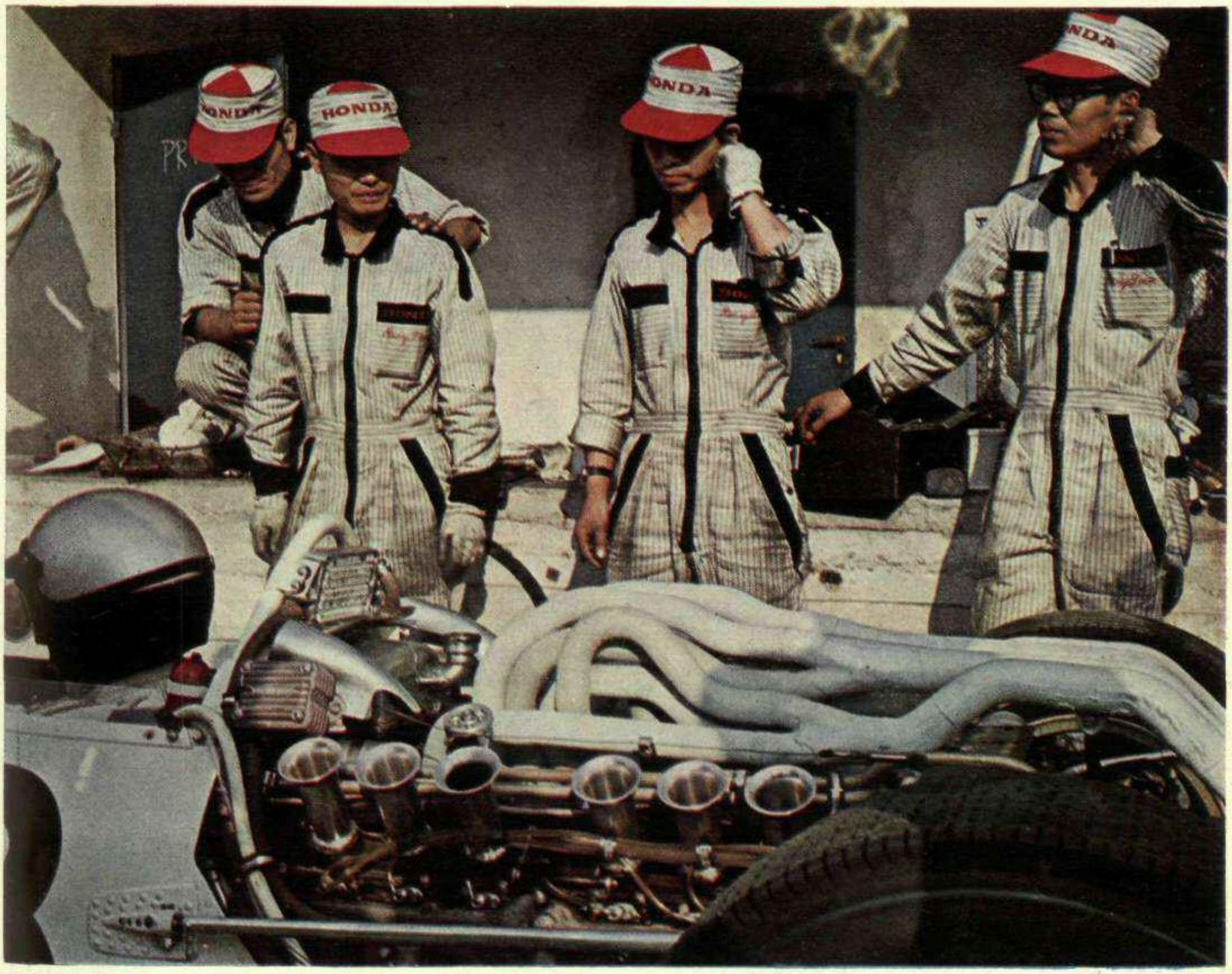
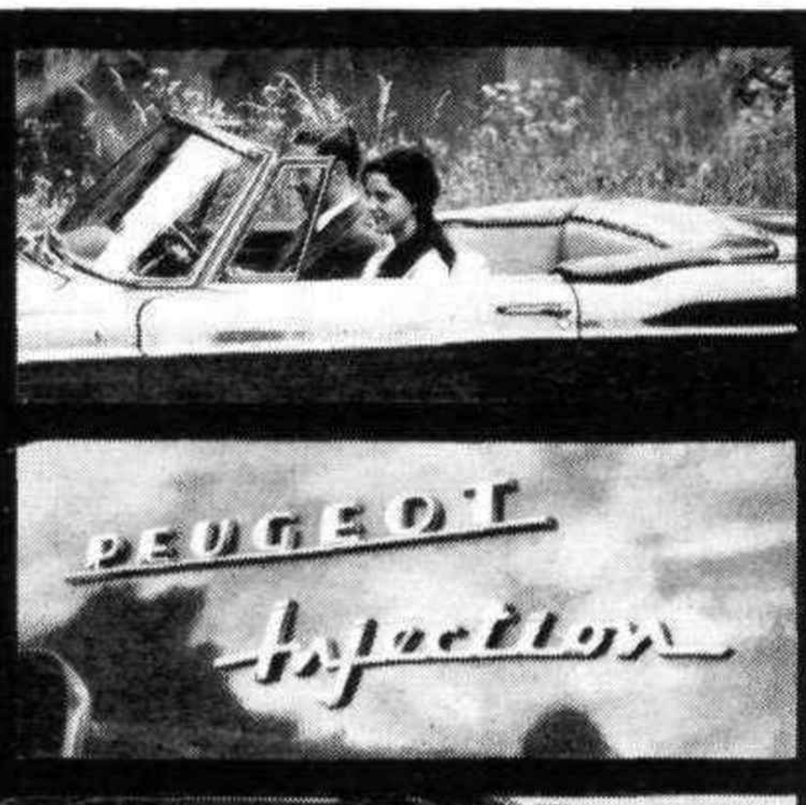
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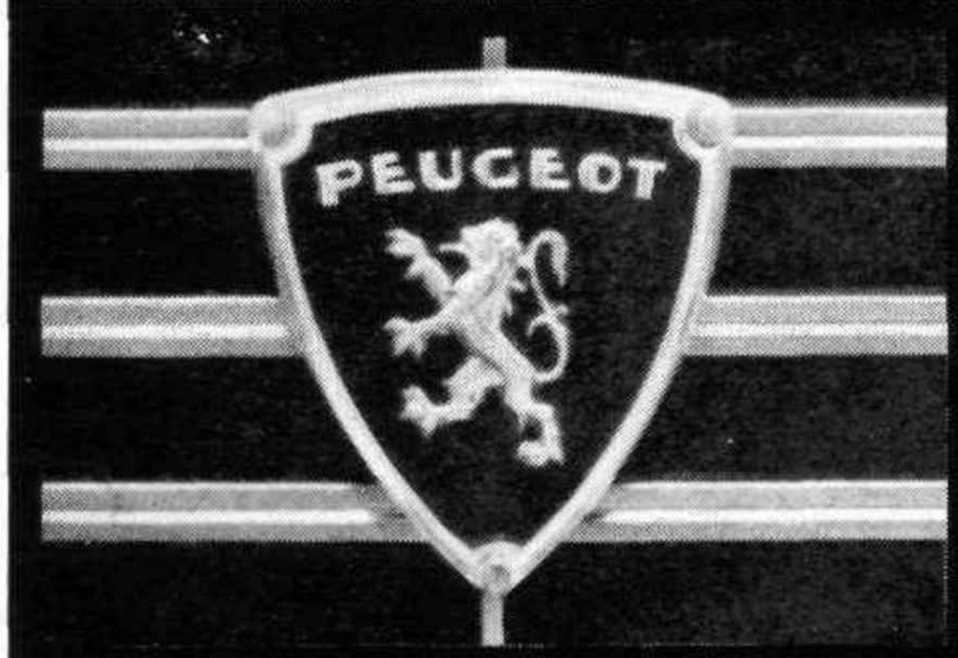
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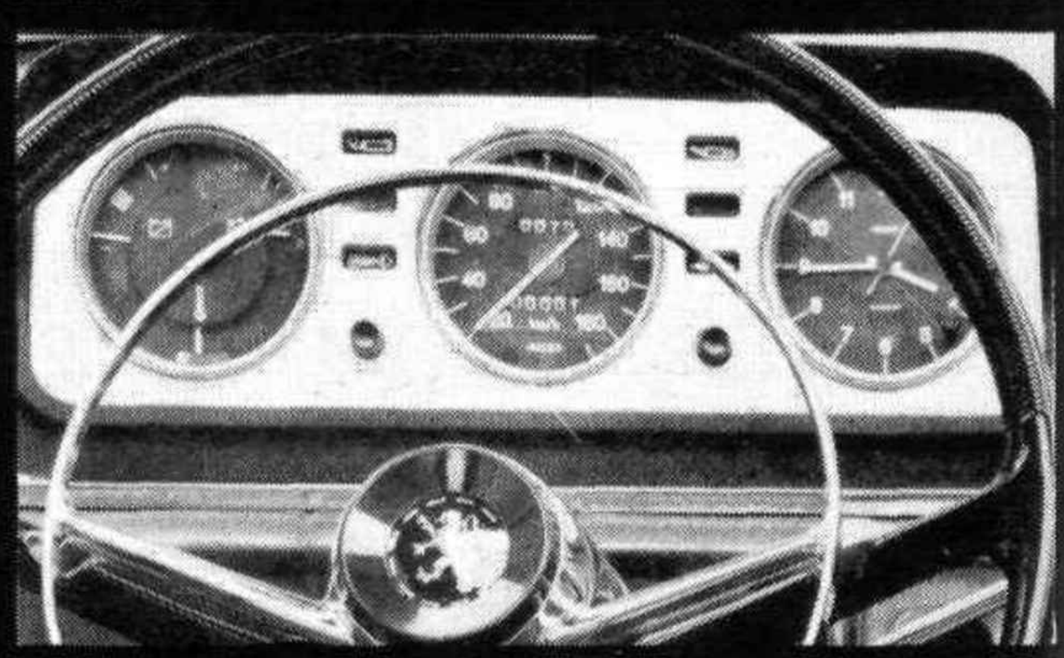
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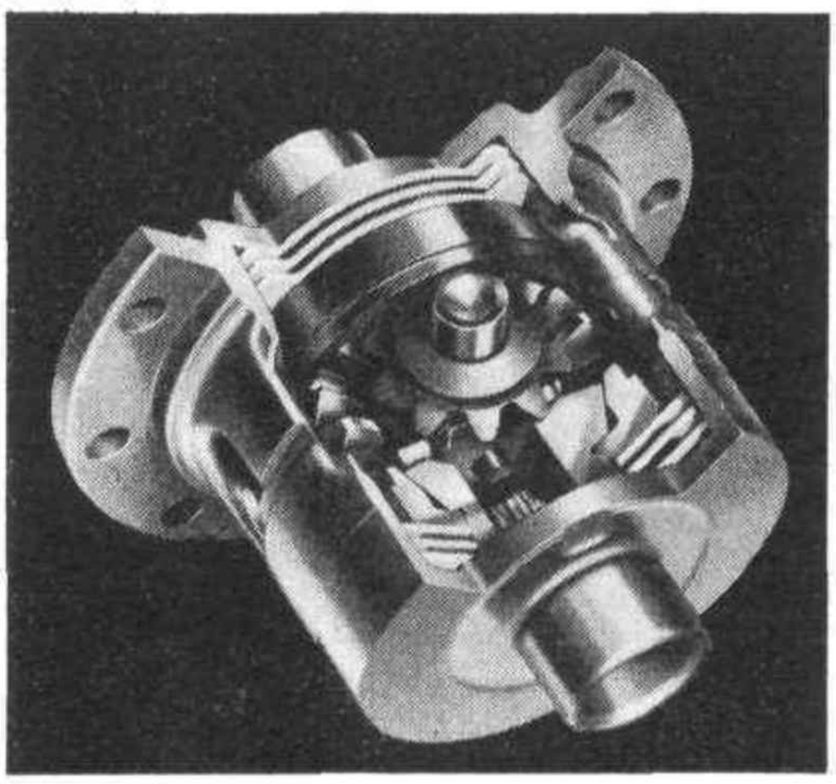
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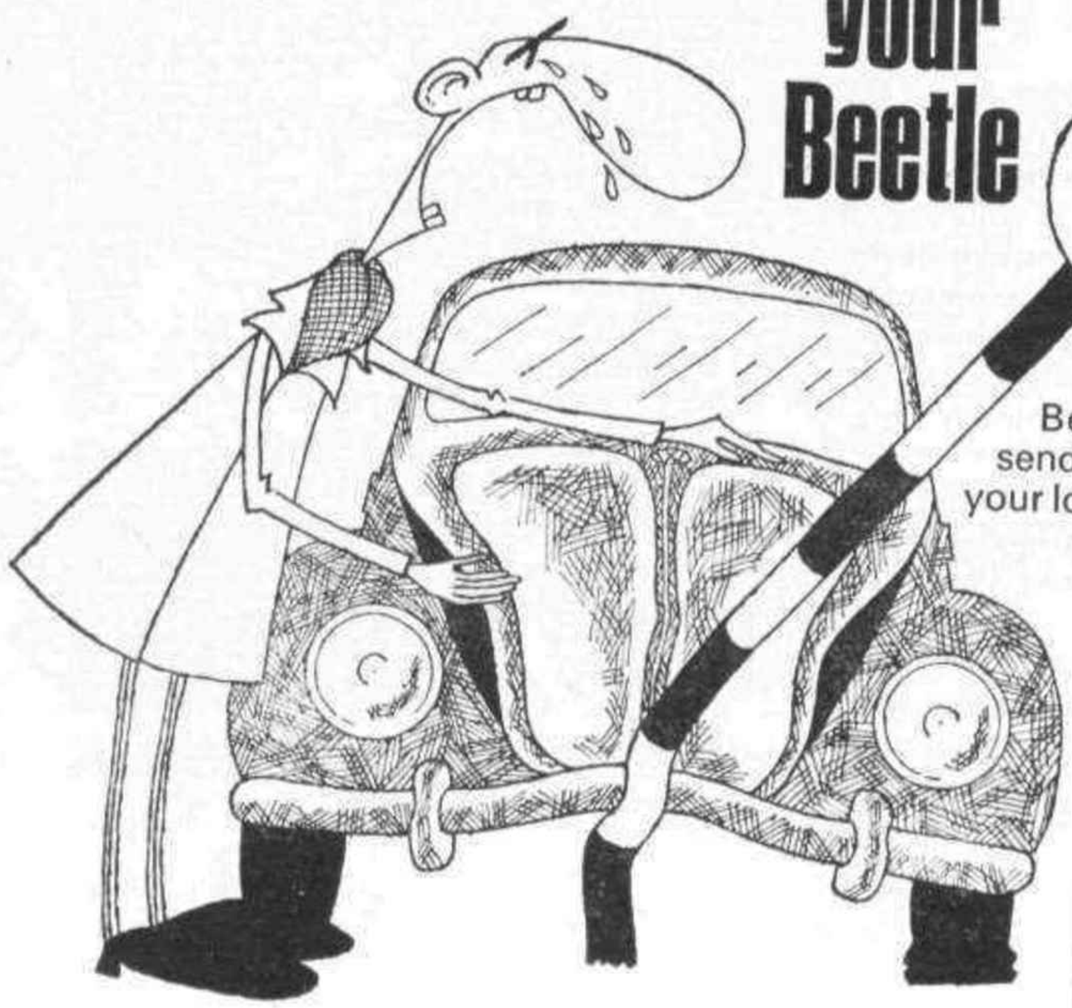
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Independent Rear Suspension. The rear wheels have coil spring independent suspension and semi-trailing wishbones, with an anti-roll bar.

Four Door De-Luxe Body. Overall length 14 ft. 3 ins. The all steel four-door body is mounted on a separate chassis of new design, with fully reclining front bucket seats upholstered in high grade cloth. Pile carpeting is provided throughout with arm rests to all four doors, and the body is treated from below with rust resistant compound at the works.

Comprehensive Equipment. The car is equipped with British made battery, British made tyres 6.00 x 13, British made windtone horns. Space is provided for radio and loudspeaker on the dashboard. Also provided are: glove compartment, seat belt anchor points, aluminium wheel trims on all four wheels, a screen washer and heater, and a neat parcel tray under the dashboard. The standard equipment also includes mudflaps behind the rear wheels, lockable tank cap, three ash trays, headlamp flasher, radiator blind, coat hangers, vanity mirror, interior lighting with courtesy switches, automatic illumination of boot and engine compartments, special parking light, cigarette lighter, and full tool kit.

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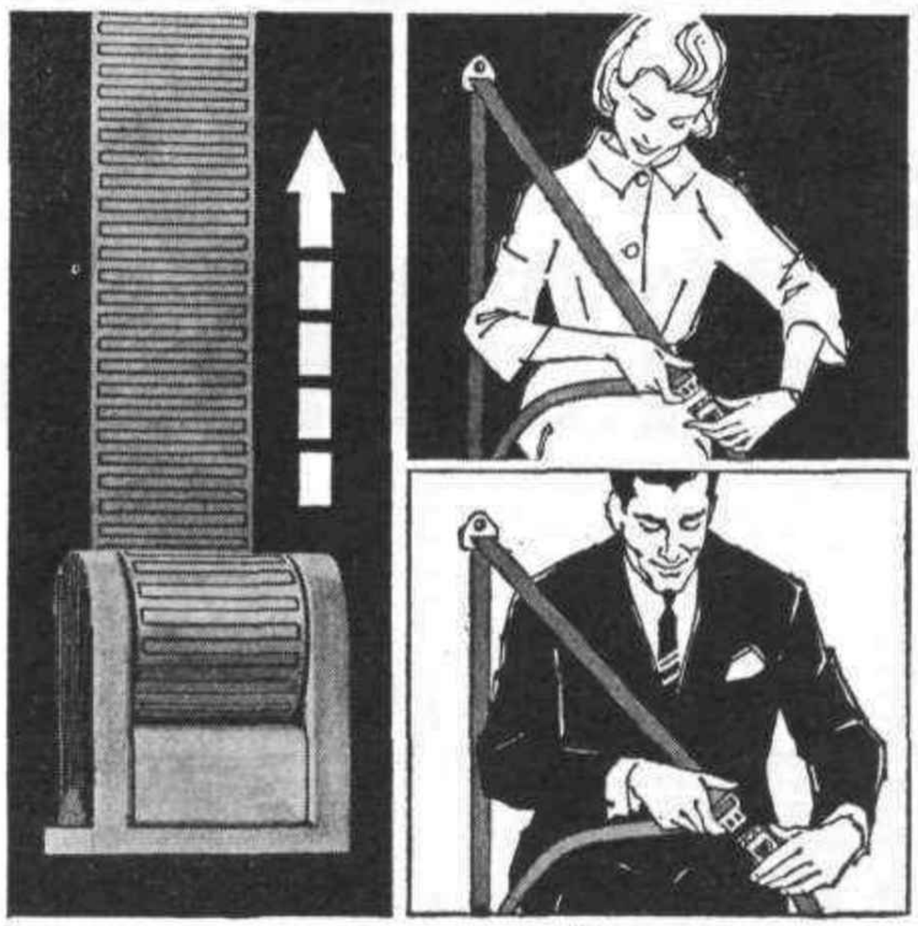
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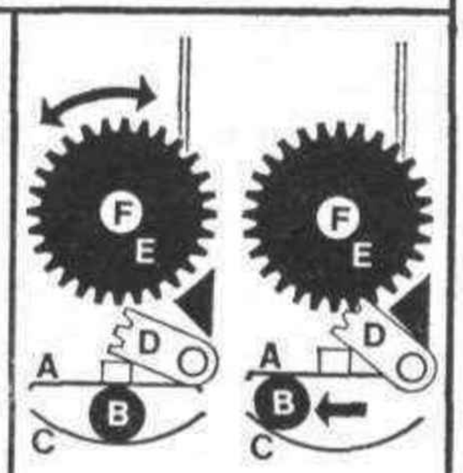
Just fasten the buckle and relax—that's all you need to do! For the Britax Automatic adjusts itself automatically to fit you—short or tall, slim or stout, coat or no coat. The spring-loaded 'Autolok' reel makes it all the same to the Britax Automatic. SAFETY COULDN'T BE SIMPLER!

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.



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- **Automatic retraction when not in use**
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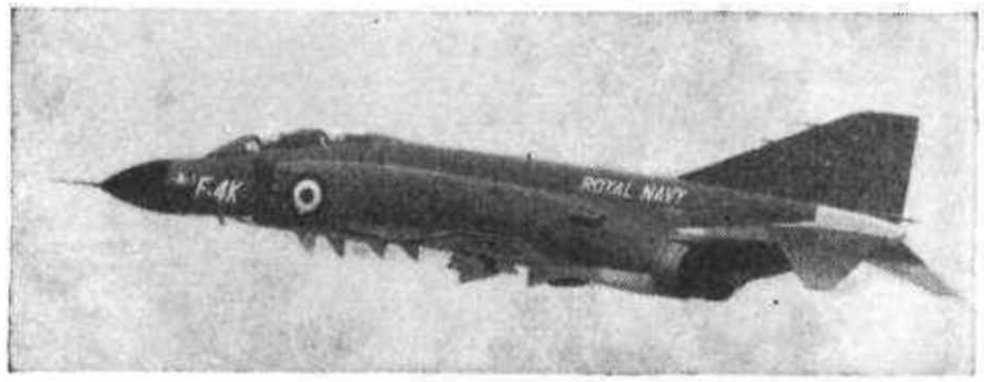
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VOL. XLII No. 10 THE LOTUS ELAN STORY—see pages 889 to 896 OCTOBER 1966

MOTOR SPORT

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

MATTERS OF MOMENT

WORLD CHAMPION, 1966

Although 3-litre Ferraris finished first and second in the Italian Grand Prix at Monza, before that race was half over Jack Brabham, although he had retired, had won the Drivers' World Championship of 1966.

There are those who regard this Championship, on a points basis, as something which detracts from the purity of Grand Prix racing and deflects credit from those to whom it is justifiably due.

But few, if any, amongst those who follow modern motor racing will



begrudge the 40-year-old Australian his third World Championship; indeed, everyone is extremely pleased that Brabham has pulled it off and we are glad to take this first opportunity to offer this driver and those associated with his success, our warmest congratulations.

It may not work next year, but this season Brabham's 300-b.h.p. single overhead camshaft Repco-Brabhams have had the edge over the more complicated F.1 racing machinery. Not only did he start the season with 3-litre cars when other famous teams had to rely on "interim-size" power units, but so successful have the space-frame Brabhams powered by the Oldsmobile-based Repco engines proved that Brabham becomes the first driver to win the World Championship with a car of his own construction. The greatest praise is due to this modest, calculating, very fast but reliable driver and to his clever collaborators Irving, Hallam and Tauranac. The F.1 Repco-Brabhams burn Esso fuel fired by Champion N-57R plugs and run on Goodyear tyres.

If the Formula One World Championship in the face of opposition from B.R.M., Lotus, Ferrari, Cooper and Eagle had been Brabham's only achievement, it would have been magnificent. Coupled to the Brabham domination of F.2 and F.3 racing, it is superb.

CONTENTS

	Page
MATTERS OF MOMENT	887
FIXTURES FOR OCTOBER	888
A CRITICAL LOOK AT THE LOTUS ELAN	889
OULTON PARK GOLD CUP	897
CONTINENTAL NOTES	899
VETERAN—EDWARDIAN—VINTAGE	900
NEW MODELS FOR EARLS COURT	903
GUARDS INTERNATIONAL TROPHY	905
AUSTRIAN 500-km. RACE	906
RALLY REVIEW	907
FRAGMENTS ON FORGOTTEN MAKES: No. 34—THE H.P. 3-WHEELER	909
ITALIAN GRAND PRIX	912
SHOPPING FOR A ROLLS-ROYCE (OR BENTLEY)	919
LOST CAUSES RALLY AT BEAULIEU	922
SEEN AT MONZA	924
BOOK REVIEWS	937
ROVER 3-LITRE Mk. III	940
LETTERS FROM READERS	942

Front Cover Picture: PAINFUL SOUND.—The Honda mechanics in the background trying to keep out the ear-splitting roar of the new Honda V12 described on page 924.

CALLING ALL CRIMINALS

The crime situation in this country is becoming desperate. There has been the shooting of three London policemen, with one of the gunmen still uncaptured at the time of writing, and witnesses and reporters being threatened in the "torture" case, a state of affairs foreign to the British way of life.

You would expect the authorities to encourage every decent citizen to help beat the crime wave. A vast majority of such persons are motorists—yet they themselves are regarded as criminals, and continue to fill the Courts!

Our correspondence shows only too clearly that this is deeply resented and that car owners are becoming increasingly angry with the treatment they receive. Taking examples at random, there are the heavily-loaded motorists' fines, merely for exceeding a speed limit by a few m.p.h., whereas youths throwing stones at trains, until an engine-driver was hit in the face, get off with nominal fines and no curtailment of their mobility. There was the Manchester magistrate who misjudged pulling out of his gate across a main road, causing a police motorcyclist to collide with his car. According to the *Daily Telegraph* the Bench "found there were special circumstances for not endorsing" and granted an absolute discharge—which looks like a special Law for the Establishment!

There is the reader who received from the Greater London Council a photostat "Dear Sir/Madam" communication telling him that over six months ago his car was seen by a police officer on a public road without a current licence and that unless he sent the Council a penalty payment of £4 12s. within 15 days legal proceedings would follow, *although at the time the person addressed did not own the vehicle, as its Log Book showed*—a startling instance of the encroachment of bureaucracy and the Police State on the freedom of the individual and proof that we have passed into a situation where motorists are assumed to be guilty until they prove their innocence! The official who issued this threat is an M.B.E. . . .

Continued on next page

Motor Sport Fixture List For October

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Oct. 1st ..	Eight Clubs	Silverstone	Towcester	Race Meeting (*R.*)	12.30 p.m.
Oct. 1st ..	Ulster A.C.	Knockagh	Belfast	Hill-Climb (*C.*)	2.00 p.m.
Oct. 1st ..	Eastwood & Dist. M.C.	121/475405½	Ilkeston	Rally (*C.*)	7.30 p.m.
Oct. 1st ..	Burnham-on-Sea M.C.	Marine Parade	Weston-super-Mare	Sprint (*N.*)	1.30 p.m.
Oct. 2nd ..	**S.C.C.A. .. .. .

A CRITICAL LOOK AT THE LOTUS ELAN



Sleek lines of the Elan Coupé are emphasised by Colin Chapman.

Colin Chapman's Lotus project has been a significant success story, from humble but enthusiastic beginnings up to World Championship Grand Prix winning and Indianapolis-victorious level. This is attributable to Chapman's genius and drive, allied to the fact that he was a genuine motoring enthusiast before he became a business tycoon—and still is. So far as the sort of Lotus cars you can buy and use on the road are concerned, what is more sporting than a Lotus 7, perhaps home-assembled from the kit, what was more covetable than the Lotus Elite, even if commercially it didn't quite come off, or more effective as a car which is very safely very fast than the current Lotus Elan?

The Elan can be likened to the better sports cars of the vintage years, inasmuch as it is race-bred, highly individualistic, built in a factory where enthusiasm is evident on all levels and, as a car, has quick high-geared steering, pulls high axle-ratios, has a twin-cam engine, a manual gear-change of a kind which should please the most blasé driver, centre-lock wheels, and can be equipped to suit individual tastes. There the comparison most certainly ends, because the backbone-chassis Lotus Elan is one of the lightest, fastest-for-its-size and finest "road-clingers" of all time, in the modern manner, a credit to the Ford components it uses so effectively. Moreover, it is a British-built sports car.

It is for this reason that we feature it fairly prominently in the articles below, in this rather special issue of MOTOR SPORT published during the month of the London Motor Show at Earls Court. The Lotus factory is at Cheshunt but is soon to move to Hethel—and Hertfordshire's loss will be Norfolk's gain!—THE EDITOR.

"*It's the nearest you can get to a racing car for everyday use on the road.*"—Sid Fox, Director, Motor Racing Stables.

"*The Elan is a fantastic road car, with a great racing record and background.*"—Jackie Oliver, Team Lotus driver.

"*It's all right—I like it.*"—John Miles, Willment team driver.

"*Why can't we all have Elans?*"—William Boddy, Editor, MOTOR SPORT.

* * *

THE Lotus Elan, or Lotus 26 as the purist might call it, is sufficiently well known by now to need little introduction. In our opinion it is the most sensitive and rewarding car available to the public, demanding in the sense that it won't tolerate bad driving, satisfying because of the way it responds to a modicum of skill. To reinforce this opinion we talked to three satisfied customers, quoted above, who probably demand far more from their cars than the average customer. Jackie Oliver and John Miles race Elans which are far from standard (we'll describe the modifications later) but, for the record, Motor Racing Stables have just announced that their three standard Elans purchased for tuition have now completed a total of 10,000 laps of the Brands Hatch short circuit with no mechanical failure whatsoever.

So much for what we think of the car. We regard it as an outstanding success and so do the Lotus people themselves, for when it was announced production was planned at 10 a week—at the moment production is running at 40 a week, and when the new factory at Hethel, Norfolk, opens its doors on November 28th the capacity will rise to at least 60, possibly 70, a week. So far the credit squeeze has not hit the company very hard, partly due to the strenuous export drive now resulting in a third of the output reaching America, another third going to Europe.

It is relevant to ask at this point how it has so succeeded. The entire history of car production is studded with lost causes, not all of them complete failures, and in this day of amalgamation and growth it is a little surprising to find a small but efficient organisation which is actually doing all it claims to be achieving. Even now there are perhaps half a dozen small enterprises which must be hanging on grimly by their fingernails in the face of the economic difficulties, all of them in a class which Colin Chapman's outfit was part of only five or six years ago. Clearly he has outpaced them, and will continue to do so judging by his future plans, and this can be traced to about six factors which reflect great credit to the organisation.

When Jim Clark's Lotus-Ford won at Indianapolis last year, John Eason-Gibson, Secretary of the B.R.D.C., wrote that this was just as much a reward for Chapman's pitwork as his design skill. His mind, if we understand it correctly, is constantly planning and scheming, always one jump ahead of the next man's. He is a constant nightmare to race organisers whose regulations have to be Chapman-proof, to suppliers who have to deliver the goods or suffer the sharp edge of his withering invective. Enormous success on circuits of the world must have greatly helped Lotus (Sales) Limited, but this wouldn't be enough if the Elan was no good, or terribly unreliable.

The Elan is renowned principally because it is a brilliant car, the product of a small team which has no use for committee work and the inevitable compromise. It is not strictly true, however, to give all the credit to Chapman himself, for working on his concept, and with his approval, is a development group led by South African-born Ron Hickman. This is the first success-factor. Second, surely, is Chapman's business acumen, which speaks for itself. Third, the competition record and the prestige which goes with it, especially in the export markets. Fourth, a most useful liaison with the Ford Motor Company which has supplied not only a remarkably useful power unit for the Elan, but the background for a good deal of the Team Lotus record. Fifth, and this is a master stroke, the Elan is so designed that it can be readily assembled by the home handiman with limited mechanical knowledge, thus avoiding purchase tax liability and making the Elan available at a most reasonable price. For the record, the great majority of these cars are sold in kit form, the actual number being a secret between Lotus and H.M. Customs and Excise!

Elite to Elan

To understand how the Elan was planned, developed and produced we must go back to the days of the Elite. The first spark of inspiration probably came from Peter Kirwan-Taylor, later a director of Lotus Cars, who wanted a ready-to-go GT car for racing and road use. He, John Frayling, and Ron Hickman, then a Ford designer at Dagenham, got together with Colin Chapman at the

Castrol XL full-body 20W-50 has 'Liquid Tungsten'

Nobody else has





If you use a 20W-50 oil, it could be for at least two good reasons:

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Castrol XL does everything an ordinary 20W-50 does:
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But now – with 'Liquid Tungsten' – you can
cut engine wear, hold on to more of your
performance, keep your engine cleaner.
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Cramped assembly area for the Elan production line will be eased by the move to Norfolk.

Earls Court Show in 1956, put the idea of a car based on the Eleven, and without any delay the project was got under way. The Elite was a joint effort by Kirwan-Taylor, Chapman, John Frayling, Frank Costin, Hickman, with Peter Cambridge working on the interior. Only a year later, the Elite made its appearance at the Motor Show, and Lotus Cars were in business as a company retailing to the public at large, as opposed to the racing fraternity. The Fourteen, as the Elite was designated, was a pure glass-fibre monocoque powered by a 1,220-c.c. Coventry-Climax engine, absolutely perfect for GT racing though doubtful as a road car, unless you stayed near home! To quote Chapman : " We knew a lot about racing cars by then, but nothing about production. We got to know our customers pretty well; they were always calling on us to have their cars put right, but their attitude was always ' the Elite is fabulous while it's going.' We learned a lot."

The monocoque construction proved its point, though. It was immensely strong, as Graham Warner of the Chequered Flag proved when he rolled one at high speed at Zandvoort. Between 1957 and 1963 about 1,000 Elites were built and a great number of improvements were made, including complete revision of the A-bracket rear suspension on a Series 2 modification. From a production point of view the Elite was both difficult and expensive to produce, involving six major mouldings and a number of smaller ones with a back-to-back laminate process.

Ron Hickman had joined the company as Design and Development Engineer in 1958, acquiring the immense problems of glass-fibre moulding—also the experience, of course. It is not really possible to pin down the actual date when the Elan was first envisaged, but it was really meant to be a 2+2 replacement for the Elite, still using monocoque construction. It was, however, to be made in a single mould known to plastics engineers as monolithic, or to Hickman as a unimould—whatever you call it, it was going to simplify the production and reduce cost significantly.

Going through the history with us, Hickman says that designing open road cars is far more difficult than designing closed cars, " but we did not know that at the time." To which Chapman added : " Designing road cars is ten times more difficult and expensive than designing racing cars—we quickly learned that! "

The Elite's replacement was taking shape on the drawing-board, claiming more and more of the development team's time. Chapman was raring to go with his ideas on suspension, and before the plans were finally decided about the body construction it was decided to try out the running gear. Without delay, Chapman sketched out a backbone chassis and this was made up, purely and simply to test the suspension and drive layout. It was quickly realised that this was just perfect as a road car, and remember that at this point the procedure had been exactly as in the design of a racing car. In other words, unencumbered with production problems, a most advanced form of chassis and suspension had been envisaged.

It was also realised that one-piece monocoque construction was going to be exceedingly difficult, for an open sports car, and it was with a mixture of glee and relief perhaps that it was realised the backbone chassis lent itself very nicely to the installation of a glass-fibre bodyshell. Not only that, but it was going to be cheap to produce, so economies would not have to be sought on the overall specification.

By this time, in 1961, Lotus were aware that Ford were busy on a 1,500-c.c. engine. With remarkable foresight Chapman asked Harry Mundy and Richard Ansdale to get busy designing a twin-cam head, and when this was done Cosworth Engineering constructed the unit. At 1,499 c.c. it gave a level 100 b.h.p.; in exactly this form it was installed in a Lotus 23 for Jim Clark to drive in the Nurburgring 1,000 km. in September 1962. It led on the first lap, to the chagrin of Scuderia Ferrari, the surprise of 100,000 spectators, the amazement of Jim Clark, Colin Chapman, and Keith Duckworth, to name but a few.

At which point the 2+2 project was set aside (but not forgotten) is not altogether clear but by the beginning of 1962 the Elan scheme was hardening. It was to be a two-seat sports car with fairly luxurious fittings, and above all else it was to be a nice, refined, practical model to sell to the public. Hickman says that where the Elite was 60% beautiful, 40% practical, the Elan was to be 60/40 practical and beautiful. Even now he sticks to this, believing that the Elan is not particularly graceful. Hickman intends that the next car will meet both ideals equally. Big motor manufacturers are quite prepared to let the Press visit their styling departments and view artists' impressions of possible future models, saying in guarded tones that they won't see the light of day. Likewise, Hickman's office is adorned with impressions of a 2+2 distinctly reminiscent of the Elite, but the usual disclaimer is made—for this year, anyway.

It is not quite true that the Elan has a one-piece body mould, since the floor and wheel-arch pressing is made on one mould and the upper part on another, the two parts being bonded and finished when curing is taking place. No less than 110 metal inserts are used to attach the body to the backbone, for attaching the doors, the seat mounting points and so on, each one requiring a special bobbin developed by Hickman (he wishes he had patented it). Even this small part of the design is an article in itself, but the bobbins have a shear strength exceeding a ton, which means that if you sit an elephant on an open door the bolt will break before the surrounding bodywork—but not under warranty! On this point, the Elan has the incidental but important advantage that it is much easier to repair than an Elite. We have heard pessimists say that an Elan is not a safe car in which to have an accident (what is ?), but this can be fairly countered by the known safety advantage inherent in glass-fibre, in that it breaks up at a uniform rate and spreads the shock and deformation rate over a relatively safe band.

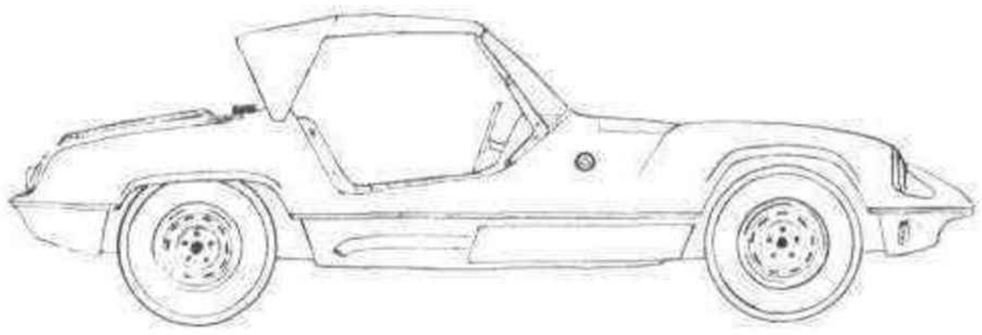
By the middle of 1962 the Elan was taking shape, and finishing was mainly a matter of detail. For instance, Hickman was quite bothered about the headlights for, as the clay model picture shows, the Elan was fitted with lights which did not then conform with the law on height, so retractable mechanism was designed. He wanted to avoid hydraulics or electricity for the operating mechanism, designing a manual lever to do the job from the driving seat. Probably a great many people on the M1 were surprised to see Colin Chapman's Jaguar 3.8 rushing up and down at top speed, with a pair of pop-up headlights mounted on an outrigger at the front. In this way the mechanical force required to raise the lights was calculated, a useful experiment which only days before the Motor Show of 1963 led to vacuum operation. When the car appeared on the stand the lights had never been operated on a test vehicle, but they didn't break down and by the end of the 10-day marathon they had undergone the equivalent of 15 years' use—point made!

A cheap replacement was designed for the Seven, based on



Clay model of the Elan circa 1961 *experiments with faired headlights.*

the Elan, and this is the car we illustrate. It was to have a very simple two-piece body with the top part bonded to the floor panel, the beading trimmed with brightwork. It was to be spartan, very cheap (up to £75 less than the Seven), and just about everything was to be an extra—even an automatic gearbox, it is interesting to note. An Anglia 105E engine (in standard form) was to be the basic power unit, a rigid axle was to be fitted, and the end product would, quoting Hickman's memorandum, " be inferior to an Austin Healey Sprite (or an M.2 Seven) only as regards comfort—seats, doors, weatherproofing—convenience, appearance, finish, noise level, road-holding and carrying capacity."



It is to his credit that Hickman did not blush when he allowed us to carry the drawing and memorandum out of his office! This car, of course, was never made, and we feel that when the Seven is replaced it will have none of the disadvantages mentioned.

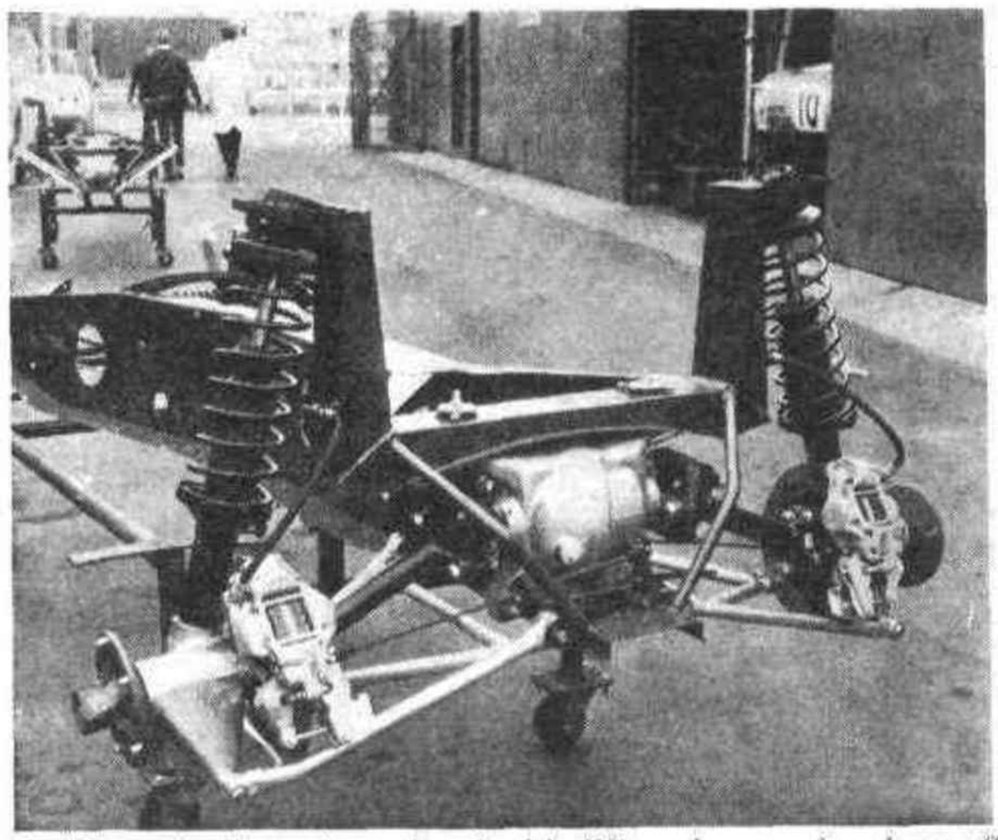
The letters NVH won't mean much to the public, but have absorbed the minds of the design team. They stand for noise, vibration, harshness, and are the key to the difference between the Lotus Elan and other glass-fibre, do-it-yourself sports cars. An immense amount of work has gone into eliminating these factors and the 400 detail modifications that have been made since September 1962 are largely to do with the niceness of the car as it is today. Chapman says that regarding the production rate, his development costs are out of all proportion; an economist might think him a fool. His problem is balancing the economic feasibility of improvements with the cost, and in relation to what the big manufacturers can do his changes are vastly more expensive. But, as we said before, in limited production it is less of a problem to make a specification change, and no less than 200 further refinements are in mind for the future. The Elan will certainly be with us, much as it is now, for at least another five years. It is significant that, year by year, between 50 and 70% of the development team's time has been taken up with current models, this being an exceptionally high ratio by any standards.

Very few real modifications have been required in production; in fact since the first prototype was designed. The original prototype had inboard disc brakes at the rear, but torque effects produced a severe judder at the back if the brakes were applied between 40-50 m.p.h. Apart from that the car moved up to 10 inches against the hand-brake, due to take-up in the rubber doughnuts, so the discs were taken to the outboard end, with the consequent rise in unsprung weight. Ah well, Chapman can't win all the time! Larger callipers were fitted when the Series II was introduced, and the early doughnuts gave some drivers trouble (oddly enough, not always the fastest drivers).

A year ago the Coupé (type 36) was introduced, and it is entirely due to Ron Hickman's design team, notably Brian Luff, that the bodywork can be made on the same moulds as the new (type 45) open car. This, of course, means that it can be offered at virtually the same price with the triple advantage that it has increased the market, the sales, and the profit margin, also increasing production flexibility.

The problems that are involved in modifying the body shape are great. Since the cars are made with eight sets of tools, each set has to be altered, taking up a week at a time, with consequent slowing down and difficult phasing in production. We are breaking an embargo by a few days to mention that no less than 20 schemes were tried to get a satisfactory air extraction system working on the Coupé.

At one point it was thought that the Elan would lend itself nicely to special coachbuilding efforts, but this was a fallacy for three reasons. First, it was later realised that coachbuilders like to have an underpan to work on, building upwards. Only Frua, and Ian Walker for one Swiss customer, have really tried to tackle the matter of designing a complete, fully stressed bodyshell around the backbone. Second, upon a compact chassis there is no scope for extending the range beyond that of a two-seater. Third, customers really do pay for size rather than styling, and any special job could only be more expensive. Any attempt to produce a cheaper version would founder, just as the Mark 7 replacement did, upon the high cost of the chassis equipped with running gear. By introducing the Coupé, appealing to older and more discriminating customers, Lotus really solved this problem for themselves. Even now the sales of the Coupé haven't stabilised sufficiently to quote a definite ratio compared with the Convertible.



Backbone chassis ready equipped with diff. and suspension shows off the layout.

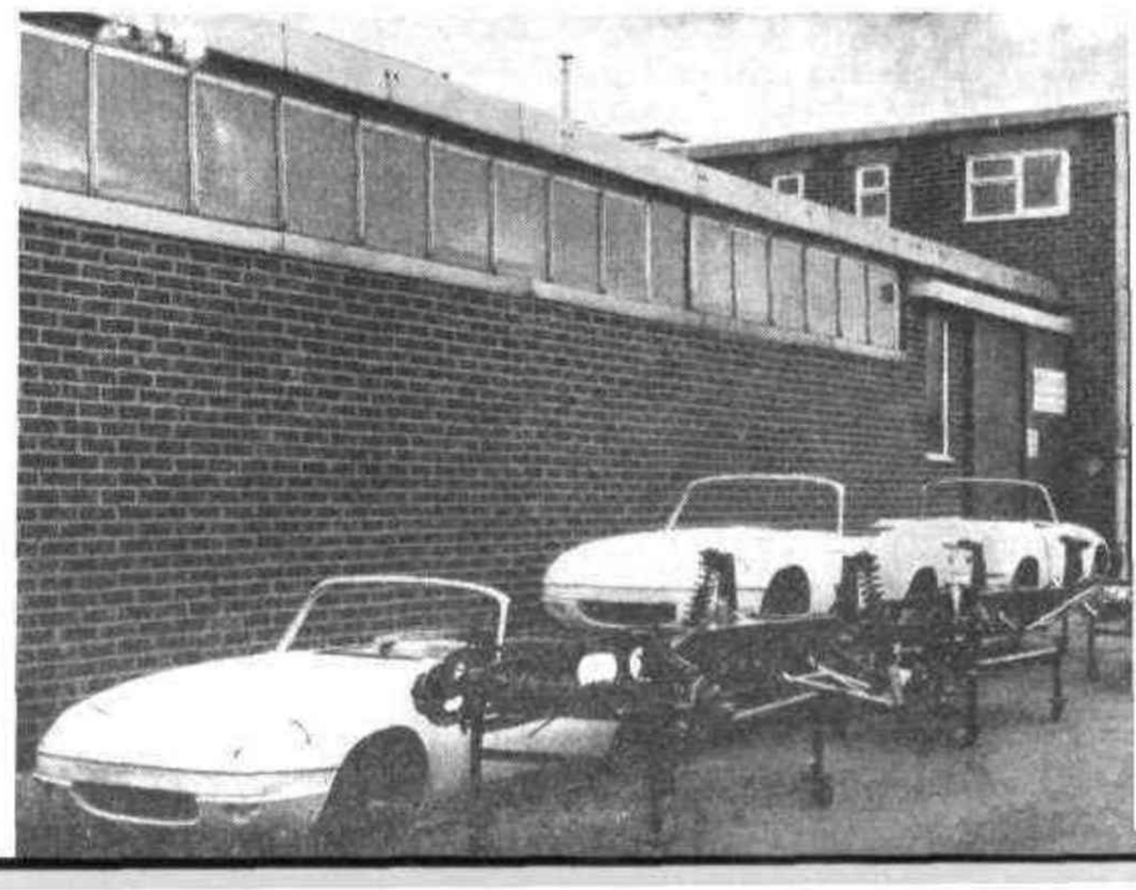
Competition Cars

As Chapman said, the Elite was designed as a track car, and they found out afterwards how to make it work as a road machine. Conversely, the Elan was primarily for road use, and just as happened with the E-type Jaguar, customers got their hands on it and rushed straight out to the circuits to meet with varying success. Of course the potential was there, but quite a fair amount of sorting out was needed.

First thing to remember is that the engine was not meant as a competition unit, either. That is what we are told, anyway. Jim Clark's Nurburgring epic was simply a trial, but Ford got very interested and only a few months later the Lotus-Cortina made its debut. That's another story, too. The first 50 power units made were 1,499 c.c., but a very early decision was made to increase the bore by $\frac{1}{16}$ in., taking the capacity to 1,558 c.c. in production. Thus a 1 mm. increase in bore, permitted by the F.I.A. regulations, would take the engine conveniently to the limit of the 1,600-c.c. class; very handy. The power went up to 105 b.h.p. also.

Keith Duckworth was asked to develop a competition version of this unit, the early Cosworth unit appearing with stronger pistons, new camshafts, bigger counterbalance weights on the crankshaft, and a bigger clutch. At the factory Steve Sanville and his engine and transmission staff had been developing the engine and running gear for road use, and quite a number of improvements have taken place.

So you puts the body on the chassis and away you goes. . . .





One of the rare special-bodied Elans, prepared by Ian Walker for a Swiss customer.

Engine development becomes complicated at this stage. The Cosworth units as just described gave 140 b.h.p., but all such engines were quickly modified to Phase II which gave the same power *reliably*, with the help of stronger rods, better gudgeon-pins and different pistons. Due to production difficulties B.R.M. were asked in 1965 to prepare some of the competition engines, and now, with dry-sump lubrication, the engines from Bourne are giving 155-160 b.h.p. Equipped with fuel injection they are giving up to 185 b.h.p., as raced in the Team Lotus-Cortinas recently, while a carburetter version with fuel injection cams and inlets has given 168 b.h.p. so far. For the future, the new F.2 Cosworth unit with a 4-valve head, giving in excess of 200 b.h.p., will be very convenient.

Oddly these super engines have been used mainly in the saloons, no-one having progressed beyond 160 brake in an Elan as yet. That must be next on the agenda.

If you say it costs £1,200 to knock four seconds off the short circuit at Brands Hatch, it sounds an awful lot of money. A lot of work is done, though, to take the price up to £2,450, the price of a Competition Elan available from Lotus (Components) Ltd.; this is about the same price as a new Formula Three car.

Explained by John Joyce, the development manager, the chassis is modified at the rear with the pick-ups raised to lower the (strengthened) diff. carrier, thus lowering the suspension. The backbone is strengthened at the front and rear, but not to any great extent. Bottom wishbones at the rear, and the top wishbones at the front, are rose-jointed to facilitate camber adjustments; Armstrong racing struts are fitted, different springs, dampers and anti-roll bar adopted. The rack-and-pinion steering assembly is rigid-mounted. Magnesium hub carriers replace alloy at the rear, while magnesium is also used for wheel construction and the diff. carrier, all to save weight. Incidentally, the 13-in. knock-on wheels pioneer another development, having a special type of cone fitting.

The intermediate driveshaft incorporates a B.R.D. roller spline, and the outboard driveshaft assembly carries smaller discs to alter the braking ratio. An oil cooler replaces the scoop on the diff., partly because of the extra heat generated in racing conditions and partly because a limited slip unit is fitted, naturally running hotter. The gearbox is not modified, apart for ratios, but alloy replaces steel for the bell-housing and tailpiece.

Twin master cylinders with an adjustable balance bar are fitted in the braking system. An aluminium radiator, an oil cooler, Perspex headlight fairings, and a safety rollover bar make up the equipment side. By the time all this has been done, a special lightweight body having wider wheel arches is needed to keep the weight approximately the same as on the road cars, at just under 13 cwt. Special seats, seat belts to choice, extra instruments, and a leather-rimmed steering wheel are all included in the specification. Joyce thinks it is the only competition car equipped with a cigar-lighter, but he's not sure.

Under development at the moment is a rally version, which has been entered a couple of times under Ian Walker colours, but confidence that it would last a rough and tough event like the R.A.C. Rally sounds tentative.

Following their normal policy of racing one car of each type made, Team Lotus had a great deal of success last year with a competition Elan in the hands of Ray Parsons.

Assembly and Sales

At the time of our visit the bodies, constructed in Norfolk, were being brought to Cheshunt for final assembly, but by December the whole operation will take place under one roof in a new factory. The offices will also be located at Hethel, so that as far as motoring is concerned Cheshunt will disappear from the map. In keeping with the organisation's outlook, the office suite will be completely open plan with plants, trees and fountains to break up the office atmosphere.

The power units are delivered by the J.A.P.-Villiers Company, Wolverhampton, who take the basic parts from Ford at Dagenham and do the assembly with special parts, starting with a special crankshaft and working upwards. Blue cylinder heads are fitted on the standard 105-b.h.p. engines, and green heads on the 115-b.h.p. Special Equipment engines also developed by Steve Sanville's staff, having special cams, chokes, jets and exhaust system. These represent 25% of the output. All the engines are bench run for an hour before installation, helping to build up a marvellous reputation for reliability.

Assembly is a pretty straightforward job, especially since most cars are sold in kit form. In an unguarded moment, Graham Arnold, the Sales Director, admitted that glue techniques have improved considerably since the early days when customers came back from Spain complaining that their Elans had reverted to kit form. Customers who do build the cars themselves are invited to take the completed job back to the factory to have their handiwork checked over.

It is surprising, but not altogether out of character, to realise that every Elan made now has electric windows. This actually avoids the problem of having a bulky winder mechanism in the doors and is a cheap comfort factor regarded as a sound investment.

Over 500 people are employed at Cheshunt, and many of them will be moving up to Norfolk. Lotus directors are very confident that locally recruited labour will be of high quality in any case.

To sell the cars, Lotus have 39 main dealers in Britain, four in America with 200 agents, and with European outlets there are about 350 dealers altogether. Graham Arnold spends much of his time chasing about the overseas markets fighting a personal crusade against Porsche, even going to the trouble of entering local events when there is time in order to take on the Stuttgart company on a neutral battleground.

An interesting aside to the Elan story is the development of a Cortina with independent rear suspension. Two have been made—Jim Clark runs one of them, Colin Chapman the other, but so far Ford have declined to take any special interest. Notable customers for the Elan have included Prince William of Gloucester, Lady Sarah Curzon, Viscount Gormeston, Stirling Moss, The Yardbirds, and the Jordanian Ambassador.

Through the Elite, the public were first able to get first-hand experience of Lotus design. It may have been a salutary experience for some of the customers, but roughly in line with the company's racing record of the time. As the racing record improved, so did the product, and the two facts may be allied, for Chapman learned the hard way that to win a race the car must cross the finishing line. By now, we need no convincing that the lesson has been thoroughly assimilated in all departments.—M. L. C.

ROAD IMPRESSIONS OF THE LOTUS ELAN

MOTOR SPORT has not been neglectful of the Elan—we have written of its road behaviour previously and the Continental Correspondent, after driving one to Monza and back, commented very favourably on this highly-desirable Lotus. The remarks which follow are based on recent experience of the latest version on the constipated roads of England and less congested by-roads of Wales.

After lunch with Colin Chapman and his executives at Cheshunt, when all manner of motor racing topics were aired, I was handed over a dazzingly yellow-hued coupé, its colour enabling this small low vehicle to be easily seen by other, perhaps more pedestrian, road users and, I hope, being in some way radar-repellant. It was the newest of the range, a fixed-head coupé with electrically-operated windows, in Special Equipment guise, developing 115 b.h.p. by reason of high-lift camshafts, special Weber carburetters, and a 4-branch exhaust manifold, and pulling a 3.5 to 1 axle ratio in conjunction with semi close-ratio gears.

Apart from being told not to use the choke and warned that, though light, the clutch is fierce, there were no special driving instructions issued to me as Graham Arnold, Lotus' Sales Director, sent me on my way. The Elan was, however, turned out for test in a manner of which the great Daimler-Benz Press organisation would not have been ashamed. In the boot were a gasket-set, a spares-kit containing hoses, plugs, brake pads, rotor arm, decoke set, etc. and a workshop manual, apart from which I had also been issued with an instruction book, sales literature, servicing vouchers, a Lotus tie-pin and day and night telephone numbers in case of emergencies. All of this was most reassuring, although I only intended to go a few hundred miles, and it effectively emphasises the progress made in Messrs. Lotus' affairs within a comparatively short space of time.

It was, too, intriguing to drive one of the fastest A-to-B coupés out of a factory where racing cars from 250 c.c. to Indianapolis-size are prepared and saloon racing Lotus-Cortina Fords made ready for battle.

One's first surprise about the Elan is its quite astonishing docility. Although I had the S/E coupé capable of some 120 m.p.h. or more, the twin-cam 1,558-c.c. Ford power unit is quite happy idling along in top gear at around 1,500 r.p.m., which is comfortably below the town speed-limit of 30 m.p.h.

This was just as well, because it wasn't until some 45 miles after leaving Cheshunt, and then only for very brief occasions, that I was able to exceed about 50 m.p.h., so choc-a-bloc with mimsers were our infernally narrow roads. So the Elan's docility didn't come amiss, and I was also pleased to discover how quietly it runs with the windows shut. Engine and exhaust noise certainly belie the vivid performance that is released when it is possible to depress the right foot.

The new electric windows are extremely worthwhile. Lotus will tell you that they are a good sales gimmick and almost as cheap to install as manually-wound window glasses. Maybe. But this little coupé gets infernally hot within and as the driver is apt to be pretty fully occupied if he is enjoying himself as he should be, to be able to get some fresh air on tap merely by pressing a conveniently-placed flick-switch is indeed a blessing. Admittedly this sudden exposure to blasts of outside atmosphere on the face and neck of a perspiring driver may well give rise to new ailments, in the category of " Lotus elbow " known to owners of open Lotus 7s, but this problem will have been resolved by new ventilating arrangements in time for the Motor Show. Under-scuttle air inlet doors are already provided but tend to promote chilly feet.

In addition to the convenience of windows which go up or down, slowly but surely, under electric control, with separate switches for driver and passenger, the adjustable racing type bucket seats are effectively supporting and comfortable. Forward visibility is good due to thin screen pillars, even if the small steering wheel is a trifle high-set for the low seating position (but it is adjustable to individual requirements), nor do I think I walk with a permanent kink through driving the Elan with my legs biased to the right in the foot-well containing the close-set but conveniently located pendant pedals; a wide transmission tunnel necessitates this off-set to the off-side, and divorces passenger from driver. It does, however, enable a lipped tray to be formed on top of the tunnel, from which the very stubby gear lever protrudes, and if the rearward extension restricts movement of the left elbow to a greater extent than the padded door limits movement of the right elbow, I found no cause for serious complaint.

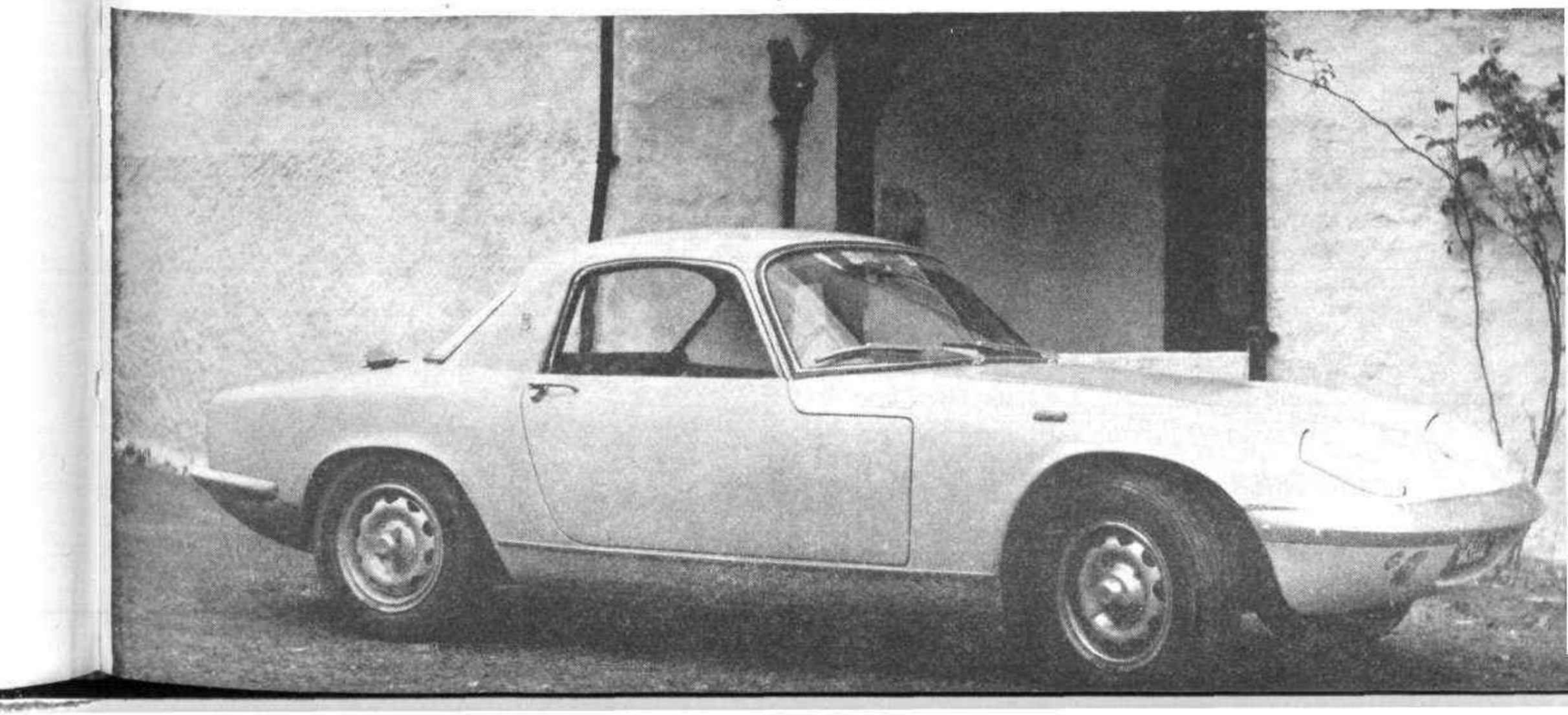
The interior of the fixed-head Elan is quite luxurious. The facia and its extension downwards to join the aforesaid transmission tunnel is in dark polished wood and it abounds in unlabelled flick-switches and knobs, all sensibly situated for quick manipulation. The Smiths dials are confined to a small 140 m.p.h. speedometer with trip and total odometers, a matching electronic tachometer reading to 8,000 r.p.m., with the red sector commencing at 6,500 r.p.m., a fuel gauge, and a combined oil-pressure and cylinder head temperature gauge, this last-named normally registering 40-45 lb./sq. in. and 85°C. or 96°C. in heavy traffic.

The pull-out handbrake is invisible under the scuttle on the right, but is perfectly easy to feel for and operate. There are three interior lamps (one for map-reading) with courtesy action, and the headlamps, normally recessed, pop up and flash a warning if a knob convenient to the left-hand is pulled out—although this occupies perhaps a whole second longer than conventional flashing of normal lamps it is a small penalty to pay for aerodynamic efficiency, clean glasses, and the *panache* of being able to retract one's lights, especially as the Elan has Italian Stibel high-note horns of great penetrating power !

Two toggles on the facia release the bonnet panel (which can be infernally difficult to open with the fingers and the panel of which has to be lifted off as it doesn't stay up, also a tricky operation for one person), stalk-levers look after lamps dipping and the twin indicators, which have Carello repeater units on the front wings, there is a facia pull-out ash-tray, and provision for a radio (£40 extra, Radiomobile on the test car), the screen-wipers' control is combined with the washer's control, and there is a wooden-lidded, unlockable lined cubby-hole in front of the passenger. A warning light remains on until the handbrake is released.

This Lotus Elan is a genuine two-seater coupé, by which I mean that although there is very useful upholstered stowage space behind the seats, by no manner of means could a passenger be carried therein. There is a coat hook on each side, suitable for hanging a mini-skirt on. And there is a useful shelf ahead of the big back window. The upholstered boot, with lockable, self-supporting lid, enables far more luggage to be accommodated therein than the external size of the car suggests—plenty in addition to a full-size suitcase, the spare wheel being under the floor and the Exide battery tucked in the n/s rear corner. To

The Lotus Elan, as tested, in Special Equipment coupé form, with electrically-controlled windows, which sells for £1,711 5s. 2d. inclusive of purchase tax.





The Elan's boot is far more roomy than it looks and the lid is lockable and self-supporting.

say that driving the Elan is immense fun is almost an understatement. The 15 in. steering wheel with its three drilled metal spokes is very small and its rubber rim is cased in a lace-up leather gaiter. The tiny central gear lever with its polished wooden knob bearing a tiny Lotus badge is right where it should be and clicks from slot to slot in a precise but very notchy "mechanical" manner, unimpeded by spring-loading, except for that which safeguards reverse. There is considerable gear lever "fizz."

Normally it is unnecessary to use more than about 5,500 r.p.m. to not only keep the Elan at the head of the queue but to leave the opposition out of sight. The car I drove didn't have the ignition cut-out and 7,000 r.p.m. was perfectly permissible. Using considerably less than this, maxima of 40, 60, 85 m.p.h. and 120 m.p.h. are available in the respective gears of the Lotus-Ford gearbox. "The ton" comes up along the average short straight—on private test tracks, of course! There was no time to take performance figures, although the go-ahead Lotus organisation did suggest flying the car over to Jabbeke for a day's timing! I have, therefore, to be content with their claim of 0-60 m.p.h. in 6.8 sec. Acceleration continues to be impressive beyond 80 m.p.h., so the Elan is a match for all but the big-engined GT cars in this respect.

All this performance is achieved without any feeling that the 1.6-litre Ford engine is working at all hard. The exhaust note is unobtrusive, the noise within the car entirely tolerable. As for road-holding, the Elan goes round corners, in the wet as in the dry, faster than any normally-skilled fast road driver will have an opportunity to exploit and does this in a pleasantly neutral manner, with neither oversteer nor understeer bias. Very rarely indeed is it possible to make the Dunlop SP41 tyres protest, and if the car does get out of line, mere wrist movement of the light steering, which is geared 2½-turns lock-to-lock with not an atom of lost motion on the Alford and Alder rack-and-pinion mechanism, serves to flick it back where it belongs. The whole question of road-holding can best be summed up by saying this is undoubtedly one of the very safest very fast road cars it is possible to experience.

The suspension is firm but definitely not soggy. So the ride is good, while the wheels remain glued to the ground; roll is a word associated with jam and undergarments but not with Elans. . . .

The backbone chassis is so rigid that the coil spring and wishbone i.f.s. and Chapman coil strut i.r.s. have to do all the shock absorption. This does give rise to some thump and transmission of movement, while the steering kicks back at times but the glass-fibre body naturally remains free from mechanical rattles. The ride becomes choppy over undulating surfaces.

Ground clearance (normally 6 in.) is not the Elan's best point; it is one of the very few cars which bottomed on the road that I am pleased to call my drive, although not after passenger and luggage had been removed, and did so over main-road bumps of the more severe kind even when lightly loaded. However, I am assured this has now been cured, by fitting stiffer rear shock absorbers. Another weakness was lack of guttering on the doors, so that they deposited rain on the seats when opened after a spell of wet-weather parking.

THE LOTUS ELAN FIXED-HEAD SPECIAL EQUIPMENT COUPE

Engine: Four cylinders, 82.5 × 72.7.mm. (1,558 c.c.). Inclined overhead valves operated by twin chain-driven overhead camshafts. 9.95 to 1 c.r. 115 (gross) b.h.p. at 6,000 r.p.m.
Gear ratios: 1st, 8.9 to 1; 2nd, 5.8 to 1; 3rd, 4.37 to 1; top, 3.55 to 1.
Tyres: 5.20 × 13 Dunlop SP41 on centre-lock steel disc wheels.
Weight: 13 cwt. 3 qr. 21 lb. (without passengers, but ready for the road, with approx. one gallon of petrol).
Steering ratio: 2½-turns, lock-to-lock.
Fuel capacity: 10 gallons (Range approx. 288 miles).
Wheelbase: 7 ft.
Track: Front, 3 ft. 11 3/32 in.; rear, 4 ft. 0 7/16 in.
Dimensions: 12 ft. 1 in. × 4 ft. 8 in. × 3 ft. 9¼ in. (high).
Price: £1,420 (£1,711 5s. 2d. inclusive of p.t.). (£1,391 in kit form).
Makers: Lotus Ltd., Delamare Road, Cheshunt, Hertfordshire, England.

To light steering and a light clutch must be added light pedal pressure when applying the Girling 9½ in./10 in. disc brakes, which are splendidly progressive in action, very powerful, and free from the squeal sometimes experienced with disc anchors. The hand-brake holds quite effectively in spite of being applied to the rear discs.

The test car had Teleflex reel-type safety belts, there is generous crash-padding and the glass-fibre body is a further safety factor in the event of impact.

The engine picks up speed very smoothly (5-bearing crankshaft) and cleanly (twin 32 mm. Weber 40 DCOE18 carburetters) a rather violent flat-spot only being experienced very low down in the rev. range. There is, admittedly, transmission snatch accompanied by subdued squeaking due to the use of Rotoflex rubber couplings in the rear-wheel drive-shafts but I did not find this sufficiently noticeable to merit criticism.

Reverting to the interior appointments of the Elan, the black upholstery contrasts nicely with the plated door cappings, which incorporate built-in "pulls," and the pile carpeting. There is even a vanity mirror in the n/s vizor, for the benefit of girls who go out in Elans. The doors shut properly, lock easily, and have effective "keeps." They open sufficiently far for any normally agile person to enter and leave easily—anyone who cannot cope is probably too old to want an Elan anyway, although I believe the customers are aged from 18 to over 80. . . .

The name LOTUS is set across the boot lid, the familiar Lotus badge is on the nose, the "Coupé S/E" wording on the body sides, and the badges proclaiming Lotus to have been the World Champion Car Constructors in 1963 and 1965 and Indianapolis winner in 1965 are proudly displayed on the body. The screen is of Triplex non-craze laminated glass. The coupé top cuts off the view at oblique road junctions and the close proximity of the pedals makes it necessary to rest the left foot under the clutch pedal. The dipstick and oil-filler are extremely accessible, and cold starting was instantaneous.

The engine, having a c.r. of 9.95 to 1, naturally deserves the best petrol, which it consumed at the rate of 28.8 m.p.g. in mixed traffic and open-road driving. Just over a pint of oil was needed at the end of 800 miles of highly enjoyable motoring. The tank, filled through a good quick-action filler, holds 10 gallons.

To sum up, only by driving a Lotus Elan fast and far can you appreciate the subtle fascination exerted by this very fast, compact, extremely safe-handling sports car. It is a car which keeps young men young and makes old men younger and is one of the few cars which can average 69 without exceeding 70. . . .—W. B.



OULTON PARK GOLD CUP

THE Mid-Cheshire Motor Racing Club Ltd. were very courageous in organising a Formula One race for their Gold Cup meeting, in this first season of the new Grand Prix Formula, especially in view of the ups and downs of various factory teams. The outcome was a small field of cars but they gave a real taste of Grand Prix racing at its best and it must have whetted the appetites of the very large crowd of spectators. Anyone who expects the new 3-litre cars in their first year of racing to be as reliable and evenly matched as the old 1½-litres of 1965 needs to get his feet on the ground and face up to reality. The works Brabham-Repco V8s and the works 16-cylinder B.R.M.s gave an inspiring, if short-lived, impression of what is to come when we get all the other works teams at Oulton Park next year.

Team Lotus entered Clark with a Lotus 43 with 16-cylinder B.R.M. engine, and Arundell with R14, the car with the 2-litre V8 Climax engine, but trouble with the 16-cylinder engine in practice meant that Clark had to take R14 and Arundell was a non-starter. Brabham and Hulme had the cars they used at Monza. B.R.M. entered Hill and Stewart with H16-cylinder cars, both with the earlier versions of engine firing as double-eights, and the rest of the entry was made up of private-owners. Anderson was there with his Brabham-Climax 4-cylinder, Ireland had the ex-works Tasman 2-litre B.R.M. V8 of Bernard White Racing, which Bondurant has been driving, Spence was in Parnell's Lotus 25-B.R.M. V8, Lawrence had the John Pearce Cooper-Ferrari V12 and Campbell-Jones had a 1964 B.R.P. chassis into which Willment's had fitted a Paul Emery-built 3-litre Godiva Coventry-Climax V8. Brabham Racing had entered the Formula 3 driver Irwin on one of their V8 cars, but he was a non-starter, as was Jonathan Williams who was to have driven for Parnell.

The three-litre Grand Prix cars put Oulton Park into a new phase in its history, for in practice Brabham knocked over 3 sec. off the existing lap record, held by Hulme with a Group 7 Lola-Chevrolet. The existing record stood at 1 min. 37.4 sec. and seven of the drivers who practised were below this figure, with Brabham best at 1 min. 34.2 sec., an average speed of 105.52 m.p.h., while speeds as high as 154 m.p.h. were being recorded along the short straight from Esso hairpin.

STARTING GRID

↑

3 J. Brabham (*Brabham-Repco V8*) 1 min. 34.2 sec.	4 D. Hulme (*Brabham-Repco V8*) 1 min. 34.8 sec.	8 J. Stewart (*B.R.M. H16*) 1 min. 35.4 sec.
7 G. Hill (*B.R.M. H16*) 1 min. 35.6 sec.	1 J. Clark (*Lotus 33-Climax V8*) 1 min. 36.2 sec.	
5 R. Anderson (*Brabham-Climax 4-cyl.*) 1 min. 37.0 sec.	11 M. Spence (*Lotus 25-B.R.M. V8*) 1 min. 37.2 sec.	10 C. Lawrence (*Cooper-Ferrari V12*) 1 min. 39.0 sec.
15 I. Ireland (*B.R.M. V8*) 1 min. 39.0 sec.	9 J. Campbell-Jones (*B.R.P.-Climax V8-3-litre*) 1 min. 45.4 sec.	

Non-starter : P. Arundell (*Lotus 33-Climax V8*), 1 min. 41.0 sec.

It was the Brabhams that shot off into the lead on the first lap, clocking 147 m.p.h. down the back-straight, with the two H16 B.R.M.s in hot pursuit, followed by Clark, Spence, Anderson and Ireland. On the second lap Hulme took the lead, clocking 150 m.p.h. through the time traps, but then Brabham reasserted himself in front. Stewart then got between the Brabhams and took the lead on lap 5, when only 3.2 sec. covered the first seven cars, with Ireland being unable to keep up the pace. The two works Brabhams and the two works B.R.M.s were in a bunch like a Formula 3 race and out-and-out lap record-breaking began, in spite of the track being a bit slippery and rubbery. Stewart clocked 1.37.6 and then Clark and Hill recorded 1.37.2, the B.R.M. number-one driver having snatched third place from Hulme. This was Grand Prix racing with a vengeance, the two B.R.M. 16-cylinder engines sounding wonderful and the noise of the seven tightly-packed cars sounded thrilling as they raced down the short straight through the trees approaching Lodge Corner. Round the corner and down the dip before Deer Leap there was some spirited opposite-lock sliding with the power full on, and they burst over the brow and along the pit straight with a shattering noise, jockeying for position to brake for Old Hall Corner. The only regret was that one could not be everywhere round the circuit to watch, for they must have been impressive over Clay Hill.

At seven laps the order was B.R.M., Brabham-Repco, B.R.M., Brabham-Repco, with the 2-litre Lotus just keeping up, but Spence and Anderson were losing touch. Stewart's water temperature was rising and on lap 8 Brabham got by him and on the next lap Hill passed his young team-mate. At 10 laps Graham Hill was out in front, clocking 150.7 m.p.h. on the straight from Esso hairpin, but Brabham replied with 151 m.p.h. and a new lap record of 1.37.0, but Hill promptly clocked 1.36.7 and then Brabham and Hulme did 1.36.6, this effort getting Hulme into third place ahead of Stewart who was now definitely in trouble. At the end of lap 13 Stewart pulled into the pits and the overheating caused his retirement, but Hill was still holding off the two Brabhams and the sight of the 16-cylinder B.R.M. out in front and apparently getting over its teething troubles must have given heart to all Grand Prix enthusiasts. Brabham was trying hard, sliding his corners and hanging on to the B.R.M., and the two of them were pulling away from Hulme, but Clark had spun at Knickerbrook and had been passed by Spence and Anderson; he got going again and drove in typically inspired fashion to regain his lost position.

Hill led from lap 10 to lap 18, when Brabham got by going into Old Hall Corner, having clocked 154 m.p.h. on the straight, but Hill had done 156½ m.p.h., which was very impressive considering it was from the slow hairpin bend. At 20 laps, which was half distance, Brabham still led Hill, though they were nose-to-tail, and had pulled out a 2-sec. lead on Hulme. Things looked good for B.R.M. for it seemed as if Hill was going to let Brabham set the pace, and take the lead back from him when he wanted it, for Hulme no longer seemed able to get between them. On lap 25 all hopes of a B.R.M. victory went, for the 16-cylinder engine broke and Hill coasted to rest, leaving the two Brabham-Repco V8s in complete charge of the race. While being terribly disappointing for B.R.M. at least they knew that the 3-litre H16 was beginning to show its true form, and Oulton Park is a Brabham circuit more than a B.R.M. circuit. At Monza Clark showed convincingly that the H16 B.R.M.-engined Lotus can deal with the Ferraris on maximum speed, so it can only be a matter of time before the Bourne team are back on top with their impressive and advanced Grand Prix car.

The efficient, reliable and praiseworthy Brabham-Repco V8 cars merely had to tour round for the remaining laps, to finish first and second, but it was a pity that the track marshals waved Denis Hulme back into the paddock after the race, instead of letting him join Jack Brabham on the finishing line to help receive the Gold Cup and the champagne, for these two must surely be the best matched and most balanced team of drivers since Ascari/Villoresi or Hawthorn/Collins. It would have been a fine tribute to the Brabham Team if the two drivers and cars could have done a lap of honour together.

Almost as Hill had broken down, Spence and Anderson had retired, and only Clark and Ireland were left running on the same lap as the Brabhams. The Pearce Engineering Cooper-Ferrari V12 ran consistently but needs to find more speed, recording only 137 m.p.h. along the straight; as a one-off special it is well turned out and is an honest attempt, unlike some cars that could be mentioned.

The 40-lap Gold Cup Race had taken place in mid-afternoon, the programme being started with a 15-lap race for " Special GT cars " at 12 noon. This was a very odd category thought up by the organisers and not a recognised F.I.A. Group. In effect it was made up of International Group 4 sports cars, British Prototype GT cars, and obsolete cars, and the two classes of over and under 2 litres were combined. David Piper ran away with the event in his Ferrari 275LM coupé, but the race was made by de Udy in the green Porsche Carrera Six belonging to Porsche Cars (G.B.) Ltd. of Isleworth. Due to minor troubles in practice he was nearly on the back of the grid, but from the start he shot through the large field, being eighth on lap 3, only to spin at Cascades. He recovered and pressed on to such good effect that he made a faster lap than Piper and worked his way up to second place by lap 7 and after that made no more mistakes. This race was a complete vindication for Group 4 Sports cars, and showed the standards to which British builders must aim if they hope for International success. The neat Chevron GT prototype of Derek Bennett, with 2-litre B.M.W. engine, was quite impressive, but no match for de Udy and the Porsche.

The saloon car racing was divided into two parts, the little ones before the Gold Cup and the big ones after it. Having Minis and Anglias with 1,000-c.c. engines and others with 1,300-c.c.

Continued on page 899

CONTINENTAL NOTES

JUST outside the royal park in which the Monza track is situated is a residential area of large Victorian-type mansions, and one of these was taken over some years ago by Signor Dei for his Scuderia Centro-Sud racing school and club. It is also used by numerous organisations for social functions, and the gardens on a hot summer evening are an ideal setting for an informal cocktail party. During the time of the recent Italian G.P. both the Dunlop Tyre Company and the Goodyear Tyre Company used the gardens of the Centro-Sud club for friendly gatherings, to which racing drivers old and new came, as well as the trade and industry, the journalistic and photographic world and a lot of hangers-on.

On the Saturday evening after the last practice there was yet another visit to the Centro-Sud, but this time in company with a very small and select group and it was at the invitation of Alessandro de Tomaso and Colin Chapman. The purpose of this visit was to see a new engine built by de Tomaso in collaboration with Lotus, and Lotus technical people and drivers were also present. The engine is an all-aluminium pushrod o.h.v. 5½-litre V8, with Tecalemit fuel-injection, designed to run at 7,000 r.p.m. or more and give around 500 b.h.p. Known as the Type 868, the aim behind the project is to produce a light American-type V8 engine and this one was based on the 351 cu. in. Ford V8 engine. While introducing the engine and explaining the Lotus-de Tomaso collaboration Colin Chapman would not say what the destination of the engine was, except that it would be in a car behind Jim Clark. As Group 7 sports/racing two-seaters are a dying race in the world of international racing, one can only assume that Lotus are getting interested in long-distance Group 6 (Prototype) racing next year, such as Sebring, Le Mans, Nurburgring, etc.

The following week while I was in Modena I took the opportunity of calling on Alessandro de Tomaso at his little workshops on the outskirts of the town, and was able to see this new 5½-litre V8 engine in its component form, and learn a bit more about its history. Last year Carroll Shelby commissioned numerous engine-design offices to do experimental work on the 4.7-litre Ford V8 engine, using Ford money, and one of these was de Tomaso. It was not a question of production design work, but purely research and development, and de Tomaso made some aluminium cylinder heads for the 4.7-litre Ford engine, which had revised porting and valves and used down-draught Weber carburetters straight on to the ports, without the need for complicated manifolding. This engine was on show at Monza in 1965 in the exhibition of racing and sports cars organised by the A.C.I. and it took the notice of Lotus engineers who were soon in contact with de Tomaso. They had been thinking about improving the 5.1-litre Ford V8 engine that they had been using in the Lotus 40 works car and weight-reduction of the basic American unit was uppermost in their minds, as well as improved breathing, better cooling, stronger bottom-end and all the usual things that designers tackle when they start developing a production engine.

It would seem that casting and machining aluminium in Italy is no problem at all, whereas British firms either can't or won't, and if they do they make a bog-up of it, so Lotus got together with de Tomaso to design and build a prototype all-aluminium V8 engine based on de Tomaso's 4.7-litre and the knowledge Lotus had of the Ford 5.1-litre, and the Type 868 engine of 5½-litres is the outcome of this collaboration. The dimensions are 107.44 mm. × 76 mm.—5,512 c.c. in 90-degree vee formation with pushrod-operated overhead valves. The cylinder-head faces are completely flat and the combustion chamber is in the top of the piston. Although the design is based on the Ford V8 the only Ford parts used are the front timing-case cover and the water pump.

This Lotus-de Tomaso joint effort could well lead to other things, but equally the engine could well blow to pieces when it is put on full power, but whatever happens it indicates that Lotus are not standing still and we can expect something interesting in the near future.

* * *

The village of Zeltweg is almost geographically in the centre of Austria, so that no matter from which direction you approach, it affords an interesting and fascinating motoring trip. The circuit itself is dull and uninteresting, being laid out on an airfield, but no one appreciates this more than the Austrians who are in the unfortunate position of having no alternative if they want to organise an Austrian Grand Prix. The people in the Austrian Automobile Club and the local club at Zeltweg could not be more enthusiastic about motor racing, but like Great Britain the government will not allow the closing of roads for motor racing, or even for rallies during the summer months, for fear of upsetting the tourist trade. In 1963 the Austrians organised a Formula One race on the Zeltweg airfield, won incidentally by Jack Brabham, and the following year the F.I.A. let them hold an Austrian Grand Prix as a round in the World Championship series. Unfortunately a lot of the Grand Prix cars fell to bits on the rough concrete surface of the Zeltweg airfield, but the organisation of the event was good and everyone enjoyed the enthusiastic atmosphere of the race. The general opinion was that it was a great shame that the Austrians had not got a good permanent circuit, or that they could not use the public roads, for they had everything else needed to run a proper Grand Prix event of Championship status. This feeling was international, and was voiced by people from Italy, Germany, France, Holland, Belgium, Sweden and England.

I am very happy to be able to say that the opinions expressed in 1964 were listened to in the right quarters and the Austrian Government has now given the O.A.M.T.C. financial practical support so that they can go ahead with plans for a permanent racing circuit. While at the recent Zeltweg 500-kilometre race I had the opportunity of looking at the plans and visiting the site of this proposed circuit. The Zeltweg airfield is on a plateau in the middle of the mountains and on the north side there are fir-clad foothills leading up to the mountains. The circuit is planned in these foothills, following the natural contours of the land and will be 6 kilometres in length (3¾ miles) and will be a miniature Nurburgring, with blind brows, steep descents, a long undulating straight and with natural banks for spectators. It is probable that the circuit will be used anti-clockwise, which will not only make a change for drivers, but will provide an interesting climb up to the top straight, through some hairpins, and a very fast winding descent at the other end. The site is two or three miles off the main road, at present served by small lanes, but the Government has agreed to build new access roads and the three small towns of Knittelfeld, Zeltweg and Judenburg will still be the main centres of accommodation. If all goes well, construction will begin next year, and it should be ready for racing in 1968. The Austrians are well aware of the pitfalls in having a permanent circuit and realise how easy it is to become over-enthusiastic and to use a circuit too much so that everyone becomes stale; they plan to hold only three meetings in 1968 or 1969, depending when the construction work is finished.

When the Austrian Grand Prix was held in 1964 and Zeltweg was "invaded by the circus" there were a great many people who really enjoyed the motoring trip to get there, and were very sorry when the race was not on their calendar for 1965. If all goes according to plan they will soon be able to enjoy another motoring trip to the centre of Austria. Of course, there were the "dismal jimmies" who moaned about the motoring difficulties, and some of them were actually parading as motoring journalists! Perhaps by 1968 or 1969 they will have returned to whatever they were doing before they "discovered" motor racing, and then *everyone* will enjoy the trip to Zeltweg.

* * *

A year or two ago a small but active business grew up in this country, having been prompted by American activity, in the building of two-seater cars for racing using American V8 engines. The idea began in America with such things as Cooper-Monaco and Lotus 19 being bought with 4 cylinder Climax engines, and replacing them with a big iron V8 engine, such as a Ford or Chevrolet. There were no races on the International calendar for these "Specials," but the B.R.S.C.C. arranged a Brands Hatch meeting and last year other organisers had races for these cars. In International F.I.A. circles they had no real place, for the racing sports car had been replaced by the G.T. Prototype and the home-brewed special could not compete in any of the classic long-distance races. The Sebring organisers accepted them and let them run with the Championship Prototypes and the Chaparral ran away with the 12-hour race, even though it did not conform to F.I.A. regulations. The

outcome was opposition from the recognised Prototype GT manufacturers, such as Ferrari and Porsche, and interest from British special builders.

The American clubs organised a lot of races for these non-regulation racing/sports cars and McLaren, Lotus and Lola soon got into this market, building V8 engined two-seater cars, using all their chassis knowledge gained in Grand Prix racing. With the beginning of the new Grand Prix Formula in 1966 the F.I.A. drew up a new set of regulations for all types of racing, under the appendix J and this sorted out racing activity into neat and sensible groups, from standard saloons to Grand Prix cars. Interest in the Anglo-American "bastards" was lukewarm in Europe and it was persuasion by English and American interests that caused the F.I.A. to make an Appendix J category for them; this was originally "Group 9—two-seater racers," but later this was changed to Group 7, so that they became the logical step after Group 6 Prototype cars and the single-seater Formula cars.

During this season the interest for Group 7 has been virtually nil in Europe, and only England and America have had races for these "two-seater racers." This is not surprising as there has not been any interest in building such cars in Germany, France or Italy (apart from one car from de Tomaso). In England the activity has been centred around Lola and McLaren, with Lotus and Brabham making half-hearted attempts, and such races as have been held were made up mostly of private-owners. The cost of buying these cars and operating them had been nearly as much as Grand Prix racing and starting-money demands were causing organisers to think in financial terms on the scale of Formula One. Equally the Trade that finances professional racing, such as the petrol and oil people, electrics, brakes, tyres and so on, were finding themselves spending more money than the results justified. Back in the summer everyone got together and it was generally, though not unanimously, agreed that Group 7 was a bit of a blind alley that was leading nowhere, and costing a lot of money. In addition a lot of this money was being spent on the development of American engines and it was felt that it would be preferable for it to be spent on British engines in other branches of racing. Race organisers agreed with the Trade that Group 7 was costing more than it was worth so no one showed much interest in organising races for Group 7 in 1967. As far as the rest of Europe was concerned Group 7 hardly existed. This withdrawal of support caused many people to say that Group 7 had been banned. This was not true and if twenty-five wealthy amateurs with Lolas or McLarens care to buy all their racing requirements, do without financial retainers, and compete without starting money, then I am sure the B.R.S.C.C. would organise a race for them.

Personally I could never get very enthusiastic about Group 7 "two-seater racers" especially as they were two-seaters only in name and regulations, and there was as much effort going into their design and building as into a Grand Prix car. I would much rather have seen all that effort producing 5½-6-litre single-seater open-wheel racing cars. Group 6 Prototype cars make sense as they are presumably the prototypes of cars that will become homologated Group 4 sports cars, as exemplified by the Ford GT40, Carrera Six, Ferrari LM and Abarth. There were no signs that the Lola 70, Lotus 40 or McLaren-Elva were ever going to become Group 6 Prototypes, so I felt that they might just as well be open-wheel single-seaters. If any of the special-builders were interested in Group 6 Prototype cars then there was nothing to stop them complying with the regulations. Group 7, with its scant regulations, seemed a sideways step away from the Prototype, Sports car, GT car line of thought.

When the announcement was made of the withdrawal of support there were those who said that this country would lose vast sums of money due to the loss of exports, assuming that no racing in this country would mean the cessation of building of Group 7 cars. This struck me as an exaggerated case, for the small amount of Group 7 racing this season cannot have done much towards the development of the cars, and all the circuits are available for testing these "export-specials." Bearing in mind that all the engines are bought from America, the carburetters from Italy and most of the gearboxes from Germany, I feel that the export losses were a bit exaggerated.

I like to think that "racing improves the breed" and that F.I.A.-classified racing has some rational line of thought behind it. Drive a Lotus Elan, a GTA Alfa Romeo, an E-type Jaguar, or a Ferrari and you will see how a firm's racing knowledge can eventually filter through into production cars. Today you can drive a production E-type Jaguar or a 330GT Ferrari down the Mulsanne straight at Le Mans nearly as fast as the factory racing cars of ten or twelve years ago, and in ten years' time there is no reason why you should not drive a production Ford GT 7-litre nearly as fast as this year's factory cars. All this sort of racing and development makes sense to me, but Group 7 just did not fit in anywhere. It was born in America and it looks like it's going to be sent back there.—D. S. J.

OULTON PARK GOLD CUP—continued from page 897

engines seems a bit pointless, but it meant that Ford could claim two more victories instead of one. The Superspeed 1,293-c.c. Anglias of Craft and Young were severely harassed by Rhodes in the works 1,275-c.c. Mini and his spirited driving kept the crowd entertained. In the 1,000-c.c. class there was no opposition to Fitzpatrick in the Broadspeed Anglia.

In the big saloon car race, Jack Oliver drove the blue Mustang of D.R. Racing with great skill, leading Muir in the Willment 7-litre Galaxie and Clark in a works Lotus-Cortina, until the nearside front stub-axle broke coming out of Esso bend and he skated on to the grass, losing the wheel and hub. This let Muir lead, but he overdid things at Old Hall Corner and there was a great crashing of ironmongery, which Clark managed to avoid by inches and the works Lotus-Cortina went on to win comfortably. Arundell in the second Team Lotus car had a big moment at Lodge Corner, up-ending himself but finishing on his wheels so that he was able to continue racing with slightly bent bodywork.

A very successful meeting and I look forward to the next Formula I event at Oulton Park.—D. S. J.

Results :

GOLD CUP RACE—Formula One—40 laps—178 kilometres—Dry

1st : J. Brabham (Brabham-Repco V8) (Entrant: Brabham Racing Org.) 1 hr. 06 min. 14.2 sec.—160.93 k.p.h.
2nd: D. Hulme (Brabham-Repco V8) (Entrant: Brabham Racing Org.) .. .. .. 1 hr. 06 min. 14.3 sec.
3rd : J. Clark (Lotus 33-Climax V8–2-litre) (Entrant: Team Lotus) .. .. 1 hr. 06 min. 39.4 sec.
4th : I. Ireland (B.R.M. V8–2-litre) (Entrant: Bernard White Racing) .. .. .. 1 hr. 07 min. 58.8 sec.
5th : C. Lawrence (Cooper-Ferrari V12) (Entrant: J. A. Pearce Eng. Ltd.) .. .. .. 38 laps

Fastest lap : D. Hulme and J. Brabham (Brabham-Repco V8), in 1 min. 36.6 sec.—165.58 k.p.h. (102.89 m.p.h.) *(new record)*.

Retired : J. Campbell-Jones (B.R.P.-Climax V8–3-litre), 4 laps, gearbox; J. Stewart (B.R.M. H16–3-litre), 13 laps, overheating; R. Anderson (Brabham-Climax 4-cyl.), 23 laps, engine; G. Hill (B.R.M. H16–3-litre), 24 laps, engine. M. Spence (Lotus-B.R.M. V8–2-litre), 25 laps, clutch slip and engine.

10 *starters* — 5 *finishers*.

SUPPORTING RACES

SPECIAL GT CARS—15 laps—67 kilometres—Dry

1st : D. Piper (Ferrari 275LM) .. .. 26 min. 31.6 sec.—150.747 k.p.h. (93.67 m.p.h.)
2nd: M. G. de Udy (Porsche Carrera Six) .. 26 min. 44.6 sec.
3rd : J. Edmonds (Ferrari 275LM) .. .. 27 min. 23.8 sec.
4th : D. Bennett (Chevron-B.M.W. 2-litre) .. 27 min. 30.4 sec.
5th : B. Muir (Cobra Daytona Coupé) .. 27 min. 37.0 sec.
6th : D. Martland (Chevron-Ford 2-o.h.c.) .. 27 min. 38.0 sec.

Fastest lap : M. G. de Udy (Porsche Carrera Six), in 1 min. 43.8 sec.—154.111 k.p.h. (95.76 m.p.h.).

Class Winners : Up to 2,000 c.c.: M. G. de Udy (Porsche Carrera Six).
Over 2,000 c.c.: D. Piper (Ferrari 275LM).

SALOON CARS—Up to 1,300 c.c.—19 laps—84 kilometres—Dry

1st : C. Craft (Ford Anglia—Superspeed) .. 37 min. 29.4 sec.—135.121 k.p.h. (83.96 m.p.h.)
2nd: J. Rhodes (B.M.C. Mini—Cooper Cars) 37 min. 30.8 sec.
3rd : M. Young (Ford Anglia—Superspeed) .. 37 min. 31.0 sec.
4th : J. Handley (B.M.C. Mini—Cooper Cars) 37 min. 51.6 sec.
5th : G. Spice (B.M.C. Mini—Downton) .. 38 min. 31.2 sec.
6th : J. Fitzpatrick (Ford Anglia—Broadspeed) .. .. 38 min. 31.6 sec.

Fastest lap : C. Craft (Ford Anglia), in 1 min. 57.0 sec.—136.714 k.p.h. (84.95 m.p.h.).

Class Winners : Up to 1,000 c.c.: J. Fitzpatrick (Ford Anglia).
1,001-1,300 c.c.: C. Craft (Ford Anglia).

SALOON CARS—Over 1,300 c.c.—19 laps—84 kilometres—Dry

1st : J. Clark (Lotus-Cortina) .. .. .. 36 min. 12.0 sec.—139.917 k.p.h. (86.94 m.p.h.)
2nd: Sir G. Baillie (Ford Falcon) .. .. 36 min. 53.2 sec.
3rd : R. Bond (Ford Mustang) .. .. 38 min. 02.6 sec.
4th : B. Redman (Alfa Romeo GTA) .. .. 18 laps
5th : B. Newton (Lotus-Cortina) .. .. 18 laps
6th : P. Arundell (Lotus-Cortina) .. .. 18 laps

Fastest laps : J. Oliver (Ford Mustang) and B. Muir (Ford Galaxie), in 1 min. 52.2 sec.—142.572 k.p.h. (88.59 m.p.h.).

Class Winners : 1,301-2,000 c.c.: J. Clark (Lotus-Cortina).
Over 2,000 c.c.: Sir G. Baillie (Ford Falcon).

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

V.S.C.C. CASTLE COMBE RACE MEETING (Sept. 17th)

THE Vintage S.C.C. held another excellent and exciting meeting at Castle Combe last month, rendered pleasant by September sunshine. In practice Merrett was going very fast in Clutton's Type 43 Bugatti until a rod unfortunately broke, while Murray had to remove his E.R.A.'s head to replace a bent push-rod. The first 5-lap Handicap incorporated the Light Car Race, which Shaw, grandson of Mr. Grice of G.W.K., nearly won in a very high 1921 4-cylinder car of this make, aided by two laps' start, but on the lap last Milner's Anzani-A.C. came through, winning by 0.2 sec. from Hill's irrepressible A.J.S. Next came a 5-lap Group Handicap, Stewart's 3-litre Bentley from the scratch group just pipping Boyce's Meadows Frazer Nash to the post, cornering outside it at Camp Corner, and also making fastest lap, at 71.53 m.p.h. Wadman spun his Speed 20 Alvis in a big way on to the grass at Camp Corner but continued unabashed.

In another of these races Cole's very nice 1924 side-valve Aston Martin with excellent replica racing body, the whole car in immaculate condition, led for four laps, but was beaten by Jardine's determinedly driven Type 22 Bugatti. A normal 5-lap Handicap followed, with five cars after the Edwardian Racing Trophy (alas, Denman's 1918 Delage had broken its crown-wheel *en route* and had been abandoned beside the Bath Road). There was another very exciting finish, Warden's 1930 Frazer Nash managing to hold off Joseland's 1926 Frazer Nash from the same mark, while Neve's T.T. Humber was going strongly in fourth place to take the Edwardian Trophy, in spite of the Itala, back on oversize rear wheels, having been flagged away only 25 sec. behind it, with Clutton trying hard, to the consternation of the 21-litre Metallurgique which had an identical handicap.

Skinner, driving Retter's high-radiator 1932 New International Aston Martin, which has four Amal carburetters and of which only six were made, led Race 5, another Group Handicap, for three laps before Allison's ex-Monkhouse M.G. K3 Magnette came by. On the last lap it was also overtaken by Abson's Lagonda Rapier, the engine of which has swollen to 1½-litres since its Oulton Park crash. The M.G. kept ahead, to win at 72.57 m.p.h.

An excellent commentary helped the racing along and things warmed up with the 8-lap Spero and Voiturette Trophies Race, Moores making no mistakes and keeping his blown side-valve Austin ahead of Ely's 1934 Riley 9 and Clarke's very fast unblown 1929 Ulster Austin, the last-named winning the Voiturette Award. It is significant that Moores lapped at 70.62, Clarke at 70.17 m.p.h. The donor of the Trophy was delighted, as he used to race an Austin 7, "Mrs. Jo Jo," at Brooklands 37 years ago. . . .

There was much speculation as to who would win the MOTOR SPORT Brooklands Memorial Trophy, Jardine's win having put him in second place, tying with Carmichael's B.M.W. However, Kain's Type 35B Bugatti still led and in Race 7, a Group Handicap, driving magnificently, he put the matter beyond doubt, by picking up from 13th place at the end of lap 1, to win easily, after making fastest lap at 82.18 m.p.h., from Mrs. Freeman's Aston Martin and Readey's Riley. This gave Kain another 18 points, a total of 88, and an unassailable lead.

The race of the afternoon was the 8-lap Allcomers' Scratch event. On the first lap it was Le Sage's Lotus which led but next time round Lindsay's methanol-burning Maserati 250F was out in front, pursued by Lucas' very professionally-driven 250F, Le Sage third, ahead of Wilks' Lotus just ahead of Spero's 250F, which was on straight Shell petrol. Millar's 250F lay sixth, well clear of the next group, which was headed by Brown's 2.8 Ferrari. By lap 7 Le Sage was out with a broken half-shaft (the wheel then fell off) but otherwise the leaders remained unchanged, Lindsay winning from Lucas, with whom he shared the fastest lap, at 90.99 m.p.h. Waller's E.R.A. headed the pre-war contingent, Bulmer's Cooper-Bristol unable to catch it.

In the last of the 5-lap Handicaps Poynter's four-seater Lea-Francis, wings and screen frame in place, got the lead on lap 2 and held it thereafter, in a close tussle with Giles, who was trying very hard in his Frazer Nash. The fast post-war racers then came out, apart from Lindsay, for a Group Handicap, in which disaster struck, Millar's Maserati, boxed in by Brown's Ferrari, colliding with Arnold-Forster's Delage II after Tower Corner, Millar's o/s front hubcap cutting through the spokes of the Delage's n/s rear wheel, both cars ending up on the grass at Camp Corner—the second accident both have sustained. Spero spun his Maserati in taking avoiding action; it wasn't Spero's day, for Wilks rammed him when leaving the Paddock and dented the Maserati's tail. Lucas' Maserati went on to win unchallenged, well clear of Merrick, who was really pressing on in Murray's E.R.A., with Morris' E.R.A. in third place. Jonty Williamson found Castle Combe unsuited to the big V12 Delage. Doc. Taylor had his 3.3 G.P. Bugatti out again but it was running badly.

Interest in the MOTOR SPORT Trophy was sustained to the last race, a Group Handicap, because Jardine had been re-handicapped out of his second race but Carmichael, also unplaced on his first appearance, now came out again. In fact, he was also unplaced, but might have gained points from Jardine. Martin in Freeman's well-known Spa Aston Martin won very easily from Day's E.R.A., third place going to Knight's R.R.A. which made fastest lap, at 80.39 m.p.h. The delay occasioned by the accident in the previous race helped Lewis-Hall to replace a big-end in his S.S.100 and another item of interest was that Blight's four-seater Talbot 110 held, but couldn't pass, McCosh's 1926/30 4½-litre Bentley and Hutchings' 328 B.M.W.

So this very enjoyable afternoon's racing ended with Bernard Kain's unkempt 1926 Type 35B Bugatti winner of the 1966 MOTOR SPORT Brooklands Memorial Trophy, with 88 points, a well-deserved success, even if the hard-pressed Bugatti retired from the tenth race with suspected ignition failure. Second place is a tie between Jardine's 1921 Type 22 Bugatti and Carmichael's 1939 l.h.d. 328 B.M.W. ex-team car, with 57 points each. This is very satisfactory, because all three cars are of makes and types which made frequent appearances on Brooklands Track. It is fashionable to talk of tyres, so I will add that Kain had Dunlops on his front wheels, well-worn Avon Turbospeed Mk. 3 covers on his back wheels, while the B.M.W. was on Avon Turbospeed Mk. 4s.—W. B.

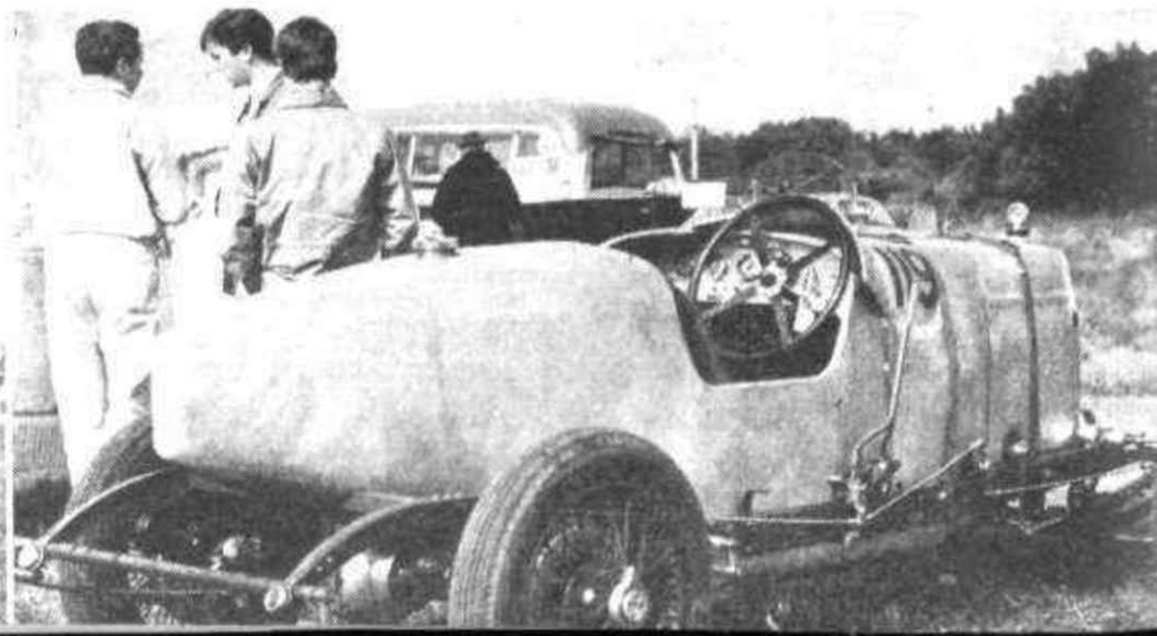
Results :

Allcomers' 8-lap Scratch Race : The Hon. Patrick Lindsay (1957 Maserati 250F)	89.12 m.p.h.	
Spero & Voiturette Trophies Scratch Race : P. Moores (1934 Austin 7 s/c.)	68.55	,,
First 5-lap Handicap : J. K. Milner (1926 A.C.)	53.35	,,
Second 5-lap Handicap : J. T. Warden (1930 Frazer Nash)	63.30	,,
Third 5-lap Handicap : E. K. Poynter (1928 Lea-Francis)	63.25	,,
First 5-lap Group Handicap : R. M. Stewart (1923 Bentley)	68.65	,,
Second 5-lap Group Handicap : R. A. Jardine (1921 Bugatti)	63.94	,,
Third 5-lap Group Handicap : M. F. L. Allison (1934 M.G. K3 Magnette s/c.)	72.57	,,
Fourth 5-lap Group Handicap : B. B. D. Kain (1926 Type 35B Bugatti s/c.)	80.19	,,
Fifth 5-lap Group Handicap : C. Lucas (1957 Maserati 250F)	86.84	,,
Sixth 5-lap Group Handicap : P. Martin (1936 Spa Aston Martin)	77.13	,,
Fastest lap of the day : Lindsay/Lucas (Maserati 250Fs)	90.99	,,

Edwardian Racing Trophy : K. Neve (1914 T.T. Humber).
Voiturette Trophy : B. M. Clarke (1929 Ulster Austin 7).
MOTOR SPORT Brooklands Memorial Trophy : B. B. D. Kain (1926 Type 35B Bugatti).

Below—You can race anything at V.S.C.C. Meetings! P. K. Shaw tries to get a better response from the engine of his 1921 *G.W.K., which led the first race at Castle Combe until the last lap, with J. P. Collins'* 1921 *Star Scorpio behind it. Right—An excellent rebuild. D. A. Cole's splendidly presented* 1924 *side-valve Aston Martin, with very "Brooklands" replica body, was a welcome newcomer at Castle Combe.*





ROTARY VALVES—A MYSTERY SOLVED!

Many years ago the Editor was told that a small aero-engine was to be found in the garage of a house on the Thame-Long Crendon road. Calling to investigate, he was intrigued to be shown a 5-cylinder rotary engine with a rotary valve above each cylinder, these valves being driven by sprockets and exposed chains. The thought of all this machinery rotating was rather overpowering and the engine seemed worth saving. Alas, the "fiver" asked at the time was not forthcoming and anyway the Editorial Austin 7 looked unlikely to bear the weight. Subsequent inquiry revealed that new tenants had taken over the house and that this remarkable engine had gone to a local breaker's yard.

There still remained the interest of trying to identify it. But application to the historical archives of *The Aeroplane*, *Flight*, the Air Ministry and careful study of Inman Hunter's reference book on rotary-valve engines failed to cough up a single clue.

However, they say patience is its own reward and the other day a grandson of Mr. Goodwin Fielding kindly sent me the manuscript of some notes his grandfather had put down, relating to his experiences as an Inspector at the Glostershire (later Gloster) Aircraft Company. This interesting material is full of anecdotes, humorous and otherwise, about the famous Gloster productions of the 'twenties and 'thirties, such as the Grebe, Gamecock, Goldfinch, Gorcock, Guan, Goral, Goshawk and similar aeroplanes, and Mr. Fielding's visits to those Schneider Trophy races in which Gloster seaplanes were raced. There is not much motoring material, although it is amusing to learn that originally a P. & M. motorcycle combination was allotted to the Inspection Department, a hinged plate on the inside of the sidecar door being swung over to cover up the A.I.D. insignia when the machine was borrowed for private purposes, until, to everyone's disgust, this inconspicuous transport was replaced by a Trojan car. A Ford one-tonner was used for towing completed fuselages from the Sunningend factory of H. H. Martyn in Cheltenham to the aerodrome at Brockworth, where Gloster's rented one hangar and the field from the Air Ministry. There was an old Ford ambulance on the aerodrome and Herbert Broad, one of the pilots, used to arrive on a Ner-a-Car.

But what really shook me was a later reference to a firm Mr. Fielding worked for after the First World War—making a 5-cylinder rotary aero-engine with rotary valves! The firm in question was The Buckman Engineering (Parent) Co. Ltd. of Sherwood, Nottingham, which occupied the Hayden Motor Works and had been, or were, making Buck motorcycles and accessories. Apparently six of these ambitious small aero-engines were built, of which three were sent to the R.A.E., Farnborough. Moreover, the thing actually ran, because Mr. Fielding recalls the chains which drove the rotary valves flying off and going through the factory roof. . . .! The parents of the brothers responsible lived near Thame, so it is logical that I discovered one of those Buck engines in that old Buckinghamshire town. Ah well, MOTOR SPORT usually unravels the mysteries of motoring history, if one waits patiently!—W. B.

V.E.V. Odds and Ends.—Kay Petre has gone to live in Canada. The widow of the late Mr. W. F. Milward, who built and raced Charron-Laycock cars and later became the designer of the Hampton, in one of which Mrs. Milward was given a ride recently, is living in Stroud. A reader confirms that Panhard-Levassor did at one time exhibit their unconventional 1½-litre single-seater racing car in Gt. Portland Street. Information is sought regarding restoration of a 1932 14.9-h.p. Ford Fordor saloon by a Blackheath reader. Vehicles discovered derelict or seeking new homes include a 1939 Rover 14 Tickford coupé, the remains of an Austin ambulance and the power unit from a 1931 Austin 12/6. Letters can be forwarded. An early o.h.v. boat engine and steam plant from a launch have been saved in Surrey, where a Model-A Ford van awaits restoration. Askew Hall, Repton, where the prototype Morgan 3-wheeler was built and where Repton boys took an engineering course, some of them building their own cars there, has come on the market.

V.E.V. Miscellany.—Mr. King, who acted as E. A. D. Eldridge's racing mechanic, and accompanied him on that epic 1925 journey with the Eldridge Special in a Model-T Ford van from Paris, over the Alps to Monza, and then on to San Sebastian, is living in Cheltenham. He remembers Brooklands Track being built and spent many years with the Sopwith Aeroplane Co. On the way to that so-wet Gt. Auclum Hill-Climb we met a smart pre-war Packard saloon, and the day after August Bank Holiday a vintage Humber tourer motoring out of Rhayader, while more recently there was the all-yellow Rolls-Royce Twenty two-seater which dazzled us between Ledbury and Hereford. Lord Montagu's 1912 Alphonso Hispano-Suiza has been to the U.S.A. to take part in a *Concours d'Elegance*. A vee-twin Trump combination is rumoured to have been found derelict in the West Country and someone in Peterborough has acquired a 1922 model-H side-valve Zenith-J.A.P., once a sidecar outfit, which has never been registered and is reputed to have stood outside a garage in the Brooklands area to attract custom for several years. It may even have been raced on the Track and its history is sought—it has a black tank with silver panels and gold lining and lettering. And another reader wants a photograph to help with restoration of a 1914/18 7/9-h.p. 1,000-c.c. vee-twin Harley-Davidson combination he has just acquired. Letters can be forwarded.

The Bullnose Morris Club Newsletter for August is as full of "meat" as ever, including an article on the Morris Minor, but it is disturbing to learn that the existing committee, consisting of Messrs. Jarman, Barraclough, Gray, Knox and Grainger all propose to retire from office at the end of the year, mainly it seems because they have become disgruntled over the commercialism which has overtaken the vintage movement in general and club life in particular.

A letter from the Managing Director of John Smith & Co. (Derby) Ltd. to the *Derby Evening Telegraph* of August 10th recalls that the late H. F. S. Morgan spent much time at their Cotton Lane factory, where much of the work on the original Morgan 3-wheeler was done, and says that 79-year-old T. T. Jones of Derby, who retired in 1952, brazed up that first Morgan chassis, using a mixture of crushed spelter and borax, in paste form, thrown on the joints after they had been heated over a hearth blown by leather bellows. The first Morgan bevel box, of brass, was cast in Smith's foundry, Mr. Jones afterwards machining it under the eagle eye of "H. F. S." John Smith & Co. still supply castings to the Morgan Motor Co.

VINTAGE POSTBAG

Georgian

Sir,

I disagree most violently regarding the suitability of the term "Georgian" for cars manufactured during the 'thirties.

The word "Georgian" calls to mind an age of elegance and architecturally a purity of design and line. Surely then, this term could be better applied to Vintage cars (except the pure Gothic of the Bentley radiator) and not the early attempts at mass production which I suggest would be suitably catered for under the heading of "Victoriana."

Droitwich. ROY H. WHITEHOUSE.

* * *

A Glimpse of the Twenties

Sir,

I was interested to read about my old friend, Group Captain Wynne, and his memories of Duxford, together with the follow-up letter from John Pole. Being stationed there from December, 1923, to October, 1925, I think I saw the best of that wonderful era of stunt flying and motor cars. I arrived from the R.A.E. Farnborough in a 1913 Indianapolis 6-litre Sunbeam (driven by Guyot in the race) which had been evolved from a 1911 Brooklands record-breaking car. Those were the days of converted racing cars for normal road use, as you could drive round Hyde Park in the Sunbeam at 20 m.p.h. in top.

I bought the Bugatti referred to about a year later. It was a Full Brescia 1922 model, long wheelbase, with the two magnetos on the dash and an aluminium two-seater body, which I painted a vivid red during a wet afternoon in one of the hangars. The car was ex Jack Barclay and came from Barclay & Wise in Great Portland Street. I had lots of trouble and never had clean hands from the day I bought it, till it was sold about nine months later.

Of the other cars at Duxford during this period, I recall a 27-80 Austro-Daimler owned by Reynolds, Woollett had a small Edwardian Benz and a G.N. nicknamed "General Nuisance" as it was always breaking down, Cairns had a Speed Model Hillman, and Alec Ryde a Clyno on which he knocked down a gas

lamp on the road to Cambridge, causing great commotion as the city's gas supply had to be shut off while repairs were being made. The C.O. of No. 19 Squadron had a Rolls-Royce Edwardian Ghost touring car and a Trojan.

The Austro-Daimler used to put on some very fast runs on the roads near Thetford, cruising at 70 plus, while the Sunbeam made some most exciting trips back from London in the early mornings, such as the R.A.F. Club in Piccadilly to Duxford in 70 min. I also remember riding in a 30-98 Vauxhall, which a dealer in Cambridge was trying to sell to Cairns in No. 111 squadron; on the Thetford road we had a speedometer reading of 88 m.p.h., quite a high speed for 1924.

Night trips, which I often took in the Bugatti, consisted of an early evening at the Rendez-Vous Dance Hall in Cambridge, followed by a quick dash up to London to the Forty-Three Club in Gerrard Street, an amazing establishment where Mrs. M., who ran the place, would often loan financially-embarrassed young officers the money to go in. Then there would be the return trip to Duxford up the Great North Road between 3-4 a.m. with no traffic to worry about and the exhaust note of the Bugatti waking up half the countryside.

The Sunbeam returned again to Duxford, as I saw it there in the Station Garage some time in 1927-28. It was then owned by a Squadron Leader Jones, who afterwards changed his name to Penderel. I cannot resist ending this letter by drawing attention to the amazing era of stunt flying which took place at Duxford at this time; some very famous names in R.A.F. history have served with the three Fighter Squadrons mentioned.

Montreal. S. T. B. CRIPPS.

* * *

Klaxon Horns

Sir,

It was good to see you refer to a Klaxon horn with a capital "K" in your report of the 4th National Austin Seven Rally in the August MOTOR SPORT. As stated in our catalogue for 1928 —"Novelists and newspapers frequently spell Klaxon with a small 'k.' The public is reminded that KLAXON is our registered trade mark and legally may be applied only to warning signals made by us."

I am sure your readers will be interested to know that we still manufacture the Klaxon Klaxet for six and twelve volt d.c. systems. The design has changed very little over the years, and it still produces the "original sound." Members of our staff who have fitted Klaxets to their cars claim that they are more effective for moving "motorway mimsers" (below 70 m.p.h. of course!) than more expensive air horns.

Birmingham. R. T. SHENTON.
Sales Manager, Klaxon Ltd.

* * *

Air-Cooled American Cars

Sir,

After having read reader's letter about air-cooled American cars, I can give some details about the air-cooled Chevrolet.

This car, the "Copper Cooled," was introduced in 1922 (the first Franklin air-cooled was introduced in 1905) but had a very short life and was not as successful as the Franklin; it was withdrawn a few days after its delivery, and owners were invited to bring their cars back to the factory in order to replace the air-cooled engine by the classic water-cooled.

Only two examples were kept: one by the Ford Museum of Dearborn, and the other in Long Island.

The four cylinders (Franklin: 6) of the engine were separated and covered with copper fins, like on the Franklin, and air, helped by fans, was conducted around the cylinders by shields of metal. The engine was an 89 × 89, in-line, of 22 h.p. (Franklin: 25) at 1,750 r.p.m. The exterior shape of the radiator was the same as on the water-cooled model, but the centre was occupied by air shutters.

The price, new, was $725, plus a supplement of $200 for air cooling. Mr. Brown is right when he says that cost was a reason for cessation of production of American air-cooled cars: $200 is dear only for originality. The "Copper Cooled," with a capacity of 2.7 litres, was not a big car, but one of the smallest in the American production.

Hennebont, France. M. JACQUES DANIEL.

* * *

Morris Eight Motoring

Sir,

It was good to see space in your columns given to Mr. D. Potter's letter in praise of the joys of Morris 8 motoring. We are a much-criticised class of motorist. To the veteran and vintage boys we are total outcasts (granted, but at heart we are one of them!); to the driver of the modern doomed-to-obsolescence vehicle we have no right to be on the road, and are treated accordingly (scornful looks as he attempts to force us into the nearest ditch); and to garage proprietors we are just not worth the bother—but then who wants to employ a garage with its attendant exorbitant charges when, given a box of tools, a jack and a strong garage beam, one can do it all oneself for next to nothing?

As Mr. Potter says, we are slow, and draughty in winter (but a good thick duffle coat is cheap). I don't pretend to be excessively hardy, but what is a little hardship and an extra hour on a journey when one considers the huge saving of expense. Insurance comes very cheap—obviously insurance companies do not regard us as a menace as do 90% of the "dolly-danglers and sticker-addicts" (if I may quote the Editor); and breakdowns, few and far between, leave the pocket unscathed. The only trouble I have experienced with my 1939 Series "E" tourer is a broken half-shaft—spare carried, £1 from breaker's yard, and on the road again in 20 minutes.

How about a bit more sympathy from the modern car driver? After all, with the country's economy in its present perilous state, a lot of them may soon be joining our ranks.

London S.W.5. R. W. ISAAC.

* * *

Georges Roesch on Talbots

Sir,

Having just read Mr. F. R. B. King's letter, may I express regret at the language and misleading facts which he uses when faced with my incontrovertible letter of May on Valve Gear. May I however tell him and others like him a timely story?

Having saved Clement Talbot, then part of the first British combine Sunbeam, Talbot and Darracq, from failure in 1925, my experience may be of interest.

The remedy I used was to design a brand new car of the future capable of immediate profitable production with a machine tool equipment dating from 1902 and using my new drawings and specifications without any prior experimental or development work having been done on them. This was done with a first sanction of 1,000 cars and a year later the new model became a sensation at Olympia, its production rising quickly to 100 per week in those days.

In 1930 my standard 4-seater 90 touring car with a push-rod engine of 2¼ litres, a single updraught carburetter and a compression ratio of over 10 to 1, won at the first attempt the Le Mans 24-Hour Index of Performance Race and triumphed over all unsupercharged o.h.c. racers up to 5½ litres and all supercharged o.h.c and d.o.h.c. ones up to 7.1 litres from America, England, France, Germany and Italy. In 1932 a team of three 105 Roesch Talbot first won for England an Alpine Cup without losing a single mark. Only Rolls-Royce had previously won an Alpine Cup in 1913. After another unblemished Talbot team victory in the 1934 Alpine Rally, Clement Talbot was taken over by yet another group and its cars by then famous for their efficiency and silence were superseded by side-valve-engined Sunbeam-Talbots mass produced by another factory.

It was therefore no surprise that, when Mr. Leonard Raymond, President of the Society of Automotive Engineers, delivered his lecture on "Engineering Challenges to American Automotive and Petroleum Research" at the Institution of Mechanical Engineers in October, 1959, he claimed for America the development of the high-compression car engine. It was to him a milestone which opened up an entirely new era of engine and fuel development of which we had not yet seen the end.

In the large audience of automobile engineers no one even breathed of prior British art except myself, and this letter is indeed an occasion for me to pay tribute to a distinguished American who so honestly and generously wrote the following comments in reply to the communication of a British colleague. "He was grateful to Mr. Roesch for the explicit information furnished on his pioneering development of the high-compression ratio Roesch Talbot engines three decades earlier. Conjectures might be made on the reasons for the inordinately long time required for the transition from the conception and demonstration of a new and valuable engineering development to large-scale commercialisation."

Can progress and efficiency flourish in the automobile engineering atmosphere which has hidden the facts I have cited from men of Mr. King's standing?

London N.W.11. GEORGES ROESCH.

NEW MODELS FOR EARLS COURT

ROVER 2000 TC AND AUTOMATIC

Introduced to the European and North American markets last spring, the high-performance TC version of the Rover 2000 is now available in Britain. Also announced in time for the Paris show, and Earls Court, is an automatic version using the Borg Warner system and a torque converter.

Since 1963 the Rover 2000 has become well established as a comfortable enthusiasts' car with such handling and roadability that it can easily cope with extra power. This has now been achieved by redesigning the cylinder head and raising the compression ratio to 10:1; a pair of SU HD8 carburetters are fitted and new four-branch exhaust manifolding takes care of the breathing. Maximum net power output has been upped to 114 b.h.p., giving the TC a claimed top speed of 112 m.p.h. with 0-80 m.p.h. acceleration in 20.5 seconds. This version costs £1,415 including tax, and wire wheels are a £47 option.

A less highly tuned version of the o.h.c. engine, developing 90 b.h.p. net, powers the Automatic Rover 2000. The Borg Warner box has three speeds, and a special oil cooler is fitted to prevent transmission overheating. This model has a claimed top speed of 100 m.p.h., and costs £1,452 including tax.

NEW STYLE VIVA

With more interior space, a bigger and more powerful engine, the Vauxhall Viva has moved up into a larger class for the coming year. These popular small cars appear with completely new two-door styling, which features the GM "rising wingline" treatment, and the engine is bored out to 1,159 c.c. Power output is up to 56.2 b.h.p. gross for the ordinary Viva, 68.7 gross for the Viva "90" which is distinguished by different grille treatment and interior styling improvements.



The most significant feature of the styling is the riddance of square, boxy lines, replaced by more flowing lines suggesting coupé influence. Track, wheelbase, overall length and width have all increased quite substantially, mainly to give more interior width and a seating capacity for five people, albeit occasionally.

Mechanically there have been a number of improvements. Coil-spring suspension replaces semi-elliptic springs at the rear, which combined with the greater track are said to give a real benefit. Optional disc brakes, standard on the "90," are larger and have bigger calipers. The rack and pinion steering is also revised.

There is more comfort for the occupants. The suspension changes have considerably reduced the body roll factor and completely new seats are fitted, designed to give extra lateral support. Fresh air ventilation, with individual directional inlets, is fitted, and all the instrumentation is new.

SAAB 96 V4

Bowing to the waning popularity of two-stroke engines, Saab have fitted the 1,498 c.c. Ford Taunus V4 engine into their existing bodyshell as an extra model to the range. This is an interim measure, since the Swedish company will be using a new unit developed by Standard-Triumph next year, when it is expected that a new Saab will be announced.

The German Taunus engine practically doubles the capacity of other cars in the Saab range, and although the V4 unit, developing 65 b.h.p. net, is not much more powerful than the Monte Carlo two-stroke, it is far more flexible. Assisting economy, the free-wheel mechanism is retained. The Saab 96 V4, as this car will be called, is priced at £801 in Britain including tax.

All the Saab models are now fitted with front-wheel disc brakes, and have improved interior fittings, 2-speed wipers, locks on both doors, and an alternator in place of the dynamo.

2-LITRE TRIUMPH VITESSE

An uprated version of the 1,996 c.c. six-cylinder unit powering the Triumph 2000 is now standard equipment for the Vitesse, moving it up into the 100 m.p.h. class. Outwardly the new car is distinguished by the addition of a reversing light and new emblems front and rear, but mechanical improvements include a larger clutch to cope with the extra power and larger-diameter disc brakes at the front. Seating has been improved and the three-spoke steering wheel has a leather cover. Price of the 2-litre Vitesse is increased to £839 in saloon form, £883 as a convertible, including tax.

Uprating the capacity by 25% has made a substantial difference to the performance, giving it more torque and power in the middle range. The Vitesse is claimed to reach 60 m.p.h. in 12.5 seconds instead of 17.1, and be a good 10 m.p.h. faster on maximum speed.

On a test drive at the Mallory Park circuit the Vitesse impressed us with its power out of the corners, quickly reaching 90 m.p.h. on the straights, and this was confirmed on the road later. The combination of a 6-cylinder engine and the optional overdrive makes this a thoroughly refined small car well equipped to take advantage of road conditions.

At the speeds reached on a circuit the convertible model sets up quite a noise as the hood flaps, while the saloon is not immune from a fair amount of wind noise. The car is, however, quite a bit faster than was ever envisaged when the Herald was designed as a nice, quiet 1-litre saloon though no larger in carrying capacity.

With swing-axles at the rear, the Vitesse tends to lurch into its cornering attitude then hold a very steady and predictable line, understeering at low speed and just tending to oversteer at the limit of adhesion. It was a pity we tried the 2000, with its sophisticated trailing arm rear suspension, before the Vitesse because it is undeniably a better arrangement; it is, however, more costly and probably the difference does not show up so much on the road.

Fitted with the usual twin Stromberg carburetters, the Vitesse develops 95 b.h.p. net (compared with 90 b.h.p. of the 2000). The car has enjoyed a notably level sales graph through the past two or three years and when he introduced it Mr. George Turnbull, Standard-Triumph's general manager, reckoned that the increased capacity would improve its status in Europe particularly.

CHEVROLET CAMARO

Though General Motors frown on motor racing and profess to shun the power race (ostensibly by refraining from quoting performance figures), they certainly take a lively interest in the sports-car scene. The Chevrolet Camaro is a new offering for 1967, being a "compact" two-door coupé or convertible model powered by a choice of engines up to 295 b.h.p. gross.

Clearly something had to be done about the Mustang, the success of which possibly took even Ford by surprise. The Camaro (pronounced Camairo) is very similar in size on a 9-ft. wheelbase, cleanly styled with commendable restraint, and for the British market is equipped with a 5,736 c.c. V8 engine giving 295 b.h.p., 4-speed manual transmission, and front disc brakes. When he introduced it Mr. E. M. Estes, Chevrolet's general manager, said it matched "the American public's growing preference for individualised transportation."

In common with other cars in the range, the Camaro has a separate frame and unitary body construction; front suspension is independent with coil springs, while a live rear axle is supported by leaf springs. The interior gives full accommodation for four adults, with individual seats at the front. Special instrumentation is available, and a Rally Sport option includes two auxiliary headlights concealed in the grille. Or if you want it, an SS 350



package gives you a special bonnet with twin simulated louvres, a 4-in. paint stripe around the nose, and red-line tyre treatment!

The Camaro, which is available only with left-hand drive, will be seen at Earls Court.

RENAULT

Renault held a Press pre-view at the convenient rendezvous of the White City early in September, the latest Renault 4s taking over from the greyhounds and show-jumping horses as inmates of this famous arena, to which the full-scale Olympia Motor Show overflowed in 1922.

Renault are now the largest industrial export organisation in France and they intend to promote their long-established and famous name by dropping the "R" prefix to their various models—in future it will be Renault 4 and Renault 16, etc.—and by making RENAULT the most prominent name on garages and service stations dealing with these cars.

The all-purpose Renault 4, of which over 1,000,000 have been built, will dispense with its former tubular hammock seats in favour of individual, conventional-style seats for next year (and the Renault 8 is famous for seat-comfort), while the original spartan facia has been replaced by a more elaborate dashboard layout. The interior trim has been improved, brake-lining area increased to 65.6 sq. in., the rear suspension arms have been reinforced, and a cam on the rear torsion bars now gives progressive ground clearance adjustment. Thus the Renault 4, introduced in 1961, moves a stage further away from the Citroën 2 c.v. of which it was an obvious and rather blatant crib, now being endowed with greater refinement while retaining its ingenious and highly practical features of supple suspension, simple gear-change, go-anywhere ground-clearance and dispensation of servicing chores.

Moreover, in spite of these improvements, prices have been reduced, the Credit Squeeze notwithstanding, in anticipation of withdrawal of the final 10% temporary import surcharge next month. Prices now range from £422 for the Renault Fourgon van to £543 15s. 8d. for the Renault 4 estate car, inclusive of p.t. and including heater, de-mister, screen-washers and protective underspray. These price reductions also apply to the other Renault models—Renault 8, 1100, 16 and Caravelle. They are excused by Georges Basiliou, Managing Director of Renault Ltd., on the grounds that last year, whereas France exported only £4,811,000-worth of vehicles to Britain, we exported £13,017,000-worth of vehicles to France and because "Free movement of trade between nations is essential, particularly where it concerns automobiles, because major manufacturers cannot progress on a home market alone."

DAF 44

Completely redesigned with Michelotti styling, and powered by a bigger engine, the new DAF 44 will be seen at Earls Court. An 844-c.c. unit developed from the previous 750-c.c. unit now develops 40 b.h.p., enough to give the car a claimed top speed of 76 m.p.h., driving through the ingenious Variomatic transmission.

The DAF 44 is 9 in. longer than the previous model, 3 in. wider, and the wheelbase has been increased by 7 in. This combines to give considerably more interior space, and a lot of attention has been given to comfort with new seats and individual fresh-air ventilation.

VOLVO 144

The recently-announced Volvo 144 will be making its first appearance in Britain at the London Motor Show, though it will not be available until early next year. Completely restyled, the 144 is longer, lower and wider than previous models, and is powered by the well-established 1,780 c.c. 4-cylinder engine developing 85 b.h.p. net in standard form, 115 b.h.p. net optionally.

The 144 has disc brakes on all wheels, coupled with a dual braking system which guards against complete brake failure. Many safety features are included in the specification, including ready-installed lap and diagonal seatbelts.

FRONT-DRIVE CADILLAC

Hard on the heels of Oldsmobile's extremely successful Toronado, the Cadillac division of General Motors introduce a front-drive Eldorado. Though following the Toronado's mechanical layout very closely, the Eldorado has quite new bodywork taking full advantage of the design, incorporating a flat floor and five or six-seat passenger accommodation.

Against the trend, the Eldorado is smaller than its predecessor, being 18 ft. 5 in. long, an inch lower, and having a 10 ft. wheelbase instead of 10 ft. 10 in. The power unit chosen is a 7,031 c.c. V8 developing 340 b.h.p., making this the largest if not the most powerful 4-w-d car ever made. Automatic transmission and torque converter lie alongside the engine and work in reverse direction to transmit the power via a forward differential. Bodywork is set upon a "stub" frame supporting torsion-bar front suspension, and a dead beam axle at the rear is supported by single leaf springs and a dual damper system. Front disc brakes are optional, aided by a more powerful servo, and a facia warning light shows if anything fails in the hydraulic circuit.



The Eldorado, built on its own special assembly line in Detroit, has distinctive Cadillac features including a "cross-hatch" grille, the vertically-mounted dual headlight system being hidden behind a servo-operated shield when not in use. A new ventilation system has enabled the designers to manage without quarter-lights; the small rear-quarter windows sliding back into the bulky pillars.

REVISIONS FROM FRANCE

In time for the Paris Salon, **Citroen** announce that the ID 19 will be equipped with the 1,985 c.c., 5-bearing crank engine announced a year ago for other models. It develops 78 b.h.p. net and with exceptionally high gearing (22.56 m.p.h./1,000 r.p.m. in top) puts the car easily into the 100 m.p.h. class. All the cars will have a special mineral oil in future for the hydropneumatic suspension and hydraulic circuits.

Peugeot increase the power of the 404A saloon to 80 b.h.p. gross by increasing the compression ratio to 8.3. A rear anti-roll bar is fitted and the boot has been redesigned, putting the spare wheel under the floor, to allow greater capacity. Interior changes include a new facia layout and improved furnishings. For the 404C KF2 Cabriolet and Coupé, a new grille incorporates auxiliary iodine-vapour headlights. Fully reclining seats become standard equipment in the 204 saloon and estate.

VW

It is truly remarkable how Volkswagen contrives to build-in improvements to its cars, so that they remain eternally desirable and in enormous demand and ever just beyond criticism. Lack of performance was matched by introducing the 1,300-c.c. version of the beetle. Now we have the 1½-litre beetle, its still further enhanced performance matched by disc front brakes, criticism of handling qualities answered by revision of the swing-axle i.r.s. to give primary understeer, and attacks of the car's safety factors met by a new interior devoid of sharp objects and injury-promoting projections in the event of a collision. The bigger models now have 12-volt electrics, and once again this incredible company has done all it needs to do to ensure continued domination of American and European export markets. The present range comprises :—

	Capacity c.c.	*Output in h.p. at r.p.m.*	*Factory designation*
VW 1300	1,285	50 S.A.E./4,200	Type 1
VW 1500	1,493	53 S.A.E./4,200	Type 1
VW 1500 Convertible, four-seater ..	1,493	53 S.A.E./4,200	Type 1
VW 1500 Karmann Ghia Coupé ..	1,493	53 S.A.E./4,200	Type 1
VW 1500 Karmann Ghia Convertible, 2/2-seater ..	1,493	53 S.A.E./4,200	Type 1
VW 1600 TL..	1,584	65 S.A.E./4,600	Type 3
VW 1600 L. (Variant)	1,584	65 S.A.E./4,600	Type 3
VW 1600 L. Karmann Ghia Coupé	1,584	65 S.A.E./4,600	Type 3
VW 1500 Microbus "Safari Wagon"	1,493	53 S.A.E./4,200	Type 2
VW 1500 Motorised Caravans .	1,493	53 S.A.E./4,200	Type 2

THE GUARDS INTERNATIONAL TROPHY

BRANDS HATCH, *August 29th.*

THE International flavour of the August Bank Holiday meeting was barely discernible, but as a National meeting there was a very full entry. The main event was a two-heat sprint for Group 7 sports-racing cars and John Surtees' private team of Lola 70 Mk. 2 cars had a good day, the owner winning both heats and Graham Hill in the second red Lola of the team finishing third in each heat. Invariably these events run in two parts result in a fiasco in the second heat because of retirements or a repetition of the first heat, and merely prolong the racing in an artificial manner.

Heat 1 was over 30 laps of the full Brands Hatch circuit. Surtees got into the lead at the start and from then on there just was not sufficient room for anyone to get past the wide, flat, Lola 70 Mk. 2, not that there was anyone in a position to get by, for the only competitor to keep up with Surtees was Amon in a works McLaren with Chevrolet engine. Graham Hill trailed along in third place and there was nothing much to get excited about, though there was some interest in the machinery taking part. Mac Daghorn was driving the latest Felday, a 4-w-d Ferguson-system car with a 7-litre Ford Galaxie engine in the back, but it was all brand-new and did not perform too well. Jim Clark was driving the Felday 4, again with Ferguson 4-w-d and powered by a 2-litre B.R.M. V8 engine and he won the 2,000 c.c. class easily though the opposition was not very strong. There should have been a 2-litre V6 Dino Ferrari to challenge him, driven by Parkes, but the Ferrari driver crashed the car in practice. In the big class Peter Sutcliffe drove his newly acquired open Ford GT40, Hawkins was out in a brand-new Lola-Chevrolet V8 belonging to Epstein, and Gardner was driving Alan Brown's McLaren with 4.7-litre Ford engine. Bruce McLaren seemed to be on the wrong foot all day, starting Heat 1 on rain tyres, so that when it didn't rain, he got left behind. Hulme in the successful Sid Taylor Lola-Chevrolet V8 was having an off day, the car having broken a brake disc in practice, which caused it to crash. It was hurriedly repaired and badly placed on the starting grid due to insufficient practice so that Hulme could not get into the picture as he normally does with this car. Brabham in the Repco-Brabham BT17 failed before reaching the start; the 4.3-litre engine had given trouble in practice so a Grand Prix 3-litre unit was hurriedly installed but this had ignition failure as the car left the paddock.

After an interval the second heat was to be run over a further 30 laps and before the start there was a ridiculous "hoo-ha" among the big cars, most of whom were on Firestone tyres. It looked as though there would be rain so heavy-treaded rain tyres were fitted, then it looked as though it would be fine so "dry" tyres were put back on, then some drivers panicked and went back to "rain" tyres. In the end the Team Surtees Lolas were on "wet" tyres and the two works McLarens were divided, McLaren on "dry" tyres and Amon on wet tyres. It was all rather farcical and typical of this Group 7 sports-car racing, which doesn't seem to be heading along any clearly defined technical path. If racing is going to develop tyres then an all-weather one is what is wanted, such as the Goodyear tyres that Brabham uses, instead of these high and low extremes which make the car uncontrollable if the wrong choice is made.

While the rain held off McLaren romped away from the other cars, but when the rain came he ended up in the bushes at Westfield's corner. The rains came in the form of a cloudburst so that the track was inches deep in water and after the organisers had seen something like sixteen cars spinning helplessly like boats without rudders, the red flag and the chequered flag came out and the race was abandoned at 9 laps. By the time everyone had stopped the rain had stopped as well, but the only thing to do was to start all over again after the surplus water had gone from the track. Some extra practice laps were allowed and Surtees, Amon and Clark pronounced the track safe for racing once more, so everyone (except McLaren, whose car was bent) lined up on the grid in the order of finishing Heat 1 and Heat 2 started again, reduced to 20 laps, as time was running out. This was virtually a repetition of Heat 1, with Surtees leading all the way and Amon unable to find room to get past, while Hill followed discreetly in third place. Clark was leading the 2-litre category very comfortably until the B.R.M. engine in the Felday 4 started blowing out oil and it got so bad that the black flag was brought out and the car withdrawn, which left the class to the private-owners. The overall placings in both categories was decided by the addition of the times recorded in the heats.

The day had started with a 20-lap saloon car race run on a wet track and Clark showed his virtuosity by leading all the way with a Team Lotus fuel-injected Lotus-Cortina. His driving on a wet and slippery track was a joy to watch and a real lesson to all. He was chased very ably by Jack Oliver in a Ford Mustang and towards the end of the race the track dried appreciably which reduced Clark's advantage over the more powerful cars, but he kept ahead to the end. At one point in the race there were variants of Ford in the first seven places, in the order Lotus-Cortina, Mustang, Falcon, Galaxie, Lotus-Cortina and two Anglias.

In the interval between the heats of the Guards Trophy there was a 20-lap race for Group 4 sports cars and in this David Piper in a newly acquired Ferrari LM led from start to finish, chased by Ford GT40 coupés driven by Salmon, Ireland and Liddell, while de Udy got his green Porsche Carrera 6 in amongst the Fords very effectively, and recorded the fastest lap.

At the end of the day when darkness seemed to be falling there was a 20 laps Formula Three race which was completely spoilt by continuous rain. There was a star entry but all they could do was to circulate the track and try and avoid spinning off under the treacherous conditions.—D. S. J.

Results :

GUARDS TROPHY—Group 7—Two-seater racing cars

Heat 1—30 laps—127.9 kilometres—Dry

1st : J. Surtees (Lola-Chevrolet V8) .. .. 49 min. 23.4 sec.—155.430 k.p.h. (96.58 m.p.h.)
2nd: C. Amon (McLaren-Elva-Chevrolet V8) 49 min. 23.6 sec.
3rd : G. Hill (Lola-Chevrolet V8) .. .. 49 min. 52.6 sec.
4th : B. Redman (Lola-Chevrolet V8) .. 49 min. 59.0 sec.
5th : F. Gardner (McLaren-Elva-Ford V8) .. .. .. 29 laps
6th : P. Hawkins (McLaren-Elva-Chevrolet V8) .. .. 29 laps
Fastest lap : B. McLaren (McLaren-Elva-Chevy V8), in 1 min. 35.6 sec.—160.596 k.p.h. (99.79 m.p.h.).

Up to 2,000 c.c.:
1st : J. Clark (Felday 4-B.R.M. V8) .. 49 min. 34.4 sec.—28 laps
2nd: R. Wilson (Brabham-Climax 4-cyl.) 51 min. 05.0 sec.—28 laps
3rd : R. Breakell (Brabham-Climax 4-cyl.) .. .. 27 laps

GUARDS TROPHY—Group 7—Two-seater racing cars

Heat 2—20 laps—85.3 kilometres—Damp track

1st : J. Surtees (Lola-Chevrolet V8) .. .. 34 min. 34.4 sec.—148.028 k.p.h. (91.98 m.p.h.)
2nd: C. Amon (McLaren-Elva-Chevrolet V8) 34 min. 34.6 sec.
3rd : G. Hill (Lola-Chevrolet V8) .. .. 35 min. 05.0 sec.
4th : D. Hulme (Lola-Chevrolet V8) .. 35 min. 31.0 sec.
5th : F. Gardner (McLaren-Elva-Ford V8)
6th : P. Hawkins (Lola-Chevrolet V8)
Fastest lap : J. Surtees (Lola-Chevrolet V8), in 1 min. 39.8 sec.—153.837 k.p.h. (95.59 m.p.h.).

Up to 2,000 c.c.:
1st : R. Wilson (Brabham-Climax 4-cyl.) .. .. 19 laps
2nd: M. Wayne (Elva-B.M.W.) .. .. 18 laps
3rd : R. H. Bell (Piper-Ford) .. .. 18 laps

Overall Results (for 30 plus 20 laps) :
1st : J. Surtees (Lola-Chevrolet V8) (Entrant: Team Surtees Ltd.).
2nd: C. Amon (McLaren-Elva-Chevy V8) (Entrant: McLaren Racing).
3rd: G. Hill (Lola-Chevrolet V8) (Entrant: Team Surtees Ltd.).
Winner's speed : 152.373 k.p.h. (94.68 m.p.h.).
Up to 2,000 c.c. : Winner : R. M. Wilson (Brabham-Climax 4-cyl.).

SUPPORTING RACES

EDWARD LEWIS SHOES TROPHY—Saloon cars—20 laps—85.3 kilometres :

1st : J. Clark (Lotus-Cortina) .. .. 38 min. 23.8 sec.—133.286 k.p.h. (82.82 m.p.h.)
2nd: J. Oliver (Ford Mustang V8) .. 38 min. 28.4 sec.
3rd : P. Arundell (Lotus-Cortina) .. 39 min. 15.6 sec.

Class Winners :
Over 2,000 c.c.: J. Oliver (Ford Mustang).
1,301-2,000 c.c.: J. Clark (Lotus-Cortina).
1,001-1,300 c.c.: M. Young (Ford Anglia).
Up to 1,000 c.c.: N. Brittan (Hillman Imp).

BRITISH EAGLE TROPHY—Group 4 sports cars—20 laps—85.3 kilometres :

1st : D. Piper (Ferrari 275LM) .. 35 min. 26.6 sec.—144.391 k.p.h. (89.72 m.p.h.)
2nd: M. Salmon (Ford GT40) .. 35 min. 46.0 sec.
3rd : M. de Udy (Porsche Carrera 6) .. 35 min. 59.4 sec.

Class Winners :
Over 2,500 c.c.: D. Piper (Ferrari LM).
1,601-2,500 c.c.: M. de Udy (Porsche 6).
1,151-1,600 c.c.: J. Miles (Lotus Elan).
Up to 1,151 c.c.: I. Alexander (Diva GT).

LES LESTON TROPHY—Formula Three—20 laps—85.3 kilometres :

1st : P. Courage (Lotus-Ford) .. 39 min. 23.2 sec.—129.939 k.p.h. (80.74 m.p.h.)
2nd: C. Irwin (Brabham-Ford) .. 40 min. 07.0 sec.
3rd : M. Beckwith (Brabham-Ford) .. 40 min. 09.0 sec.
4th : J. Oliver (Lotus-Ford) .. .. 40 min. 09.6 sec.
5th : H. Stiller (Brabham-Ford) .. 40 min. 26.0 sec.
6th : D. Hobbs (Lotus-Ford) .. .. 40 min. 28.8 sec.

Austrian 500-Kilometre Race

ZELTWEG, AUSTRIA, *September 14th.*

IN spite of being limited to the small 3.2-kilometre L-shaped circuit on Zeltweg aerodrome, the Austrian Automobile Club courageously organised a straight-forward 500-kilometre (300 miles) race for Group 4 homologated sports cars (50 off). They invited an interesting entry of twenty-two starters, in three groups, over 2,000 c.c., up to 2,000 c.c. and up to 1,300 c.c., the large class comprising privately-owned Ford GT40 coupés, Ferrari 275LM coupés and a pair of 7-litre Cobras; the middle group was all Porsche Carrera Six coupés and a lone Lotus Elan, and the small group was an all Fiat-Abarth 1300 coupé affair.

Practice showed that the Porsches were best suited to the circuit, being as quick as the Fords round the corners, and what they lost on maximum speed down the straights they made up on braking, especially at the bottom-gear hairpin bend. The Fords and Ferraris were in further trouble as their rate of tyre wear called for a change halfway through, whereas the Porsches could run the whole 500 kilometres on one set of tyres and only require to stop for fuel or driver changes. The Porsche factory entered two cars, strictly standard Group 4, and they were driven by Mitter and Herrmann sharing one, and Siffert driving on his own. The only opposition to these two works cars could have come from Rindt driving a Ford GT40 belonging to F. English Ltd. (Bournemouth) and Ireland driving Bernard White's ex-Essex Wire Team Ford GT40. Apart from both of these Fords losing time at pit stops compared with the Porsches, Rindt was delayed by brake trouble and the driver's door not shutting properly, and Ireland had to keep his speed down to conserve tyres as his team had no suitable spares, and he had trouble with the passenger's door coming open, due to a cracked hinge mounting caused by a minor accident in an earlier race. David Piper was well placed behind the works Porsches with his Ferrari LM but a slight collision with Bonnier's Porsche, when he was lapping it, caused a rear wheel bearing to break up on the Ferrari, which put him out. David Hobbs drove Bernard White's Ferrari LM but retired with numerous ailments including an oil leak, but Parkes ran consistently with Drummond's Ferrari LM, but could not match the Porsches. Spence drove the dark green Ford GT40 of Cussons but was plagued by over-heating, and Casoni was not quick enough in the Italian-owned Ford. It was left to Mike Salmon, in John Dawnay's Ford GT40, to uphold the American flag, and he ran a consistent and well regulated race to finish fourth and win his class. The two Cobras from the Chequered Flag stable both expired, Bondurant's with engine failure and Raeburn's with a burst oil cooler.

Of the privately-owned Porsches that of Udo Schutz was easily fastest, and with Linge sharing the driving it finished third, ahead of the Swedish-owned Porsche of Bonnier/Axelson and the Dutch-owned one of van Lennap. The second orange Porsche of the Racing Team Holland, driven by Pon, retired with a broken differential, and the green Carrera Six of Porsche Cars Great Britain was badly damaged at the front when de Udy spun off and collected the straw bales.

As has happened all this season, the Carrera Six coupés showed remarkable reliability and speed, and on the short, bumpy airfield circuit they really came into their own against the more powerful, but much heavier, Fords. The very pretty little works Abarth coupé of Ortner gave a trouble-free demonstration, winning the all-Abarth category.

It was an interesting race, run without undue fuss, although the time-keepers got in a bit of a muddle over third place for some time. The private teams all had their personal problems, some conducting their race strategy and pit work with efficiency, while others were chaotic, but it was all good fun and afforded a lot of people the opportunity of taking part in a long-distance event, which must be so much more satisfying to drivers, owners, mechanics and pit-crew than a 50-mile sprint race. We could do with more events like this on the International calendar.—D. S. J.

500 KILOMETRES—Zeltweg Airfield—157 laps—Very hot

1st	G. Mitter/H. Herrmann (Porsche Carrera Six)	3 hr. 07 min. 52.55 sec.—160.416 k.p.h.
2nd	J. Siffert (Porsche Carrera Six)	3 hr. 07 min. 58.31 sec.
3rd	U. Schutz/H. Linge (Porsche Carrera Six)	154 laps
4th	M. Salmon (Ford GT40)	153 laps
5th	J. Bonnier/S. Axelson (Porsche Carrera Six)	152 laps
6th	G. van Lennap (Porsche Carrera Six)	152 laps
7th	M. Casoni (Ford GT40)	152 laps
8th	M. Parkes (Ferrari 275LM)	151 laps
9th	J. Rindt (Ford GT40)	148 laps
10th	I. Ireland (Ford GT40)	147 laps
11th	J. Ortner (Fiat Abarth OT 1300)	138 laps
12th	H. D. Dechent (Fiat Abarth OT 1300)	130 laps
13th	J. Neerpasch (Fiat Abarth OT 1300)	125 laps

Fastest lap: G. Mitter and J. Siffert (Porsches), in 1 min. 10.36sec.—163.635 k.p.h.

Running at end but not classified:
M. Spence (Ford GT40).
E. Furtmeyer (Fiat Abarth OT 1300).
C. St. Quintin (Lotus Elan).

22 *starters* — 13 *finishers.*

SEPTEMBER PROFILES

Profile Publications continue to pour out their unique and very acceptable offerings. The September foursome comprises the late Laurence Pomeroy on the 1914 G.P. Vauxhall, Darell Berthon on the 6½-litre Bentley, Michael Sedgwick on the Fiat Tipo 508S, and, to show that modern cars are not going to be ignored, William S. Stone on the Ford Mustang—not bad value for 8s.

Pomeroy's pleading for his father's racing Vauxhall is not only quite frank over its complete failure as a road-racing car but contains so much hitherto unpublished material, even to naming the hotel to which his father and a draughtsman retired to design these cars, that one regrets, not for the first time, that this great engineer/historian passed away before telling the true and complete story of the 30/98 and other classic Vauxhalls. Apart from shedding fresh light on the G.P. Vauxhalls in typical style, Pomeroy explains the reasons for certain suspension specialities of these cars which is of general interest. One error in proof reading cannot mar the great pleasure to be derived from Profile 21, the colour illustrations in which, by James Leech, are superb. I find it odd, however, that while the author concludes with the fate of these Vauxhalls, again providing fresh facts, he ignored the accident at Brooklands in 1922 to the G.P. Vauxhall containing the Gibsons, which presumably wrote off this car.

Berthon on the Bentley obviously cannot be faulted and I will content myself by remarking simply that much of the information to be gleaned from Profile 22 could have been found in MOTOR SPORT in 1949 and that most of the photographs are old friends; also the author misquotes an old saying, "There's no substitute for litres," obviously intended, reading it as "There's no substitute for power," whereas smaller engines, made to run fast, often gave as much power as larger ones but not always reliably, hence the reference to litres, which is certainly applicable to Bentleys!

One would not presume to look for errors in anything Sedgwick writes about Fiats—his full Fiat History is eagerly awaited—so, apart from the introduction of the Triumph Super Seven, which also had hydraulic f.w.b., being quoted a year late, no quibbles, although why is Fiat rendered in the text as FIAT but not in the heading. Also the title should surely be "Tipo 508," because one does not encounter the 508S until page 7 of this 12-page booklet. This is a very detailed and complicated story including comparisons of the 508 with contemporary cars of other makes, so that the illustrations are mainly of postage-stamp dimensions, although it is interesting to see several pictures of the Fiat Balilla in important races and one of Westwood's odd-looking hard-top in the 1938 R.A.C. Rally. The main five-view colour illustration is of Lady Montagu's own 1935 Balilla—didn't we remark the other day that these are girls' cars!

The Ford Mustang Profile benefits from the excellence of Leech's colour pictures, which show different badges, insignia, etc., as well as five-dimensional views of this year's Mustang GT.

Six Profiles a month will appear from next month, the first batch covering the 1900-04 de Dion Bouton, the Leyland Eight, the Talbot 90, 105 and 110, the Napier Railton, the 4½-litre and Rapide Lagondas, and the Tipo 158/159 G.P. Alfa Romeos.

W. B.

HELSINKI FORMULA TWO RACE (August 28th)

On a new track in Finland the Brabham-Honda repeated their Swedish success of the previous week-end.

Combined Results—Two Heats—35 laps:

1st	J. Brabham (Brabham-Honda)	48 min. 23.26 sec.
2nd	D. Hulme (Brabham-Honda)	48 min. 23.87 sec.
3rd	J. Clark (Lotus-Cosworth)	48 min. 26.39 sec.

RALLY REVIEW

1,000 LAKES RALLY

Results :

1st :	Timo Mäkinen/Pekka Keskitalo (Mini-Cooper S) ..	8,368.0	penalties
2nd :	Tom Trana/Sölve Andreason (Volvo 122 S)	8,484.0	,,
3rd :	Rauno Aaltonen/Väino Nurmimaa (Mini-Cooper S) ..	8,561.0	,,
4th :	Risto Virtapuro/A. Strengell (Volvo 122 S)	8,675.0	,,
5th :	Simo Lampinen/Klaus Sohlberg (Saab Sport) ..	8,726.0	,,
6th :	Jorma Lusenius/Klaus Lehto (Mini-Cooper)	8,823.0	,,
7th :	Lars Ytterbring/B. C. Gustafsson (Mini-Cooper S) ..	8,834.0	,,
8th :	Berndt Jansson/Eric Petterson (Renault 1134) ..	8,866.0	,,
9th :	Atso Aho/Jupa Raikamo (Mini-Cooper S)	8,946.0	,,
10th :	Osmo Mäkelä/Timo Mäkelä (Volvo 544 Sport) ..	8,976.0	,,

IF you were to take a sheet of ordinary paper, screw it up into a ball and then spread it out, the crinkly contours would give a fair representation of the topography of Finland. The next thing is to imagine that all the hollows are filled with water and you can soon see why the *Suomi's* major rally is called the Rally of a Thousand Lakes. The outcrops of land between the lakes are obviously of a fairly tough non-soluble rock, otherwise they would have been eroded centuries ago, and this toughness helps explain why the Finnish roads are continuous series of " ups and downs " with no attempt having been made at levelling except on the very major highways. A subsidiary reason which helps create the smaller " yumps " is that the bad winters break the road surfaces up and often cause subsidence which again is never properly levelled.

Basically only the main inter-city roads are tarmacadam, the surface of 90% of the byways being topsoil which is periodically oil-treated to bind it together, and of course the salt treatment in the winter also helps in the binding process. The resulting surfaces are firm and do not rut easily yet are still loose or " gravelly " as we would put it. It all adds up to a natural special-stage paradise, and it also all adds up to the reason why this country of only four million inhabitants produces such an abnormally high proportion of quick drivers. For example: Rauno Aaltonen, the current European Rally Champion, Timo Mäkinen, acclaimed the best, Simo Lampinen, and Pauli Toivonen, to name but four.

It was interesting therefore to go to this land of quick men and see how many more they have, and quite honestly by our own club standards they have quite a lot more! Let's look at it from the point of view that in any sport where speed is involved the man with the quickest reactions is usually the number one guy. Now, although to a certain extent inherent muscular co-ordination is a prime requisite, practice does help to make perfect —and obviously there the everyday motoring conditions are a continuous instruction in reflexes. All this helps to develop a sixth sense about forest roads which is highly necessary for otherwise the innumerable blind brows produce a very " stop-go " sort of motoring. This brings us to the plight of Roger Clark and Brian Melia in their works Lotus-Cortina. The British pair, together with six Russian Volgas and four East German Trabants, were the only non-Scandinavian or non-Finnish crew there, even their team-mates, Bengt Soderstrom and Gunnar Palm, being one of the thirty-seven Swedish crews present. Roger Clark's motoring consisted of this " stop-go " procedure simply for the reason that he was not prepared to make " guesstimates " at which way the road turned after each blind brow. As a result the young Leicestershireman emerged after the first night in forty-fifth position, being beaten even by Rauno Aaltonen's sister, Marjatta, in her Saab Sport. One might have argued, and some did, that this position was his rightful place and not just a result of careful driving. However, I refer back to other rallies in which there is a direct comparison between Roger's driving and that of Bengt Soderstrom and can say that the usual difference between the pair comes to only one second or so per kilometre, whereas there it was more in the region of three to five seconds. It was also noticeable that during the second half, which contained some twelve stages, the Cortina driver began making consistent appearances in the top ten fastest and so eventually finished in his nineteenth spot. It was also little surprising to see the white and green Lotus put up fastest time on the 5-lap race round the oval " trotting ring " as Mr. Clark said afterwards, " Marvellous, I could actually see where I was going." So much for the problems of the Ford driver. However one can see by now why the northern drivers are so quick over the forests. The impression one gets is of blond young men tearing through the forests, instantaneously prepared for the sudden sharp bend or flying " yump," but one also saw the mess they made of their cars if a guess had been wrong!

The rally itself is rather a dragging affair, for although there are nearly thirty of the thrilling stages, each one is quite short, some five kilometres on average with the longest being a mere twenty. The reason here is as usual—the authorities. Roads cannot be closed in Finland and so private or forestry tracks have to be resorted to, and similarly to England the available quantity of these is quite limited. Still worse the authorities are so strict on the roads with innumerable radar traps, etc., that the convoy merely crawls between the stages. This is a pity for further north, where there is virtually no traffic at all, long high-speed road sections could be held with consummate ease, so bringing the standard up to that of the best endurance tests in Europe.

Partly the reason for centring the event in the middle of Finland around the town of Jyvaskyla is the attempt made at spectator appeal. Several of the stages are opened to paying spectators and three of them, the comical driving test just before the finish and the two circuits, are designed specifically for television. Really, one must not complain too much for we in England are sorely lacking in nation-wide publicity for our own rally and who would complain amongst the rally crowd if one or two short tests were specifically designed for British TV? Anything to bring home to Joe Public that there is a very large following for our sport and that it is only a few tearaways on badly-organised club events that disturb the peace and bring about those lists of R.A.C. " black-spots " or villages which must not be used at any cost.

Enough digression and returning to the rally. The most interesting thing at scrutineering was to see that Timo Makinen had had his works B.M.C. Cooper S converted to dry suspension. He claims that on the Finnish roads it handles better than the Hydrolastic, but it must be emphasised here that he only uses it in Finland. Another noticeable change is his use of one of the standard B.M.C. Mini reclining seats instead of the usual fibre-glass affair, an aching back being the explanation for the former device.

Fords spent all night changing the engine in Clark's Lotus when a piston disintegrated, they were extremely lucky to obtain a spare engine from Sweden in time; while the midnight oil also burnt long and low in the Swedish Renault camp while mechanics tried to make Toivonen's 1,134 c.c. R8 Gordini deliver more power than a road-going model. It proved to be nothing serious, only a matter of tuning, and the car was in full song by morning.

The first five stages during the early evening saw an epic performance from Bengt Soderstrom. The tubby Swede pulled out all stops to beat Makinen and in fact managed a lead of six seconds at one point. He afterwards said that he couldn't have gone faster if he wanted too; however as night fell so did his position, to fifth, obviously the others were able to see better at night. Other people who put up epic performances were Hannu Mikkola in a loaned Finnish works Volvo—he has proved over the past year by winning seven out of eight national rallies how incredibly quick he really is (he rolled on the third stage when the steering jammed)—and Pauli Toivonen, who was vying for fastest R8 times with the very hairy looking Berndt Jansson.

Pilot's licence granted to Timo Mäkinen, yumping his way to victory in the Cooper S.



Toivonen's mechanics' midnight oil had burnt to no avail when he ditched it in a big way on the sixth stage. In fact he had a miracle escape, for after being ejected through the windscreen (he was wearing full harness belts) he ended up with only a ligament torn in his right arm.

The rally dragged on into the next day and it was interesting to see that quite often only twenty seconds covered the first forty cars, which is a product of the short stages. Tom Trana, in the privately entered (Volvo have officially withdrawn from competition for the time being) works-prepared Swedish Volvo 122S, had come forward to duel with the mighty Makinen while Rauno Aaltonen and Jorma Lusenius in the other works B.M.C. Coopers and Simo Lampinen in the now outpaced Saab 96 had made slow starts but were consolidating their positions just behind the leaders.

Although Tom Trana's drive in the unwieldy looking Volvo must be considered a masterpiece, it should also be remembered that the Gothenberg cars are anything but slow. Their "big-four" 1,800 c.c. twin carburetter engines produce a liberal 130 b.h.p. and the large wheels and heavy duty suspension produce very stable handling qualities which make it a very manageable car.

At halfway, consternation arose in the Ford camp when Soderstrom failed to appear. The gearbox had refused to select any gears, an uncommon malady for a Ford, and so ended a fine drive for the Swede who's been going so well all this year. The second night and day saw little alteration in the results except that the private owner Risto Virtapuro in his Volvo 122S crept up the leader board with nice steady stage times to take fourth place. This is so typical of these Finns, for Virtapuro does only the occasional competitive event, yet is skilful enough to get such a high placing. This brings us to another point in favour of the rally and that is that it is remarkably cheap for the private owner once you get there (yes, I know it's expensive getting there!). For instance, one set of tyres is more than enough. Talking of private owners, in the Coupes des Dames the private Saab of Marjatta Aaltonen was comfortably beating the famed Sylvia Osterberg from Sweden in her works Renault Gordini until she had a suspension-damaging place-dropping accident. I wonder if we will see her on the R.A.C. in a Mini....

Practice this year was not allowed, and this brings us to one final criticism of the event in that the only route information given to crews came in the form of an overprinted map with no control positions or starts and finishes of stages marked. It was strictly a case of "following the mauve line" until you met something, very unsociable and also very nasty for foreign crews for directions through towns were non-existent except for sporadically appearing arrows. Local knowledge should not be needed on an International rally. Nevertheless, a fine event, fittingly won by the national hero.—A.K.

ALPINE RALLY

GENERAL CLASSIFICATION

		Mins. pen.	Total
1st :	Rolland/Augias (Alfa GTA)	0	3 hr. 23 min. 55.8 sec.
2nd:	Clark/Melia (Ford Lotus-Cortina) ..	0	3 hr. 25 min. 02.4 sec.
3rd:	Aaltonen/Liddon (B.M.C. Cooper S) ..	2	3 hr. 26 min. 29.4 sec.
4th:	Piot/Jacob (Renault 1500)	0	3 hr. 28 min. 11.6 sec.
5th:	Greder/Staepelaere (Ford Lotus-Cortina)	0	3 hr. 29 min. 24.5 sec.
6th:	Klass-Wutherich (Porsche 911S) ..	11	3 hr. 38 min. 16.6 sec.
7th:	Labaune/Paul Etien (Alfa GTA) ..	0	3 hr. 38 min. 58.0 sec.
8th:	Bianchi/Delferier (Citroën DS21) ..	0	3 hr. 42 min. 51.2 sec.
9th:	Nicolas/Roure (Citroën DS21)	0	3 hr. 47 min. 15.2 sec.
10th:	Neyret/Terramorsi (Citroën DS21) ..	2	3 hr. 48 min. 23.0 sec.

A "*Coupe D'Or*," or "Golden Coupe," the prize for three *Coupes* in three consecutive years, is the dream of every rallyist, both amateur and professional. The feat of remaining free of road penalties on three consecutive Alpine Rallies has only twice been achieved in the twenty-seven times that the *Automobile Club de Marseille et Provence* have held their event, the most senior in the French International Calendar. The two people are Ian Appleyard in 1953 and Stirling Moss, 1954, while last year the B.M.C. crew of Rauno Aaltonen and the now-retired Tony Ambrose just missed theirs when a policeman misdirected them for two minutes worth of road penalties.

This year there were seven *Coupes*, and yet only nineteen cars were classified as finishers. The reason behind this is that a *Coupe* is basically quite possible with the proviso that there is no trouble with the car. Forty-one *selectifs*, timed to the minute, covered 1,400 km. of the 3,500 km. 3-part route. Each *selectif* is set in different times for the various groups, roughly at 40 m.p.h. average, and each one must be done within that stipulated time, e.g. Group 2, or modified saloon cars, have a minute less than Group 1, or standard production saloons, on each *selectif*. Because of the distance one can see how easy it is to lose a *Coupe* if trouble develops, yet also how easy it should be to get one. The reason for only nineteen classified finishers out of 80 starters and 22 arrivals at Cannes, is that the route had been tightened up so much that many had fallen by the wayside due to being time-barred after incurring more than thirty minutes road penalties on any one leg of the three. The organisers, under the guidance of Max Carcassonne, the *Commissaire Général*, had very craftily split the rally into short sections so that there was little time, if any, for servicing. The only relaxation was the 20 min. allowed before each *parc ferme* at the two overnight stops in Aix-les-Bains.

Jean Rolland, the Digne garage proprietor who has won twice before, took the honours this year in the Conrero-prepared Alfa Romeo GTA. Strong challenges came from Ford England, for whom Vic Elford was leading the event at the end of the first of the three near-equidistant legs, but he retired when a valve-guide broke up and wrecked the tappet. Bengt Soderstrom couldn't stop after the flying finish of a stage and sailed straight on at "T" into a stone wall. Roger Clark, however, held the Ford banner high with his nicely-driven second overall, while the sole remaining works B.M.C. Cooper S finished just behind after 2 min. road time had been lost when the dashboard electrical harness shorted out. Henry Liddon spent most of the last night learning how to be an electrician while Aaltonen held on to the leaders. Of the other B.M.C. cars Timo Makinen retired within two hours of the start with a blown head gasket, while Paddy Hopkirk's car lasted only a few hours more until the differential casing fractured. Tony Fall, B.M.C.'s "new boy" who showed on the Polish how much he has well and truly arrived, suffered during the rally from wheels falling off, three in all, the final two happening on the descent of Col d'Allos, both due to the steering knuckle joint breaking. Rootes had little luck, for Peter Harper's Imp retired with the distributor-drive-shaft broken, Andrew Cowan had a drive-shaft break (the other one had already been replaced), and the third Imp of ladies' crew Rosemary Smith and Valerie (Domleo) Morley holed its sump.

Still, it's good to see that the two British works cars which finished did so well.

Labaune's Alfa also did very well to get a *Coupe*, which in a way shows the reliability of Conrero's preparation. The works team which did best of all though was Rene Cotton's Citroën DS21s. Four started, four finished, one *Coupe* for Lucien Bianchi whose drive in this Group 1 "bus" must be praiseworthy, also the ladies' prize for Mlles. Pointet/Fougeray and the tears all went to the controversial French team. Monsieur Cotton had a go at the organisers before the start and got them to allow two extra minutes over the Col de Lombarde (the only *selectif* in Italy) which was impossible for his blue cars.

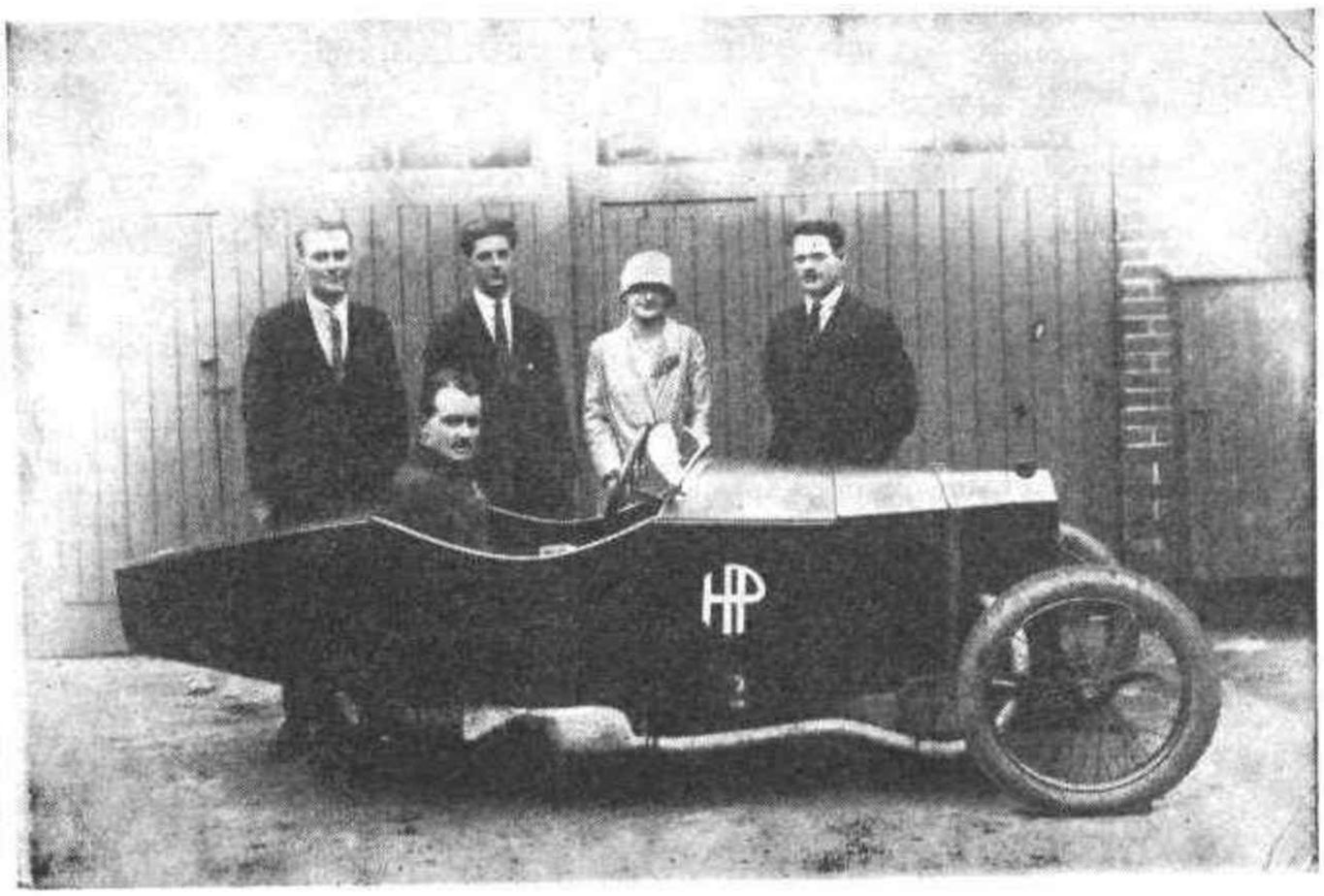
Dafs nearly achieved their object of merely finishing intact with a team of three cars, which incidentally came straight from the 84 hours of the "Ring"—Liége style. They were unfortunate that one was time-barred just before the finish.

Renaults attacked the event in their usual quantitative style by sending three 1,134-c.c. R8 Gordinis, two of the new 5-speed 1,300-c.c. cars and three sport-prototype R8-bodied 1,500-c.c. vehicles. It was Piot in a prototype that got the *Coupe* and he is to be watched next year for a gold, the only one possible.

Also Renault-mounted was Jean-Pierre Hanrioud, the blond young Frenchman who was battling with the best in the 1,300-c.c. Alpine A110 until a hub started to break up and caused drive-shaft failure in the last night. Lancia's Ove Andersson was also out with rear-end transmission failure, while the Lancia Fulvia mounted mixed-crew of René Trautmann and Claudine Bouchet left the road two hours from the end when the brakes (front only!) failed. The rear brakes had been disconnected earlier when a pipe fractured.

There may have been three or four cars from most works teams, but Porsche System Engineering deigned only to send young Gunther Klass. He put up excellent performances on the fifteen *Epreuves* or tie-deciding hill-climbs, but he lost his *Coupe* after an accident with a cyclist in Digne. Five minutes with the police—and it was gone, although his innocence was established. Ah well, that's the Alpine.—A.K.

FRAGMENTS ON FORGOTTEN MAKES
No. 34:
THE H.P. 3-WHEELER



FAMILY GROUP.—The record-breaking 350-c.c. H.P.-J.A.P. with J. J. Hall in the driving seat and, standing behind it, from l. to r., Edgar Marshall, Bob Peacey and his first wife, and Vic Derrington.

THE H.P. 3-wheeler is fascinating because it appeared on the commercial scene comparatively late in the cyclecar life-span and was simple in the extreme—a final attempt, as it were, apart from a few isolated later efforts, to offer the confirmed rider of a motorcycle combination a car of like weight and simplicity, at the same low price, although at the time of its introduction cyclecars were by no means defunct. Indeed, it was well into 1928 when the New Cyclecar Club was formed, to flourish for a year or two.

The story really starts with the Rev. W. H. Peacey, Rector of Mordiford, who was a great cyclecar advocate. Indeed, while living near Southampton he built a car powered with a Stuart Turner model petrol engine which he had converted to rotary valves, and in which his young sons learnt to drive round the verandah which surrounded the old house.

This motoring clergyman, who graduated eventually to Bugattis, next built a full-size cyclecar, making every single part of it himself. Its engine was a 3-cylinder rotary-valve single-acting steam engine under the floorboards, a flash boiler, also made in the home workshop, being placed under the bonnet, heated by a home-made paraffin burner. The front axle consisted of a piece of ash sandwiched between channel-section members which extended to form steering pivots, and a friction-disc transmission was used, with final chain drive, supplemented by an ingenious 2-speed chain-and-dog mechanism to overcome the inefficiency of friction drive beyond its middle ratio. Bicycle tyres were used, as being those most easily obtainable. A condenser occupied the position normally taken up by a radiator.

This clever machine, built by the Rev. Peacey in 1913/14, followed earlier experiments with a conventional steam engine in a Darracq chassis. He was *not* an engineer, but this self-created cyclecar served him well for many years. Its demise came about when, climbing a hill out of Cheltenham after a posting to Tewkesbury, he urged his son to "keep her going," whereupon young Peacey, with all the enthusiasm of youth, put the boiler pressure up to 1,750 lb./sq. in. and blew-up the boiler!

This son, later to become the "P" of the H.P. project, was then 13 years old and an early 1907/8 4-cylinder F.N. single-speed motorcycle had been acquired for him. After the disaster with the steam engine his father commandeered this excellent power unit for his cyclecar, buying the boy a 1¾-h.p. Clement-Garrard.

This, however, proved rather too tame, and a T.M.C. was acquired, Peacey's father meanwhile discovering a 4-cylinder Buckingham engine, which he converted to rotary valves and substituted for the F.N. in his cyclecar. Further experiments with water-injection resulted in two of the cylinders blowing off. . . .

Meanwhile, the motor-minded son, Robert Peacey (who rode a bicycle to Brooklands and back in order to see the first 200-Mile Race, while at school in Cheltenham), was serving an apprenticeship with the Cotton motorcycle company, where he gained a very thorough training in practical engineering and amused himself by building a 3-wheeler with a 90-bore side-valve J.A.P. engine and Jardine gearbox.

Leaving Cotton's, he saw an advertisement by Hilton Skinner asking for a partner in his Pixie 3 project, a 3-wheeler business this gentleman had started at Letchworth. Skinner claimed the experience, Peacey invested the capital, to the tune of some £300. However, after driving the prototype H.P. some 30,000 miles, Peacey decided it would need drastic modification.

At this time the Bleriot-Whippet cyclecar (see MOTOR SPORT, December 1963) had gone out of existence and there was a sale at the Addlestone factory, where later the Eric-Longden was made, until the Weymann body people took it over. This sale, which was attended by Mon. Bleriot himself, Peacey attended, buying up enough parts and raw material to stock the one-time builder's sheds in Board School Road, Woking, where he proposed to manufacture H.P. 3-wheelers. The second one completed was exhibited at the 1926 Motorcycle Show.

The design was deliberately kept as simple as possible. A frame like that of the Bleriot-Whippet, of laminated ash, was sprung on ¾-elliptic front springs, to which a cut-down Bleriot-Whippet front axle (of which hundreds had been bought at the sale), was adapted by means of brazed-on plates to fit the springs without the original radius-rods. There was no springing of any kind at the back! The engine, controlled by a hand-throttle, was normally an 85×88 mm. single-cylinder Aza-J.A.P., the 500-c.c. side-valve "lawn-mower" version, driving by chain to a 3-speed Sturmey-Archer gearbox (giving a top gear ratio of 5.9 to 1), final drive being by a long chain to the unsprung back wheel. To absorb the road shocks this wheel was shod with a Hutchinson 4-in. tyre, whereas 3.25 in. front tyres sufficed. (The Gnome—later Nomad—four-wheeled cyclecar of this era had no springs at all, but was shod with balloon tyres.) The H.P. used a British rear hub and there was a brake drum on each side of the back wheel, that on the sprocket side being the better and therefore used as the service brake. The wheelbase measured 6 ft. 6 in.

Two H.P.s, however, had 500-c.c. Dunelt two-stroke engines, and three were given 500-c.c. British Vulpine o.h.v. engines—all single-cylinders, of course. It was with one of the latter that Peacey competed in a Victory Cup Trial—he remembers that this one would do some 75 m.p.h., although this was only safe in a straight line! There was also one with a 600-c.c. J.A.P., for Harry Langton, the Scott exponent, who, with other motorcycle dealers, was one of the agents. The single-cylinder engines were carefully silenced by big two-cone silencers!

The bodies were made in the Woking works by an ex-Hooper coachbuilder. They were of plywood, on an ash frame, covered with fabric in lieu of paint. The early H.P.s were blue, but later ones were done in red and a more superior upholstery material than rexine was used. A Binks carburetter and Miller battery lighting formed part of the equipment (a dynamo cost extra), the

windscreens were wood-framed, ex-Bleriot-Whippet, and the partners contrived to sell these 400 lb. two-seater 3-wheelers for £65, or at £50 in chassis form—at a time when the Austin 7 cost £149.

Asked how many staff the works employed, Peacey says, "Oh, the chap from Hoopers, Edgar Marshall, Hilton Skinner and myself." But the venture lasted for some 18 months and they built about 40 cars.

To gain publicity, J. J. Hall and Peacey took class records in an H.P. at Brooklands in May 1927. It was a standard version, with the doorless body sides cut away "to make it look more sporty," aero-screens, and a Derrington regulation silencer. Long-range tanks put the weight up to 900 lb. On the first attempt the fuel tank, formed as the header tank of the Bleriot-Whippet dummy radiator, collapsed. So a better-made tank, liberally wrapped in felt and flexibly mounted on ash stays running from radiator to dash, and strapped down, was contrived, and all went well, the H.P. circulating for eight hours at an average speed of 48 m.p.h., in spite of losing 25 minutes when a chain broke and smashed the carburetter float-chamber. After which it went on and on, lapping at a consistent 58 m.p.h., to capture a total of 18 records. Its unsprung back wheel gave the occupants a terrible time, however, the skin being stripped from their backs. The engine was a 344-c.c. 2-port o.h.v. T.T. J.A.P. provided by Jimmy Hall. The H.P. averaged 60.97 m.p.h. for 5 miles and 61.97 m.p.h. for 5 kilos from a flying start, on its second attempt—the date being June 1st, 1927. Useful bonus was picked up, R.O.P. petrol, Palmer tyres, Sternol oil, a Coventry chain—and Galloway's Cough Syrup, being used.

Incidentally, the H.P. had absolutely direct steering, like a Morgan before the advent of the reduction box, and as Bleriot-Whippet steering wheels proved unsuitable, big alloy-hub, wooden-rimmed aeroplane control wheels were adapted.

The hard ride he suffered round Brooklands prompted Peacey to fit the last H.P. built with torsion-bar rear suspension, of laminated type as on a VW, arranged to obviate the need for pivot pins. The original patentee of torsion-bar springing, who was at the Gloster Aircraft Company, provided the idea. Towards the end of the production run a jockey sprocket was fitted to tension the long final-drive chain.

Alas, the project failed to make money for its ambitious and enthusiastic sponsors. When they ran out of capital, with over a ton of Bleriot-Whippet wheel spokes and enough front axles and laminated ash for many hundreds of cars, the unwanted material and components were sold and Peacey bought Metro Motors, a firm which specialised in 3-wheelers, importing the D'Yrsan, Sandford, etc. He imported Senechals while running this firm and later became a staunch Bugatti enthusiast. But that is another story. . . .

Bob Peacey has only seen one H.P. since the project folded; a Dunelt-engined model he encountered one night during the war in the Edgware Road. "Were they so bad they were all scrapped, or so good their owners never had to bring them back to us?" he muses, looking back on this attempt to manufacture one of the last of the true cyclecars.—W. B.

A PARTY AT BEAULIEU

I have remarked previously on how well Lord Montagu looks after his guests and the Press when they visit his stately home and Motor Museum at Beaulieu in the New Forest—rather better, I suspect, than his rivals in Stately Home Stakes. On August 20th last he extended this noted hospitality to readers of his magazine, offering them free access to Palace House, the Abbey, Motor and Maritime Museums, etc., and tea in the Downs to the accompaniment of vintage jazz played by the local band.

The idea was that those arriving in vintage cars would have access to the rally field. In fact, this was extended to cars made up to 1940. Then before tea, Peter Sellers and his wife, Brit Ekland, who were Lord Montagu's guests at his beach house, would look round and decide which of the assembled cars they would most like to own.

The outgoing traffic was awful, with dormant repairs reducing the latter part of the Winchester By-Pass to a single-file lane, in which a decrepit post-war vehicle had chosen to break down—the verges were lined with steaming moderns, but the 1930 Sunbeam 16 I was using never approached boiling point. . . .

We arrived eventually to find some interesting vehicles present. The "veterans" constituted two model-T Fords and a 1910 Daimler. The vintage contingent comprised, among many others, a r.w.b. Bean two-seater, an Erskine saloon with ingenious f.w.b. mechanism, Burnett's crowd-collecting low-chassis Daimler Double Six coupé, surely the greatest of the white elephants, a vintage Swift tourer with, in the prevailing traffic, a much-needed f.w.b. triangle on a rear mudguard, and a Swift Swallow saloon. There were some nice 3-litre Bentleys, including a r.w.b. tourer, a very fine Humber tourer, a Seal 3-wheeler, a 1924 side-valve 15.7 h.p. Wolseley 14 two-seater with the "Ws" still unworn on clutch and brake pedals, and a twin-pot Jowett saloon, although the latter belonged, like a Morris 10/4 two-seater and a smart Morris 16 Oxford saloon, to the 30s/40s section. Early motorcycles, preparing for the Sunbeam M.C.C.'s Graham Walker Memorial Rally the next day, included Triumph, Buchet and a P. & M. with hub gears. In the background stood the brightly-lined *Veteran & Vintage Magazine* Morris Commercial van.

Lord Montagu arrived with his guests in the 1909 Rolls-Royce Silver Ghost *Roi des Belges* tourer and I am delighted to report that Peter Sellers had the good sense to pick as the most desirable vehicle present a beautifully restored M.A.G.-engined Grand Prix Morgan 3-wheeler, which had come accompanied by a later version of the breed. It was immaculate and entirely original, even to gas lamps. Brit Ekland picked as "hers" a sports Fiat Balilla, in spite of its non-original plated outside exhaust system and spring steering wheel—so henceforth we can regard these as girls' cars. A nice Chummy Austin 7 was runner-up.

After which the readers took tea. We must remember to remind His Lordship that he promised to repeat this pleasant party, perhaps in 1977!—W. B.

FORD AT LE MANS—AMERICAN VIEW

WHEN Ford so convincingly dominated the Le Mans 24-Hour Race this year European journalists with a bias towards Ferrari wrote about the might of Detroit and described in detail why the American driver Miles, who had intended to dead-heat with his Ford team-mate, wasn't awarded the race when this dead-heat was disallowed. Not unnaturally, perhaps, the American monthly *Road & Track* has been considering how it can justify the Ford victory. Its John R. Bond points out that although the Fords had 7-litre engines against Ferrari's 4-litre, they were rocker-arm stock units, but with alloy heads, and used a single 4-choke carburetter, whereas Ferrari used a twin o.h.c. V12 engine. *Road & Track* quotes the standard NASCAR Ford engine as giving over 520 b.h.p. with a single carburetter and the Le Mans power units as being a detuned version developing about 475 b.h.p. As, says Bond, the Ferraris were around 600 lb. lighter than the Fords, and had a smaller frontal area and smoother lines, they gave away very little speed to the Fords, in spite of being down by 50 to 75 b.h.p. on power. He quotes the 1966 Le Mans Fords as slower than in 1965—capable of over 200 m.p.h. but not the 218 m.p.h. seen on the long straight during the 1965 race.

Having equalised the rivals technically, Bond turns his attention to the myth of the mighty dollar. He suggests that the claim that Ford spent 9-million dollars to win this year at Le Mans applies to their racing expenditure since 1964. He says, further, that Ferrari has also spent lots of dough on this race, more, argues Bond, provided one equates labour costs at a proper ratio, Ferrari having admitted that a F.1 car costs him 30,000 dollars, and a sports/racing car costing as much if not more. Bond finishes up by reminding us that, for that matter, Briggs Cunningham must have spent close on 5-million dollars trying to win at Le Mans with a team effort, and that was over ten years ago. "The point is," he concludes, "that it seems unfair to criticise Ford for beating the old man of Marenello just because they could afford to do it."

Having never, as far as I can recollect, driven a Ferrari, but having had very good service from bread-and-best-butter Fords, why should I take sides? Incidentally, *Road & Track* has come a long way since it first appeared 18 years ago. Then they paid English writers in jazzy American sweat shirts they were so short of cash. Recently they had been congratulating themselves and their advertisers on mutual growth, circulation having apparently tripled since 1954, necessitating an increase in the number of employees from eight to 46. Noting the manner in which our own support of the vintage movement, for instance, has assisted vendors of such cars and marvelling at the inflated prices now asked for them, I sometimes wonder which gets the better return, the magazine whose advertisers support it or the advertisers whose growth is fostered by the magazine?—W. B.

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ITALIAN GRAND PRIX

A REAL ITALIAN VICTORY

MONZA, ITALY, *September 4th*

AS there was almost a clear month between the German Grand Prix and the Italian Grand Prix all the factories worked flat out to improve existing machinery or to complete new machinery in time for the Monza race, the last of the European classic events. The outcome was an entry of the highest technical interest and the best yet seen in this new era of Grand Prix racing. There were new cars from Brabham, B.R.M., All American Racers and Honda, while Ferrari and Maserati produced new versions of existing engines. All these interesting developments are dealt with elsewhere in this issue and with the existing cars in Formula One they resulted in an entry of twenty-two cars.

The Scuderia Ferrari entered three cars with new V12-cylinder engines, to be driven by Bandini, Parkes and Scarfiotti, and Team Lotus also sent a three-car team, consisting of Clark with the new Lotus 43 with H16-cylinder B.R.M. engine, Arundell in R11 with B.R.M. V8 2-litre engine and the young Italian driver "Geki" in R14 with Coventry-Climax V8 2-litre engine. Brabham and Hulme had the works Brabham-Repco V8 cars, Brabham with the original prototype car with oval-section tubing in the frame, and Hulme with the second of the 1966 cars. They had with them a brand-new car, identical to Hulme's, for Brabham to try as well as his early car, and all three were using the proven Repco V8 engine. The works Cooper team were the usual pair, Surtees and Rindt, and their cars had new V12 Maserati engines with the inlet ports inclined inwards, making the power unit more compact. B.R.M. arrived with three 16-cylinder cars, the original Monte Carlo prototype and the improved one that appeared at Spa, plus a third car, which was a brand new one. The two newer cars had improved gearboxes and a new clutch layout and operation, and the car that Hill was to drive had a greatly revised engine which fired as a straightforward 16-cylinder unit, rather than as two 8-cylinder units. There was only one of these new engines, Clark's Lotus having the early type as Stewart was using. The B.R.M. team came with the fixed intention of racing the 3-litre cars at all costs, the Tasman 2-litre cars having been pensioned off at last, though one was not far away, being on show in the exhibition in the Monza park organised by the A.C.I.

The entirely new Japanese Honda V12 was making its first appearance, in the hands of Richie Ginther, and much was expected of this powerful, but rather large and heavy car. Dan Gurney's All American Racers team had got their new V12 Gurney-Weslake engine running on the test-bed in the middle of August and the results had been so encouraging that they hurriedly installed it in a new chassis, number 102, and had it at Monza along with the 4-cylinder-Climax-engined car number 101. As Bruce McLaren's two entries were withdrawn at the last moment, due to engine problems, Gurney entered Phil Hill on his Climax-engined car, on the proviso that the new V12 ran well enough in practice to take part in the race. Tim Parnell entered his two Lotus 25 cars, number R3 and R4, for Spence and Baghetti, respectively, and both had 2-litre B.R.M. V8 engines and Hewland gearboxes. Siffert was entered to drive the Walker/Durlacher Cooper-Maserati V12, Bondurant was entered by Bernard White to drive his Tasman B.R.M. V8 and Bonnier and Anderson entered their own cars, Cooper-Maserati V12 and Brabham-Climax 4-cylinder, respectively. With no McLaren to drive, Chris Amon acquired a Brabham-B.R.M. V8 from M.G.M. and entered as a serious competitor, the film-making "circus" once more being back on the job after missing the Nurburgring.

Official practice began on Friday afternoon at 3 p.m. with conditions about perfect and Ferrari, Honda and B.R.M. had already been out testing earlier in the week. The official lap record was set up in last year's race by Jim Clark, with 1 min. 36.4 sec. using a 1½-litre Lotus-Climax V8, while in practice he had done 1 min. 35.9 sec. and looking at the quality of the 3-litre cars it was obvious that these times were going to be well and truly beaten, especially as the new Ferrari had already done 1 min. 31.7 sec. unofficially and the Honda and Cooper-Maserati had done 1 min. 34 sec. without too much trouble. During the afternoon there was a feeling that as so much of the machinery was brand new there might be a reluctance to push it too hard, but it was a false impression for the pace was very fast, with the V12 Ferraris being unchallenged. At one time the Honda was running in company with the Cooper-Maserati V12 of Surtees and they seemed pretty evenly matched, the Japanese 12-cylinder engine making a glorious sound, but having rather a lot of weight to pull along. Siffert was half way round on his first lap when a connecting rod broke and made a hole in his Maserati crankcase and Graham Hill had not done many laps in his 16-cylinder B.R.M. when his gearbox broke. Stewart's 16-cylinder B.R.M. was going quite well but Clark's Lotus 43 with similar power unit was going a lot better and showing encouraging reliability, completing a total of 28 laps by the end of the afternoon, without any serious trouble, though the gearbox seemed to lose quite a lot of oil. Gurney was delayed in going out in the V12 Eagle as the car was being finished off in the paddock, and when he did get going the engine ran well and sounded most purposeful, but the installation of the fuel pumps and pipework was causing starvation on acceleration and by the time the system was modified practice had finished. In the meantime Gurney and Phil Hill did some practice in the 4-cylinder Eagle, but as it was carrying the same number as the V12-cylinder car it caused some confusion among the timekeepers. Jack Brabham was experimenting with some new Goodyear tyres and one of these experiments sent him spinning off into the sand at the South turn, but no damage was done, and Hulme was getting on with the job in his usual quiet and efficient manner.

B.R.M. were getting in a bit of a shambles, for the spare 3-litre 16-cylinder had wrecked its gearbox earlier in the week, and with the latest car also having gearbox trouble, in spite of the improvements made, Graham Hill had nothing to drive. Contrary to what had been said the 2-litre V8 car was withdrawn from the exhibition and Hill used it to get in some practice at the end of the afternoon. Although the Lotus 43 was going well Team Lotus did not have complete faith in it and the faithful 2-litre Climax-engined Lotus 33 was kept waiting for Clark in case he needed it, so that "Geki" did not get any practice. The Ferrari team seemed very confident, having no major problems and going very fast, the fastest time by Parkes representing an average speed of 226.725 k.p.h. (approximately 140 m.p.h.), while the Maserati element of the Cooper-Maserati combine seemed a bit depressed that Surtees could not match the Maranello cars for speed.

On Saturday practice was again at 3 p.m., going on until 6.30 p.m., so that there was ample time for everyone. The Ferrari trio had finished the first practice session in first, second and third positions, and on Saturday none of the three drivers improved on their previous times, but morale was upset a bit when Surtees got among them by beating Bandini's time by a tenth of a second and Clark then beat Surtees, so Bandini was relegated to fifth fastest and could not improve the situation. For this practice Surtees had gone back to using the older type Maserati engine with the wide-angle inlets, and it was fitted with a Marelli coil ignition system, but Rindt kept to his new engine. As Baghetti had broken the gearbox on the car that Parnell had lent him, Ferrari team-manager Dragoni arranged to lend Parnell the 2.4-litre V6 Ferrari that the team used earlier this year, providing that Baghetti drove it, of course.

Throughout the afternoon there was a lot of activity and quite often there were some interesting skirmishes as rival teams came across each other and drivers tried to find out just how fast their opponents could go, or try to get sucked along in the slipsteam of faster cars. For a few laps Stewart (B.R.M. H16), Surtees (Cooper-Maserati), Brabham (Brabham Repco), Clark (Lotus-B.R.M. H16) and Rindt (Cooper-Maserati) began to have a motor race, seemingly forgetting that it was still a practice session, and we had an interesting glimpse of 3-litre Grand Prix racing as it is soon going to be. Lap times were being reduced steadily and last year's race record of 1 min. 36.4 sec. was being surpassed easily by anyone whose car was going properly. There was still plenty of trouble about among some of the new works cars, for Gurney was still being plagued by fuel starvation, but when it did get fuel the V12 Weslake engine sounded very healthy. Honda had fitted a complete new exhaust system to their V12-cylinder engine, the four tail pipes having reversed-cone megaphones, but after only a few laps they refitted the system with straight tail pipes, which was not a quick job so that Ginther did not get a great deal of practice. Clark's Lotus 43 was going extremely well, the 16-cylinder B.R.M. engine and gearbox unit being so reliable that he had almost done a complete race distance and Chapman was sufficiently confident to let "Geki"

start practising with the 2-litre Climax-engined car. Towards the end of the afternoon Clark was seen coasting down the back straight, obviously in trouble, and the Lotus 43 stopped with a slight defect in the gear-change mechanism that was not too serious. Just in case it could not be repaired Clark put in some qualifying laps in R14 and "Geki" had to stand down. Brabham was practising in his new car as well as his old one and changing the numbers around so that any very fast laps were accredited to his number for the race. Gurney never did get his fuel system working properly and the engine continued to stop as he accelerated from the sharp corners so that he could not make a good lap time. On Friday he had put in a lap in the 4-cylinder Eagle-Climax carrying the number of the 12-cylinder car, so this was accredited to him for the starting grid position, for timekeepers are too busy to differentiate between cars, they can only go on numbers. While Team Lotus were very happy with the way their H16 B.R.M.-engined car had performed, the B.R.M. team were almost despondent, for the "museum-piece" 2-litre had broken its engine during the afternoon and out of four cars they had only one still running. This was the car with the latest engine that Graham Hill had started on, and for this second practice it had been fitted with the gearbox/transmission unit from Stewart's car and had been made to fit the young Scot as he seemed to be the "blue-eyed boy" of the team, but even so he was only ninth fastest overall, while Clark had got his 16 cylinders on the front row in third fastest position, alongside the works Ferraris of Parkes and Scarfiotti. The Honda V12 had performed well on its first outing, but not as well as some people expected for it was down on handling, the suspension and steering being far from ideal. The Japanese had made numerous small modifications to the geometry but drivers of slower cars were still finding it in the way on the corners.

PRACTICE TIMES

No.	Driver	Car	Friday Afternoon	Saturday Afternoon
2	L. Bandini	Ferrari V12–3-litre	1. 32.0	1. 32.1
4	M. Parkes	Ferrari V12–3-litre	**1. 31.3**	1. 31.9
6	L. Scarfiotti	Ferrari V12–3-litre	1. 31.6	**1. 31.7**
8	I. Ireland	Brabham-B.R.M. V8	NON-STARTER	
10	J. Brabham	Brabham-Repco V8–3-litre	1. 34.6	1. 32.2
12	D. Hulme	Brabham-Repco V8–3-litre	1. 33.5	1. 32.84
14	J. Surtees	Cooper-Maserati V12–3-litre	1. 32.6	1. 31.9
16	J. Rindt	Cooper-Maserati V12–3-litre	1. 33.3	1. 32.7
18	R. Ginther	Honda V12–3-litre	1. 32.4	1. 32.5
20	J. Clark	Lotus 43-B.R.M. H16–3-litre	1. 32.9	1. 31.8
22	"Geki"	Lotus 33-Climax V8–2-litre	—	1. 39.3
24	P. Arundell	Lotus 33-B.R.M. V8–2-litre	1. 35.5	1. 34.1
26	G. Hill	B.R.M. H16–3-litre	1. 34.7	—
28	J. Stewart	B.R.M. H16–3-litre	1. 34.6	1. 32.81
30	D. Gurney	Eagle-Weslake V12–3-litre	No time	1. 51.7
32	C. Amon	Brabham-B.R.M. V8–2-litre	—	1. 40.3
34	P. Hill	Eagle-Climax 4-cyl.–2.7-litre	1. 42.9	1. 40.0
36	J. Siffert	Cooper-Maserati V12–3-litre	No time	1. 36.3
38	J. Bonnier	Cooper-Maserati V12–3-litre	1. 34.8	1. 33.7
40	R. Anderson	Brabham-Climax 4-cyl.–2.7-litre	1. 38.4	1. 35.3
42	M. Spence	Lotus-B.R.M. V8–2-litre	1. 35.0	1. 35.4
44	G. Baghetti	Lotus 25-B.R.M. V8–2-litre	1. 36.6	—
46	T. Taylor	Shannon-Climax V8–3-litre	NON-STARTER	
48	R. Bondurant	B.R.M. V8–2-litre	1. 38.4	1. 36.9
50	F. Gardner	Willment-Climax V8	NON-STARTER	
10T	J. Brabham	Brabham-Repco V8–3-litre	—	1. 38.2
26	G. Hill	B.R.M. V8–2-litre	No time	1. 33.4
34	D. Gurney	Eagle-Climax 4-cyl.–2.7-litre	1. 39.1	1. 37.6
44	G. Baghetti	Ferrari V6–2.4-litre	—	1. 35.5

N.B.—Car numbers are as used in practice. For race Clark and "Geki" changed numbers, as did Amon and Spence. They all kept to the same cars.

The fastest twenty cars were accepted for the starting grid and this meant that Phil Hill and Amon were left out, for Lotus had repaired the 16-cylinder car, so that "Geki" was able to start with the V8 Climax-engined car, and B.R.M. had a long working session and got two 16-cylinder cars assembled for Hill and Stewart, the former back in the latest car as he had started off on Friday. The Eagle team were still modifying the fuel system on the V12-cylinder car on Sunday morning, Brabham decided to drive his old original 1966 car and Clark and "Geki" changed racing numbers but not cars. With Amon a non-starter the film-makers were out of step so Spence took number 32 instead of 42 and dressed himself up to look like a film-star. Baghetti was very happy to be driving the borrowed V6 Ferrari and the Ferrari works team were pretty confident about their new 3-valve-per-cylinder engines. Rob Walker had borrowed another engine for Siffert's car and he had qualified on Saturday, but Bonnier's Maserati engine had been having trouble with its fuel-injection pump. Surtees was still using the earlier type of Maserati engine and Rindt the latest type, as regards inlet manifolds.

Each year the A.C.I. seem to reduce the length of the Monza race and this time it was down to 68 laps of the 5.75-kilometre road circuit, with the start due at 3.30 p.m. when the sun was not quite so hot. All but four of the starters went off on a warm-up lap, Siffert being content to push his car to the starting grid, but Gurney was late in coming out due to last-minute detail work, Surtees was late out due to a rubber fuel tank having sprung a leak and Stewart was suffering from a similar complaint, though more serious for it had leaked into the cockpit and given him an uncomfortable seat. In view of the complicated nature of a lot of the engines and the fact that they do not want to be kept running in neutral for too long, the start was not good, for the starter kept them on the "dummy grid" too long. Eventually they moved forward to the proper starting grid and Clark was looking anxiously down into the cockpit of the 16-cylinder Lotus, for his fuel-pressure was fluctuating badly and he feared there might be a leak. Scarfiotti was holding back slightly as was Surtees, both intent on jumping the start. Ginther was revving the Honda pretty high and the sight and sound of the twenty cars was Grand Prix at its best, with seventeen of the twenty starters having lapped faster than the old lap record and sixteen of them faster than the previous fastest time ever recorded at Monza, and the first twelve cars were all 3-litre 1966 cars.

STARTING GRID

↑

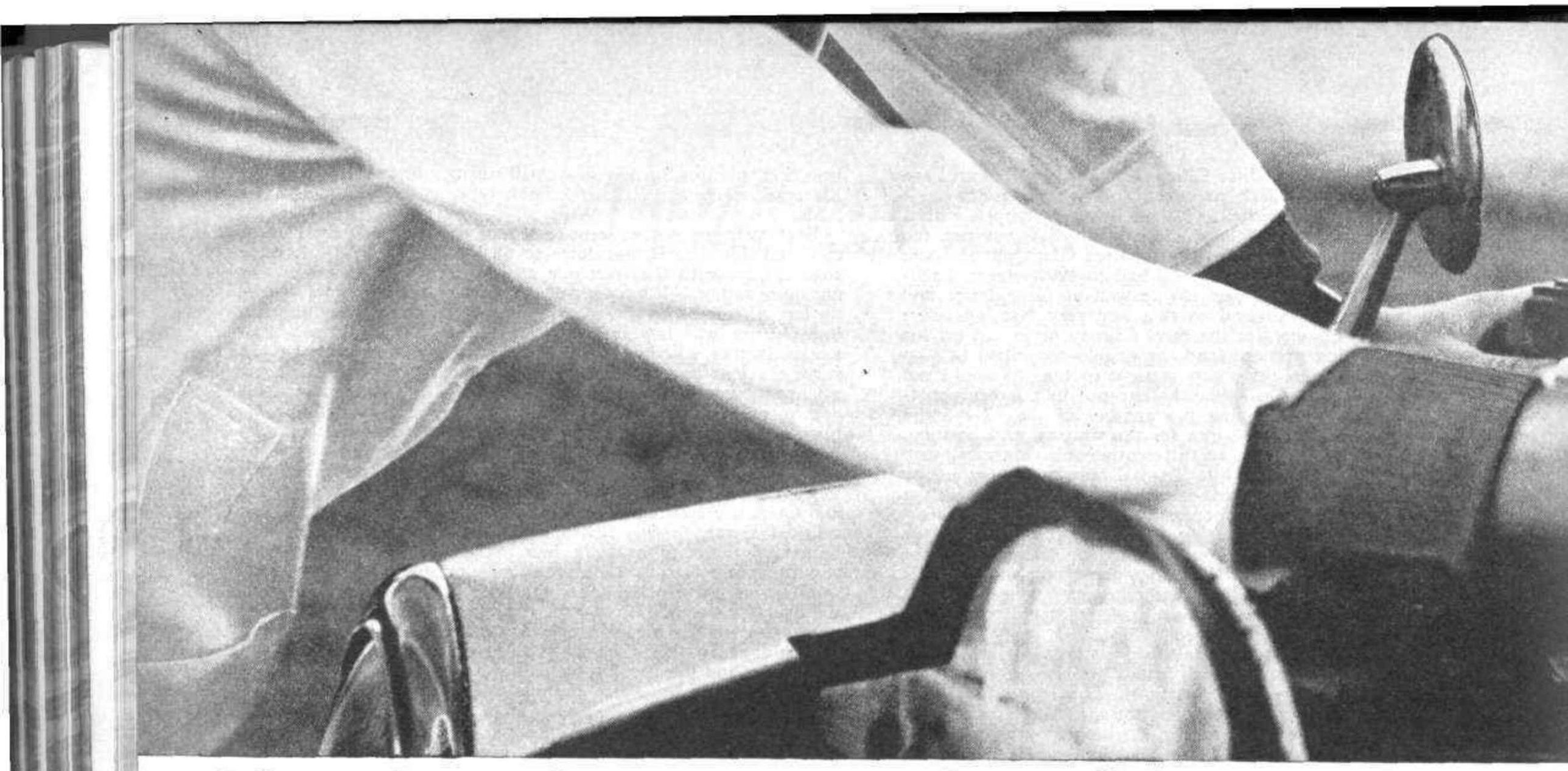
4 M. Parkes (*Ferrari V12*) 1 min. 31.3 sec.
6 L. Scarfiotti (*Ferrari V12*) 1 min. 31.6 sec.
22 J. Clark (*Lotus 43-B.R.M. H16*) 1 min. 31.8 sec.
14 J. Surtees (*Cooper-Maserati V12*) 1 min. 31.9 sec.
2 L. Bandini (*Ferrari V12*) 1 min. 32.0 sec.
10 J. Brabham (*Brabham-Repco V8*) 1 min. 32.2 sec.
18 R. Ginther (*Honda V12*) 1 min. 32.4 sec.
16 J. Rindt (*Cooper-Maserati V12*) 1 min. 32.7 sec.
28 J. Stewart (*B.R.M. H16*) 1 min. 32.81 sec.
12 D. Hulme (*Brabham-Repco V8*) 1 min. 32.84 sec.
26 G. Hill (*B.R.M. H16*) 1 min. 33.4 sec.
38 J. Bonnier (*Cooper-Maserati V12*) 1 min. 33.7 sec.
24 P. Arundell (*Lotus 33-B.R.M. V8*) 1 min. 34.1 sec.
32 M. Spence (*Lotus 25-B.R.M. V8*) 1 min. 35.0 sec.
40 R. Anderson (*Brabham-Climax 4-cyl.*) 1 min. 35.3 sec.
44 G. Baghetti (*Ferrari V6*) 1 min. 35.5 sec.
36 J. Siffert (*Cooper-Maserati V12*) 1 min. 36.3 sec.
48 R. Bondurant (*B.R.M. V8*) 1 min. 36.9 sec.
30 D. Gurney (*Eagle-Weslake V12*) 1 min. 37.6 sec.
20 "Geki" (*Lotus 33-Climax V8*) 1 min. 39.3 sec.

Non-starters: 34, P. Hill (*Eagle-Climax 4-cyl.*), 1 min. 40.0 sec.
42, C. Amon (*Brabham-B.R.M. V8*), 1 min. 40.3 sec.

N.B.—The time of D. Gurney, number 30, was recorded in car number 34.

When the flag fell Scarfiotti was already on the move from a few feet behind the start-line and he shot into the lead, with Ginther following him through. Clark muffed his started and dropped the 16-cylinder B.R.M. engine r.p.m. off the power curve so that he crept away with his arm raised to warn following drivers that he was in trouble. Bonnier also got away slowly as his throttle linkage had broken, but everyone else went roaring off in a cloud of blue smoke from spinning wheels. Scarfiotti's initial lead was short lived and in the cut-and-thrust of the opening lap he got elbowed down the field and was seventh of the tight bunch of cars that burst into view from the South Curve, the order being Bandini, Parkes, Surtees, Ginther, Brabham, Hulme, Scarfiotti, in Ferrari, Ferrari, Cooper-Maserati, Honda, Brabham, Brabham and Ferrari, respectively. Rindt and Stewart were leading the rest and Clark went by next to last, but firing on all 16 cylinders and obviously in a great hurry after his terrible start. Graham Hill did not complete the opening lap as his 16-cylinder B.R.M. engine blew up, and Gurney took the Eagle-Weslake into the pits, followed later by Bonnier. On the next lap Bandini was missing from the lead and he headed for the pits with a broken fuel pipe, leaving Parkes out in front, but hotly pursued by Surtees, Brabham, Hulme, Ginther and Rindt. At the back of the field Clark had moved up two places and he gained another one on lap three, at which point Surtees took the

Continued on page 916



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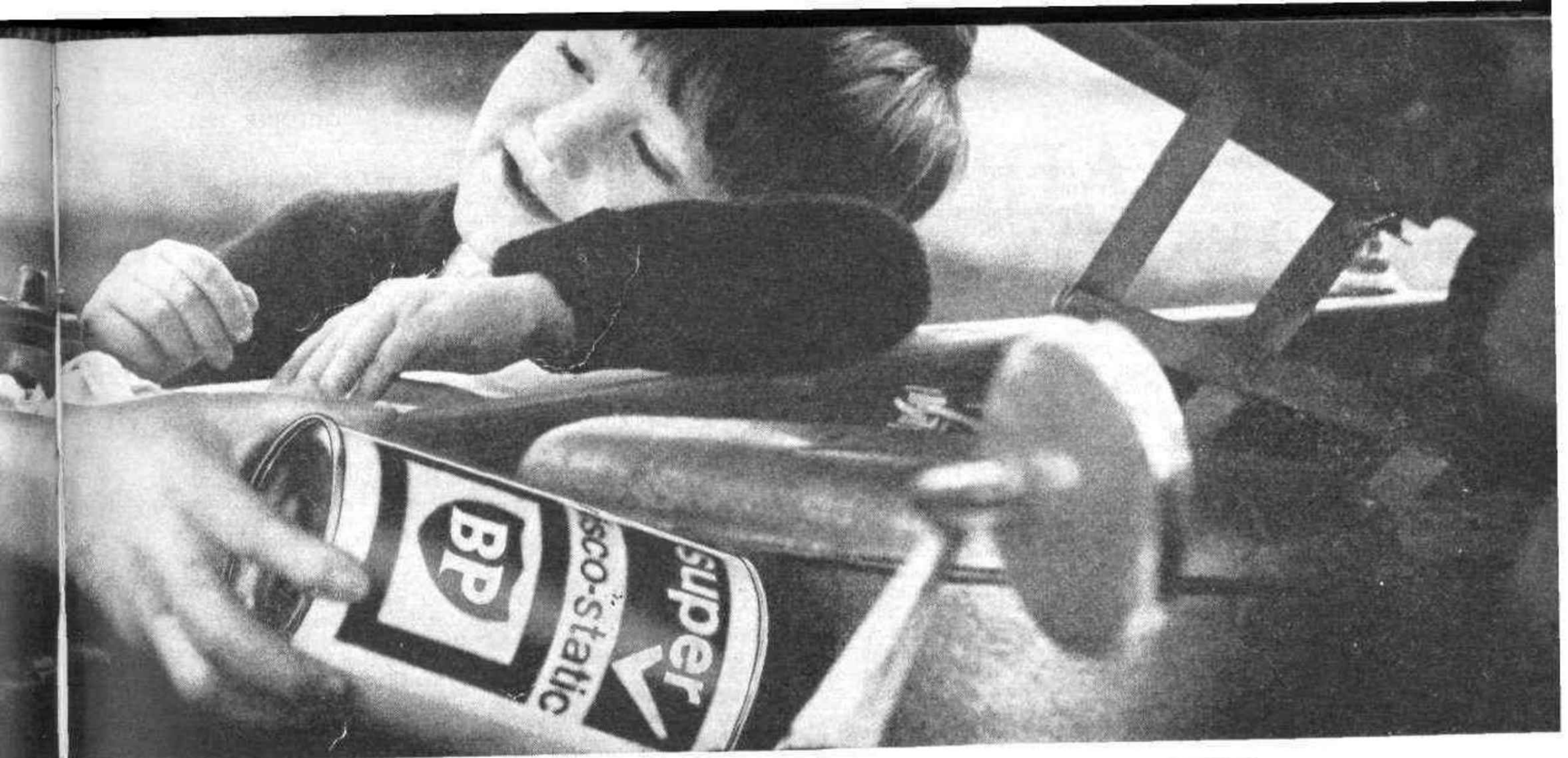
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ITALIAN GRAND PRIX—continued from page 913

lead to the accompaniment of cheers from the packed grandstands. Although the leading bunch of cars were close they were not lapping very fast, by practice standards, and Brabham found that he was able to take the lead without too much trouble, lapping at just over 1 min. 37 sec. He led on laps 4 and 5 and began to pull away from the others and meanwhile Clark had joined the end of the pack of works cars. As Brabham passed the pits at the end of lap 6 there was an ominous blue smoke haze coming from the Repco engine, though he had not lost any speed, but Parkes, Surtees, Hulme, Ginther, Scarfiotti, Rindt and Clark must have seen that the Australian's race was nearly over. He did one more lap, still with a commanding lead, and the smoke getting worse and at the end of lap 8 he was seen heading for the pits while Parkes went by into the lead accompanied by a great shouting from the partisan crowd. As if to encourage the Brabham pit in their moment of anxiety as they saw "the guvnor" heading towards them, Hulme got past Surtees and was in the slipstream of the leading Ferrari, and while all this was going on Gurney and Bonnier rejoined the race. Brabham's trouble was that an inspection plate in the timing cover had become unscrewed and fallen out, and though another one could have been screwed in, the engine had lost quite a lot of oil, which could not be replenished by F.I.A. regulations, and he had lost all contact with the leaders so the car with withdrawn, leaving Hulme to uphold the Australian flag. Scarfiotti now began to improve his position and Bandini had rejoined the race and at ten laps the order was Parkes, Hulme, Surtees, Scarfiotti, Clark, Ginther and Rindt, this lot still being very close together, in line-ahead along the straights and side-by-side through some of the corners. They were followed by Baghetti and Spence running in close company and then came Arundell, Anderson and Siffert, with Bondurant further back and "Geki" bringing up the rear, having already been lapped. Stewart had been forced to give up due to fuel from a leaking tank settling in the driving seat, and Gurney was still in trouble with the fuel system on the Eagle-Weslake.

By lap 13 Scarfiotti had moved up into the lead, closely followed by Ginther, the Honda going well down the straights, and Surtees had got in front of Parkes. At this moment Clark headed for the pits with a rear wheel out of balance due to the safety inner-tube in the tubeless tyre having burst and gone to one side of the outer cover, throwing everything out of balance. The wheel was changed and he rejoined the race, but was now in last position, a lap down on the leaders and with no hope of catching up again. Bandini had waited his opportunity and joined the leading bunch of cars, even though he was seven laps in arrears, and he did his best to help Parkes and Scarfiotti in their battle against the Cooper team, Ginther and Hulme. Scarfiotti was now leading consistently, with the Honda holding a very firm second place, followed by Parkes and Surtees, with Bandini hounding them. On lap 17 as a string of cars approached the Curva Grande past the pits a rear tyre deflated on the Honda and as the car started to swing Ginther put the brakes on to try and steady it, but he lost control and went off the track into the trees, being immensely lucky to escape with minor injuries for the car was completely wrecked, the monocoque chassis being bent like a banana.

The general pace of the race was speeding up slightly but still was not as fast as practice had indicated, so that Hulme and Surtees were able to keep with the much-faster Ferraris, but they were still being hampered by Bandini who was keeping with them. Gurney had been in and out of the pits and finally the Eagle began to go properly, putting in a lap at just over 1 min. 35 sec., but then the oil temperature began to rise alarmingly so the car was withdrawn. At 20 laps Scarfiotti still led, with Surtees, Hulme and Parkes in a bunch behind him, Bandini being with them, and Rindt was showing signs of dropping back. Baghetti and Spence were still going round together and then came Arundell and Anderson having a fine race together, changing places continuously, with Siffert a little way behind watching it all. Bondurant, Clark and "Geki" were all a lap behind the leaders, and though the Lotus 43 was going well it could only keep going and do some "race-testing," it was too far behind to be able to catch anyone.

It was obvious that Enzo Ferrari would want one of his Italian drivers to win, if a Ferrari car was in the lead, and as Bandini was so many laps behind, it was going to be Scarfiotti, providing Surtees or Hulme did not upset things. The job Parkes had to do was to harass these two so that they could not get to grips with the leading Ferrari, and Bandini was there as well, putting his spoke in too. It was no easy job to deal with two such crafty drivers as Hulme and Surtees and Scarfiotti was not pulling out the lead expected, and on lap 27 Parkes actually led the bunch across the finishing line, but next lap Scarfiotti was back in the lead though Surtees had elbowed Parkes down to third position, but only for a lap. The two Ferraris were faster than the Cooper-Maserati and the Brabham, but the skill of Surtees and Hulme was making up for the deficiency in speed. Surtees now found that his car was handling in an odd manner and eased off as he thought he had a slow puncture and at the end of lap 32 he headed for the pits, while Bandini went by with his engine sounding rough. The trouble on the Cooper-Maserati was a split fuel tank and petrol was getting on the rear tyres, causing the unstable feeling, so that was that, and meantime Bandini had stopped with ignition trouble. As the fuel loads had been diminishing the lap speeds had been rising and Bandini recorded 1 min. 33.4 sec. just before his engine went sick, and Scarfiotti was now leading all the time, with Parkes and Hulme behind him, though the Brabham driver was not content with third place and fought Parkes brilliantly, giving as good as he got and frequently leading the Ferrari at the end of a lap.

At half-distance, which was 34 laps, Scarfiotti still led and providing the Ferrari kept going there was nothing that was going to prevent him from winning the Italian Grand Prix, for all Hulme could do was to get in front of Parkes occasionally. Each time he did this he was soon relegated to third place by the superior speed of the Maranello car. Clark was now having gear-change troubles and further delays were caused by his battery failing to start the 16-cylinder engine when he was right out of the running and in last place even though the Lotus 43 was going very fast. Rindt was in a lonely fourth place and Baghetti and Spence had not changed station and were still on the same lap as the leader. Arundell and Anderson were still battling and passing and re-passing all the time, with Siffert still behind them and Bondurant was falling further back due to a slipping clutch on the ex-works B.R.M. V8. Bandini's ignition trouble was cured and he rejoined the race and waited for the leader to catch him so that he could join in with helping Parkes to deal with Hulme. They were now lapping consistently below 1 min. 34 sec. and the New Zealander was giving every bit as good as he got from the two Ferrari drivers and frequently ran round the outside of Bandini when he was in the way on the fast corners. The two Ferrari drivers had to keep their eyes in all directions in order not to lose the slippery Brabham driver. In all this chopping and changing Hulme improved the lap record twice, with 1 min. 33 sec. on lap 32 and 1 min. 32.5 sec. on lap 35, but in spite of this Scarfiotti was pulling out a lead that could now be measured in seconds. On the leader's lap 47 Bandini's ignition played up once more and he was forced to pull into the pits and this time it was for good so that Hulme and Parkes could now race each other without interference. Scarfiotti had ten seconds lead so Parkes could now let Hulme set their pace and merely stay with him to try and demoralise him; a difficult job, for the swarthy New Zealander is made of rugged stuff. Siffert's engine went bang and he retired out on the course and just before lap 50 the scene got very busy as the leaders lapped the Baghetti/Spence duo, who were in turn lapping the battling Anderson and Arundell so that parts of the track were very crowded with seven cars in a mixed bunch. In all this Scarfiotti set up a new lap record in 1 min. 32.4 sec., Baghetti got away from Spence and Anderson got away from Arundell, but the V8 Lotus-B.R.M. driver was having trouble with his gearchange and frequently missing gears with consequent astronomical engine r.p.m. Clark was still going very fast with the 16-cylinder Lotus-B.R.M., even though he was many laps behind, and he caught Scarfiotti and lapped at the same speed for many laps, finally passing him and pulling away, which gave Team Lotus great hopes for the future of this car. Baghetti had trouble with his throttle linkage and had to pull into the pits on lap 55 and this delay dropped him from a firm fifth place down to last, letting Spence move up into fifth position.

In the closing laps Scarfiotti was able to ease up, letting his lead of over 15 seconds diminish to less than six seconds at the finish, but there was no danger for Parkes had the measure of Hulme and every time the Brabham got ahead on a corner the Ferrari would steam by down the straights. Clark had been forced out when his gearbox gave trouble, sticking in gear, and his previous stops meant that he had covered insufficient laps to be qualified. With only four laps to go Arundell's over-stressed B.R.M. V8 engine broke as he went past the pits. On the penultimate lap Rindt had his left front tyre go flat and he limped slowly round hoping to get to the finish, and this dropped him a

Continued on page 945

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to become

WORLD CHAMPION

for the third time since 1959

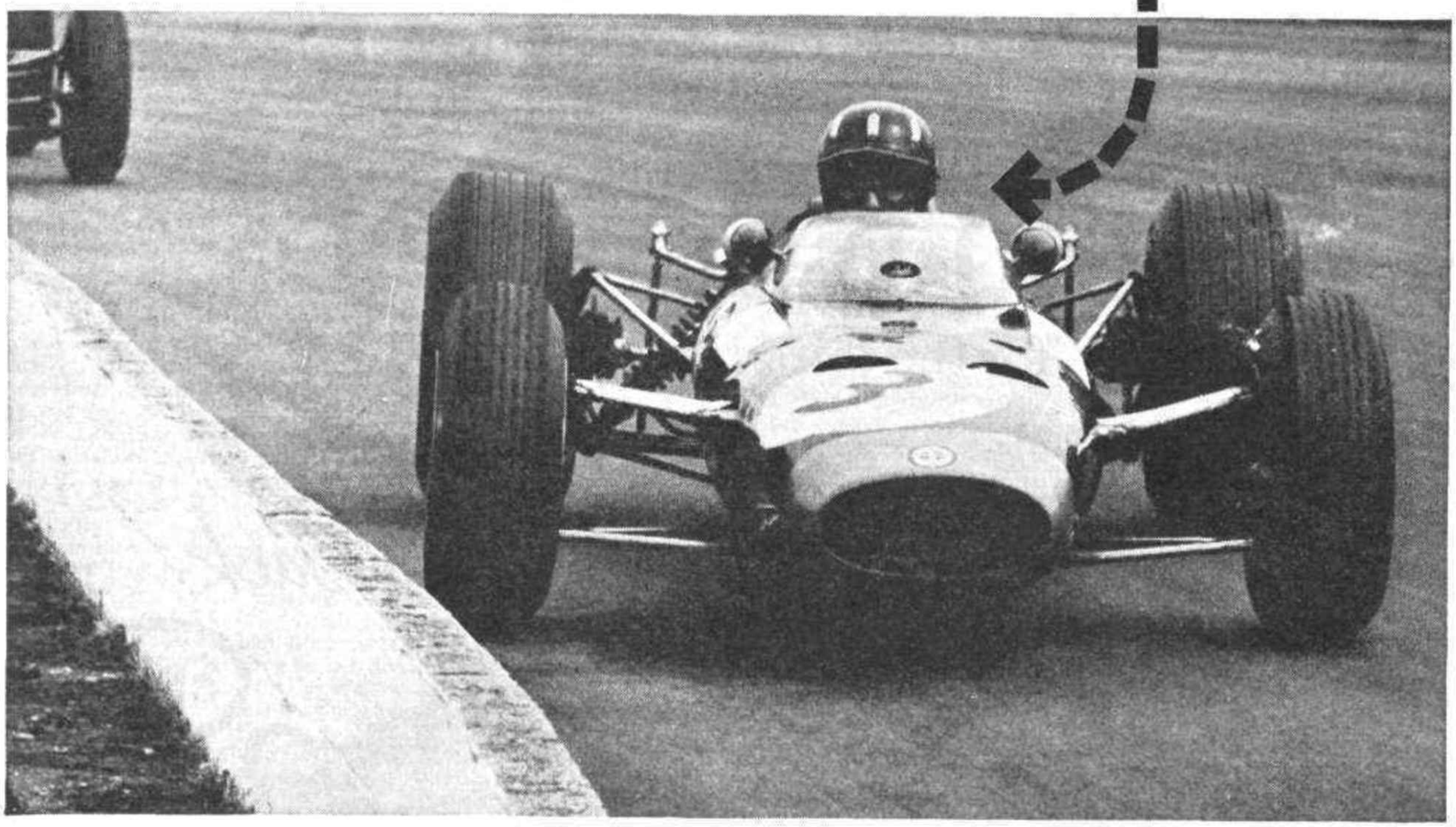
4th **BELGIAN** Grand Prix
1st **FRENCH** Grand Prix
1st **BRITISH** Grand Prix
1st **DUTCH** Grand Prix
1st **GERMAN** Grand Prix

Well done Jack

ESSO

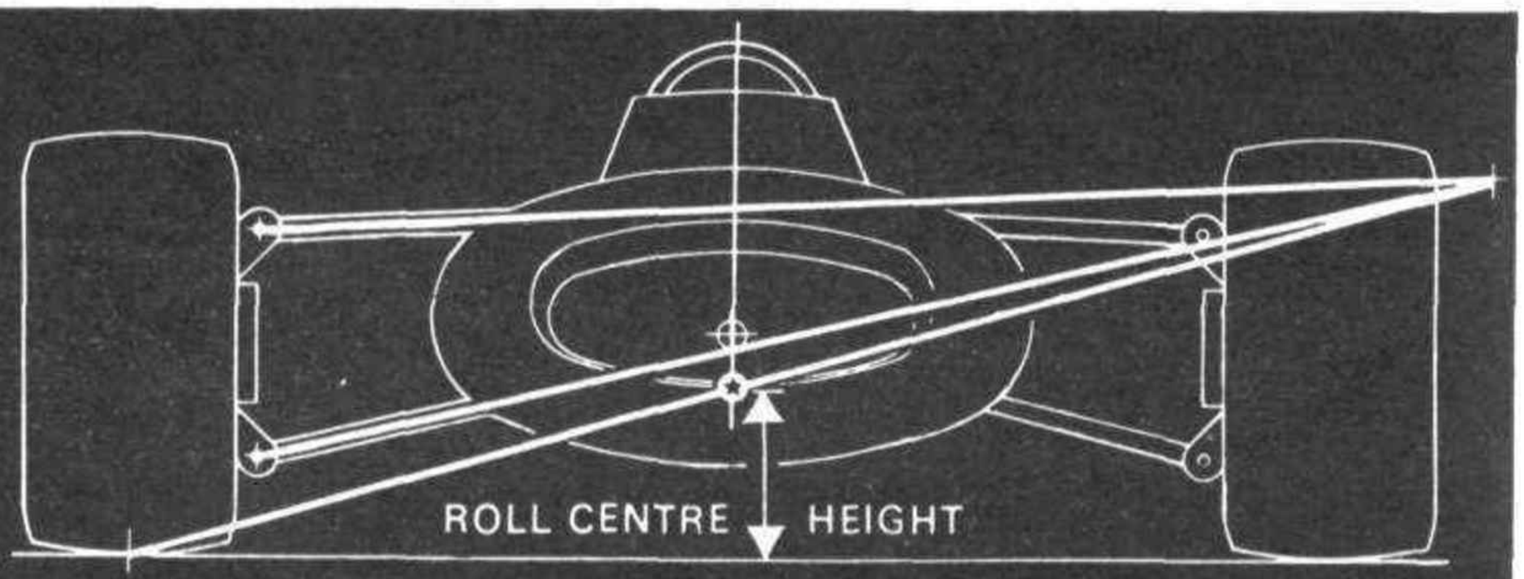


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SHOPPING FOR A ROLLS-ROYCE (or Bentley)

IF the 70-m.p.h. speed-limit is here to stay (which Castle forbid), there seems to me every reason to travel in dignity and comfort, if one mustn't travel fast.

So I have re-commenced shopping for a Rolls-Royce, or for a Bentley built by R.-R., which is almost the same thing. In the past I have fulminated against the old-fashioned engineering policy of Rolls-Royce Limited. That has all been swept aside by the fabulous Silver Shadow. But there are people who like a Rolls-Royce to be old-fashioned and when buying a used specimen without multiple-thousands of pounds at stake, very nice too. . . .

This time I went, on the recommendation of a friend who was a great lover of Rolls-Royce motor-cars, to S. P. Broughton and Co. Ltd., who have been specialising in these cars since 1946 and who have big modern showrooms full of well-groomed and polished Bentleys and Rolls-Royces on the corner of College Road and the High Street in Cheltenham, a town which has not changed too much since the Regency era and where such fine cars seem particularly appropriate.

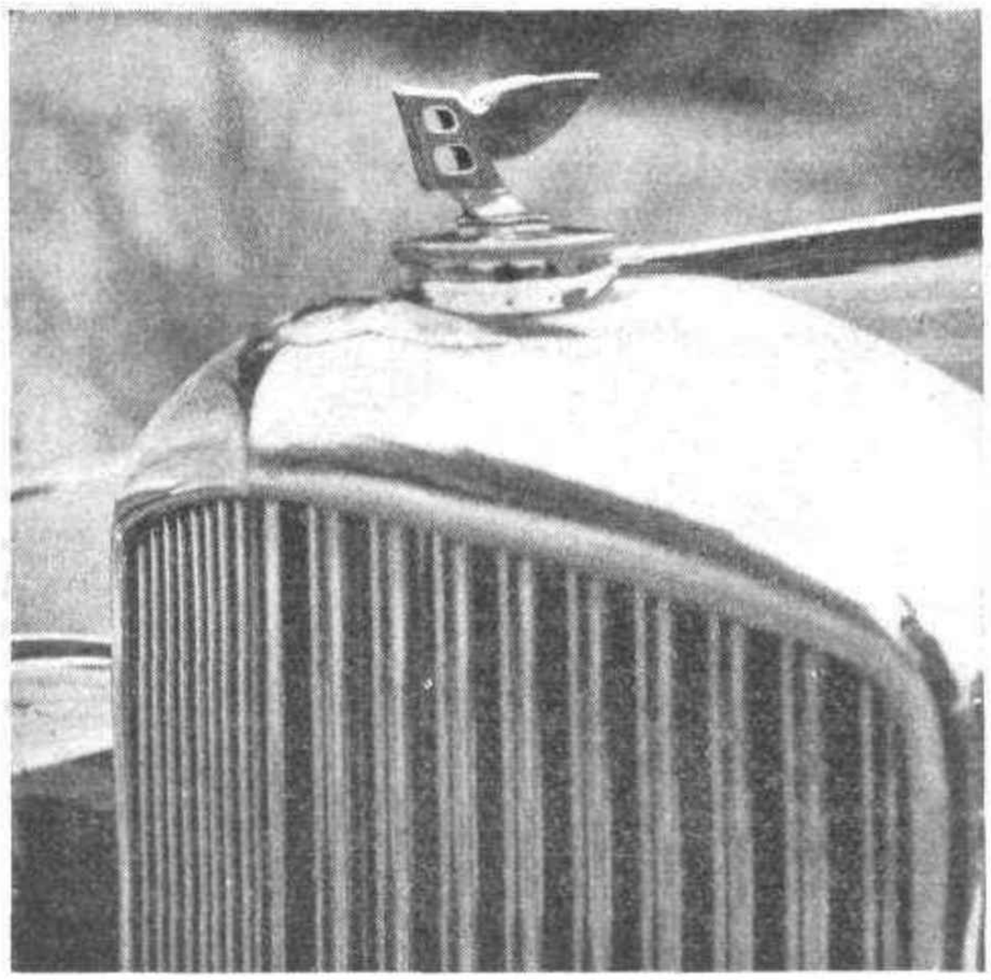
Broughtons of Cheltenham lent me a 1954 R-type Bentley with automatic transmission, taxed to November. The engine, after 82,180 miles, had just been rebored in their own workshops and for some time I kept the top speed to below 45 m.p.h., until the required 500 miles running-in had been completed.

The R-type Bentley is the 4½-litre "big bore" version of the post-war Mk. VI, which became optionally available with automatic transmission in 1952 and used it for all models except the Continental, on which it was still optional, by 1954. The bigger engine gives that extra head of steam desirable for keeping up with modern traffic and, as my friend Bunty Scott-Moncrieff points out, the Mk. VI is a very interesting proposition, because it was planned while the war was on, when Rolls-Royce sagely realised that the cost of man-hours had nearly trebled compared to labour rates in pre-war times and clearly would never revert to the 1930 rate of 1s. 10d. an hour. So they designed a car with this consideration as number one priority. The result is, says Bunty, that these Bentleys are the most incredibly easy cars to work on and major operations such as engine overhauls and brake relining take almost exactly one-third the time taken to do the same overhauls on pre-war Bentleys. So, with a not-excessive consumption of the less-expensive petrol, moderate oil consumption and tyres which cost no more than for modern cars of equivalent size, Scott-Moncrieff claims that the Mk. VI Bentley is about the least expensive way there is of indulging in real luxury motoring, especially as serviceable examples can be bought for under £500 and rough ones for in the region of £200. And a Bentley radiator costs less than a R.-R. radiator, of course. . . .

The R-type is the refined version of the Mk. VI; incidentally, I was privileged to road-test its fore-runner, the Mk. V Bentley with its soft i.f.s., during the war—see MOTOR SPORT dated February 1941, and a new 4.2-litre S-series—see the issue for November 1956.

The B3 series Bentley which Broughtons produced for me—PGF 497—was offered at £1,195 and really was a beautiful car, in excellent order. The 4-door saloon body with the big boot, was in glossy black, lined in gold, this lining being repeated on the wheel discs. The paintwork and plating were faultless, the carpets unworn and scarcely marked, the clean head-lining marred by only a few very minor blemishes. The famous instrument panel was likewise in excellent order, and only the top edge of the high wooden facia sill showed very faint traces of the effect of exposure to the sun, scarcely noticeable unless a finger was rubbed over it.

The seats, with their high-grade hide upholstery, were just nicely mellowed, the leather still shining and unmarked, except for light rubbing across the tops of the front-seat squabs. All the interior woodwork, in R.-R. matching veneers, including the in-built companions in the back compartment, the picnic tables and the pull-out under-facia shelf incorporating a very effective



push-button radio, were literally unmarked. As with the body-work, the bumpers and lamps, including the central spot-lamp and twin Lucas fog-lamps, and courtesy roof-lamp, were in 100% good order—this was a Bentley to *Concours d'Elegance* standards. Even the original tool-tray, locked under the driver's seat, was complete with all its inlaid tools, spare bulbs, etc.

PGF 497 was shod with 6.70 × 16 Dunlop Gold Seal tyres on the back wheels, and Dunlop Gold Seal Remoulds on the front wheels (the original size was 6.50 × 16). They had, respectively, o/s and n/s, 3 mm., 9 mm., 8 mm. and 8 mm. tread-depth and were inflated, "as delivered," at 24/33 lb./sq. in., front/rear. The spare was a Dunlop Gold Seal Remould with a tread depth of 8 mm. This spare wheel lives under the raised floor of the boot, the light lid of which is self-supporting, and behind the wheel were the special tools, tyre pump, jack and jack handle, oil syringe, luggage strap, etc., all appearing to be in excellent condition.

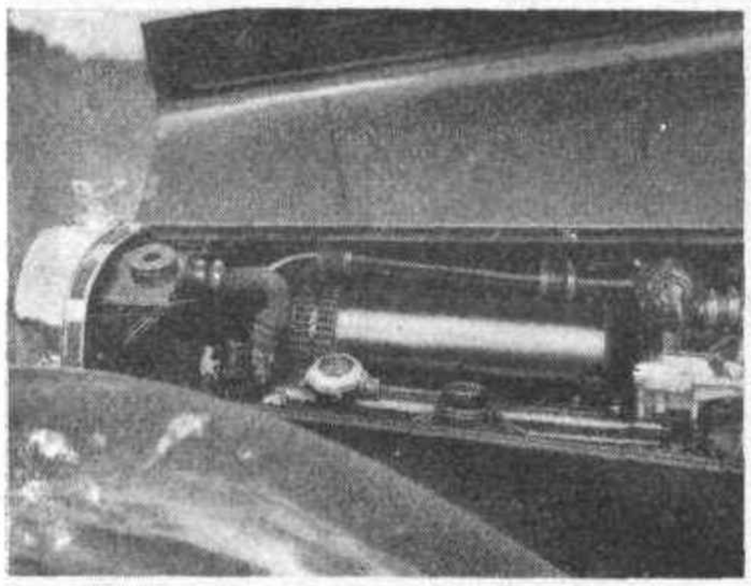
Indeed, the car was virtually faultless, and quite free from rattles. The doors had dropped somewhat, and the keeps of the front ones did not work, but they shut and locked impeccably. They are noisy if slammed, a penalty of the all-steel body which Rolls-Royce resorted to after the war, when they deemed coach-built carriagework impracticable. Everything on the car that I tried, including the sliding roof, worked, but the rear blind was sometimes reluctant to fully retract. There was rear-window de-misting, and the quarter-lights had simple gutters formed of bonded-on Perspex. The rubber mud-shields on the front wings were in place, and, of course, the back doors are so formed as to shield mud on the back wings from the clothes of those entering the car, and these rubbers were also intact.

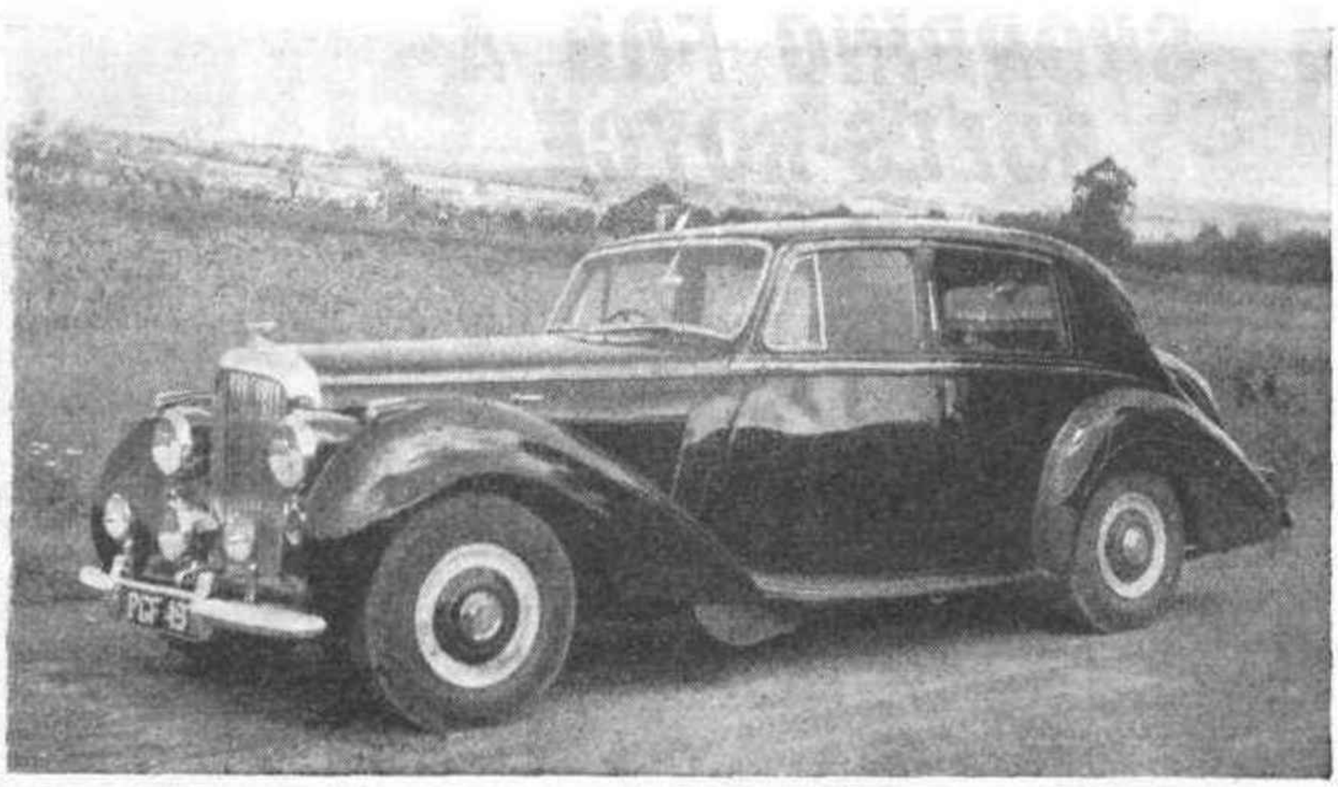
The general layout was, of course, common to any R-type. There is a 110-m.p.h. Smiths speedometer before the driver, matched by a combined dial containing fuel gauge (supplemented by a discreet warning-light and with minimum oil-level reading), oil gauge, temperature gauge and ammeter, with the lockable Bentley switch-panel between them. There are total and trip-with-decimal mileage readings and all dials have slender white needles and lettering; a slightly casual aspect is that the "B" signifying Bentley is at the top of the speedometer but in the centre of the dual dial. . . .

Naturally, heater, de-mister, 2-speed wipers, and screen-washers were fitted and there were door-type scuttle ventilators, and adjustable door arm-rests. An open cubby hole before the driver is matched by a lidded cubby with Yale lock, its lid fitted with an accurate clock, and the screw-thread fuel filler, also with Yale lock, is hidden beneath a flap in the n/s rear wing, released by a flush-fitting push-button. There was no rust within this compartment. The car has its original instruction book.

On the road the R-type Bentley was extremely pleasant, and in spite of its age and size, could be cornered fast without

Lent by: *Broughtons of Cheltenham.*
Model: 1954 *R-type* 4-door *standard steel saloon.*
Valued at: £1,195.





anxiety. The i.o.e. 92 × 114 mm. (4,566 c.c.) 6-cylinder engine started immediately after a night in the dewy open, and ran silently, the car being extremely quiet apart from tyre noise. It would readily reach 70 m.p.h. and hold to this speed in 3rd gear, and although I did not press it to full speed, 80 would come up without anxiety in the 3.73 to 1 top gear. The automatic transmission, if more forceful than modern systems, is particularly well contrived, a push-button protecting the "N" position of the r.h. stalk-lever, in which the engine is started, and the car being driven thereafter on the small treadle accelerator and normal size brake pedal with the lever at "4." For increased acceleration it can be flicked down into "3," which is as silent as the other ratios, and second is obtained by going round a gate on the quadrant into "2"—so that this fully-automatic gearbox can be used like a normal 3-speed box if desired. Reverse is protected by the aforesaid press-button on the tip of the lever, but there are no hill-holds in the forward gear positions. There is no need to quote the speeds at which the gear changes took place, or were held by the kick-down—it's all in the handbook.

The brakes, assisted by the famous R.-R. mechanical servo which has been used for every model from Silver Ghost to Silver Cloud III, are hydraulic on the front, rod-operated on the back wheels. They were fully up to the weight and speed of the car, pulling it up efficiently but unobtrusively and in a straight line even on wet roads. The lag sometimes apparent applied only when braking in reverse on this Bentley. The r.h. pull-out toggle handbrake was never in the way.

Oil pressure varied from approximately 2½ lb./sq. in. at idling r.p.m. to approximately 25-28 lb./sq. in. at 50 m.p.h. (the book gives 4 to 25 lb. as correct), and a water temperature of about 85° C., the normal thermometer reading being 80 to 85° C. The dynamo gave a healthy 10 amp. charge. I did not check petrol consumption, but it was roughly 15 m.p.g., the clean engine, stove enamelled, with its twin S.U. carburetters, accepting mixture grades and using no oil in a distance of 285 miles. The tank holds 18 gallons. There is the progressive rear suspension damping control on the steering-wheel boss, labelled "Riding—Normal-Hard," and the high scuttle line and "snug" width of the body are typical of these Crewe-built cars. The steering (three turns, lock-to-lock, discounting sponge) is very heavy for parking, otherwise perfectly satisfactory and possessing scarcely any lost-motion at the big three-spoke steering wheel.

Accessibility of the engine, the sump of which had been filled with B.P. Energol 30, is obtained by lifting the sides of the bonnet, the handles of which are simplicity itself to operate, either when opening or closing the bonnet. Chassis lubrication is on the one-shot system.

Acceleration is not to be despised, but the real pleasure of driving this R-type Bentley was that of sitting high and comfortably behind the long, shapely bonnet, beyond which the "winged-B" radiator mascot rode so steadily, motoring serenely and silently in dignified surroundings very few modern cars, and none of the mass-produced ones, can emulate.

I enjoyed PGF 497; it is certainly an extremely fine example of a 12-year-old R-type; apart from its road manners, everything functions so nicely, seats adjusting smoothly, minor controls, of black lettered knobs, well-placed and pleasant to use. . . . The body now carries Broughton's name-plates, but there is evidence that the original supplier was Jack Barclay Ltd.—W. B.



The big boot of the R-type Bentley. The body was lined in gold—old gold, as it was an old Bentley. . . .

THE THINGS THEY SAY . . .

"Three Humbers were sold at the recent Sotheby Beaulieu auction—a 1926 9/20 Humber tourer, a 1925 15/40 tourer and the 1910 car from the Argentine. These cars fetched £260, £240 and £850, respectively, none of them unreasonable prices. The 9/20 and 15/40 were bought by 'A. Essex,' which appears to be the pseudonym of C. J. Bendall, the car dealer of Hitchin, who is offering them for sale at £450 and £425, respectively. Not a bad way to make a cool £375! . . . the 9/20 is in good shape but has a non-original tubular front axle with spacers added to get the correct track, and the 15/40 is complete but in need of a certain amount of restoration."—From the July/August issue of the Humber Register magazine.

* * *

"The antithesis of Mr. Ferrari, this man is personable and efficient. He and his cars are already giving Ferrari fits in the market place—*with no participation in racing*."—*Road & Track* writing about Feruccio Lamborghini.

* * *

"The supercharged front-drive car advertised in MOTOR SPORT this month for £750 is the car largely restored by David Mitson in Dulwich. He bought it for £35 in 1961 and sold it last year to Bendall for about £150 when restoration was all but complete!"—The *Alvis Owner Bulletin* commenting on rising prices.

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"LOST CAUSES" RALLY, BEAULIEU (Sept. 4th)

LORD MONTAGU held another of his unique "Lost Causes" rallies at Beaulieu on September 4th, using classes based on the chapters in his famous book of that title. Thus you had the 3As of Scotland, or would if anyone had entered any, the Birmingham-built cars, a Crossley class, an Invicta-Railton class, sections for Jowetts, Lanchesters, Lea-Francis, Trojan, Armstrong Siddeley, Standard (which has so recently become a "lost cause"), H.R.G. (an even more recent admission) and Napier, a Wolverhampton class, a "Jam Factory" division and "Others." This naturally makes for a very varied and wide-ranging assembly, and no fewer than 115 were entered this time.

Alas, the weather did its best to drown the Judges, this scribe included, but the driving downpour relented in time for the prize-giving.

The Birmingham class was, as previously, B.S.A. dominated, the B.S.A. Club obviously having a very effective whipper-in. Three- and four-wheeled cars of this make were there in impressive numbers, although mostly they were a bit tatty or non-original or both, keen as their owners are. The class was won by the oldest of them, a 1933 three-wheeler, with the sole Marauder as runner-up, a clean Rover-engined fixed-head coupé with high boot, a "lost cause" indeed, nicely preserved. A B.S.A. Scout took third place, a trio of Dellows not quite matching up. The Crossleys were too bashful to enter the *Concours d'Elegance*, which was odd, because a 2.6-litre tourer and a neat 15.9 saloon, both vintage, impressed the Judges favourably. Lots of Invictas met several Railtons in the next class but as it was essentially a lost-causes day, the prize went to a white Black Prince Invicta, with the Brockhouse transmission, the "gear lever" on the right of its facia being no bigger than a Derby-Bentley's headlamps' switch. This 1949, not entirely immaculate, Invicta was challenged by many older Invictas, but odd mods., or too much polish discredited them, although a 100-m.p.h. low-chassis model was the best of them. Only two of the Railtons were good representatives, and one of them had some neat but non-standard bonnet surgery to accommodate the exhaust system of a larger-than-original Terraplane engine. Or that is how the sodden Barker and Boddy, seeking a winner, saw it. . . .

Of the Jowetts, the only flat-twins were a cut-down yellow 1925 two-seater and an uninspiring 1934 saloon, but it was nice that the latter took the Distance Award, after phuttering down from Edinburgh. The Javelins were mostly well presented, one by its original owner, but a Tulip-rally car with its special tool-kit in the cavernous boot and competition-equipped facia, just had the edge over a white Jupiter coupé.

Only one Lanchester arrived, Best's serviceable straight-eight. But there was a reasonable array of Lea-Francis, mostly post-war, ponderous (looking) saloons, of which a 1950 version, re-upholstered very skilfully by its owner, just beat a vintage, but rather "brassed" out Fram-equipped 12/40 two-seater. A nice 12/40 saloon of the same age was too modest to *concours*, otherwise it might have been second.

The Trojan class was well stocked with presentable mid-engined models, including a fabric saloon and the R.A.F. tender, with the Montagu Motor Museum's 1912 model on view. It was won by a blue tourer on trade plates, with brass lamps and displaying its plaques on a sideboard. . . .

The Wolverhampton/"Jam Factory"/Napier classes were combined on account of sparsity of entries, and Collins' very smart, unobtrusive 1921 Star two-seater naturally, and deservedly, took the honours, although a 4-cylinder 1921 friction-drive G.W.K. and the Museum's 1914 Napier 15-h.p. estate car, painted in stripes to a colour-scheme chosen by Lady Montagu, which took the Judges and other guests to lunch in the "Bournemouth Belle," were strong contenders.

The Armstrong Siddeleys were mainly the dull post-war species, but the winner, a 1938 Fourteen, came 300 miles and left before receiving its prize, while Turner's 1933 Fourteen tourer was outstandingly clean and possessed very necessary all-weather equipment. The Standards ranged from a fine 1926 tourer to a seven-year-old Vanguard; the class was won by a 1935 Ten saloon, such as you are apt to meet on the road serving some elderly owner and dismiss without comment.

The H.R.G.s put on a fine show, from Monica Whincop's 1939 1100 onwards, Dennis' 1949 1½-litre with "comp." rear tyres, Union Jacks on its bonnet sides and wind-deflectors on its screen, carrying off the loot.

The "Others," or miscellaneous, category was especially interesting. Entries ranged from a 5.4-litre Allard with a cockpit that looked excessively cramped but which its owner claimed to have given him a comfortable ride to Spain and back, to Parkinson's 98-c.c. much-travelled Rytecraft, its diminutive wheels Michelin-shod. There was a bright Bean, some good and some indifferent British Salmsons, two immaculate Charron-Laycocks, a Ferrari-grilled Gordano, a presumably Palm Beach Allard with very lofty vee-screen and a permanent twist to the off-side, a Hampton coupé, Swifts ranging from a 1925 disc-wheeled Ten with its registration numbers in italics, to a ribbon-radiator 1930 saloon-bodied Ten, and, extremely interesting, the one-off Lincoln Zephyr V12-powered 1938 Brough Superior saloon, personal property of George Brough, with a most unusual radiator and long, full-width saloon body, which the V.S.C.C. has just accepted as a p.v.t. However, it was Allaway's well-known 1926 Swift Fourteen tourer which took this strongly-contested section. The runner-up was an imposing 1937 Atalanta, a highly polished Aston Martin Vantage engine replacing its original Gough power unit. Third place went to the better of the pair of Charron-Laycocks.

It was all over by about 4 p.m., the Judges—Messrs. Ronald Barker, William Boddy and Ray May—being by then like drowned rats, although it should go on record that May drove his Allard with the hood down, only erecting this useful piece of equipment when the car was stationary, and that Barker had come in his beautiful Lancia Augusta coupé de ville, which gives not much more protection to the driver. (Our intended "lost cause" having failed to get its king-pins past the M.o.T. tester, we came in the M.G. 1100, compensated by the very enjoyable handling on wet roads, this worthy car running as well after 10,000 miles as when it was new—certainly not a lost cause!) So it was all over until 1968—but what fun this unique rally is, and no mistake!—W. B.

Results :

Birmingham Cars :
1st : M. G. Tibbetts (1933 B.S.A. three-wheeler).
2nd: W. Haigh (1952 Marauder coupé).
3rd : R. W. Pouley (1935 B.S.A. Scout).

Invicta/Railton Class :
1st : P. C. Watt (1949 Invicta Black Prince).

Jowett Class :
1st : B. W. Street (1953 Tulip-raily Javelin saloon).
2nd: A. C. Richardson (1952 Jowett Jupiter coupé).

Lea-Francis Class :
1st : R. G. Hutchings (1950 Fourteen saloon).
2nd: A. J. Jefferies (1929 12/40 two-seater).

Trojan Class :
1st : D. R. Digby (1931 tourer).

Wolverhampton/"Jam Factory"/Napier Classes :
1st : J. P. Collins (1921 Star two-seater).

Armstrong Siddeley Cars :
1st : A. Scholes (1938 Fourteen).

Standard Cars :
1st : J. H. Sturgeon (1935 Ten saloon).

H.R.G. Cars :
1st : T. Dennis (1949 1½-litre).

Other Cars :
1st : J. B. Allaway (1926 Swift Fourteen tourer).
2nd: B. S. Pawsey (1937 Aston Martin-engined Atalanta).
3rd : A. W. Yardley (1921 Charron-Laycock).

Distance Award : W. M. Purves (1934 7-h.p. Jowett saloon)—from Edinburgh.

A604

A month or so ago, on the way to Snetterton, I stopped, because of its spacious car park, to have a drink at the "White Hart," Great Yeldham, and on entering I discovered miraculous and exciting changes, for gone was the dull appearance. A drink in the welcoming atmosphere of the Oak Bar led to dinner in the oak-beamed dining hall, and I remarked, "Someone has copied Dick Gough's effort when manager of the 'Bull' at Long Melford."

Half-way through dinner, there appeared the large genial figure of Dick Gough, and I was soon to learn that the improvements at the "White Hart" were by the master himself.

Dick Gough and his wife Mary, mine host and hostess of the "White Hart," Great Yeldham, have modernised, by the personal touch, this three centuries-old inn without destroying any of its ancient heritage (Samuel Pepys endorsed the first application for a licence to sell beer).

Mine host, an ardent reader of MOTOR SPORT for many years, offers you the opportunity to relax in happy, peaceful surroundings, to dine on beautifully cooked food by candlelight, and then to take coffee in the lounge by a blazing log fire, and all at reasonable prices.—W. J. T.

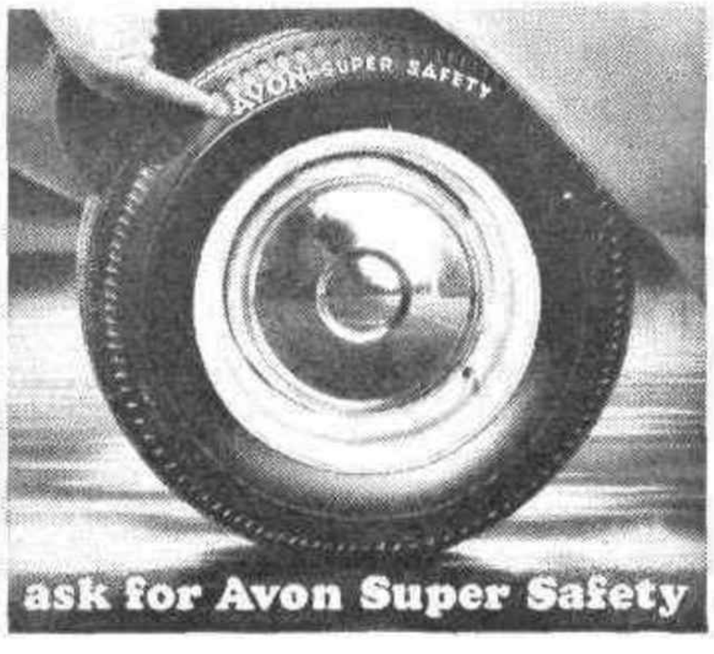


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AVON SUPER SAFETY

. . . for safety's sake

Seen at Monza

THE paddock at Monza was a delight for anyone interested in Grand Prix cars and engines, for the greatest collection of 3-litre cars was gathered together for the Italian Grand Prix. The only pity was that so many people who got into the paddock seemed more interested in collecting autographs and talking about the weather than the wonderful array of Grand Prix machinery.

Centre of interest was the 3-litre Honda V12-cylinder car making its first public appearance, being completely new from stem to stern. By any standards it is a big and heavy car, but not so big if it was viewed as having 500 b.h.p., which it hasn't at the moment, but might well have in two years' time. The chassis is an orthodox " monocoque," with pontoons running to the rear crossmember from the cockpit, and the suspension both front and rear follows what is now the orthodox layout, lower wishbone and upper rocker-arm operating a coil-spring/damper unit on each side at the front, and lower apex-pivoted wishbone, transverse link and double radius on each side at the rear, with coil-spring/damper units. The stressed-skin chassis contains nine separate fuel tanks, including one under the driver's seat.

The engine is unusual in being a 90-degree V12-cylinder layout, unlike the more usual 60-degree V12 configuration, and like the Honda F2 engines everything is running on ball or roller bearings. There are four overhead camshafts, driven from a train of gears between the front six cylinders and the rear six and the power shaft is taken from this gear train, above the camshaft centre-line, the flywheel and clutch assembly being at the rear of the engine. The engine is mounted longitudinally, unlike last year's Honda G.P. car where it was transverse. Each combustion chamber has four valves, two inlet and two exhaust, the inlet ports being down between the camshafts on each bank, and the exhaust ports being in the centre of the vee, as on the Indianapolis Ford engine and V8 B.R.M. engines of last year. Long inlet tracts stick out on each side of the engine and a long and complicated exhaust system is used, ending in four horizontal tailpipes above the gearbox. The cylinder dimensions are 78 × 52.2 mm. bore and stroke, giving 2,991.648 c.c. capacity and with one central 12 mm. sparking plug and a 10.5 to 1 compression ratio, 400 b.h.p. at 10,000 r.p.m. is the aim. In this first form 370 b.h.p. was quoted freely and 10,000 r.p.m. was not expected to be reached in fifth gear.

It is a big car, having a 98.8-in. wheelbase, 56¼-in. front track and 55-in. rear track and there did not appear to have been any attempt to save weight, lots of parts, such as the drive shafts, being very massive. As on the 1965 car the drive shafts are solid and rear suspension movement is taken up by stub axles that slide in and out of the hub carriers on splines. The wheels are cast magnesium, made by Halibrand, and Goodyear tyres are used. The 5-speed and reverse gearbox looks very big and strong, and has its own oil circulation with an oil cooler mounted on the left side, complete with a scoop for collecting air from under the car. Driven off the end of the gearbox is an alternator, it being built into the gearbox end cover. Behind the driver's head is a cooler unit for the petrol and Honda's own port fuel injection is used, the injection metering unit being driven off the right hand exhaust camshaft and there was an air-cooling duct blowing on to this unit. Painted white, with a red stripe along each side and the name HONDA in large letters on each side of the cockpit, it impressed by its size and purposefulness, looking as though it had been designed for the end of the 3-litre Formula rather than the beginning. It weighed 740 kilogrammes empty, which is almost half as much again as the Formula limit of 500 kilogrammes. There was no attempt to provide any body panels over the rear of the car.

Equalling the Honda for interest was the latest Eagle from Dan Gurney's All American Racers Inc., although the chassis design has already been seen and has proved itself, using a 2.7-litre 4-cylinder Climax engine. The new car was chassis 102 and was fitted with the first of the 12-cylinder 3-litre engines designed by Aubrey Woods at Harry Weslake's engine development works at Rye in Sussex. The engine is named the Gurney-Weslake and is the most compact 12-clinder engine ever seen. The cylinder layout is two banks of six cylinders at an included angle of 60 degrees, with the inlet ports in the centre of the vee and the exhaust ports on each side. Each bank has two overhead camshafts driven by a train of gears at the front and each pair of camshafts are contained in a single-piece cast cam cover, with central sparking plug to each cylinder. There are two inlet and two exhaust valves to each cylinder, the valves and valve gear being light and small to assist in the compactness of the engine. The bore and stroke are 72.8 × 60.3 mm., giving 2,997 c.c. and the engine is intended to give maximum power at 10,000 r.p.m., with a subsequent development to 12,000 r.p.m. Lucas fuel injection is used, the metering unit being driven by toothed belt from the rear of the right hand inlet camshaft, while the companion exhaust camshaft drives the rotor pick-up for the Lucas transistor ignition. Relatively short inlet trumpets are used and the exhaust pipes are grouped in threes, ending in four megaphones which emit a very hard note. So compact is the Weslake engine that the body panelling, when fitted, will cover all the mechanism completely, presenting a very smooth outline. As on chassis 101 a 5-speed Hewland gearbox is used and apart from having straight tube lower-wishbones at the front, the chassis and suspension follows the earlier car.

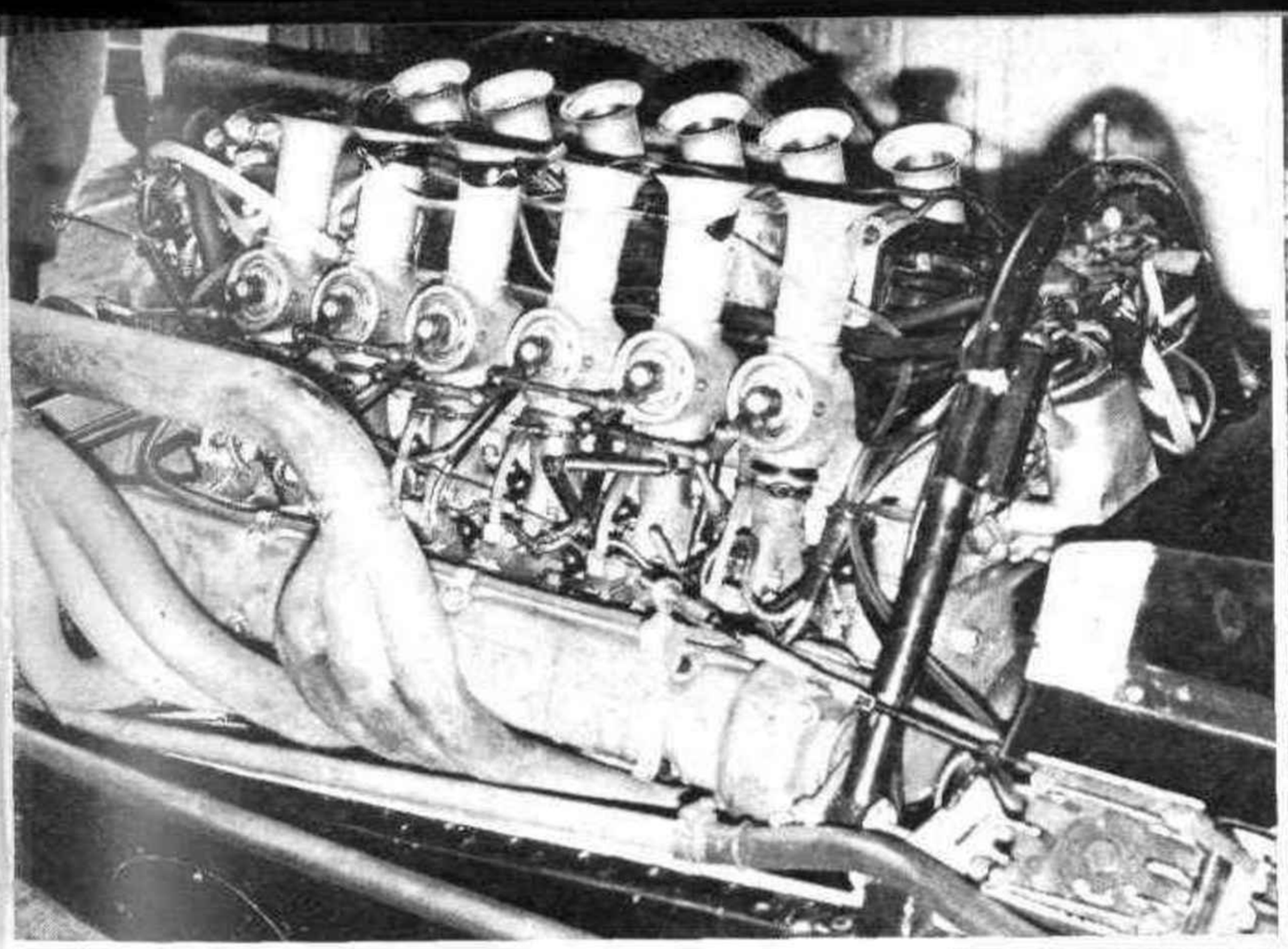
The first day that the new engine ran on the test-bed it gave over 300 b.h.p. at only 8,500 r.p.m. and subsequent testing convinced A.A.R. that they had enough power to be competitive so the engine was installed in the new chassis and rushed to Monza. Unfortunately there was no time to run the car and it was plagued by fuel feed problems due to the hurried installation. When fuel did arrive at the metering unit it ran very smoothly and cleanly on all 12 cylinders and sounded very promising.

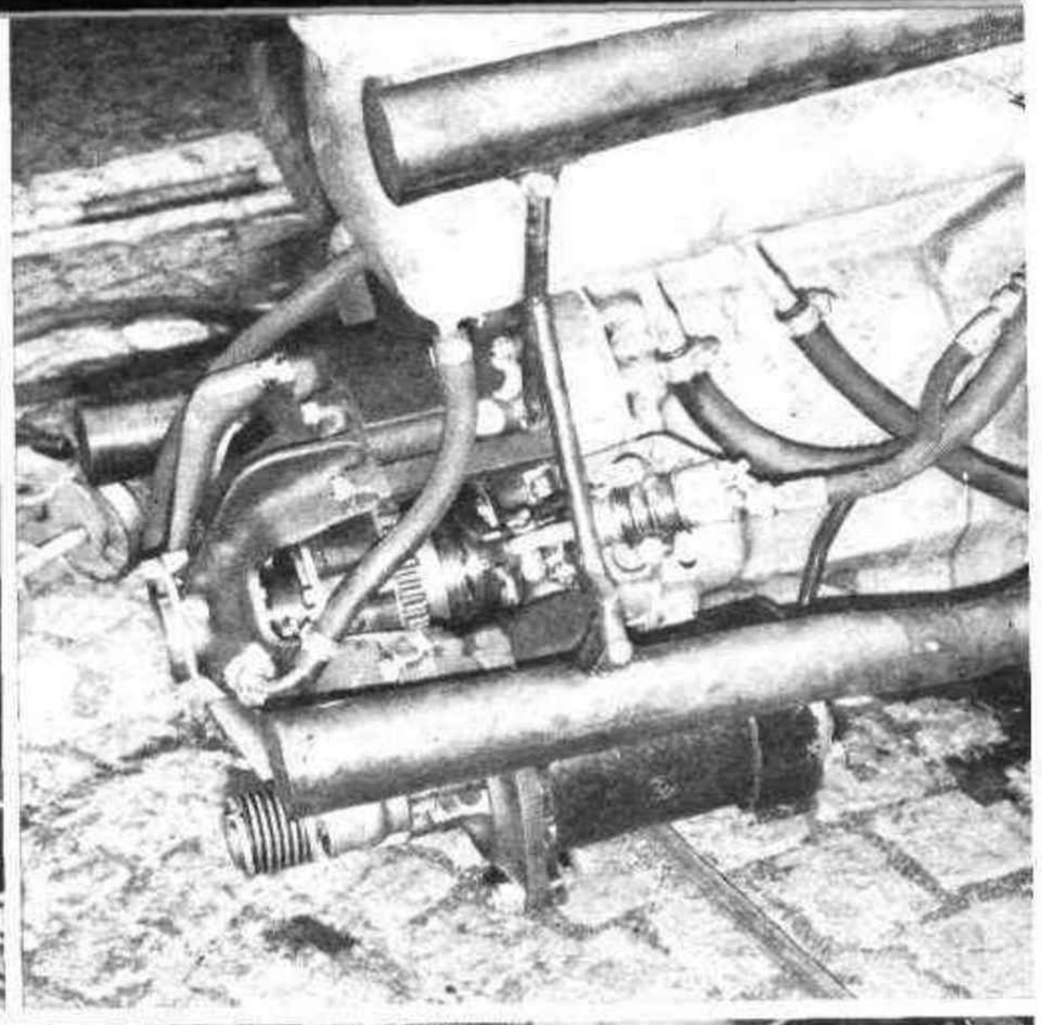
The Ferrari designers have been experimenting with new cylinder heads for their V12 engine for some time, trying a four-valve and a three-valve layout, and the three-valve layout, of two inlet and one exhaust, was tried out on a V6 Dino engine first of all. At Monza three of the new V12 engines appeared, the two inlet valves being situated between the camshafts on each bank of cylinders, instead of in the vee of the engine. A single inlet trumpet feeds each pair of valves by an inverted Y-manifold and the Lucas injector nozzle squirts upwards at the manifold fork. The exhaust ports are on each side of the engine and a much smoother and tidier manifolding is used, ending in four tailpipes. Two 10 mm. sparking plugs per cylinder are still used and are fired by coil ignition, with four coils on the right hand side of the gearbox and a 12-pole distributor on the rear of each exhaust camshaft. The left hand inlet camshaft drives an alternator by toothed belt, and the right hand inlet camshaft drives the Lucas fuel injection metering unit. A very vague 380 b.h.p. at 10,000 r.p.m. is claimed, but 360 b.h.p. is probably more near the mark. Whatever the power output, it was enough to propel the Ferraris faster than anything else.

While the Maranello factory had been working on new cylinder heads so had the Maserati factory in Modena and the Coopers had engines with altered inlet tracts and rearranged accessory drives in an attempt to improve the power output and reduce the bulk of the engine. On the old engines the inlet pipes stick out each side, rising straight out of each cylinder head of the V12 unit. The new porting had the inlet tracts inclinded in to the centre of the engine and instead of the two distributors for the dual ignition being side-by-side on top of the engine they were rearranged to be in-line down the centre of the engine, driven back-to-back. The barrel throttle system was retained but there was one engine with the Lucas injectors in the inlet bell-mouths and another with the injectors down near the valves, below the throttles. A third type of engine appeared during practice with the earlier port layout but using Magneti-Marelli coil-ignition in place of the Lucas transistor ignition.

At Bourne the B.R.M. engineers had done a vast amount of development work on their H16-cylinder cars, and the results were to be seen and heard in the paddock at Monza. When the H16 layout was first mooted I suggested that the sound of 16 cylinders would be glorious. Numerous readers wrote in to say that I was quite wrong as the H16 would be firing two cylinders at a time, and would sound like two V8 cylinder units. This was absolutely correct and the first H16 B.R.M. engines were of the double-eight firing order layout. Various high frequency vibration problems arose and though these were overcome by means of balance weights on the crankshafts and damper discs on the camshafts, the problem was not solved satisfactorily. At Monza one B.R.M. engine had entirely new internals with a firing order of a straightforward 16-cylinder unit. The other big problem that B.R.M. have had to solve has been a gearbox one, brought about by having the clutch and flywheel assembly at the rear of the

Continued on page 945





SEEN AT MONZA

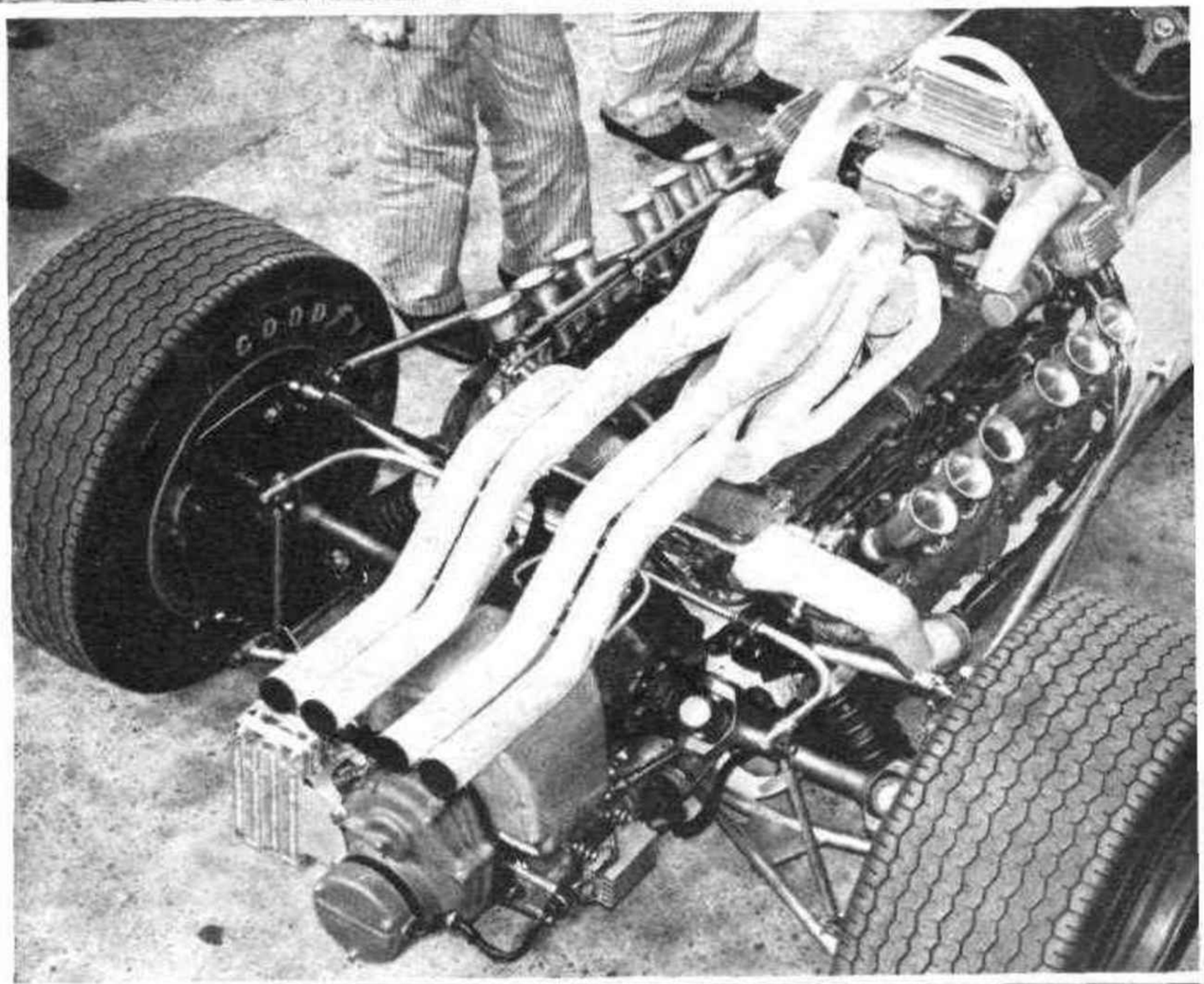
Top left : The revised Maserati engine in the works Cooper

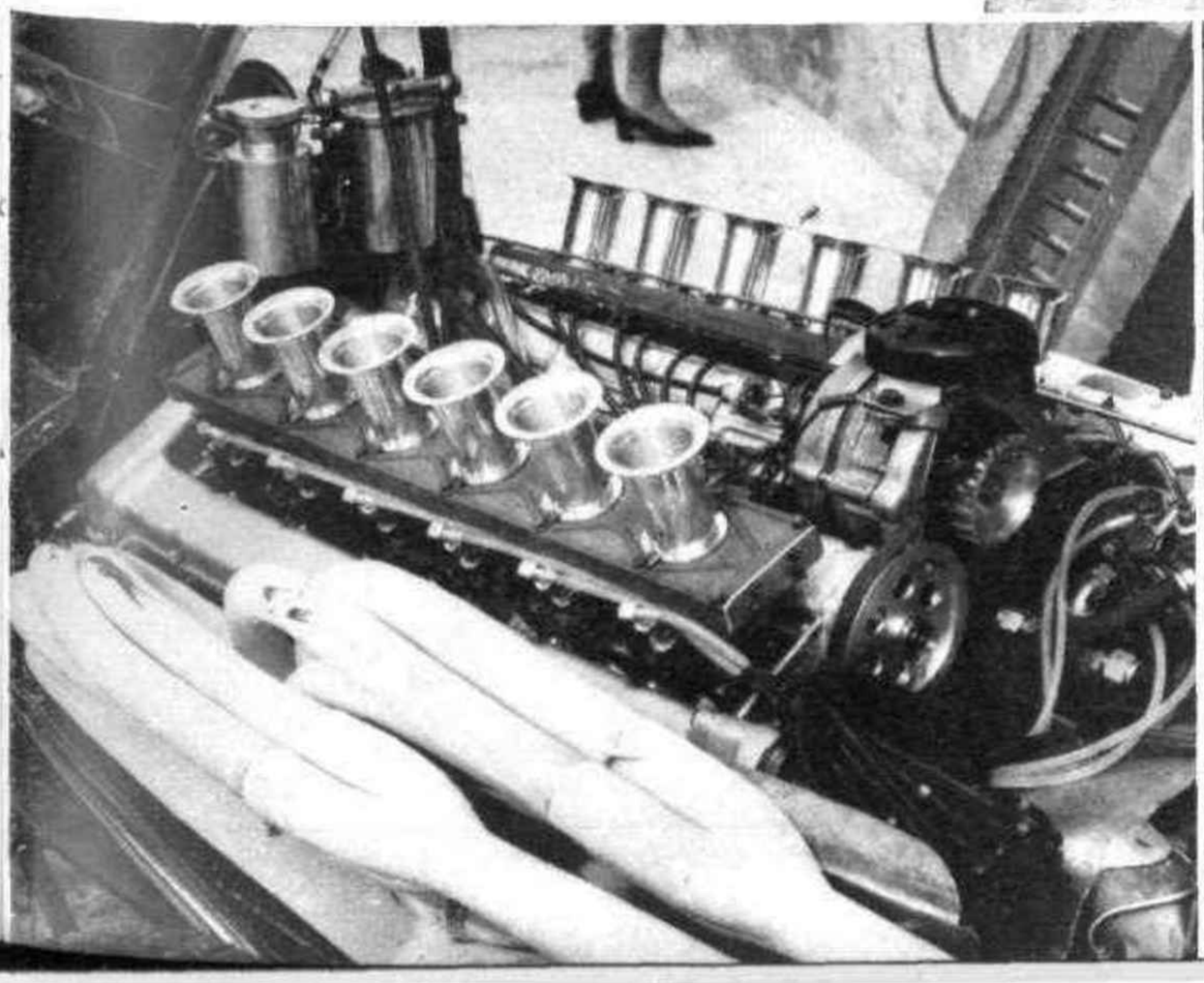
Top right : The new B.R.M. clutch assembly, no longer with the operating mechanism behind it.

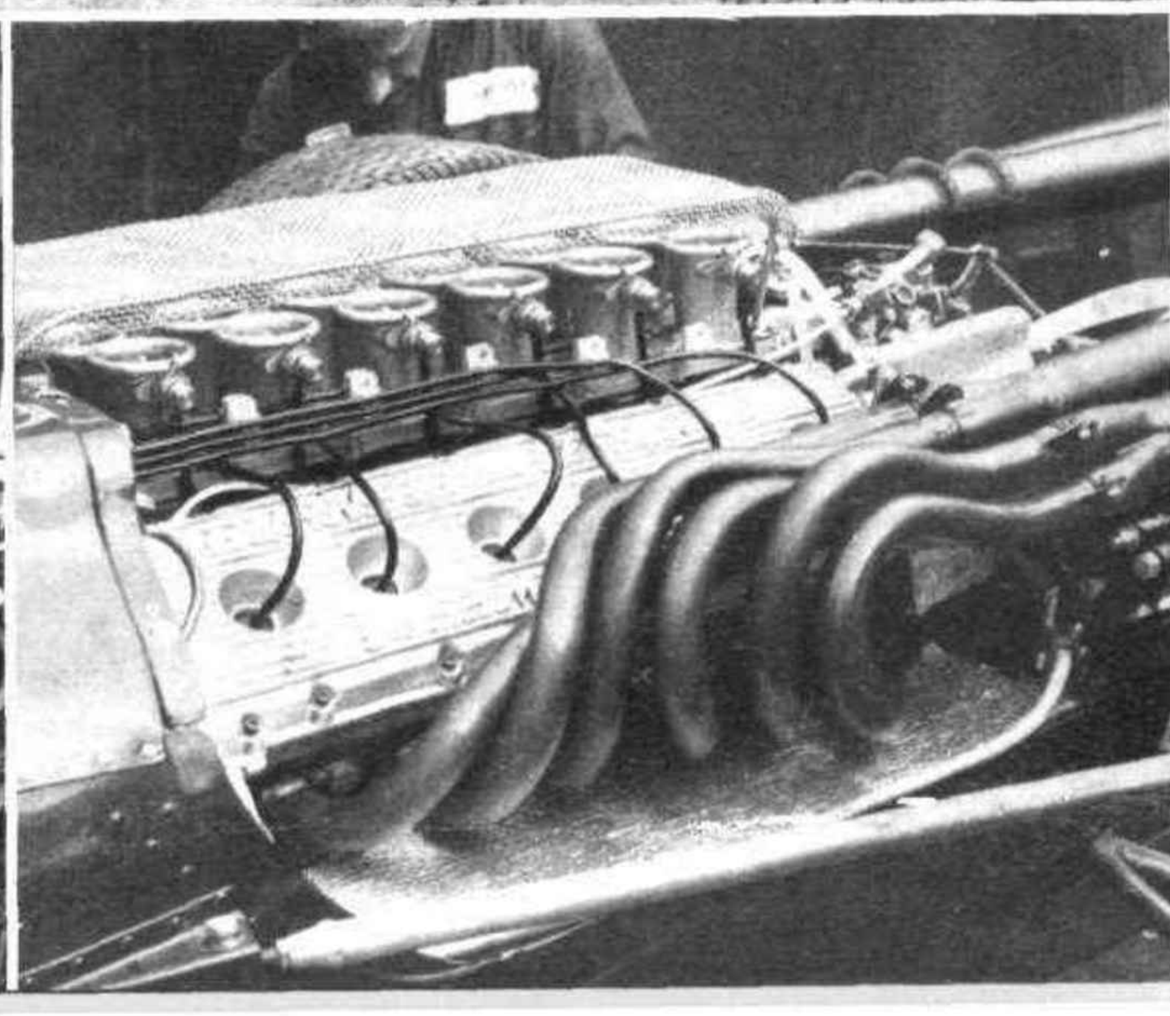
Right : The Honda V12 power plant with its complex exhaust system

Bottom left : The new 36-valve Ferrari engine with inlet ports down between the camshafts on each bank.

Bottom right : The compact Gurney-Weslake V12 engine, with one-piece cam-covers.









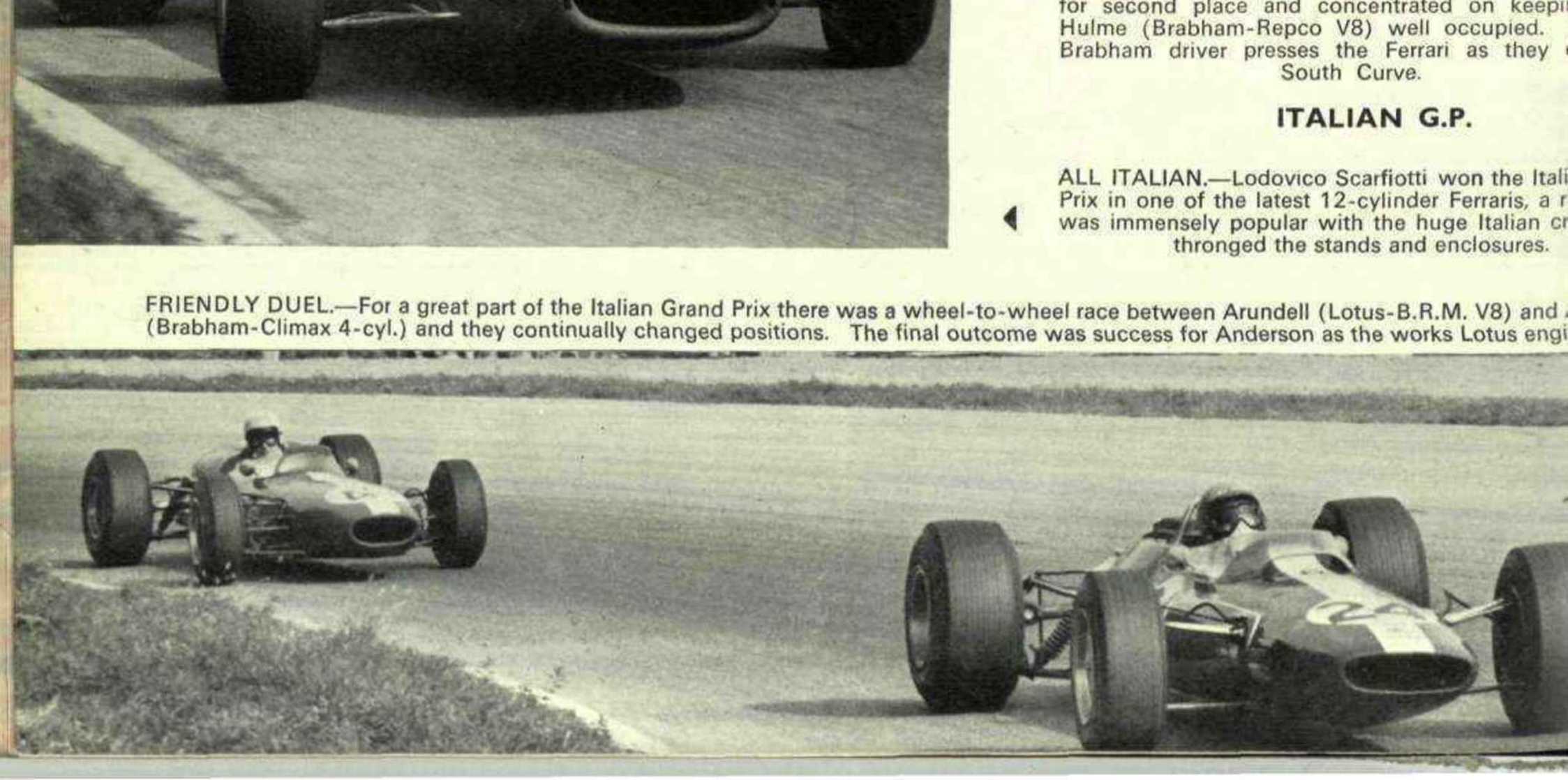


TACTICAL DRIVING.—Having been told that victory was to be by an Italian driver, Mike Park for second place and concentrated on keepi Hulme (Brabham-Repco V8) well occupied. Brabham driver presses the Ferrari as they South Curve.

ITALIAN G.P.

ALL ITALIAN.—Lodovico Scarfiotti won the Itali Prix in one of the latest 12-cylinder Ferraris, a r was immensely popular with the huge Italian cr thronged the stands and enclosures.

FRIENDLY DUEL.—For a great part of the Italian Grand Prix there was a wheel-to-wheel race between Arundell (Lotus-B.R.M. V8) and (Brabham-Climax 4-cyl.) and they continually changed positions. The final outcome was success for Anderson as the works Lotus engi



a Ferrari
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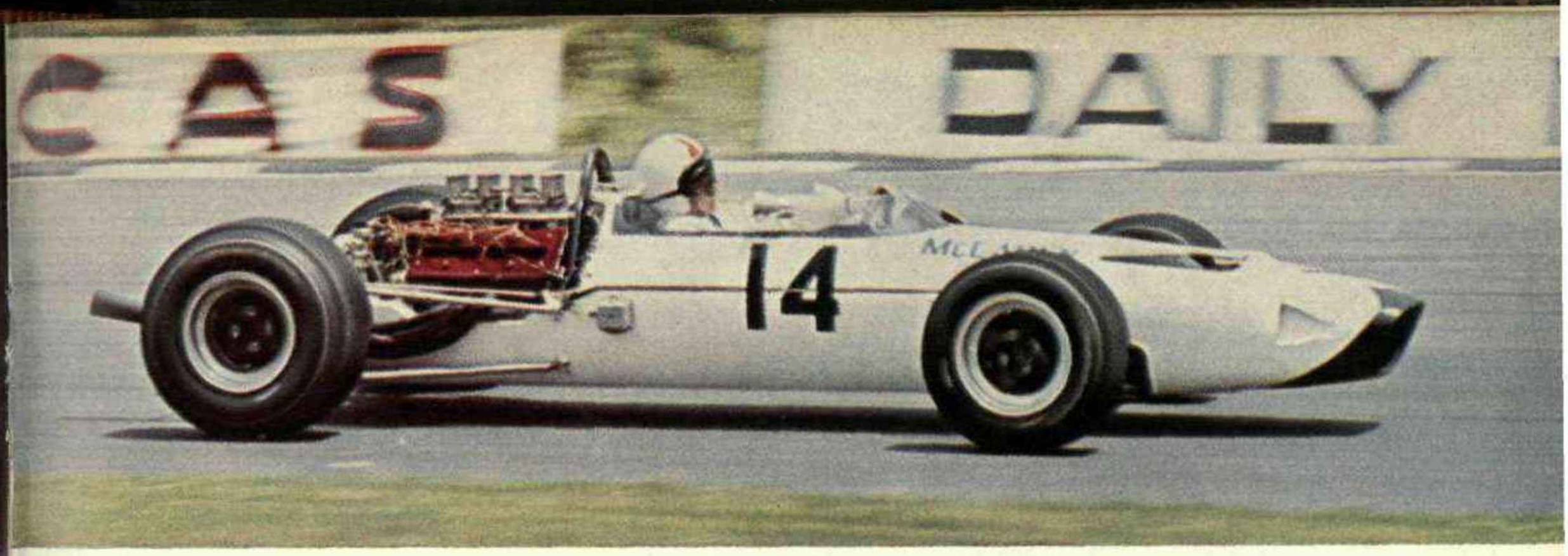
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PACKED SNOW on the Cols used on the 1966 Monte Carlo Rally was such that sideways motion was the exception rather than the rule. Here, Roger Clark hangs out the tail of the Lotus Cortina he shared with Brian Melia.

BEST PERFORMANCE was undoubtedly put up by Timo Makinen and Paul Easter in one of Abingdon's 1,275 c.c. Cooper Ss, but the lighting wrangle which followed gave the premier award to the Citroen of Pauli Toivonen.

THE SCENIC MAGNIFICENCE of the Alpes Maritimes is well portrayed in this shot of Rauno Aaltonen and Tony Ambrose climbing the Col des Leques. Their car was another which was disqualified simply because of a bulb. In fact, all three cars on this page suffered the same fate.



TROUBLESOME.—Bruce McLaren's Mallite sandwich monocoque car had a disappointing season, due to engine problems. The early 3-litre version of the 4-camshaft Indianapolis Ford suffered lubrication troubles at Monaco and was replaced by a 3-litre Serenissima sports-car engine at Spa, where it broke, as it did later at Zandvoort. Its best outing was at the British Grand Prix, shown here, where Bruce drove it into sixth place using the Serenissima engine.



SMART.—The new A.A.R. Eagle is one of the best looking cars on the circuits, and Dan Gurney seems quite happy with its handling. The new engine should make the car competitive and a force to reckon with.



B.R.M. PAIR.—Graham Hill and Jackie Stewart have struggled manfully throughout the season, trying to compensate for lack of engine capacity, but were unable to compete with the bigger cars on faster circuits.

OLD HANDS.—Jack Brabham led John Surtees by a short head throughout the German Grand Prix. Their wisdom, experience and 3-litre Repco-Brabham and Maserati engines respectively enabled them to leave the rest of the field well behind, but the slightly better handling of the Brabham gave Jack the edge and virtually clinched the World Championship for him.

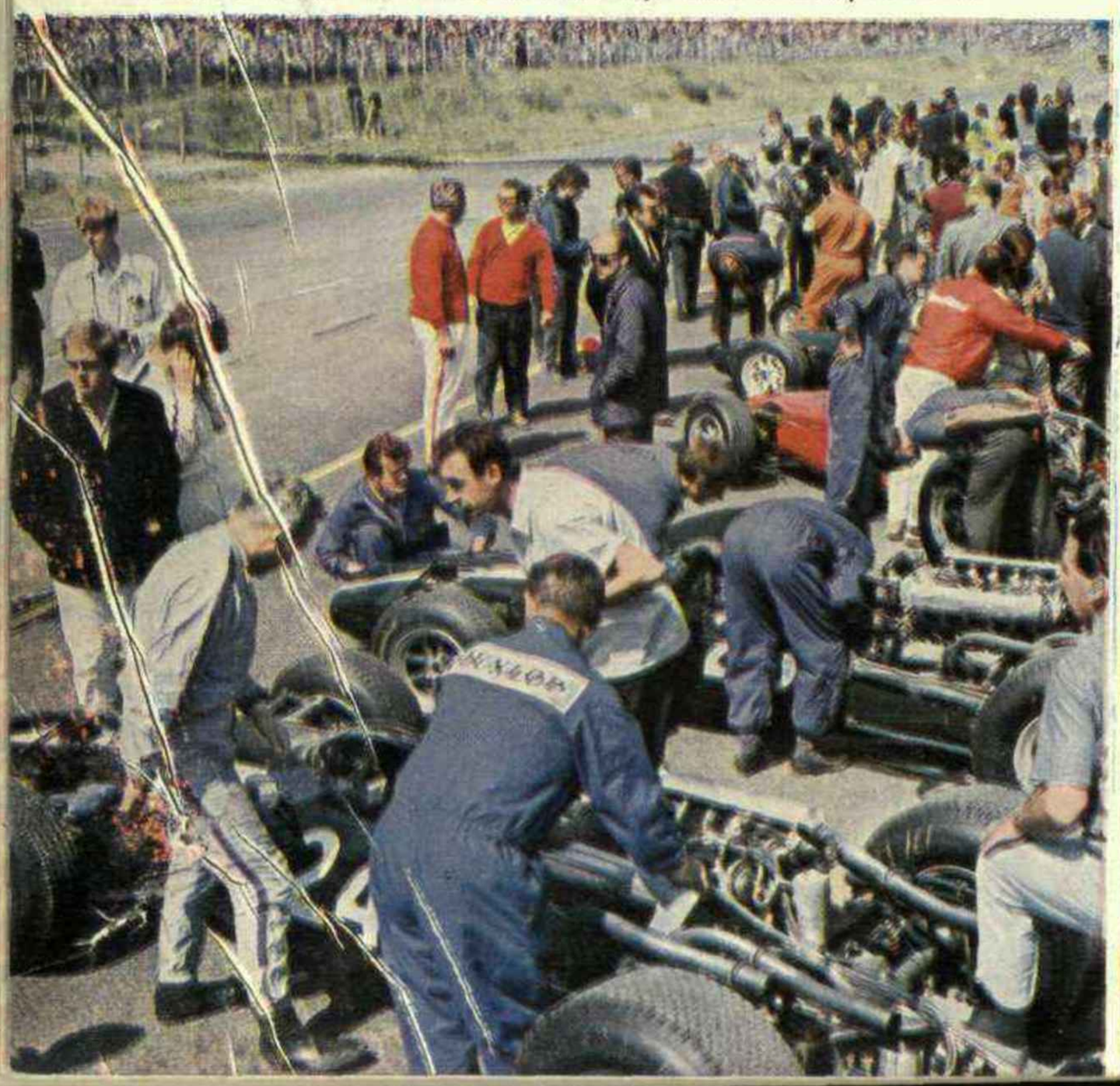


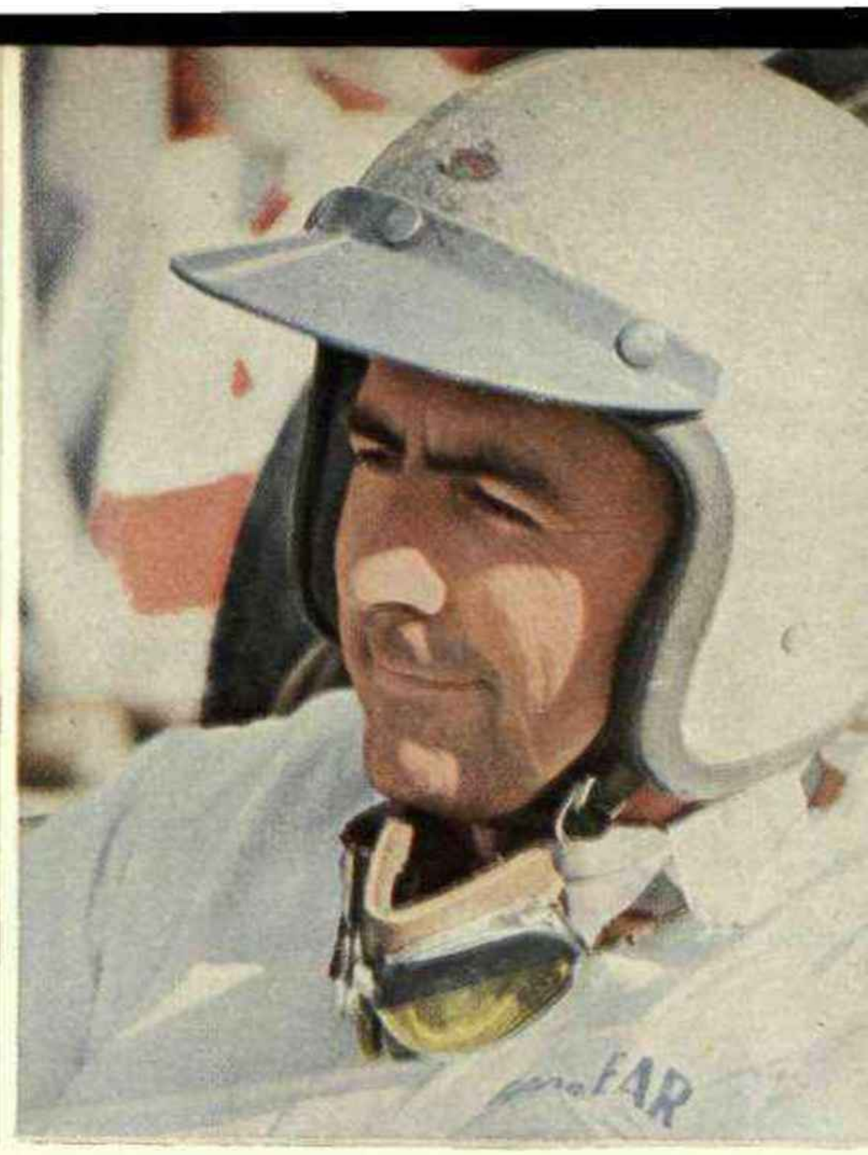


OVERSTEER.—Jack Brabham thoroughly enjoyed winning the Dutch Grand Prix in his old, tail-sliding style. After a tremendous early tussle with Jim Clark, Brabham dropped back, but later caught up again when Clark's engine began to overheat. The resultant slowing and pit stopping dropped Clark back to third place behind Brabham and Hill.

THOUGHTFUL.—Jim Clark ponders the problem of a lacking litre in his pursult of the flying Brabham pair. Even Clark needs 3 litres !

PIT COLOUR.—The film company's invasion of the motor-racing scene has encouraged much more colour to be used on overalls and the like, making even a static pit picture look gaudy. In the foreground of this shot at Zandvoort, John Surtees discusses a detail with his new Cooper team boss Roy Salvadori.

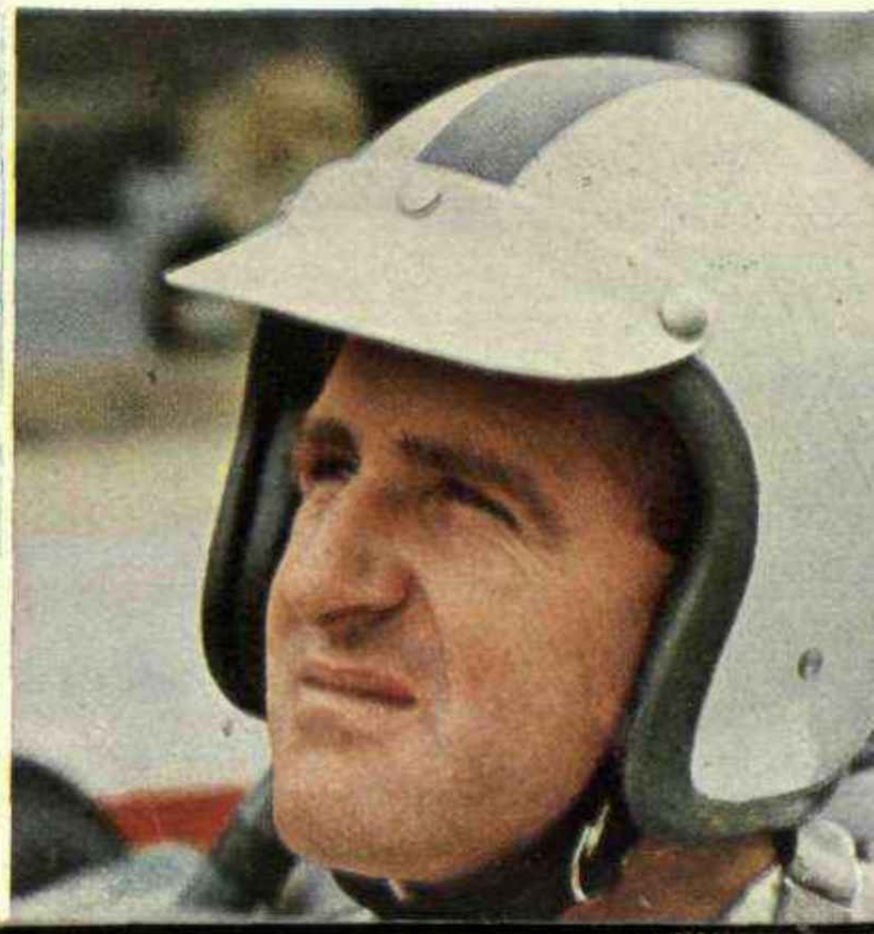




CONTENTMENT.—Jack Brabham smiles in satisf tion during a successful season. Rarely before ha Grand Prix driver constructed and driven his own with such resounding success.



SUPPORTER.—Denis Hulme backed up Jack Br ham splendidly this season, and was usually placed to assist or take over if needed.





NUMBER ONE.—With the loss of Surtees to Cooper, Lorenzo Bandini became Ferrari number one.



NUMBER TWO.—Jochen Rindt had to make way, when John Surtees joined Cooper from Ferrari.



WHICH ?—Bruce McLaren wonders whether to use the Ford or Serenissima engine.

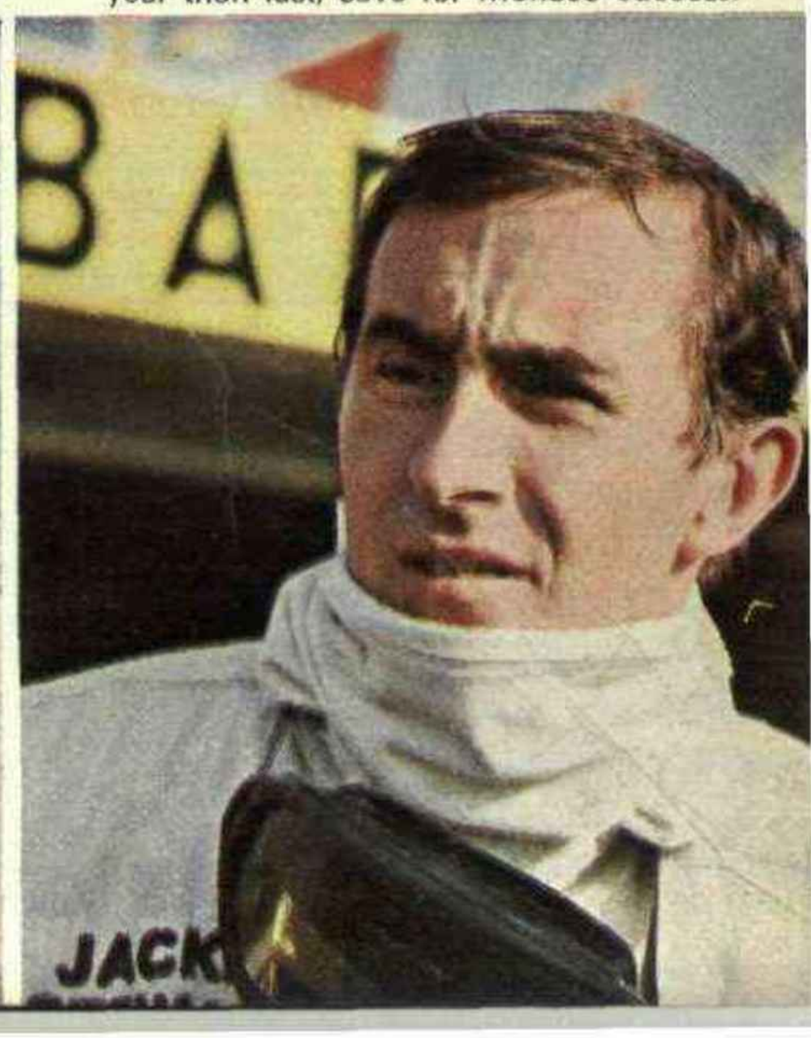


SMILING.—Dan Gurney is happy with his own car and needs only the new Weslake V12 engine.

PURSUIT.—Jackie Stewart in the 2-litre Tasman B.R.M. hotly chased John Surtees' 3-litre Ferrari in the early laps at Monaco, and went on to a record breaking win after Surtees retired.



SERIOUS.—Jackie Stewart had a tougher year than last, save for Monaco success.



EXPENSIVE.—The Ford Motor Company's investment at Le Mans was enormous. Here, six of their eight Mk. II cars sweep through the Esses with two Ferraris. The Ferraris were, for once, pushed beyond their limits of reliability by the might of the Fords.

LITTLE 'UNS.—A view from the new Continental Tower Nurburgring of the lower half of the field for the 1,000 kilomet race. Top right is the end of the straight and top left, the No Curve.

DUSK.—After winning the 1,000 km. of the Nurburgring, the Chaparral coupé shared by Phil Hill and Jo Bonnier was a dark horse for Le Mans. Nurburgring was a daylight race, however, and at Le Mans a nonsense with the circuitry of the charging electrics caused battery failure and retirement from the race. The powerful experimental Sylvania lights were switched on early, and here the car rounds Mulsanne corner with lights ablaze.

SLIPPERY SHAPE.—Mike Parkes and Ludovico Scarfiotti drove this Ferrari 330 P3 coupé to victory in the 1,000 kilometres of Francorchamps race in May. Its only dangerous rival was a 7-litre Ford Mk. II entered by Alan Mann and driven by Sir John Whitmore and Frank Gardner. The excellent aerodynamics and power-to-weight ratio of the Ferrari enabled it to outstrip the Ford and win by one complete lap and 5.2 sec. The Ferrari created a new absolute (race) lap record of 3 min. 46.4 sec. (224.204 k.p.h.) in the process.



INDIANAPOLIS.—After an unsatisfactory and disputed race, Graham Hill was acknowledged winner of the 50th Indianapolis 500 race in this label-covered " American Red Ball Special " Lola-Ford. He kept the car out of trouble and in a competitive position, and took first place when Clark lost some time due to spinning twice.

WET.—Colin Crabbe took third place in the Richard Seaman Memorial Trophy race at the rainy July V.S.C.C. Oulton Park meeting in his newly acquired 1934 ex-Nuvolari preselector-gearbox 2.9-litre straight-eight Maserati.



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GUARDS TROPHY

TOO BIG.—The Guards Trophy emphasised once again that Group 7 sports cars tend to fill the narrow Brands Hatch track and make passing with evenly matched cars a difficult, if not impossible, job. Surtees (Lola 70) is seen being followed by Amon (McLaren-Elva) and they ran like this throughout both heats.

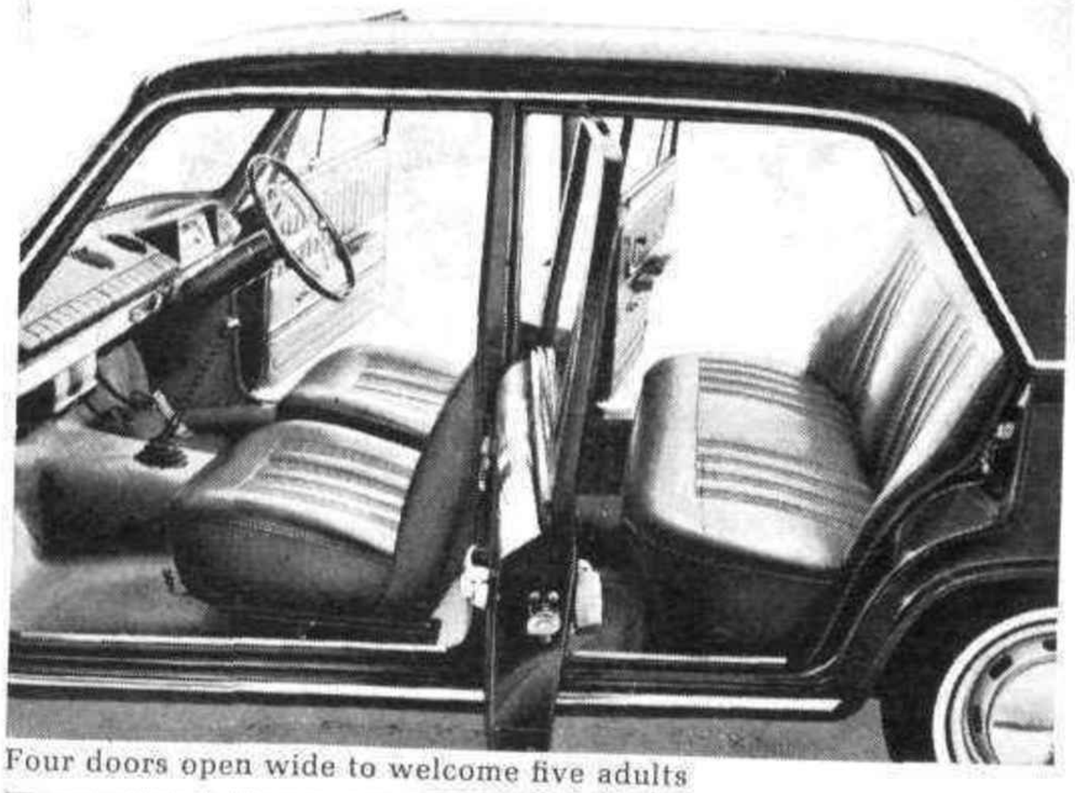
TOO WET.—The second heat had to be abandoned at nine laps when a cloudburst flooded the track, making the two-seater racers uncontrollable. Chris Amon is photographed trying to see his way through the floods, in the second of the works McLaren-Elvas.



Meet the new FIAT 124

at Stand 140 - Earls Court

Step into the Fiat 124 – the 1197 c.c. newcomer with the five bearing crankshaft and no greasing points. Four wide-opening doors welcome you . . . and your family. Large windows and slim pillars give you all-round visibility. At once you feel at home. For you are master of this car from the word go. And go the Fiat 124 certainly does! As you change smoothly up through the all-synchromesh gearbox, you'll find you're out-accelerating most cars in the 1½-litre range. In just a few seconds, the speedometer could be reading into the upper eighties. But find yourself a tight bend. See how the precise steering, independent suspension and extra wide tyres give you a feeling of absolute confidence. Then . . . a touch of the brake pedal and immediately, the four disc brakes take control. Next, get out and have a good look round. You'll already have noticed the many extras fitted as standard – such as heater, screen washers, visors, armrests and overriders. Now you'll see the beautiful finish and the extra attention paid to detail. And you'll learn that this is the only car in its class backed by years of crash test development work. Built with an impact-resisting passenger compartment, anti-burst doors and protrusion-free dashboard.
Isn't this really the next car for you and your family?



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Big rectangular boot takes 13.8 cu. ft. of luggage

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FIAT (ENGLAND) LTD · NORTHDALE HOUSE · NORTH CIRCULAR ROAD · LONDON NW10 · TELEPHONE: ELGar 1951

BOOK REVIEWS

" Unsafe At Any Speed," by Ralph Nader. 365 pp. 8¼ in. × 5½ in. (*Transatlantic Book Service Ltd.*, 43, *Essex Street, London, W.C.2.* 45*s.*)

I dislike books about car accidents, possibly because I believe that concentration, normal skill and sensible selection of a car makes motoring tolerably safe, perhaps because any activity with a slight risk attached is stimulating.

But Nader's book, so outspoken, so technically interesting, has had an enormous impact in the U.S.A., so it is good to know that it is available here for those who wish to read it and are likely to benefit from it.

Perhaps the most interesting chapter is the first, explaining in detail the dangerous oversteer handling characteristics of pre-1964 Chevrolet Corvair rear-engined cars and General Motors' apparently entirely casual attitude to curing them. The evidence, much of it presented in the Courts against Chevrolet, is extremely convincingly presented, with a proper understanding of the difference between what skilled and unskilled drivers can do with oversteering automobiles. Incidentally, this chapter is *not* an indictment of the Volkswagen.

Nearly as eye-opening is the sudden and complete brake failure to which 1952/53 Buicks were prone—incidently, American lawyers appear to be far more conversant with technical terms and descriptions than one would expect of our legal luminaries.

Some interesting items not so directly connected with car safety emerge from close study of " Unsafe At Any Speed." There is the fascinating exposure of the Industry's united front, so that when only Chrysler got ahead of Los Angeles' air pollution problems, the superiors of the engineer responsible, Charles Heinen, banned any advertising of Chrysler's achievement, for fear of offending Ford and G.M., although " automobile makers will advertise a victory in one phase of an economy run or auto endurance race."

Nader debunks the comparison K. A. Stonex of G.M. made between a 1910 Oldsmobile taken from the Oldsmobile Division's museum and the 1955, 1960 and 1964 Oldsmobile models, on safety grounds, claiming that it was begging the issue. His book is, intentionally or not, loaded heavily against General Motors, and the saying common in 1956 that " Ford sold safety and Chevrolet sold cars " is quoted in a footnote. Ford and Chrysler come rather more happily out of his swingeing attack.

There is, naturally, an enormous amount of common sense in Nader's book, but he misses the point that roads should be made as safe for autos as he demands autos should be made safe for roads.

We can feel smug that in Europe most of the nasty items this author exposes do not figure in our cars—although breakages of vital parts have not been unknown, and the startling possibility of hidden brake pipeline fracture on the Rover 2000 is still too fresh in the mind for complacency—and that Mercedes-Benz, Rover, Standard-Triumph and others have pioneered crash research, while VW is spending money to investigate how its cars can be made safer.

Such engineers will enjoy, probably benefit, from this book. But enthusiasts, bigoted enough to imagine that our skill will keep us immune from accidents and that we can detect imminent mechanical disasters before they wreck the car, can probably afford to pass it by.—W. B.

" A History of the World's Motorcycles," by Richard Hough and L. J. K. Setright. 192 pp. 10 in. × 7½ in. (*George Allen & Unwin Ltd.*, 40, *Museum Street, London, W.C.1.* 45*s.*)

The motorcycle has had hardly any books devoted to it compared to the motor car, but whether this picture history book will be deemed adequate coverage by those thirsting for knowledge of the subject remains to be seen. Its main appeal is in comprehensive photographic coverage, backed up by big colour plates, together with the reproduction of old advertisements and similar matter. The colour plates are good, although not all of them have quite come off, nor did the blown Brough appear as early as 1924, while Ghersi's Guzzi should not be credited with second place in the 1926 Lightweight T.T.

The book is divided into periods—" Until 1900 Primordial Chaos," 1901-1915, 1916-1925, 1926-1935, 1936-1949, 1950-1965, and it is indexed, for quick reference.—W. B.

" Volkswagen—Nine Lives Later," by Dan R. Post. 318 pp 10 in. × 7 in. (*Post Publications*, 125, *South First Avenue, Arcadia, California.* 5.95 *dollars.*)

The Volkswagen arouses intense enthusiasm and affection amongst its followers and this is Dan Post's tribute to it. He has packed in almost everything about the VW you can think of, except perhaps MOTOR SPORT's championship of this very remarkable car in Britain, using 500 illustrations to supplement the text.

The book is naturally Americanese in style and wording but will enthrall any VW enthusiast who wants to browse over pictures and descriptions of almost every facet of the VW and Volkswagenwerk; indeed, of Dr. Porsche and his pre-VW creations as well. By means of a photolitho process all manner of old illustrations are reproduced and classic VW advertisements from American magazines—some of the cleverest in the game—are reproduced. Even the now notorious report by Humber Ltd. on the VW, concluding " Looking at the general picture, we do not consider that the design represents any special brilliance . . . and it is suggested that it is not to be regarded as an example of first-class modern design to be copied by the British Industry " is made the subject of a separate chapter, Post reminding us that Maurice Olley, reporting on the VW when he was Chief Research Engineer for Vauxhall Motors, was more clairvoyant when he remarked, " Perhaps critics of the vehicle forget that large areas of the World are still looking for cheap transportation and that the Model-T Ford, which started World motorisation, also had technical faults. This car (the VW), at its pre-war selling price of RM. 990, was certainly a challenge to the whole Motor Industry "—how right Olley was! The S.M.M.T. also reported favourably, as Post points out.

All told, this book should constitute every keen VW owner's Christmas present!—W. B.

The annual review of the competition season, under the title of " Autocourse " (191 pp., 10⅝ in. × 9½ in.), has again been published by Macdonald & Co. Ltd., Gulf House, 2, Portman Street, London, W.1, price 55*s*. The Introduction is by Jim Clark, David Phipps deals with the last year of the 1½-litre G.P. Formula, Graham Macbeth with Formula J, Sir John Whitmore, who won it, covers the 1965 European Saloon-Car Championship, and Indianapolis, the GT Championship races, the European Mountain Championship and the rally season are included. The races are described in uniform fashion, with starting grids and circuit maps, the book contains some fine colour plates, and some advertising.

CARS IN BOOKS

This feature, which I suppose makes journalistic history by its very longevity, I have come to regard as virtually without end. It all began with an article in MOTOR SPORT about the more obvious cars in fiction, and has been kept going, helped by thoughtful readers and my prolific reading of books of all kinds, by quoting references not only to cars in fictional works but, more interesting, real cars recalled by authors of biographies and autobiographies.

There is also a third type of book, that which is a motoring book in its own right, recently discovered, but too ancient to be put into " Book Reviews." I think it is fair to use books of this kind to aid the continuity of this column, especially when such a volume is really in the travel category. The latest of these to come to my notice is " En Route," by Roy Trevor (Stanford, 1908), the sub-title of which is "A Descriptive Automobile Tour Through Nine Countries and Over Nineteen Great Passes of Europe, with 96 illustrations taken by the author, and three maps."

Anyone studying this book will soon realise that the better Edwardian cars were capable of undertaking long-distance journeys which would scarcely disgrace a modern car. " En Route " is written in the style of a novel, even to romantic interludes, and the car which figures mainly in its pages is referred to as "Mercedes " instead of " the Mercedes." But, as its author takes pains to emphasise, every word of it is true, his story being a report of some adventurous motoring in the years 1906/7.

The first tour so described covers Central Europe. The car is a 1905/6 70-h.p. chain-drive Mercedes, originally a grey two-seater, but specially fitted for the occasion with a snow-white *Roi-des-Belges* body edged with green and gold, upholstered in red leather, by Rothschild's of Paris. The party consisted of the



Touring in the grand manner in the days of Edwardian opulence. The 70-h.p. Mercedes that figures in "En Route" arrives triumphantly at the summit of the St. Gotthard Pass. . . .

owner, his fiancée, his motor-shy brother-in-law and his wife, and the chauffeur, who had previously been head-groom to the family for at least a dozen years. The Mercedes was kept in Paris, the party set off from Scotland, the brother-in-law owned a yacht and there is evidence which suggests to me that both the owner and his brother-in-law had been at Eton—all the correct Edwardian background, you see!

The author, incidentally, after disclaiming any financial interest in the company that made his car, remarks, ". . . such praise or mention as is bestowed upon the car has been called forth solely by virtue of its own excellence and wonderful powers of endurance" and the book contains the following words which I, and I think MOTOR SPORT's Continental Correspondent, would agree are as correct in 1966 as they were in 1907: "'She's a Mercedes,' I said, 'which spells perfection, and is to my mind the finest touring car in existence.'"

It appears that the car was a present from father, delivered in January, 1907, I would think, and converted for touring after a month's testing. Anyway, the tour started from Graham Castle, the brother-in-law's favourite pair taking a little over 1½ hours for the 15 miles, which caused the author to remark that a car would hardly seem to be moving at that speed, and after a few days in Paris, they were off.

To summarise the first tour, they crossed France *via* Bescançon to the Swiss frontier, where English gold coins were refused by the custom's officials in part-payment for the 900 francs duty, which had been raised 50% since they had been that way previously. (Eventually each sovereign was accepted as worth 22 francs but English bank notes were refused!)

Between Les Ponts and Neuchâtel they took the *Routes Impractibles*, but the Mercedes made light of the 3,000-ft. ascent and ran down to Berne in time for lunch, Interlaken being reached that evening, in cold and mist. Next day the electric rack-and-cog railway was taken from Scheidegg to Eiger and after this excursion a train was used to reach Grindelwald, where Dennis, the chauffeur, was waiting with the Mercedes. There was another railway excursion from the foot of the Reichenbach Falls (shades of Sherlock Holmes!), which drenched the party as they stood on the platform by the engine-room.

The first pass to be tackled was the Brünig (3,300 ft.), banned to automobiles on Sundays and limited to a speed of 6 m.p.h. on weekdays, timed by an old woman using a cuckoo clock. The Mercedes made equally light work of the St. Gotthard (6,900 ft.), to climb which, however, a permit also had to be obtained. This made the anti-motoring brother-in-law repent and confess that "there's only one way to enjoy travelling, and that's by automobile—Mercedes preferred."

The first burst tyre since leaving Paris was experienced at Domo d' Ossola, but in ten minutes it was changed, the luckless chauffeur having to pump it up to 100 lb./sq. in. Incidentally, at least four spare tyres and many inner tubes were carried.

Having made light of the Simplon Pass (6,600 ft.), the Mercedes next tackled the Stelvio, highest in Europe. The car's "barometer" showed some 8,000 ft. at the frontier post, and the Mercedes continued to the summit, at 9,200 ft. On the descent the long wheelbase of the "Seventy" necessitated reversing at some of the hairpins, over a sheer drop of 2,000 ft. ". . . everything, of course, depended on the brakes and side-chains, but I felt confident of Mercedes. . . ."

A deposit of about £78 in gold got the tourists into Austria, and eventually over the right Campiglio Pass (5,500 ft.) to Pinzolo. Terrified horses encountering the Mercedes were the worst problem, but the hairpins were also adventurous (Dennis carried a block of wood for chocking the wheels!).

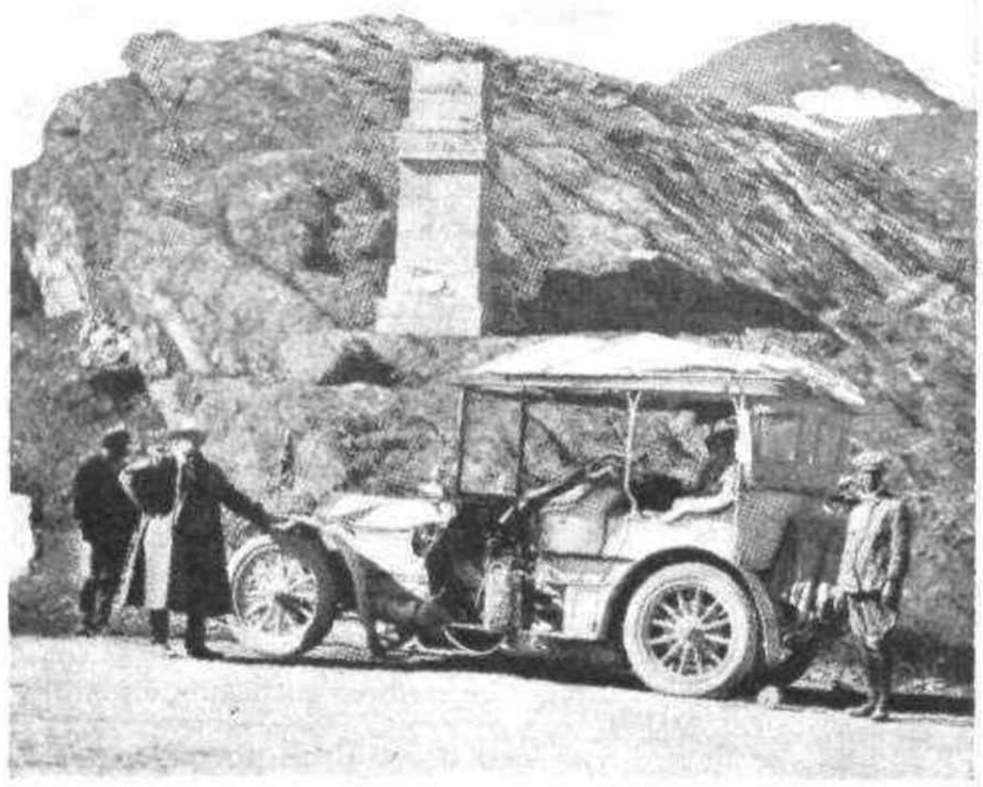
The English, naturally, carried with them also a supply of tea, and at Lago di Ledro a huge meal at an hotel cost 7½d.

More and more passes were conquered, including little known ones and the great 5,900-ft. Arlberg. But the Klausen (6,500 ft.) was then forbidden to automobiles and the illicit drive over it resulted in a fine of 200 francs. Otherwise, this first tour seems to have been entirely without incident, although it appears to have occupied from February to October. During the final run home across France—"dear old familiar France, ever the same cultivated lands as far as the eye can reach, the same peasants working in the fields, always the same interminable double line of tall, graceful poplars edging the road, and the road itself disappearing in one long unending ribbon beneath the bonnet as Mercedes rushed onward, ever trying to reach the far horizon," even the brother-in-law, who had banned mechanically-propelled vehicles from Graham Castle, took the wheel. . . . !

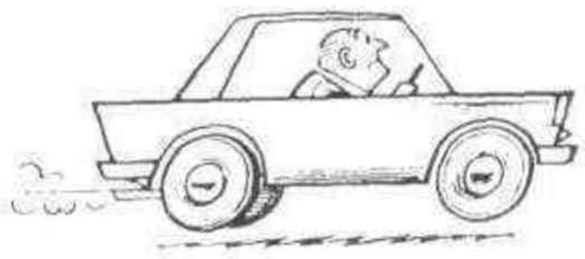
They were off again in December (presumably 1907), touring Italy. This time the brother-in-law used the 45-h.p. Mercedes double-limousine he had been persuaded to purchase (!) for the run from his home to the station, and did it in the prescribed 15 minutes in spite of the snow. He had even wanted to accompany the 75 h.p., but had been dissuaded. Pisa was duly reached, and the Mercedes was parked beneath the Leaning Tower, as we parked a modern Mercedes-Benz some years ago. Rome was visited. New tyres put on at Madrid, and the reserves carried increased from five to seven, with about 20 inner tubes stowed about the car. Moreover, in anticipation of the roads of Southern Spain, six gallon-tins of petrol were carried on the tool-box and six more with the tyres behind, giving a total fuel store of 32 gallons —the Mercedes' consumption was about 10 m.p.g. Also, nearly 25 gallons of oil were stored in "long tanks fitted in convenient places."

At times the car bogged down, the longest day's journey in Spain would have been "the merest child's play" in France, and both back tyres burst within sight of the Reina Cristina Hotel at Algeciras. Later, on a 130-mile journey to Valencia, a quicksand tore away the tail-lamp bracket and nearly the whole of the luggage-carrier, and worse conditions ripped the aluminium undershield almost to pieces and dented the petrol tank, a new 935 × 135 Michelin tyre being ruined in about 40 miles, the

Continued on page 941



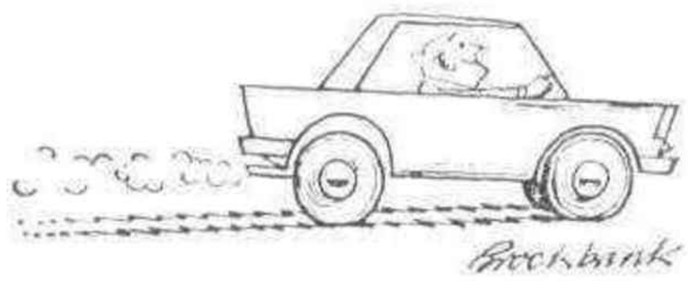
. . . and is seen here at the top of the Stelvio, 9,200 feet above sea-level.



maybe you can't go as fast . . .



as Jack Brabham . . .



but you can slow as fast!

Your linings and
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FOR OLDER MEN

Comfort and luxury personified in the 3-litre Rover Mk. III Coupe



OLD age is a miserable business, as the late Somerset Maugham so graphically explained. Sight and hearing are impaired, the palate wearies, you tire quickly and are beset by ailments. You continue to look at women but they do not look at you. Approaching this unhappy state reactions slow and you tend to drive slowly along in the middle of the road, obstructing others—although I note that this is also a habit of many drivers but half my age. . . .

These thoughts were brought on when, going to Rover's London depot to collect for test a 2000TC, I was given instead a 3-litre Mk. III.

When the enthusiastically-announced Rover 2000 was a new car, MOTOR SPORT published a full road-test report on it and we later added further to our initial impressions of this loudly-acclaimed newcomer. But that was a long time ago, November 1963 and January 1964, respectively, and as a considerable amount of development work has since been done by the Solihull engineers, I thought it would be a good idea to re-assess the Rover 2000, in its latest, faster TC form.

Alas, the car I was to have tried was involved in an accident and has not, to date, been repaired—what a lot of Press cars become unavailable at the last moment from this cause these days! We were to have had a reconciliation with Alfa Romeo by driving a Giulia Veloce but this, also, was crunched by a lorry or something before I saw it. Anyway, that is how I came to be driving about in a massive 3-litre Rover, a car which in appearance seems to have just happened, for surely it cannot have been "styled"?

Within, though, it is mighty comfortable and very fully equipped in a notably individualistic style. The leather-upholstered seats are particularly restful, the gears can be changed quite pleasantly by a central lever, reverse safeguarded by a press-button in the lever-knob. Bottom gear whines, the others are quiet. This 4-speed transmission is supplemented by overdrive controlled by a l.h. steering-column stalk, but this is not effective on a trailing throttle, nor is it possible to get overdrive to disengage at small throttle openings. This is mildly inconvenient and I prefer positive selection, if one must have o/d at all.

Every comfort has been built into this big Rover. The front seat squabs recline after a Bache friction-lock has been released, fore-and-aft adjustment is controlled by a side lever, and a rather protuberant winding handle at the front of each seat enables its cushion to be wound up or down. If the passenger decides the old man drives reasonably and wishes to recline, the driver's central arm-rest is unfolded, remaining in place as her seat-squab is lowered; having its own range of adjustment. The four side arm-rests are similarly adjustable. Head-rests can also be provided for any of the four seats; they incorporate reading lamps for those behind if fitted to the front seats.

The speedometer and tachometer are set high before the driver in a separate nacelle, and are flanked by vertical batteries of flick-switches, one for putting the wipers into action, another for controlling their speed, others for 2-speed heater fan and side/parking lamps, while there is rheostat instrument lighting control and, particularly commendable, a fuel-reserve switch—would that *all* cars had one.

Another individual feature of the 3-litre Rover is that the subsidiary instruments are set in separate nacelles, as it were, below the main panel—a Lucas ammeter and Jaeger oil-pressure gauge, fuel gauge and thermometer. This leaves the facia, which like the window cappings, is of African cherry wood, clear of dials except for an electric clock, angled at the extreme left, this running off its own battery, charged from the main battery. There is a lockable wooden-lidded cubby-hole, the radio, if fitted, occupies the centre of the facia, and beneath it there is a deep, full-width parcels' shelf, supplemented by stiff-topped door pockets.

Ventilation is looked after by aircraft-type thumb-adjusted flap-valves, brought in by separate knobs, at the facia-sill extremes, openable parallelogram-shaped front and back quarter-lights and very neat, clearly-labelled heater/demister vertical quadrant levers, one each side of the radio panel. The rear-window can be electrically demisted from a knob under the facia, the front-seat passenger has a big under-facia covered ash-tray, and clear, labelled warning lamps for convenient pull-out handbrake on/low brake fluid level and choke in use, are additional Rover refinements. The dip-switch is a proper treadle, a cigar lighter is fitted, and a rather small-diameter horn-ring circles the steering wheel. Courtesy action of individual roof lamps (with their own switches) as a door is opened, thick carpets with underfelt, counter-balanced bonnet and boot-lid with automatic illumination of the compartments they normally cover, front/rear radio-speaker balance and 2-speed heater control on the propeller-shaft tunnel in reach of all occupants, a tool-tray which draws out from under the facia to form a shelf, and a tray with two cup-holders in the rear-seat folding centre arm-rest, add to the comfort and convenience of Rover owners.

In a country in which speed is officially discouraged I think there is quite a lot to be said for motoring in quiet and comfort. The 3-litre Rover is extremely comfortable, in its own characteristic style, while its degree of hush must be close to that of the World's most expensive luxury cars—yet it costs only just over £2,000.

There is a saloon version for bulky people or people who crave a bulkier car, but the low-roofed coupé has adequate room in its rear compartment, with separate-type seatings, for two people, and another on the arm-rest, and there is an enormous boot with the spare wheel in a wind-down container under its floor.

It was when I came to go quickly in the 3-litre Rover that my enthusiasm diminished. I have never liked Hydrosteer power-assisted steering and while that on the car from Solihull was better than that of the only 4-litre R-type Vanden Plas I have driven, it was far from perfect. Visibility to the near-side was restricted, the servo-assisted Girling disc/drum brakes were spongy and not very reassuring, and the degree of roll on corners, even before the 6.70 × 15 Dunlop RS5s protested, was not to my liking. Maybe I really *am* senile, for several of my friends whom I regard as discerning drivers love their 3-litre Rovers, or profess to. To me, however, this big Rover seems to be an inexpensive luxury car for the older motorist. . . .

The test car had a tendency to engine stalling, even when warm, at disconcerting moments, and its diminishing rear-view mirror was scarcely a safety factor. By judicious use of the rather odd overdrive I obtained 19.8 m.p.g. of premium petrol, and after 670 miles the 121-b.h.p. 77.8 × 105 mm. (2,995 c.c.) 6-cylinder engine would have liked about a quart of oil. Incidentally, there is more individuality in the power unit, where inlet valves set above side-by-side exhaust valves prevail. . . .

The side rubbing strips along the body sides end, amusingly,

in three chromium squares to signify Mk. III, reminder that eight years' steady development have gone into the car, which is available with automatic transmission if required. Rover engineering has been on the up-and-up since 1933 and the modern bodies are very conscientiously undersealed and sound-damped.

If top speed is of interest, this Rover will do 107 m.p.h. and for a car which is in the top-bracket comfort-category the all-up price of £2,028, as tested, I regard as commendably moderate. Moreover, on the service side, Rover do things rather nicely with their spacious London Depot in Seagrave Road (just past the historic Rolls-Royce Lille Hall), where gold-braided attendants are on duty day and night.

But dash it, I *had* intended to test the Rover 2000TC and still await it with interest, and, I hope, a steady hand.—W. B.

CARS IN BOOKS—continued from page 938

other day-old back tyre being, if anything, in an even poorer state and the front tyres in rags. Not surprisingly, perhaps, when the brother-in-law received news that he had to return quickly to England, the Mercedes was taken on railway trucks back to Perpignan. Here, cleaned and with new tyres, she came home in six days, after having been on the Continent for nearly six months.

The third tour, a month later, was to Northern Europe, from Folkestone, but first going up to John o' Groats from Graham Castle. This time the brother-in-law drove, allowing the author and his fiancée to occupy the tonneau! The party went in due time to Hamburg Zoo, which seems to have forestalled Whipsnade by nearly half-a-century, broke up a complete cavalry regiment approaching Denmark, and at Middelfort on the Isle of Fyen had to drive the Mercedes over the railway lines—shades of Clutton and the 1908 Itala at Boulogne, years later!

Entering Sweden, £300 in gold was deposited with the customs, but the car still had to undergo a sort of MoT examination of its mechanical fitness, after which it had to wear "H'borg No. 3" registration plates, there being two other cars in Sweden in 1907! Apart from more startled horses and a head-down cyclist who collided with the car, all went well and the Splügen Pass (7,000 ft.), the most difficult yet encountered, was conquered in teeming rain, the Mercedes being accommodated in the customs house on its arrival near the summit and the hotel proprietor giving up his room to the ladies, and sleeping in a house down the road, after providing picture postcards for the travellers to send home—oh, glorious period of Britannic prestige!

Mont Cenis (6,900 ft.) was easy work after this. The Mercedes sank into a grass verge at the top of Mont Blanc, from which 16 pushers only just managed to get the heavy car moving, but otherwise, this, too, was apparently a trouble-free tour. The party was back in "Merry England, merry for the police I mean," and on that note this interesting book ends, except for an epilogue about touring technicalities, and a remark that in Cadiz petrol had to be collected from chemists' shops until they had about 4½ gallons, which cost 45s. The Mercedes devoured oil greedily and its quality was a source of anxiety. In Spain it was generally good, at 15s. a gallon, elsewhere easy to obtain, but quality had to be watched in Italy, getting it, if possible, only in T.C.I. sealed tins. In Spain alone the Mercedes used up ten outer covers and a multitude of tubes in two months, in other countries the author "completely lost count"! Steel-studded tyres had long ago been given up in favour of "strong, heavy, plain covers," using Parson's chains on greasy roads.

Roy Trevor was planning a further tour, with his wife, in Africa, from Oran to Tunis and from the Mediterranean to the Sahara. I wonder if this formed the subject of another book and whether he, or his companions in adventure, Mr. and Mrs. Graham or the chauffeur, are still alive?

* * *

Even the Baby Peugeot, that Ettore Bugatti miniature, is found in autobiography, although Vernon Bartlett's experiences with the one he bought in Rome in 1920/21 to facilitate travelling to his villa in Grottaferrata are far from complimentary, as told in "This Is My Life" (Macmillan, 1937). Apparently it had a cracked cylinder so that, "Whenever I took it into Rome it became so hot that large crowds gathered round this small ambulating Volcano." This book, too, tells us that the only car in Tighina in 1918 was a Ford—the ubiquitous Model T—and that when Bartlett had an audience with King Alexander of Jugoslavia between the wars he was fetched in "a very ancient and elevated Rolls-Royce, a car which every policeman and most citizens of Belgrade knew by sight." Another "large but extremely antiquated Rolls-Royce padded with horsehair," because the horsehair was sticking out of the upholstery, gave Bartlett a very bad time, during the 12 hours it took to cover a devious, almost 300-mile route, from Valencia to Madrid during the Spanish Civil War, and in "an enormous and very conspicuous white Rolls-Royce which had once belonged to the Count Romanones, a former Prime Minister of Spain," in which they miraculously escaped being "shelled and blown to blazes" on the Madrid-Toledo road during that same civil war.—W. B.

TYRE EQUIPMENT

The growing need for economy in motoring and the emphasis on safety makes attention to tyres of vital importance. Consequently, I recommend that every owner-driver should carry the Tyre Safety Pack made by Pneumatic Components Ltd., Eyre Street, Sheffield 1, and obtainable *only* through accessory dealers or garages—the makers find it uneconomical to handle individual orders, so great is the demand. It consists of a compact tyre gauge reading very clearly in lb. or kilo., with pocket clip and dustproof cap, and a tread-measuring gauge, reading in mm. and $\frac{1}{32}$ in., also with pocket-clip, both contained in a leatherette case—good value at 17s. 6d. The pressure gauge was 1 lb. pessimistic when compared with a Schrader Balloon Tyre Gauge I usually use—but I have had the latter for *years*. The tread gauge tells me the Dunlop C41s on the front wheels of the M.G. 1100 I have been using have lost 5 mm. of tread in 9,600 miles (3 mm. against 8 mm. of a new C41). Incidentally, the Dunlop Junior foot-pump I carry has given impeccable service for more years than I can remember.—W. B.

THE MILLIONTH FORD CORTINA

Almost four years after the first Ford Cortina left the Dagenham production line the 1,000,000th one was completed. No other car made in Britain has sold so prolifically in this span of time and no other has earned £250,000,000 in foreign currency. In 1965 the Cortina outsold any other *two* British cars in export markets and it is maintaining its edge in the International sales field. From its unpromising start in 1,200-c.c. form the Cortina quickly emerged into this enviable position by reason of larger engines and "GT" modifications, and proceeded to dominate rallies and saloon-car racing. If Ford of Britain decide to drop the Cortina range the cars that succeed it will have to be very good indeed to maintain the popular Cortina's reputation and sales figures.—W. B.

MINIATURES NEWS

Pride of place this month goes to Corgi's Gift Set No. 37, which is a complete Lotus Team in miniature. Lotus owners and club members will have great fun with this! The set comprises a Lotus-Climax F.1 car, a Lotus Elan coupé, a Lotus Elan 52 in competition guise, a backbone Lotus Elan chassis, fully detailed even to twin cam boxes, 4-branch exhaust manifold and twin Webers, on a trailer, to which a body can be assembled (a new breakthrough for a die-cast scale-model kit, claim Corgi), and a VW transporter equipped with special tools, fuel drums, etc., and a winch for lifting the Elan chassis onto the two-wheel trailer the VW tows. This gift box contains accessories, such as dummy personnel and racing numbers applicable to the beautifully made and brightly finished models it contains. The whole set, with its six Corgi models, costs 35s. 6d. There is also a 4¼ in.-long Corgi Oldsmobile Super 88 rigged up as a gun-firing "Thrush-Buster" from "The Man from U.N.C.L.E." films (Corgi Toys No. 497, price 8s. 11d.), which is perhaps better ignored. . . .

Lesney have a Dodge dumper truck (No. 48 in their "Matchbox" series) and a Dodge stake-truck (No. 4 in this series), with 6-wheelers, respectively 3 in. and 2⅞ in. long, their scale respectively 85 : 1 and 91 : 1 (why these two same-make, similar-type miniatures cannot be made to the same scale passeth understanding!), price at 2s. each.

A newcomer in the miniatures field is Roadmaster Impy range, of detailed small-scale (about 60 : 1) die-cast replicas, of which we have received a Ford Corsair saloon (No. 18, price 2s. 11d.), with opening boot and bonnet, sprung wheels, jewelled headlamps, opening doors, seats and steering wheel, etc. We also have a Monogram kit for assembling a detailed plastic model of the Type 35 Bugatti, about which we hope to have more to say, next month.—W. B.

LETTERS FROM READERS

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

BOB ANDERSON

Sir,

Having been an avid reader of your incomparable journal since leaving school, I feel I must write to you. I applaud your policy of mentioning the names of keen, young drivers but I consider that one man who is vastly underrated and never seems to be praised is Bob Anderson. In an inferior machine he frequently puts up wonderful practice times ahead of many "star" drivers (Monaco and Brands are just two recent examples). His enthusiasm and determination shame those "stars" who trail round, complaining of their cars and not earning their substantial retainers. To my mind, Anderson typifies the true calibre of a real racing driver and it is such as he who are the life-blood of our great sport.

Durban. BRYAN ALLEN.

[Great minds!—see page 820 last month.—ED.]

* * *

OIL FILTERS—ARE THEY IMPORTANT?

Sir,

On the subject of oil filters raised by a reader in the current issue, I recently heard two filtration specialists discussing whether there was any point in having an oil filter on a car engine. The general gist of their conclusions were these: by far the most important filter is the one on the carburetter, the next most important is the fuel line filter and the least important is the oil filter. If the first two filters are efficient (which includes 100% effective sealing around their edges) the oil filter will do very little useful work after the first hundred miles or so following an oil change. During this initial period it is cleaning up the new oil, which although it may look clean is in fact frequently highly contaminated with potentially destructive particles. After this period the filter does little work becausc a conventional automobile engine (i.e. without gears in the sump) does not generate internally much in the way of destructive particles. It generates a lot of carbon, but carbon is in many ways a pretty good lubricant and there is no point in removing it from the oil. It is carbon which clogs the filter and necessitates frequent renewal, not dangerous particles. However, it is worth having a filter on the engine because if something serious does happen, say a bearing breaks up, it will act to minimise subsequent damage to the rest of the engine. Gears-in-sump type engines are a completely different matter. Here the oil quickly becomes seriously contaminated with metal particles from the gear engagement components and should be changed as often as possible if the engine is expected to last, and a good filter is also essential.

London, E.17. MICHAEL PAYNE.

* * *

ROAD-TESTING THE FERGUSON R5

Sir,

Can you not possibly arrange for a test report on the Ferguson R5 prototype, which was recently featured in an article in the *Daily Telegraph*? The more publicity this remarkable car gets, the better, as I am sure you will agree. Our leading manufacturers seem to be combining to ignore and slight it—but then did not these same lethargic and unenterprising firms turn down the Volkswagen after the war? Why do they continue to underestimate the public? (Rovers, with their 2000, have not made that mistake.) Here in the Ferguson, surely, is the apotheosis of the safe, go-anywhere family car and if it could be produced for around £1,500 would surely sell all over the world. (I want one. I want one *now*.) To see an earlier Ferguson perform at the end of a TV road accident film the other night while a a large Ford, under identical conditions, flopped and thrashed around like a wounded bird, was confirmation enough—if confirmation were needed—that we are at the mercy of complacent and conservative men.

Helions Bumpstead. DAVID S. UNWIN.

[After three weekly motor papers had been permitted to try the Ferguson R5 the maker's publicity consultant blithely informed us that there would be considerable delay before the car came our way. We think the position is now resolved and that our impressions of this important contribution to safer driving will appear in the not too distant future.—ED.]

DRIVING SCHOOL CARS

Sir,

I think I can say that in this job (Driving Instruction) they are subjected to an extremely hard life from the point of view of transmission and abusive treatment generally. It may be of interest to your readers if I list the cars that have been used here over the last four years and are still current models which people may be considering buying.

Having had two Ford Anglias, which both did over 70,000 miles of this work without any other than such replacements as clutch, brake linings, exhaust, and water pumps, I must say that for my money they appear to be one of the most reliable cars on the market, and I am thinking of returning to them shortly. One must ignore suspension, which is hardly inspired.

The second car I have found to be very good is the B.M.C. Mini. I have had three of these. Two of them did over 60,000 miles of driving instruction, and were then tuned and used for rallies, autocross, and driving tests, for a further 10,000 miles before being sold. The fact that never once did these cars let me down, either at work or play, seems a good recommendation.

Another reliable car is the Triumph Herald. One of these did 80,000 miles of instruction, and any trouble I had with it came at the end when old age decreed that it must go.

My last car is the B.M.C. 1100, I am at present running two. The design, the space, engine performance, are entirely adequate, but the transmission and rear suspension are enough to make one cry with frustration. Both cars have had exactly the same troubles, universal joints, and lack of greasing points on the rear suspension, plus the fact that the original gearboxes both failed in quite a short time. Replacement boxes appear to be an improvement and this trouble has ceased.

As regards engines, in all the cars I have found that changing oil and filter every 5,000 miles seems to have paid off. I always use Duckhams 20/50, and find that oil consumption on cars having done over 80,000 never exceeds 500 miles to the pint even at this high mileage. However, one must realise that most of its life an instruction car does not exceed 30 m.p.h. for any great mileage. On the Minis used for competition I have found that the oil pressure never dropped below 50 lb./sq. in. at normal speeds.

Bournemouth. B. A. COULDRIDGE.

* * *

IN DEFENCE OF HARRY SCHELL

Sir,

Remarks directed against the late Harry Schell in the article titled "Reflections on the Dutch Grand Prix" are an insult to the memory of this man. These remarks concern Schell's drive in the 1956 Grand Prix at Reims which is now history but it is pertinent to remember that Schell took over Hawthorn's Vanwall, then considerably behind the leading Lancia-Ferraris of Fangio, Collins and Castellotti. Schell brought Vanwall up to the leading trio, breaking the existing lap record whilst doing so, and proceeded to "have a go" at the three Lancia-Ferraris for a number of laps.

In this connection may I refer D.S.J. to his article "Britain and Grand Prix Racing," MOTOR SPORT, January, 1957, and quote from this, "I want to see British cars up there fighting, just as Schell fought with the Vanwall at Reims." I am not prepared to dispute Harry Schell's capabilities as a driver or whether he was outwitted by the Lancia-Ferraris but that he should be used as a comparison and criticised, ten years later, in a derogatory manner is extreme bad taste and not to the standard of journalism I expect from MOTOR SPORT.

Solihull. R. J. ANDERSON.

* * *

WHAT IS A DEFECTIVE SILENCER?

Sir,

I have just been fined £2 at the local Magistrates' Court for a defective silencer. I pleaded not guilty and took my truck to the court; although they did not inspect the said truck, the P.C. who issued the summons agreed with me that it was not making any excessive noise. They then tried to rap me on a no-tailpipe clause. I explained to the Bench that a tailpipe was fitted to a car to dispose of spent gases from under the car to the rear of

the car, and as the silencer was not under the truck but three feet aft of the cab, it was not compulsory. Again this was agreed by all. The Bench then said the back of the silencer was missing, was it not? I replied "yes," but before I could say anything else was fined £2 and licence endorsed. The Clerk of the Court corrected the Magistrate and told him it was not an endorsable offence. "Oh! £2 fine" (they must have orders to endorse anything). "If I have any complaints I should make an appeal." More money!

If a silencer is not making any excessive noise, no excessive smoke, and the gases are disposed of legally, what *is* a defective silencer?

[Name and address supplied.—ED.]

* * *

CARS IN NORTH AMERICA

Sir,

I would refute the letter from Mr. Avis, August 1966, most especially the last sentence. It would appear he was in too great a hurry to notice the actual number of British cars used in this country.

His comment about G.M.C. cars is very apt—they are notoriously bad at cold-weather starting. But does he think this company is the sole manufacturer of automobiles in North America? My 1960 Ford Zephyr has stood in 40°-below-zero weather, admittedly with an 80° content of anti-freeze, and proved totally reliable. An 8,000-mile trip through the U.S.A. with 130° temperatures in Death Valley produced no repercussions, apart from a split gas tank. This journey was undertaken in 19 days—similar mileage per day as the VW—an indication to British drivers on the ease of travelling over here, although most roads, especially the trans-Canada Highway, are not even up to M1 standards. The secret is a far lower ratio of cars per mile, allowing the 70 m.p.h. stipulated speed limit to be maintained all day, if necessary.

I would inform Mr. Avis that the *Vancouver Sun* carried an article a few months ago wherein a Studebaker official blamed the final closure of his company (remember they moved from South Bend, Indiana, to Hamilton, Ontario) on the "Large numbers of British and other foreign cars now flooding this country." As Britain is the only country mentioned, I presume she must have a share of this market.

Mini-skirts aside, Britain still has something to offer the world—the last two Canadian Winter Rallies have been won by British-built and designed Fords—notably the Cortina and Anglia. The Shell 4000 Rally 1966 secured first and second places for Lotus-Cortina.

British Columbia. J. E. NORRIS.

* * *

CLOSED OPEN CARS

Sir,

I loved my series of convertibles (a Riley 9, a Morris 1000 and two Heralds) but the only passengers who liked the hood down were under 14. So I now have a Hillman Imp with an Autocadia "Skyscanner" transparent roof. This gives all the light of a convertible with none of the draught, and is much lighter than a sliding roof, in which the opening is always too small. It is particularly pleasant after dark, or on grey days, or when the rain is pattering down on it. A sliding shutter gives privacy, or protection from sunstroke. The roof is beautifully fitted and seems the perfect answer to our climate: it amazes me that I have only seen one other. I have no connection with the makers, just a satisfied customer, with an "open closed car."

Great Missenden. M. G. SLATTERY, Lt.-Cdr. R.N. (Ret.)

[This correspondence is now closed, as sliding roofs and open cars are likely to be for the next six months, in spite of the enjoyable letters we have received from open air (if not get-away!) girls who claim to enjoy and survive open-car motoring. —ED.]

* * *

COMPULSORY SEAT-BELTS?

Sir,

Referring to Mrs. Barbara Castle's proposal for compulsory seat-belts, I should like to refer to a motoring experience while on the M1 last year.

It was about 9 a.m. on Monday, 17th May, that I was driving my Triumph Roadster from London to Birmingham and had just passed the approach road to Northampton.

I was travelling at approximately 50 m.p.h. in the centre lane, the sun was shining and with the convertible roof down I was at peace with the world.

The engine suddenly developed trouble and after extensive examination the following was assumed. A circlip on the third cylinder piston had broken causing the piston to come free from the con.-rod. On the next revolution the con.-rod went straight through the cylinder wall. The other three followed suit and the engine disintegrated.

As my petrol gauge was normally faulty I was in the habit of carrying a spare gallon can in the tool compartment. In the same second as the engine disintegrated it exploded, shattering the master-cylinder, steering column and windscreen. I was on an embankment approximately 30 ft. higher than the road and the car veered on to the slow lane and hard shoulder.

At this point with the door open my ejection was considerably assisted as the car hit the 6 in. grass verge. I was propelled through the air and rolled down a steep grass bank and into a water-filled ditch, virtually unscathed.

The car had sailed through the air and had landed on its nose about 100 ft. away and was now a blazing inferno.

My insurance company thought I had been reading too many Ian Fleming novels but eventually came to settlement.

Admittedly the accident was one in a million but nevertheless I was very glad I *wasn't strapped inside.*

Chelmsford. TONY GARDINER.

* * *

WELL DAMPED

Sir,

Not only but also! "The Toronado." The only car with four rear shock-absorbers!

As Peter Edwards states, the E-type has four. But, also, so does Renault with their R8 Gordini, and also the Fiat-Abarth OT1600.

London S.W.12. JOHN ELLIOTT.

Sir,

With reference to your Oldsmobile Toronado road test, it is claimed [By General Motors—ED.] that this car is the only one to have four rear shock-absorbers.

I would like to point out that the V8-powered Ginetta G10 also has twin coil-spring/damper units on each of its rear independently sprung wheels.

Halesowen. MICHAEL A. BIGLAND.

[And, come to think of it, the 350 h.p. V12 Sunbeam had four shock-absorbers on its back axle around 1921.—ED.]

* * *

TAKE ACTION!

Sir,

May I, as a young enthusiast, congratulate you wholeheartedly on your September editorial.

Your vision of the future is so real it's frightening—driving will cease to be a pleasure—but become a procession of steel boxes in line from A to B taking turns at the parking meters.

This is happening now and strong measures must be taken by motorists with any blood in their veins.

I suggest a "drive-to-rule," observing all speed limits in towns, keeping the correct distance apart, which should lead to some interesting situations—especially at rush-hours.

Failing that, a "strike," no cars to be used for one month except doctors, etc. Results—loss of revenue from meters, public transport shown up for the inadequate service it is and can you imagine the petrol companies' reaction to a month's loss of revenue?

These measures may appear senseless to some, but so is the lack of adequate communications in this country when they are so vital to our welfare.

Manchester. D. WILCOX.

[If only they would!—ED.]

* * *

SHARP EYES!

Sir,

The picture of "the Fiat modern 600D" on page 802 (September) is as I am sure you must have realised a 1957 or 1958 model, long before the suffix "D" applied.

When you are normally so accurate surely you could have found a more recent picture or had a caption to suit.

London N.W.3. T. M. GELL.

[Sorry—put it down to working against the clock.—ED.]

* * *

HIRING A FIAT 124

Sir,

I thought that your readers might be interested to learn of my experiences with a Fiat 124, rented through Hertz in Italy, two

weeks ago, in the light of your review.

The car, on delivery, proved to be six weeks old, with 4,444 km. on the odometer, and in the 10 days I had it I covered 687 km., mainly in the area around Rome. I can fully endorse every enthusiastic comment on this car, which would happily cruise at an indicated 125 k.p.h. (77 m.p.h.) with four adults and two children, on the twin track road between Ostia and Rome. It gave a best one-way speed of about 155 k.p.h. which would correspond to just over a true 90 m.p.h., which for a bread and butter family saloon of 1,200 c.c. is good by any standards. I estimated fuel consumption to be around 28 m.p.g., but I drove the car very hard whilst in my possession, and the engine very obviously demanded super grade petrol.

Handling-wise, the car never gave one any "moments" and my wife and children, who are rather prone to such things, declared the back seat ride to be completely free from any tendency to induce car-sickness.

In the cut and thrust of Rome traffic, the car was more than adequate (and incidentally, having driven all over Europe, I have no hesitation in nominating the Roman driver as the most uninhibited, undisciplined, and awe-inspiring, in Europe). The car was equally at home on mountain passes, city streets, or Autostrade, and when one realises that this car sells in Italy for about £550 it is pretty shattering to compare what the home market offers in competition.

My wife has a new Austin 1100, and frankly says she prefers the Fiat 124, in every area of comparison. It is faster, quieter, more economical, smoother running, incomparably better finished, more sensibly designed, ergonomically, and if I had the free choice, tariffs excepted, I know which I would prefer. Fiat are to be congratulated on this one, and if this is their forecast as to the ideal European family car for the next decade then I think they are right on the ball.

Incidentally I must praise Hertz-Rent-A-Car in Italy for a first-class, competent service, with a spotless car, delivered with a full tank of petrol, fitted with radio, safety belts, complete set of maps, at the modest rental of 3,060 lire per day, with 40 lire per kilometre.

I, for one, would never have any hesitation in renting another car, and who knows, soon it may be a Ferrari or Maserati, but not I fear for 3,000 lire a day.

You can count me amongst your thousands of very loyal readers, long may you flourish and continue to carry the banner of independence.

Cockfosters. GERRY KANE.

* * *

VW HEATING

Sir,

May I comment on the letter from Mr. G. W. G. Avis in the August issue wherein he considers the joys of driving a '58 Volkswagen from Toronto to Vancouver last winter. I wonder how Mr. Avis had his nose and ears glued back on, as surely they fell off from frost-bite. The heater/defroster system of a 1958 VW is so inadequate that it can be considered non-existent (yes, I owned a 1958 VW). While the heating system has been much improved recently, it is my opinion, formed both by observation and hearsay, that both types of 1966 VWs still have a heating/defrosting system quite inadequate for this country.

Last winter was an especially severe one all over the eastern half of North America. At my place of employment, Toronto International Airport, the chill factor (temperature and wind considered) dropped to as low as minus 60 deg. F. more than once. My 1965 Chevrolet started instantly, always, although quite unprotected outside.

In spite of the Editor's small prejudices, MOTOR SPORT continues to delight each month—keep it up!

Ontario. W. M. HEATHER.

* * *

AUSTIN 1800 STEERING ARMS

Sir,

My attention has been drawn to an article appearing in MOTOR SPORT for September, 1966 entitled "What are Nerus up to?" (page 818) and particularly the eighth paragraph commencing "When an Austin 1800 etc., etc."

The shorter steering arms referred to were subjected to examination and testing by our Engineering Division. As the result of our report Nerus Engineering have discontinued production of these items and, to the best of our knowledge, have replaced with standard components any which may have been fitted.

It is probable that the information upon which your correspondent's article was based was acquired before this action was taken by Nerus and I would be grateful if an early correction could be printed.

Longbridge.

A. L. H. DAWSON,
Executive Press Officer,
The British Motor Corporation Ltd.

* * *

THE PRICE OF PETROL

Sir,

At least twice in your September number you allow attention to be drawn to the various petrol companies' catchpenny advertising campaigns. It has always struck me as wasteful to advertise petrol excessively, since actual consumption cannot increase (unless the lunatic fringe now buy and burn a few gallons in the hope of getting the other half of Seven Sisters Cliff) and once the various brands achieve a balance, the consumer pays.

Partly the public brought it on itself by a huge response to the Esso "Tiger" campaign. Did none of them notice they were paying a penny a gallon more for the same octane-rating and paying for the privilege of advertising the fact?

Usual response to this complaint is "Oh, how much difference does it make?" Suppose, charitably, it means an extra penny a gallon, then if you do 15,000 a year at 30 m.p.g. it costs you two pounds a year for a campaign which cannot benefit the economy in the slightest.

If the much-maligned Government upped road tax by that amount they would risk physical harm. For once, I would rather pay it to them than to the oil companies (or rather their advertising agencies). MOTOR SPORT does a great deal to foster intelligent criticism of practices and measures harmful to the motorist's interests, and I hope in the future to see you trying to prevent advertising doing to jungle-juice prices what it has already done to those of detergents, toothpaste, cigarettes, etc.

Or am I the only surviving motorist who owns his own wagon and cares a whit what he (as opposed to his employer) pays for the petrol he uses? Or worse still, if one brave company cut its prices, would the tiger-tuggers boycott it as demonstrably second-rate?

New Barnet. J. A. COOPER.

* * *

THE DURATION OF GRAND PRIX RACES

Sir,

Apropos your notes concerning the duration of G.P. motor races in the September issue. A point of view which I heartily endorse.

Your remarks reminded me that the World's Cycling Championships were held this year at the Nurburgring. Now, having checked the reports of both the German G.P. and the World Professional Road Race Championship, I find that the cyclists covered 12 laps of the circuit in 7 hr. 31 min. and that 15 laps were covered in the G.P. in 2 hr. 27 min. Mark you, there are no stops whatsoever for the cyclists, food being handed up on the move.

Surely it would not be too much to expect that these so-called "world class" drivers could cover more than just THREE LAPS MORE than a group of cyclists, especially when one remembers the mountainous nature of this circuit. Anyone who knows this circuit would probably gasp in disbelief that any cyclist could ride 174 MILES at 23 M.P.H. AVERAGE round this circuit. So come on you G.P. drivers how about a real GRAND PRIX, say of a nominal five hours' duration?

There were no sideshows at the cycling championships, but a crowd of something like 100,000 turned up.

London N.22. R. C. BADGER.
Jowett Car Club.
Highgate Cycling Club.

* * *

THE CRIMINAL

Sir,

As a persecuted sports car motorist for the last fifteen years I have endured successive governments attempting to price motorists off the roads, such as they are, with fuel tax and road fund tax ever on the increase up to present when we even have a Lady Minister who is determined to keep all cars in third gear. See the Triumph T.R. 4 A advert, cruises at 90 m.p.h. where? I suppose she has shares in Raleigh Industries.

However, having read of the proposed new deal for motorists envisaged by Insurance Companies with vastly increased no claims bonuses and consequent reductions on net premiums I thought that at long last things were looking up. Imagine then my thoughts when my company informed me that my gross premium was being increased from £41 to £151 4s. "Of course sir you realise that your no-claims discount will be increased from the present 40% to 60%" (big deal). Furthermore I can save approximately 30% if I promise not to use my car for any business reasons.

On checking with the company, incidentally it is a well-known tariff company, they informed me that all rates would be reduced for the best-risk drivers as shown by their survey, i.e. the family week-end motorist with a mundane saloon car, words fail me!

Incidentally if any Mini-Cooper S owners are interested their basic premium will be over £200. So much for the new deal.

Nottingham. F. A. DAIN.

Modern Motor Racing

The Scottish Milk Marketing Board has issued the following announcement :—

"Champion racing driver Jim Clark competed at Ingliston's Scottish Milk Race meeting on August 14th—driving one of the electric milk vehicles! Mr. Clark, the well-known Border farmer, telephoned the race organisers requesting permission to take part in this novel event. 'I have never driven one of these electric vehicles before and would certainly like to have a go,' said Jim. Arrangements were put in hand to give him the use of one of these 30-cell battery milk floats with a top speed of 18 m.p.h."

Was there, we wonder, the inevitable starting money—perhaps a bottle of milk?

ITALIAN G.P.—continued from page 916

lap behind the leader, but he did not lose his fourth place. A very large and very happy Italian crowd cheered Scarfiotti as he won the 37th Italian Grand Prix, for Ferrari and for Italy, the first Italian driver to win at Monza since Ascari in 1952. Parkes led Hulme across the line by three-tenths of a second, having done a fine job of work for the Ferrari team, while Denis Hulme had done all and more than anyone could have expected. As Rindt approached the finishing line his deflated front tyre began to come off the rim and it locked the wheel, so that he skated across the line out of control and ended up on the grass verge undamaged and still in fourth place with Spence in fifth place over half a minute later. Anderson was sixth after a very good drive, having raced with Arundell most of the way and having kept up his excellent standard of reliability with what is now an obsolete Grand Prix car. The Italian Grand Prix had more than lived up to its reputation and had been the best this season and the complete answer to those doubting Thomases who have been decrying the 1966 Grand Prix Formula and the new cars.—D. S. J.

Results :

37th ITALIAN GRAND PRIX—Formula One—68 laps
391.0 kilometres—Warm and dry

1st : L. Scarfiotti (Ferrari V12–3-litre) (Entrant: SEFAC Ferrari) .. .. 1 hr. 47 min. 14.8 sec.—218.748 k.p.h.
2nd: M. Parkes (Ferrari V12–3-litre) (Entrant: SEFAC Ferrari) .. .. 1 hr. 47 min. 20.6 sec.
3rd: D. Hulme (Brabham-Repco V8) (Entrant: Brabham Racing Org.) .. .. .. 1 hr. 47 min. 20.9 sec.
4th : J. Rindt (Cooper-Maserati V12) (Entrant: Cooper Car Company) .. .. 67 laps
5th : M. Spence (Lotus-B.R.M. V8–2-litre) (Entrant: R. Parnell Racing) .. .. 67 laps
6th : R. Anderson (Brabham-Climax 4-cyl.–2.7-litre) (Entrant: D.W. Racing) .. .. 66 laps
7th : R. Bondurant (B.R.M. V8–2-litre) (Entrant: B. White Racing) .. .. 65 laps
8th : P. Arundell (Lotus-B.R.M. V8–2-litre) (Entrant: Team Lotus) .. .. 63 laps*
9th : "Geki" (Lotus-Climax V8–2-litre) (Entrant: Team Lotus) 63 laps
10th : G. Baghetti (Ferrari V6–2.4-litre) (Entrant: R. Parnell Racing) .. .. 57 laps †

Fastest lap : L. Scarfiotti (Ferrari V12), on lap 49, in 1 min. 32.4 sec.—224.025 k.p.h.

* *Not running at end.* † *Not classified.*

Retired : G. Hill (B.R.M. H16–3-litre), engine, lap 1; J. Bonnier (Cooper-Maserati V12), throttle linkage, lap 4; J. Stewart (B.R.M. H16–3-litre), fuel leak, lap 6; J. Brabham (Brabham-Repco V8), oil leak, lap 8; D. Gurney (Eagle-Weslake V12–3-litre), high oil temperature, lap 8; R. Ginther (Honda V12–3-litre), crash, lap 17; J. Surtees (Cooper-Maserati V12), fuel leak, lap 32; L. Bandini (Ferrari V12), ignition, lap 34; J. Siffert (Cooper-Maserati V12), engine, lap 47; J. Clark (Lotus-B.R.M. H16–3-litre), gearbox, lap 59.

20 *starters* — 9 *finishers.*

MONZA MUTTERS

It was the first Grand Prix win for Firestone tyres; while Dunlop gave a party for the members of the Grand Prix "circus" on Friday after practice, and Goodyear did the same before practice on Saturday, Firestone kept theirs for Sunday night and celebrated this first victory.

* * *

Although he retired from the race Jack Brabham cannot be beaten on points for the Drivers' Championship as Surtees and Stewart also retired, they being his only challengers.

* * *

Colin Chapman was very pleased with the performance of young Giacomo Russo ("Geki") for he completed the race without making a mark on the Lotus-Climax V8, more than justifying the loan of the car.

* * *

Mike Spence drove another good race with an obsolete car and it is to be hoped that Tim Parnell can soon provide him with a more competitive machine.

* * *

As the race finished a sinister looking fire broke out behind the paddock and many people thought there was trouble in the car park. It was the M.G.M. film-makers adding a touch of "realism" to *their* idea of the end of the Italian Grand Prix.

* * *

With a record lap at nearly 140 m.p.h. and a race average of over 135 m.p.h. the new 3-litre Grand Prix cars have really made their mark, and we are not at the end of the first season yet.

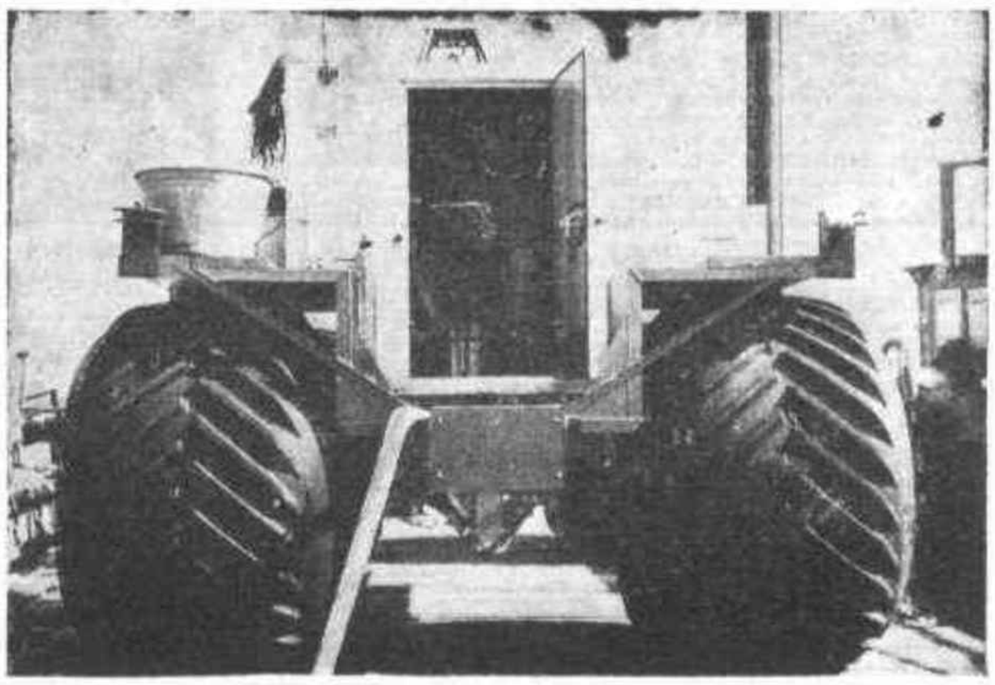
SEEN AT MONZA—continued from page 924

gearbox with the clutch body on the gearbox shaft and not on the engine shaft. When the clutch was freed the inertia of the clutch body caused it to speed up instead of slowing down, so that the gear engagement dogs in the box would suffer and become chipped and not stay engaged. All the gears are in constant mesh and sliding double dog-ended sleeves lock the pairs of gears to the mainshaft. A complete redesign of the clutch layout has reversed the situation so that the clutch body now slows down with the engine during a gearchange.

It was thought that the cable-operated gearchange linkage was causing this gearchange problem, and it was replaced by a rod-operated linkage, but this proved not to be the cause of the trouble. On the Lotus 43, which uses and H16 B.R.M. engine and gearbox layout, the gearchange is still by push-pull cables and it works satisfactorily in spite of turning through some sharp corners as it runs from the left side of the gearbox to the right side of the cockpit. The Lotus 43 was also fitted with the new clutch layout and pivoted fork operating mechanism in place of the original central plunger at the rear of the clutch.

There was certainly a lot to see and to study in the Monza paddock, and elsewhere in this issue many of the new features are depicted photographically.—D. S. J.

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SUPERB 1938 Lancia Aprilia. £195. Tel: Brighton 56418. (0715

1937 **DAIMLER** Light 20, engine and g/box o/hauled, partly reupholstered, rechromed rad, wire wheels, full instrumentation, interior and exterior extremely good, vacuum brake, very good tyres plus new extras, sliding head (operative), 2 owners. £150. Rowles, 120 Farmstead Rd, London SE6. (0716

TALBOT 10/23, reg T1023, restoration required, spares available. Day 01-629 2175, evenings 01-997 0753. (0717

ROLLS-ROYCE 20 parts, front axle with brakes £10; 20in wheels £2 (other pieces); P100 headlamps £10. Re-Aki, West Yelland, Barnstaple. (0718

SUPERB 1937 Sanction III Lagonda LG45 d/head, syncromesh, twin Scintillas, re-timbered, new hood, brakes relined, mech 100 per cent. £375 ono. Box 2217. (0719

MERCEDES 219 '58 model, reg 1959, Teutonically correct in every way, cond puts similar British vehicles to shame, I regret to say, well shod, completely ready to go to work. £390. Browne, CLErkenwell 1870 daytime. (0720

SWALLOW DORETTI, red, recond TR engine 1963, lively, tonneau and fresh s/screens, hood tidied and new clutch 1966, taxed Dec, Xs at rear—and most other traffic, pleasing contemporary lines, a rare marque for the enthusiast to preserve and embellish. £210 ono. Moore, Clayesmore, Iwerne Minster, Blandford. (0721

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BENTLEY R-type June 1954 automatic, silver grey, engine just o/hauled, crankshaft reground, new bearings, valve guides and springs, piston rings etc, oil pressure perfect, requires new silencers and new bearings in front wheel swivel pins. Offered at £685 less a substantial allowance for cost of new silencers and swivel pin bearings. Tel: Wigan 82168 8pm or after or Box 2222. (0731

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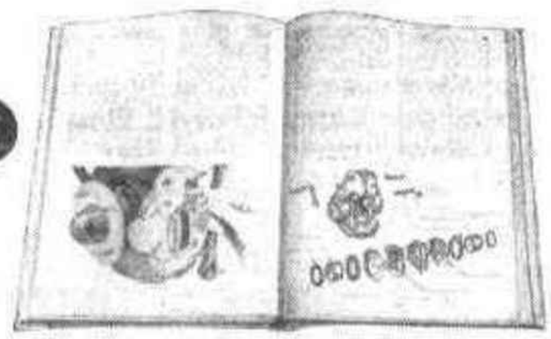
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FAULTS AND REMEDIES

This series is not intended to discourage owners, nor to bring us extra work, as we are already rather busy. It is intended to be helpful, and our rather heartless comments last month arose from the fact that a number of people who brought us cars, which they had just purchased, with oil flooding from the engine. They had plausibly been informed by the seller that " it just needs a new oil seal."

2. Poor running resulting from a weak high tension spark.

We have seen a great many cars on which an ordinary twelve-volt coil has been used to replace the original Rolls-Royce four-volt coil. This is O.K. if the series ballast resistance is removed from the circuit, but it often isn't, particularly on models where this resistance is mounted well away from the coil on the bulkhead. Incidentally, quite a number of people have rejected original coils when they have been in good condition. Look at the ballast resistance first. If it is very old it may be heavily corroded and its resistance may have risen greatly resulting from a very low voltage across the coil.

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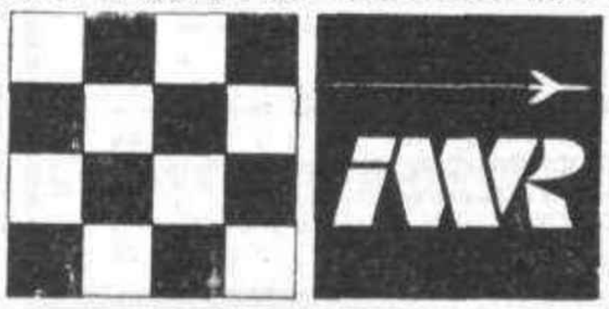
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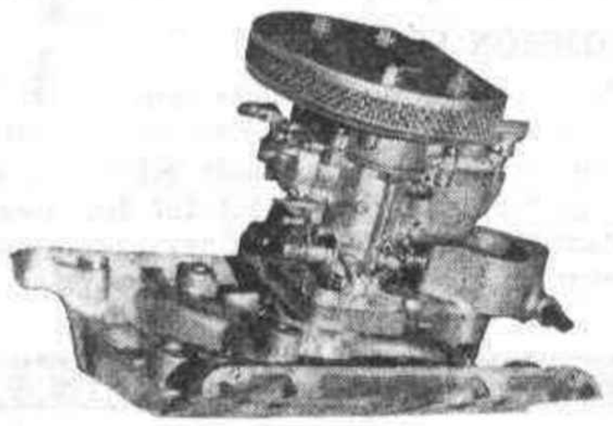


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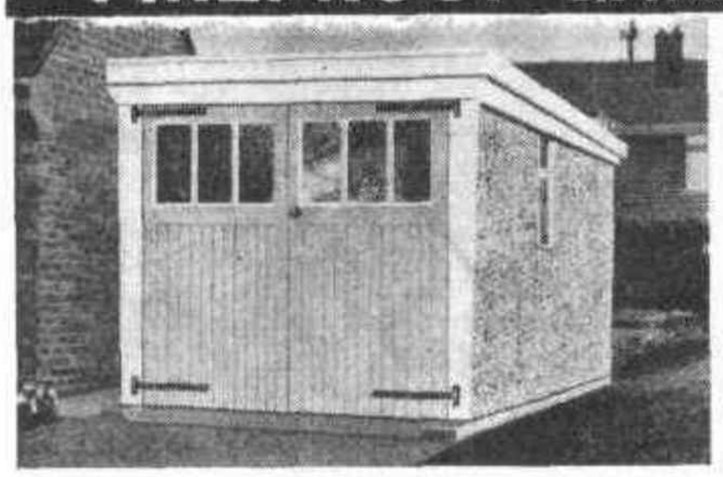
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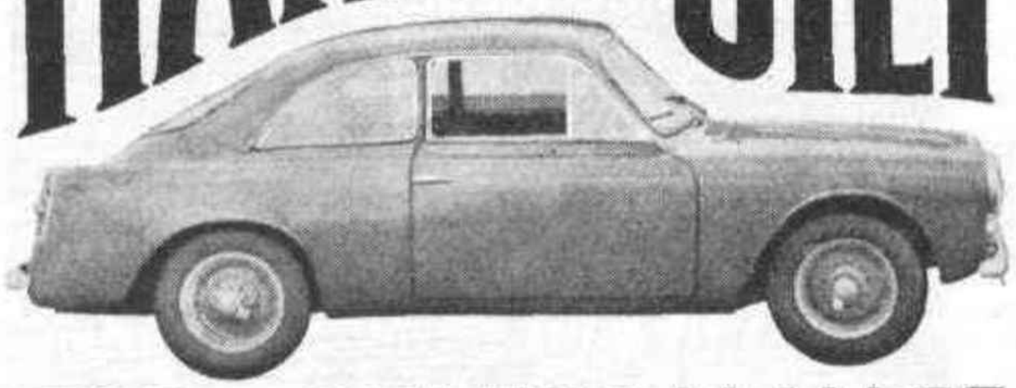
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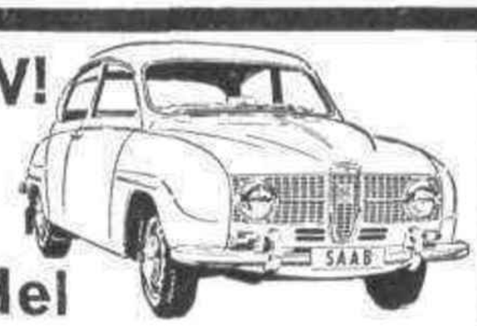
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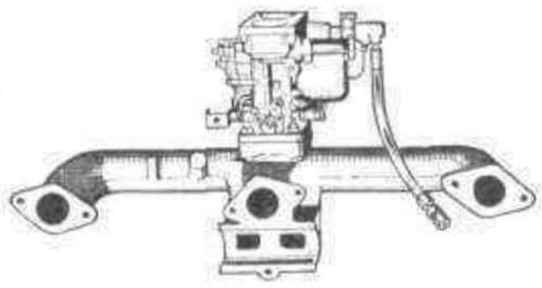


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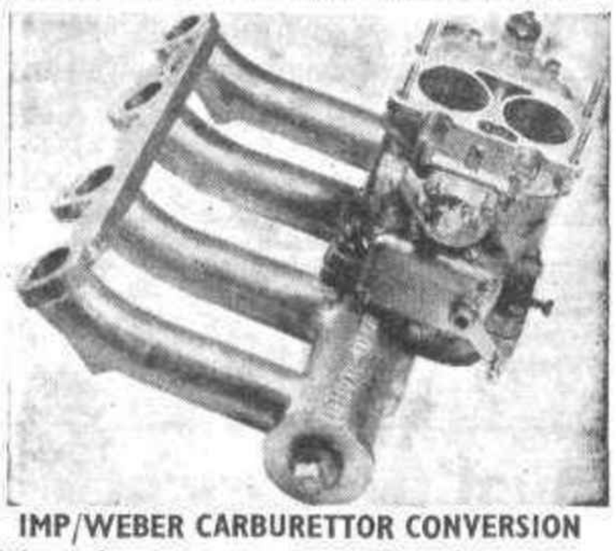
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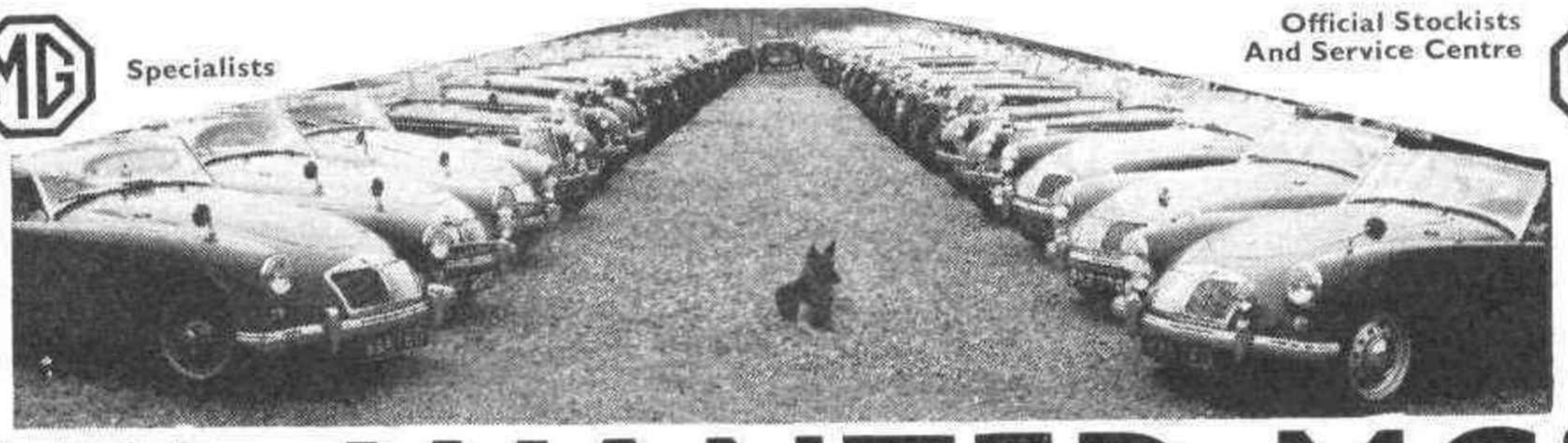
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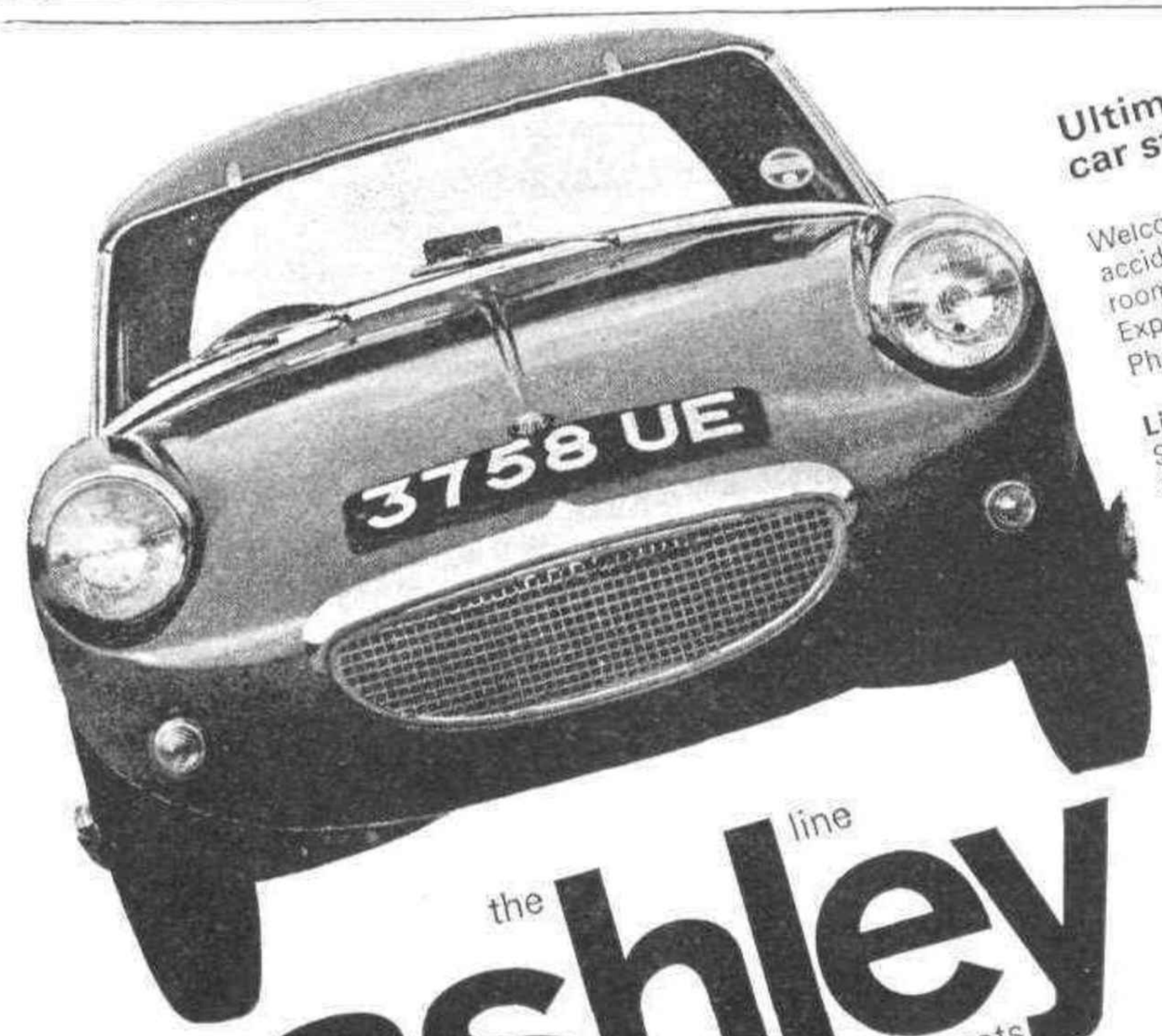
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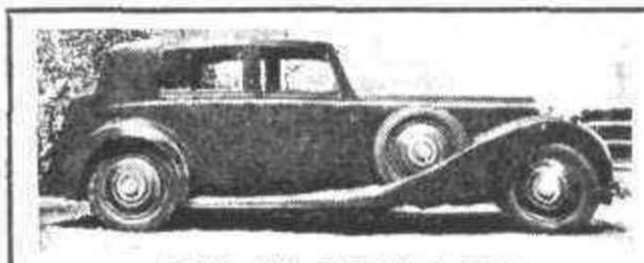
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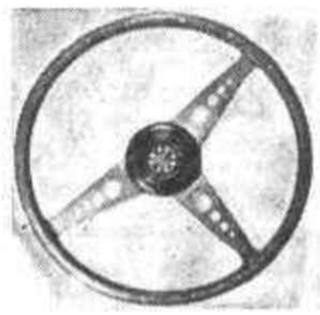
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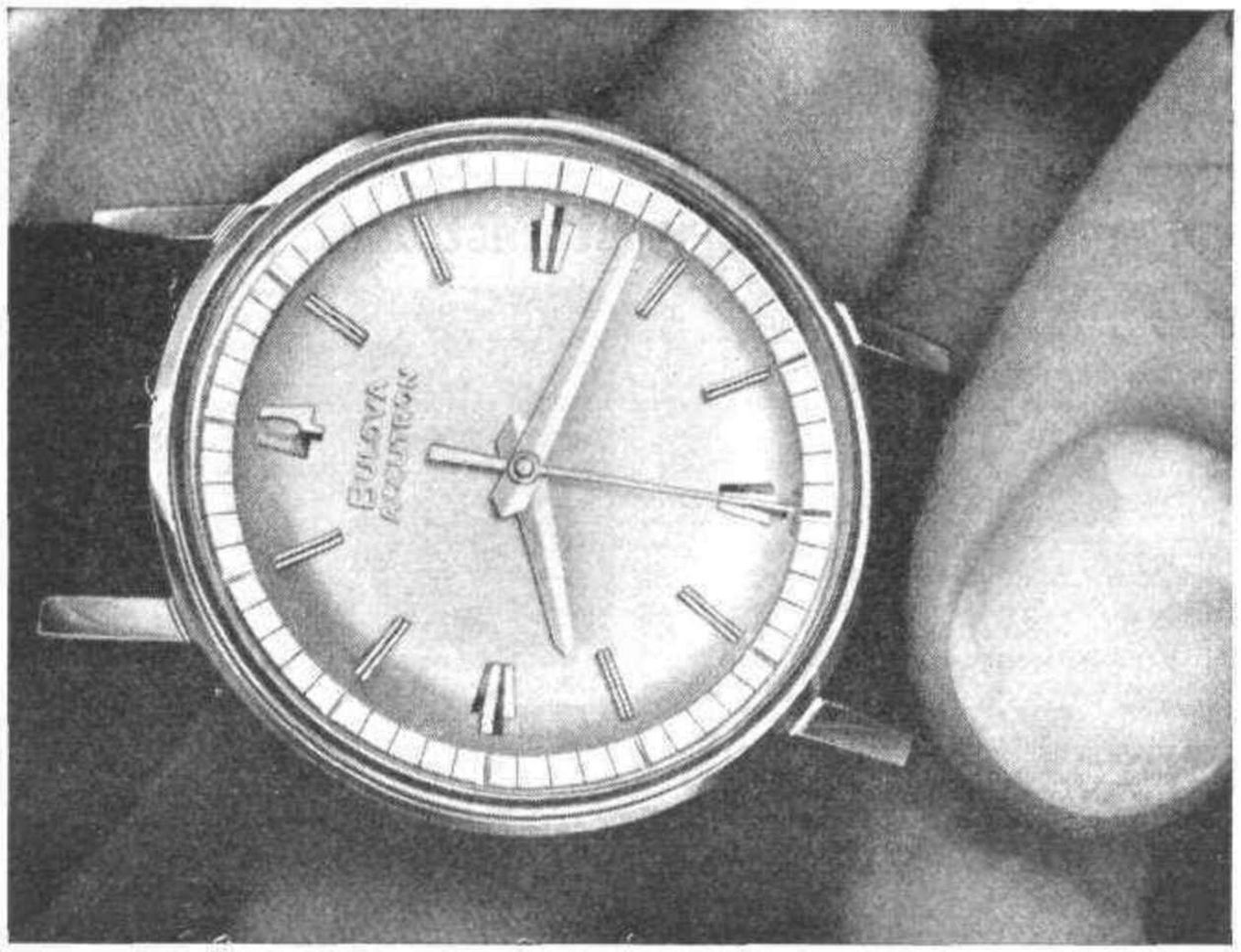
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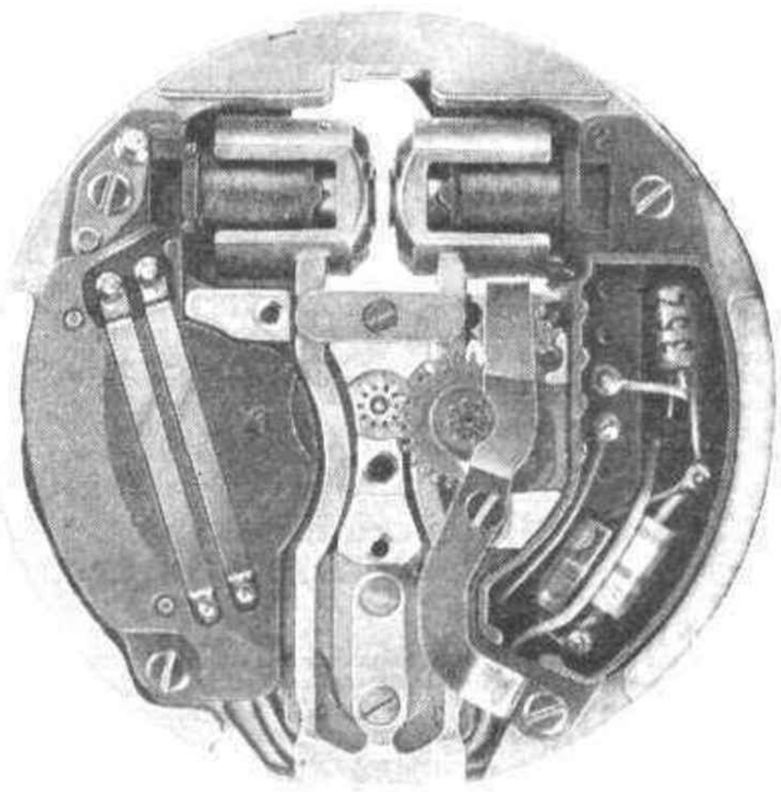
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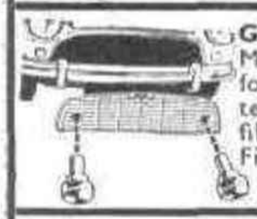
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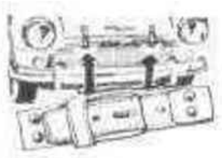
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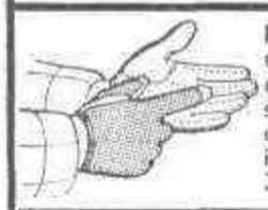
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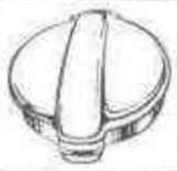
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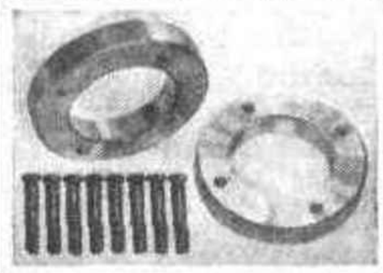
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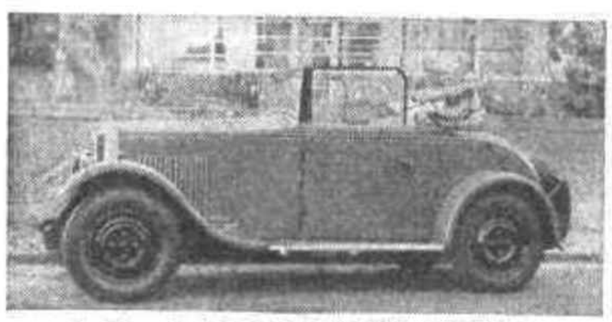
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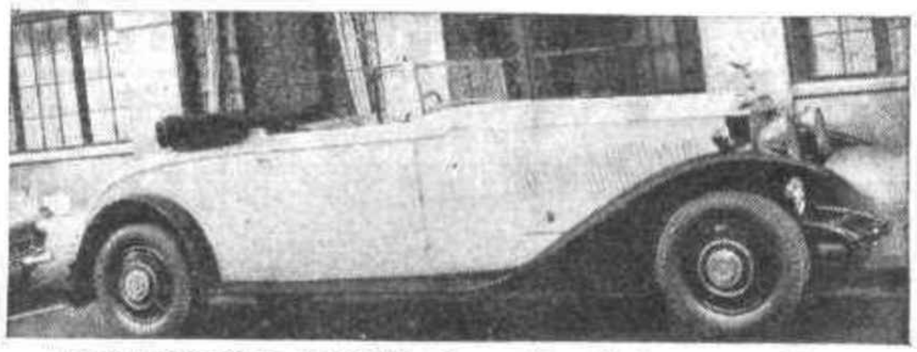


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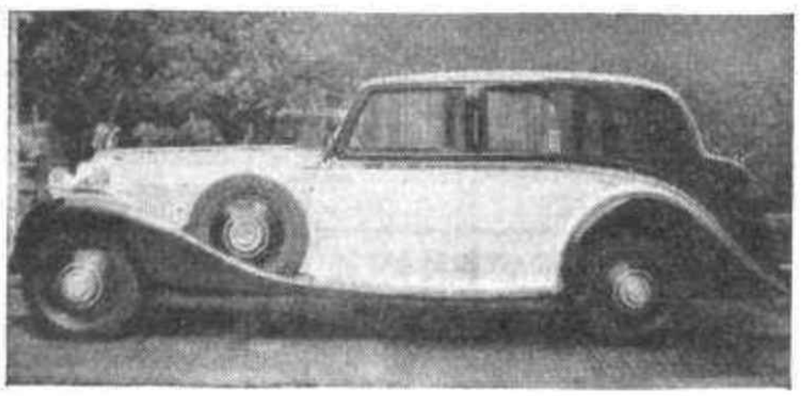
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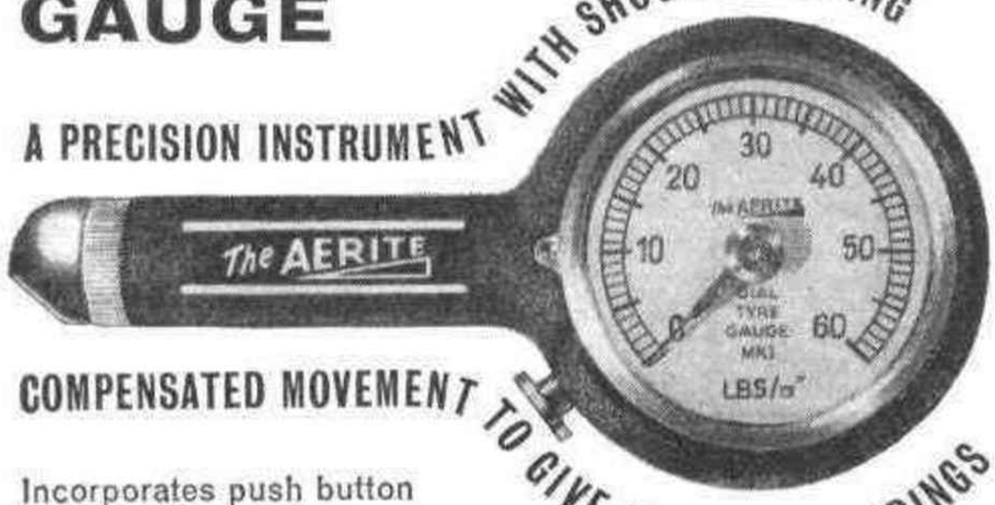
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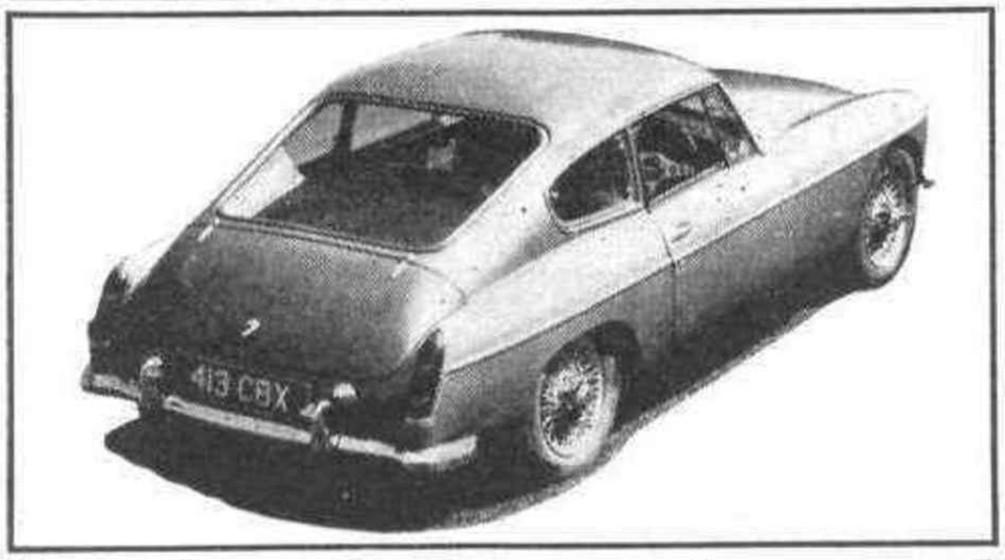
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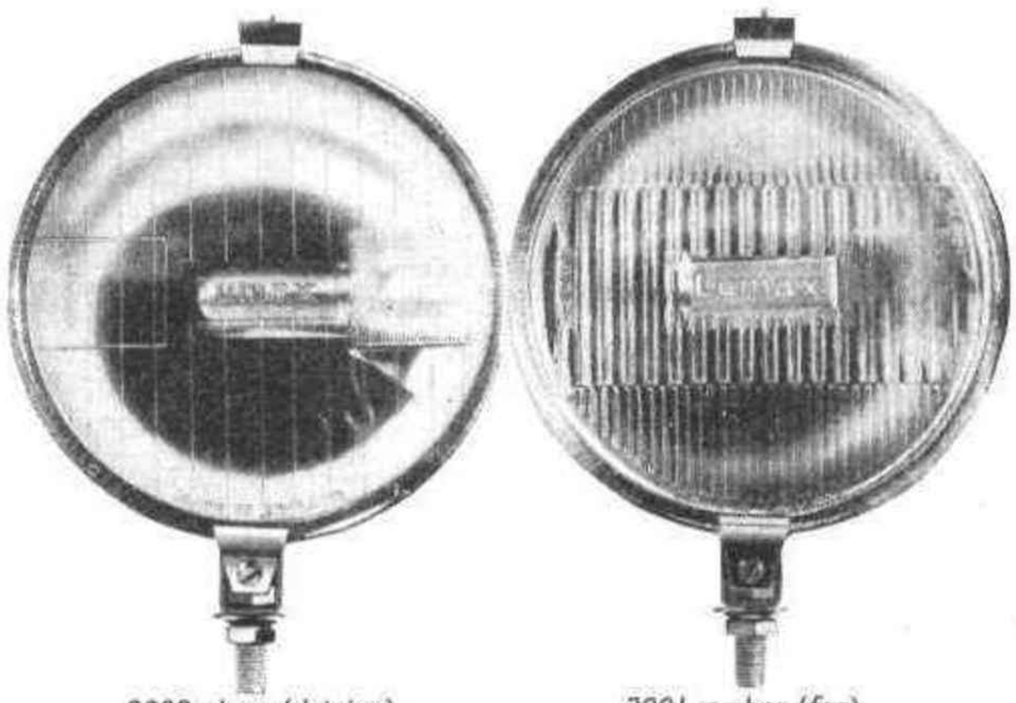
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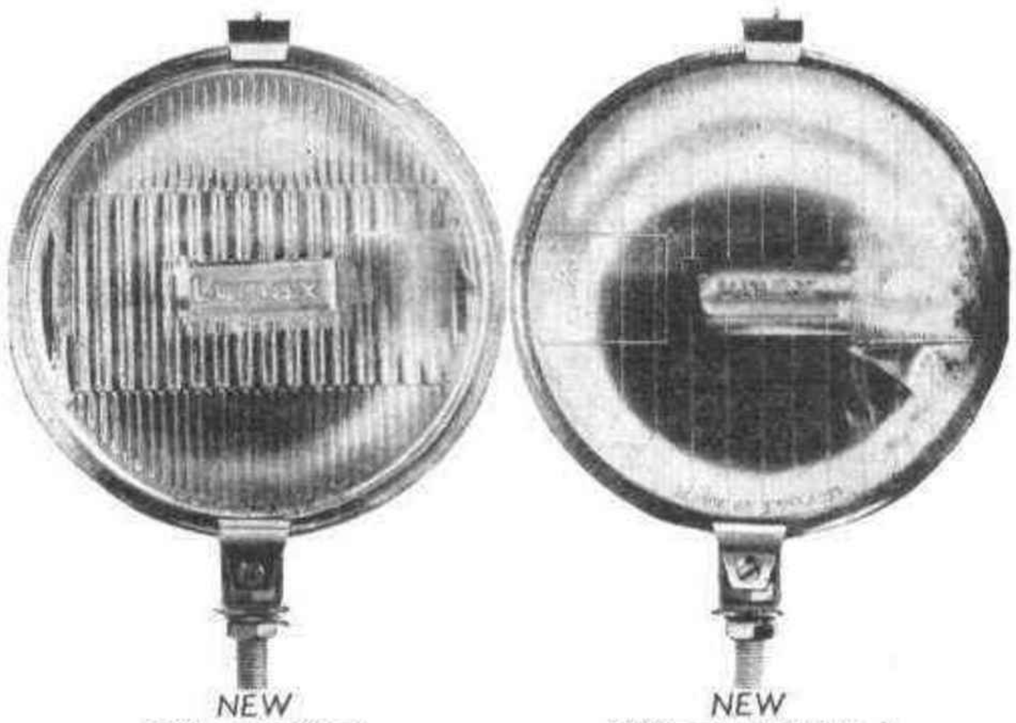
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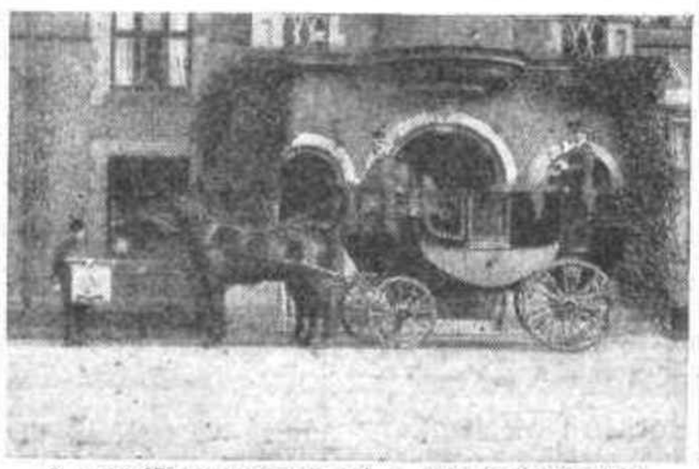
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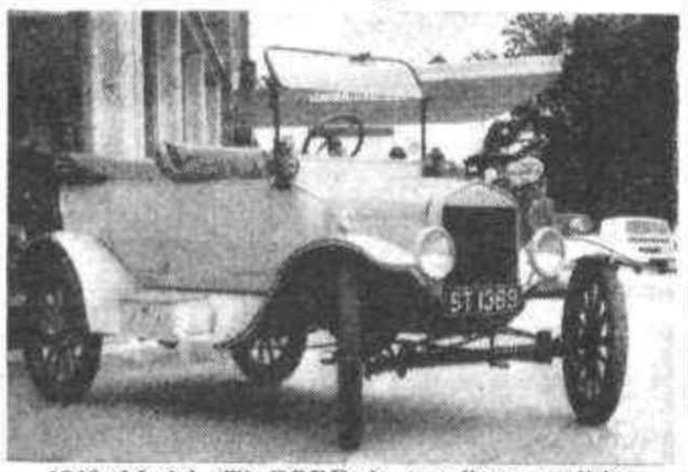
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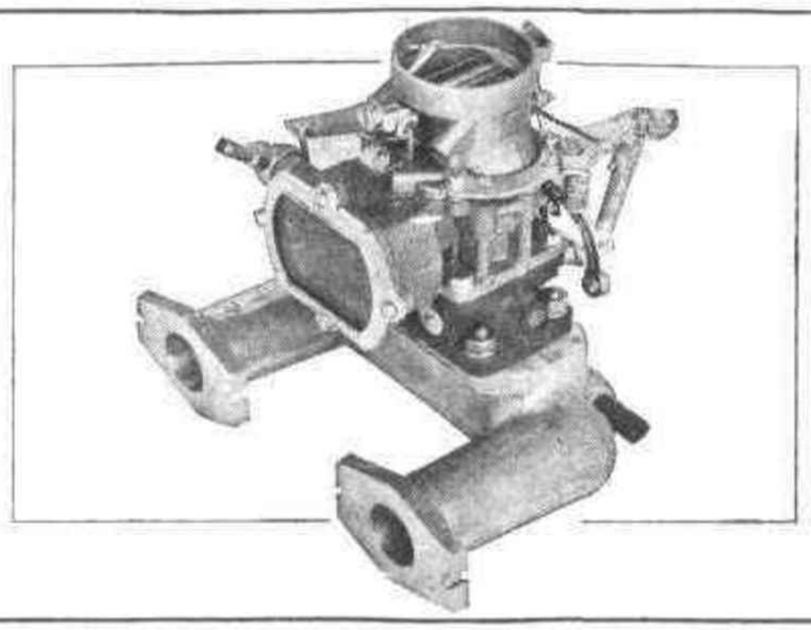
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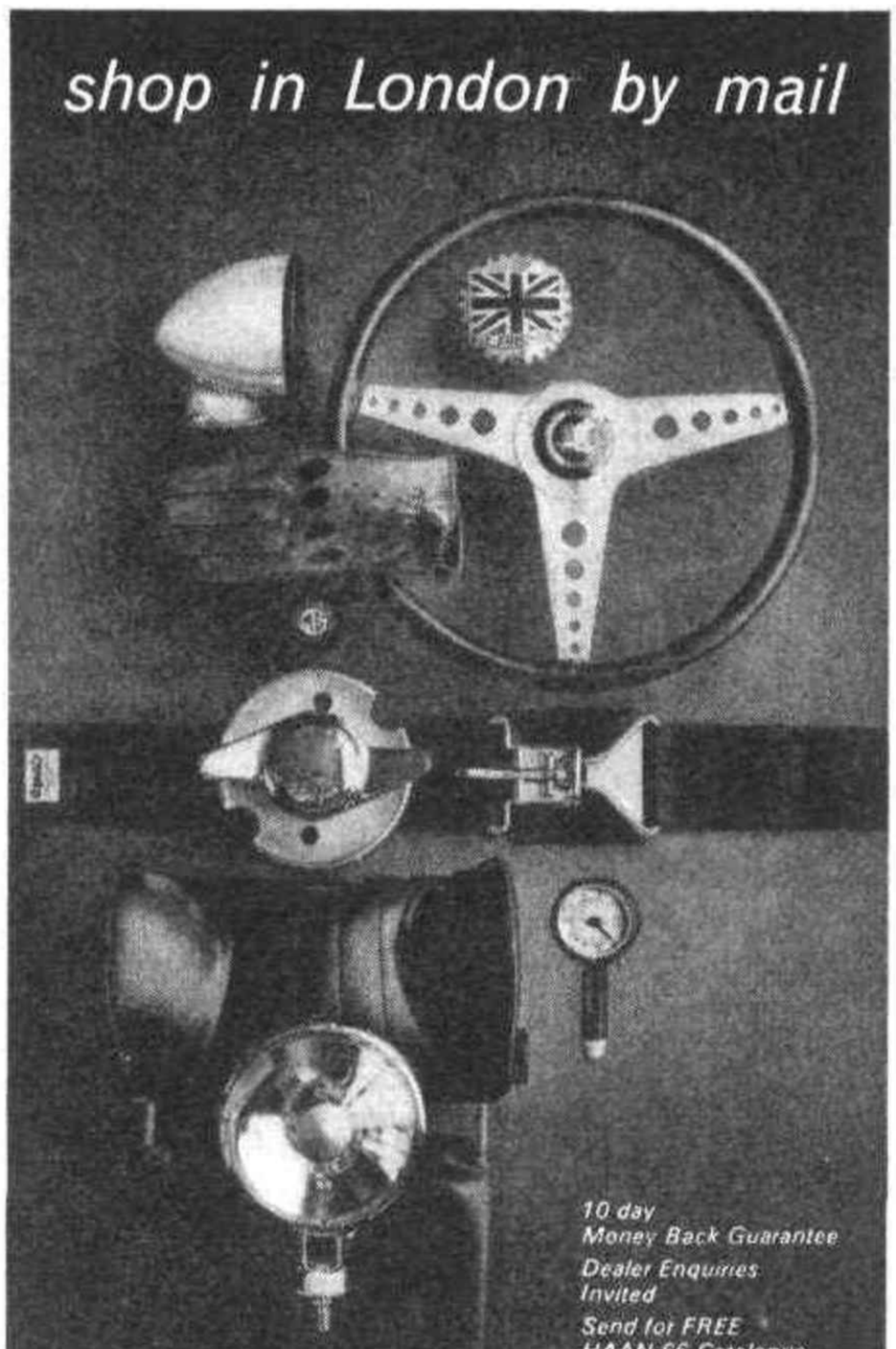
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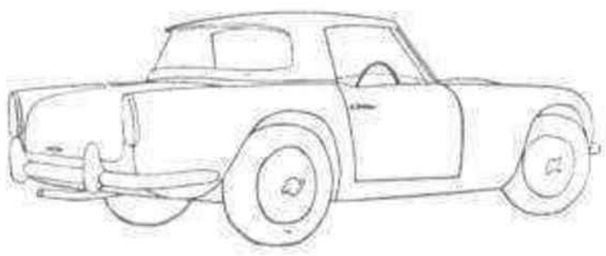
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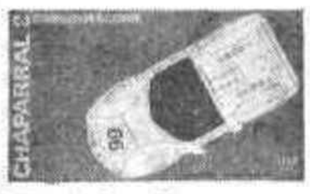
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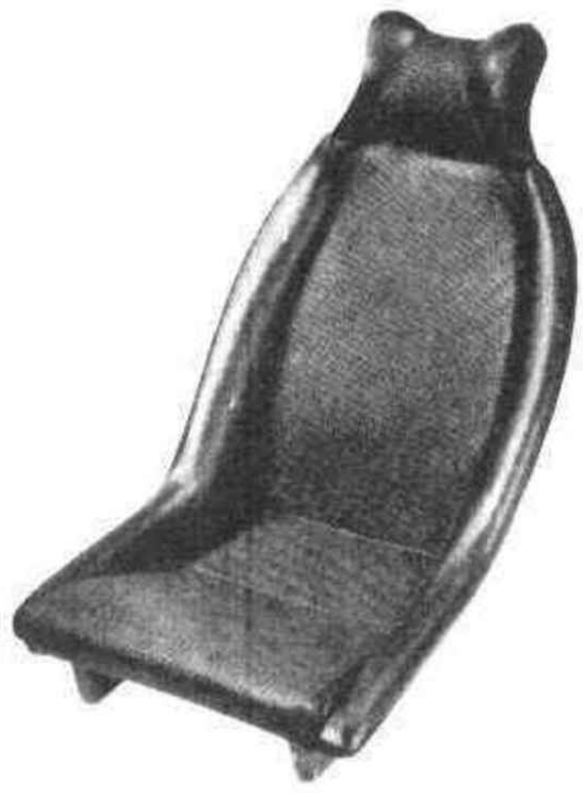
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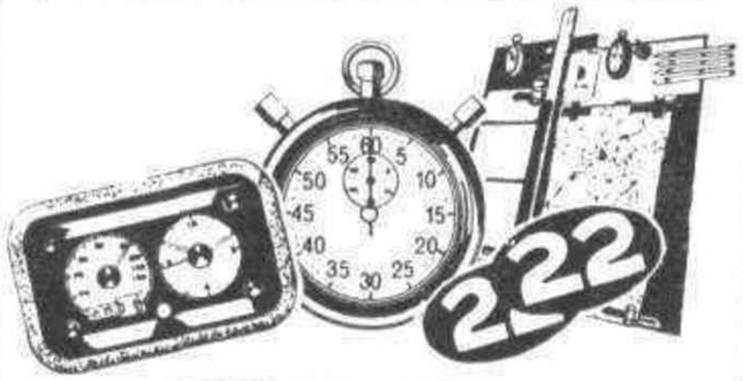
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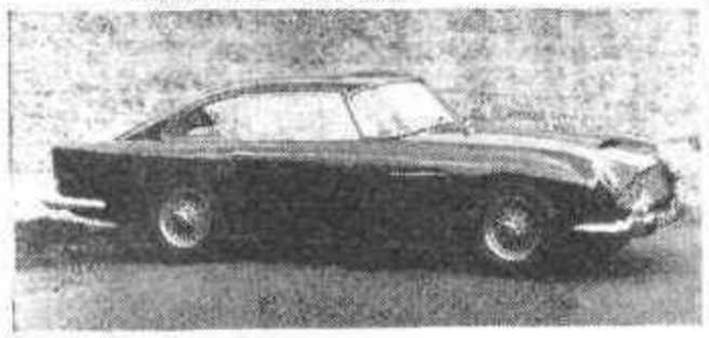
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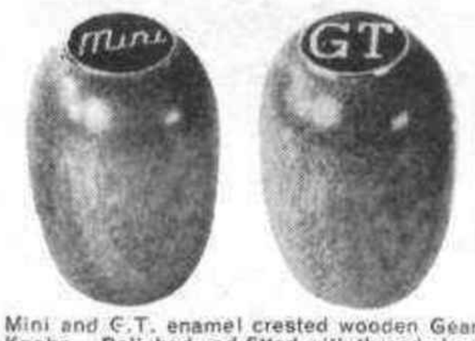
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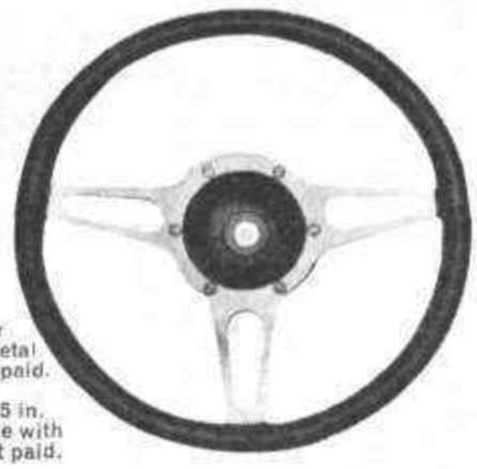
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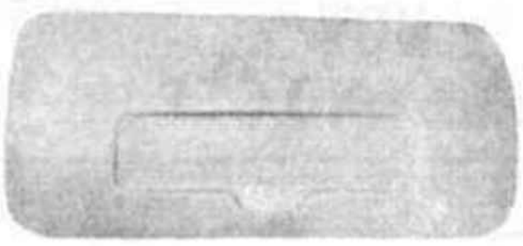


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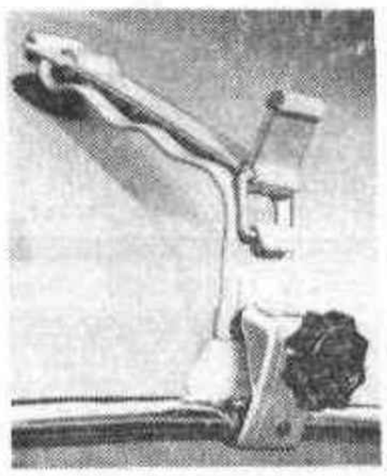
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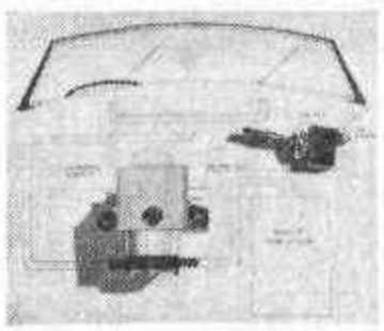
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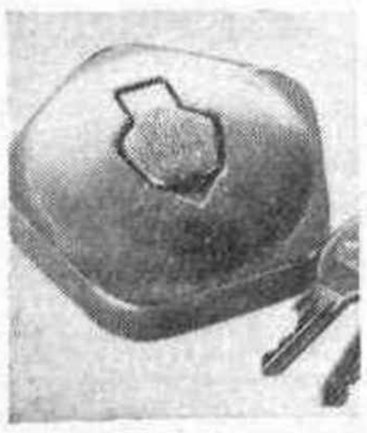
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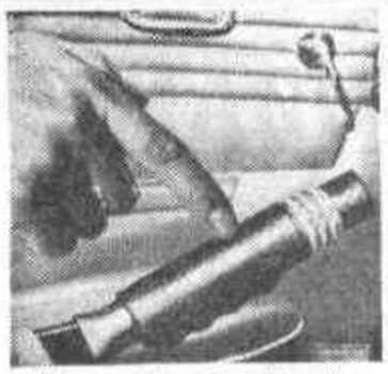
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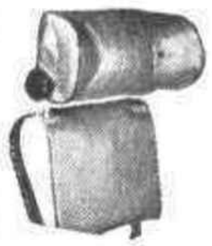
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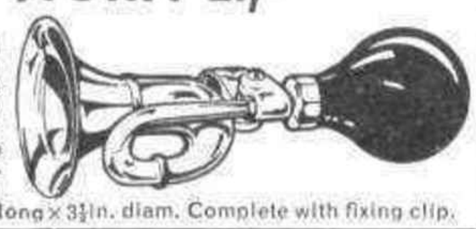


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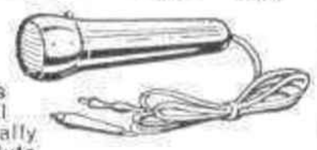
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E TYPE 1966 Jaguar 4.2, primrose with black leather, fitted with radio, heated rear screen and Sebring mirrors. £1,800. Tel: Market Harborough 2946 or 2947. (1162

REGN. HNK1 with log book for sale. Enquiries and offers to A. J. Taplin, 6 Bibby Close, Corringham, Essex. (1163

"MOTOR SPORT" 292 copies 1930-1960. Model J Duesenberg instruction book. Ditto parts list. Model 810-812 Cord instruction book. Offers please. Box 2274. (1164

ALPINE 1962, h/s-tops, w/wheels, o/drive, htr, colour red. £470 ono. South Benfleet 2705 evenings. (1165

MERCEDES 190SL roadster, regd Nov 1959, much money spent including complete engine rebuild, new clutch, tyres battery and radio, brakes relined and new carpets fitted, resprayed metallic silver with red interior. Equipment includes twin htrs, radio, B-day clock, parking light, handbook, Alfin drums, 2 twin choke Solex carbs, etc. 115mph or 35mpg. Snaps? Lhd. So only £545. Exch and HP possible with third party insurance. 44 Mayplace Rd East, Bexleyheath, Kent, or SYD 4246. (1166

ASTON MARTIN DB3, fitted Webers, Powerloc back axle, Selectaride, radio and electric aerial, discs all 4, Kenlowe, BRG, car far above average cond with good history. Write, Tush House, Selborne, Hants. Tel: Selborne 339. (1167

AUSTIN-HEALEY 3000 Mk II 2/4-str, July 1962, 37,000 miles, h/tp, htr, twin spots, radio, record gearbox, clutch, o/drive. £475. 27a Kenilworth Rd, Leamington Spa. Tel: 27347. (1168

RILEY ELF Mk II 1964 (Nov), Motorola radio, u/sealed, s/belts, wooden wheel, etc, excell cond. £420 ono. Would consider good MG TA, TC, TD or Minor tourer in p/exch. Tel: evenings Kenilworth 54856. (1169

130M.P.H. LOTUS Elite series II lightweight, stage V engine with Webers, 5 bearing cam, racing exhaust, etc, ZF box, alloy callipers, adjustable Konis, oil cooler, £50 suspension rebuild just completed including new 60 spoke wide rim wheels, new Cinturatos and new brake pads. An ultra fast low mileage car offered in full road trim including radio at £585. R. Brown, Princes Farm, Peasemore, Newbury. Tel: Chieveley 279. (1170

1961 M.G. A roadster, MoT, tax, numerous worthwhile extras, carefully maintained. £415 ono. Wentworth 3631 (Surrey). (1171

RILEY 1½ 1946, general cond good, garaged since April, MoT now expired. Hence £70 ono. Botley (Hants) 3272, evenings. (1172

XK150 DROPHEAD, 47,780 miles, Rolls-Royce regal red, perfect original cond after 2 year rebuild, never crashed. £575. Ellis, Coach House, Kingston Rd, Lewes. (1173

SUNBEAM ALPINE 1960, immac throughout, o/drive, spo's, new hood and cover, X tires. £275. Tel: Nottm. 249127. (1174

M.G. TA spares for sale, Windscreen and frame £4, Brand new oil pump £4. Distributor £1 10s. Steering wheel £1 10s. Wanted A35 gearbox. Tel: Nottm. 249127. (1175

1950 2½ litre Riley d/head coupe, extras including radio, Kenlowe fan, excell cond for year. £250. Hill, 44 Honey Lane, Cholsey, Berks. Cholsey 263. (1176

60M.P.G. 1963 NSU Prinz ohc, clock, c/lighter, h/flasher, htr. £250 ono. 6 Kingsley Rd, Northampton. Tel: 33607. (1177

1938/9 JENSEN straight 8, aluminium bodied 4-door saloon, dual ignition, 2-speed axle, variable shock-absorbers, independent suspension, believed one of only 6 built, complete and very sound but requires some work. Hence only £85. R. Baxter, 10 St. Mary's Rd, Birmingham 17 (02 HAR 1368). (1178

ASTON MARTIN 1937 2 litre 4-str tourer, very good order, most reliable, used daily, good spares. £250. Spurdens, Rutland House, Cottenham, Cambridge. (1179

ROLLS-ROYCE MULLINER sedanca de ville 1932 20/25, needs rebuild. £150 ono. Box 2275. (1180

SUNBEAM TIGER 4.2, red, black interior, h/tp, tonneau, excell cond, works maintained, not raced or rallied, a first class example of a tiger. £825. Box 2276. (1181

1939 6C 2500 Alfa Romeo d/h coupe, rhd, excell tyres, spare car. £190 ono or exch interesting vintage or pvt. R. Bonney, 43 Newbarns Rd, Barrow-in-Furness. Tel: Barrow 2827 office hours. (1182

1937 DAIMLER limousine 23.8hp, straight 6, completely renovated to mint cond, photo on request. No reasonable offer refused. 44 Gladstone Rd, Broughton, Deeside, Flints. (1184

JOHN BRITTEN

I've got just the car you need; naturally it's guaranteed. **Lotus Super Seven, 1965,** virgin aluminium and racing green, one owner, 3,000 miles, apparently cost over £700 with all its little extras, yrs for £495. **MG Midget, November 1964,** red with black interior, one owner, £470. **Austin Healey Sprite, 1965** but unfortunately for me was regd 22.12.64, red, black trim, spotlamp, Cinturatos, £470. **Triumph Spitfire Mk I, 1965,** all-black, several natty extras, bought new by a friend of mine, £490. **MG-B, 1965,** Chelsea grey, red leather, 5 bearings, oil cooler, spotlamps, one owner, £685. **MG Midget, 1965, BRG,** black trim, one lady owner, £505. **Sunbeam Tiger, 1965,** white with black trim, equipped pushbutton radio, wing mirrors, wheel trims, ammeter, clock, new Michelin 'X's, underseal, zip tonneau, twin sealed-beam spotlamps, badge bar, £820. That's only half what it cost new. **Triumph TR4, Oct. 1964,** Wedgwood blue, overdrive, wire wheels, detachable transistor radio, I.S.T., one country owner, £675. **Triumph Spitfire Mk II, 1966** model, Wedgwood blue, SAH cylinder head, camshaft, manifolding and twin-choke Solex conversion, belts, racing mirrors, woodrim, underseal, one owner, £560. **Triumph TR3A,** June 1959 signal red, works hard-top, soft-top, overdrive, radio, woodrim, branched exhaust, spotlamps, £365.



Triumph TR4, 1962, powder blue, overdrive, wire wheels, two owners, £525. Austin Healey Sprite, 1959, dark blue, Sebring bonnet, Cinturatos, £210. **BSA Bantam Major 174cc motorbike,** Sept. 1964, black and chrome, fibreglass pannier boxes, one lady owner, no reasonable offer refused. Expecting 1961 TR3A, wire wheels, overdrive, hard-top, soft-top; 1962 Mk II Sprite, 1964 TR4 in red, many will be here by Oct. 1st. Kindly bear in mind that all our cars are guaranteed with utmost generosity (parts and labour), also you can have HP with 3rd party insurance, 40% deposit, 24 months to pay. This is of course the right place to get your Cinturatos (shown in photo below together with wanly smiling Kim Brassington) because I give you a staggering 25% discount and have hundreds of them in stock. Same discount on Pirelli Sempione cross-ply.



We often have radial ply "seconds" (SP41, Cinturatos, etc.) at 42½% discount, brand new but imperceptible blemishes, some sizes only, ring first. Just had in 100 G800 radials. 155×13 tubeless, these are 42½% off and are whitewall one side only but you don't pay extra for this. Automatic tyre fitting on American Bishman machine, call in and see it working. Balancing to racing tolerances. Which brings me to the subject of my yellow MG Midget (pictured below on a tight line at Clearways). Holds lap record Castle Combe. You can see it Brands Hatch Oct. 2nd, Silverstone Oct. 8th, Mallory Oct. 9th, Brands Oct. 16th, Lydden Oct. 23rd. Note the registration number—SS 1800.



As I'm sure you already know, we have full sports car workshop facilities, Vane electronic engine tuning equipment, tame insurance men at our beck and call, and plenty of spares and accessories. Open to 7pm, closed Sundays, public holidays and "mornings after". We are on A411 in between Barnet and Elstree but nearer Barnet. Just off the A1 in fact. See you soon!

John Britten's Garage
Barnet Road, Arkley, Herts BARNET 1144

FOR SALE—continued

M.G. TD II late 1953, recond motor, dynamo, speedo, £60 respray red, extensive rechrome, one month old hood and s/s, front/rear suspension rebuild with new shockers, twin horns, w/mirrors, htr, tonneau, r/light, radio aerial, u/seal, flashers and s/washers. £290 ono. Wood, 17 Montague Rd, Bournemouth. Tel: 47150. (1183

FRAZER-NASH/B.M.W. 2-STR sports tourer with a fascinating 3 owner history, breathed on by the famous Addington brothers in 1939 and has had £400 spent in the past 10 years including a recent bottom end overhaul, all bills available, not yet run in, rust-free, excell tyres, fitted toolkit, superb hood, upholstery, handbook, spares, new MoT, taxed. Said "The Motor": "One of the most pleasing cars to test that has ever been through our hands." £350. Barry 6678. (1185

1921 DEEMSTER car, complete, original, running, 3 seat and dickey, new tyres, radiator, upholstery and paint, needs small amount of mech work to complete. £275. Lock, Glebe House, Fenney Drayton, Nuneaton, Warks. Atherstone 2378. (1186

LOTUS ELITE, immac cond, very low mileage. £480 or offers. Box 2277. (1187

MORRIS 10/4 series III ohv 1938 saloon, taxed, MoT, excell cond. £45 ono. Beswick, Hampstead 6031. (1188

ROLLS-ROYCE 1936 P3 Hooper limousine, superb coachwork, mascot, twin spares, MoT, taxed. £425 ono. Oxford 61432. (1189

1928 AUSTIN 12 4-seat tourer, complete, original, very reliable vintage transport, good cond, MoT. Drive away for £250. Dr Hayek, Fuzbrook House, Staplehay, Taunton. Tel: Taunton 7838. (1190

ENTHUSIAST'S DREAM, 1955 Aston-Martin 3 litre d/head, dark blue, 2 elderly owners since new, low mileage, unused since £90 spent on new hood, carpets and trim, really immac cond. Must sell, best over £375. Byfleet 45595. (1191

LOTUS ELITE 1962, £70 just spent on rear suspension, excell cond. For quick sale £585 ono. Imperial 1146. Viewed SE London. (1192

T.R.3, NEW engine 1963, recond gearbox, o/drive, w/wheels, new battery, halfshaft and almost new seats and hood. Lhd so only £195 ono. Imperial 1146. Viewed SE London. (1193

THE ULTIMATE XK150S, over £1,000 spent on improvements, 2-str roadster recellulosed in original carmen red, all chromium replated, Dinitrol rustproofed, retrimmed throughout in black hide, special dash, radio console and glovebox/armrest, new contour seats, hide wheel, carpets, hood, h/top, Cibies, etc, new engine, all syncro 4.2 gearbox, o/drive, diaphragm clutch, brakes, steering and exhaust completely renewed, E type wheels, Konis, Servais, Cinturatos, etc etc, better than new, used only as second car. £950 ono. Palmer, Henley-on-Thames 3694. (1194

B.S.A. 1934 saloon 10hp, preselector, fluid flywheel, good cond. £30 ovno. DL55149. (1195

TURNER CLIMAX 1960, recent engine overhaul, new cr gears, 15in w/wheels, discs, detachable h/top, new Firestones. Paintwork needs attention, hence realistic price of £290. Tel: Sawston Cambs 3002 after 7pm. (1196

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1924 RENAULT 8.3, excellent original order, **£475** complete with garlic odour.

1926 A.C. 11.9, two-seater with dickey, polished aluminium, blue wings; new trim. **£475.**

1932 DELAGE 8-cyl. sedanca, very impressive, mellowed interior but only **£350.**

1933 FORD B, Tudor, French built left hooker, very good and fast enough to be fun. **£165.**

1935 FORD V8, three-window coupé, a honey but would benefit from week in health clinic. **£85.**

1936 Venerable London Taxi-cab, complete with meter and cabbies muffler, magnificent original condition. Must have been in "All Our Yesterdays." **£395.**

1938 LAGONDA LG6 foursome convertible. Full mechanical rebuild completed recently; an elegant classic. Investment for **£625.**

1938 MERCEDES 540K supercharged convertible. Low mileage but requires some restoration. Substantial offers for this unwanted Bar Mitzvah present.

1939 FORD V8 Rumble Seat roadster, definitely mint condition. Fitted boogie woogie radio, **£380.**

1960 MERCEDES 190B, R.H.D. saloon, one owner. Excellent history. **£365.**

Also one red, two green and one grey car. These must be seen.

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FOR SALE—continued

SQUEEZE FORCES sale of magnificent dark green 1960 Sunbeam Rapier, new engine, o/drive, twin carbs, rev/counter, etc. £265 secures. Also unregd ex-Ministry record Land-Rover, fitted alternator, 5 new tyres, battery, hood, 4-wheel drive, full 7-str. Give away at £160. Fryer, High Trees, Kings Mill Lane, South Nutfield, Redhill (Surrey) 62377. (1063

CITROEN DS19, French model, entirely rebuilt as new by Andre Citroen and imported February 1963 for present owner, 17,000 miles since, unique mushroom-grey colour, silver top, nylon jersey upholstery, integral Marchais, Helphos searchlight, fully-reclining seats, manual, superb cond, Citroen maintained, bills available. £475 ono. Horner, Homeland, Heronsgate, Rickmansworth, Herts. Chorleywood 2021. (1064

MINI-COOPER, TEN months old, s/belts, 9,000 miles, white/black, superb cond. £450. SAN (S/Croydon) 8159. (1065

1959 JAGUAR IX saloon, duo-grey, o/drive, power steering, disc brakes, one previous owner, only 34,000 miles since new, an exceptional car throughout. £315 ono. Can be seen by appointment. Tel: evenings Bristol 56677. (1066

XK150 F.H.C., excell cond, £150 just spent. £295. Sharp, 28 Howbury Rd, London SE15. (1067

LOTUS SEVEN 1,500cc, discs, woodrim, c/r gears, adjustable front suspension, Rés, full weather equipment. £390. Cahill, 103 Harefield Rd, Coventry. (1068

WHY BUY a Lotus Cortina? 1961 Mk II 3.4 Jaguar, immac, 210bhp, 125mph. £475. Price difference buys a hell of a lot of petrol and insurance. 40 Prince Edward Cres, Radcliffe-on-Trent. (1069

M.G. MIDGET May 1965, showroom cond, BRG, htr, radio, 3 spots, belts, roll-bar, Cinturatos, flasher, w/mirror, regret must sell. First offer over £545 secures. HP arranged. Thomson, Kidmore End 3356 evenings. Hounslow 7256 days. (1070

1BFM REG. No. with logbook for sale. Offers. Jones, 67 Fourth Ave, Flint, N. Wales. (1071

VOLVO 122S saloon, grey, black top, new Cinturatos, excell cond. £550 ono. Box 2259. (1072

BENTLEY MK 6 Mulliner d/head, full flow engine, new tyres, excell cond. £750. Box 2260. 1073

1963 TRIUMPH Spitfire, immac cond, 28,000 miles. £450. D. Moore, 6 Park Rd, Hale, Cheshire. ALT 0721. (1074

BENTLEY R S/S 1953. £695. Bamford, Rose Hill, Stretton, Nr Stafford. Tel: Brewood 466. (1075

MERCEDES 220 1953, radio, htr, X tyres, requires valve grind, otherwise very good. £75. Saul Anahilt, Whittington, Oswestry. Whittington Castle 217. (1076

3 LITRE Bentley saloon 1925, fabric body by Freestone and Webb, original. Apply after Oct 9 to Spears, Wood Green Cott, Astley, Stourport-on-Severn, Worcs. Tel: Stourport 2179. (1077

TR4 1962, BRG, o/drive, radio, w/w and many other extras, the whole car is in quite outstanding cond, genuine reason for sale. £575 but will consider any sensible offers or part exch. Raven, 9 Hawthorne Dr, Evington, Leicester. Tel: Leicester 37617, business 23927. (1078

TR3A 1960, white, s/h-tops, tonneau, new TR4 gearbox and o/drive, htr, anti-roll bar, washers, Michelin Xs, Marchal headlights. £380. 41 Hill Rise, Rickmansworth, Herts. Tel: 73365. (1079

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1958 **XK150** f.h.c. Green	£225
1958 **XK150** f.h.c. Regal red. O'drive ...	£295
1961 **JAGUAR 3.8 Auto.** 1 owner. Excep.	£495
1956 **PORSCHE 356A 1600 Super.** Immac.	£395
1961 **SPRITE Mark II.** Immac.	£335
1962 **MIDGET.** One owner	£375
1960 **M.G.-A,** with hard-top	£375
1963 **SPITFIRE.** Immaculate	£435
1956 **A/HEALEY 100/4.** Unique	£265
1950 **JAGUAR Mark V.** 1 owner	£150
1960 **ALPINE,** with hard-top...	£295
1960 **MINI-MINOR.** Extras	£185
1963 **MINI-COOPER.** New gearbox ...	£335
1958 **TR3A.** Wire wheels, discs	£325

Very good allowance for your sports car or Jaguar in part exchange.

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FOR SALE—continued

VINTAGE 1928/29 Morris Oxford 4-str tourer in near concours cond, new battery, magneto, hood, cover, screens, good tyres, brakes relined, dyno-starter overhauled, good trim. MoT. £200. Southend-on-Sea 44986. (1082

£360. **1962** MG Midget, Ashley h/top, radio, all extras, fully serviced, 30,000 miles. VIC 4694. (1083

M.G. MIDGET 1100, 1963, cannot be faulted, immac cond, disc brakes, htr, tonneau, belts, mirrors, etc, etc, 2 new SP41, recent complete overhaul, must sacrifice before arrival of stork. £385. STR 3917. (1084

SUPERCHARGED MORRIS 1100S 1965, startling performance, moderate thirst, impeccably maintained by engineer owner. Exchange Mini or Cooper. Jury, Bristol 70271. (1085

XK150 1958, fhc, special equipment model, o/drive, BRG, 6,000 miles since new engine, Michelin X tyres. £350 ono. Owner emigrating. Bill, 2 Gentian Close, Birmingham 31. (1086

ALVIS TA14, excell rebuilt engine £50, in 1951 saloon in good order throughout. Sard, Collendean Farm, Norwood Hill, Horley, Surrey. Tel: 433. (1087

ROLLS-ROYCE 20/25 D back saloon, engine perfect, body needs attention. £150. Dane End 335, Herts. (1088

SUNBEAM 23.8 1934 aluminium pillarless, sliding roof, reputed 40,000, leather good, paintwork lining gone, wings sound, towable. £70. Doncaster 3003. (1089

BURNT OUT Bentley 1936 4¼, badly damaged interior and paintwork, spare 3½ engine, front end in excell order, headlamps, radiator, bonnet, etc. Offers to Adams, Prince of Wales Hotel, Toxteth, Liverpool 8. Tel: Lark Lane 1251. (1090

1962 M.G. Midget, 34,000 miles, many extras including h/s-tops, radio, htr. £380 ono. UPL 5551. (1129

DEFY HAIL, rain and snow in my 1961 TVR IIA, MG A 1600 unit, Monaco red, Cinturatos, all extras, excell bodily and mech. £395. 42 Park Cres, Oadby, Leicester. (1130

A VERY rare 1957 Packard-Studebaker Clipper town sedan, rhd, automatic, one previous owner, only 44,000 miles since new ohv V8 supercharged engine, duo-tone, recent new whitewall tyres, immac. £325 ono. Would consider pre-41 American car p/exch. 183 Bishop Rd, Bristol 7. Tel: 46031. (1131

JAGUAR 2.4 1957, record engine, brakes in May, new exhaust, immac inside and out, metallic blue. £215 ovno. High price, but an outstanding Jaguar. Braintree 842 evenings. (1132

SPRITE DE luxe 1963 1,098cc, low mileage, immac original cond throughout. £435 ono. Maidenhead 28352 evenings, weekends. (1133

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FOR SALE—continued

1932 M.G. F type. £60. 133 "Motor Sport" from 1953, "Autosport," "V&V," etc. Rotax headlamps suit 18/80 MG. Offers. Panter, Gilbern, Ashby Rd, Shepshed, Leics. Tel: 2121. (1134

STANDARD 10 Super 1957, first class, new engine, tyres, MoT. £95, no offers. Egham 3500. (1135

AUSTIN HEALEY 100/S, faultless cond, ex-works, completed Mille Miglia etc, reg no OON439, tremendous performance, eats 3000s, eligible historic races, fitted unique cast-iron head, much time and money spent. Offers? Might p/exch. 41 Kingswood Rd, Watford. (1136

1962 ROCHDALE Olympic, recond Ford engine, 10,000 miles, bucket seats, woodrim steering wheel, wasted on woman! £250. Stanping Hill 4074. (1137

LANCIA B20 GT 4th series reg OWR1, good mech, immac interior, radio, well shod. £275 ono. Mills, 16 Hill Rise, Woodstock, Oxford. (1138

JAGUAR E type fhc, 1963, finished in carmine red, chrome wheels, new RS5, whitewalls, radio, low mileage. £1,065. Not cheap, but really very good value. Will accept any p/exch. Guenier, Marple 3711, Cheshire. (1139

RILEY 2½ litre 1951, 100mph, s/washer, fog lamp, reversing light, rear demister htr, superb body and brakes, good tyres, 12,000 miles since engine rebuilt, bills, workshop manual, this car is probably the best of its kind in the south. Offers around £140. Licensed to Feb 1967. Dorking 6247. (1140

DAIMLER EMPRESS 1951 aluminium sports saloon by Hooper in black and beige, taxed, insurance and MoT to June 1967. £190 or swop MG or Morgan. D. C. Gass, 5 Isleport, Highbridge, Somerset. (1141

JAGUAR MK II 3.4 1960, finished in opalescent silver blue, extras include Webasto roof, w/wheels, o/drive, £40 Pye radio, Coombs exhaust, Cinturatos, woodrim, looks beautiful. £420. Terms, exchanges. Clark, Bayleek, Hambledon Rd, Denmead, Portsmouth. Hambledon 821. (1142

ASHLEY I h/top. £15. Fit Sprite II. 14 Shillbrook Ave, Carterton, Oxon. Tel: Carterton 372. (1143

1962 ROCHDALE Olympic 105E, tuned, radio, spots, w/wheels, Microcel seats, Cinturatos. £305 ono. N. Burton, 29 Poplar Ave, Spondon, Derbys. (1144

LEA FRANCIS 1949 2-str sports, resprayed, rechromed, 87bhp, £100 spent in last few months. First reasonable offer around £100 secures this immac good looking car. Shirley (Warks) 4026 evenings. (1145

1934 9H.P. Wolseley saloon, black, MoT. Offers. 126 Station Rd, March, Cambs. (1146

£28. JAGUAR 3.4 or break. Austin 7 magneto engine, chassis, axles, Javelin axle, wheels, camshaft etc. Harfield, 1 High Bank Ave, Stalybridge, Cheshire. STA 3513. (1147

ALVIS 1923/24 rear axle, complete. £20. Quayle, Martins Bank, Plymouth. (1148

COLLECTOR'S ITEM, Sunbeam motor cycle, 1932, 600cc Lion restored to new condition, complete except for lighting. £125. Quayle, Martins Bank, Plymouth. (1149

RILEY NINE Kestrel, stored for 2 years, resleeved 4 years ago, requires piston rings, poor chassis, new tyres, dynamo, springs. Buxted 3221. (1153

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FOR SALE—continued

1959 **ALFA** Romeo Giulietta Sprint, 2 owners, red, £350. Birmingham, Streetly 1356. (0973

S.S. 100, completely rebuilt from frame, all worn parts renewed, rechromed, reupholstered, resprayed BRG, perfect. Offers over £1,000. Box 2252. (0974

M.G. TF 1250, red, gold seal engine, 11,000 miles, extras. £295. Also ZA Magnette saloon £120. Both cars excell cond. Tel: Bury St. Edmunds 4750. (0975

M.G. B, Feb 1965, red, o/drive, Cinturatos, air horns, radio, tonneau, leather wheel, superb cond. £675 for quick sale. Tel: Dunstable 61480. (0976

FAIRTHORPE ELEKTRON Minor, 1958, red, recond engine and new clutch, 2,000 miles only, good tyres, racing mirrors, MoT, 50mpg. £200. Thanet 51728 weekends, Park 6348 weekdays. (0977

KESTREL SPRITE, 1936, MoT, new carbs, Scintilla, tyres, battery, exhaust, full history, fast, excell throughout, htr, w/washers, spares. £130 ono. Also 1926 A7 tourer, rough, host of early/late spares. Lapeyre, 3 Alderleigh Rd, Glen Parva, South Wigston, Leicester. (0978

LANCIA FLAVIA saloon, 1962, 25,000 miles, new Xs, excell cond £600. Lake, Chestwood House, Barnstaple, Devon. (0979

V.W. 1300 d/l saloon, 1966, only 3,800 miles, large bumpers, red, unmarked, epoxy u/sealed. £615. Selling since new car with new job. 42 St Leonards Ave, Windsor. (0980

TL8 4u0 Sunbeam Talbot 90 1956, sills and doors treated with fibreglass and aluminium should outlast next owner, good for 100mph if restrictions allowed. £150. Also 1935 Riley Falcon, aluminium body, 2-tone grey, sound pvt car. £100. Tufnell, 12 Grammar School Rd, Lymm. Tel: 3189. (0981

TR3A 1959, o/drive, h/s tops, tonneau, new s/screens, Servoplus, new discs, torsion bar, radio, htr, spots, many other extras, mech and bodily perfect, MoT, tax May. £330 ono. Gerrards Cross 82162. (0982

LAGONDA DB 3 litre, Nov 1955, one owner from new, 49,000 miles only, engine completely rebuilt including new crank, main and big end bearings, just run in, absolutely immac and original throughout. Luxury and performance for £595. Tel: Riverside 5649. Box 2253. (0983

AUSTIN HEALEY Sprite Mk III, 1965, one owner, 18,000 miles, htr, tonneau, a/r bar. Save £50 on garage prices. £498. Leicester 38863. (0984

JAGUAR SPARES Dismantling XK120, XK150, 2.4, 3.4, 3.8, Mk. VIII, Mk. IX and Mk. X. New wire wheels, suit XK150, etc. Alloy rims £8 each plus carriage. Vast stocks, export enquiries welcomed.

BENTLEY SPARES Dismantling 3½-litre, 4¼-litre, Mk. VI, 'R' and 'S' types. Vast stocks. Export enquiries welcomed. Full repair service.

A. B. PRICE LIMITED
Hardwick, Studley, Warwicks. Studley 2377

FOR SALE—continued

ZB MAGNETTE, Aug 1958, birch grey, recent engine o/haul, polished head, rebore etc, new brake linings, s/through exhaust, Xs, resprayed, good chrome, new veneer, genuine reason for sale. £275. Bunn, RAF Rudlor Manor, Hawthorn, Wilts. (0985

SUNBEAM ALPINE 1V, 1965, white, o/drive, htr, tonneau, safety belts, taxed, well shod, bodily and mech perfect, maintained by manufacturers, reliable and economical. Realistic price £650. Ball, 240 Sunnybank Ave, Willenhall, Coventry. (0986

RILEY 1½ 1954 RME vgc, mech perfect, radio, flashers. £200 ono. Tel: Mrs Welton, Ashton-in-Makerfield 78697, 9-5 weekdays. (0987

XK150 DROPHEAD, discs, chrome w/wheels, 1958, basically sound, needs tidying up. £185. Cheshire, Box 2254. (0988

CREDIT SQUEEZE, my 1952 2¼ litre Lea-Francis sports must go, tonneau, Turbospeeds and usual extras, fast. Offers. Lockyer, 24 Kingswood Boulevard, Bebington, Cheshire. (0989

TONY MITCHELL

offers for sale two of his personal cars, both maintained regardless of cost :—

1953 Prototype Bristol 404, Chassis No. 2001, used for development work by Bristol Cars, then Chairman's personal car. A fully documented history goes with car which includes every item spent on car. Rebuilt by us in 1963 with new frame members, headlining, £120-worth of Wilton carpet, seats re-made, new instruments, special red rosewood dash. Engine rebuilt and tuned and polished. New sports close-ratio gearbox with fixed first, new propshaft, 4.3 and 3.9 diff., disc brakes, new stove-enamelled wheels, hub caps, etc. Whole car stripped down to bare aluminium and resprayed 16 coats real black cellulose, new lights, chrome, wipers, air horns, Kenlowe, etc., etc. £900 spent last year. 6,000 miles since '63 rebuild—**£1,500.**

1923 3-litre T.T. Replica Short Chassis Bentley, original throughout with prized Blue Label. Lightweight 4-seat tourer body by Park Ward, re-trimmed in best Connolly red leather, new carpets. "A" box, rebuilt-1927 large sump Speed Model engine, new brakes and drums, new tyres, new hood, new lights, windscreen, etc. £750 spent last year. A very pretty and much admired Bentley—**£1,750.** *Sole reason for sale of above cars due to contribution to Harold's memorial fund.* Also we offer a **terrible Bugatti,** 8-cylinder, two-seater, Type 30, 1923. Good engine and gearbox—first **£850,** or break for spares. Also **B.M.W. 328,** pretty clapped but original—**£350.**

TONY MITCHELL LTD., Church St., Faringdon, Berks. Tel.: 3214

FOR SALE—continued

TR4 1962, immac, o/drive, w/wheels, radio, s/belts, tonneau, htr, new carpets, taxed 12 months. £560. Pudsey 76953. (0990

MJH6 GN 195 Morris Oxford. Offers over £50. Tel: Warborough 404. (0991

1935 **ALVIS** Speed 20 saloon, unique Vanden Plas body with twin side mounts and large boot, finished to concours condition. £475. Watton, 169 Woodlands Park, Almondsbury, Bristol. (0992

AUSTIN HEALEY 3000, 1960 BT7, white, 38,000 miles, s/top, tonneau, Michelin Xs, new clutch and brakes, o/drive. £345. Umney, 133 De Beauvoir Rd, London N1. CLI 9566. (0993

ROLLS-ROYCE 20 hp 1928 Mac Per, engine rebuilt by Rolls, handbook and history, original but for hand made brake body, taxed Dec. Offers around £500. Also Sunbeam 23.8hp 1928, was 2-str but was converted to garage breakdown in 1936, everything original, splined hubs, servo brakes, this would easily reconvert. £125. Bone, The Old Rectory, Weeting, Brandon 265, Suffolk. (0994

M.G. TC 1951, immac in white, 800 miles since engine overhaul. £240. Offers? Cooke, Primrose Cottage, Hartpury, Glos. Tel: Staunton Court 232. (0995

M.G. TA 1938, good cond throughout, many spares. Harrison, School House, Hixon, Stafford. (0996

AUSTIN 7 1937, body in excell cond, 1932 engine, 2 brg crank, in good working order including tyres and battery, rewired, taxed. £70 ono. Also "Autocar" and "Motor" from 1963 to date. Offers. Maguire, 161 Shardlow Rd, Derby. Tel: 72196. (0997

1936 **PACKARD** Super 8, 7 passenger limousine, everything original, pelican mascot, 6 good tyres, taxed Sept 1966, MoT May 1967, immac cond throughout, death of owner forces sale. Offers please. Constance Robertson, 190 Oaks Lane, Newbury Park, Ilford, Essex. (0998

TR2 SEEKS enthusiastic owner, blue/black, o/drive, Xs, etc, quite good cond. Around £115. Nicholls, 9 Perth Rise, Lower Eastern Green, Coventry. (1024

M.G. MIDGET 1964, BRG, 18,000 miles, w/wheels, htr, twin spots, air horns, tonneau, w/rim, many other extras, mint cond. £470 ono. Tel: Paddock Wood (Kent) 306 after 6.30. (1025

LANCIA AURELIA B12 saloon series 6, this car is in mint cond inside and out, mileage 27,060 believed original, taxed. No offers, £425. Bone, Weeting Rectory, Brandon, Suffolk. Tel: 265. (1026

ALFA ROMEO 1900 Super Berlina, rhd, Michelin X, u/sealed, htr, exceptionally good cond and low mileage for year 1956. £190. Riverside 9497. (1027

AUSTIN HEALEY 3000

2/4-seater. May 1960.

Overdrive. New hood, wire wheels.

Excellent value at £375.

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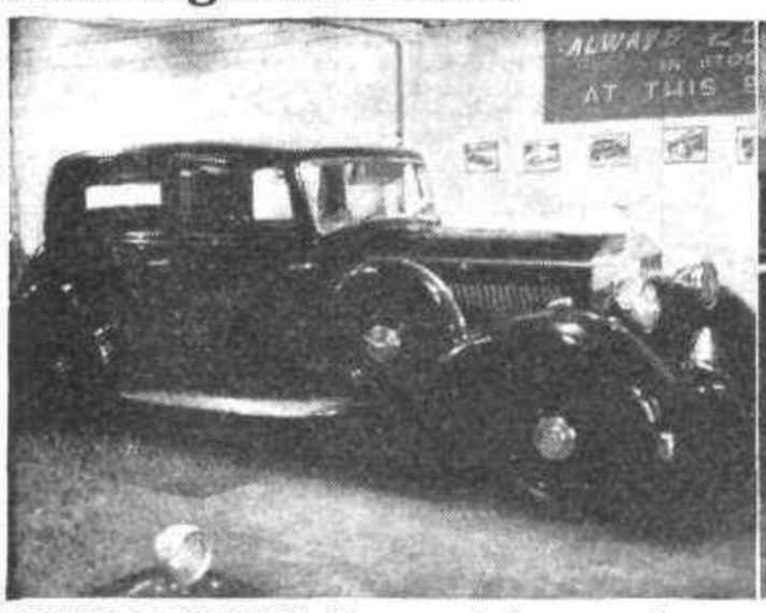
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ROLLS 20/25, 1935, close-coupled sports saloon by Hooper. Only 80,000 miles recorded. Original paint, carpets, etc. Engine just rebuilt (rebored, etc.). Complete original tool kit, in superb original condition.



ALVIS Speed 25, 1937, drophead coupé. After 14 months, the restoration is now completed; new leather interior, carpets, hood, every part rechromed, repainted, etc., etc. In concours condition.

MANY OTHER VINTAGE AND CLASSIC CARS IN STOCK, ALL RESTORED TO SHOW CONDITION.

I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" OR POST-WAR "BREAD AND BUTTER" CARS EVER BOUGHT OR SOLD.

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OPENING SOON: THE NEW "RANCH ROOM". Dinner/Dancing (weekends). OLD TIME MUSIC HALL (weekdays), and for those who want to drink in peace and quiet, the new "HUNTING ROOM COCKTAIL BAR."

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Tel.: **STABLES,** KINGHAM 319
HOTEL, KINGHAM 209

KINGHAM, OXON

(Halfway between Chipping Norton and Stow in the Wold)

FOR SALE—continued

WHITE FIAT Balilla 1935/37 1,100cc, completely restored, bodily and mech perfect, Black Diamond team car, recent successes circuit racing, hill climbs, sprints, concours, Cuthbert's, all weather equipment, taxed, many spares including engine, box, diff, etc. Offers. Smith, Parsonage Croft, Bakewell 2174. (1028

BRISTOL 404 1935, mint cond, discs, immac, completely overhauled, collector's unique specimen. Offers over £500. Gilbert, 131 Lichfield Street, Walsall. Tel: 22151. (1029

"MOTOR SPORT" June 50-Dec 64; "Auto Sport" 1951-62, "Veteran and Vintage" 1956-58, numerous "Sports Car" and "Lotus Owner", "Sports Car Illustrated," race programmes Silverstone 50-63. £15. Tebbutt, 15 Watermead Rd, Luton, Beds. (1030

1962 E type f/head, superb cond, maintained regardless of cost, Blaupunkt self-seeking radio, c/p w/wheels, Konis etc. £895. Tel: LOWer Hook 4050 day time or Elmbridge 4614. (1031

RILEY 1½ 1954, engine needs some attention. MoT cert. £70. Pollard, 4 Spenser Rd, Harpenden, Harpenden 4367. (1032

1947 HUMBER limousine Mulliner Sedanca, radio, htr, etc, in rear, very attractive car in sound cond, taxed, tested. £95. Gough, 75 Granley Rd, Cheltenham. Tel: 28278. (1033

T.V.R. MK II 1960, modified 105E, recent rebuild, new kingpins/suspension bushes, body sound but needs tidying. Will haggle around £275. Wellingborough 3412. (1034

SUNBEAM TALBOT 90 IIA sports saloon 1952, completely overhauled, exceptional cond throughout, MoT, taxed, good tyres. £120 ono. Caldy Cheshire 5925. (1035

AUSTIN 7 1934 special 2-str, aluminium body, daily use, MoT June 1967. Bellbottom, Satchell Lane, Hamble 2017. (1036

RILEY IMP 1935, Just rebuilt at cost of £500, new wings, hood, tonneau, interior, everything. £430. Goodley, 400a Merton Rd, London SW18. (1037

ALFA-ROMEO GIULIA TI, first regd 1966, blue, s/belts, s/covers, etc, only 19,000 miles and in immac cond throughout. Shortly going abroad therefore £720. Tel: Orpington 28778 evenings. (0999

1929 AUSTIN Chummy, good mech, body, hood, sidecurtains, MoT to Aug 67. £135. Photo, details, Waby, Holme on Spalding Moor, York. Tel: 247. (1000

M.G. TF 1954, just resprayed, new hood, engine recond 6,000 miles, htr, Mich Xs, really excell cond throughout. £350 ovno. Jones, LAN 9991 (business), 47 Rosper Court, Clapham Rd, SW9 (home). (1039

AUSTIN COOPER 1275S, green, cream, May 66, 1,000 miles only, as new, taxed May 67, twin tanks, oil cooler, u/sealed, s/belts, rev/counter, Lucas fog and driving lamps, cost £865. Accept £700 ono. AMB 5475. (1041

M.G. TF. £200. Mech rebuilt in last 3 years, body fair, two cars so one must go. Allen, Almora Hall, Middleton St. George, Nr Darlington. Tel: Dinsdale 210. (1092

MARCOS GT gull-wing in superb order. Cosworth 997, green spots, excellent metallic blue body, class winner at Nurburgring, Zandvoort, many successes nearer home, last two seasons sprints only, unbeaten in class, Brighton class record 1965, no attention necessary, ready for competition and first place. £375. Watford 42075. (1001

1936 AUSTIN 12/4 Ascot saloon, immac original cond, genuine 39,000 miles, brakes relined, wheels respoked and stoved, new exhaust system, tools etc, concours award winner. Sensible offers please. 234 Western Rd, Leicester. (1002

LOWLITRE MUST go says fiancee. Lotus Super 7A ex-Dawnton works sprint/road car, wide rear track, new box and diff, engine just run in, full weather equipment. £275 ono. Glover, 7 Ashtree Square, Bramcote, Notts. (1003

A CAR of character which handles in the classic tradition, 1947 2½ litre Jaguar saloon, low mileage and in first class condition, original cellulose, radio, htr, etc. £95. 57 Kingston Rd, Manchester 20. DID 3041. (1004

MERCEDES BENZ 230 saloon 1938, good cond but some attention to motor, in daily use, seen Leeds. £95 ono. Box 2255. (1005

N.S.U. PRINZ 1000, 1965, red, Cinturatos, air horns, owner emigrating. £425. Fish carburettor, suit Viva, Mini. £18. 19 Clifton Rd, Paignton, Devon. (1006

1937 DC/70 Delage d/head. £80. 1927 Austin heavy 12/4 open tourer, many spares. £95. Both need restoring. Tel: Ninfield 259 (Sussex). (1007

UNUSED SPEEDWELL oil cooler for Sprite or similar. £9. Buckley, 37 OMQ RAF Bicester. (1008

UNUSED 1966 MG B white/red interior, anti-roll bar, Cinturatos tyres, parking light, etc, mint cond. £810. 45 Greystones Dr, Sheffield 11. Tel: Sheffield 64848. (1009

1950 SILVERSTONE Healey D type, red/black interior, magnificent original cond, mech perfect, new tyres, etc, taxed and MoT. £475 ono. Tel: Blackburn 21143. (1010

ROLLS-ROYCE 1929 21.6hp, exceptional car cosseted by indulgent owner past 17 years. £250. Box 2256. (1011

WILL SOMEBODY take an interest in my excell looking red and black Singer 4AB 1951, new hood, good tyres, loads of spares. Offers around £100. 1 Reevey Ave, Hazel Grove, Stockport. Tel: Stepping Hill 4395. (1012

VITESSE SEPT 63, mech perfect, fast, economical, good radial tyres. Bargain £295. AMB 4488 or write 60 Gloucester Mews, London W2. (1040

1927 AC Acedes 2-str tourer with dickey, 15hp, 6 cyl, almost concours cond, original down to upholstery, needs new hood, work on s/screens, spares, engine, chassis, etc. £475. C1-TOW-2455. (1093

MY HAIRY 1948 Jaguar 3½, above average cond, must be sold at around £150. Crump, Kilburn Hall Hotel, Torwood Gdns, Torquay. Tel: 23432. (1094

M.G. PB 1935, midnight blue, original, recond engine, good bodywork, extras. £95. 35 Park Rd, Duffield, Derbys. Tel: 3031. (1095

XK140 1956 fhc, truly immac, BRG, red leather interior, genuine 31,000, o/drive, Radiomobile, tw/spt, 4 new R55s, beautiful orig cond. £375. Mr. Whelan, 52 Firs Rd, Sale, Cheshire. SAL 0762 after 6pm. (1013

M.G. A spares. New hood £10. Wood rimmed wheel £4 10s. Fronts hubs complete. Rack and pinion etc. Wantage 2798. (1014

MUST GIVE away my two cars. Daimler SP250, almost new R55s, exch engine fitted Dec 1965 (stamped in log book), immac throughout. And 1962 Lotus 7, words cannot describe, genuinely in concours cond, probably one of the most attractive in the country. £325. After Oct 5th, DID 5142 (Manchester). (1015

TWIN SUs and manifold suitable for Mini. £15 ono. Reg Nos wanted, RMJ, FMD, RMM, FMM. McDougall, 18 Glenhead Cres, Hardgate, Dunbartonshire. (1016

IMMACULATE HISTORIC racing car, 1933 Appleton special for sale, exactly as successfully raced in VSCC meetings 1963/64, many spares including gear ratios, twin rear wheels, racing tyres etc, for details see Boister's Book of Specials, Jenkinson's Pocket Racing Car Book, etc. Baker, Eastfields, King's Bromley, Staffs. Yoxall 315 evenings, Wednesbury 0781 day. (1017

JOWETT JAVELIN 1952 de luxe, phase 3 engine, new tyres, fitted radio, good cond, MoT and taxed April 67. £65. Napier, Weston Longville, Norwich, NOR-59X. (1018

ALVIS-HEALEY 1953 3 litre sports, a rare car in very good cond, BRG, tonneau, fogs, Michelin Xs, etc, taxed, MoT. £250. EUS 3421 office hours or Bates, 94d Hornsey Lane, N6. (1019

1961 RAPIER, moonstone/brown, rev counter, s/belts, well maintained. £300 ono. 3 Essex Court, Tugford Rd, Selly Oak, Birmingham. (1020

1928 FORD Model A 14.9hp, this car is in outstanding cond, repainted to original colours several years ago, mech sound, year's MoT, taxed. This car was driven to Ford Motor Co and back in 1961, see Ford Times. This must now be an investment at £425 and can be seen. Marchfield House, Queensferry Rd, Edinburgh 4. Tel: DAVidsons Mains 1573. (1021

FORD CORSAIR V4 GT automatic, unmarked white, black upholstery, 4 door, u/sealed, Reg Dec 3 1965, only reason for sale owner gone abroad. £640. ARN 2726. (1022

M.G. TC 1948, red, good specimen, MoT May 1967. £145 ono. Russell, 6 Westbury Park, Bristol 6. Tel: 33981 after 6.30. (1023

LEA-FRANCIS 1948 1,767cc sports 2-str, aluminium body, vgc, must be seen. £169 ono. Tel: Feltham (Middx) 7086. (1038

A.C. 1954 2 litre rara 4 door saloon, excell cond, maintained by AC. Expect £275. 108 Bouverie Rd West, Folkestone 52825. (1096

AUSTIN MINI-COOPER 1963 model, green/white, £95 auxiliary equipment, X tyres, excell cond. £295. Tel: Penn (Bucks) 3058. (1097

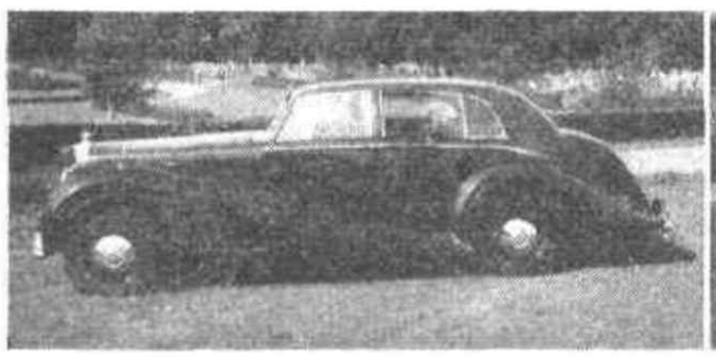
TRIUMPH ROADSTER 2000, MoT June 67, gunmetal coachwork, red interior, in perfect cond throughout. Will haggle around £80. A. D. Williams, Red House, Ellerdine, Wellington, Shropshire. Great Bolas 284. (1099

HITCHIN 3444

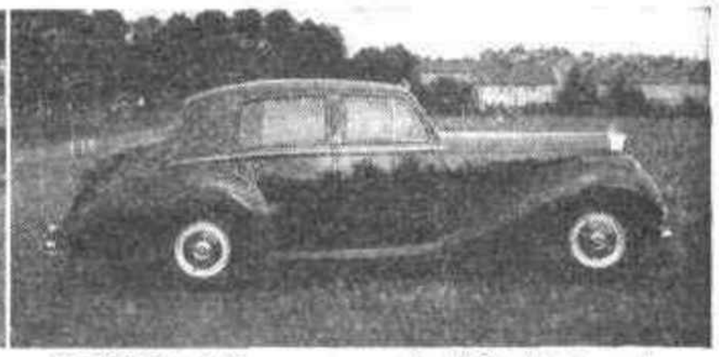
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HITCHIN 3445







BENTLEY, 1952 4½-litre big-bore, coachwork by Mulliner, bronze green, dark green leather, mileage 116,000, factory engine fitted 98,000. Entire car in quite outstanding order. **£775**

ROLLS-ROYCE Silver Cloud I, 1957, power-steering, black on silver grey beige interior. Two owners, mileage, 93,000, Barclay and Hythe Road maintained throughout, complete written history. A first-class car in every respect. **£1,875**

BENTLEY R-Type automatic, 1954, black, red interior. Three owners, indicated mileage 58,000, possibly genuine. Supplied and maintained by us past two years for fastidious owner. Undoubtedly one of the best R-Types currently available. **£875**

ROLLS-ROYCE Phantom III Hooper sports saloon, 1938. (See photograph last month). Unquestionably an outstanding car. **£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**

TWO 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**

BENTLEY 'R', 1953 synchromesh, Freestone & Webb special all-alloy coachwork, duo blue, red interior. Thoroughly serviced. A distinctive car in excellent order throughout **£745**

BENTLEY Mk. VI Park Ward power-top convertible, 1949, dark green, brown hide interior. **£695**

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 saloon, 1949. Very scruffy, but mechanically surprisingly sound. To clear **£145**

BORGWARD Isabella TS 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£195**

1961 CHRYSLER Newport sedan, 6-litre V8 automatic, power-steering, power-brakes, new gearbox just fitted, 34,000 miles. Pale blue, matching interior, twin headlamps, superb radio, etc. Not everyone's taste, but a first-class example of modern American quality at a fraction of its original price. **£625**

CHRYSLER Crown Imperial, one of America's top three cars, 1958, all-power, self-seeking radio, etc.; three owners, 50,000 miles. Original cost probably £6,000, and now a very fine piece of machinery offered at **£585**

COOPER-BRISTOL Mk. II racing car, reputed ex-Brabham, believed recent mechanical overhaul, undoubtedly in excellent order. Eligible V.S.C.C. Historic Racing Car class and ready to use. Offers around **£1,500**

LAGONDA V12 Freestone & Webb sports saloon, 1939. (See photograph last month). Attractive styling, excellent coachwork, good chassis but engine only fair, hence realistic price of **£225**

LAGONDA LG45 pillarless saloon, 1936. Needs painting, but very fair otherwise. **£165**

VINTAGE:

Superbly restored 1924 **B.S.A.** occasional 4-seater tourer, 10 h.p. 2-cylinder air-cooled, completely original specification. Very rare car.

CADILLAC LA SALLE V8, 1928, 2-seater convertible. Mechanically complete, original headlights etc., body sound but needs repaint and re-trim and complete new hood and hood mechanism. **£175**

DAIMLER 25 h.p. sleeve-valve, 1928, hearse body and running recently. To clear **£95**

HUMBER 15/40 tourer, 1925, with f.w.b., very original indeed except for recent repaint, Auster rear screen, etc. A practical everyday vintage touring car. **£425**

1929 STUDEBAKER President Straight-Eight 7-place sedan (no division); very high quality car of its time; recorded mileage 79,000 possibly genuine; cloth interior remarkably good, all chrome renewed, excellent paintwork in black and grey, whitewall tyres, wire wheels. **£500**

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.

PAYNES PARK, HITCHIN, HERTFORDSHIRE

FOR SALE—continued

1966 GINETTA, 1500 Holbay Ford, 3 months old, 2,500 miles only, w/wheels, SP3s, full weather equipment, metallic blue, special steering wheel, offered for sale due to change of plans. Offers close to £800 considered. Serious enquiries for further details please ring Kidmoore End (Nr Reading) 2449. (1098

XK150 F.H.C., o/drive, w/wheels, in unmarked metallic blue, 1,600 miles since new clutch, brakes, tyres, complete overhaul, etc, bills. £485 ono. Harris, 6 Gatehouse, Ditton Rd, Surbiton. Office Tel: LOW 5244 ext 1183. (1100

M.G. SA 1936, immac cond, the envy of many, but the pride of one. £250 ono. 107 Thompson Ave, Wolverhampton, Staffs. (1101

DAIMLER SP250, 1960, new engine 15,000 miles, new hood, htr, washers. Tel: Cropthorne (Worcs) 432. (1102

F.N./B.M.W. 327/80 cabriolet, 1939, mech good, little worn Xs, spares. £75. Storey, Keeper's Cottage, Gisburn, Clitheroe, Lancs. (1103

ROLLS-ROYCE 1934 Phantom II PY series Hooper limousine, microphone in rear compartment. £300. Jowett 7hp 1935 Weasel tourer. £40. A. Heywood, 85 Manor Ave, Brockley, London SE4. Tel: TID 2409 evening only. (1104

M.G. TC 1949 reg ZJ1961, polychromatic BRG, recently recond throughout, immac cond. Offers around £250. Stelling, 66 Shanklin Rd, Shirley, Southampton. Tel. (work) 26153. (1105

ALFA ROMEO 1600 Giulia TI 1964, 27,000 miles, excell throughout, radio, s/belts, almost new Cinturatos. £750 ono. Ball, Abbey Farm, Hoxne (222), Diss, Norfolk. (1106

1933 AUSTIN 7 Nippy, engine overhauled, 5 good tyres, in outstanding cond throughout. MoT, inspection welcomed. £100 ono. J. T. Anderson, 101 Marshalls Rd, Raunds, Wellingborough, Northants. (1107

AUSTIN NIPPY 1936, mech sound, standard engine, SU carb, Bowdenex brake conversion, 17in wheels, new tyres. Offers? Also numerous A7 parts. Elliott, 61 Dunkeld Rd, Sheffield, Yorks. Tel: 361159 evenings. (1108

19FT. AND 5.3 litres of white elephant! 1934 straight 8 Chrysler Imperial, rhd, radio, o/drive, interior phone, excell tyres, hydraulic brakes and jacks, vgo. Details, and offers to, G. Harper, 24 Falkland St, Glasgow. (1109

RILEY 1939 touring saloon, sun-roof, Sprite engine, 30mpg plus, immac cond. £125, exch considered. Farrell, 138 Ansdell Rd, Blackpool. (1110

1960 AUSTIN Healey 3000 2-str, silver blue and cream, dark blue interior, special inlet manifold, triple SUs, o/drive, Selectaride shockers, wide track wheels and spacers, brand new SP tyres, radio, tonneau cover, etc, heaps of bills, no expense spared, incredibly quick with roadholding to match. £395 ono. HP. Tel: Maidenhead 20825 office hours. (1111

1962 LOTUS Elite, special equipment, dark blue/silver roof with black trim, immac cond. £675 ono. HP. Tel: Maidenhead 20825 office hours. (1112

FOR SALE. 1934 B model Ford 14.9, excell car, 65,000 from new. £115 or exch for Mini or A35 van. Tonbridge 4156. (1113

TRIUMPH 2000 roadster, long stored, mileage 14,000, u/sealed, gunmetal, requires engine reinstalling or sell less engine, never damaged. Please write Benington, The Twitten, Crowborough. (1114

ROYAL JAGUAR XK140 coupe, formerly owned by enthusiastic motoring king, one owner since, R6s, chrome w/wheels, D cams, C engine, cr box, Konis, o/drive, Ecurie Ecosse tuned engine, radio. Offers. Box 2261. (1116

1/64 TR4, BRG, black trim, fitted with o/drive, s/belts, racing mirrors, X tyres, tonneau cover, 25,000 miles, service records available, completely unmarked and original, will please the most fastidious person, any trial. £675. P. Taylor, Old Kiln Cottages, Pinkneys Green, Berks. Tel: Maidenhead 27890. (1117

M.G. TC, green, rebuilt, recond engine, new steering, hood, s/screens, carpets, s/covers, spots, etc, immac. £210. Pudsey 2507. (1118

HEALEY 3000 Dec 60, children force sale, 2 owners, 47,000 miles, outstanding cond throughout, never raced, rallied or damaged, absolutely genuine. £400 ono. Smith, Bristol Nailsea 3922. (1119

FOR SALE—continued

1966 TRIUMPH Spitfire, midnight blue, s/top, o/drive, htr, u/sealed, Pirellis, 6,000 miles, laminated screen. £650 ono. Box 2262. (1120

1933 M.G. J2 sports, flared wing, coachwork in excell cond, Ford engine recond and modified. Available mid-Oct at £125. Box 2263. (1121

JAGUAR XK150 fhc, only 39,000 miles from new, in unmarked cond throughout, beautiful burgundy finish with pale beige interior, HMV radio, brand new Cinturatos, chrome w/wheels, cr gearbox with high ratio rear axle, maker's oil pressure, consumption negligible, the ultimate in sophisticated high performance. Price about £450. Roger Lloyd, The Cottage in the Woods, Rookesbury Park, Wickham, Hants. Tel: Wickham 3244. (1122

1948 SUNBEAM-TALBOT tourer, white, new black hood, rebuilt engine, good bodywork. £100. Cumming, Tavyview, Parkwood, Tavistock, Devon. (1123

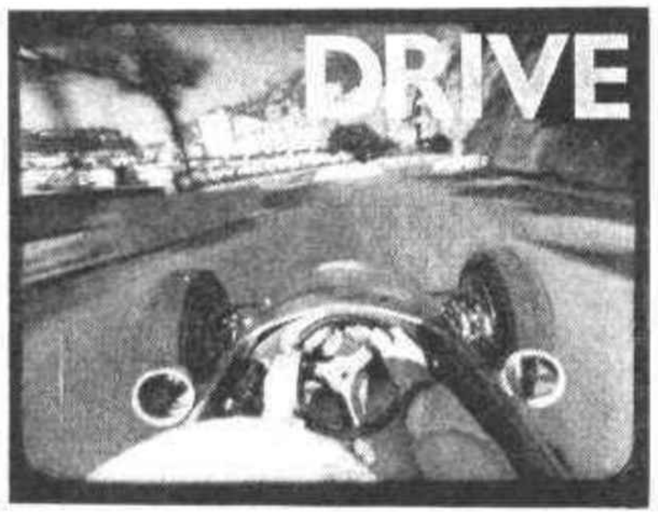
VINTAGE D.XIE twin magneto, good cond. What offers? Johnson, 17 Ashfield Ave, Bushey, Herts. (1124

HEALEY 100/6, new engine, clutch, battery, shockers, springs, starter fitted in last 5,000 miles, extras include o/drive, radio, belts. £285 or exch Jaguar or good saloon. Wood 32 Beech Hill Rd, Sheffield 10. (1125

A90 ATLANTIC fhc, 2 owners, same family, completely original and in perfect body and mech cond, it must be the only one left in this cond. £100. Details, Tel: Hullbridge Essex 594 evenings. (1126

JAGUAR MK V 3½ litre saloon, 1948, exceptionally sound example, full history, etc. Tel: Mr. Campbell, Reading 55981 ext 342 office hours. (1127

FRAZER NASH-B.M.W. 2½ litre saloon, 1938, very good cond mech, bodywork also sound, must sell for reasons of space and economy. Bargain £95 including spares. Baldwin, 8 Fraser Rd, Coventry/Wks. (1128



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FOR SALE—continued

M.G. TF 1955 £315 or exch. Cheaper car preferred, eg Minor convertible or Mini. Coventry 67215. (1115

CITROEN AMI6 1963 602cc, rhd, 28,000, cost £760 new, £300 or interesting exch invited, anything from a Rolls to a Bijou considered. Silver, 21 Wellshot Dr, Cambuslang, Glasgow. (1041

TR 3A 1958, htr, o/drive, tonneau. Gibb, 24 Winchester St, Salisbury. Tel: 3434. (1042

JAGUAR XK150 1958 fhc with 1961 brake system, immac cond. Birmingham Sheldon 44446. (1043

ABARTH 750 Zagato, red, 17,500 miles, 12,000 since complete engine rebuild, owner continuously abroad, excellent car deteriorating in garage. Nearest £500. Cruddace, 74 King's Rd, Richmond, Surrey. 5642. (1044

1935 AUSTIN 10, 90pc restored, MoT, taxed, very good cond throughout. £75. Try any offer, must sell. Flowers, 144 Knighton Church Rd, Leicester 76047. (1045

1964 AUSTIN Healey Sprite Mk III, 10,000 miles, GT specification, Ashley fast back h/top, w/wheels, Cinturato tyres, spots, rev/light, wood-rim wheel, other extras. HP arranged. Apply 9 Boonwell Grove, or Tel: Barrow-in-Furness 1494 after 7 p.m. (1046

M.G. 1951 Y-type, good home wanted for trusty friend. Will accept £130. Hassocks 4191. (1047

ROLLS-ROYCE 25/30 sports saloon, excell cond. £650 ono. 40 Starling Rd, Radcliffe, Bury 3770. (1048

1947 M.G. TC, BRG, mech, electrics, body, chrome, tyres and weather equipment in very good cond. £165 ono. Barnett, 44 Stanley Rd, Rugby. Tel: 6111 weekdays. (1049

1960 MERCEDES 190SL roadster, 2 owners and only 42,000 miles, £150 just spent to bring this car into true Mercedes cond, slate blue with navy blue trim, fitted radio, etc, this car will please the most discerning enthusiast. £890 ono considered. Terms and exchange could be arranged. Henley on Thames 3178. (1050

FISH CARBURETTER, new and unused with adaptor kit for Cortina 1500, cost £27 10s. Accept £20 for quick sale. May, 12 Manor Bend, Churston, Brixham, Devon. (1051

100/4 HEALEY, well maintained, numerous new parts, faulty gearbox, hence price. £100. No offers please. Elston, 24 Wilhelmina Ave, Coulsdon, Surrey. Downland 52406. (1052

M.G. TA dismantled, will sell as seen or will break. Tel: Tanworth-in-Arden 426. (1053

1926 HUMBER 12/25 tourer, excell cond, many spares, best offer around £300. 17 Kenton Park Cres, Kenton, Harrow, Middx. WOR 287. (1054

PORSCHE 356A Super 75, 1956, new engine, transmission 25,000 miles, Blaupunkt VHF radio, belts, first class cond throughout, but lhd. Hence £425. Cross Keys Cottage, Swinford, Nr Rugby, or Oxford 43742. (1055

ROVER TOURER 12hp 1947, perhaps the best example in existence, so for that reason it would be a waste of time to attempt to describe it here. Just a few facts: new engine, 7,000, new diff, Bijur, htr, paintwork, carpets, tonneau, in addition a unique h/top, inumerable spares and all history back to a rebuild by Rovers in 1954. More details on request. £650 ovno. Box 2257. (1056

1912/13 BUICK 22.4hp open 2-str, this rare rhd model is in really magnificent cond and running order, looks much older than her 54 years. Tel: Midland 2317 daytime or write Hatton, 114 Vivian Rd, Harborne, Birmingham 17. (1057

M.G. 1¼ litre Y saloon, 1950, 2-tone green, body exceptional, mech sound, near new tyres, htr, sealed beam lamps, taxed, MoT. £45. 35 Ticknall Rd, Hartshorne, Burton on Trent. (1058

LOTUS CORTINA 1965 May, 13,000 miles, belts, electric aerial, immac. £685 ono. Enfield 9351. (1059

M.G. TDII, engine recond 10,000, resprayed, hood, tyres and many parts renewed since 5/65, radio, htr and other extras, records from 61. £240. Moore, c/o Fernley Service Station, Gringer Hill, Maidenhead. Tel: 20603. (1060

LAGONDA RAPIER 1934 open 2/3-str in superlative cond throughout, engine rebuilt. £260. Bush MEDway 44422 ext 3068, 3167 evenings. (1061

BREAKING BENTLEY 1936 3½ litre, engine believed sound, good radiator. Box 2258. (1062

DON'T look at page 963

OJ 1	NY 1	ASA 1
BKL 1	FDG 1	GHS 1
HCG 1	KGA 1	HYD 1
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XK120 fixed-head coupé, 1954. Last of series, fitted Repl. F/tyres. Excellent performance ... £129

PEERLESS GT 4-str., 1960 Phase II series. Fibreglass body, TR3 mechanics, discs, de Dion, overdrive £295

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LANCIA Flaminia, 1962 series, L.H.D. One owner, 37,000 miles; power discs, de Dion, new "X"s £495



A/SIDDELEY 234, 1956. Alloy body, power brakes, all-syncromesh gearbox, overdrive £169

MERCEDES 190 saloon 1958. V. well-kept, radio heater £189

MINX convertible, one owner and immaculate! 1954, hence £69

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FOR SALE—continued

1957 MODEL XK140 MoT, taxed, new Cinturatos. C type engine. Must sell, offers. Tel: York 58787. (1197
LOTUS ELAN 1963 white roadster, an excellent example of this superb car. Really good value at £760. Will accept any p/exch. Guenier, Marple 3711, Cheshire. (1198
BENTLEY 1951 Mk VI, Bentley green/silver grey, regularly serviced and in very good cond, new petrol pump, brakes recently relined, new Phillips car-portable radio, £375 ono. Owner acquired late R type. Tally-Ho Cottage, Lingfield, Surrey. Tel: Lingfield 2768. (1199
MINI-COOPER AUSTIN 1965, 13,000 miles, red/black, radio, no go-fast extras, immac cond, £450. Upminster 4372. 1200
FOR SALE. HMV pushbutton radio kit for Sunbeam Alpine. £18. Tel: ENT 1582. (1201
M.G. TC, owner's second car recently overhauled, mech and bodywork excell, oil pressure 70lb hot, good pvc hood and s/screens, prefocus headlamps and twin-tones, repainted deep green, very smart interior, taxed, MoT. £190. Robertson, 161 Belper Rd, Stanley Common, Derbyshire. (1202
SUNBEAM ALPINE 1960, new hood, o/drive, good tyres, MoT, taxed. £345 or highest offer. 13 Rose Rd, Coleshill, Birmingham. (1203
1920 DELAGE chassis, axles, radiator, scuttle. Riley 12 chassis, axles, gearbox. 1925 rebuilt 5S100 Brough Superior combination KTOR/A. Offers. 87 Broughton Lane, Crewe. Tel: 2466. 1204
PEUGEOT 403 estate, recond engine, unmarked, also Pathfinder. Sell/exch? Rampling, Leswalt, Stranraer. (1205
SPEEDWELL R'LEY 1.5 interesting mods, too many to list, frightens wife. Around £200. Want Volkswagen. Robin Spicer, Molesey (Surrey) 1210. (1206
M.G. A 1600 tourer, w/wheels, radio, l/rack, new tyres, recent £60 engine overhaul, vgc. £345. St. Albans 52907. (1207
190SL COUPE convertible, 1959, lhd, immac white, extras, regd 1960. KEN 1052. (1208
LANCIA AURELIA GT late series, dark blue, rebuilt engine, new tyres, respray, first class cond, seen London. £375. WEStern 4433. (1209
M.G. TDII 1953, recent major engine overhaul, htr, new hood and s/screens, good body but needs a respray. £210. Kingsland, 7 St. Hilda Rd, Dereham, Norfolk. Dereham 2001. (1210
ALVIS NO. 25191 1954 TC21, silver blue/black, 69,000 genuine miles since new, one owner, body and engine very good, 4 new Michelin Xs, new exhaust system. Any reasonable offer. Henley, 435 Crewe Rd, Wistaston, Crewe, Cheshire. (1211
MORGAN PLUS 4 1951, modified 1964 shape, new hood, tonneau, s/screens, resprayed. £150. Woodend, Suttons Lane, Halewood, Liverpool. HON 2828. (1212
ALFA ROMEO Giulia Sprint 1963, blue, lhd, radio, belts, good cond, 30,000 miles. £600 ono. Dr Parker-Williams, Middlesex Hospital, London W1. Tel: MUSeum 8333 ext 527. (1213
1937 TALBOT sports 10hp, new engine, clutch, carb, tyres, brakes relined, resprayed alloy body. Offers. Edwards, 14 Belsize Lane, London NW3. Temple Bar 2407 ext 558 daytime, Swiss Cottage 3036 evenings. (1214
1941 BENTLEY Mk V Park Ward sports saloon, aluminium coachwork, very rare model with ifs, w/wheels, P100s, integral htr/demisters/radio, excell cond, instructions, tools. Also superlative concours winning 1938 Hooper 4-door tourer. Offers required. Box 2278. (1215
TR3A 1960, excellent example carefully maintained, reluctantly offered for sale as owner going abroad. £360 ono. CHI 1135 after 7 p.m. (1216
1932 M.G. F2 Magna, a near perfect example of this very rare car, rebuild details too extensive to enumerate, one of only 3 in MG Car Club MMM register. Intriguing collector's piece requiring only minor detail work to make this a very valuable car indeed. Low price for quick sale, £265. Shanks, Westfield, Westfield Park, Brough 667297, Yorks. (1217
M.G. PB 1936, quite exceptional specimen, connaught green. £150. No offers. Farnham 4162. (1218
TRSA 1959, midnight blue, black interior, Xs, htr, tonneau covers, s/top, r/mirrors, s/belts, fog, reversing lights, w/washers, taxed until March, hard times force sale. £310. Pargeter, 21 Gloucester Rd, Kingston, Surrey. (1219
1964 SUNBEAM Alpine GT in balmoral grey, beautiful cond, 24,000 miles only. £560. Carter, 1 Avon Rd, Hale, Cheshire. Tel: Altrincham 3527. (1220
ALVIS SPARES 1937-1951 Speed 20, TA14, TA21. Sae list. Farrimond, 117 Dicconson St, Wigan. (1221
1964 MINI Cooper S Traveller, this car has many extras, 40 in all, including special dash, special rear door, special grille, special lights, wide rim wheels, disc brakes. Offers around £450. Tel, write or call Paton, Fauldhouse, West Lothian. Tel: Fauldhouse 262. (1222
LAGONDA 3 litre pillarless rev-select sports saloon, 1933, very sound, used daily. E. F. Widgery, Hampton Dene, Hereford. (1223
1927 ALVIS TA 14-75 2-str d/h coupe with dickey, mech sound, needs topcoat. Offers. Box 2279. (1224
B.M.W. 502 V8 rhd saloon, recent mech overhaul, excell cond. £385. Teddington Lock 6854. (1225
XK150 F.H.C. 1958, grey, o/drive, belts, new engine, brakes. £295. Oxford 54987. (1226
1963 MINI Countryman, well cared for, many extras. Emigrating, hence a very reasonable £295. Hendley, Ruislip 2633. (1227
TRIUMPH VITESSE, white, first class cond, s/belts, u/sealed, extras. £370 ono. Also Morris Cooper, green/white, replacement engine, radio, Xs, new exhaust, £270 ono. Cox, 41 Crosbie Rd, Harborne, Birmingham. HAR 1553. (1228
TR3A 1960. £350 ono. Hill, 84 Whitefield Rd, Walton, Warrington, Lancs. Tel: 61694. (1229
1958 SPRITE, resprayed red, new tyres, exhaust, dynamo, radio, htr, belts. £225. 5 Somervell Dr, Fareham, Hants. (1230
E-TYPE JAGUAR, 1965, fhc, dark blue, 14,000, radio, one owner. £1,560. Tel: Richmond 0746. (1231
1934 SS II sports saloon, original cond, new clutch, b/linings, steering-box, s/absorbers, tyres, many spares. Sunderland 4051. (1232
19.2 MERCEDES-BENZ 170, very original, original and rare. £95 ono. Wilkie, 41 Summerhill, Middle Herrington, Sunderland. (1233

FOR SALE—continued

1935 ROVER 10, engine 12hp 9:1 comp, body and engine in good cond, new 4Jx16in rims, Michelin X tyres, Carl Zeiss 11in headlamps: this rare and interesting car has travelled nearly half a million miles and still cruises at 60mph comfortably; numerous spares. Enthusiast's best offer secures. Box 2280. (1234
1938 PACKARD Super 8 limousine, leather upholstery. Nearest £150. 65 Dennis Way, Cippenham, Slough. (1235
TB TYPE MG and 1937 series 2 Morris 8 tourer spares. Weston-super-Mare 5622. (1236
LANCIA AURELIA GT 1957 rhd, dark blue, 2 owners including L. Musso, good order, £375. Also B20 spares. Henley 4155. (1237
BORRANI ALLOY rimmed w/wheels ex Ferrari and Alfa, several sizes. Henley 4155. (1238
XK150 1958 pearl grey SE model coupe, extras include radio, discs, w/wheels, o/drive, woodrimmed wheel, excell mech cond, bodily average, fast and hairy. Will haggle around £325. House purchase forces sale. 39 Lilburne Ave, Norwich. (1239
RILEY PATHFINDER 1957, excell cond, genuine 58,000 miles, taxed and MoT. £145. Altrincham (Cheshire) 2944. (1240
M.G. L type 1933 and Standard 9/9 1935 available for renovation. Offers. Chignell, Greenroof, Mill Hill, Baginton, Warwickshire. (1241
RARE ORIGINAL 1929 Austin 7 2 seat tourer, half fabric body, good cond, MoT. £125. Leicester 38245. (1242
SPITFIRE 1963, body and engine good, htr, radio, etc. Offers. Wisborough Green 316 (Sussex). (1243
ASTON MARTIN DB2-4, black with cream interior, original and immac, Vantage engine, Motorola, brakes relined. Would consider smaller car p/exch, £400. Waxlow (London) 6474 office hours. (1244
MODEL T Ford Supaphord auxiliary 2-speed gearbox, about 1924, unused. Offers. Box 2281. (1245
VETERAN BRONZE case gearbox, 3 speed and reverse, constant mesh with sliding key engagement and cone clutch, intended for light car, probably Opperman & Sons, as new. Offers. Box 2282. (1246
M.G. TF, completely resprayed BRG, immac interior, luggage rack. £270. Flaxman 8342 evenings. (1247
ROLLS-ROYCE 1930 Mulliner owner-driver saloon: the whole car in praiseworthy order, fine old lady. Good investment in these troubled times at £450. Details Rickmansworth 75988 evenings. (1248
1935 AUSTIN 10 saloon, original, must be seen, taxed, MoT Dec. £100. Tugwell, 2 Hillary House, Didcot. (1249
EXTREMELY RARE 1935 Ford 10 tourer de luxe, originally restored, fully instrumented. Must sell, thus £150 only. Tel: Shelford 3287. (1250
BN10 CAR regn for sale with log book. Write Bull, 17 Alderdale Dr, High Lane, Nr Stockport, Cheshire. (1251
MORGAN 1960 TR3, discs, wire Cinturatos, htr, tonneaux, new screens, excell. £395 ono or VW. Midlands. Box 2283. (1252
ROCHDALE GT E93A, resprayed, rewired, decoke, new battery, tyres and brake linings, twin Alpine horns. £120 ono. Byfleet 42882. Box 2284. (1253
SPITFIRE TONNEAU cover, black, as new. £7 10s. Medway, Beach Rd, Carlyon-Bay, St. Austell. (1254
1965 SPRITE, white/red interior, w/wheels, tonneau, htr, spots, etc. £525 ono. Smith, 7 Murch Rd, Dinas Powis, Glamorgan. Tel: Dinas Powis 3070. (1255
OLD LONDON taxicab landaulette Austin 12. £40. 3 St. Davids Close, Warden Hill, Cheltenham. Cheltenham 57572. (1256
AUSTIN SPECIAL, aluminium body, Bowdenex brakes, MoT, needs some attention. £30 ono. GRA 6213. (1257
ASTON MARTIN, Lagonda gearbox, and many engine parts for DB2. Enquiries to Williamson, 85 Park Lane, Poynton, Stockport, Cheshire. (1258
UNDOUBTEDLY THE fastest Morris Minor in existence, rebuilt by Coventry Climax with strengthened chassis and suspension, large modified brakes with Alfin drums and very fast Climax 1,100cc engine, Turner cr gearbox, Koni shockers, super seats, belts, many extras, excell cond. £275. Tel: Smallfield (Surrey) 2999 between 9am and 6pm, Mr Howes. (1259
IRIS BLUE MG A 59, well shod, excell body, needs new batt. First over £200. Also f/glass TR3 h/tp. Leeds 54275. (1260
VINTAGE AUSTIN 7 saloon, 1930, original, near concours cond, spares. £160. 14 Stanhurst Way, Bustleholm Mill, West Bromwich, Staffs. (1261
TR3 1957, immac, perfect mech, o/drive 2/3/4, many extras. £240 ono. Full details please write 107 Clumber Dr, Radcliffe, Nottingham. (1262
RILEY 1½ 1950, one owner since new, enthusiast's car, immac mech and coachwork, taxed till June 67, spare gearbox, back axle. £195 ono. Gibbon 3683. (1263
TVR 1800S fastback 1965, 13,000 miles, immac, o/drive 3rd top, wires, Cints, etc, safe exciting motoring 120mph 30mpg. Expanded family force quick regrettable sale, hence p/exch w.h.y. or £815 ono, must sell. Huxford, 7 Neston Way, Handforth, Cheshire. Tel: Wilmslow 28688. (1264
CONSUL CONVERTIBLE Sept 1962. Ming yellow/2-tone grey upholstery/hood, one owner, 18,200 genuine miles, regd 7CBU. Offers near £400 for this immac motor to Friendship Inn, Glosson, Derbyshire. (1265
FRAZER NASH 1932 TT replica, WN4839, ex Nunn & Parks, Meadows, fitted 4 Amals, fast car with good racing history and many awards. Best offer. B. Barton, Attenborough House, Barratt Lane, Attenborough, Notts. Tel: Notm 257424. (1266
VOLKSWAGEN KARMANN Ghia 1961, radio, MoT 9 months. £230. Burns, 116 Bridle Lane, Streetly, Staffs. STReetly 4351 after 5pm. (1267
BRISTOL 405 convertible, 1957, as new. £875. WEL 9519. (1270

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1956 LANCIA Aurelia B20, imported Jan '66, silver, antisun glass with black interior, excell cond throughout. £380. J. Horridge, WES 3453/4. (1268
HEALEY SILVERSTONE, extensively overhauled, MoT, being resprayed. £350. Also reg no NUA1. Offers. Battersea 4173. (1269
SUNBEAM TALBOT 90, excell mech, fair bodily cond, late 51, grecn, 2 owners, htr, MoT. A cheap way to exceed the 70 limit at £65. Hertford 4525. (1271
SILVER WRAITH RR II, 1948, specimen in shell grey over midnight, all usual goodies, must be seen. Offers over £550. 39 Manor Rd, Borrowash, Derby 61945. (1272
TRIUMPH SPITFIRE 1964 red, immac, oversize boots, extras. £500. Please write Bowers, 3 Tyrells Close, Chelmsford, Essex. (1273
M.G. 1100, strong external pressures dictate sale of car first regd July 1964, s/belts and 2 extra spare wheels fitted with T & C tyres, whole car in fabulous cond. Would consider exch, terms if necessary. £500. Tel: Redditch 2117 after 7pm. (1274
1930 12/4 Tourer, maroon/black, new tyres, good engine, artillery wheels, sound. £110. Coombs, Tudor 1899. (1275
TR4 1964 s/h Surrey top, o/drive, radio, htr, boot rack, Cinturatos. £720. Russell, 8 Ashley Rd, Westcott, Dorking. (1276
SPRITE 1960 Oct, red, htr, many extras, new engine, Cinturatos. £250. Blackledge, 16 Southfield Ave, Bury, Lancs. Tel: DEA 4061 business. (1277
105M.P.H. SPORTING saloon, Oct 1965 Austin 1800 Downton stage 2, outpaces M.G. B, space and real performance for the family man. Cost £1,080. Offers to Cooper, The Park, Yeovil. Tel: 4989. (1278
M.G. A 1600 Mk II 1962, immac throughout, h/tp, p/b radio, Cinturatos, r/mirrors, w/washers, f/air htr, engine recond, new carbs, tonneau, pump, batteries, pads, linings, adjustable s/column. £465 ono. RAV 7459. (1343
A.C. ACE 2.6 1962, specially tuned by Rudd, triple Webers, o/drive, radio and chrome w/wheels, finished in ivory with red interior. £845 ono. Tel: Shepherds Bush 8577. (1344
JAGUAR 1½ litre, classic car in fine cond, full history. £100. Bristol 682173. (1345
MASERATI GRAN Turismo 2 plus 2, unique coachwork by Frua of Torino, twin ohc 2 litre engine, Borrani wheels. Owner getting married Nov, hence ridiculous price £645. Sheppard, 9 Battledown Close. Tel: Cheltenham 26889 office hours. (1346
MORRIS COOPER S 1275cc, Nov 65, grey/white, not raced/rallied. £565. FRE 1502 evenings. (1347
PORSCHE 1500 1955 rhd fhc, immac red with red interior, fitted Konis, Reutters, headrest, safety belts, Telefunken radio, Volkswagen engine, 16,000 miles, 32mpg, 4,000 to pint, MoT July 1967, in fact a real sound investment; Porsche club member. Owner going abroad, hence £320 ono. Beckett, c/o 81 Kineton Green Rd, Olton, Solihull, Warwickshire. (1348
ROLLS-ROYCE 25/30 limousine, good order, mascot, tools. £265 ono. Bury 3770. (1349
FRAZER NASH BMW 315-34 saloon, resprayed, interior renovated, excell mech cond, radio, MoT, taxed. £120. Rutherford, 13 Arran Rd, Motherwell, Lanarkshire. (1350
VINTAGE ROVER Light 6 sports coupe, 1930, good mech, requires coachwork restoration. Enquiries sae. Box 2297. (1351
MORRIS 8 series E 1946 2-door 4-str saloon, recond gold seal engine, brakes relined, MoT until Sept 67, taxed and insured, 45-50mpg realistic motoring. £50. Enquiries sae. Box 2296. (1352
1275S AUSTIN Cooper, 1964, 20,000 miles, fitted with twin tanks, extra fuel pump, 2 sets of wide rim wheels with SP3s, adjustable shock absorbers, cr gearbox, sump guard, oil cooler, completely redesigned facia with rev counter, Helda pilot etc, radio, Cibie lights, superb, one owner, 1275 many extras. £525. Tel: PAL 5276. (1353
PHANTOM III 1936 immac Hooper sports saloon, 57,000 miles only, tyres good, new batteries, interesting history. Box 2299. 1354
1935 IMPECCABLE Austin Nippy, many Spares. R. Trythall, Bearsden, Glasgow. (1358
TRIUMPH TR3A, white, h/top, black interior, fitted with w/wheels, Xs, fully modified and balanced engine, h/lift cam, oil cooler, 70psi at 2,300rpm, Konis all round, complete front suspension o/haul and rebuild by works, also works maintained, recently new g/box fitted, o/drive 2nd 3rd 4th, 3.7 r/axle, Cibie lights, spots, m/r/light; car cost approx £2,000 new. Selling at £490 ono. H. C. Teizen (B'ham) 021 KIN 3435. (1359
ROLLS-ROYCE 1939 Wraith Park Ward o/d saloon, engine overhauled May 1965, handbook, tools, bills, etc. £750. O'Conor, Beckenham 5811. (1360
1960 M.G. A 1600 fhc, red/red interior, w/wheels, good cond. £335. Uxbridge 30307. (1361
ONE OWNER saloon Alvis 12hp 1933, complete and original as new, MoT, vgc. Deposit £50 required plus offer to 11 Sydney Cres, off School Rd, Ashford, Middx. (1362
RARE JAGUAR Mk 5 D/head coupe 1951 3½ litre, a really elegant, now almost unique model, in very good cond, black, red upholstery, very sound mech, 12 months MoT. £135. Sherwen, Beechleigh, Brackendale Rd, Camberley. Tel: Camberley 22119. (1363
BUGATTI RADIATORED Commer racing transporter on 7 ton chassis, sound van body, mech excell. £150 ono. B. Kain, Rowley Grange, Farleigh Hungerford, Bath. (1364
BRISTOL 405 superb mech, recent new engine, attractive dark blue coachwork. £435. Consider cheaper car in p/exch. Sheffield 55365. (1365
1953 HEALEY Tickford, rare F type chassis, r and h, good cond. Offers 3 St. Johns Rd, Hove. (1366

WANTED

F.N. CHAIN Gang. Private enthusiast will pay up to £400 for really fine example. Maybe more. All details, photographs returnable, first letter to Box 2247. (0910
H.R.G. IN superb condition wanted by private non-dealer for cash. Replies with all data and pictures to Box 2248. (0911
PRE-WAR AMERICAN cars, preferably large cabriolet type but would consider anything in first class cond. Send full details, including price, with photo which will be returned, to Box 2233. (0912
WANTED, THE whereabouts of an Austin Healey 3000 Mk II being broken up for spares, distance no object. Tighe, 58 George St, Sutton-in-Ashfield, Notts. (0960

Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD
BEDS. Tel.: LEIGHTON BUZZARD 2760



1927 ALVIS 12/50 Beetleback. Mascot, handbook, etc. Recent complete engine rebuild. Full weather equipment. Exceptional original condition. **£495.**

1950 HEALEY Silverstone E-type. Red with black interior. First class condition throughout. Must be one of the best of this rare *marque* in original order. **£395.**

1940 LAGONDA V12 short-chassis sports saloon, by H. J. Mulliner. A very scarce model in outstanding condition. Complete with original handbook and toolkit. **£965.**

1911 RENAULT 7-h.p. 2-seater with dickey. Two owners only. Full history available. Superb condition. **£1,500.**

1949 ROLLS-ROYCE Silver Wraith razor-edge saloon by Park Ward. Moderate mileage and maintained in impeccable order throughout. **£695.**

1928 SUNBEAM 20 saloon. Two owners from new. Low mileage. Black wings and bonnet with maroon fabric coachwork. New tyres. Exceptional **£425.**

IMMEDIATE HIRE PURCHASE AND INSURANCE.

EXCHANGES WELCOMED.



1936 BENTLEY 4½-litre Park Ward sports saloon. Dark green coachwork in excellent order. A well above average example. **£365.**

1960 JAGUAR XK150 3.8 drophead coupé. White with blue interior. Overdrive, twin spots. New Avon Turbospeeds. Just checked over in our workshops and in excellent order. **£425.**

1960 JAGUAR XK150 3.8 drophead coupé. Dark green with black interior. Overdrive, chrome wire wheels. Cinturatos. **£398.**

1960 M.G.-A 1600 roadster. Red with black interior. Heater. All good tyres. Very good value at **£295.**

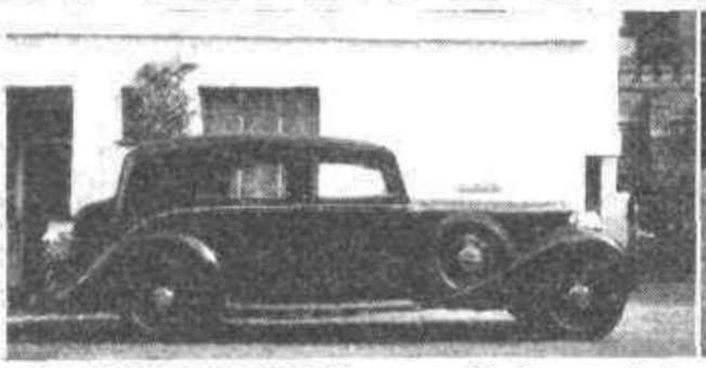
1965 series MORRIS COOPER 998 Hydrolastic. One careful owner. 18,000 miles. Seat belts, woodrim wheel, motorola radio. Grey with grey interior. Unmarked. **£445.**

1959 TRIUMPH TR3A. Overdrive, heater, etc. Much above average in every respect. **£295.**

ANY MAKE OF NEW CAR SUPPLIED.

WE URGENTLY REQUIRE ALL TYPES OF SPORTS AND VINTAGE CARS.

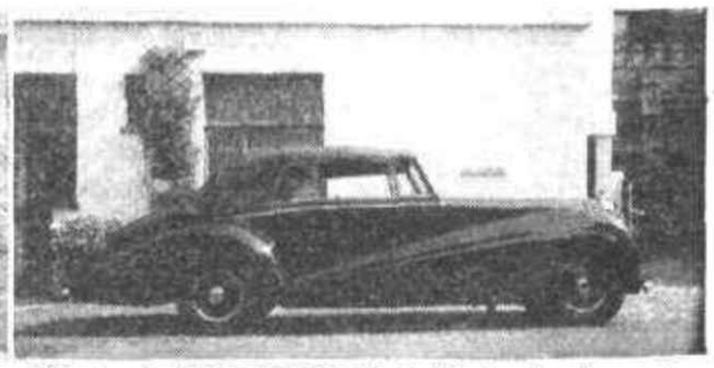
D. MARGULIES LTD



1936 ROLLS-ROYCE Phantom III close-coupled touring limousine by Thrupp & Maberly, fully modified, superb condition.



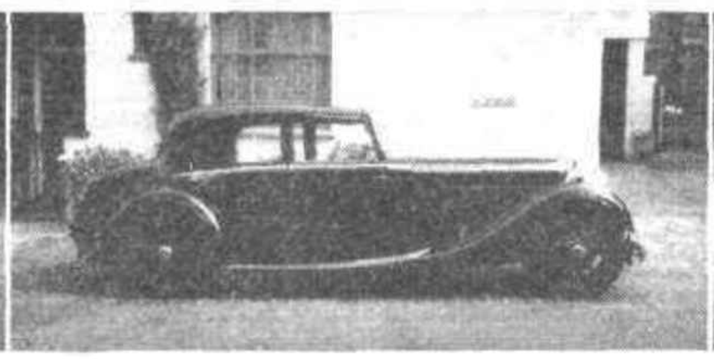
1933 SUNBEAM 18-h.p. fixed-head coupé, restored to very high standard.



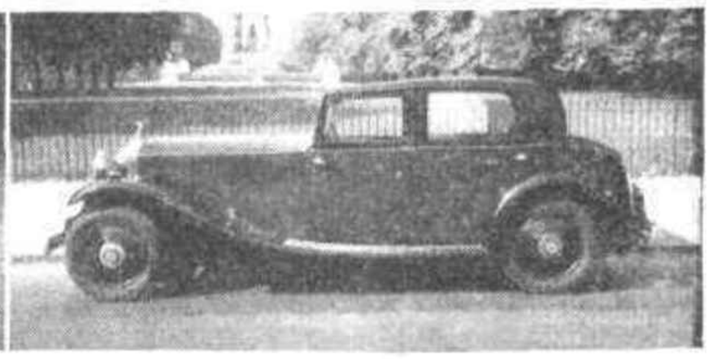
1951 (series) BENTLEY Mark VI drophead coupé by Park Ward. Bills for £500; in first class order. Price **£925**



1964 (series) PORSCHE 356 "C", blue with grey interior; 21,000 miles; beautiful example ... **£1,395**



1936 BENTLEY 3½-litre Freestone & Webb sports saloon, 65,000 miles, two owners, exceptional.



1934 ROLLS-ROYCE 20/25 sports saloon by Freestone & Webb, repainted Napier green/black.

1938 ROLLS-ROYCE 25/30 Windover owner-driver saloon in superb condition **£925**

1936 ROLLS-ROYCE 20/25 2-door fixed-head coupé by Gurney Nutting ... **£675**

1935 ROLLS-ROYCE 20/25 touring limousine by Gurney Nutting **£595**

1938 BENTLEY 4¼-litre Park Ward sports saloon **£425**

1935 BENTLEY 3½-litre drophead coupé **£550**

1938 LAGONDA V12 Mulliner sports saloon **£295**

1949 BRISTOL "400" sports saloon **£150**

1966 COOPER 'S' 1,293 c.c., prepared to full Group 2 specification for International Rallies by Abingdon Special Tuning Dept. Cost £1,500, offered in full Rally trim at **£925**

1961 FERRARI 250 GT Lightweight Berlinetta by Scaglietti, in immaculate order **£2,500**

1951 CONNAUGHT "A"-type 2-litre Historic Racing Car, Chassis No. A4. To original specification. Engine and gearbox rebuilt; many spares. Offers around **£1,400**

LANCIA Aurelia GT B20, choice of two ... ... From **£325**

1960 ALFA ROMEO Sprint coupé, extensive overhaul **£495**

WANTED: GOOD VINTAGE & P.V.T. CARS, ROLLS-ROYCE AND BENTLEYS WITH ANY TYPE OF COACHWORK

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M.G.-B, 1965. B.R.G. with black interior, fitted overdrive, wire wheels, radio, woodrim wheel, etc.; nominal mileage, in first-class condition throughout ... **£795**

PART EXCHANGES : Any car, van, motorcycle, 3-wheeler, etc., taken in. H.P. accounts settled.

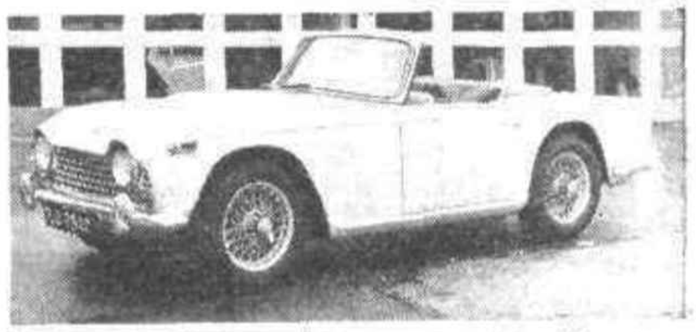
H.P. : Very attractive terms offered for all cars.

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.



TRIUMPH TR4 f.h.c., 1964. In white with red interior, fitted radio, Cinturatos; one owner from new, low mileage **£765**

M.G.-B, 1965. Tartan red with red interior, overdrive, wire wheels, radio, slim whitewalls. L.H.D. Excellent value **£765**

M.G.-B roadster, 1965. B.R.G. with black interior, crankshaft model, fitted heater, tonneau cover, etc. Outstanding value **£695**

M.G.-B, 1964. Iris blue with black interior, fitted wire wheels, overdrive, radio; one owner, nominal mileage **£695**

M.G.-B, 1964. Mineral blue with blue interior, fitted hard- and soft-tops, overdrive, wire wheels. Excellent value **£725**

M.G.-B roadster, 1963. Tartan red with red trim, fitted wire wheels, heater, tonneau, etc.; in first-class order throughout **£595**

ALVIS TE21, Series III, 1964. Twin headlight model with 5-speed gearbox; one owner only from new; dark blue with light grey interior, fitted radio and full luxury equipment. A superb car **£1,695**

ASTON MARTIN DB III saloon, 1958. Immaculate in opalescent blue with matching trim, overhauled gearbox, fitted overdrive, radio, etc. **£745**

ASTON MARTIN DB IV Superleggera saloon, 1960. Peony red with black interior, fitted radio, Turbospeed tyres, etc. Excellent value **£1,095**

BRISTOL 406 saloon, 1960. Finished in Burgundy with white leather interior, fitted overdrive, and full luxury equipment. Serviced and maintained at Bristol Motor Co. Excellent value **£795**

LOTUS Cortina, 1963. White with green flash, fitted radio, seat belts, Cinturato tyres; outstanding performance **£545**

LOTUS Elite. Special Equipment. 1962. Finished in red with black trim, fitted ZF gearbox and Cinturato tyres. In first-class order throughout **£645**

LOTUS Elan S.2, 1965. Medici blue, with black trim; one owner, 9,000 miles, as new throughout ... **£945**

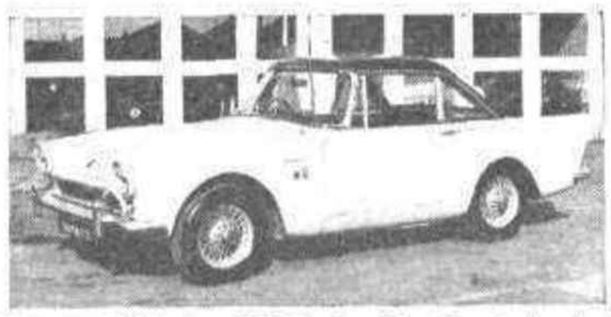
LOTUS Seven, 1958. Signal red, fitted reconditioned Ford engine with Aquaplane head, shod with Dunlop racing tyres. Exhilarating performance **£225**

LOTUS Super Seven, 1960. B.R.G. Excellent performance, fitted 1,172-c.c. Ford engine with Elva o.h.v. conversion. Most attractive little car **£325**

JAGUAR 3.8 Automatic saloon. White with black interior, fitted radio and Cinturatos; one owner only, nominal mileage. Excellent value **£695**

SUNBEAM Alpine Sports, 1961, Series II. Overdrive, wire wheels, radio, black with red trim. Completely checked over **£465**

SUNBEAM Alpine Sports, Series III, 1963. One lady owner from new, fitted overdrive, tonneau, cover, etc.; outstanding example finished in red with black trim **£595**



SUNBEAM Alpine GT, Series IV. Carnival red with black trim, fitted overdrive, wire wheels, radio, seat belts, etc., in first-class condition throughout ... **£695**

MERCEDES 190SL, 1959 (Nov.). An immaculate example in red with black hard-top and light tan interior. Superb car to drive. Fitted radio, recent set of Goodyear G8 tyres **£695**

M.G.-A roadster, 1960. Old English white with black interior, fitted radio, heater; recent extensive overhaul of engine, etc. Tremendous value **£395**

M.G.-A roadster **1600.** Finished in white with black interior, fitted hard- and soft-tops, wire wheels, etc. **£395**

M.G.-A roadster, 1960. Tartan red with black interior fitted radio and heater. Fine example of this very desirable motor car **£395**

M.G.-A roadster, 1957. Tartan red with black interior, fitted radio, heater, tonneau cover. Most attractive car **£275**

M.G. Midget, 1963. Old English white with red trim, fitted hard- and soft-tops, radio and tonneau. Most attractive little car **£445**

M.G. Midget, 1962. Tartan red with matching trim, fitted radio, wing mirrors, heater, etc. Attractive little car **£395**

M.G. Midget, 1962. Red with black trim, fitted Cinturato tyres, heater, tonneau, etc. **£395**

TRIUMPH TR4A f.h.c., 1965 (Sept.). Finished in black with matching interior, fitted overdrive, wire wheels, radio, electric aerial, spotlamps, luggage rack etc.; one owner only, 7,000 miles from new. Excellent value **£895**

TRIUMPH TR4 roadster, 1964 (Oct.). Light blue with dark blue trim, fitted overdrive, heater, etc. Outstanding performance **£745**

TRIUMPH TR4 f.h.c., 1963. Light blue with dark blue top, fitted overdrive, heater, etc. Outstanding performance **£595**

TRIUMPH TR4 f.h.c., B.R.G., black trim, fitted overdrive, wire wheels, radio, woodrim wheel, etc. Excellent value **£545**

TRIUMPH TR3A, 1960. Finished in white with black interior, fitted overdrive, radio, tonneau, heater, etc.; in first-class condition throughout **£395**

TRIUMPH Spitfire, 1965. Conifer green with black trim, fitted spot and fog lamps, heater, tonneau, etc.; nominal mileage **£575**

TRIUMPH Spitfire, 1964. Red with black interior, fitted wire wheels, heater, tonneau, etc. **£545**

TRIUMPH Spitfire, 1963. Jonquil yellow; black interior, fitted heater, etc. Excellent value ... **£445**

JAGUAR 'E'-type 4.2 f.h.c., 1965. Opalescent Imperial maroon, with biscuit interior; one owner from new, nominal mileage **£1,495**

JAGUAR 'E'-type f.h.c., 1964 series. Pearl grey with red trim, fitted radio, heated rear window. A beautiful specimen **£1,095**

JAGUAR 'E'-type f.h.c., 1962. Opalescent light blue with red trim, fitted radio, seat belts, Cinturatos. Excellent **£795**

AUSTIN HEALEY 3000 convertible, Mk. III, 1965. With overdrive and wire wheels; one owner only from new. Ice blue with white and dark blue interior; a very nominal mileage **£895**

AUSTIN HEALEY 3000 Mk. II 2/4-seater, 1962. Fitted overdrive and radio, finished in Colorado red with red interior; low mileage; first-class condition throughout **£545**

AUSTIN HEALEY Sprite Mk. III, 1966. White with black interior; genuine 5,300 miles; fitted tonneau cover, heater, etc. Still covered by Maker's Guarantee **£595**

AUSTIN HEALEY Sprite Mk. III, 1966. B.R.G. with black trim; 6,000 miles, one owner; heater, tonneau, underseal, etc.; as new **£595**

AUSTIN HEALEY Sprite Mk. II, 1963. B.R.G. with black interior, fitted hard- and soft-tops, wire wheels, tonneau, heater, etc. **£475**

AUSTIN HEALEY Sprite Mk. II, 1963. Old English white with red trim, fitted woodrim steering wheel, heater, etc.; one owner only, low mileage ... **£465**

AUSTIN HEALEY Sprite Mk. I, 1959. Old English white with red trim, fitted heater, tonneau, etc. Completely checked over **£285**

RUDDSPEED VOLVO 122S B18, 1963. A low-mileage example of this improved performance model, finished in white with red trim, unmarked throughout **£695**

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WANTED—continued

STANLEY OR White steam car suitable for restoration required by enthusiast, cond immaterial. £2,000 available. Box 2234. (0913

SUPERCHARGER WANTED for Mini Cooper. Baker, Carnewas, St. Eval, Wadebridge, Cornwall. (0914

WANTED. ALL types of vintage cars, any type. If you own any of these cars we will take it in exchange for a modern 1961 to 1966 plus, HP arranged. Tel: Heaton Moor (Manchester exchange) 4927 between 10am and 8pm, also 8pm to midnight Tel: Hulme Hall 1887. (0915

KLAXON-TYPE HORNS wanted by collector, in working order or damaged, also any literature on Klaxons. Good prices. Box 2235. (0916

REG LETTERS PER, ER wanted with low number if poss. Please reply Reynolds, 2 Hill Dr, Norbury, London SW16. (0917

WANTED: 1 Singer Le Mans 1½ litre, cond immaterial, but must be original throughout. 27 Wordsworth Ave, Balby, Doncaster. (0918

LAGONDA WANTED for spares, any model, cond or location, if cheap. Box 2236. (0919

WANTED: CYLINDER block or preferably complete engine for 1933 BSA 10hp 4-wheel car chassis No T635, old engine No D631. Box 2237. (0920

REG NUMBER CEH1 or CRE1, low numbers considered. Tel: Northampton 31673. (0921

WANTED M.G. TC as whole car or pieces. Chorleywood 2360 after 7pm. (0922

BERMUDA HARDTOP wanted MG B black. Johnson, 54 Central Ave, Hadleigh, Essex. (0923

DAMAGED E type wanted, suitable for rebody. Details to Hammond RNEC, Manadon, Plymouth. (0924

1934 ALFA Romeo 2.3 litre 8 cyl spares required. Reigate 45445. (0925

WANTED. ALLARD J2, J2X. K. Phillips, 24a Deansgate Blackpool, Lancs (0926

REQUIRED BY VSCC member, Alvis 12/50, Humber, Talbot 8/18. Must be original. Box 2238. (0927

ROLLS-ROYCE OR Bentley with coachbuilt estate car body. Must be perfect. Private enquiry. Details with photograph if available please. Box 2239. (0928

16IN RUDGE Whitworth wheels to suit Frazer Nash or HRG. Would consider 17in. Leigh, The Old Rectory, Tixall, Stafford. (0929

WANTED, BENTLEY 3 or 4½ litre tourer, by enthusiast who cannot wait any longer. This vehicle is for my own personal use, and not for resale. Cond immaterial as have facilities to rebuild. High but reasonable price given. Mr R. G. Felton, 47 Harrow View Rd, Ealing, London W5. Tel: PERivale 2607, Monday-Friday. Mr R. G. Felton, 5 Culmore Close, Southcote Estate, West Wittering, Chichester, Sussex, Saturday and Sunday. (0930

WANTED. SUPERCHARGER and engine for MG PA. See anywhere. Reilly, 37 Zealand Rd, London E3. ADV 4811 Ext 437 (0931

STAGE 1 head for 948 BMC-A MS, MJS number. 2 Mill Lane, Romsey, Hants (0932

ALVIS SPEED 25 or 4.3 d/head or saloon in good cond with MoT. Details please to Box 2240. (0933

ISOTTA FRASCHINI any model, cond, or information leading to purchase of same, definitely will not be exported, also any literature concerning same. Box 2241. (0934

30/98 VAUXHALL, ex-owner of this marque very desirous of OE model. Tomkins, Apethorpe, Peterborough. (0935

STARTER MOTOR for 1932 Humber Super Snipe. Bishop, Redlynch, Bromyard, Herefordshire. (0936

ASTON MARTIN DB2 LHD, 1952/3, d/head, floor gearchange. Box 2242. (0937

BENTLEY 3½ or 4¼ d/head wanted privately. Up to £750 for a really good one. Photograph and full details to Box 2243, Dorset. (0938

WANTED. BULLNOSE 27/28 any cond or body or both 143 Maidstone Rd, Chatham. Medway 43047. (0939

ALTA SPORTS or Racer. Also spares for same. Tel: Chester 27669 after 6pm. (0940

TWO DI-LAMBDA type 80 hub wheels Batten, Dallington, Heathfield. (0941

REGISTRATION: AL, AW, HAW with distinctive number, state price. 8 Borrowfields, Borrowash, Derbys. (0942

WANTED: SPITFIRE tonneau, black. 13 Woodstock Rd North, St Albans, Herts, 53719. (0943

ACE-BRISTOL. PRIVATE buyer, top cash for low mileage car. R. Pickering, 31 Argyll Rd, London W8. (0944

WANTED. TWO 4½J x 13in wheels, with or without tyres, for Spitfire. Box 2244. (0945

ENGINE IN good cond for Lagonda 1930 2 litre Speed model. Have Jaguar 1½ litre engine for sale. David Clark, 29 Jervis Cres, Sutton Coldfield. Streetly 1045. (0946

ROLLS-ROYCE 1939 Wraith required. Body may be either limousine or owner driver but the cond of the whole car must be original and in good order. A good price would be paid for the right car. Hadler, Thorpes, Galleywood, Chelmsford. Tel: 55671 evenings. (0947

AUSTER SCREEN and steering box, or complete column, for 4½ litre Bentley. Green, Underbank Farm, Botcheston, Desford, Leicestershire. (0948

LARGE MERCEDES of the 30s wanted. E. Schwarz, 60 Oxenholme Rd, Kendal, Westmorland. (0949

REGISTRATION NUMBER UAN with single, double or round number. State number and price. Box 2245. (0950

HOOD, FRAME, clock, mirror suitable 1924 2-str Morris Cowley. Also AOX144 Lagonda Rapier. 15 East Side, Hutton Rudby, Yarm, Yorks. (0951

CRASHED M.G. A f/head wanted. For sale Marshall supercharger for BMC 1500 series. Box 2246. (0952

LAGONDA 3 litre d/head 1956/58 required. All replies acknowledged. Write 109 Taunton Rd, Ashton-u-Lyne, Lancs, or Tel: Ashton-u-Lyne 1113 after Oct 10. (0953

ROLLS-ROYCE PRE-1940 wanted, any model or cond considered, all replies answered. Cookson, 100 Nanaimo Way, Bromley Lane, Kingswinford, Brierley Hill, Staffs, or Tel: Chaddesley Corbett 264. (0955

K2 MAGNETTE wanted, cash. Smith, 35 Castleton Rd, Seaton Carew, Hartlepool, Co. Durham. (0956

POST-WAR BENTLEY or Rolls wanted, immediate cash purchase. Some body damage or mech work not objected to if otherwise excell mech and bodily. Box 2251 (0957

DAMAGED REPAIRABLE 1966 car, price and details to Ord, 68 Hardy's Rd, Cleethorpes (0959

WANTED—continued

FOUR MINILITE alloy whels for Sunbeam Tiger, good price paid. 114 Haunch Lane, Kings Heath, Birmingham. (0958

PLENTY OF cash available for one letter one number car regn. Box 2267. (1279

ASTON MARTIN Mk II s/c, to be used and not stored as antique. Box 2268. (1280

ALVIS TA14 wanted, must be in sound mech cond and free from any excessive body rust. Full details and price please. Fowler, Haystoun Terrace, Peebles. (1281

M.G.C.C. MEMBER requires M-type engine, blower for XPAG and TA diff, all preferably running. Also any literature, catalogues on MGs. Box 2269. (1282

JAGUAR SS100 radiator, P80s, headlamp bar. Weddell, 108 Bury New Rd, Manchester. (1283

CHOICE VINTAGE and veteran cars required. Particulars to Breckon Hill Motor Museum, 208 Marton Rd, Middlesbrough. (1284

BUYER WANTS 356B Porsche coupe, must be mint cond. Tel: Medway 78069. (1285

RILEY IMP, MPH or Sprite, reasonable condition. VSCC and register member. Minter, Bradfield Leafy Grove, Keston, Kent. Tel: Farnborough 52924 evenings. (1286

PRE-41 AMERICAN coupe wanted, cond immaterial, good price paid mint car. All replies answered. 183 Bishop Rd, Bristol 7. (1287

MIDGET MK II h/top, black or BRG, also boot rack and black rear compartment cushion, good cond essential. Write Nolan, 15 Brookside Close, Shepshed, Leics. (1288

CHAIN DRIVE Frazer Nash, any model, cond, preferably unrestored. All details to G. M. Inder, 5 Hanley Court, Stroud Green Rd, London N4. (1289

TR3 IN good cond, unbent history, o/drive, w/wheels preferred, within 100 miles Edinburgh. GRA 3862, LEI 2148. (1290

TWIN CARB. manifold, alloy head for E93A Ford. 2 Mill Lane, Romsey, Hants (1291

RILEY IMP or Sprite wanted, any cond considered. Sherwood, Site 4, Ivanhoe Estate, Carryduff, Belfast. (1292

SUE AND 55 regn nos required. Snape, Tremont St, Wolverhampton. Tel: 26966. (1293

REGISTRATION DJ, DAJ, AJ, PJ, BJ. State details and price. 66 Meadway, Hoddesdon, Herts. Tel: 64822. (1294

BODY-SHELL AND screen for 4.2 E type roadster. 66 The Meadway, Hoddesdon, Herts. (1295

RILEY 1½ or Sunbeam Talbot, must be in excell cond and mech sound, dhc if possible. Reid, 107 Glinton Hill, London SE18. WOO 6487. (1296

ROLLS-ROYCE, BENTLEY, Alvis or similar quality car required, open or convertible coachwork preferred but not essential. Good price paid. Box 2285. (1297

RILEY 1½ or 2½ litre RME 1954/55 model, really superb specimen required. Price and full details please. Box 2286. (1298

HARD TOP for SP 250, any colour. Evanson, 190 Buxton Rd, Stockport. Tel: 061-STE 4370. (1299

1894-1960 POSTERS wanted for motor races/exhibitions/manufacturers of motor cars, tyres, accessories/oil companies, etc. Box 2287. (1300

HARD TOP and matching s/screens wanted for AC Ace with curved screen. Box2298. (1355

LAGONDA 4½ litre by descerning Englishman for professional use, cond must be immac, alternatively dhc Bentley, pre-war dhc Alvis or Mk 5 dhc Jaguar would be considered. Private seller preferred. Winstone, 87 Reddings Rd, Moseley. Tel: South 1731. (1356

EXCHANGES

WANTED XK150 fhc, swop 1959 Velox PA R&H, new G8s, beautiful car, also 1958 Ford Popular, MoT, and cash. Tel: 01-304-2980. (0954

EXCHANGE TRULY immac 1960 Mercedes 220B, Becker radio, electric aerial, excell tyres, coachwork unmarked as is upholstery, new carpets just fitted, u/sealed, 55,000 miles only, seat belts, headrest, extra horns etc, for equally good Bentley R type. Must be genuinely first class. Box 2270. (1308

1965 NOVEMBER SL90 Viva, 10,000 miles, for Morgan about same value or sell £540. Box 2271. (1309

HEALEY 3000, superb cond, extras, exch for fast Mini Cooper. Write only. R. Sargent, Old Mill Hotel, Salisbury. (1310

FOR ECONOMY, must exch MG TD2 for early Mini, or £215. 190 Dales Rd, Ipswich. (1311

A VERY fine 1934 SS1 tourer, about £300 or exch modern sports, Plus 4, Elva etc. Details and photos, Stansfield, Sinnington, York. (1312

EXCHANGE 1949 TC MG, recent hood, respray BRG, good mech, for vintage/pvt in decent cond. Cash either way, or sell £150. James, 140 Knotts Lane, Colne, Lancs. (1313

TR3A 1959, o/drive, h/top, hood, tonneau, belts, rear seat, leather, etc, total £190 extras, new tyres, mech and bodily perfect. £355 or p/e Cooper S. Chisholm, Avondale, Weddington Rd, Nuneaton. (1314

ACECA DAIMLER 2.6 V8 for up to 2 litre saloon. Prefer Volvo or Ford Cortina GT. Clements, 32 Milton St, Northampton, or Banbury 3544 office. (1316

1965 AUSTIN COOPER 1275S, 15,000 miles, perfect throughout, u/seal, wide rims, woodrim wheel, spot, foglamp, antitheft. Consider any car p/exch £550. Evenings, Harlow 23900. (1317

1965 MINI Super, finished in black with special interior trim, cost £720 new, w/w tyres, remote g/lever, twin carbs, elec washers, u/sealed, full silent travel, w/rim s/wheel, t/spots, very low mileage, mint cond. Citroen 1D 1961 model, one owner, green with leather trim, immac throughout, 35,000 miles, only just fitted new suspension all round, brakes, exhaust, distributor, Xs, and decoked. Exch both for sports car or sell £455 and £399, Narborough 2362 (Leic). (1318

RECENT 4/6 berth proprietary touring caravan with ancillary equipment wanted in exch for my immac Renault 1100. Also tatty 1962 DKW offered for interesting earlier vehicle or w.h.y? Cash either way. Rowley, Old Oak Cottage, Warfield St, Bracknell. Tel: 3405. (1319

MINI COOPER, 1965, 14,000 miles, undamaged, £435, or would like to exchange sports car requiring attention plus a spot of cash, or would even consider a straight exch for something requiring work, of about the same value. Tel: Hurst 60 after 6pm. (1320

EXCHANGES—continued

EXCHANGE 1928 Fiat 2-str tourer value £145 for modern saloon. Box 2272. (1315

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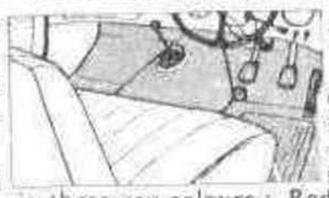


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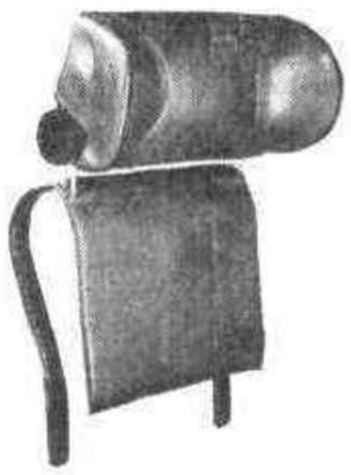
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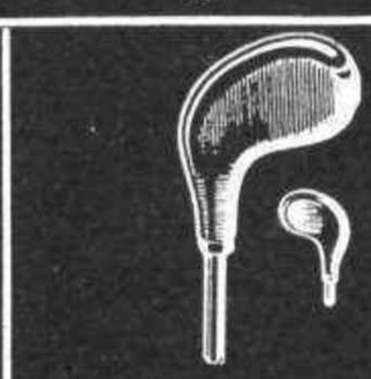
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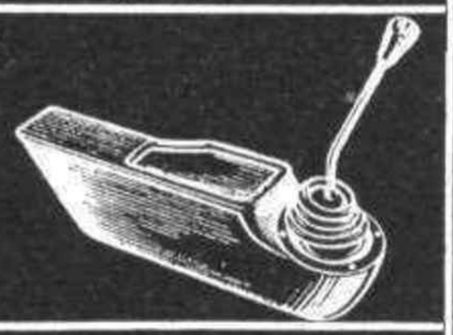


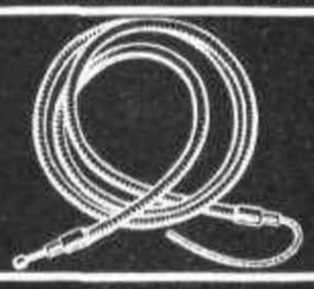
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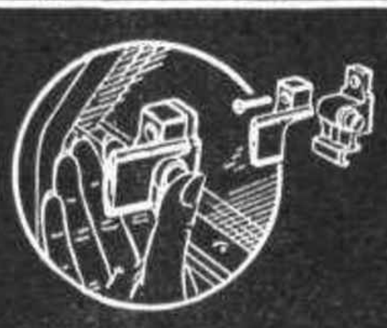
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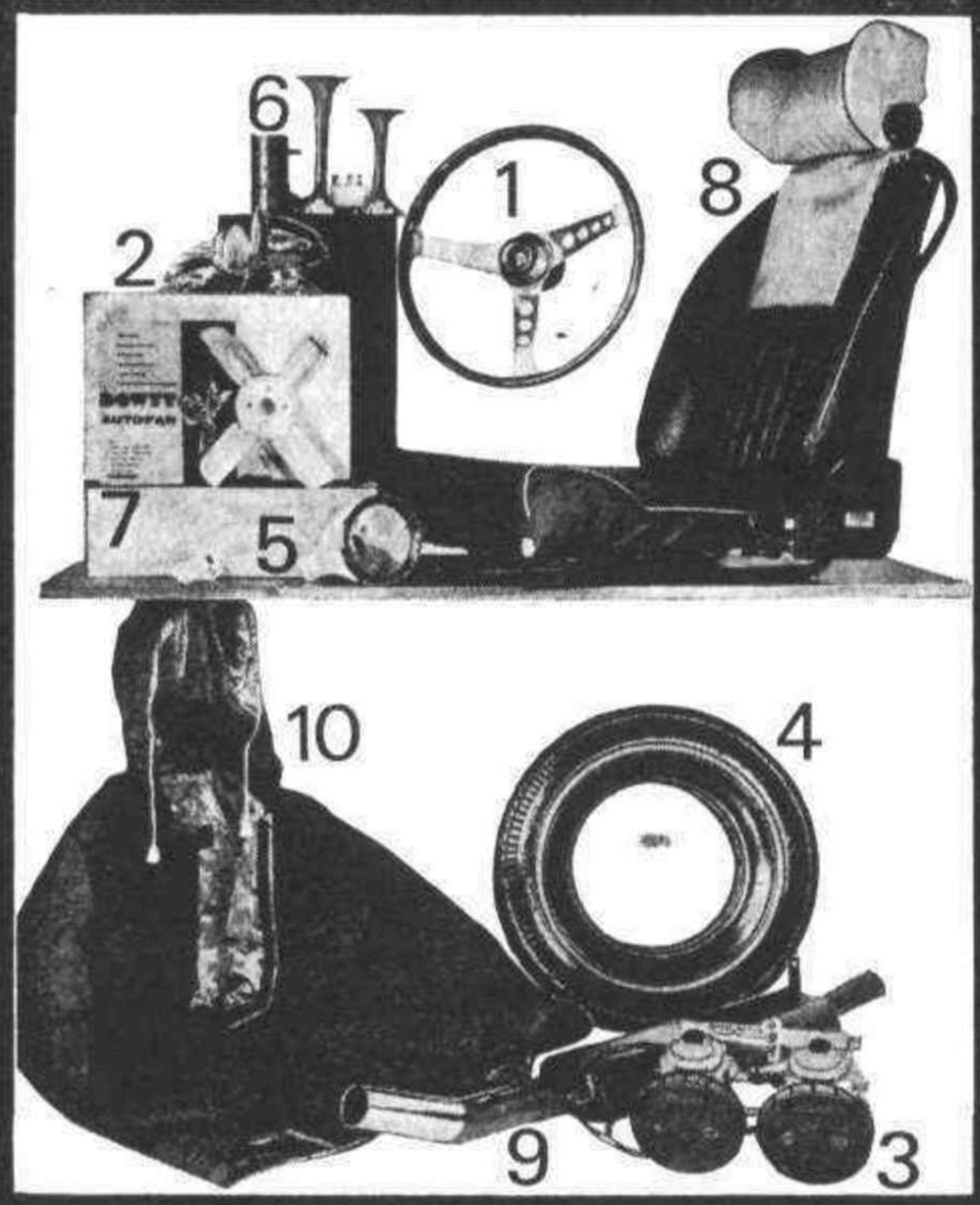
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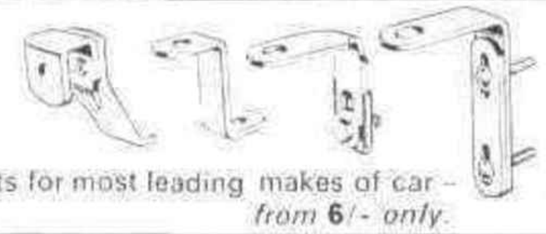
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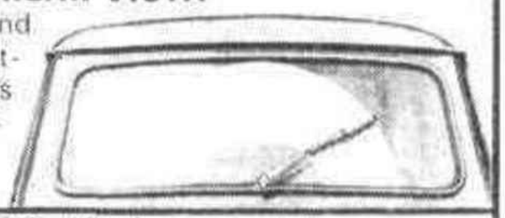


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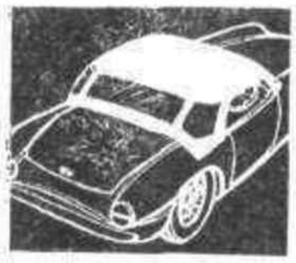
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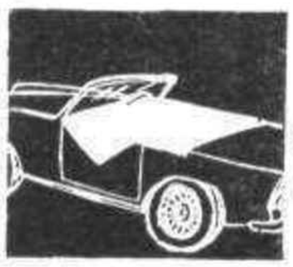
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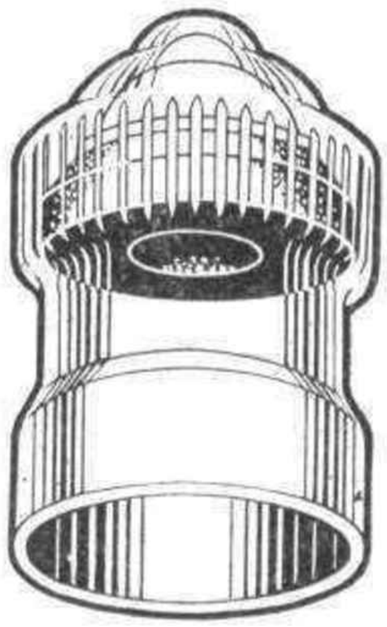
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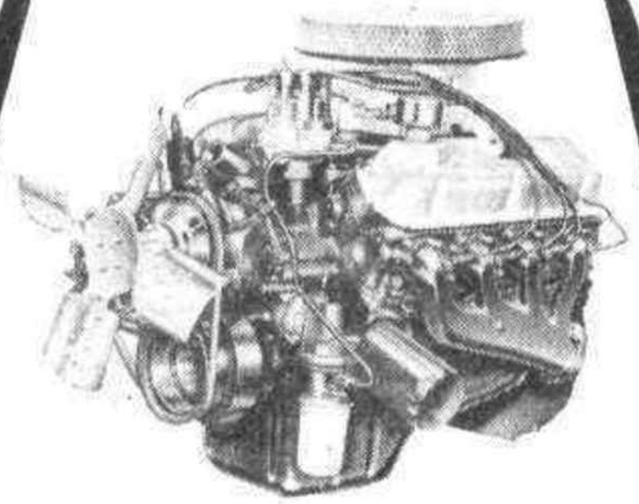
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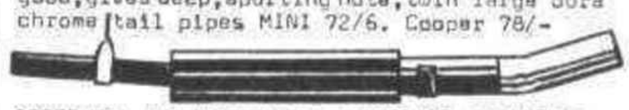
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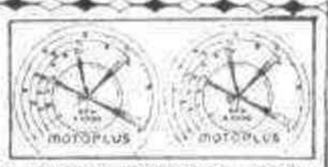
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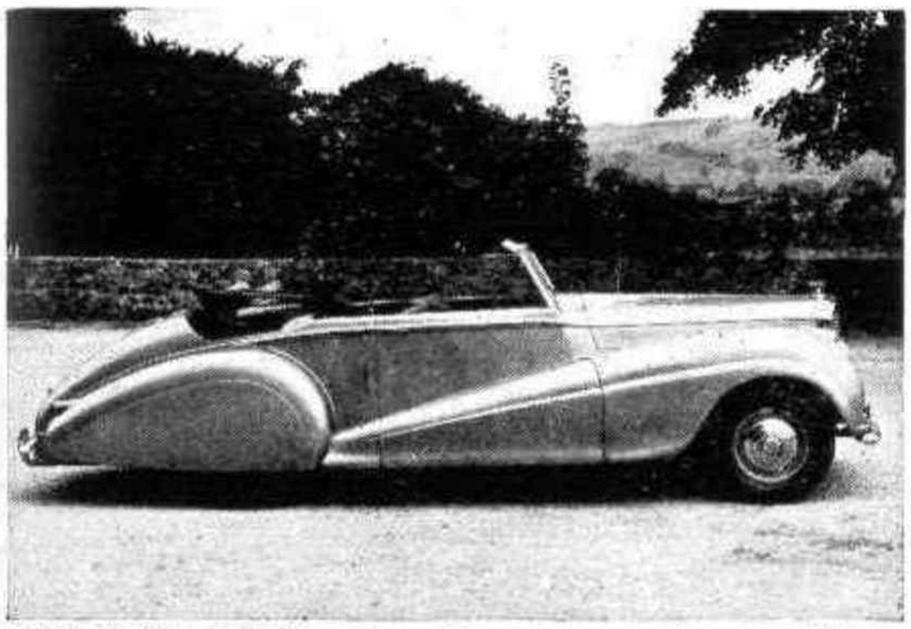
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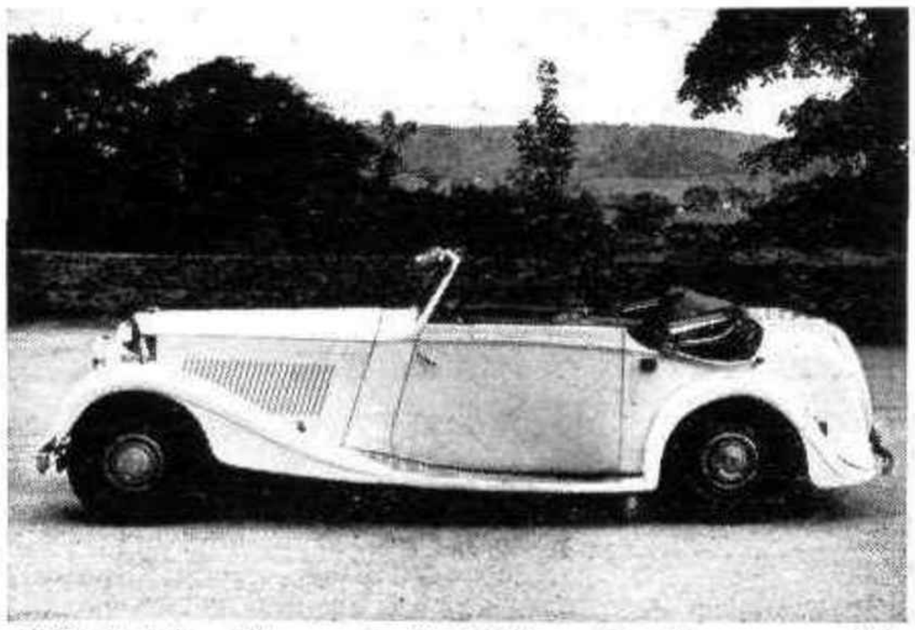
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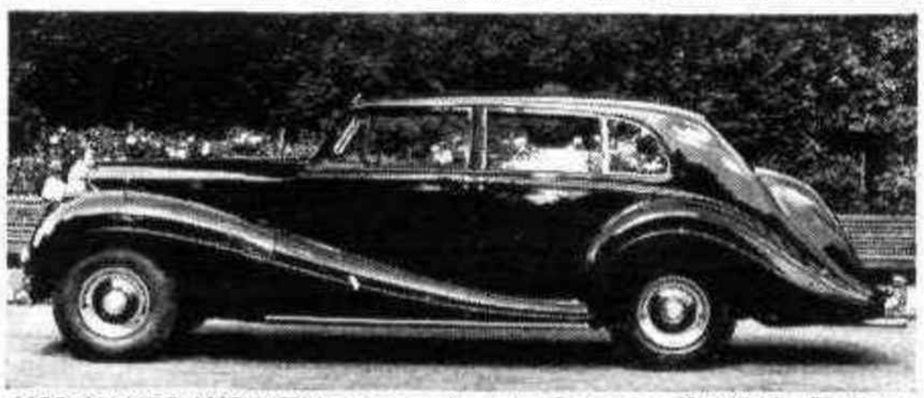
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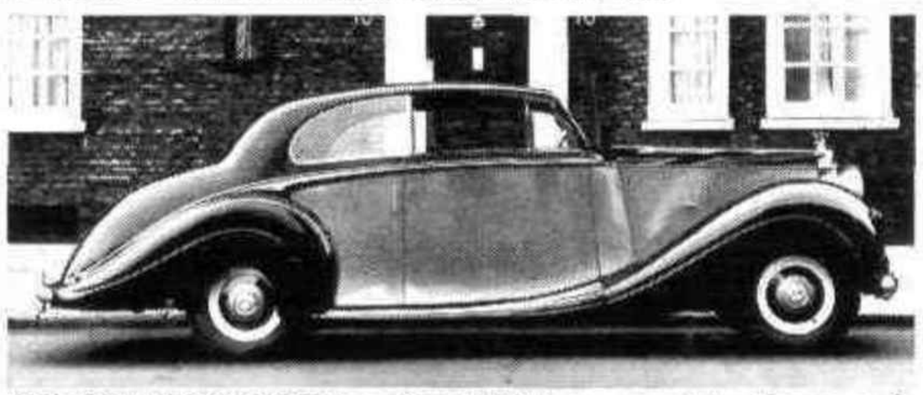
FRANK DALE AND STEPSONS

SLOane 0612

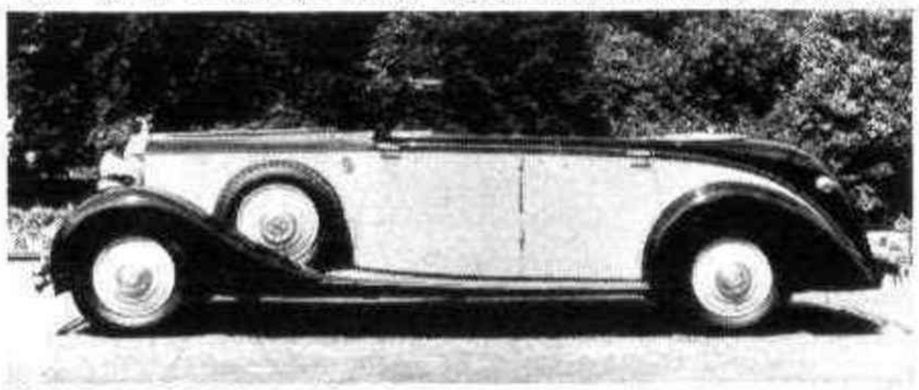
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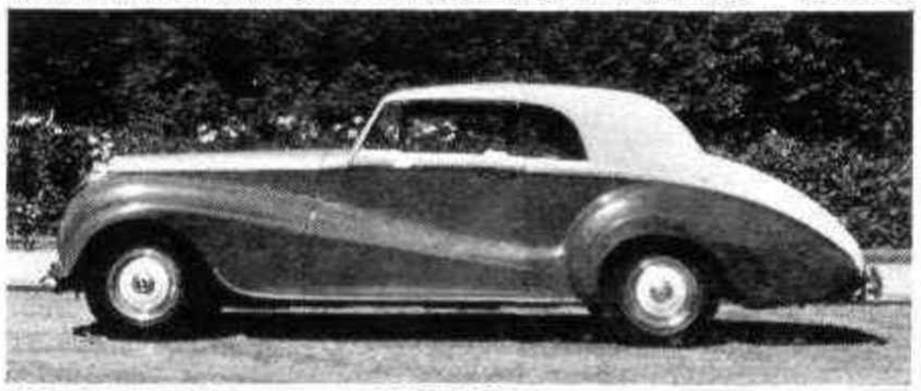
1955 SILVER WRAITH sports saloon by Freestone & Webb, Embassy black—red hide trim; one owner. Works maintained; many extras **£1,850**



1953 ROLLS-ROYCE 2-door Special Clubman coupé by Freestone & Webb, black over old gold, champagne hide trim, sun-roof ... **£1,650**



1939 ROLLS-ROYCE Wraith 4-door convertible by Windover, works history for major rebuild. 1st award recent *Concours* event, superb order.



1954 Series 'R' Automatic BENTLEY 2-door Clubman coupé by Park Ward, sage and smoke green; many extras, new condition ... **£1,150**

1954 CONTINENTAL 'R'-type D series 4.9 engine 2-door Fast-back by H.J.M., raven black, red hide trim; fine example maintained regardless.

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1953 BENTLEY 'R'-type 4-door razor-edged sports saloon by Freestone, history, many extras, bench-type front seat **£1,100**

1935 ROLLS-ROYCE 20/25 sports saloon by H.J.M., excellent chassis, offered at **£485**

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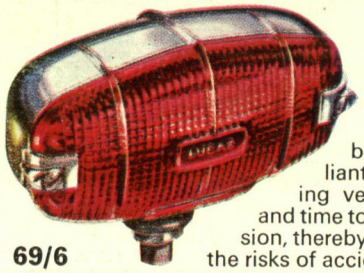
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Long Range Lamp—powerful, long range beam for safe night driving. **89/6**

Matched pair **170/-**

- ★ **All glass Sealed Beam Light Units.**
- ★ **50 watt 90,000 Candle Power Beam.**
- ★ **Easy fitting—upright, pendant or back mounting.**
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- ★ **All lamps complete with cable and switch.**
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***ANTI-CRASH* FOG REARGUARD LAMP**
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