkins, 88 Beesmoor Rd, Frampton Cotterell, Bristol. Tel: Winterbourne 3425. (9083

BRACE OF APRILIAS, 1939. Blue, with recond engine and brakes, £55. Silver-blue, excell mech, £30. Also innumerable spares, incl engine, g/box. Offers. PRO 6200. (9084

XK120 Super Sports roadster, bodily and mech excell, 8.1 comp, C-type box, original log book; good home essential. £220. Details, Southampton 57761 evenings. (9085

LAGONDA RAPIER 1936 dhc Ranalah, Laystal o/haul to original bore. £125. Duckett, Huntswood Farm, Grove Rd, Burnham, Bucks. (9086

VINTAGE HILLMAN 14 *safety saloon 1928; fine example* of this rare model in original cond; many spares inc at £300 ono, exchange considered. STE 7683 (Man exchange). (9087

MARCH 1966 M.G. Midget, wire wheels, htr, tonneau, u/sealed, 3,500 miles, as new with manufacturer's guarantee, taxed for year. £635. Farnborough, Hants 44712. (9088

SIMCA MONTLHERY special Sept 1963, 22,000 miles only, duo-tone blue, excell cond. £380. 3 Brooklands Rd, Congleton, Ches. (9089

M.G. TD, red, vgc, htr, radio, Xs, r/light. £250. Tel: Norris, Danson Park 0966 (home), East 4111 (work). (9090

LAGONDA 3 litre Tickford saloon, s/equip crown wheel and pinion, new Cinturatos, spots, radio, etc, engine 41,000 miles, fast car. Price £385 ono, or exchange Jensen 541R, no rubbish. Tel: Pembroke 2449 evenings. (9091

RENAULT 1100 July '64, 21,000 miles, metallic blue, in superb cond with extras, complete service record. HP poss. £469. Rowley, Old Oak Cottage, Warfield St, nr Bracknell. Tel: 3405. (9092

1953 JUNE Jowett Javelin saloon de luxe, with new Jupiter engine fitted in 1956; engine, g/box, etc, completely recond 4,500 miles ago; new clutch, rad, battery, rear wing, tyres at cost of over £110; sports coil, waterproof spark plugs (SR14), excell bodywork, interior practically unmarked; £15 worth spares; a fine example of this outstanding car for £85. Timmins, 63 Whyteleafe Rd, Caterham. (9093

RILEY 1½ litre 1951, black, red trim, in excep good original cond throughout, all good tyres, MoT, htr, spot and fog lights. £195. 146 Northampton Rd, Broughton, Kettering. Tel: Broughton 383. (9094

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1956 MERCEDES-BENZ 220S, almost identical to last month's but in silver-blue; new front tyres, carb., seat covers, etc. Again L.H.D. and again good value at £265

1956/7 A SIDDELEY "234", identical to last month's but in cream and black. Alloy body, overdrive, power brakes, syncromesh gearbox. (One of our favourite cars, we will always buy these, also 236s, if anyone wants to sell.) This one at ... £189

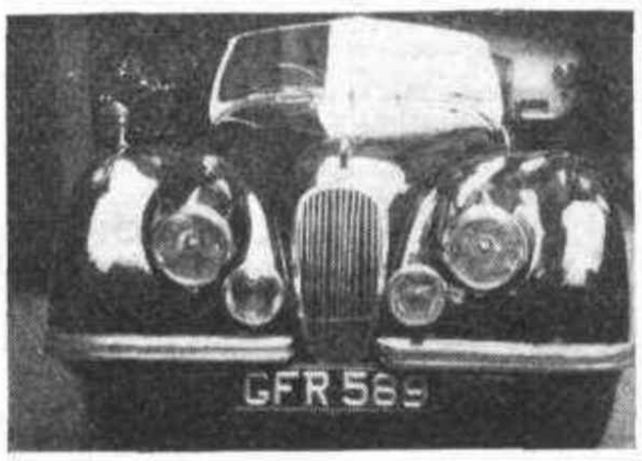
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JAGUAR 2.4, 1957. Choice 2, B.R.G., £170 each.



XK120, 1954, Super Sports. The condition of this is fully up to its appearance. Recent top overhaul, 4 brand new Michelins, air horns £175

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£145. 1960 D.K.W. Sonderklasse 1000 2-dr fhc, immac cond throughout, engine recond 4 months ago; complete with another towable car for spares. DID 5142 (Manchester). (9095

M.G. TF. Stork forces sale; 3,000 miles on recond engine, new hood, screens, Xs, wire wheels, immac throughout. £325. 24 The Drive, Cranleigh, Surrey. Lucks Green 3375 after 2pm. (9096

A THING of beauty is a joy forever. Unfortunately this lovely Lotus Elan must regrettably become a joy to another. House purchase forces sale of this delectable 1964 Elan, 19,000 miles, cr box, red with black interior, 4 new SP41s, new dynamo and rear axle, just been completely checked over. £850 ono. R. Cooke, Ascot 20684. (9097

ROCHDALE OLYMPIC E93A 2/2 GT saloon, very complete spec and instrumentation incl ifs, Aquaplane twin carbs, winding windows, new battery, 15in Xs, htr, twin windtones etc, all work to professional standards, MoT, taxed. Only £160, less than bare body shell. 120 Unthank, Norwich. (9098

1928 FIAT 2-str with dickey, good engine, very original, suspect back axle. £145. Box 2000. (9099

£135. BROADSPEED coloured Mini Van with side-windows (duty paid), new Grand Prix tyres, big bore exhaust etc, looks great. HP, exchanges. Ondine, Townfield Ave, Farndon (Tel: 423), nr Chester. (9100

SUNBEAM RAPIER convertible 1962, 1 owner, 24,000 miles, midnight blue and grey, o/drive, full tonneau, new tyres, belts and usual extras. £430 ono, poss HP of p/ex. Tel: Sheffield 56798. (9101

M.G.B BMC hard top for sale, as new cond. £50 ono. Black, 24 Gresham Ave, Leamington Spa. (9102

TWIN SU carbs, air cleaners and exhaust manifold off Mini-Cooper, £16; new M.G.B tonneau £7, and half tonneau 30s; new Midget Mk II tonneau, £4; BMC automatic seat belt £3, and lap strap diagonal seat belt £2. Box 2001. (9103

90 BHP RILEY ELF, 10.2 sec 0-60, 108mph, Alfa Romeo style front, 7½in S discs, 4½ J wheels, Konis, full instrumentation, twin tanks, S g/box, radio, etc; also 1275 S engine and g/box, 3-branch, modified head, oil cooler, S discs and drive shafts, H4s 4,000 miles only; all complete. Birmingham area. Offers. Box 2002. (9104

1961 JAGUAR 2.4 Mk II, opalescent blue, o/drive, radio, unmarked, showroom cond, 41,000 miles. £550. Needs to be seen. Maidenhead 23066. (9105

ROLLS-ROYCE Phantom II sedanca de ville Mulliner body, magnificent original cond. £1,400. The Bungalow, No 32 Blagreaves Lane, Littleover, Derby. Tel: 22623. (9106

AUSTIN HEALEY 3000 1960 model, immac example with which I must sadly part as I am going abroad; o/drive, hard top and many other extras too numerous to mention. £400. Available for inspection in the Midlands and London. 78 Lark Lane, Liverpool 17. Tel: LAR 1777. (9107

LANCIA APPIA reg 1958, taxed, MoT, immac cond. £245. 153a Reading Rd South, Fleet, Hants. Fleet 2482. (9108

HANDSOME 1935 Rolls-Royce 20/25 Windover saloon; mascot, some tools, handbook, htr, clutch relined, good cond. £385. View nr Aylesbury. Tel: Uplands 7391. (9109

MORGAN 4/4 coupe; a car that has been exceptionally well looked after, having been owned by H. F. G. Morgan between 1939 and 1951; class winner 1939 RAC International; it is in mech excell cond, undergone a rebuild by professional coachbuilders, and is now offered for sale in what is as new cond. £350. Further details will be sent by request. Mason, 399 Sutton Rd, Walsall, 24342. (9110

M.G. TD 1953, red, new s/screens, clutch, springs etc. Xs. £235. Mason, 51 Wilkes Wood, Creswell Grove, Stafford. (9111

1939 ROLLS-ROYCE Wraith sports saloon, Thrupp & Maberly, good clean car in sound mech cond except noisy 3rd gear, taxed, tested. £350. Gough, 75 Granley Rd, Cheltenham. Tel: 28278. (9112

MINI-COOPER 1963, oil cooler, belts, Xs; owner going abroad. £385 Ashmead, 8 Mountwise Court, Plymouth. (9113

EARLY VINTAGE Talbot 25/50 Salmon bodied tourer, perfect original cond, numerous spares. Offers and SAE, Marsh, North Lodge, Finkley, Andover, Hants. (9114

SUNBEAM ALPINE 1960, h/s-tops, wire wheels, engine recond, superb cond. £395. 4 Kinsale Rd, St Budeaux, Plymouth. (9115

1962 M.G.A Mk II, superb cond, low mileage, extras. £495 ono. Woodend, Orchard Drive, Woking. Tel: 61880 evenings. (9116

1932 FORD Model B, excell cond body and mech, numerous spares incl complete engine, current MoT. Offers please. Jepps, 22 Hatch Rd, Brentwood. (9117

FIAT 1500, Aug, Amaranth red, excell overall cond, near new Xs, Koni shockers, safety belts, radio, reclining seats, all usual extras. £450. Renold, 62 Yarnells Hill, North Hinksey, Oxford. Tel: 42630 evenings. (9118

B.M.W. 700 coupe 1963, many extras, immac. £400 ono. Chepstow, Mon 3417. (9119



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1948 **BENTLEY** S5 saloon, recent engine o/haul, new clutch, brakes o/haul, servo unit, good tyres, £225. Repairs to R-R and Bentleys from 1925 to 1939. Breslin, 6 Grange Mount, Birkenhead. Tel: Claughton 5091 10-6pm except Sunday. (9120

RILEY ADELPHI 1936, aluminium body, in daily use, good cond throughout. £60. Harpley, 299 Chesford Rd, Stapsley, Luton, evenings only. (9121

RILEY 9 Kestrel 1935, leather good, body paint original, twin SUs, 4 new tyres, many extras. £95 ono. 53 Priory Ave, Petts Wood, Kent. Tel: Orpington 25422. (9122

ROLLS-ROYCE Wraith 1939, low mileage, superb cond, rare body by Windover. £750. Harris, Dunluce, Ramsey, Isle of Man. Ramsey 3219. (9123

1934 **LAGONDA** Rapier parts, spares, less body, £25 lot. R.G.S. Atlanta glass fibre body, £15. Leatherhead 4277 evenings. (9124

1935 **AUSTIN** Ascot, good cond, original, 56,000 miles, taxed Dec, tested. £50. Bowyer, Coverham, Leyburn, Yorks. (9125

LEA FRANCIS 2½ sports 2/4-str, reg 1959, actual Earls Court show model, 32,000 miles only, aluminium body, good cond throughout. £275 or exchange for Volkswagen Beetle. Henderson, 47 Southwood Ave, Birmingham 34. (9126

COMPANY CAR forces sale of June 1965 Renault R8 Gordini, 15,000 miles, never raced or rallied, new Abarth twin exhaust, radio. £725. F. Braithwaite, 273 High Rd West, Felixstowe, Suffolk. (9127

JOWETT JUPITER '53, excep cond, mech sound; hood, bodywork and tyres all good; open AA inspec. Offers above £150. Chadwick, New Inn, Wilton St, Taunton. (9128

SINGER 9 4-str sports 1934, Le Mans engine, 5,000 miles since complete engine rebuild with balanced crank, flywheel, rods etc, armoured exhaust valves fitted, complete high lift camshaft and planed head, interchangeable with standard fittings, brakes o/hauled, seats recovered etc, 100 per cent spares. £135. Tel: Blythe, WOR 8163 weekdays, ET33342 weekends. (9129

LOTUS SUPER 7 1963, 1,500cc Cosworth, Webers, Cinturatos, good cond. £450. 168 Hamilton Rd, London SE27. (9130

JAGUAR XK150 fhc, maroon/red, well maintained by fastidious owner, taxed Nov, MoT 1967. Opportunity at £340. Details, Hampton-in-Arden 2593. (9131

WILLMENT CONVERTED Cortina GT Dec '65, 10,000 miles, white/black, G800s, immac cond. Cash needed therefore only £850. Mitchell, 9 Oatfield Close, Cranbrook, Kent. Cranbrook 3030. (9132

MERCEDES-BENZ type 200 saloon 1936, good cond, black with red leather upholstery, 6 excell tyres, impressive looking model having twin spares carried on running boards. £95 ono. Manchester CHOrlton 1840. (9133

1934 **LANCIA** Augusta cabriolet, completely restored, bills for £600, excep cond. £300, or would exchange for less expensive interesting old car. 35 Chichester Place, Brighton. Tel: 64320. (9134

LANCIA APRILIA 1939, ideal for spares, mech sound, needs running in; Weber carb, 3 good tyres, plenty spares, some new. Gift for enthusiast, £45. 29 St Georges Rd, Dorchester, Dorset. (9135

FIAT 1500 1963, excell cond, belts, twin spots; good tyres. £475 ono or exchange smaller car w.h.y. Toman, 93 Parkgate, Knutsford, Ches. KN7 2795. (9136

AUSTIN HEALEY 100/6 1958, recond engine last year, w/wheels, Marchal spots, racing mirrors, h/top, tonneau, radio, excell cond. £260 ono. Nottingham 233188 after 6pm. (9137

ROLLS-ROYCE 20/25 sedanca by H. J. Mulliner, 1931 chassis first reg 1932, 90 per cent original, all new tyres and tubes incl 2 spares, in very good cond. Offers. Appointment to view. SAE please. Mrs G. Hartley, 708 Barnsley Rd, New Millerdam, Wakefield. (9138

1933 **ALVIS** Firefly tourer with dickey seat, new hood and s/screens, body believed unique, good cond. Offers around £150. Tel: BX5 (Burgh Heath) 50107. (9139

SHORROCK supercharger complete for 105E Anglia, 7,000 genuine miles. £45 ono. Swift, Lydiate Farm, Birchvale, Derbys. (9140

AUSTIN 10 cabriolet 1934, beautiful and much admired Bessie is for sale, must be the prettiest car in England; new hood, new engine, new tyres etc, taxed. Offers over £100. Doctor's car. Molesey 2962. (9230

ARMSTRONG SIDDELEY 17hp limousine in except body cond. £100. Tel: Chichester 87585. (9231

DELAGE D8 drop head coupe, mech very good with 5 virtually new tyres, needs batteries and body restoration. £50, or will break. Tel: Chichester 87585. (9232

JAGUAR 2.4, maker's oil pressure, good brakes, tyres and body. £135. Watford 20778 evenings. (9233

EYE CATCHING and excell in metallic blue, T.V.R. Mk III 1963 with 1965 M.G.B engine, V8 mods to rear suspension, wire wheels, spots and very many other extras, gen 29-30mpg from this very well maintained example; owner going abroad. £585 with tape recorder and radio, £555 without. Loveday, 16 Waldegrave Rd, Bickley, Bromley, Kent. Imperial 1146. (9234

AUSTIN 7 Special, almost complete after rebuilding, fibreglass body, hydraulic brakes, many mods. Any reasonable offer. Prosser, Flat 3, 4 Quiet St, Bath. (9235

BENTLEY drophead 3½ litre 1934, Thrupp & Maberly, good cond. £400 ono, or exchange XK150 S-type roadster. Tel: Greenhills 2288 (Ches) late evening. (9236

B.M.W. 501A, Motorola etc, excell cond, must sell. 40 Mount Drive, Nantwich, Ches. (9237

XK120 C-type Special Equipment Roadster 1954, reg PUR120, wire wheels, BRG, new exhausts, luggage grid, Dunlop Racing plus RS5s, w/rim, Notek, reverse, washers, special horns and flashers, bucket, tonneau, good carpets and hood, fabulous g/box believed almost new, recent new clutch and water pump, Dagenites, interesting history. £225 or sensible offer. Spare head, g/box etc. C. J. Beauvoisin, Harpenden (Herts) 4688 (office) or 5965 (home). (9238

LOTUS ELITE 1962 Nov, red, fine example, mech excell, Cinturatos. Real bargain at £575 ono avoids selling dealer. Leicester 76457 or LORds 1234 (Lon). (9239

FORD CORSAIR GT 1964, light blue, 1 owner, 27,000, regularly serviced, outstanding mech cond, beautifully kept. £595. Leicester 76457 or LORds 1234 (London). (9240

BENTLEY Mk VI black and grey saloon 1951, recent works exchange engine and new exhaust, 5 nearly new tyres. £500 ono. Will do a deal for a good Porsche. West Chiltington 2091. (9241

LAGONDA 1951 2.6 drophead coupe, engine recently o/hauled, good cond. £100. Dowsett, 74 Fern Ave, Newcastle-on-Tyne 2. (9242

FOR SALE—continued

ROLLS-ROYCE 25/30, van body, good mech, runs well. £135. Box 2014. (9243

TR2 '55, BRG, new hood and s/screens, extras, 12 months' MoT. £160 ono. Consider exchange small motor cycle. 5 Castle House, Siddals Rd, Derby. (9244

1963 **JAGUAR** 3.8 Mk II automatic, 21,000 miles, radio, seat belts, Kenlowe fan, excell cond throughout. £775. Would consider exchange for E-type of similar mileage and cond. Hanan, Mevagissey, Cornwall. (9245

M.G. TF 1954, red, recond engine, body and hood in good cond, Xs, htr, l/rack. £300 ono. Coombe, 543 Newark Rd, Lincoln. (9246

JAGUAR 3.4 1958, only 25,000 miles, 1 owner, cr 8:1, discs, wire wheels, exceptional buy. £350 ono. Burnham-on-Crouch 3147. (9247

CHW 1 reg on 1936 Morris 8, recond engine, g/box, b/axle, reasonable body. D. Pound, 38 Tudor Close, Seaford, Sussex. Seaford 4629. (9248

ASTON MARTIN DB2/4 1955, light blue, Vantage engine, radio, Turbospeeds, in really excell cond. £485 ono. Todd, 76 Rushgrove Ave, Colindale, NW9. Tel: COL 9106 or ELS 6544. (9249

M.G. TA, MoT, extras, beauty. £135 ono. Tel: Orpington 31734 (after 7.15 weekdays). (9250

F.N./B.M.W. 319 2-st cabriolet, rhd, hydraulic brakes, ko wheels, spare engine, reconditionable body. £15. N. Ricketts, Crantock, Carsons Rd, Mangotsfield, Bristol. (9251

ROLLS-ROYCE drophead sports coupe 1935 25hp, rare 2-dr coachwork by H. J. Mulliner with 3 position hood, 1 sole owner, Rolls history, recorded mileage 94,000 only, complete restoration carried out on body, incl recellulosing, new hide upholstery, hood, carpets, chrome etc, Flying Ladys, discs, radio, manual. Price £2,150. Box 2015. (9252

PORSCHE 356A, lhd, reg 1963, fitted Super 75 engine, transmission, Blaupunkt radio, belts, engineer owned 8 years. £550. Oxford 43742 weekends. (9253

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D.K.W. JUNIOR, reg 1963, mech sound, good tyres but paintwork poor. Nearest offer to £200 secures. Tel: Bracknell 3405. (9255

MORRIS-COOPER, belts, radio etc, genuine 13,000 miles, excep cond and value at £325. Chester, Sway House, Swanage Rd, Lee-on-Solent, Hants. Tel: Lee 79394. (9256

JENSEN 541R July '59, 52,000 miles, well maintained, original paintwork, looks almost new, unmarked interior. £650. Stork forces sale, Yateley 2062. (9257

BENTLEY DROPHEAD sports coupe, coachwork by Park Ward, power top, 1951 series, modified engine, recellulosed BRG, new hood, chrome, carpets etc, bills available for some £1,000 o/hauls during last few years. Price £985. Box 2016. (9258

CADILLAC 1951, genuine 11,000 miles, lhd, automatic, run in Monte Carlo for last 8 years, recent o/haul, new tyres, and trouble-free drive to England. Seen Reading area by arrangement. Offers. Box 2017. (9259

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'63 **VOLVO** P1800, 1 careful owner, body and mech excell, extras, £930 ono. Bradford on-Avon 2468. (9001

1937 **BENTLEY** 4¼ litre razor edged pillarless alloy saloon, beautifully restored throughout. £450 ono. Weston, Hillside, London Rd, Prestbury (88140), Ches. (9002

1959 **ROLLS** Wraith touring limousine by Hooper, protruding boot, elec division etc, black and sand, immac. £595. Weston, Hillside, London Rd, Prestbury (88140), Ches. (9003

1933 **20/25** Rolls-Royce owner-driver saloon by Freestone & Webb, very elegant car on good chassis, original tools, mascot, handbook. Offers over £600. Tel: Earith (Hunts) 391. (9004

1949 **JAGUAR** Mk IV 2½ litre drop head coupe, rare car, white paintwork in good cond, beautiful chrome, new hood, new tyres, mech very sound. £140. Creevy, PAD 9879. (9005

M.G. TD 1952, good cond. £195. 65 St Wilfrids Rd, Standish, Lancs. (9006

1938 **RILEY** Victor 12/4 saloon, extremely sound, newly MoTd. £35 ono. 15 Bowmens Lea, Aynho, nr Banbury. (9007

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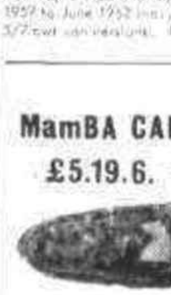
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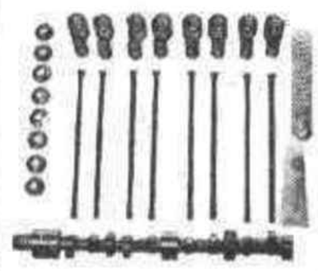
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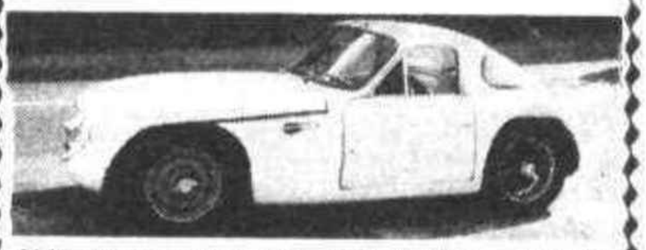


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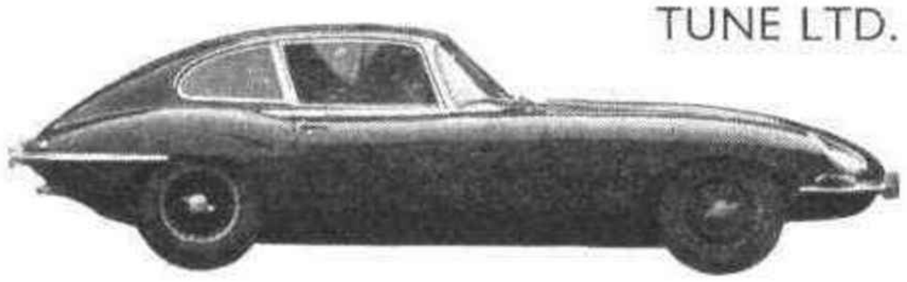
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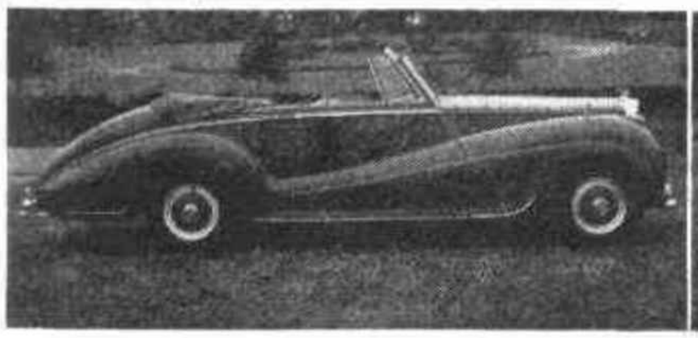
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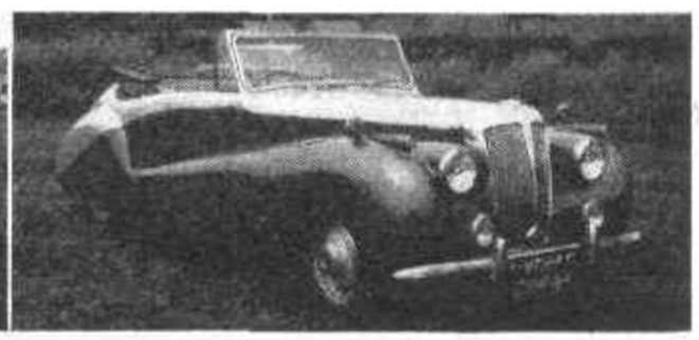
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FOR UNUSUAL AUTOMOBILES

HITCHIN 3445







BENTLEY Park Ward power-top convertible, March 1955, automatic, grey, red interior, grey hood. Indicated mileage 85,000, almost certainly genuine, and a truly outstanding specimen in every way. **£1,650**

ROLLS-ROYCE Silver Wraith Hooper owner/driver coachwork, black, beige hide interior, 1949 but one owner to 1951, one only since. Works maintained, engine overhaul 20,000 miles ago and a very good specimen indeed. **£990**

DAIMLER 2½-litre " Barker Special " 2/3-seater convertible, silver grey on grey, grey interior; excellent hood, radio; two owners and under 50,000 miles. Styling and condition still remarkable for a 1952 car. **£295**

ROLLS-ROYCE Phantom III Hooper sports saloon with division, 1938 CM Series, black, brown hide throughout. Indicated mileage 77,000, believed genuine, and entire car in absolutely outstanding condition. **£1,575**
ROLLS-ROYCE 25/30 Thrupp & Maberly swept-tail limousine, 1938, minor body blemishes, but very fair general order. Recent engine work includes rings and small-ends. Excellent value at **£345**
ROLLS-ROYCE 20/25 Barker swept-tail owner/driver saloon, 1935. Mechanically excellent and very fair coachwork. **£345**
FOUR ROLLS-ROYCE cars to be sold as seen with all faults :—
25/30 Park Ward owner/driver sloping-tail sports saloon, 1936, broken connecting-rod, sound spare engine available (extra). **£175**
20/25 Hooper sports saloon, 1935, projecting boot, body sound but scruffy, sound chassis; engine quiet but suspect gasket or head. **£185**
20/25 Connaught sports saloon, 1932, body sound but rough, engine partially dismantled. **£75**
20-h.p. Windover All-weather tourer, 1929, requires engine, trim and paintwork, but rare and interesting coachwork. **£475**
BENTLEY 'S', 1956 magnificent and distinctive Hooper special coachwork (not razor-edge), built for Eastern potentate. Black, grey hide interior, sycamore woodwork, electric windows, etc. Genuine mileage 67,000. In superb order throughout. **£1,475**
BENTLEY 'R', late 1954, automatic, standard steel with full Radford conversion, reclining seats, fold-flat rear seats, picnic boxes, basin, etc. First-class chassis, mileage 101,000. Being re-painted dark velvet green, maroon hide interior. **£875**
BENTLEY 'R', 1953, syncromesh, Freestone & Webb special all-alloy coachwork duo blue, red interior. Thoroughly serviced. A distinctive car in excellent order throughout. **£795**
BENTLEY Mk. VI Park Ward power-top convertibles—choice of two, both 1949, in dark green with brown interior at **£695**, or in bottle green and sage green, recent new hood, recently overhauled engine, first-class paintwork, at **£795**
BENTLEY 4¼ MX Series, 1939, Mann Egerton razor-edge sports saloon good chassis, sound, but slightly scruffy coachwork, hence price of **£350**
***BENTLEY Mk. VI** standard steel saloon, 1951, maroon, brown interior.* Very sound specimen at a sensible price. **£325**
Another, 1950, black, sound but scruffy—sold as seen. **£195**
ALFA ROMEO 2600 Sprint f.h.c., 1963, one owner, 24,000 miles. In superb order but l.h.d., hence realistic price of **£1,095**
CADILLAC V8 7-passenger limousine, r.h.d., 1934. Excellent restoration just completed. **£775**
JAGUAR XK120 roadster, 1951. In well above average condition. **£195**
LINCOLN Continental Mk. III convertible, 32,000 miles, one owner, although 1958 this fantastic car looks much later, everything powered and originally cost nearly £8,000; now offered at **£875**
We are negotiating for a magnificent 1939 **CADILLAC** limousine and a most unique 1950 **DELAHAYE Super Sports** 2-seater.
VETERAN 1909 DAIMLER 22-h.p. Roi-de-Belge tourer, mechanically first class, superb lamps, all wheels just rebuilt with new 880 × 120 tyres, new hood, but paint and leather trim, although new, could be improved upon, hence price of **£1,250**

Immediate Hire Purchase and Insurance facilities can be arranged. *All vehicles sold in running order carry a M.O.T. Certificate.* All types of part-exchange considered

We regret we cannot entertain overseas enquiries on pre-1918 cars.

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£2,895 ASTON MARTIN DB5 convertible, 1964 An immaculate example in cherry with blue. hide trim, electric windows, radio, heater, etc.



£1,795 JAGUAR 'E'-type 4.2 roadster, 1966. Finished in white with red interior, chrome wire wheels, radio, tonneau cover; 1,900 only. And absolutely as new.



£975 LOTUS Elan, 1964. With full Radford conversion, including modified headlamp fairings, fully trimmed interior in black leather, radio, record player; altogether costing in excess of £250 extra.



£1,575 ASTON MARTIN DB4, 1961/2 series. In metallic pearl blue with grey hide. Borrani wire wheels, etc.; full history available.



£1,425 VOLVO P1800S, 1965, coupé. In white with red upholstery, 8,000 miles from new. Magnificent and mint throughout.



LANCIA Flavia coupé, Aug. 1963.

£1,695 JENSEN CV8, 1963. In dark green with green hide, radio, etc. Superbly maintained. Two owners from new. A specimen example in every respect.

£1,695 ASTON MARTIN DB4, 1962, Superleggera. Indigo blue with blue hide. Excellent history.

£1,595 JAGUAR "E"-type 4.2 fixed-head coupé, 1965. A one-owner car in gunmetal grey with red hide; radio, etc.

£1,165 JAGUAR "E"-type roadster, 1963. An absolutely unblemished car in Carmen red with black interior. With full maintenance history.

£1,065 MERCEDES-BENZ 190SL, 1961. Hard- and soft-top. Dark grey with white hard-top. Red hide; radio, etc. 31,000 miles approx.

£995 SUNBEAM Tiger, 1965. 14,000 miles only, in British Racing Green with black trim. Spotlight, etc. One owner from new.

£995 TRIUMPH TR4A coupé, 1965. In red with black interior. Extras include wire wheels, over-drive, radio, etc. Cost over £1,200.

£995 JAGUAR "E"-type fixed-head coupe, 1962/3. In opalescent maroon with red hide. Radio, new set RS5 tyres.

£895 LOTUS Elan, 1964. Finished in Medici blue with black interior, excellent throughout Fitted Ian Walker engine conversion, giving fantastic performance.

£865 JAGUAR "E"-type 1962 series roadster. In opalescent grey with red interior; radio, Cinturato tyres, etc.

£845 SUNBEAM Alpine, 1966, Mk. V. 3,500 miles only. In Trafalgar blue with black trim. Mint order throughout.

£845 PORSCHE Super 75 fixed-head coupé, 1960. A two-owner car in exceptional condition. Extras include sun-roof, radio and seat belts.

£845 ASTON MARTIN DB III fixed-head coupé, 1959. Finished in ice blue with tan hide interior. Chrome wire wheels, radio, heater, etc.

£775 T.V.R., 1964, Mk. IIIA Viking Sprint. A one-owner car fitted with 5-bearing M.G. unit and overdrive, superbly finished in opalescent blue with matching leather trim.

£695 LOTUS Cortina, 1964. An excellent example, fully equipped with sun-roof, radio, twin spots, etc.

£695 ASTON MARTIN, 1957, DB2.4 Mk. II. Two owners from new, 35,000 miles. A specimen 2/4 in faultless order throughout.

£675 SUNBEAM Alpine GT, 1964. A specimen one-owner car in off white with black hide. Wire wheels, radio, heater, etc.

£595 M.G.-B, 1963. Finished in green with black interior, heater, etc.

£545 LOTUS Super Seven, 1965. 1,500-c.c. Cosworth engine, disc brakes.

£515 B.M.W. 700 LS coupé, 1965. One owner.

£415 AUSTIN HEALEY 3000, 1960. Yellow and black. Extras include wire wheels, heater, etc.

£395 JAGUAR XK150 fixed-head coupé, 1958. A very fine car much above average in grey with red hide interior. Fitted radio, heater, wood-rim wheel, etc.

£385 M.G. Midget, 1962, 948 c.c. White with red trim.

£375 M.G.-A roadster, 1960, 1600. Green with matching trim.

£325 M.G.-A, 1958, roadster. A very fine example in turquoise blue. Extras include radio.

£325 M.G.-A, 1957. An exceptional example in Monza red with chrome wire wheels and modified engine with crossflow head; really superb.

£295 M.G.-A roadster. Extras include wire wheels, heater, hard-top.

£295 JAGUAR XK150 automatic drophead coupé. In British Racing Green.

£245 AUSTIN HEALEY BN1. An extremely fine example in duo-tone green. Wire wheels, heater, etc.

£155 AUSTIN Metropolitan drophead coupé. Radio, twin carbs. An excellent motor car in every respect.

£145 CHEETA-M.G. A very desirable aerodynamic sports car fitted with M.G.-A 1600 engine. Very fast with superb handling.

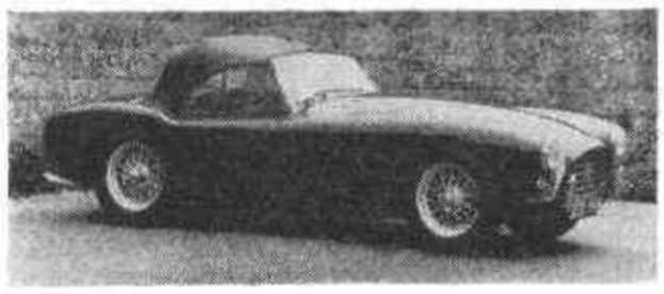
£145 M.G.-A 1500, 1958, fixed-head coupé. In grey and burgundy; radio, heater. TRADE TERMS.

£435 M.G. Midget, 1962/3. In red with red interior, hard- and soft-top.

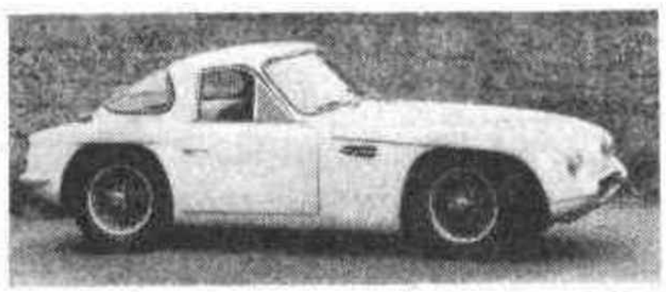
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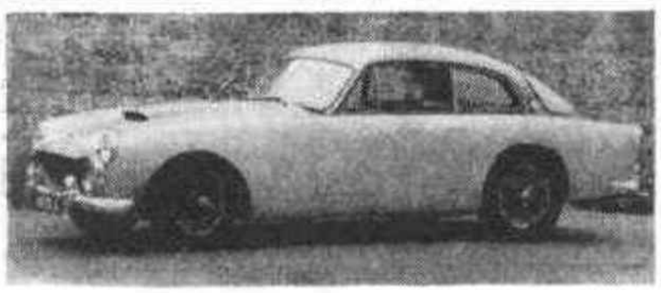
£695 ALFA ROMEO Giulia Spyder, 1963. In white with black interior; 5-speed gearbox. Left-hand drive; tonneau, etc.



£695 A.C. Ace, 1962. A very fine example finished in black pearl with red interior; heater, tonneau, etc.



£465 T.V.R. Grantura Mk. IIA, 1962. M.G.-A engine. Finished in harvest yellow.



£895 A.C. Greyhound, Dec. 1960, Bristol-engined 4-seater GT. A superb example of this rare GT, metallic blue with red hide.



£865 LOTUS Elan Shapecraft fixed-head coupé. An immaculate example of these rare and extremely attractive GT coupés. Finished in Monza red with black interior. Fitted radio, heater, etc.



£745 LOTUS Elite Super 95, 1963. Finished in flame red with silver top and contrasting interior. A very fine example of this much sought after car.

SALOONS

£995 JAGUAR 3.4 saloon. In Carmen red' chrome wire wheels, Automatic transmission. Red hide trim. One owner from new.

£695 VAUXHALL VX4/90, 1964. Finished in blue and white with contrasting trim. Stage II engine, wire wheels, leather steering wheel, lowered suspension, etc.

£655 AUSTIN Mini-Cooper 1275S, 1965. Finished in ivory and black with contrasting interior, equipped with SP41s, seat belts, sump guard, leather wheel, air horns and oil cooler.

£595 AUSTIN Mini-Cooper 1275S, 1964. Almond green with white roof; wide wheels, twin tanks, headlamp flasher; 15,000 miles only from new.

£595 LOTUS Cortina, 1964. A genuine car but in need of some slight attention on the bodywork.

£545 MORRIS 1000, 1964. A one-owner car in black with contrasting trim, sun-roof, modified engine, twin carbs., etc.

£525 MORRIS Mini-Cooper, 1965. White and black. Supplied new by us.

£455 TRIUMPH Herald 12/50, 1963. S.A.H. engine conversion, Cinturatos, reclining seat rev.-counter, twin spots.

£395 HILLMAN Imp. Turquoise blue with black trim.

£395 MORRIS Mini, 1964. In almond green, fitted radio, wide track wheels, Cinturato tyres, etc.

£345 VOLVO 122S, 1960. Finished in duo-tone red and white, fitted Blaupunkt radio, record player, etc.

£275 MORRIS Mini-Cooper, 1962. In surf blue, contrasting trim, Waso steering lock, SP41s. TRADE TERMS.

£175 SKODA Octavia, 1961. Red. A very sound reliable saloon.

£145 RILEY 1½-litre, 1954. An exceptionally well-kept example of this sought-after *marque*.

CARS AVAILABLE SHORTLY

JAGUAR "E"-type roadster, 1962. White.

LANCIA Flavia coupé, Aug. 1963.

JAGUAR "E"-type roadster, 1963. Grey.

JAGUAR XK150 fixed-head coupé.

JAGUAR XK150S fixed-head coupé 3.8, 1960. An excellent example in indigo blue with grey interior, fitted Webasto roof, overdrive, etc.

SUNBEAM Alpine, 1961, Mk. II.

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Choice of M.G.-Bs, COOPER "S", COOPERS, MINIS, 1100s, ELAN Sevens.

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FOR SALE—continued

COOPER S 1275, green/white, June '64, many extras, never raced or rallied, 13,000 miles. HP arranged. £520. Smalley, 2 Sandown Rd, Leicester 74897. (9013
BENTLEY 1935 3½ sports saloon by Thrupp & Maberly, black with brown leather interior, original manual, set of tools, sliding roof, photos available, a good example of this rare model. £550. Tel: Harper, Solihull 3379 evening, day Birmingham CEN 6901. (9014
1934 ROLLS 4-dr saloon, excell order. £350 or ex Pill. 19 Oakleigh Park North, N20. (9015
1955 JAGUAR XK120 SS roadster, 8:1 pistons, C-type cams etc, excell cond throughout. £200 cash. Tel: Walton-on-Thames 26597. (9016
TURNER-FORD 1500 Mk III 1963, metallic blue, w/wheels, w/rim wheel, htr, tonneau, low mileage. £395. Weaver, Elm Tree Cottage, White Ladies Aston, Spetchley, Worcester. Spetchley 659. (9017
M.G. PB 1935, BRG, original, rewired, new hood, spares. *Offers after 6th July.* P. J. Handy, Hedgerley, King's Coughton, Alcester, Warks. (9018
COOPER S 1275, surf blue, Oct '64, 17,000 careful miles, used as a second car only, immac cond. Gift at £525, HP poss. Ball, 131a Station Rd, Brimington, Chesterfield, Derbys. Tel: 76432. (9019
ALPINE 1960, red, hard top, w/wheels, spots, Microcel seat. *£350 ono. Tel: WAX 2428.* (9020
ROLLS-ROYCE 25.3 1933; Austin 23.5 1933; Austin 7 1937. For further partics write to Geoff Clayton, Sunrise, Fosdyke, Boston, Lincs, or Tel: Fosdyke 231. No Sunday business. (9021
FRAZER-NASH 1934 T.T. rep, fitted type-55 B.M.W. engine, good cond. £450. Russell, Yeomans, South Petherton, *Somerset.* (9022
AUSTIN MINI-COOPER S 1275 Aug 1964, 15,000 miles, green/white, radio, seat belts, Knighton front seats; company car forces sale. £535 ono. Tel: Tadworth, Surrey 2218, 9 to 5. (9023
'55 2½ DAIMLER roadster, 55,000, hood needs repair, 30mpg, 100mph. Offers. L. Findlay, Balquhidder, Milltimber, *Aberdeen.* (9024
WEBER 40DCOE on B.M.C. A manifold. £20. Larb, 7 Mead Close, Knutsford, Ches. (9025
XK150 DROP HEAD 1958 Special Equipment model, chrome wire wheels, discs, £235. Also 1961 Mk IX Jaguar, manual with o/drive, £185. Darbyshire, 1 Toll Bar Cottages, Ollerton, Knutsford, Ches. (9026
1937 RILEY *Adelphi, completely rebuilt,* no known faults. £95 ono Wilkinson, 74 Forest St, Shepshed, Leics. (9027
M.G.B 1964, dark green, 19,000 miles, o/drive, htr, radio, screen washers, seat belt, IQ spot light, taxed. Tel: Hurst 60, evenings and weekends, Berks. (9028
RILEY 1.5 1961, at present Shorrock supercharged, twin carbs *available, Konis, servo,* radio, htr, screen washers, belts. £295. Winton, Elliotts Lane, Codsall, Wolverhampton. Birches Bridge 474. (9029
1961 ALPINE, 1,600cc engine, hard and soft tops, o/drive, wire wheels, Mich Xs, twin spots, rev light, seat belts, wood s/wheel, elec washers, racing mirrors, full instr, £415. Wirraldene, Overstone, Northampton. Tel: Moulton 3002. (9030
M.G. TF 1250, BRG, excell cond, £100 engine rebuild 5,000 miles, Mich Xs, htr, new hood and s/screens, l/rack. £295. MAC 4772 evenings. (9031
M.G. AND DAIMLER. 1950 black Y-type saloon, record BMC engine, new tyres, excell throughout, £95. 1954 grey Century saloon, good mech and internal cond, sound body but *cellulose dull*, £75. *Accept nearest offers to above as space needed for new car.* Cookson, Loughton 3950 (9032
M.G. TC 1949, BRG, fawn upholstery, completely rebuilt at a cost of £350. Offers. Chesterfield 6504. (9033
'47 SUNBEAM-TALBOT ragtop; a rare car in excell shape, taxed, MoT. £80 or offers. C. H. Pile, Fonthill Bishop, Salisbury, Wilts. (9034
HERALD CONVERTIBLE 1200 1961, Alexander modified, twin carbs etc, over £100 extras, white, good cond. £340. Tel: Borough Green, Kent 2559. (9035
SINGER Le Mans 9hp 1936, special speed model, ohc, 2 SUs, h/cr, immac throughout after complete restoration. £150. 108 Northway, Sedgley, Dudley, Sedgley 3858. (9036
M G.B 1964, white, H.R.G. stage I conversion, belts, new tyres, twin spots, 22,000 miles. £650. Oliver, Bakers Farm, Egerton, Kent (Tel: 278). (9037
RILEY 2½ RMF 1953, sound mechs and body, radio, MoT 1967, black/red interior, minus rear bumper, well shod. £95. Tel: Spalding 4172 or 4261 (office). (9038
1951 BENTLEY Mk VI 4¼ litre standard steel *saloon*, tudor grey, needs decoke otherwise no serious faults, new tyres, MoT tested, taxed. Absolute gift at £225. Box 1995 (Midlands). (9039
VERY RARE Mercedes 220 drop head coupe, 2 plus 2, undoubtedly the finest of the 3 existing models in this country, this 1 owner car is immac, built in 1954 original cost £4,200, now regretfully for sale for £595 ono. Tel: TERminus 6051 for viewing. (9040
ALVIS TA21 drop head, engine recently o/hauled, excell cond throughout. £100 or near offer. Evenings after 6.30 or weekends. Pinner 1828. (9041
AUSTIN 7 saloon 1934, new sunshine roof, head linings, respray, 2 new tyres and good mechs. Must sell, hence only £65. Booth, Hillington 305. (9042
M.G. TD 1953 Mk II, first class respray cream, record engine last year. Must sell, £235. Swandean 2991, Sussex. (9043
ROLLS-ROYCE 1939 Wraith, being dismantled, opportunity to obtain these very scarce parts. Mr Cox, Wellington Court, Belper, Derbys. (9044
1936 ROLLS-ROYCE 29.4hp, low mileage, perfect in every detail, 2 owners, a car for the connoisseur. £575 Mr Cox, Wellington Court, Belper. (9045
EXCELLENT 1946 M.G. TC, black, recent rebuild engine, tyres, hood (plus full and half tonneau), brightwork good; htr available, not fitted. £195 ono. Taylor, Sheerness 3683. (9047

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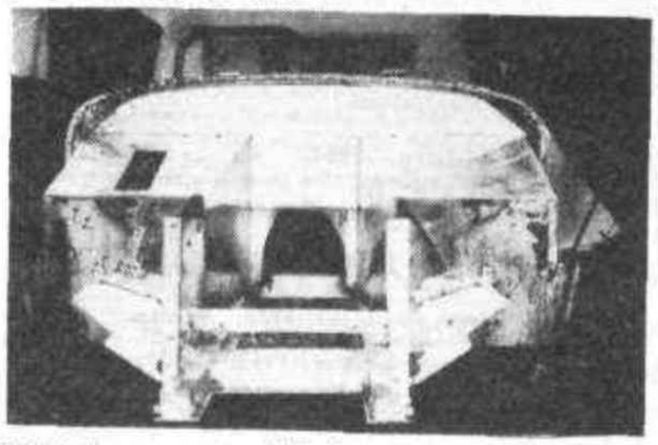
The best way to buy a secondhand sports car is to acquire a copy of O.S. sheet 160 and *wend your way to 222955 where you* will find awaiting you: Triumph Spitfire Mk. II, May 1965, conifer with matching steel hard-top, black soft-top and interior, wire wheels, wing mirrors, £595. A.C. Greyhound 2+2, 1961, grey, Bristol engine, one owner, £825. M.G.-B, 1963, chariot red with black leather, wire wheels, one owner till late last year, £600. That is Mr. Britten himself in the picture leaning on it.



Triumph TR3A, 1960, signal red, black soft-top and trim, steel hard-top, Cinturatos, £395. M.G. Midget Mk. II, 1965, Old English white, wire wheels, safety belts, new Cinturatos, anti-roll bar, £535. M.G. Midget 1100, 1964, coming late June, full details unknown. M.G. TF 1250, 1954, red with red leather, beige weather equipment, heater, wing mirrors, zip tonneau, Cinfuratos, reconditioned engine, twin fog-lamps, £340. M.G. Midget, September 1963, black with curry hood and interior, SP41s, the "late" property of an undertaker, £445. Vauxhall Crestamatic, August 1963, Deerskin (feel it) and silver sage, manual override on all gears, push-button transistor radio, 'X's, Konis, lavish equipment, £535 or £100 and your unwanted 'E'-type. Austin Healey Sprite Mk. II 1100, 1963, racing green, black upholstery, undersealed, one owner, wood-rim, £405. Austin Healey Sprite, late 1958, yellow with black hood and trim, one lady owner till 1965 when purchased by gentle American doctor, laid up many years, no extras, £235. Expecting a pair of TR4s, both with overdrive, also a 1965 Sprite in white, and about 12 more cars by the time you read this.



Cinturatos from stock 25% discount, fitting while you wait done by special machine, tyres untouched by hand. Balancing on latest Laycock electronic machine. Cinturato, SP41 and G800 radials (seconds) available in a very few sizes at 42½% off. Engine tune-ups on Vane oscilloscope equipment, same day service at fixed prices, kindly book 7 days ahead, ask for Derek. A small number of sports-car spares and accessories in stock, such as exhaust systems, exchange brakes and that sort of thing. Bad advice free, words of wisdom 1/- each. Number-plates while-U-wait, both metal and stick-on. Peculiar numbers for racing saloons a speciality. Nordic air filters or Leston rampipes for all sizes of S.U.s. Oil coolers for B.M.C. 'A' series. 1-lb. tubes of Castrol grease, have gone an odd yellowish colour, 6d. each.



Picture shows my racing M.G. Midget in an advanced state of non-completion; if you're interested I will show the next stage in next month's *Motor Sport*. Did you know that every car we sell is bountifully guaranteed, and I will fix the H.P. with 3rd party, fire and theft insurance even if you only want to put down a quarter deposit with the rest over 27 months. I also have friends who will help you with insurance for a very modest sum. Don't be put off by the rural address: Arkley is a mere 10 miles from Marble Arch. From Central London drive to Barnet, fork left at lights, drive 1 mile towards Watford, we're on the left. If coming from the North or West, get on to the A1, in between Edgware and Hatfield you will find a large roundabout where the A411 (which we are on) crosses the A1. Follow the signpost marked Barnet and drive ¼-mile. Open to 7 pm, closed Sundays.

John Britten's Garage
Barnet Road, Arkley, Herts
BARNET 1144

FOR SALE—continued

ALFA ROMEO Berlina 2000 1962, 5-speed, saloon, lhd. £650 or w.h.y. Limpley Stoke 3219. (9046
1927 ALVIS SD beetle-back, ex Hull, Harding; big port, short stroke, dural rods, Martlets, light flywheel, damper, special brakes, propshaft, wheels, shockers, rev counter, 4.5 axle, SD box, many valuable spares. £525. 1937 KTS Velocette. £30. 87 Broughton Lane, Crewe. Tel: 2466. (9048
TRIUMPH TR3, BRG and immac, extras incl o/drive in all 4 gears, radio, htr, rear seats, h/top (steel), s/top, tonneau, wood rim wheel, 4 spots, TR3A front, etc; this car was rebuilt 2½ years ago, absolutely no rust, taxed and insured. Best offer over £230. Tel: Urmston (Man) 6774. (9049
1960 JAGUAR 3.8 Mk II, left hand drive, 1 previous owner, 40,000 miles, service records, automatic, power steering, radio, tinted windshield, in first class cond. £325. Swandean 2991, Sussex. (9050
RILEY pointed tail 2-str 12/4, extensively rebuilt with 2 l/s Lockheed brakes, new hub bearings, king pins and bushes, reground crank, new valves, guides, double springs, fitted Dunlop racing tyres on specially built 15in wheels. Also standard 1936 Merlin saloon, g/box recond by Arcot. The lot £185. Many 12/4 engine spares very cheap and 2 preselector g/boxes. Stuart Wallace, 7 Queensdale Rd, London W11. BAY 4393. (9051
PVT ROVER sports-tourer, rare 1936 model, 12hp, mech/bodily sound, MoT May 1967, good hood, tonneau, htr. £80. Parry, Hillside, Whitwell, Norwich. (9052
1933 LAGONDA sports saloon, MoT, excell cond. £200 ono. Davis, Walford Manor, Baschurch (461), Shrewsbury. (9053
£480 FOR Cobra looks and handling, with M.G.B performance and economy. A.C. Aceca finished in unmarked polychromatic blue, extras incl radio, htr, wire wheels, special dash, twin spots, etc; a late model, low mileage example of this alloy bodied GT coupe in immac condition; change of plans so sacrificial price. Lapworth (Warks) 2948. (9054
SJ 2 REG No. with or without red Vitesse convertible, Nov '63, new white hood. Henderson, Longdales, Armathwaite, Cumberland. (9055
TALBOT-CLEMENT, circa 1932, 4-dr saloon, suitable restoration or for spares; complete vehicle, rear axle dismantled. Bennett, 42 Welbeck Ave, Highfield, Southampton. (9056
1932 RILEY Monaco saloon, completely restored throughout to new cond, never even run since, bills for £300 work can be supplied next month, car undoubtedly finest example in existence, genuine mileage 50,000 only, fitted modern SU fuel pump, new type reflectors, headlights, winkers and twin new horns, reversing light, taxed June 1967. £325. Box 1996. (9057
FIVE SPEEDEX alloy wheels, 15in, with tyres, as new. Nearest offer over £25. Also host of Austin 7 spares, cross flow rad, Ford export water pump. Wood, 16 Arthurstone Terr, Dundee, Angus. (9058
M.G.B 1965, blue, 5 main-bearing crankshaft, o/drive, wire wheels, Cinturatos, htr, QI spot and fog, 1 conscientious owner emigrating, sells reluctantly at £780 ono. Jenkins, Stoneycroft (Liverpool) 1061 mornings. (9059
T.V.R. Mk IIA 1963, M.G. 1600, c/r box, 23,000 miles, new Cinturatos. Going abroad, offers. FRO 2009. (9060
***ROVER** 1935 tourer 14hp, car excellence, as original, deep green leather and cellulose, excell bodily and mech. £150. MAL 1789.* (9061
PORSCHE 1500 shc, immac, black/tan interior, chrome wheels, Reutters, radio. £350 ono, consider exchange. 54 Brassie Ave, Acton W3. (9062
1948 LEA FRANCIS, MoT April '67, excell cond. £30 *ono. Tel: Nottingham 42441, evenings.* (9063
SPACE FRAME, similar Lotus 7; 4 15in wire wheels, 48 spoke; new 1172 racing engine with BMC box and adaptor; Lotus 7 nose cone (new); Triumph Herald diff (new); Gemini cross-flow rad (new); pair Jaguar XK seats (vg cond). For sale owing to change of plans. Sibley, 7 Market Place, Woburn, Bletchley, Bucks. (9064
AH 18 REG, circa 1893, full history from 1909, with/without 1934 Super Minx, 23,000 miles, radio, belts, gauges. Offers. Box 1997. (9065
LOTUS 7, 100E, Willment or Aquaplane tuned, resprayed, new tyres, host of extras, good cond. £760 ono. D. Finch, 29 Perry Vale, SE23. FOR 4454/4541 *any time.* (9066
1964 AUSTIN HEALEY 3000 Mk III convertible, 17,000 miles, white, red leather trim, radio, o/drive, works h/top, new tyres, pads and exhaust, 9 months' tax. £825. McCartney, 212 Stourbridge Rd, Kidderminster. Tel: 5678 (day). (9067
1965 SAAB 96, white, 1 owner, 9,000 miles, immac cond, *many extras.* £660. *2 Highfield Rd*, Croston, nr Preston, Lancs. (9068
MORGAN PLUS 4, 2,138cc, fully modified and balanced engine, Konis all round, very fast car in excell cond, ss ¼ mile 16.5sec, kilometre 31.9sec, recorded runs. Offered with many spares at £360. Without spares at £335 ono. Tel: Blackpool 32841. (9069
SURREY CAR. *American reproduction for sale, tiller* steering, bulb horn, brass lamps, wooden wheels, painted British Racing Green, immac running order. Further partics Box 1998. (9070
WEBER 40/DCOE as new, £10; Halda Speed Pilot with fittings, £10; 105E sports camshaft, £10; swivelling rooflight for Minivan, £2 10s; wide rim off-set 15in Ford wheels and tyres, £4 10s pair; Metzler 13 x 600 Autocross tyres as new, £8 pair. Cooke, 218 Eastfield Rd, Peterborough. Tel: 3883. (9071
TR2 1955, mech good, bodywork needs attention, h/stops, w/w, Xs. £90 ono. Apply Coe, North Street Garage, Steeple Bumstead, nr Haverhill, Suffolk. Steeple Bumstead 272. (9072

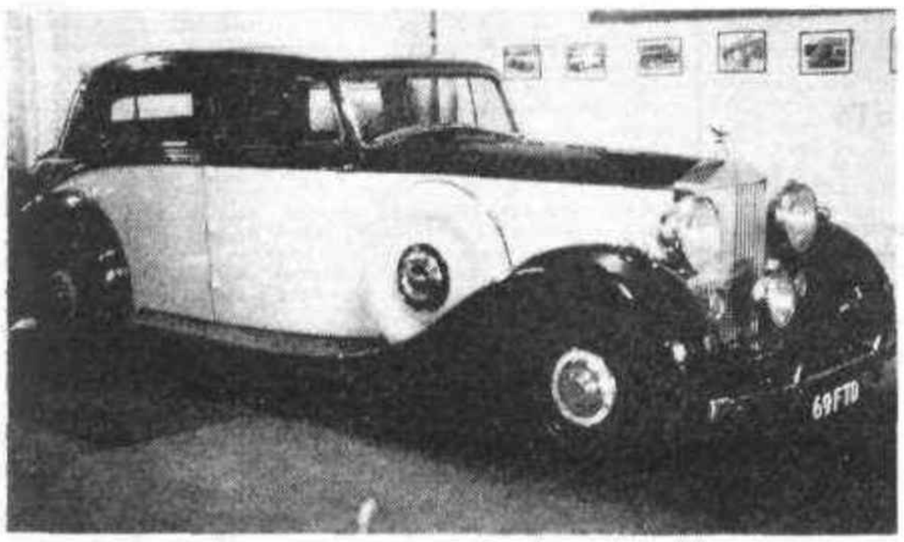
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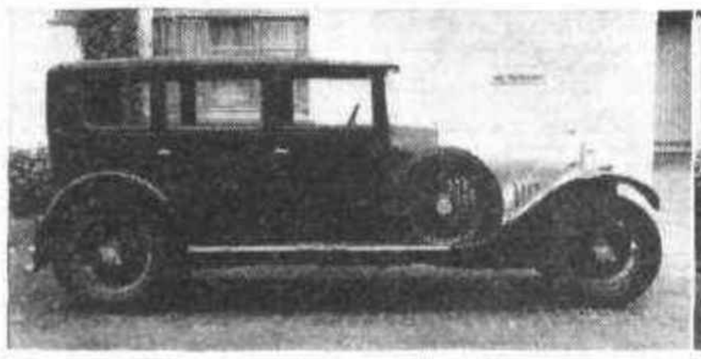
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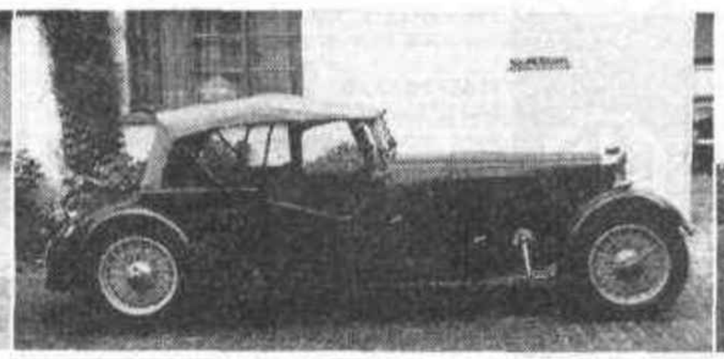
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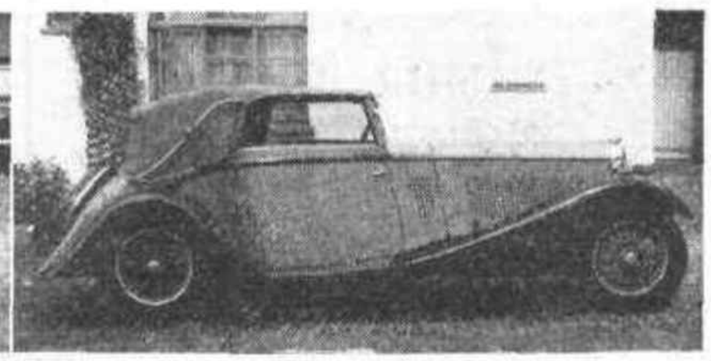
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1924 BENTLEY 3-litre Blue Label fabric sports saloon, polished engine, fine original example.



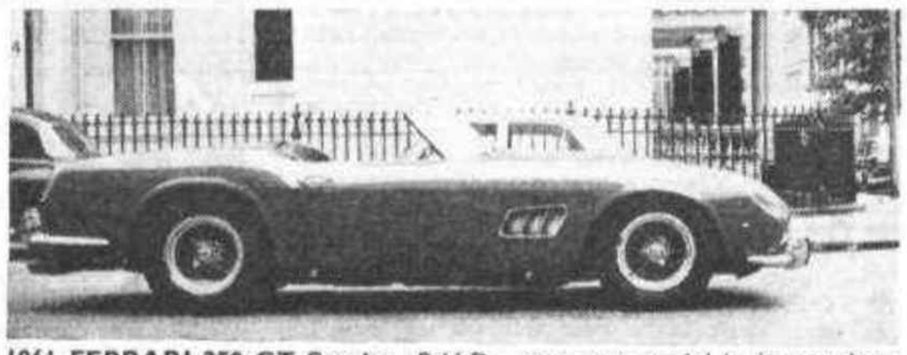
1936 ASTON MARTIN Mark II long-chassis 4-seater, good chassis, new carpets and hood ... **£435**



1934 LAGONDA 4½-litre M45 Lancefield drophead coupé. Bills for £600 over past six years. Excellent order **£450**



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1961 FERRARI 250 GT Spyder, R.H.D., very rare model in immaculate order, full details on request.

1926 ROLLS-ROYCE 20 d.h.c., completely restored, trimmed in Bedford Cord, polished engine ... **£1,450**
1925 MORRIS Bullnose 2-seater with dickey, nicely restored, finished in black and yellow ... **£495**
1934 ROLLS-ROYCE 20/25 Freestone & Webb sports saloon, painted black and green; sunshine roof, new carpets, excellent chassis **£575**

1939 BENTLEY 4¼-litre MR Mulliner sports saloon, extensive bills and history **£695**
BENTLEY Mark VI and 'R'-type saloons, choice of two from **£425**
1937 BENTLEY 4¼-litre H. J. Mulliner drophead coupé, showpiece; also **1935 Bentley 3½-litre** Thrupp and Maberly drophead coupé, reasonably priced.

1938 LAGONDA V12 sports saloon expected shortly.
1960 ALFA ROMEO Giulietta Sprint coupé, very good example **£525**
1954 LANCIA Series 4 B20 Aurelia coupé ... **£325**
FERRARI 212 Scaglietti "Spyder" 2-seater, R.H.D. Engine undergoing complete overhaul. Details on request.

WANTED : GOOD VINTAGE AND P.V.T. CARS. ROLLS-ROYCE AND BENTLEY CARS WITH ANY TYPE OF COACHWORK

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FOR SALE—continued

M.G. SPECIAL, TA chassis, Lea-Francis 1,767cc engine; ifs, gorgeous all-enveloping alloy body; the most unusual feature of this special is its utter reliability; M.G.A performance for only £195. Also 1963 M.G.B, black, 21,000 miles. EWE11 5507. (9261

NEW SHORROCK supercharger and fittings for 105E. £40. Tel: Huddersfield 22507. (9262

MINI-COOPER Estate car or the next best, a Mini-Countryman with a Speedwell 1,152cc twin SU conversion, Mar 1965, only 8,800 miles and never raced or rallied, fitted with servo brakes, oil cooler, rev counter, widened track and safety belts; Mini motoring with a difference for those who like driving a wolf in sheep's clothing. £675 ono. Seen London area. Box 2019. (9263

M.G. TA Tickford drophead coupe, 2-sts plus, rare character car, good cond. £95. Weybridge 43230. (9264

AUSTIN RUBY, entirely original 40/50mpg, uses no oil, 6 spare wheels and tyres. Apply Lees-Jones, 54 Theydon Grove, Epping, Essex. (9265

FOR SALE, supercharger, as fitted to Citroen, electromagnetic clutch, little used. £70 or offer. Ashford, Middx 55990. (9266

XK150 FHC spec equip model with o/drive, radio etc, in immac grey with blue interior. £415. Tel: CROydon 7618. (9267

BENTLEY Mk VI, immac bodywork, perfect mech, tyres, fully recond full-flow engine, good history. £325. LAB 4694. (9268

T.V.R. 1961, M.G. 1600 engine, c/r g/box, very fast car, many extras. £395 or exchange late Fiat 500D plus cash. Box 2020. (9269

AUSTIN HEALEY 3000 1964 Mk III, ice blue with blue interior, wire wheels, o/drive, servo brakes, superb cond. £775. Tel: PAL 5276. (9270

SUNBEAM ALPINE II 1961, 48,000 miles, 3 owners, o/d, htr, radio, new hood, 4 new Cinturatos. £385. Ormond, 2 Lowndes St, SW1. Tel: BEL 8736 or TRA 7545 (day). (9271

2CV CITROEN 1960, reg 1962, de luxe model, excell mech, smart appearance, 55-75mpg. £180. SWiss Cottage 5346. (9272

1959 JAGUAR XK150 d/head, white, special equipment; this car has only done 36,000 miles since new with 2 owners, excell cond bodily and mech, nearly new hood, Turbospeeds, w/rim wheel, o/drive, safety belts, p/b radio, 130mph and 20 plus mpg. £475. Guildford 3115. (9273

RILEY 1½ litre 1952, sound body, excell roof, good engine. Offers around £90. Fox, 4 Greenrigg Gdns, Spalding. (9274

RELIANT SABRE IV Oct '62, 1,703cc, stage II, 25,500 miles, h/s-tops, ZF, Cinturatos. £450 ono. Windsor 60961. (9275

1963 SPITFIRE, white, 30,000 miles, good cond, tonneau cover, htr, big bore exhaust, spots, radial tyres, gauges, 70lb sq in hot, uses no oil; second baby forces sale. £425. Tel: LEE 1356. (9276

GOOD HOME wanted for M.G. TA 1936, red, immac, recond engine 9,000 miles, new tyres, hood, many extras, 1 owner last 9 years. Haggle around £95. Box 2021. (9277

JAGUAR XK150 fh coupe 1958, special equipment model, grey, red trim, good order. £325 ono. Rodger, 26 Barkston Gdns, Earls Court. (9278

AUSTIN HEALEY 100S in 100M body, new crankshaft, pistons, mains and big ends fitted 400 miles ago, cr 100S g/box, disc brakes all round with new pads, oil cooler, twin pumps, nearly new Green Spot R6s etc, resprayed, many extras. £275. Ellis, Tel: Wolverhampton 20654 9am-5.30pm. (9279

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1964 Mk. 3 SPRITE, B.R.G., black interior, extremely low mileage, as new **£525**

1966 AUSTIN-COOPER 1275 'S', 2,000 miles only! Completely as new, green/white. £80 under cost **£715**

1965 FIAT 2300 saloon, white, red interior, fitted overdrive, self-seeker radio **£975**

1965 JAGUAR 'E'-type s.h.c., immaculate, white/red interior, radio; 5,000 miles ... **£1,625**

1963 M.G.-B, white, red interior, H.T.R., twin spots, wood-rimmed wheel, Pirelli tyres **£625**

1964 JAGUAR 3.4 'S'-type, 18,000 miles only, opalescent dark blue, grey hide interior, seat covers and mat covers from new, virtually as new throughout **£1,295**

1962 JAGUAR 3.4, metallic bronze, reliable, fine condition, Webasto roof, radio, Koni S/As and overdrive. Well above average ... **£675**

1964 TR4, black, one owner 22,000 miles, fitted radio, w/wheels; impeccably maintained, and virtually faultless **£745**

1958 VOLKSWAGEN, incredibly fine condition, low mileage, black, red interior, very smart; could be two- or three-year-old ... **£299**

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TR4A, white, black interior, wire wheels, overdrive, SP tyres.

VITESSE, white/black, red interior, overdrive.

JAGUAR 3.8 'S', overdrive, gunmetal black, chrome wires.

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1963 M.G.-B. One owner, British Racing Green. Immaculate **£599**

1964 VOLKSWAGEN de luxe. One owner, nominal mileage. As new **£499**

1959 MERCEDES 220S. Two owners, blue, extremely well maintained. Above average example **£499**

1962 RILEY 1.5 saloon. White, superb example in every way **£379**

1965 M.G.-B. Red, black interior, black hood. Fitted heater, tonneau, wire wheels, etc. One owner, very low mileage **£795**

1964 M.G.-B. White, black hood, black interior, fitted heater, tonneau, o/drive; one owner. Superb **£695**

1963 M.G.-B. Blue. Fitted wire wheels, heater, radio. Two owners from new **£599**

1964 AUSTIN HEALEY 3000. White and black, black interior. Fitted o/drive, wire wheels, tonneau, flasher. Registered Nov. '64. One owner. The car can only be described AS NEW **£799**

1965 MORRIS-COOPER. Red and black. Another one-owner, carefully used example **£485**

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Visiting England? Resident here and going abroad? We will be pleased to supply new MGs to any required specification (including speed equipment). Prompt delivery.

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TOP PRICES FOR GOOD CARS

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8/9 Salisbury Promenade, Green Lanes, Haringey, London, N8

FOR SALE—continued

CITROEN ID saloon 1961 model, reg 1963, diamond blue, excell. £395. Might accept saloon up to £135 as deposit. Leicester area. Box 2022. (9280

PARAMOUNT-CONSUL 1957 series dhc, all aluminium body, recent engine o/haul. £100 ono. Box 2023. (9281

1963 TR4, blue, any trial. Offers invited. 021 HAL 2228. (9282

DE GAULLE. My wife's 1959 Citroën 2CV, 44,000 and exceptionally good. £110. The Old Manse, Farr, Inverness. Tel: Farr 209. (9309

JAGUAR SPECIAL 3½ litre, push rod, 2-str. £225. Hukins, New House, Biddenden, Kent. Tel: 319. (9310

M.G. TC 1946, immac, dark blue, white tonneau, buckets, Alpine horns. £195. Oxford 40211. (9311

1935 AUSTIN 7 Ruby saloon, immac and original cond, new battery, good tyres. Offers around £75. Also tatty A7 Ruby, needs attention. £17. Fowler, Westfield, St Margaret's Rd, Altrincham, Ches. ALT 2984. (9312

1964 M.G.B, black, htr, tonneau, belts, ex-Police, garage maintained. £530. 1 Deansgate Lane, Formby, Lancs. Tel: 2778. (9313

XK120 ROADSTER, SE model, conversion for child passengers, recent rebuild, mech perfect. £225. Woodend House, Halewood, Liverpool. (9314

XK150 Special Equipment model, exceptional cond, 1 owner. £425. 65 High St, Westbury-on-Trym, Bristol 627357. (9315

MAGNIFICENT M.G. 2 litre, first reg 1936, mech in good order and bodywork very original, tyres good, in regular daily use. £150 ono. Dr Hanton, Bellshill Maternity Hospital, Lanarkshire. Tel: Bellshill 2292. (9316

SHORROCK supercharger for Anglia 105E, complete, brand new. Nearest £45. Griffiths, 10 Brecon Rd, Hirwaun, Glam. (9317

FALCON 515 GT lightweight ex-works (1962) racing car, currently in middle of another successful season, stage 6 (Le Mans) M.G.B engine, R7s, trailer, many spares. £850 or exchange M.G.B, Elan, cabin cruiser. Hawkesworth. Tel: Birmingham SEL 1301 ext 605 day. (9318

LANCIA AURELIA Spyder. Army officer posted abroad must sell. Cinturatos, seat belts, circa 1956, mech v good, bodywork needs attention. Offers around £275. Box 2024. (9319

TURNER-BMC 1957, new balanced engine, many mods, exceptional cond throughout. £170. Privett, Fockles-brook, Chobham 8858. (9320

HEALEY SILVERSTONE, without doubt the finest available having had vast sum spent on utter and complete rebuild. £825. Barnet Motor Co, Barnet, Herts. Tel: 4269. (9321

LANCIA APPIA 1962, 25,000 miles, V4 1,100cc, pillarless saloon, Mich X, immac cond, owner emigrating. £525. Fox, Trewardreva, Constantine, Falmouth, Cornwall. Constantine 207 evenings, Truro 4381 day. (9322

CORTINA GT late 1963, immac, Cinturatos, w/rim wheel, Marchal lights, seat belts. £495. Fulmer (Bucks) 346. (9323

110 MPH, 2 litre, 26 mpg. One of the 16! Fabulous Zagato Bristol type 400; chassis, engine and g/box extensively modified to type 403, just completely rebuilt, engine requires running-in; chassis sent to Italy in 1960 to have Zagato 4-st all aluminium body fitted; all new tyres. Genuine reason for reluctant sale. Tel: PROspect 5714 or write to 23 Shrewsbury Ave, SW14, London. No callers. Will discuss price around £325. (9324

RILEY 2½ 1951, excell cond, many extras, engine o/hauled. £125 ono. Eynsham 396 (Oxon). (9325

1935 ARMSTRONG 17hp saloon, 1 owner until 1960, in exceptional cond, almost certainly the best survivor; engine recently completely recond, no oil, 22mpg, interior in off-white hide of extra quality unmarked, excell carpets and lining, brakes relined, tyres almost new, htr; a delightful and much underrated car which cruises silently at 55-60; complete spare engine, g/box etc. £225. Weaving, Ayot St Peter, Welwyn, Herts. (9326

LAGONDA 2.6 saloon 1952 in concours cond, 2 previous owners from new, original opalescent green cellulose with pale grey leather interior; this beautiful carriage is one of W. O. Bentley's designs and is of advanced spec: independent suspension all round, inboard back brakes, rack and pinion steering, ohc engine etc. Sacrifice at £195 owing to lack of space. James, Old Rectory, Pulham Market, Norfolk. Tel: Pulham Market 309. (9327

M.G. MIDGET 1962, white, 23,000 miles, htr, tonneau, new battery, 2 Cinturatos, etc, taxed Dec, excell cond. £370. Tewin (Herts) 528. (9328

AUSTIN HEALEY 100-4 1954, good mech, body, hood, tonneau and tyres, recent MoT. £185, no offers. Aylesbury 4839 evenings. (9329

IMMACULATE Elite series I/II, as new cond throughout, stage II Climax, Cinturatos. Tel: Haddenham 608 for demonstration. (9330

1959 LANCIA Aurelia GT B20, white, in outstanding cond, rhd, imported 1963, 1 owner, £625. Barrington, Falcon Rise, Yewtree Close, Prestbury, Ches. (9331

JAGUAR 2.5 special, R.G.S. body, kit part assembled. £350 ono. WAN 3424 evenings. (9332

M.G. MIDGET Mk II June 1965, Riviera blue, 5,000 miles, htr, tonneau, SPs. £565. Lee-Smith, Officers' Mess, RAF West Raynham, Fakenham, Norfolk. (9333

BENTLEY 1940 MX series Park Ward saloon, green. £300 ono. HAMpstead 6369. (9334

MORGAN PLUS 4 super sports, alloy body, Lawrence-tune engine, Webers, oil cooler, w/wheels, new tyres, tonneau, low mileage, spare camshafts. £600. Rouse, Croft Farm, West Malvern, Worcs. Malvern 61846. (9335

BCP 1 for sale with 1949 Daimler saloon. Copeland, Beam St, Nantwich, Ches. Tel: 64101. (9336

PORSCHE 1600 super fhc 1959, blue/brown interior, radio, genuine car, excell cond. £700 ono. Berry Barton, Berry Pomeroy, Totnes, Devon. (9337

M.G. TF 1500 1955, Gold Seal engine, excell cond, htr, radio. £310 ono. RED 4519. (9338

SUPERB AUSTIN 6/16 cabriolet 1934, chauffeur maintained from new until 3 years ago, just decoked, new batteries and starter motor. £195 or any offer. Legg, 37a Dartmouth Park Ave, NW5. ARC 3892 after 19th July. (9339

ROLLS-ROYCE Silver Cloud 1957 June, not reg until 1 Jan 1958, embassy owner 18 months, 1 private doctor since, total mileage 58,000, complete history, chauffeur driven (same chauffeur), immac midnight blue coachwork and of course completely faultless in every detail. £1,950. Tel: 01-262-3661. (9340

HEALEY 3000 Mk II Dec 1961, 28,500 miles only, history available, immac, unblemished throughout, polychromatic blue/blue leather interior, o/drive, new tyres. £535 ono. Box 2025. (9341

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

FOR SALE—continued

PORSCHE 1500 1955, Motorola, Xs, Konis, belts, very good cond. £290. Humphreys, Newmill Farm, Mill Lane, Wetley Rocks, Stoke-on-Trent. (9342

1954 RILEY 1½ saloon, sunshine roof, original engine, 61,000 miles, new rings, exhaust and dynamo. £110. Write Dunnett, 53 Leopold Rd, Felixstowe. (9343

TR3A 1958, signal red, well maintained, new tyres, many extras incl htr, washers, racing mirrors, tonneau, taxed Dec, immac. £345. 52a Crossways, Gidea Park, Romford, evenings. (9344

1960 M.G.A 1600 f/head coupe, discs, htr, s/belts, red, excell. £375. Sidmouth 3691 evenings. (9345

KESTREL-SPRITE 1937, cross flow head, Scintilla, good mechs, body and tyres, £100. 530 Broad Lane, Leeds 13. (9346

CITROEN LT 15 1954, black, sunshine, 85,700, taxed Dec, mech sound, body good, Xs, towbar, roofrack, htr, washers, w/s manuals. Sale unforeseen circumstances, £90 ono Peacock, Newent, Glos. Gorsley 358. (9347

M.G.A 1,600cc, open, unblemished red, radio, htr, tonneau, ko wheels, disc brakes, 45,000 miles. £370. Dowdy, Dorrells, Battle, Sussex. Sedlescombe 419. (9348

BELOVED Austin Healey 3000 Mk II, o/drive, little used, new tyres, silencer, battery, licence (almost). £670. Livesey, 11 Gorse Rd, Blackburn 54048. (9349

SUPERCHARGER, Shorrocks, complete for Minis and all A-type engines. £30. Loader, Heusden House, Gerrards Cross 4160. (9350

LAGONDA drophead 1951 Mk I, green, beige hide and hood, mileage under 90,000, most attractive example of this rare model, original except new hood 3 years ago; genuine reason for sale. Gerson, 138 Sloane St. Evenings, SLOane 7640. (9351

TR3A 1959, truly immac cond throughout, only 45,000 miles, 60 psi hot, extras incl o/drive, h/s-tops, tonneau, radio, htr; outstanding value at £375. 62 By-the-Wood, Carpenders Park, Watford. HAT 2715. (9352

BULLNOSE Morris van 1925, 1 owner, unused since 1938, partially restored, original, complete, plus spares. £125. Walsall 24763, Evenings Gt Barr 4738. (9353

WHITE E-TYPE Nov '61, h/top, chrome wheels, radio, new hood, whitewall tyres. £750. MOLesey 3686. (9354

SUPERLEGGERA SUNBEAM Venezia, rhd, 4-str sports coupe, built 1965 by Touring, Milan; exceptionally beautiful aluminium bodywork superbly finished, all spares readily available, highly unusual car in new cond. Offers around £1,400. Box 2027. (9355

M.G. TC 1946, needs some attention to steering and engine. £85. No enquiries before 4th July. Luton 32198. (9356

ALFA GIULIETTA Spyder, late '61, 53,000, 2,000 since complete engine rebuild, resprayed white, well shod, luggage rack, air horns, fog lamps, excell cond. £485. Melbourn (Royston) 742 evenings. (9357

LANCHESTER 10 1933, H. J. Mulliner fabric saloon, dark crimson/black, 1 owner since new, supplied by local agents, all known history, in absolute mint cond. Offers please. For appointment to view Tel: Worthing, Sussex 30494 or after 6pm 31012. (9358

BENTLEY 1936 4¼ litre, aluminium body, Thrupp & Maberly; good all round cond. £350. Southend-on-Sea 87407. (9359

FIAT 1800B sports saloon 1962, excell cond, low mileage, reclining seats, power brakes and many other extras, fast, luxurious car. £465 ono. Richmond (Surrey) 9202 or TAT 4100 (office). (9360

DELLOW 1950, ermine white, v good mech, sound bodywork, twin SUs, good tyres, new upholstery, trim, hood and tonneau, taxed, MoT tested. £115 ono. The Oaks, 84 Sutton Spring Wood, Chesterfield, Derbys. Tel: Holmewood 353. (9363

M.G.B 1963, red, 27,000 miles, wire wheels, Cinturatos, oil cooler, folding hood. £595. Nelson, 4 Hillbrow, Reigate Rd, Reigate, Surrey. Tel: Reigate 43128 evenings. (9364

PEERLESS Phase II Sept 1959, maroon, Webasto roof, usual extras, excell cond. £395 ono. Urie, 72 Compton Rd, Brighton, Sussex. Tel: 52615. (9365

PORSCHE 1600 super 1958, fhc, rhd, Cinturatos, radio, belts, just o/hauled £495 ono. ABB 4754, SHE 9934. (9366

1936 A.C. d/head coupe, rare but fast Greyhound model, engine expertly rebuilt, in 1 family 30 years; no objection to selling abroad. Tempting offers required. Box 2028. (9367

A.C. ACE 2.6 1961; the famous ex-Ken Rudd car 700BBP fitted with stage 5 Zephyr unit and o/drive producing meteoric performance, superb cond throughout, finished in Goodwood green. £835 or near offer. Emberbrook 2879. (9368

H.R.G. 1946 aerodynamic prototype, 1,500cc ohc, twin SUs, fully recond, chassis number W77, 1 of the few and almost certainly the best aero H.R.G. still in existence, concours cond, bodywork modified and considerably improved, 5 new tyres, H.R.G. works report, photos and full partics to genuinely interested enquirers only please. £375. Pitchford, Bedales School, Petersfield. Tel: 3404. (9369

AUSTIN HEALEY 100 1954, red, MoT June 1967. £140. Nicholson, Mynthurst, Boroughbridge, York. (9370

TO WARM BMC A series: Twin 1⅞in SUs on manifold c/w all linkages and air cleaners, £10 10s. Also oil cooler for Imp c/w all plumbing and brackets, £7 10s. West Forest 4462 (Wokingham). (9371

ONE OF THE last ZB Magnettes, reg Jan 1959, blue varitone, s/belts, not concours but good cond; firm's car forces reluctant sale. £275. Livesey, 5 Stansfield Drive, Rochdale. Tel: Norden 58318. (9372

1930 VINTAGE Riley 9 Monaco open sports, good cond. £165 ono. Lopes Arms Hotel, Westbury, Wilts. Tel: Westbury 2403. (9373

PEUGEOT PATRONS: sound middle-aged 403 saloon (new engine); will haggle around £185, or might swap for good 203 car or brake, plus a few fivers. KEN 9859. (9374

BENTLEY Mk VI, quite unique, completely original, black, 1947 but only 102,000, no expense needed, taxed Sept, full equipment intact, HMV radio, looks a million! £265, consider half HP. Swait, Kinsham, Tewkesbury (Bredon 222). (9375

FRAZER-NASH B.M.W. 327/55; this pretty cabriolet is a superb example bodily and mech, with full history since new in 1938. £350. Box 2029. (9376

MERCEDES-BENZ 220SE fuel-injection sports saloon 1959, unmarked saxe blue cellulose with as new greytex upholstery, air conditioned, reclining seats, 5 new Mich X tyres, recent mech o/haul, absolute specimen. £600. P/exchange vintage or sports car considered. M. Berry, 92 Ashfield St, London E1. STE 3102. (9381

LAGONDA 1934 16/80, Vanden Plas body, excell cond. Mead, 15 Southsea Ave, Leigh-on-Sea, Essex. (9416

FOR SALE—continued

PACKARD Super 8 limousine, 1937 32.5hp 5½ litre 7-str, running OK, bodywork sound, paint needed; serious enquiries only please. Reasonable price to good home. Box 2036. (9382

INVICTA 100mph SS low-chassis roadster, completely o/hauled by leading specialists (750 hours labour alone), recellulosed, new hood and tonneau, re-chromed. Offers wanted for this rare and hairy machine. Box 2037 (awaiting instructions). (9383

1933 ROLLS-ROYCE 20/25 cabriolet by Salmons, recellulosed, new hood, new upholstery and carpets. £790. Box 2038 (awaiting instructions). (9384

M.G. TA, completely rebuilt regardless cost. £140. For full details Tel. Esher 62600. (9385

TRIUMPH SPITFIRE 1964, white with red trim, Motorola pb radio, htr, w/rim wheel, 19,000 miles, excell cond. £475. P/ex vintage considered. Berry, 92 Ashfield St, London E1. STE 3102. (9386

1926 VINTAGE A.J.S. 350cc motor cycle, rebuilt to concours standard complete with tailored towing trailer; must be seen to be appreciated. £175. Possible exchange. M. Berry, STEpney 3102, 92 Ashfield St, London E1. (9387

VINTAGE SUNBEAM 18.2hp, reg Dec 1930, coachbuilt saloon by Sunbeam, Wolverhampton, original excell cond. £450. One owner. Bone, Weeting Old Rectory, Brandon, Sflk. Tel: Brandon 265. (9388

RILEY ENTHUSIAST'S car: 1936 12-4 saloon, spotless original cond, 1 owner/driver from new, must win any class. Sale as owner deceased. £220. Bone, Old Rectory, Weeting. Tel: Brandon, Sflk. 265. (9389

1936 FORD V8 roadster with dickey (rumble seat) and rear outside spare mount, 1 owner since new and totally original, incl handbook, etc, etc, MoT, taxed. £175. Clark, Manor House, Seend, Wilts. Seend 215. (9390

BENTLEY CONTINENTAL R-type, H. J. Mulliner 2-dr, syncromesh, D-series chassis (5 litre engine); body damage along rh side but chassis OK. Insurance claim rejected (for a variety of painful reasons) but at £850 there must be a substantial built-in profit for anyone with the patience and facilities to repair it. Clark, Manor House, Seend, Wilts. Seend 215. (9391

ASTON DB2/4 1957, maroon/black interior, Borani w/wheels, RS5s; must be best example for year, superb cond. £585. Epson 21062. (9392

ROLLS-ROYCE 1934 20/25, Thrupp & Maberly close coupled sports saloon of striking character resembling Continental P11, louvred bonnet/scuttle, spare wheel in Ace cover on projecting rear trunk, chromed waist strip, fog/reversing lamps, wing mirrors, bulb/elec horns, mascot, known history, original book; restored, incl hide, chrome, paint, relacquered wood, new carpet/headlining, good tyres/battery, no mech work needed. Exceptionally attractive styling, undoubted value at £1,050 relative to cond and recent investments. Box 2039. (9393

ALVIS TA14 drophead coupe 1949, recond engine, flashers, washers, general good cond. £75. Taxed, MoT. 35 Eastfield Rd, Princes Risborough, Bucks. (9394

LANCHESTER 10 sports saloon 1934 in original cond, 1 owner. Offers. Tel: Seaton 97. (9395

M.G. TC 1947, superb cond, cellulose, tyres and upholstery excell, chrome immac, redesigned dashboard, professionally rewired throughout, new hood, 16in rears (RS4s). £230. Tel: Christchurch 4806. (9396

LOTUS ELAN S2, white, stage 2, radio and Selmar. £885 ono. Tel: Southend 77760. (9397

ASTON MARTIN 1936 long chassis Mk II open tourer, excell cond. Offers above £550. Box 2040. (9398

1926 ROLLS-ROYCE Phantom I model YC116, reg No. YF2432, converted to hearse and used up to Dec last. £170 or haggle. To view apply J. M. Welch & Son, Dunmow, Essex. Tel: Great Dunmow 2117. (9399

1933 HORNET Special, Eustace Watkins, 6 cyl ohc, excell. £85 ono. Hornet saloon, original, also brand new 500 x 18 Goodyears. Red Post 1031 ext 240, or 15 Daerwood Close, Bromley, Kent. (9400

JAGUAR 3.8 1962, real eye catcher, immac throughout, recent factory recond engine, 4 new SPs, Webasto, wire wheels, o/drive, radio. Reluctant sale at £650. Could HP. Rickmansworth 75988 evenings. (9401

STABLE OF interesting cars. Mk 6 Bentley 1948, good cond, only 72,000 miles, £230. XK150 1958 special equipment, fhc, o/drive, wire wheels, radio, htr, really excell cond, 44,000 miles, £330. Armstrong Siddeley Sapphire 234 1958 July, wire wheels, htr, 1 owner, works car, excell cond, £195. 5 Zetland Rd, Malvern 3923. (9402

M.G.B 1966 Mar, white/black trim, 4,000 miles, o/drive, w/wheels, htr, oil cooler, a/roll bar, folding hood, tonneau, flasher, s/belts, taxed Jan 1967, perfect cond; increase in family forces sale. £935 or terms. Tel: Hertford 5232 or call 7 Downfield Rd, Hertford Heath, Herts. (9403

PORSCHE 356B standard coupe, white, 1 lady owner, perfect. Best offer over £700. Box 2041. (9404

OFFERED for sale, rare, possibly unique Allingham/Cresta 1935 NA M.G. 4-str, recond engine, 3,000 miles, rewired, rechromed, re-upholstered, resprayed, tonneau, new hood. Offers around £300. Atkins, BX 5 50165 (Surrey). (9405

M.G.A 1600 1959, radio, new hood and side screens, battery, recent engine o/haul. £275 ono. Tel: Shaw 7925. (9406

VOLKSWAGEN 1958 for sale due to company car. £250. Four new tyres, relined, new battery and king pins etc, large rear window, double bumpers, excell order, HP. Tel: after 7pm Royston (Herts) 2077. (9407

MINI-COOPER 1964, many extras, 16,000 miles. £410. Jock Mackerrell, Chester 24678 (business) and 42966 (home). (9408

FOR SALE privately: V12 Rolls Phantom III. Propositions considered around £2,250. Opportunity. St Briavels 396. (9409

L.M.B. Supersprung Anglia, 10 engine, 4.4 axle, 15in wheels, spacers, 12v, MoT. £40 ono. Eddison, 1019 Edenfield Rd, Rochdale. (9410

SINGER SPORTS 1951 4AB, excell cond, new hood, battery, good tyres, htr, loads of spares, MoT May '67, £145 ono. 1 Reevey Ave, Hazel Grove, Stockport. Tel: Stepping Hill 4395. (9411

BREAKING Austin Healey 100/4 BN2, many parts incl tuned engine, body panels and some mech parts. 56 Clarendon Rd, Ashford, Middx. (9412

UNIQUE OPPORTUNITY to purchase rare Fiat V8 2 litre GT car, cost £6,000 to make, looks like fastback Ferrari/Porsche, must be seen. Offered at £300 only. Owner buying house. Tel: AMB 7551 (London). (9413

MINI-COOPER 1962, new Cinturatos, belts, excell cond throughout. £295. BAY 4172. (9414

TR2: TR3A front, hood, rear and engine, w/rim. £160. Boynton, Edgbaston 5171 daytime. (9415

FOR SALE—continued

1938 MORGAN 4/4, Coventry-Climax engine, recently rebuilt, new tyres, battery, s/screens. £130 ono. Tel: Brigg 3187. (9417

LANCIA AURELIA B10, elegant Pinanfarina drop head, 78,000 miles, imported new '51, unique. £235. Harpenden 5780. (9418

WHITE SPITFIRE, h/top model, Nov 1963, 35,000 miles, distinctive reg, SP43s, superb specimen. £445. Darlington 3643. (9419

1934 ASTON MARTIN Mk II s/c sports, new hood, tonneau and upholstery, mech sound. £300. A. R. Price, 6 Elmwood Ave, Newcastle upon Tyne 3. Tel: Wideopen 2170. (9420

RILEY 1½ RME 1954, excell throughout. £160. Marsh, 3 Wirksworth Rd, Duffield, Derbys. Duffield 2413. (9421

CADILLAC FLEETWOOD 1954, OXK1, quite magnificent; to fully appreciate this rare black limousine Tel: SPR 7904 for demonstration. To permanently appreciate bring £399. Box 2042. (9422

AUSTIN HEALEY BN2, 110mph, 25mpg, o/drive, w/wheels, excell cond. £195. Tel: Northwood, Middx 23825. (9423

VINTAGE 1931 Morris Oxford saloon, in good cond, MoT cert, with present owner since 1939. Offers. Moulton, 9 Oak Ave, Dalton, Huddersfield. (9424

T.V.R. Mk II Oct 1961, blue, 109E, excell cond. £400 ono. Hellaby, Orpington 25843. (9425

ROLLS-ROYCE 20/25 owner-driver saloon, 1931, very good order, £245. Also immac 1937 20/25 small limousine, £245. Tel: West Monkton 454 (Som). (9426

T.V.R. 1960, excell cond, white and grey, quick, economical 105E unit. £300. A. Duce, 60 Rushleigh Ave, Cheshunt, Herts. Waltham Cross 22258. (9427

BRISTOL. Rare 402 convertible, 1949, good cond. £200 ono. Box 2043. (9428

AUSTIN 7 1934, in running order, colour mid blue and black, needs general attention. Offers to and further details from Barnes, c/o Horton Cross Motel, Horton Cross, Ilminster, Som. (9429

BRISTOL 400 convertible, early prototype, distinctive car for the enthusiast. £150. 45 Bydemill Gdns, Highworth, Wilts. (9430

CHEVROLET CORVAIR 4-dr sedan 1961, excell cond throughout, tartan red, 37,000. £350. Wright, 395 Bradford Rd, Sandbeds, Keighley, Yorks. (9431

1947 TRIUMPH 1800 roadster, aluminium, dickey, replaced engine, g/box; pair new tyres, htr, washers. Offers £65. Lapworth 2367 (Warks), Stoneycroft 0785 (Liverpool). (9432

1963 SIMCA Monthlery Speciale, dark blue/light grey upholstery, reclining seats, 2 new tyres, decoked, new clutch fitted, 16,000 odd miles from new, excell cond, £355, might consider cheap car in part exchange, to early Mini. Almondsbury 2532. (9433

1948 M.G. TC, 16in rears, new shock absorbers, s/washers, l/rack and htr, white body, red trim, tonneau, excell cond throughout. £175. 1 Casserley Rd, Colne, Lancs. (9434

KLAXON HORNS 12v, £5 or exchange for good rad for 1926 Austin 12/4. Gibson, Glebelands, Aydon Rd, Northumberland. (9435

DROPHEAD HILLMAN 1948, 12 months' MoT, taxed Aug. Deliver 250 miles. £25. 6 Vale Cres, Ainsdale, Southport. (9436

AUSTIN HEALEY Sprite, 1,100cc, 1962, 1 careful owner. First £360. The Bungalow, Tibberton, Droitwich. (9437

RILEY 2½ 1947 saloon, body fair, new big ends, 3 new tyres. £55. Nightingale, 54 Noakes Ave, Great Baddow, Chelmsford, Essex. (9438

M.G. TF 1250 1954, red, just resprayed, excell cond. Tel: LOU 7008 evenings, MIN 6070 day. (9439

XK150, o/drive, wire wheels, 4 new Mich X tyres, good body. £250. Tel: Leicester 66995. (9440

M.G. SA '38, in fair cond, with spares incl engine and box. Offers to clear. Spencer, 255 Leicester Rd, Mountsorrel, Leics. (9441

ALVIS GREY LADY 1955, tip top cond, black/ice blue, r and h, w/w, sensible extras, rebuilt engine, 25 plus mpg, taxed and insured; AOC member. £200. Stapleton, Little Hales High Stile, Dunmow, Essex. (9442

UNIQUE. Well cared for 1172 Special in excell cond, recently rebuilt engine, 4 new tyres, elec fan, full lighting and instrumentation, hood and tonneau in good cond. £125. Burgh Heath 50367. (9443

M.G.A, late '58, 34,00 miles, excell cond, wire wheels, detachable hard top, radio etc. Will haggle around £330. CUN 4793. (9444

RILEY GAMECOCK, very rare 1931 2-str, wonderful cond, aluminium body, new tyres, battery, engine perfect. Gift, £185 ono. Hall, 46 Haven Green Court, W5. Perivale 2678. (9445

TR4 1962, yellow peril! Yes, yellow!!! Horribly fast, alternatively fast and horrible; otherwise in excell cond. Need £10,000 but laws of supply and demand indicate circa £500. Brown, FRE 4846 (after opening time, evenings!). (9446

WANTED

WANTED: Rolls-Royce P IV limousine. Arthur Leidesdorf, 125 Park Ave, NY 10017, New York. (9141

WANTED. All types of vintage cars, any type from own any of these cars; we will take it in exchange for a modern 1961 to 1966 plus, HP arranged. Tel: on Heaton Moor (Manchester exchange) 4927 between 10am to 8pm, also 8pm to midnight Tel: Hulme Hall 1887. (9142

LAGONDA 3 litre 1929-1932, preferably fabric tourer; good price if in reasonable cond. Widgery, Hampton Dene, Hereford. (9143

WANTED, A.C. hard top for 1956 Ace. Box 1981. (9144

WANTED urgently reg number GMH 1 or nearest number. Offer to J. W. E. Banks & Sons Ltd, Crowland, Peterborough. Tel: Crowland 316/7/8. (9145

VAUXHALL 30/98 wanted, cond not important but preferably complete. All replies, if any! answered. Box 1982. (9146

MERCEDES 540K or similar model wanted. Full partics and price Box 1983. (9147

UNUSUAL CAR wanted by enthusiast who wants to buy a Duesenberg, Cord, Big Hisso, Bugatti, Mercedes etc of the vintage or classic era. Not wanted for resale. Box 1984. (9148

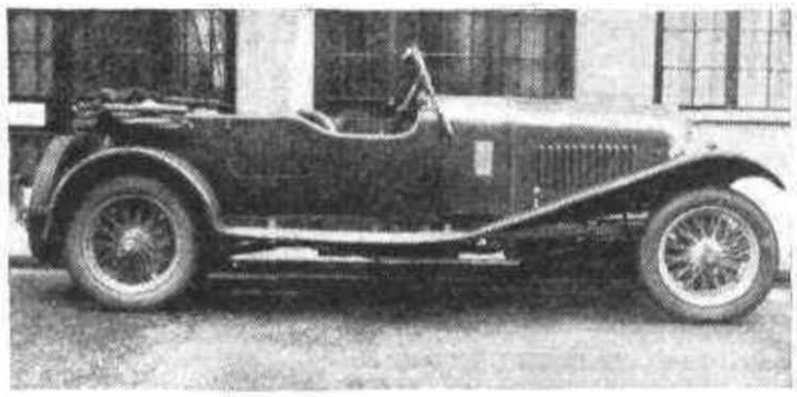
BRASS. No, not any old brass, but I want a pair of acetylene headlamps, 2 side oil lamps and oil tail lamp. Any offers of same in repairable cond? Box 1985. (9149

ALFA ROMEO 1750 Zagato sports 29-35 wanted. Must be complete and in reasonable cond. Reply with details, photos, Wright, 544 Elizabeth St, Melbourne, Australia. (9150

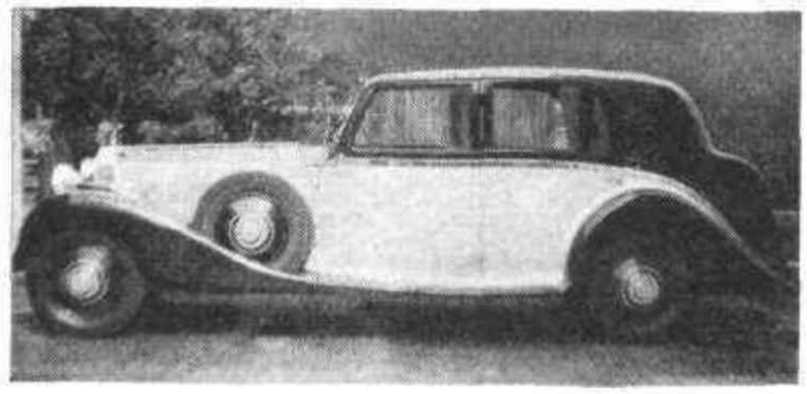
DELAGE straight 8 or Delahaye sports roadster or convertible coupe, sound coachwork essential. Write Box 1986. (9151

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

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BENTLEY (1929) 4½-litre foursome tourer by Vanden Plas. Completely rebuilt regardless of cost. A potential *concours* winner. Further particulars on request.



ROLLS-ROYCE (1934) Phantom II with sports saloon coachwork by Mulliner. Recent engine overhaul and clutch reline. **£625.**

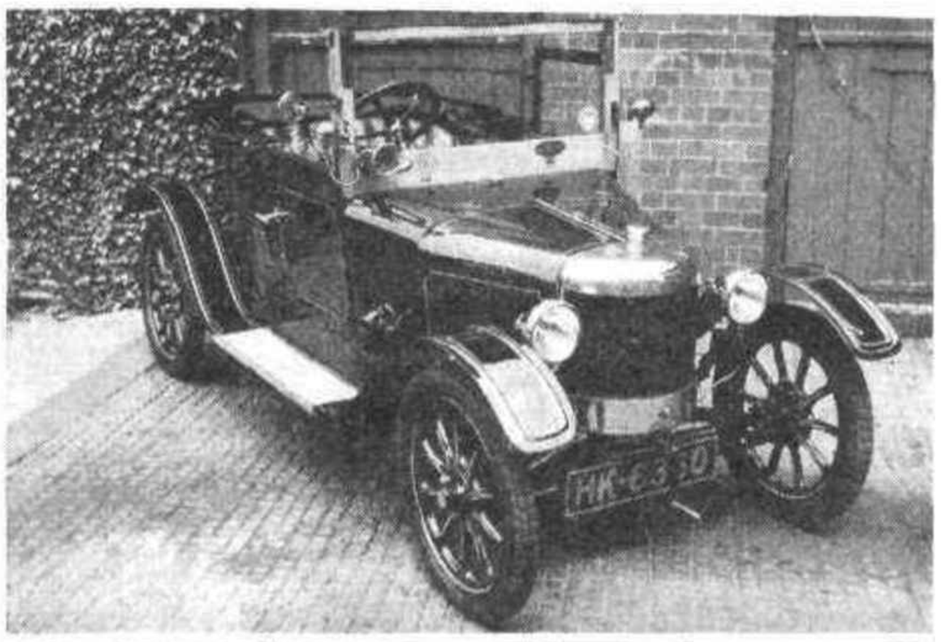
WANTED We wish to purchase cars of the type that we advertise and our representative will travel to any part of the country to inspect vehicles that are offered. During July our representative will be in the counties of Northumberland, Westmorland, Durham, Cumberland, Yorkshire and Lancashire. We will be prepared to pay a commission of 15 guineas for information which leads to a purchase.

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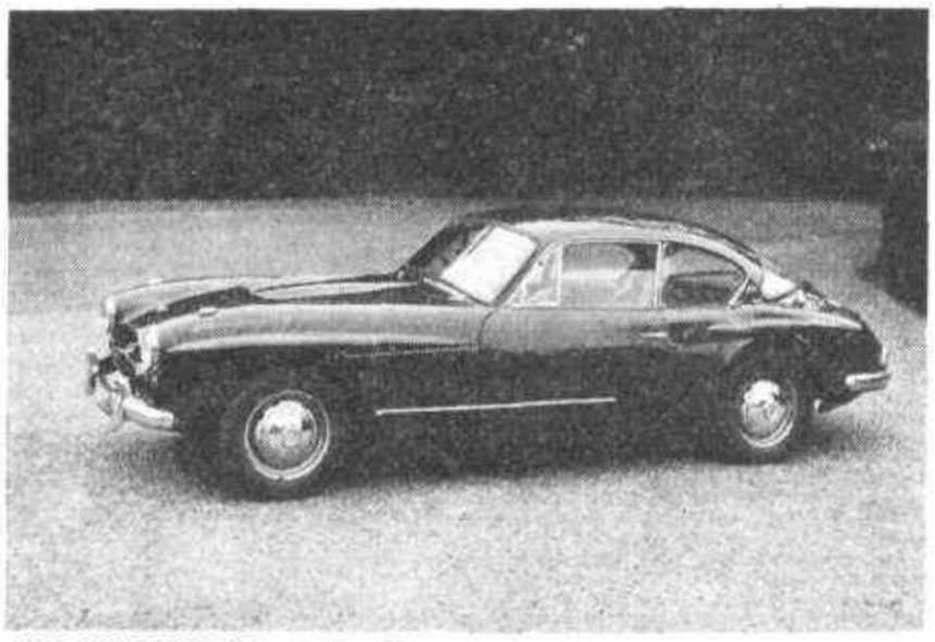


1914 LAGONDA 11.1-h.p. 2-seater cabriolet. A unique and very usable little car with a lively performance. Completely restored and now in *concours* condition. **£1,450.**

1937 ALVIS Speed 25 Charlesworth sports saloon. Very good origina order. Servo-assisted brakes. Steel grey with grey interior. **£255.**
1932 ALVIS 12/60 4-seater tourer by Cross & Ellis. Very sound mechanically. Some tidying up of wings needed. **£195.**
1937 LAGONDA 4½-litre LG45 tourer. One owner from new. A superb example. Available shortly.
1939 LAGONDA V12 short-chassis sports saloon by H. J. Mulliner. This very rare model is in outstanding condition and is complete with original handbook and toolkit. **£965.**
1911 RENAULT 2-seater with dickey. Two owners only from new. Full history and in superb order throughout. **£1,500.**

IMMEDIATE HIRE PURCHASE & INSURANCE

EXCHANGES WELCOMED.



1959 JENSEN 541R. B.R.G. Two owners, moderate mileage. Overdrive, servo-assisted disc brakes. Cinturatos. An excellent example of this genuine 4-seater GT. **£595.**

1960 JAGUAR XK150 3.8-litre drophead coupé. Dark grey with black interior. Overdrive. Chrome wire wheels. **£425.**
1960 JAGUAR XK150 3.8-litre drophead coupé. Light grey with dark blue interior. Overdrive, wire wheels, etc. Just checked over in our workshops. **£475.**
1960 M.G.-A 1600 roadster. B.R.G. with black interior. Good condition and very reasonably priced at **£295.**
1963 MORRIS Mini Super-de-luxe. Cinturatos, mudflaps, wing mirrors etc. A tidy little car. **£330.**
1928 SUNBEAM 20 4-door fabric saloon. Two owners from new. Very moderate mileage. New tyres. Exceptionally fine order throughout. **£425**

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WE URGENTLY REQUIRE ALL TYPES OF SPORTS AND VINTAGE CARS.

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AUSTIN HEALEY 3000 Mk. III convertible, 1964
A beautiful car finished in B.R. Green with black trim, fitted overdrive, wire wheels, detachable hard-top, soft-top, radio, seat belts, tonneau cover **£795**

AUSTIN HEALEY 3000 convertible, **Mk. III,** 1965. British Racing Green with black trim, fitted wire wheels, overdrive, radio, etc. Also full tonneau cover; a really magnificent specimen. Invoice price when new £1,270, our price **£975**

AUSTIN HEALEY 3000 convertible, 1963. Finished in red with black upholstery, fitted overdrive, wire wheels; a beautiful low-mileage car **£695**

AUSTIN HEALEY 3000 convertible, 1963. Ice blue and white, overdrive, wire wheels, Pirelli Cinturato tyres; attractive car **£645**

AUSTIN HEALEY 3000 Mk. II 4-seater, with overdrive, wire wheels, 1962. Very good history available **£545**

AUSTIN HEALEY Sprite Mk. III, 1965. A beautiful West Country car, covered 6,000 miles only, excellent specimen **£525**

AUSTIN HEALEY Sprite Mk. II. A one-owner car in iris blue, registered November 1962 ... ... **£375**

LOTUS Elan S.2, 1965. A beautiful one-owner, low-mileage car, equipped with hard-top, soft-top, radio. A great saving at **£1,095**

LOTUS Cortina, 1965. Just coming up to 11,000 miles, fitted radio, Pirelli Cinturato tyres; excellent example **£775**

LOTUS Cortina, 1963. A very nice car, obviously well maintained, fitted radio, spot lights, seat belts ... **£575**

LOTUS Elite, Special equipment, 1962. Genuine 14,000 miles from new (confirmed). Finished in red with tan upholstery. A car in every way as new ... **£795**

LOTUS Elite. Special equipment. 1962 series. Sportless in duo grey; twin Weber carbs., ZF gearbox, etc. **£695**

VOLVO P1800S coupé. Genuine 5,400 miles from new, one owner only, 1965. White with red trim, fitted radio, seat belts, as new condition **£1,445**

VOLVO Ruddspeed saloon, 1963. Magnificent one-owner car in off white, with red interior; outstanding performer **£695**

VOLVO 122 (B18) saloon, 1963. One owner only; maroon with light biscuit interior, very nominal mileage **£625**

ALVIS Series III saloon. Twin headlight model, with 5-speed gearbox. A beautiful one-owner car from new, finished in silver blue with light grey upholstery; a new set of Cinturato tyres very recently fitted; a truly magnificent specimen **£1,945**

SUNBEAM Alpine Mk. IV GT hard-top, fitted overdrive, wire wheels, radio, tonneau cover, 1964. Red with black hard-top, and black upholstery. Really outstanding example **£695**

SUNBEAM Alpine GT, with hard-top, finished in gold with black trim, 1963. Genuine 18,000 miles from new. A specimen car in every way, fitted overdrive **£625**

SUNBEAM Alpine sports, 1960. Fitted overdrive, wire wheels, moonstone with black trim; recent £75 engine overhaul; a really beautiful car **£425**

PART EXCHANGES: Any car, van, motorcycle, 3-wheeler, etc., taken in. H.P. accounts settled.

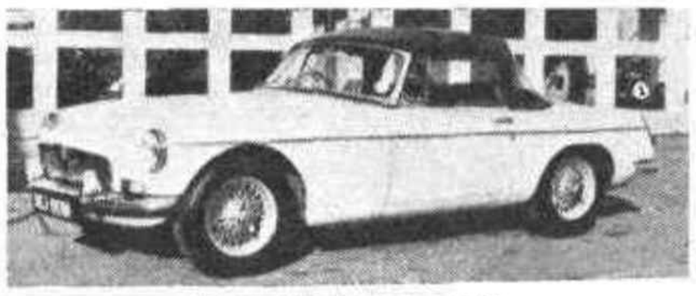
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INSURANCE: No problem to us.

FREE DELIVERY: To any part of U.K.

EXPENSES: Customers' fares refunded.

GUARANTEE: Three months' written guarantee on all cars.



M.G.-B Roadster, 1965
Finished in white with red trim, fitted wire wheels, tonneau cover, etc.; a lovely car in every respect ... **£795**

M.G.-B roadster, 1964. Iris blue with black trim, just fitted brand new replacement engine owing to failure of original one; has not covered many miles; extras include spot lights, tonneau cover, wing mirrors, etc.; most attractive little car **£695**

M.G.-B roadster, 1963. In tartan red with black trim, fitted wire wheels, Weber carbs.; a terrific performer, very good condition... ... ... **£595**

M.G.-A 1600 Mk. II f.h. coupé, 1962 series. Fitted wire wheels; in virtually unmarked condition throughout, fitted radio and all usual extras; excellent value **£495**

M.G.-A 1600 roadster, 1960. White with black trim, fitted radio, tonneau cover, Pirelli Cinturato tyres; well above average condition **£395**

M.G.-A roadster, 1956. A superb specimen in tartan red with black upholstery, fitted detachable hard-top; front suspension recently o'hauled; good value at **£295**

M.G. TC, 1949. Bills available for recent £200 overhaul, all mechanical work carried out in the last 12 months; a very bright car, finished in red **£195**

M.G. Midget, 1963. With 1,100-c.c. engine. Blue with blue trim; excellent little car **£465**

M.G. Midget, 1962. Tartan red with black trim; one change of owner, well maintained; a recent set of Cinturato tyres fitted, tonneau cover, heater, etc. **£395**

TRIUMPH TR4 roadster, Oct. 1964. A beautiful car in Wedgwood blue, with matching trim; full history available; fitted overdrive, recent tyres, etc. ... **£745**

TRIUMPH TR4 hard-top coupé, 1963. Fitted overdrive, Pirelli Cinturato tyres, heater, etc.; extras include radio, Surrey soft-top; excellent example in every way **£665**

TRIUMPH TR4 roadster. Red with black trim, fitted overdrive, tonneau cover, twin spots, 1962. Excellent value at **£575**

TRIUMPH TR3A roadster, 1960. B.R. Green with black trim, fitted overdrive, radio, heater, tonneau cover; an outstanding example in every way ... **£395**

TRIUMPH TR3A, 1960. With overdrive, radio, etc.; similar condition to above, finished in Wedgwood blue with blue trim **£395**

TRIUMPH TR3A, 1958. B.R. Green with red interior, new Michelin 'X' tyres just fitted, overdrive, wing mirrors, luggage rack, etc.; brand new hood and sidescreens just purchased by previous owner ... **£345**

TRIUMPH TR3, 1957. Red with tan interior, fitted hard-top, soft-top, disc brakes, etc.; excellent value **£295**

TRIUMPH Spitfire Mk. II, 1965. One owner only, very moderate mileage, blue with matching trim; extras include radio, heater, tonneau cover, wing mirrors, wheel trims, etc. **£595**

TRIUMPH Spitfire, 1964. Conifer green with black trim, fitted overdrive, hard- and soft-tops, a brand new set of Goodyear tyres; hardly distinguishable from new **£595**

TRIUMPH Spitfire, 1963. Jonquil with black trim; local car maintained in excellent order; heater, tonneau cover, Pirelli Cinturato tyres **£455**

ASTON MARTIN DB IV saloon, 1960. Just fitted a brand new works engine at factory only one month ago. Has covered 1,000 miles since. A superb car finished in red with tan upholstery; excellent value ... **£1,395**

ASTON MARTIN DB III saloon, 1958. Immaculate in opalescent dark blue with matching trim; overhauled gearbox, fitted wire wheels, overdrive, radio, etc. **£795**

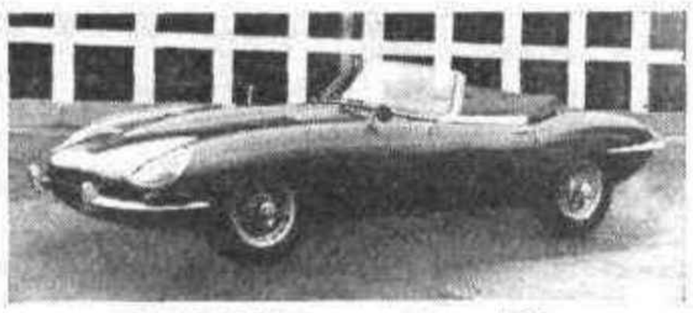
FORD Cortina GT 1500, 4-door model. Conifer green with black trim, 1965. One owner only, maintained by local Ford Distributors, in really first-class condition **£695**

JAGUAR 3.8 Automatic saloon, 1963. One owner, moderate mileage; lovely car in cloud white with red trim; outstanding value at **£845**

JAGUAR E-type f.h. coupé, 1965, 4.2. Opalescent maroon with biscuit upholstery; serviced and maintained by main Jaguar dealers **£1,495**

JAGUAR E-type f.h. coupé, 1964. Carmen red with black trim; a magnificent specimen in every way **£1,295**

JAGUAR E-type f.h. coupé, 1964. Finished in pearl grey with red interior, fitted radio, seat belts, Cinturato tyres, wing mirrors, etc.; excellent value ... **£1,245**



JAGUAR E-Type roadster, 1964.
Carmen red with black upholstery; locally owned car, a truly magnificent specimen in every way ... £1,295

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WORKSHOP MANUAL, Daimler Century, pref 1956. Moorhouse, Eversley, Heversham, Westmorland, Milnthorpe. (9152
NEW KING PINS and bushes for 1933 Austin 12/4 light tourer. Owen, 37 Albemarle Rd, York. (9153
VOLKSWAGEN Karmann cabriolet, preferably 1955-1957; exceptional price offered for exceptional car. Jane Macrae, 28 Lillybank Gardens, Glasgow. (9154
LATE 1930s 4-str sports tourer A.C. Box 1970. (9155
REAR TORSION bar (or 2 leaves of same) for Turner sports. James, Dalzell House, Motherwell, Lanarkshire. (9156
WANTED, A.C. 2 litre saloon, chassis after EH 1900, after 2000 preferred; cond of engine immaterial but coachwork must be first class. Box 1987. (9157
URGENTLY wanted for 1932 M.G. F-type, cw & p or complete differential, 8/39 or 9/43. Tel: Hythe, Hants 2100. (9158
CITROEN light 15 4-speed g/box and 2 carb setup wanted. Replies Box 1988. (9159
ISOTTA-FRASCHINI 8A or 8B, must have attractive bodywork. Longfield, Kent 3445. (9160
ROLLS-ROYCE, Bentley or other suitable classic vintage car wanted, drop head or open coachwork preferred but all offers considered, cond not very important if basically sound and price reasonable. Box 1989. (9161
TYPE 37 or 37A Bugatti for cash, or would regretfully consider part exchanging 1928 Jarvis bodies Type 40. Weeks, 314 Reigate Rd, Epsom. Tel: Burgh Heath 57963. (9162
BRISTOL 404 required. Tel: Birmingham MID 9576 office hours; Rubery 3168 evenings. (9163
ASTON MARTIN 1½ litre Mk II SC, restored or restorable Frazer Nash chain gang or SS100. Anyone have spare wheel mounting and dickey step for prewar A.C. 2 litre dhc? Box 1990. (9164
GOOD VINTAGE sports car urgently required, anything except Bentley considered; no rubbish please; good cash price paid. Box 1991. (9165
MERCEDES 180 or 190, 1954-1959, good cond, state price. Also pre-war 170-H. Box 1992. (9166
ENTHUSIAST returning UK middle Aug requires immac M.G. TF with full equipment, AA inspection, cash. Write LRO Foskett, HMS Jufair, Bahrain, BFPO63, Arabian Gulf. (9167
LAGONDA wanted for spares, any model, cond or location if cheap. Box 1993. (9168
WANTED urgently, reg MD I or I MD or nearest number; good price assured. Box 1994. (9169
WEBER d/d manifold wanted for BMC A. Lamb, 7 Mead Close, Knutsford. (9170
GENUINE enthusiast wishes to restore 1930 Riley Monaco saloon (not for resale) to run as second car to his 1932 R-R; anything considered but wreck preferred; no fancy prices, would restore grandfather clock for part payment. Hague, 27 Love Lane, Stourbridge. (9171
LOTUS ELAN 1965-66, preferred in BRG or dark blue, with mods and extras (not essential); pay cash. Chesterfield 6504. (9172
GINETTA 1500, series 2 bodywork. D. Cutcliffe, Yew-Tree Farm, South Godstone, Surrey. South Godstone 2102. (9173
WANTED, good quality vintage car, 1925-29 approx, coupe, fh or saloon, must be in excell cond and original. All letters answered. Full partics, price and photo, if poss, to Fiat 9a Kirkgate, Thirsk, Yorks. (9174
SPRITE II/Midget I 1963, low mileage; cash available. Cree, 20 Park Rd North, Middlesbrough, or Stockton 53601 ext 2804. (9175
LOTUS ELAN '63/64 for private buyer, cash paid. Chatterjee, 62 Westend Lane, London NW6. Evenings 624-5373. (9176
WANTED, 1904 de Dion g/box and shafts, 8hp engine, also 9hp engine, for 1907 mechanical inlet valve type. seaton, 34 Queens Rd, Bournemouth. (9177
MORGAN 4/4 series II/III, or TF 1250. Laburnum Cottage, Brook End, Chelmsford. (9178
M.G. TC XPAG block with crank, rods, pistons; complete engine considered. Wildsmith, Hollins Croft, Old Brampton, Chesterfield. Tel: 68186. (9179
ROCHDALE OLYMPIC 1962, 1500 engine preferred, about £320. Dennis, 23 Briarwood Close, Eastwood, Essex. (9180
WANTED, Garage Filling Station, freehold and untied. Box 2003. (9181
WANTED, pre-1918 limousine or coupe. Davis, Folders, Folders Lane, Burgess Hill, Sussex. Tel: 2038. (9182
TRIUMPH TR3A with hard top; very generous cash price for a car that is far above the average in cond and as nearly as poss indistinguishable from new. Full details to Ruppel, Myndtown, Churchill, Kidderminster, Worcs. (9183
BENTLEY Mk VI. Full partics with realistic price, 113 Park Rd, Worthing. (9184
DAIMLER SP250 tonneau cover and hood cover wanted. Thomson, Kipling 2194. (9185
FRAZER NASH chain drive, any cond. Also required Wolseley con rods 1925 11/22 model, 7½in ctrs, 1 11/16 crank; 1 would do, prefer 4. State price and cond. Fairley, 15 Luxor Gardens, Belfast 5. Belfast 654350. (9186
SPITFIRE Mk II; consider part exchange for 1960 TR3A or sell £365 ono. Pickles, 36 Sterndale Rd, Davenport, Stockport. STE 3441. (9187
WANTED, g/box with o/drive, 1960 Sunbeam Alpine. G. Hore, 8 Cliff Cres, Loftus, Saltburn. (9188
WANTED, 1 new white Lotus Elan coupe in exchange for 1962 Lotus Elite and 1964 Corsair GT plus £100, or secondhand under 1,000 miles straight swop. Leicester 76457 or LORds 1234 (London). (9283
WANTED URGENTLY, sports body, suitable for pvt A.C., in good cond, 9ft 7in wheelbase, complete car acceptable. Box 2030. (9284
998cc MINI engine and g/box in good cond; complete damaged car considered. Box 2031. (9285
ROLLS-ROYCE 20 or 20/25 wanted, only pre-1933, any chassis, any cond, but prefer unrestored or partly restored car. Send photo and complete details to Box 2032. (9286
1952 **MORGAN** front suspension. 7 Mainwaring Rd, Over Peover, Knutsford, Ches. Chelford 430. (9287
ALFA 1900C, owner wishes to contact any other owner. Also wanted floor change and 5-speed box. Esher (Sy) 64399. (9288
ROLLS-ROYCE 20/25 drophead wanted privately. I am looking for a car of distinction which is mech not less than good and bodily not less than reasonable. Photo and details to Box 2033 (Dorset). (9289.
HISPANO SUIZA open 2-str or coupe, sound coachwork essential. Write A. A. Gold, 177 Archway Rd, London N6. Tel: MOUntview 8467 or evenings HILLside 2848. (9298
VETERAN CAR wanted, preferably Rolls-Royce, cond immaterial. Details to Box 2034. (9291

WANTED—continued

ASTON Mk III, Porsche, Aurelia. Cash available. State mileage, price. The Fountain, Twyning, Tewkesbury, Glos. (9290
FIAT 500C around 1959. Approx £100. Reverse charges after 6, Glasgow MOS 8860. (9292
ALFA ROMEO 1900 Super 1956. Wanted cyl head in good cond with or without valve gear. Goodale, 36 South Ave, Chellaston, Derby. (9293
WANTED, Frazer Nash chain drive in any cond, dismantled, crashed or dilapidated, prefer running. Box 2035. (9295
CLUTCH PARTS for 1929 Daimler 35/120, pressure plate, drive shaft, coupling. Walls, 33 Gledhow Ave, Leeds 8. (9296
SPITFIRE Mk 2 wanted, black interior, call anywhere, any time. £540 cash. 102 Elmay Rd, Sheldon, 26. (9297
TR4 HARDTOP coupe, not red, 1962/63, w/wheels, o/drive, must be excell throughout; private cash buyer. Thrale, 37 Southview Drive, Westcliff-on-Sea, Essex. (9294
1934 **TRIUMPH** Gloria tourer, restorable or spares. Douglas, 11 Selborne Rd, Littlehampton. (9379
WANTED, Grand Prix Bugatti, similar, irrespective cond, give every attention. Anyone having/knowing same, reasonably priced, please write: The Bungalow, Tibberton, Droitwich. (9380

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1957 **MERCEDES** 190SL, excell cond. Will exchange for Humber Snipe, Volvo, VW or w.h.y. Value £550. Box 2008. (9213
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ENTHUSIAST WANTS TR3A, wire wheels, or similar sports and small estate car to value of my M.G. 1100, black, immac, w/rim wheel, Peco exhaust, pass lamp, exchange or sell £585. 22 Beechwood, Woodlesford, nr Leeds, Yorks. (9216
EXCHANGE 1 owner 1935 Ford 8 in excell cond for light vintage car, or sell £75. Also wanted Daimler Conquest coupe or roadster. Langley, 12 Bilford Rd, Worcester. Tel: 24592. (9217
WILL EXCHANGE my 1962 A40 Countryman 1,100cc for '58/59 TR3A in good cond, with o/drive, plus cash adjustment. Holliday, Tel: Chelmsford 56141 (day), Broomfield 504 (evenings). (9218
1964 **1275 COOPER S**, immac, for your E-type. REL 2968. (9219
1961 **PANHARD** PL17, for Fiat Multipla, Minor 1000, w.h.y, similar. Oliver, Kings Lane, Yelvertoft, Rugby. (9220
BTB35 attached almost runner 1936 Ford 8. Exchange for £18 or complete set doors for Mk I 3.4 Jaguar. Pennington, 21 Manor Drive, Kirkham, Lancs. (9299
IMMACULATE HEALEY 3000 Mk II Dec 1961, 28,500 miles only, unblemished, for best M.G. TD II or TF 1500, plus cash. Box 2026. (9300

MISCELLANEOUS

"MOTOR SPORT" 1924 to 1966, volumes bound, unbound or odd copies wanted, for sale or exchange. Charles Mortimer, Pincott Farm, West Horsley, Surrey. East Horsley 2308. (9189
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JOIN THE MERCEDES-BENZ CLUB. Open to all owners and enthusiasts of the marque. Club facilities, social activities, spares register, technical and historical records. Pre-war and 300SL works literature and photos purchased for preservation in Club library. Secretary, Hollyhurst, Barton, Burton, Staffs. (9193
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MISCELLANEOUS—continued

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FOR SALE, car reg No. RDE2, attached. For fullest details Tel: 01-262-3661. (9308
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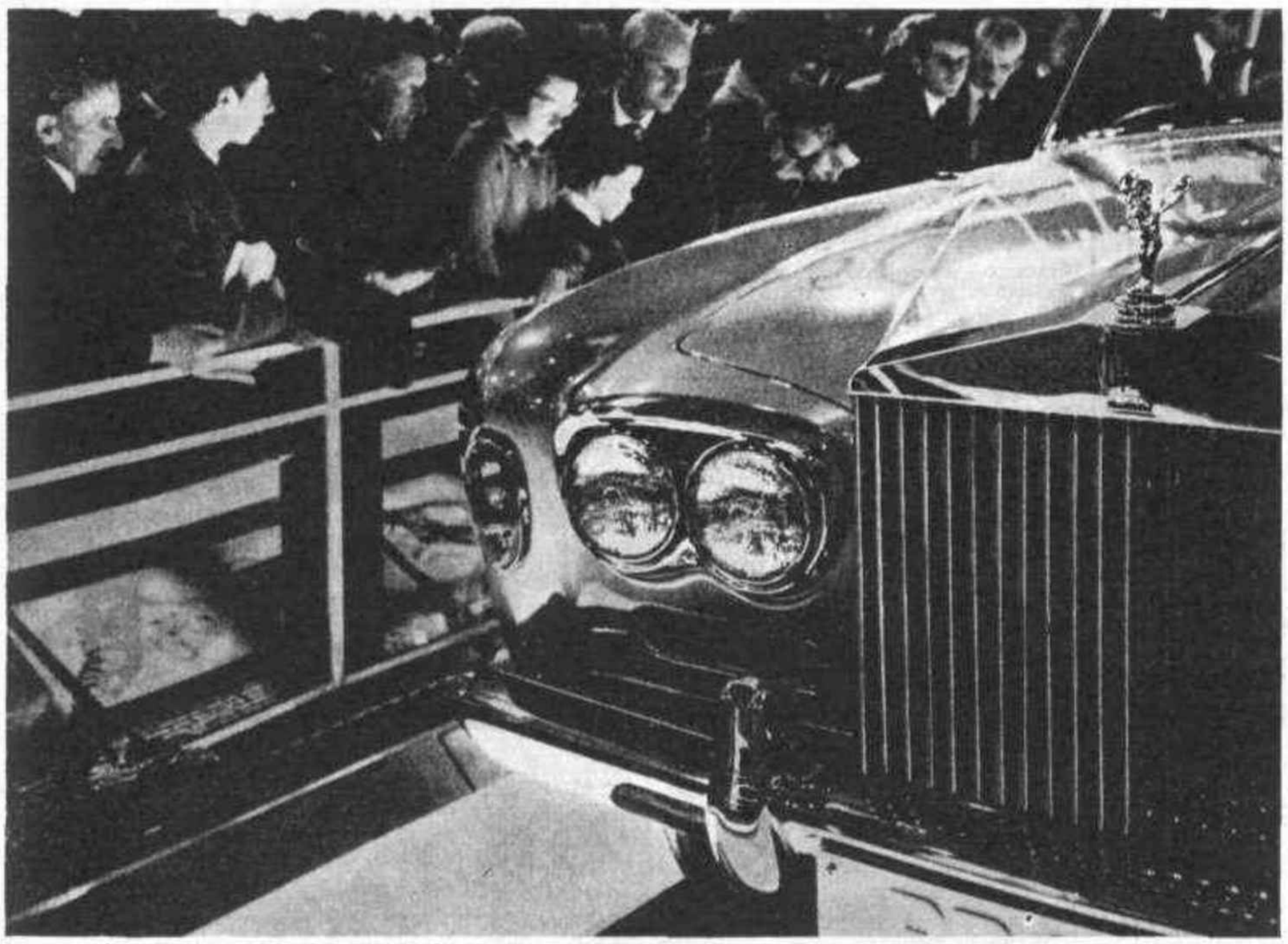
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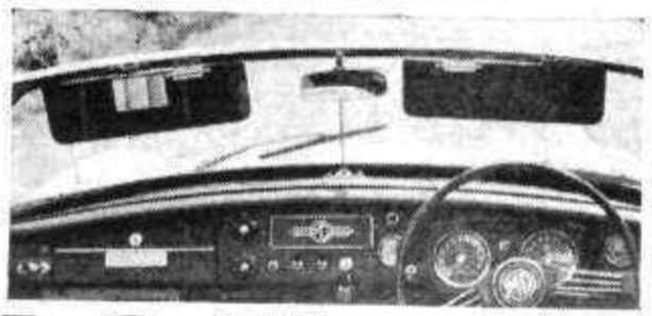
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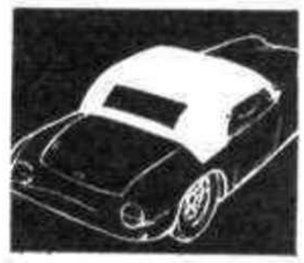
My car is a FORD/MORRIS/AUSTIN.....

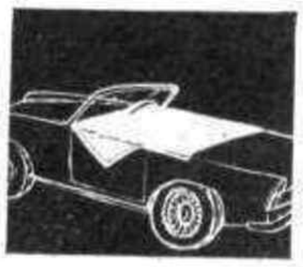
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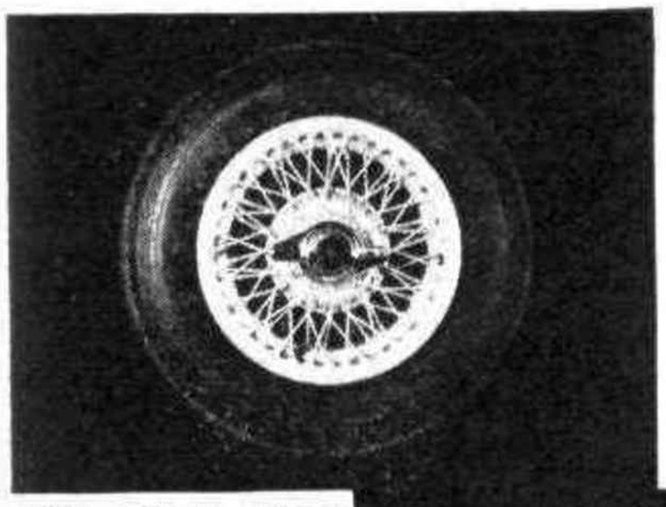
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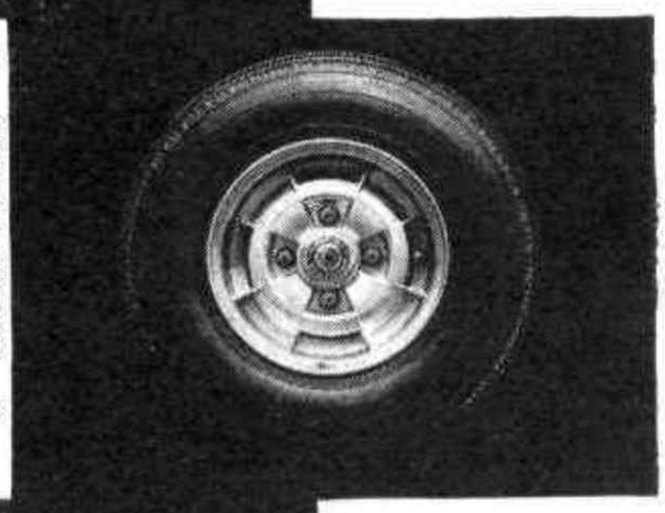
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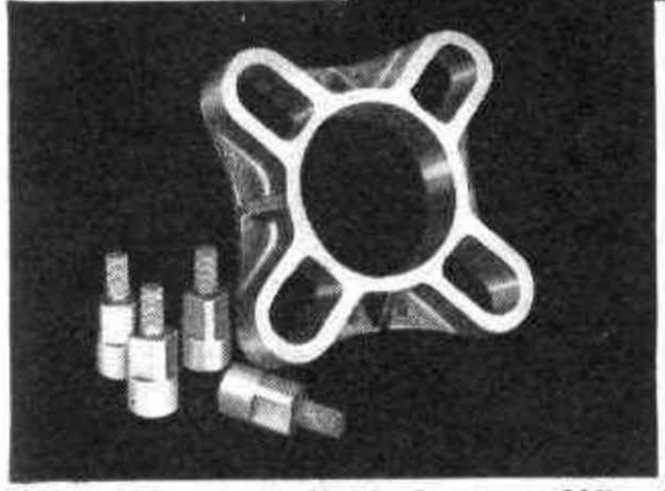
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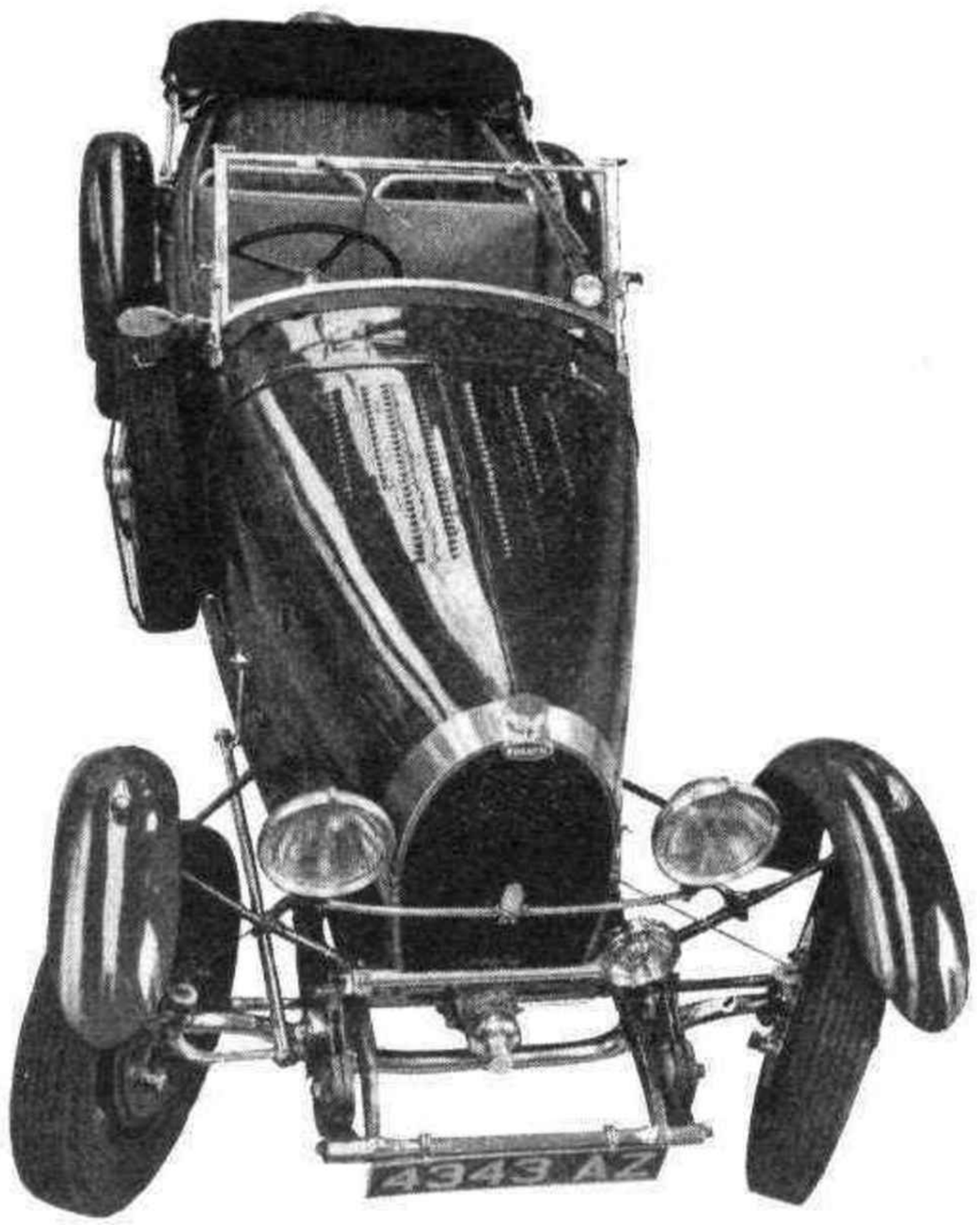
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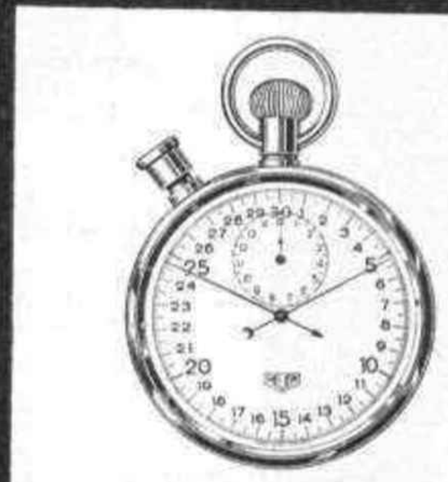
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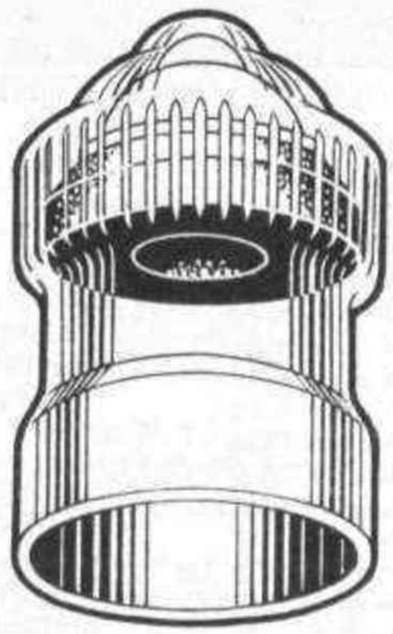
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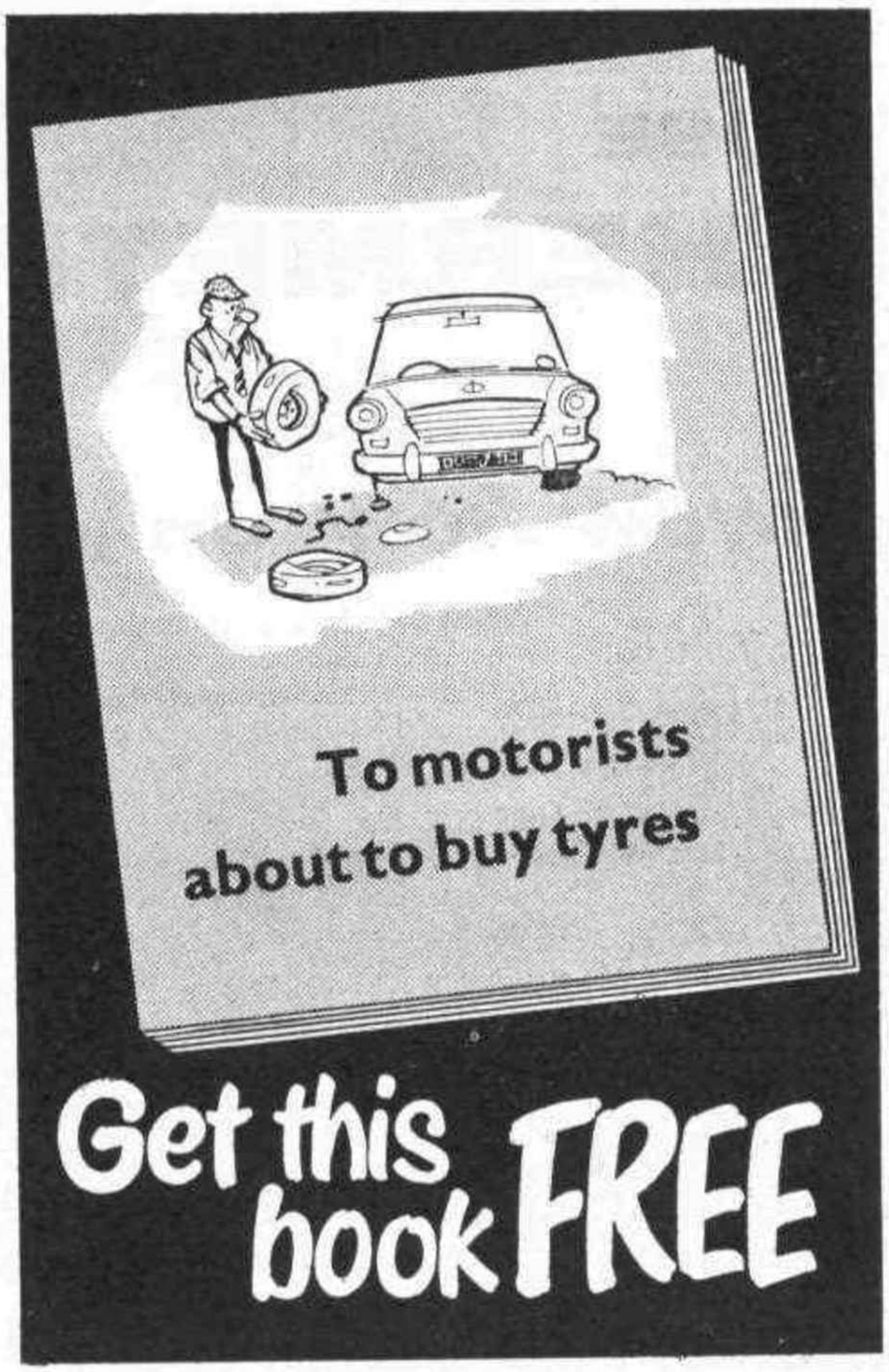
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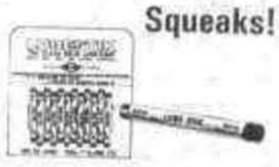
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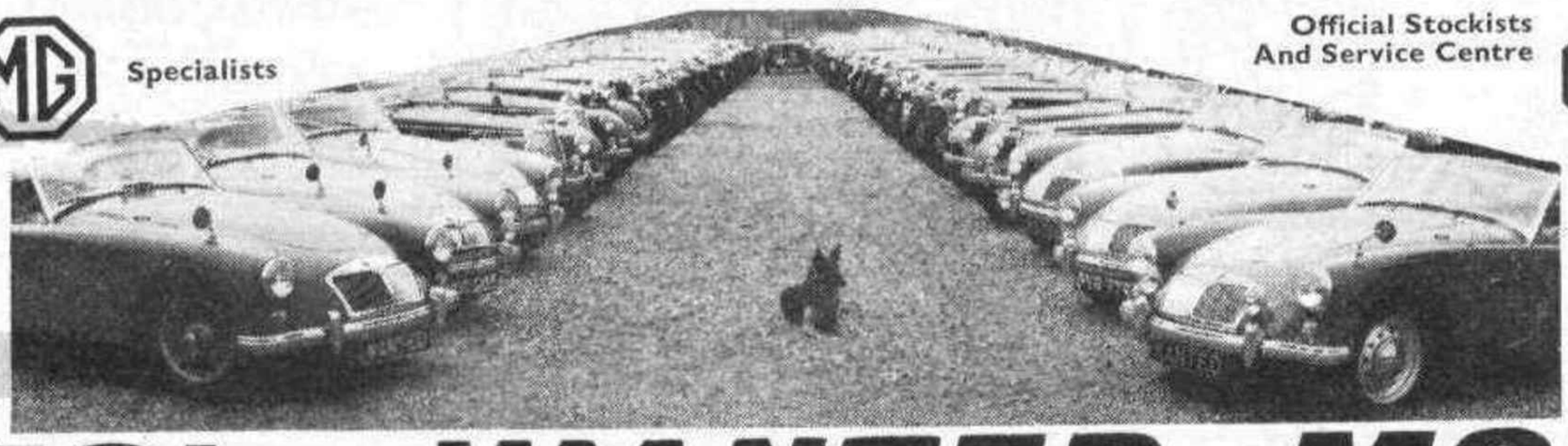
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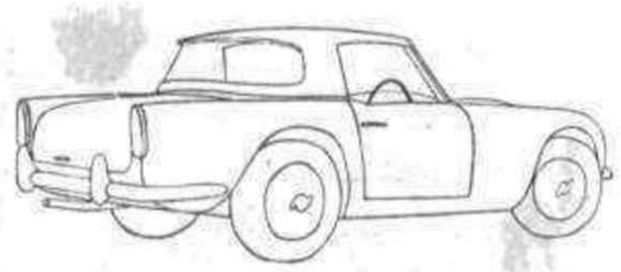
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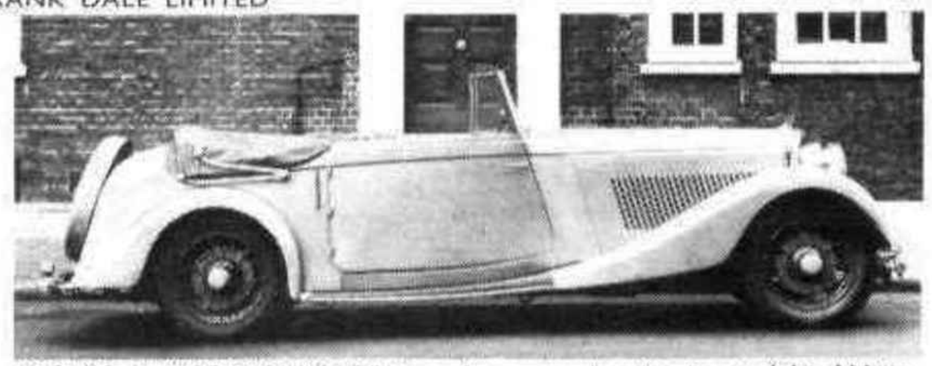
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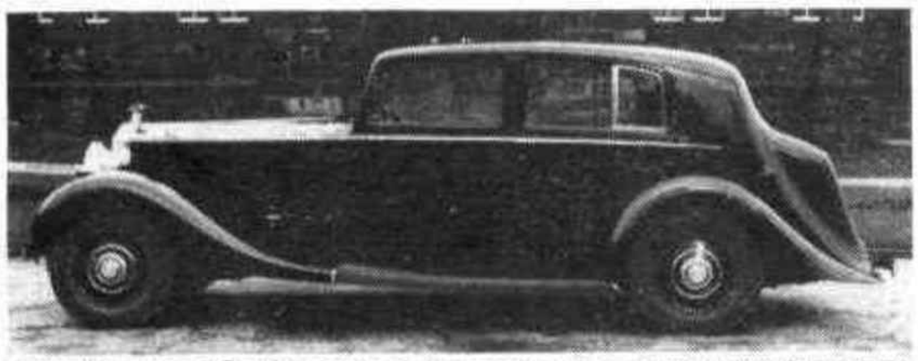
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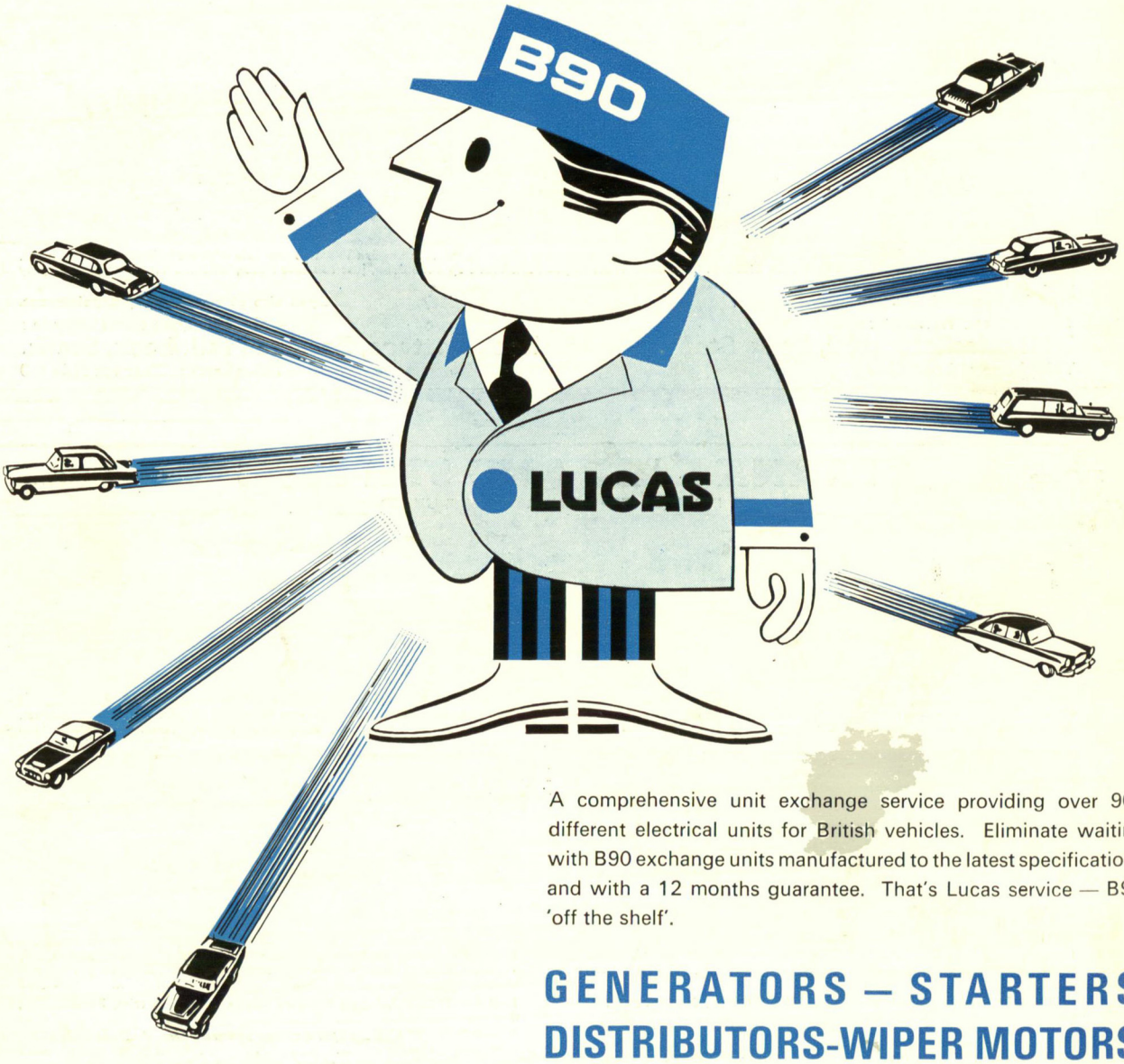
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