

Vol. XL No. 9

TWO SHILLINGS

September 1964

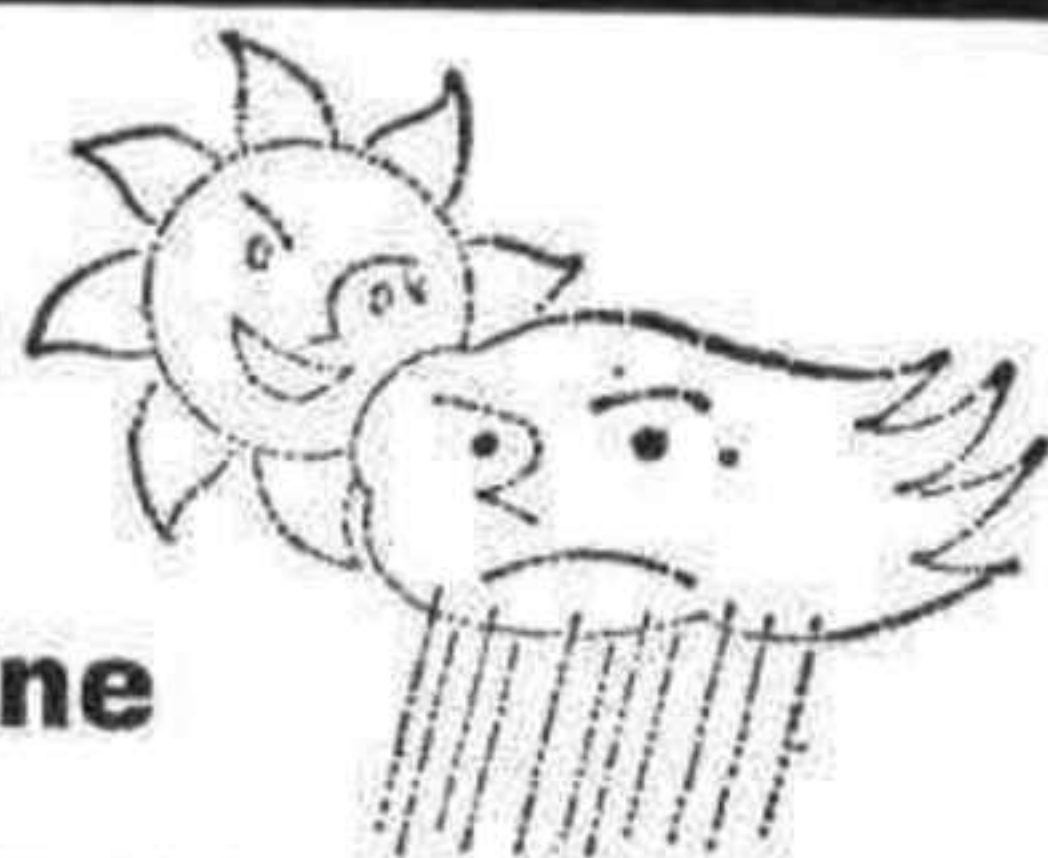
MOTOR SPORT

FOUNDED IN THE YEAR



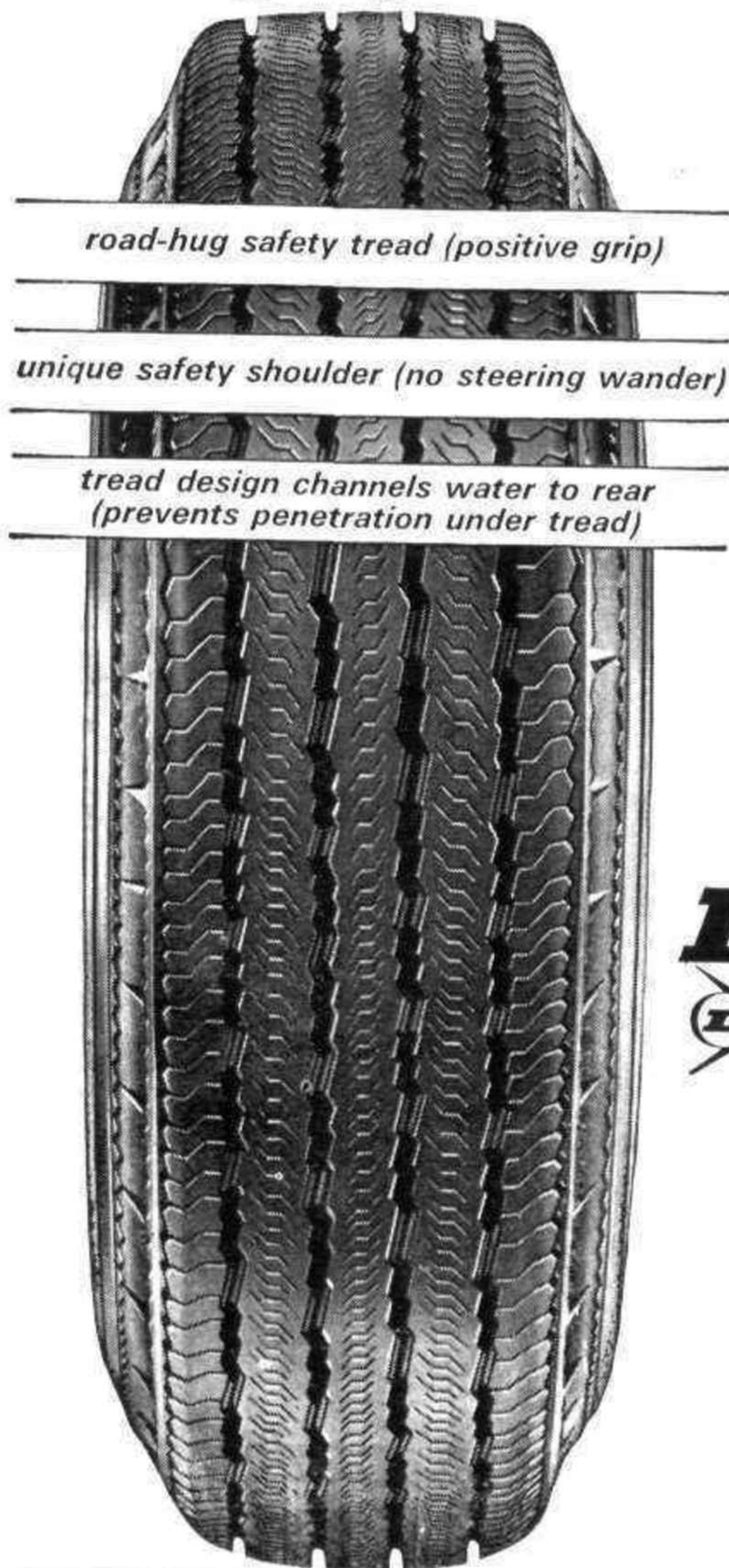
NINETEEN TWENTY-FOUR





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THIS is the tread that takes the tension out of everyday motoring



road-hug safety tread (positive grip)

unique safety shoulder (no steering wander)

*tread design channels water to rear
(prevents penetration under tread)*

and only Dunlop could have made it. Dunlop experience in the hurly-burly of motor racing, their expertise in rubber technology, extensive resources, their continuous research into the needs of tyre design, produced this unbeatable road-hug tread and safety shoulder for the C41, now widely accepted as the best, the safest standard tyre ever made.

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it beats the 'hidden danger'. It has the tread that helps to prevent 'aquaplaning' on wet roads—the condition where surface water gets under the tread so that a worn-smooth or less advanced tyre 'slides' on the thin film of moisture between tyre and road and, in an emergency, could leave you without any steering or braking control at all. It's the tread of the century!

DUNLOP C41

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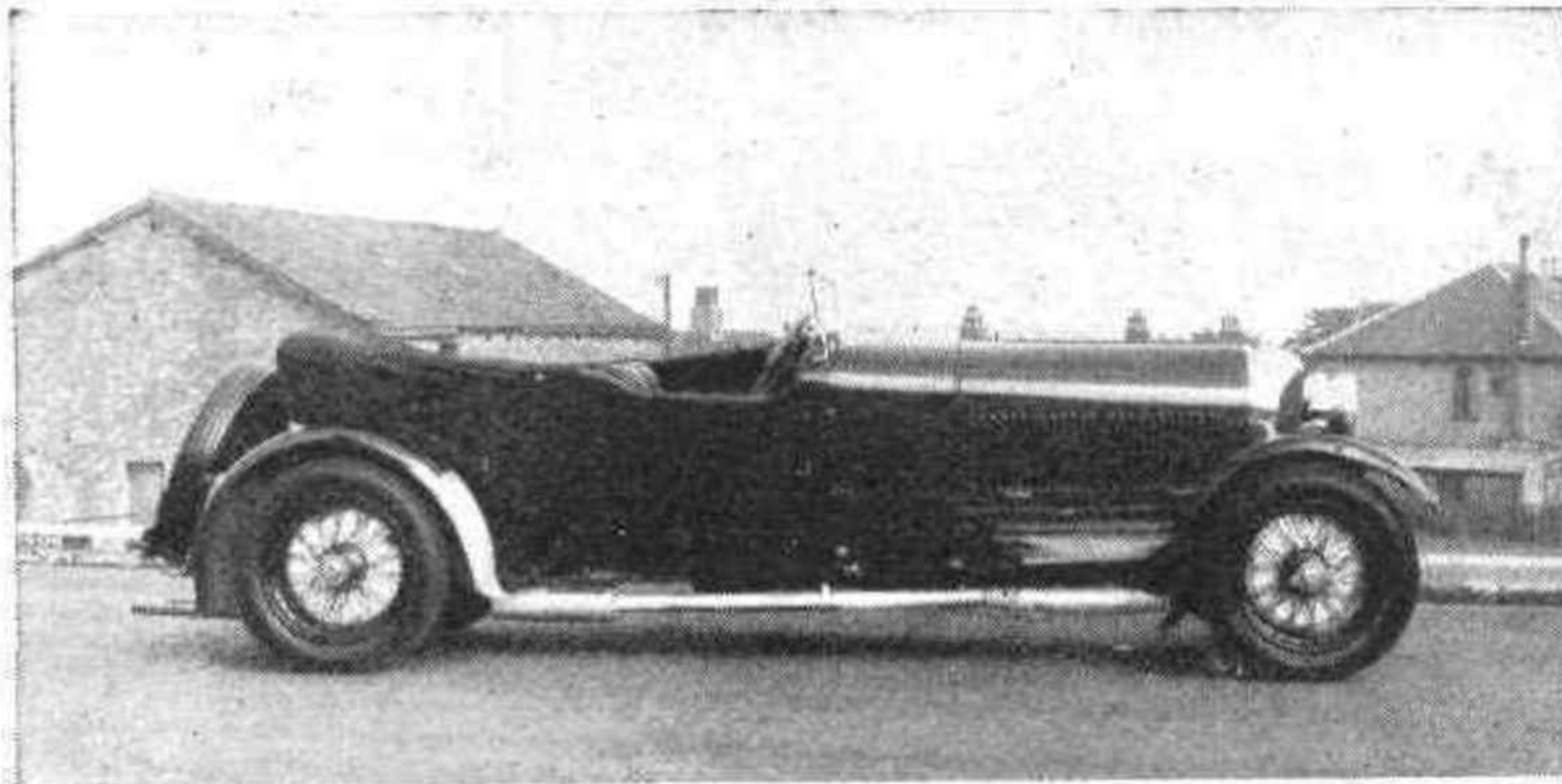
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Managing Director: J. BOND, A.M.Inst.B.E.

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At the time of going to press (August 17th) I have once again **SOLD OUT** my entire stock (except for the above Bentley which I purchased yesterday), but I hope, by the time you read this advert., to have many more fine cars for sale. Most of my cars are never advertised in *Motor Sport* as they are selling as soon as they arrive in my showrooms.

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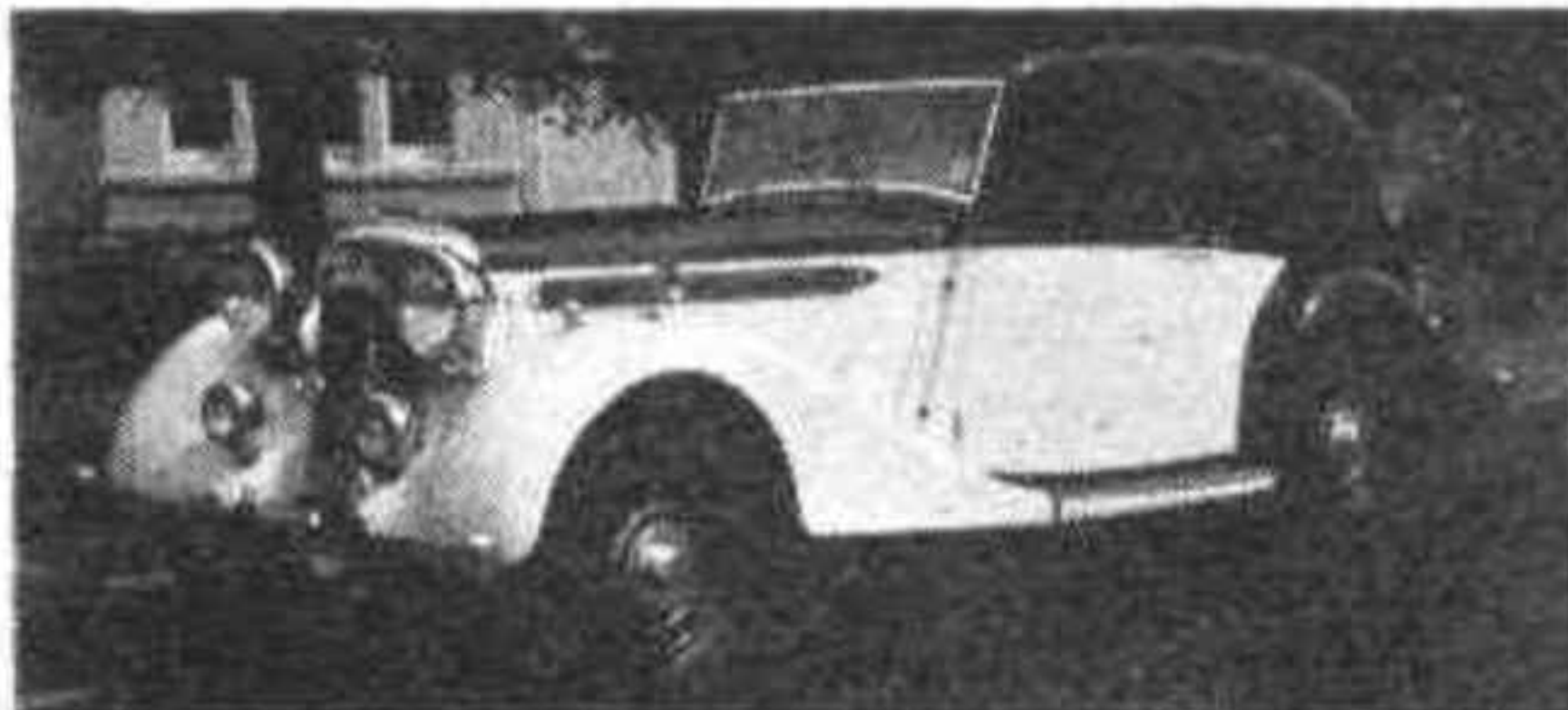
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DAIMLER 4-litre (29 h.p.) Straight-Eight with 4-door pillarless sports saloon coachwork by Vanden Plas. Black and cream with cream hide interior. Believed only two owners since 1938, its condition is so remarkable that we are investigating previous history. Quite one of the nicest Daimlers we have ever seen or handled. £350



BENTLEY 3-litre, Blue Label 1925 chassis, Corsica drophead coachwork of around 1930 period. Fairly recently re-trimmed and repainted in B.R.G. Excellent hood, all original instruments and in every way a thoroughly nice and completely practical 3-litre. £625



DAIMLER D.B.18 2 1/2-litre, 1952, with the rare and desirable Barker Special 3-seater coupé body. Bronze paintwork with beige hide interior and beige hood. In excellent order throughout. £295

ROLLS-ROYCE Silver Wraith, 4 1/2-litre, 1953 Series, registered December, 1952. Hooper full razor-edge touring saloon. Duo grey with grey hide interior. Illustrated last month. No particular history known, but three owners only and an outstandingly quiet power unit and first-class chassis. £895

ROLLS-ROYCE Wraith, W.H.C. Series, first registered August, 1945, sports saloon by Windover with electric division. White on pearl black, beige interior. Recently fitted new rings, exhaust system overhauled, brakes relined, new tyres throughout. Indicated mileage of 84,000 almost certainly genuine. Illustrated last month. A very good and attractive-looking pre-war Wraith. £545

ROLLS-ROYCE Wraith, W.E.C. Series, 1941, Park Ward semi-razor-edge sports saloon body. Outstanding mechanical order, having had complete R.-R. engine re-build in 1962. Bodywork at present undergoing thorough renovation. Completed price in the region of £750

ROLLS-ROYCE 20/25, 1933 Series, with excellent aluminium-panelled estate body built 1954. Interior panelled and trimmed throughout, twin rear doors; would make excellent motor caravan conversion. Good chassis, excellent paintwork, etc. £295

ROLLS-ROYCE 20/25 'D' back owner/driver saloon by A. Mulliner, December, 1935. Black, blue leather interior. Not outstanding in any way, but excellent value at £195

BENTLEY, 1939, M.X. (overdrive) Series, Barker drophead coupé. Last owner six years, new rings just fitted, decarbonised, etc. Mechanically first-class, bodily not *Concoirs*, but sound and receiving attention to paint and interior by ourselves. £525

ALVIS 3-litre saloon, 1952. In very sound order throughout. £125

DAIMLER Majestic, 1960. Black with beige hide interior, one owner, 55,000 miles. Reconditioned power unit and transmission fitted by Stratstone 20,000 miles ago and a really outstanding specimen. Quite remarkable value at £675

INVICTA High-chassis 4 1/2-litre tourer. Believed 1929. One owner since 1935. Not run since 1950 and coachwork needs considerable attention, re-trim, paintwork, et al., but engine overhauled and never run and still requires installation. Definitely for enthusiasts only, but equally really good value at £250

JAGUAR XK150 convertible. Although 1958, condition is quite remarkable and it has all desirable extras: overdrive, wire wheels, radio, etc. £495

JAGUAR 3 1/2-litre saloon, 1947, but remarkably tidy, rust-free and mechanically sound. First-class value at £60

LANCIA Flaminia, 1959/60 Series. White and Mediterranean blue with matching interior. Complete engine overhaul by us 6,000 miles ago, brakes just relined and car has just completed 3,000 miles Continental touring. A first-class specimen in every way, but L.H.D., hence realistic price of £795

M.G.-A 1600, 1961. One owner, moderate mileage, radio, luggage rack, etc. Grey. A very good specimen. £495

SUNBEAM Rapier convertible, late 1961, Mk. IIIa. Overdrive, discs, radio, 1,600-c.c. engine. Moonstone white with brown trim and hood. One owner, moderate mileage. A first-class example of this very attractive model. £535

VETERAN
A most interesting Model-T **FORD, 1915** (brass radiator), original wings and front half of tourer body and fitted with very early Baico chassis extension and open-side truck body. Requires restoration, but quite complete. £225

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without using any gas

for equipment that's the best value for money and best for results. He brings his finds back here, where his 4,000 stockists are. But before he sends anything out to them, he tests it rigorously and guarantees it.

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Write to me for full information about the Sankyo Micro Zoom:
David Williams, 5-9 Glasshouse Yard, EC1.

NAME _____

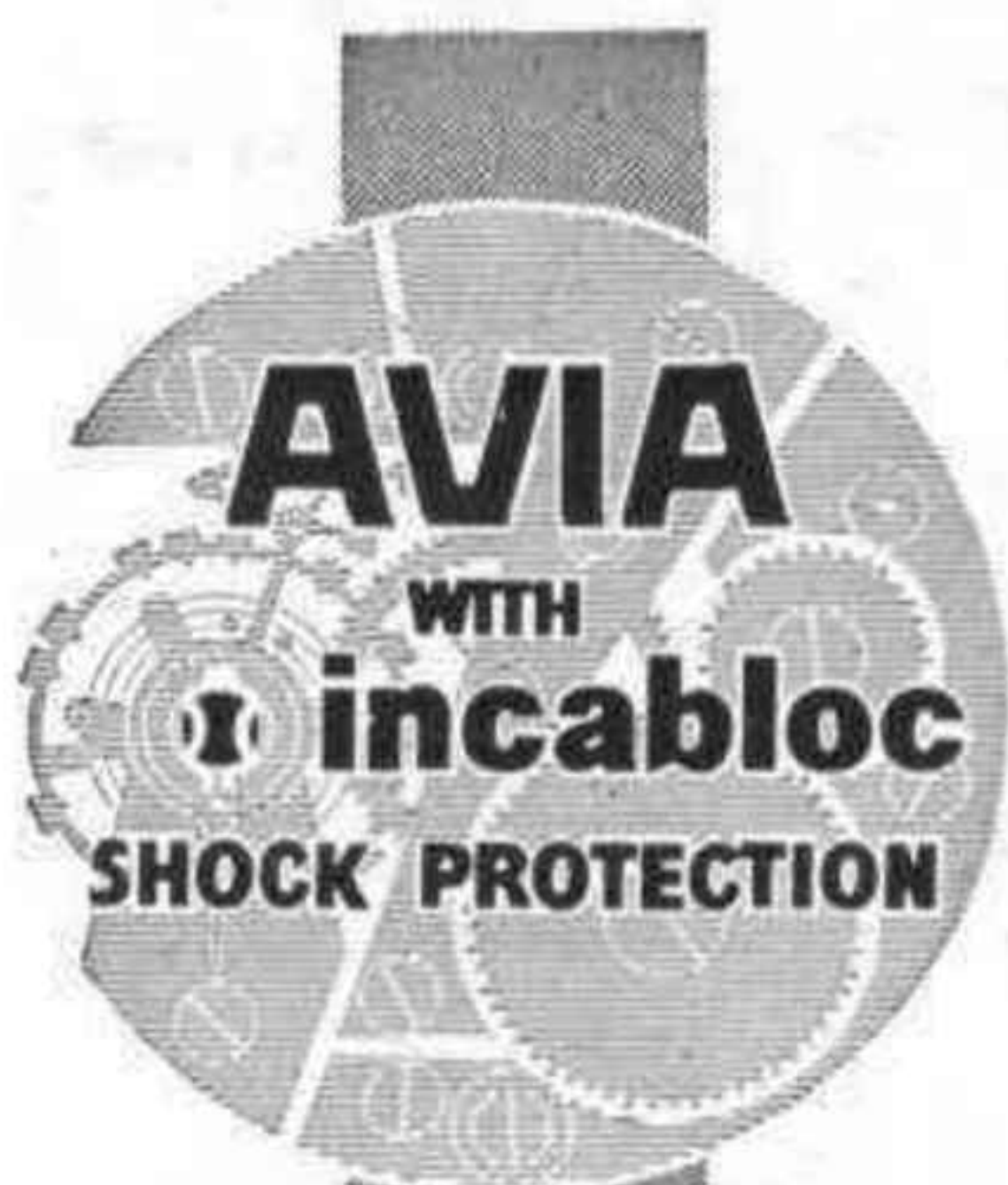
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29/1



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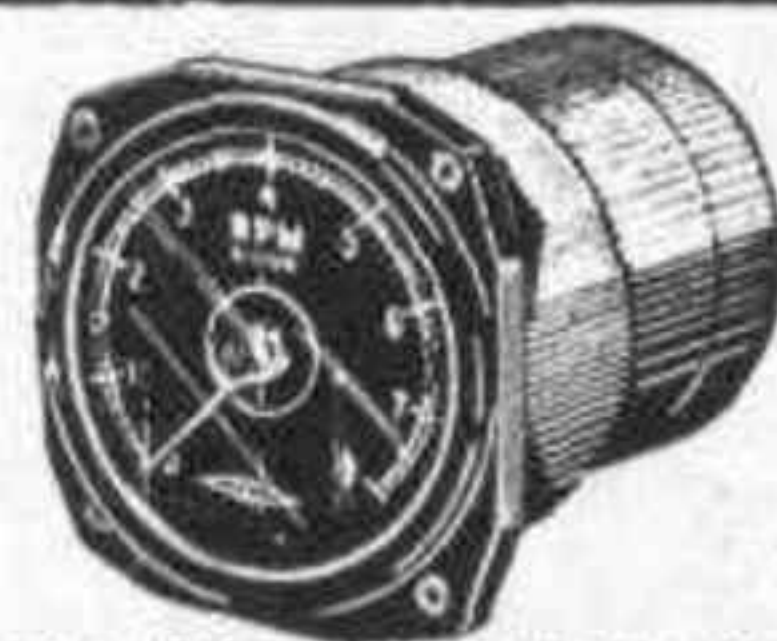
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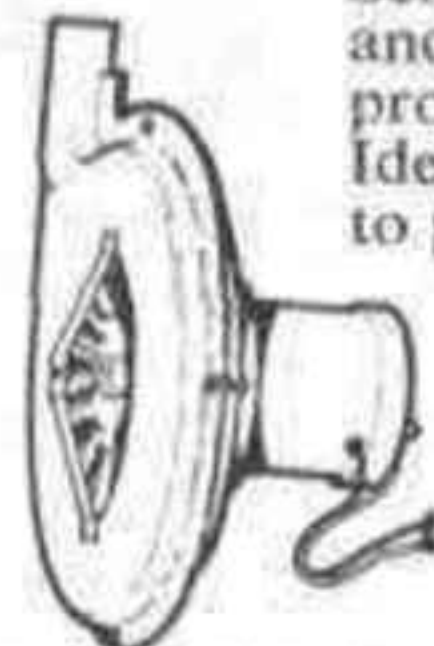
0-60 lb. sq. inch direct connection type, made by Smiths Instruments for motor vehicles. Attractive 2-in. circular scale black dial with white figures, chrome escutcheon and single screw bracket fixing from rear. Slotted housing for dashlight illumination at night. **UNUSED IN ORIGINAL PACKS AND COMPLETE WITH REAR CONNECTORS.** Also 0-100 lb. per sq. inch flange-mounting type with black escutcheon. State type required.



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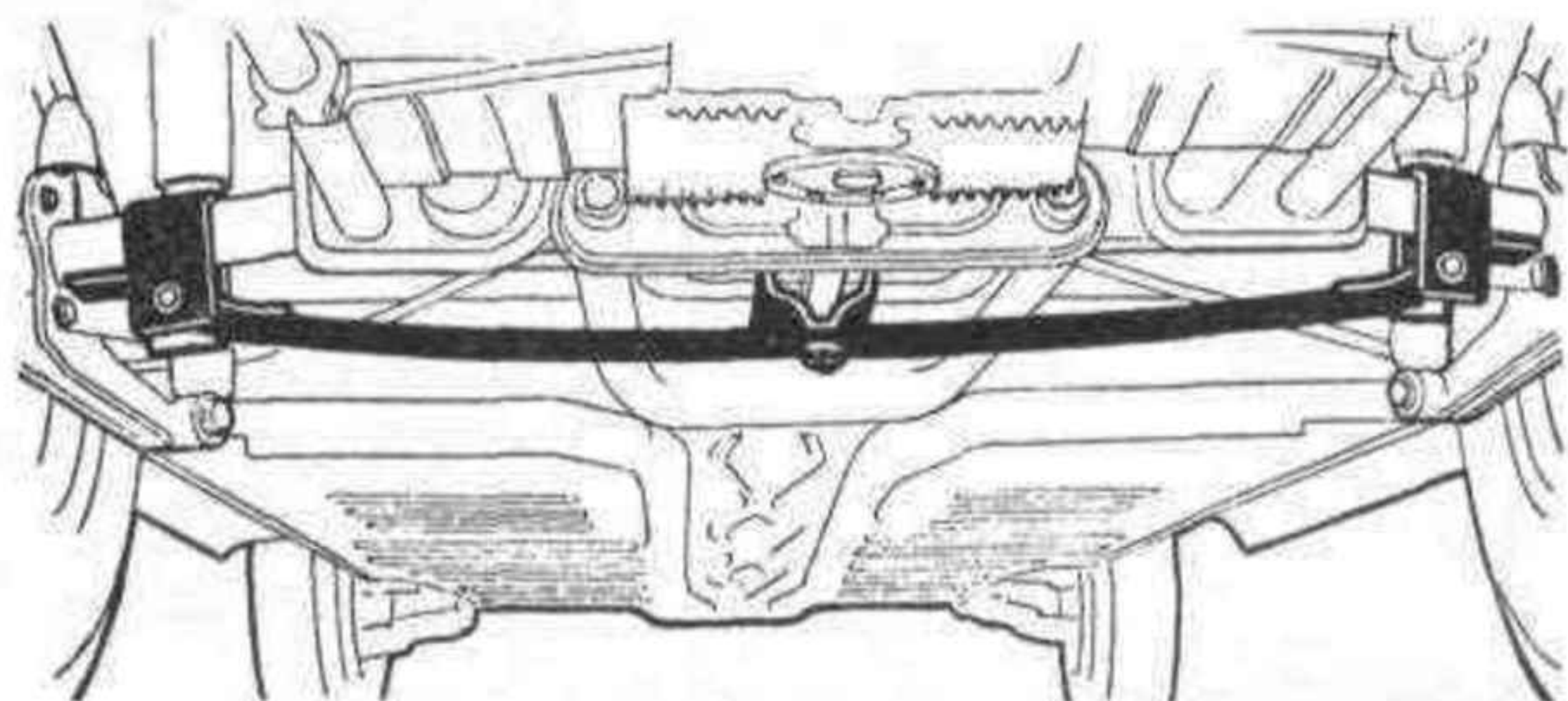
If you want increased safety coupled with improved roadholding and general handling performance, change to KONIs. They're easy to fit, simple to adjust to give the exact kind of ride you want, and they have a guaranteed life of 20,000 miles!

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CHANGE TO KONI SHOCK ABSORBERS

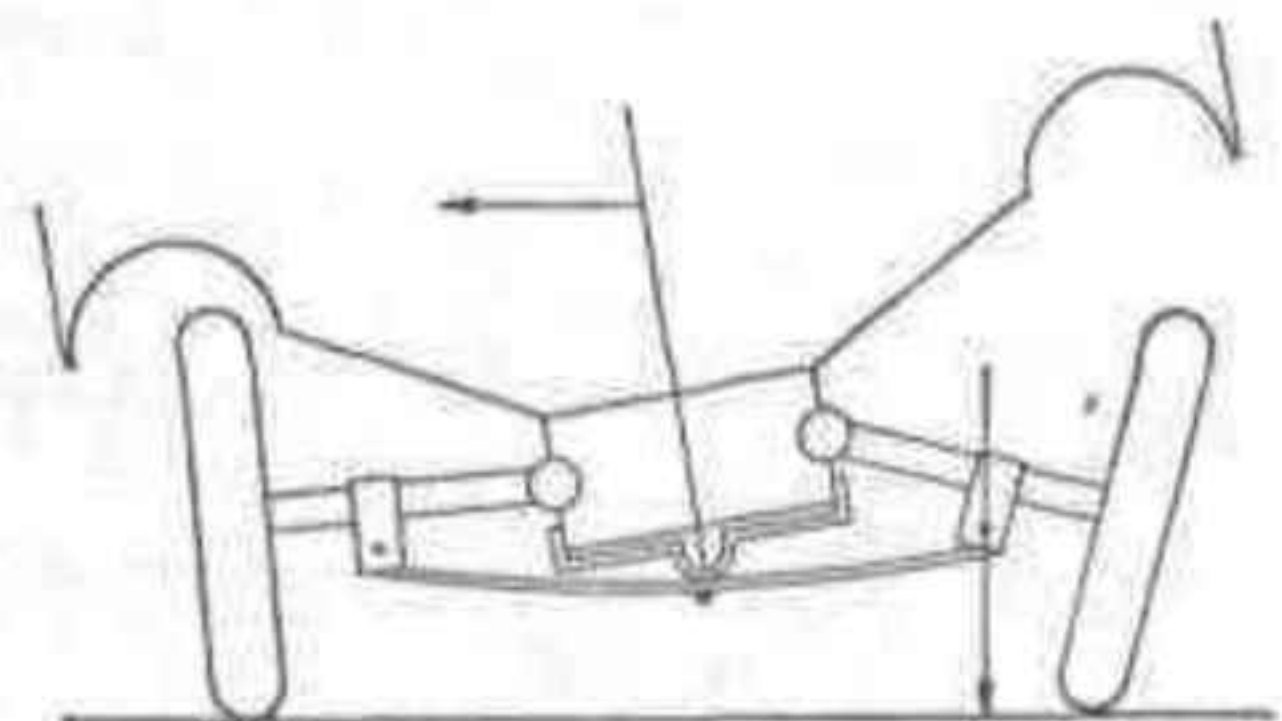


From your usual garage or in case of difficulty write to:—
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Phone: Crowland 316 7 8.

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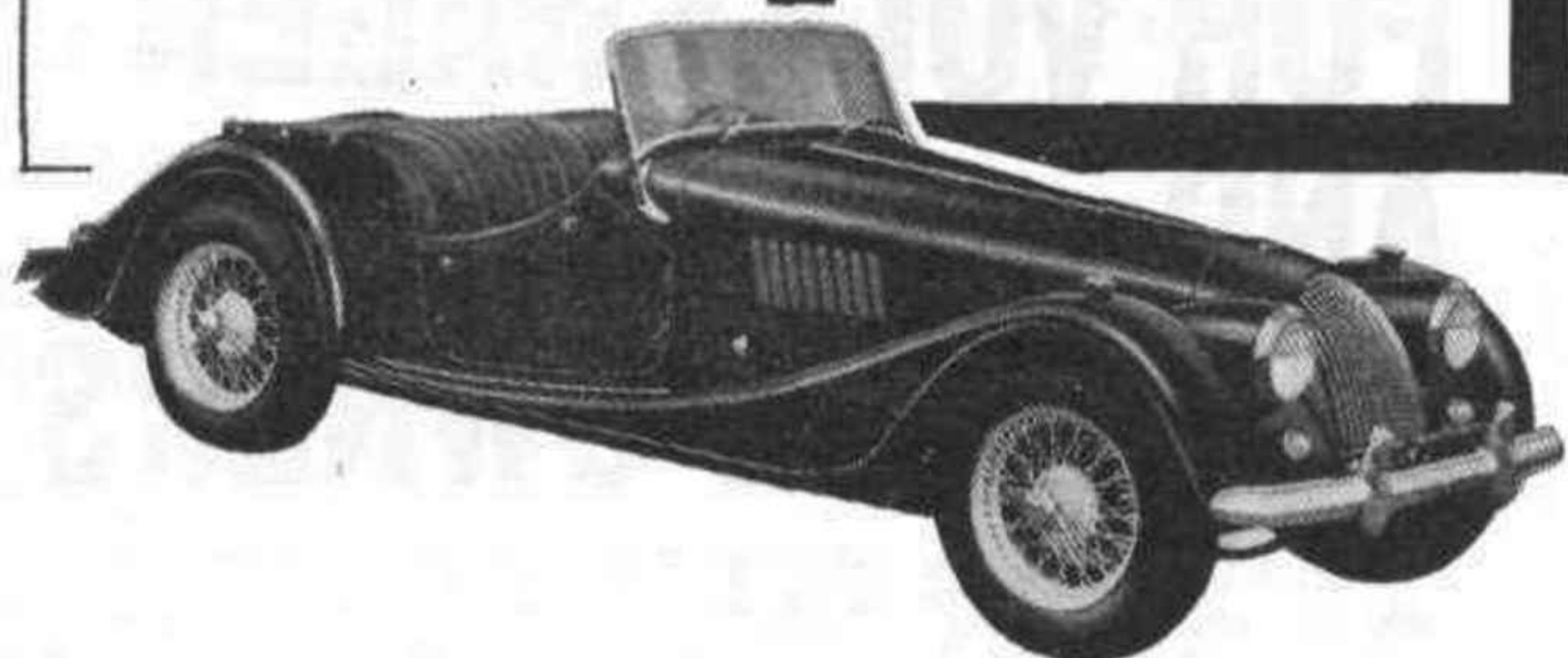
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'Paddy Hopkirk' driving gloves have been tested (what better testing ground than the gruelling Monte-Carlo Rally!) for safe, sensitive, non-slip grip. Paddy Hopkirk's own verdict? He considers them the ideal gloves for all competition driving—amateur or professional.

Impeccably made from dingo leather, these lightweight gloves are extremely soft and supple and wash easily with the special Fownes glove soap included with every pair, without losing their non-slip properties. Four sizes. 37/6 a pair.

Fownes Gloves Ltd, Talbot St, Worcester.





1st in Nurburgring 12 Hours

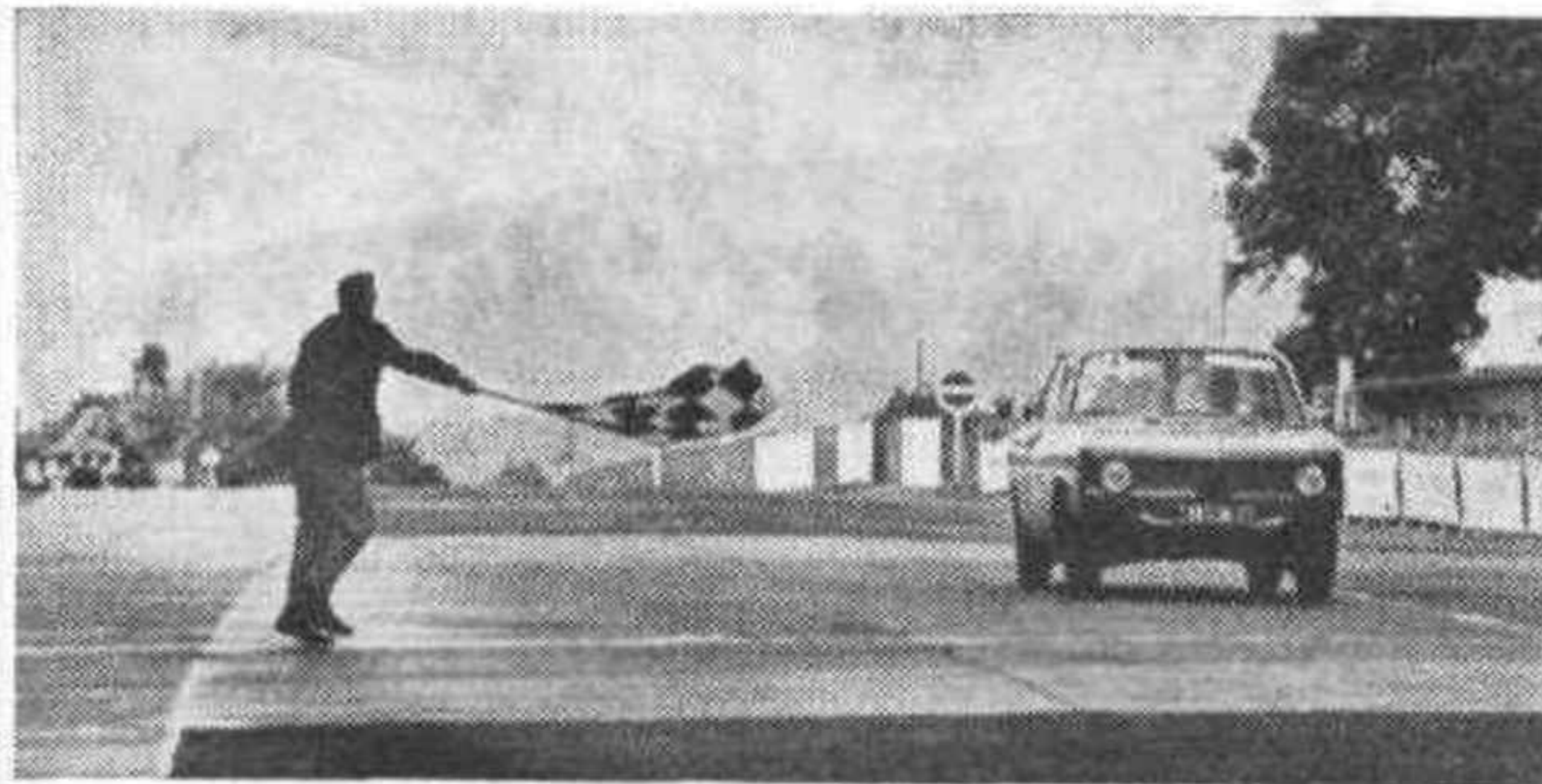
Hahne/Eppelein BMW 1800 T/I

1st in 1600-2000 c.c. Class

and 2nd Overall

in SPA 12 Hours (Aaltonen/Hahne BMW 1800 T/I

The finish of the gruelling Nurburgring 12-hour race. The BMW 1800 T/I crewed by Hubert Hahne and Heinz Eppelein led from start to finish — a magnificent achievement.



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Take a look inside the
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You'll like what you see.

The first time you see the Mark III Austin Healey Sprite, you'll probably be looking at it through the window of an Austin showroom.

If you can't spot the changes from there, walk inside. Sit in the driver's seat. Then look around you and see why this remarkable little sports car is even better value than it was before.

Notice the instrument panel first. The instruments are clustered closer to the driver to create *space*. Space for a new parcel shelf in front of the passenger.

The Mark III Sprite stresses comfort in a number of important ways.

It now has side windows that wind up to shut out

bad weather. New quarter lights to help regulate the air inside the car. And a new curved windscreen to improve the driver's view of the road.

Now ask your dealer for a trial run, and look for the improvements under the skin.

Power is increased. The engine runs more smoothly. The rear suspension has been redesigned to replace the old quarter-elliptical with new semi-elliptical springs. Better road holding and improved handling qualities all round are the results.

The price of the Austin Healey Sprite always was low. At £505.0.0 (£610.15.5 P.T. included), the new Austin Healey Sprite Mark III *stays* that way.



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MOTORSPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH

FORTIETH YEAR OF PUBLICATION

MATTERS OF MOMENT

LONG-DISTANCE RACES

Although some race organisers maintain that a meeting devoted to a series of short races is a better spectator attraction than a long-distance race, the fact remains that to those who are real enthusiasts for racing, the latter has a great appeal. Pit-work, tyre life, race tactics, and car and driver stamina all contribute, building up to a climax as a long race draws to a close and genuine appreciation is felt for the deserving winner of a contest which has been waged, with many changes of fortune, some unexpected, for several hours.

So it is good to know that long-duration races are still popular, on the Continent—Le Mans, Targa Florio, Nurburgring 1,000 km., the revived Reims 12-hour, the Spa 24-hour race won by Mercedes-Benz with their 300SEs; in America, where they enjoy 500-mile saloon-car races, Sebring, etc.; and in England, where we have the 750 M.C. Six-Hour Relay Race, *Motor Six-Hour Saloon Car Race*, while the R.A.C. Tourist Trophy this year was run over a distance of 312 miles.

In an age when Grand Prix races are of comparatively moderate duration, it is good to find races for saloon, sports and/or GT cars remaining in something of the classic tradition of the great motor races of the past.

THE WILLMENT AFFAIR

The affair of Willment and Basil Tye has received so much publicity that we would have preferred to ignore it. But if this means that Willment will have to surrender his Competition Licence and we shall see no more this season of his highly devastating (to Jaguar dignity) Ford Galaxies and very fast Ford Cortina GTs, we are prepared to announce that, as ordered by the R.A.C. Competitions Committee, he has sent us an apology to that Committee, worded as stipulated.

People are divided about the Willment/Tye fracas. Some there be, who point out that motor racing is a dignified sport and that it is also a dangerous sport, so that it is absolutely essential that competitors should not interfere with the R.A.C. or race organisers' control of it. The Jockey Club, faced with a similar situation would, these pundits say, have been at least as strict.

But it must be remembered that the incident arose due to an error of start-line procedure and *Motoring News* was bold enough to say that it is the R.A.C. which owes an apology to Willment.

Our feeling is, taking account of the fact that Willment did not interfere with the official who was displaying the black flag or any marshal actively concerned with actual race safety or control, and that no blood was actually shed, that a hand clasp at the close of the day should have been sufficient to put matters right.

After all, the R.A.C. is in control of motor racing, not the Chelsea Flower Show. Tempers are naturally sometimes close to boil-over-point in a sport (or business) so exacting, demanding and hazardous. It will be a thousand pities if, in some future Grand Prix, Clark, or Hill, or Gurney or Brabham or Willment or old Uncle Tom Cobby or someone is disqualified after receiving the chequered flag, and no protests, because his team mechanics were heard to say a bad word—"actually, I believe it was damn, old man"—while toiling in the pits. . . .

MORE HELP FOR THE MOTORIST?

For a long time we have felt sad at the numbers of criminals, thieves, yobs and robbers who are at large while the Police deploy large numbers of their attenuated constabulary trapping wicked drivers for exceeding often out-dated speed-limits by a few m.p.h., apprehending them for causing "obstructions" in wide deserted thoroughfares and generally making the existence of otherwise law-abiding motorists precarious, if not downright miserable.

Now that the prison authorities are unable to hold criminals delivered to them for safe-keeping, there seems no point in the police wasting their time arresting people.

So we suggest that all policemen, in order to justify their existence, are put on to motoring affairs—not persecuting drivers, but sorting out traffic jams, helping with breakdowns and accidents, controlling traffic, sanding roads and so on. Hunting criminals is apparently a dead loss, so why not? We are joking, of course!

HAPPY BIRTHDAY!

We were invited by Kenneth Neve to a pleasant party at Castle Combe on August 25th, when five Grand Prix cars—a Humber, a Mercedes, an Opel and two Sunbeams—celebrated their 50th birthdays. More about this, next month. Incidentally, Neve's Type 35B Bugatti was in good form at the V.S.C.C. Prescott Hill Climb, clocking 50.53 sec., whereas G. S. St. John's Type 35B took 51.58 sec.

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Front Cover Picture: JOHN SURTEES seen here at speed whilst winning the German Grand Prix for the second year running.

Motoring Sport Events for September

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Sept. 5th	S.U.N.B.A.C.	Silverstone	Towcester	Race Meeting (R.)	1.00 p.m.
Sept. 5th	B.R.S.C.C.	Crystal Palace	London, S.E.19	Race Meeting (N.B.)	2.00 p.m.
Sept. 5th	Scottish S.C.C.	Rest and Be Thankful	Argyll	Hill-Climb (R.)	2.30 p.m.
Sept. 5th	B.R.S.C.C. (N.)	Rufforth	York	Race Meeting (C.)	2.00 p.m.
Sept. 5th	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (R.)	2.00 p.m.
Sept. 5/6th	Walsall C.C.	Bengry Bros.	Leominster	Observer Rally (R.)	10.00 p.m.
Sept. 5/6th	Surrey Sporting M.C.	Bordon Motors	Bordon	Rally (R.)	10.00 p.m.
Sept. 5/6th	Hampton & Dist. M.C.	Lion Vale Garage	Ashford, Staines	Rally (R.)	10.00 p.m.
Sept. 5/6th	Bognor Regis M.C.	"The Hornet," Chichester	Chichester	Rally (R.)	11.00 p.m.
Sept. 6th	A.C. Milan	Monza	Milan	Italian G.P. (INT.)	3.00 p.m.
Sept. 6th	Coventry & Warwicks. M.C.	Shennington Aerodrome	Banbury	Sprint (R.)	1.30 p.m.
Sept. 6th	Cambridge C.C./Alvis O.C.	Duxford Airfield	Cambridge	Sprint (C.)	11.00 a.m.
Sept. 6th	N. London E.C.C.	Aldershot	Aldershot	Sprint (C.)	10.00 a.m.
Sept. 6th	B.A.R.C.	Brands Hatch	Farningham	Onyx Trophy Speed Trials (N.B.)	1.30 p.m.
Sept. 6th	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (N.O.)*	11.00 a.m.
Sept. 6th	London M.C.	Mallory Park	Hinckley	Sprint (R.)	1.00 p.m.
Sept. 6th	Mid-Cheshire M.C.	Great Warford	Wilmslow	Autocross (C.)	1.30 p.m.
Sept. 6th	N.A.L.G.O. M.C.	Elstree Way Hotel	Boreham Wood	Driving Tests (C.)	2.30 p.m.
Sept. 6th	Margate & Dist. C.C.	Tubbs Corner	Ramsgate	Co-Promoted Autocross (C.)	1.30 p.m.
Sept. 6th	Darlington & Dist. M.C.	Croft Autodrome	Darlington	Capstan Four-Hour Relay Race (R.)	1.30 p.m.
Sept. 12th	Brighton & Hove M.C.	Madeira Drive	Brighton	Brighton Speed Trials (N.B.)	9.15 a.m.
Sept. 12th	B.A.R.C.	Goodwood	Chichester	Race Meeting (C.)	2.00 p.m.
Sept. 12th	Peterborough M.C.	Silverstone	Towcester	Race Meeting (R.)	1.30 p.m.
Sept. 12th	Aintree Circuit Club	Aintree	Liverpool	Race Meeting (R.)	2.00 p.m.
Sept. 12/13th	Glossop & Dist. C.C.	Kennings Ltd.	Brookfield	Burgess Bowl Rally (R.)	11.00 p.m.
Sept. 12/13th	Stockton & Dist. M.C.	Central Motor Auctions	Maltby	Rally (R.)	9.30 p.m.
Sept. 13th	E. Anglian M.C.	Stanway	Colchester	Autocross (R.)	Noon
Sept. 13th	Kentish Border C.C.	Isenhurst Manor	Cross-in-Hand	Sporting Trial (C.)	10.30 a.m.
Sept. 13th	Caldervale M.C.	Baitings Dam	Rochdale	Hill-Climb (C.)	2.00 p.m.
Sept. 13th	B.R.S.C.C.	Mallory Park	Hinckley	Race Meeting (C.)	2.30 p.m.
Sept. 13th	B.A.R.C. (Yorks)	Stockton Farm, Harewood	Leeds	Hill-Climb (N.B.)*	1.00 p.m.
Sept. 13th	Bentley D.C.	Firle	Lewes	Hill-Climb (R.)	2.00 p.m.
Sept. 13th	Tavern M.C.	Whitchurch Airport	Knowle	Driving Tests (C.)	2.00 p.m.
Sept. 13th	Hants & Berks M.C.	A.W.R.E.	Aldermaston	Driving Tests (C.)	Noon
Sept. 13th	Classic American A.C. of G.B.	Montagu Motor Museum	Beaulieu	American Car Rally	Noon
Sept. 18th	Bristol M.C. & L.C.C.	Dyrham Park	Bristol	Hill-Climb (N.B.)*	1.00 p.m.
Sept. 19th	Mid-Cheshire M.C.	Oulton Park	Tarporley	Gold Cup Race Meeting F.2 (INT.)	2.00 p.m.
Sept. 19th	Scottish S.C.C.	Abbotsinch Airport	Glasgow	Sprint (R.)	2.15 p.m.
Sept. 19/20th	Leeds & Dist. Traction Engine Club	Harewood House	Leeds	Traction Engine Rally	2.00 p.m.
Sept. 19/20th	Swansea M.C.	Prynnes Service Station	Builth Wells	Rally of the Vales (N.B.)	10.30 p.m.
Sept. 20th	Cambridge C.C.	Old Milton Road	Cambridge	Driving Tests (R.)	1.30 p.m.
Sept. 20th	Shenstone & Dist. C.C.	Curborough	Lichfield	Sprint (R.)	1.30 p.m.
Sept. 20th	B.R.S.C.C.	Longleat	Warminster	Hill-Climb (N.B.)	2.30 p.m.
Sept. 20th	W. Lancs M.C.	Spout House Farm	Ormskirk	Autocross (R.)	2.00 p.m.
Sept. 20th	Montagu Motor Museum	Montagu Motor Museum	Beaulieu	Lost Causes Rally	12.30 p.m.
Sept. 20th	Ford Model-T Register	Royal Norfolk Hotel	Bognor	Untimed Run	Noon
Sept. 20th	VW Sporting Club	Weburn Abbey	Bedford	VW Convention	11.00 a.m.
Sept. 20th	Chiltern C.C.	Studley Green	Stokenchurch	Autocross (R.)	2.00 p.m.
Sept. 26th	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (N.O.)	1.00 p.m.
Sept. 26th	Burnham-on-Sea M.C.	Marine Parade	Weston-super-Mare	Speed Trials (N.B.)	10.30 a.m.
Sept. 26th	Lancs and Cheshire C.C.	Oulton Park	Tarporley	Five-Hour Relay Race Meeting (R.)	1.00 p.m.
Sept. 26/27th	Hants & Berks M.C.	Rostock Corner Garage	Wantage	Holland Birkett Night Trial (R.)	9.00 p.m.
Sept. 26/27th	Airedale & Pennine M.C.	Appleyard of Bradford	Bradford	White Horse Rally (R.)	11.01 p.m.
Sept. 26/27th	London M.C.	See footnote	—	Gulf London Rally (N.B.)	—
Sept. 27th	B.A.R.C.	Brands Hatch	Farningham	Race Meeting (C.)	2.00 p.m.
Sept. 27th	750 M.C.	Market Place	Brentford	Driving Tests (C.)	11.00 a.m.
Sept. 27th	Bullnose Morris Club	B.M.C. Works	Cowley	Rally	Noon
Sept. 27th	M.G. C.C.	Motor Museum	Beaulieu	Three Registers' Concours	11.00 a.m.
Sept. 27th	Chichester M.C.	R.A.F. Tangmere	Chichester	Inter-Area Driving Tests (R.)	11.00 a.m.
Sept. 27th	B.R.S.C.C. (N.)	Cadwell Park	Louth	Race Meeting (C.)	2.00 p.m.

Footnote: There are four starts for the Gulf London Rally at London, Manchester, Bristol and Birmingham, cars leaving early on the evening of September 26th.

* Qualifies for R.A.C. Hill-Climb Championship.

EUROPEAN HILL-CLIMB CHAMPIONSHIP

Since our last bulletin on the European Hill-Climb Championship, two further events, Cesana Sestriere on July 26th and Freiburg on August 9th, have taken place. Barth, who had already assured himself of the title for the second successive year by winning Trento Bondone, continued to dominate the Championship with his works-entered 2-litre Porsche Prototype and won at Cesana in a new record time of 5 min. 33.1 sec. Second place went once more to the Swiss, Herbert Muller, in the Scuderia Filipinetti 2-litre flat-eight Elva-Porsche, over 5 sec. behind the winner. The fast German exponent Anton Fischhaber took third place in his Lotus 23-B.M.W., with Herbert Demetz' 2-litre Abarth-Simca fourth, just half a second ahead of Andre Knorr's Porsche 904. At the penultimate round at Freiburg, Barth kept up the pressure to notch his sixth successive win in the Championship, ascending in a new record time of 6 min. 40.66 sec. for the 11.2-kilometre course. Muller came even closer to catching Barth and on one of the two ascents he got down to within 0.41 sec. of the German Champion. Third place went to another Swiss driver, Karl Foiteck, in a 4-cylinder 2-litre Lotus 23-Climax, just ahead of Fischhaber. Thus Barth brought his total up to 54, but

as only the best five events count he can only claim 45 points, and this allows him to discard the nine he gained with the Elva-Porsche at the first qualifying round at Rossfeld. Second overall is Herbert Muller with 25 points, whilst third place features a close battle between Anton Fischhaber with 10.875 points and Heini Walter (Porsche 904) with 10.50 points. As a result of his crash at Trento Bondone, Britain's Peter Westbury had to bring his Lotus 23-B.R.M. back to England for repairs, Westbury missing both Cesana and Freiburg, although the car will be in the last event at Sierra Montana on August 30th, where David Good will be driving.—E. L. W.

R.A.C. HILL-CLIMB CHAMPIONSHIP

Positions in the R.A.C. British Hill-Climb Championship at the time of going to press (excluding Shelsley Walsh on August 30th) are as follows: 1st, P. Westbury (2.5 Ferguson-Climax P99), 84 points; 2nd, A. E. Marsh (2.0 Marsh-Climax) and P. Boshier-Jones (1.3 Lotus 22-Climax S), 77 points; 4th, A. B. Griffiths (2.5 B.R.M.), 53 points; 5th, J. Macklin (3.5 Cooper-Buick), 47 points; 6th, R. Fielding (2.5 Lotus 21-Climax), 31 points.

TWO ANGLO AMERICANS

**"Motor Sport" Calls
on
Jensen and Bristol**

HAND-MADE.—The assembly shop of Jensen Motors, at West Bromwich, with Jensen C-V8 cars being assembled on the right and Austin Healeys on the line on the left of the picture.



THE other day I was driving a vast boudoir of an American automobile and came up in traffic alongside a Jensen C-V8. Perhaps catching its elderly occupants unawares, I beat it on acceleration, but when the time came to brake again, the Jensen sailed past me, due to having far better anchors.

This merely heightened my opinion that motor cars combining the power and reliability of American power units ("there's no substitute for litres") with European standards of suspension and braking should be very desirable cars indeed. Two come to mind immediately—the Jensen and the Bristol.

I decided to call at these factories, to see what's cooking in this attractive Anglo-American field. First I drove to West Bromwich, suburb of Birmingham, wondering, *en route*, which is the slower road, Oxford-Banbury or Oxford-Stratford, and what Marples proposes to do about it . . . ?

Jensen now occupy new premises, dating from 1956 with the finishing touches in 1958, comprising long and lofty concrete halls and flanking office blocks. There are ample car parks, a canteen and lots of rather dingy working-space in this unpretentious Midlands factory where they do not go in for too much show, preferring to get on with the jobs in hand. I was conducted round by Mr. J. Branson, the Sales Manager.

Apart from building the C-V8 Jensen, Austin Healey 3000 and Sprite bodies are constructed, using Bronx presses to shape panels delivered from an outside source of supply. They are then trimmed and painted for B.M.C., before being dispatched to Abingdon. The Sunbeam Tiger is assembled for Rootes. A three- or four-line assembly-line bay, as required, and a four-line paint bay are employed for making these Austin Healey bodies, Jensen being able to cope with up to 250 a week.

The Alpine bodies for the Sunbeam Tiger are sent to Jensen Motors, who then install the Ford V8 260 power unit after modifying the structure, and complete the car for shipment to America. No-one was prepared to let me look closely at a Tiger or tell me the production figures but, judging by the impressive numbers going through the shops, and the Ford engines from Detroit in their Rootes' packing cases, I would estimate a weekly output in the region of three figures.

It is significant that the aforesaid desirable Anglo-American amalgamation is accepted avidly in the U.S.A., as the demand for compact Sunbeam Tiger and powerful A.C. Cobra testifies.

Jensen wanted real power, so decided to go over to an American power unit, and having installed a few Chrysler engines in the old Jensen chassis they were entirely convinced that there was no need to look for any other engine. These cast-iron 90° 108×86 mm. (6,276 c.c.) V8 power units develop 330 b.h.p. at 4,800 r.p.m., using a c.r. of 10 to 1. The engine arrives ready to install, separated from its Torqueflite automatic transmission for ease of shipment, Jensen merely bolting the two together for installation in their chassis.

The Jensen C-V8 really is hand-built and finished. It was like a flash-back to pre-war craftsmen-built cars to see them being assembled on a single floor-level line which has nothing automatic about it, the cars being moved along by hand on rail-track conveyors.

The chassis consists of two parallel tubes to which the fabricated sub-assemblies are electrically welded. The o/s. tube incorporates the brake vacuum-servo and for this reason all chassis tubes are immersed in a simple water bath and tested under pressure for leaks.

After the sub-assemblies are in place the chassis is turned right side up, and commences its leisurely journey along the assembly-line. The Jensen body is entirely of fibreglass, with the exception of the light-alloy doors. Jensen have had experience of this form of construction, on the 541, since 1954. The sections are made carefully by hand, baked overnight at 60°, then the body shell is cured for a period of three weeks before it takes its place on the assembly-line. The only pigment in the resin is that used to protect the under surface of the front-wheel arches against stones flung up from the road.

As a fibreglass body is immune to corrosion the entire metal chassis is completely immersed in a bath of anti-corrosive fluid so that it, too, will be immune from rusting.

I was interested in two items of technical detail. To ensure cool oil in the automatic gearbox a heat-exchanger is incorporated at the base of the Jensen's water radiator, through which the gearbox oil is circulated, while ducts above the front-wheel arches convey cool air not only to the interior of the body, for the comfort of the occupants, but also over the gearbox to obviate a hot transmission tunnel. Another ingenious aspect of the C-V8 is a lockable flap over the release on the nose of the bonnet. This means that the car can be driven but no-one can tamper with the engine. Moreover, the sizeable handle which frees the bonnet of all save its safety-catch is so positioned that if the bonnet hasn't been shut the lockable flap cannot be closed, and as this is then visible from the driving seat, only a complete moron would drive off with the bonnet unfastened. The fuel filler flap is solenoid-operated, incidentally.

Great care is taken over the finish of the car. The paintwork is very carefully inspected for blemishes after the body has been through the single-car paint-spray booth, and small parts are painted along with the body they belong to, to ensure even colour. The "eyebrows," or metal beadings, above the dual headlamps are definitely individual to each car, being fitted to its body before being plated, to ensure a perfect fit.

The finished cars go up on a ramp for detailed inspection. Another very encouraging aspect of this small-output, hand-built car—and only four or five C-V8 Jensens emerge per week—is the careful testing, undertaken by two drivers who do nothing else. Each car is run on the road for some 200 miles, the testing broken

up by the dictates of meal times, before it is passed as ready for delivery, a most unusual procedure these days.

The Jensen chassis is quite conventional, but sturdy, to cope with those 330 American horses. Front suspension is by coil-springs and wishbones, Dunlop disc brakes do the retarding, and the Salisbury back axle, with specially heavy $\frac{1}{2}$ -shafts and a Powerlok differential, is sprung on two-stage $\frac{1}{2}$ -elliptic leaf-springs damped by electrically adjustable Armstrong shock-absorbers.

Altogether this big, rugged hand-built £3,490 Jensen is a most satisfactory-looking car, about which we hope to publish a full road-test report in the near future.

* * *

Some years ago, when the Managing Director was Bristol-minded, there was fairly frequent reference to Bristol 401, 403 and 404 cars in MOTOR SPORT. At the time there were people who maintained that these beautifully engineered and appointed cars were under-engined, but to me they represented high-efficiency 2-litres, for those enthusiasts who didn't object to changing gear when they wanted to go quickly.

Around 1957, however, re-organisation of the factory at Filton coupled with the fact that Hawker-Siddeley had dropped car production, caused repercussions, and the manufacture of car engines by Bristol was abandoned.

They had, in any case, realised that something new was required and had designed a number of experimental engines, with a V8 in an advanced state on the drawing-board. It was felt that the new car should have automatic transmission and every kind of gearbox in this category—Hobbs, Borg-Warner, Hydramatic, Flight-o-Matic and Torqueflite—was tried, the verdict going very much in favour of the last-named, after Bristol had tried their hand at making an automatic box of their own, in conjunction with Smiths.

Having decided that they wanted a Chrysler transmission, the Bristol engineers found it logical to employ a Chrysler V8 engine. American foundry methods are notable for excellent light-weight aluminium castings, and to reach similar standards for an output of 10 or 20 engines a week would have entailed enormous tooling costs, apart from the undesirability of matching a specialised transmission to an engine for which it wasn't designed.

So a Chrysler power unit was adopted, a Canadian-built type 313, with a high performance power pack—special camshaft, four-barrel carburetter, etc.—chosen by the Bristol engineers. They also decided to have nothing to do with hydraulic tappets and the engines are supplied with mechanical tappets installed.

Tests were carried out in England, Bristol doing their own development work in harmony with the Chrysler Corporation in the States. For instance, full-throttle motorway driving could have produced bearing failures, but the engine proved entirely satisfactory. Experiments were made with higher peak revs. under kick-down, to the extent of extending the change-up point by some 8 or 10 m.p.h., but overall acceleration times were unaffected. In carrying out such tests the Brabazon runway adjacent to the factory proved extremely useful.

Chrysler had just introduced the Californian smog pack and this was adopted as being an ideal method of keeping fumes out of the car interior. In particular, Chrysler's ball and trunnion propeller shaft joint was found to function exceedingly well, ironing out transmission problems.

Small modifications to the 98.5 x 84.1 mm. (5,130 c.c.) 250-b.h.p. 90° V8 engine to enable it to go into the Bristol 408 box-section chassis, such as shortening the dip-stick, altering water outlets, tapping heater connections, modifying the gearbox extension and so on, are done at Filton, surplus parts removed from the imported engines being scrapped. So far as larger mods. are concerned, like manifolding, pulley sizes, etc., Chrysler were able to provide what was required from amongst the parts for their range of engines.

The Torqueflite transmission is cooled by an oil radiator let into the base of the water radiator, oil being circulated through this by the gearbox pump at over 30 lb./sq. in.

Calculations were made to see whether any engine cooling problems would arise, working in conjunction with J. W. Lawrence, the radiator manufacturer, and by pushing air through the radiator by means of two thermostatically-controlled, cowled fans mounted side-by-side in front of it, using a thermo-switch in the underside of the header tank, temperatures remained in conformity with the theoretical checks. The cooling system is pressurised at 14 lb./sq. in.

The very ingenious and compact push-button control unit for the Torqueflite transmission fitted easily on the right of the Bristol fascia after a new bracket had been made for it. This is a

very satisfactory control unit, neatly illuminated *via* the fluorescent buttons, rheostat-controlled in company with the instrument lighting.

The 12-volt electrical system of the Bristol 408 is positively earthed and Ferodo DA2 pads are used for the Dunlop disc brakes, not a trace of fade being evident after 30 stops from 70 m.p.h. at 0.6 or 0.65 g., which is the standard test procedure.

Since the British Aircraft Corporation moved in, changes have taken place at the Bristol Car Division, which is situated compactly, factory and office block, on a hilltop overlooking the Bristol Company's airfield. The old body shop is now devoted to assembling VC10 wings, so the 16 g. light-alloy 2-door saloon body now comes from the London works of Park Royal Vehicles Ltd. on transporters which take three chassis up and return with two of them, to which body shells have been fitted. Seat frames are also made in London, but trimming and completion of the bodies is done at Bristol.

Every Bristol car is given a road test of 50 to 75 miles before being finally fitted out. Bodies spend as much as ten days in the paint shop, a very high standard of finish being maintained.

The Chrysler power units arrive at Avonmouth docks in two parts, engine with torque convertor, and gearbox.

There is no assembly-line at Filton, where Mr. Selby, who used to run the Bristol competition cars and who raced Bugattis at Brooklands in the "golden age," hence the B.R.D.C. badge on his Morris 1100, showed me round. The cars are just put together on the floor of a spacious, well-lit shop. Production of this £4,459 motor car is very small, as befits a hand-built job. No production figures were disclosed but one might almost say that the Bristol 408 is produced pretty well to individual orders.

W. B.

B.M.C. MINI MOKE NOW IN PRODUCTION

Available as either an Austin or a Morris, the rugged front-wheel-drive Mini Moke is now being produced for world markets. It is unique in that no other vehicle in production has so many and varied uses—from a site survey vehicle to a golf buggy. Although in a class of its own, it is powered by the standard Mini power unit of 848 c.c. and the general layout is the same as that of the Mini saloon, most chassis details being identical, thus facilitating servicing and replacements.

The fully rust-proofed unit construction steel body has a very low centre of gravity, which together with the all-round-independent-rubber-suspension makes the Moke as sure-footed as a cat at all times and gives it outstanding handling qualities for fast road work. Car-like comfort is not usually associated with the rugged runabout type of vehicle; however, the Mini suspension gives a high standard of comfort when working over the roughest roads. With front-wheel drive, and the power unit mounted transversely over the front wheels, maximum traction is assured over any terrain. The Moke is equally at home as a beach car, hotel wagon or camp taxi, or when used as factory transport, site vehicle, maintenance vehicle or airport ferry.

The Moke is supplied with a vinyl-treated fabric tilt, supported by detachable tilt tubes, and the windscreen can be folded flat or detached completely if not required. Passenger seat, sump protector, windscreen washer, grab handles and laminated windscreen are a few of the available extras for this new B.M.C. Mini.

The price of this vehicle, fitted with driver's seat only, is £405 7s. 1d.

[A sports car in its way, too, especially if it still has two separate gear-levers, enabling front and back wheels to revolve at different r.p.m.—ED.]

FORD CORTINAS' SUCCESS IN THE U.S.A.

For the second year in succession Ford Cortinas have beaten all-comers in the Marlboro (Maryland) 12-hour race. Against the full might of opposition from both the U.S.A. and Europe, Lotus-Cortinas finished first, second and ninth, won the team prize and the index of performance award. The winning car was driven by Jackie Stewart and Mike Beckwith, the second by Sir John Whitmore and Tony Hegbourne. D. Clark, with David Hobbs, completed the all-conquering Cortina team.

This endurance race, held on a tight 1.7-mile circuit, is one of the top events in the American calendar. The winning Ford set up new records for speed and distance in the race.

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CONTINENTAL NOTES

IT would seem that the past month has been "holiday time," for most of my friends suddenly disappeared from their normal habitation; people I tried to telephone or call upon were invariably away, and always the words "on holiday" were used. I thought I might as well join in on this holiday lark, but when I made inquiries about "going on holiday" people kept saying, "but your life is one long holiday," and I suppose they are right, for I found that most of the places that my friends had gone to for their holidays were places from which I had just returned! When life is pleasant and one long holiday then the only thing to do is to make a change, for that seems to be the definition of a holiday, "a change from normal routine." I contrived to return to England and do some things that were different to my normal routine of Continental race reporting and motoring about Europe. However, before doing so I stopped off at Stuttgart and borrowed a 2-litre Carrera Porsche, the normal fully-equipped road-going one, not the competition 904 GTS, and spent a couple of days motoring about in it. This is the car with the four overhead camshaft engine, an air-cooled flat-4-cylinder, and it is remarkably flexible and docile for what is really a racing engine. You can potter around town in 1st or 2nd gear, or belt it down the *autobahn* at 100-120 m.p.h., as you wish, the engine being quite happy in either situation. The particular car I borrowed had a very willing engine and cruised at 100 m.p.h. with no effort at all, and showed 6,800 r.p.m. flat-out in top gear, which the speed charts showed to be 130 m.p.h., but whether true or not I did not have the opportunity to verify, but I know it was jolly fast. On the *autobahn* the car was a joy, having sufficient reserve of power at 100 m.p.h. to accelerate past possible traffic constrictions that I could see arising. I am a great believer in the saying "Accelerate, don't brake," and when travelling fast you often see the makings of a blockage ahead, providing you are concentrating on the traffic movements about one-half to three-quarters of a mile ahead of you, and by accelerating hard you can get by before the 60-m.p.h. travellers have got around to changing their direction. It is in these conditions, with a car that will still surge forward at 100 m.p.h., that fast cars are safer than slow ones. Of course, if you habitually cruise flat-out you are going to run into trouble sooner or later. At 5,500 r.p.m. in top gear the Porsche Carrera will soon get up to 6,200-6,400 r.p.m. when you push the small pedal right down. With disc brakes all round you can soon knock speed off if the occasion demands, and with Porsche stability you can make sudden changes of direction at almost any speed you like.

Although a very pleasant car there was something a bit odd about this particular Carrera, for normally you can drive a Porsche at over 100 m.p.h. with one finger resting on the steering wheel, but this one gave the feeling that it wanted both hands on the wheel at high speed, and on corners it gave the feeling of having rather high-g geared steering, which made the car dodge about a bit. On one stretch of *autobahn* at over 125 m.p.h. it wandered very badly and I needed both lanes on my side to keep it on the road. I put this down to possible side winds or bad surface, though I felt that something was wrong, such as a broken shock-absorber or deflated tyre, but back at the factory nothing was found to be wrong. Porsche's Competition Manager, von Hanstein, was rather perturbed by my findings and offered me his car to try; it was an exactly similar 2-litre Carrera except that it was running on German Dunlop SP tyres, whereas the unstable car was on German Firestone-Phoenix tyres. I had only just driven out of the factory in the second car when it all became clear to me, the Phoenix tyres were incapable of generating much in the way of slip-angles on the front wheels, hence the feeling of higher-g geared steering and the difficulty of maintaining a steady course round a corner. The car on SP tyres produced the right amount of slip-angle on the front which produced a state of understeer and consequent stability round corners. Taking the second car out on to the same stretch of *autobahn* on which the first car had become unstable, I again did 125 m.p.h. but this time in the fast lane only, and not only could the car be driven with one finger on the steering wheel but it ran perfectly at that speed with both hands off the wheel. I then took it round the Solitude circuit and the cornering was different again, and without having made this comparison on two identical cars in a short space of time I would not have believed that tyres could be so critical at everyday speeds, as distinct from racing speeds. I returned von Hanstein's 2-litre

Carrera sure in the knowledge that Porsche cars are all right and that the Carrera is a very fast and tractable car. The interesting thing is that the 2-litre on the Phoenix tyres is a Press demonstrator and many people had borrowed it and returned it without complaint, while no-one on the factory staff had driven it more than into town and back. Perhaps some journalists and Porsche owners are insensitive, but I know which tyres I would avoid having on my Porsche, especially if I had a 2-litre Carrera.

Back in England, I went to Brands Hatch for the first practice session of the Guards Trophy for sports cars and GT Prototypes, and while some of the sports cars were very fast, they did seem to be an odd collection of "back-yard hot-rods" and rather pointless. The sports car as such is as dead as the Dodo in International long-distance racing, and it seems that only Britain and America are keeping it going, all the classic races having changed to GT Prototype specification. I tried the passenger seat of a Ferrari 330P rear-engined prototype and only just got in, while some of the so-called sports cars had reasonable passenger seats providing the passenger had no legs or feet! Looking at this collection of rear-engined machinery, I wondered why people are going on with such absurdities and why they didn't make proper single-seaters using the same power plants. These monstrosities that are sports cars only in name cannot run in any of the major classics, so why not have the smaller events such as the Guards Trophy, the Players Trophy, and so on, for Formule Libre and make Cooper-Oldsmobile, Lotus-Ford V8, Scarab-Chevrolet and so on, single-seaters on G.P. lines. Struggling on with these quasi-2-seaters that are only sports cars by reason of the scrutineers' interpretation of the specification seems a wasted effort, when pure racing cars with 400 b.h.p. in the back end would be so much more fun for everyone.

As I explained earlier, I returned to England for a holiday and was at Brands Hatch as an interested onlooker without pencil or notebook, and while watching these passenger-carrying vehicles going round I thought how much more interesting it would be to ride in the things than just standing and watching. Thanks to the kindness of Ronnie Hoare, the entrant of the Maranello Concessionaires' 4-litre Prototype Ferrari, I was able to get Graham Hill to agree to take me for a few laps of the long circuit at Brands Hatch. As soon as practice finished, Nick Syrett of the B.R.S.C.C. gave us 10 minutes' freedom, with the warning to watch out at Hawthorn Bend, where an Elva was being lifted out of the ditch. Graham Hill offered to put on a "demonstration" for me, lapping at two or three seconds under his normal speed, with lots of slides and opposite lock, but I told him that that was not what I wanted. I was interested in watching from close quarters what he did when lapping as fast as he could under normal practice conditions, and we set off. In official practice he had turned in about 1 min. 43 sec. and now we did laps in 1 min. 45 sec., including taking Hawthorn Bend at about 60 m.p.h. on the inside, instead of 90 m.p.h. using all the road. For the rest of the circuit he was trying as hard as he could, and found that he was quicker and more stable round the left-hand bend under the bridge where you join the new circuit, with me in the passenger seat, than when he was on his own. I have always maintained that Prototypes and GT cars should race with a passenger, and this proved the soundness of my reasons; after all, the cars are built as 2-seaters, so why not use them. Some people say that you would not find passengers, but I don't agree, for I could produce half-a-dozen straight away, and I am sure that while we were circulating Brands Hatch there were many people in the spectators' enclosures who would have "given their right arm" to have been in my place, and I don't blame them.

As I said last month, Brands Hatch is an acrobatic circuit and those few laps with Graham Hill did nothing to alleviate the impression, for we were seldom pointing in a forwards direction and seemed to roll from one door handle to the other, while Hill was continually spinning the steering wheel from one lock to the other, our progress being a series of opposite-lock slides with the power well on. It was obvious that the passenger seat had not been used before at speed, for on the second lap the back mounting broke under the strain of right-hand cornering, and it was fortunate that I have not got large feet, for space was terribly restricted. The heat coming back from the radiators was fantastic, and with the very low seating position, high windscreen and high cockpit sides, there was no air coming in at all. My impressions of the

car itself were the remarkable way that racing tyres stick to the road, especially the front ones, the ease with which oversteer could be induced by the driver, and the surprisingly smooth acceleration. I had expected the poke from 4-litres of V12 Ferrari to be impressive in the sprint style, but it was singularly unimpressive, the only indication of rapid acceleration being the way the tachometer rose to 7,000 r.p.m. in each gear. Hill had suggested wearing ear-plugs because of the noise, but I did not find the sound at all loud, but then I am slightly deaf from many years spent among loud noises! The Brands circuit was most unsuited to watching driver technique, for none of the corners are fast, nor do they allow the setting up of high-speed attitude angles, as do corners like Woodcote, at Silverstone, or Madgwick at Goodwood, and we only touched 130 m.p.h. for fleeting moments but it was all great fun and I hope to organise further "educational runs" on more suitable circuits at a later date, with Jim Clark, Dan Gurney, Graham Hill, John Surtees, but not "Uncle Tom Cobby an' all," as I am rather choosy about my chauffeurs!

Continuing the condition of "change," I rode my "girl's sprint bicycle" in a kilometre sprint, but while ideally suited to ¼-mile sprints it runs out of breath on the kilometre, reaching a terminal velocity of about 105 m.p.h. and taking 27 sec. to get to the finish. At this meeting George Brown on "Super Nero," the blown Vincent, clocked 18.90 sec. with a terminal speed of 176 m.p.h., and Bill Bragg on his supercharged 650-c.c. Triumph-engined "special" averaged 104 m.p.h. for the standing kilometre, the first time that anyone in the sprint world in this country has averaged over 100 m.p.h. for the kilometre on a motorcycle of less than 1,000 c.c. While at this meeting I had the opportunity of a short trip up a test strip on "Satan," a supercharged Vincent Special belonging to Ian Ashwell, and after riding such an accelerative device I am beginning to realise why I find the acceleration of a 2-litre Carrera Porsche or a 4-litre Ferrari prototype rather tame.

To continue this month of "change" I went down to Hamble, where people "mess about in boats," and in particular there was a lot of "messin' about" going on in preparation for the *Daily Express* Offshore Power Boat race from Cowes to Torquay. At the invitation of Keith Schellenberg, who is usually seen thundering round the Club circuits in vast Bentleys, I joined him for sea-trials on his power boat "Blue Moppie." Having already finished second on two occasions in the Cowes-Torquay race, "Blue Moppie" is regarded as a bit of a vintage proposition, which is why Schellenberg loves her and goes on racing her against brand new opposition. The boat part is a fibreglass Bertram hull and the power part is provided by two Ford Galaxie V8 engines, tuned by Hollman and Moody, and looked after by Willments. Each engine is 7-litres and gives 325-330 b.h.p. driving its own individual propeller, and in the rather spartan 25-ft. hull, they make "Blue Moppie" quite a fast boat. The first day was spent between Southampton Water and the Isle of Wight, doing some "running-in" on the engines, which had just been installed, and by the end of the day we were cruising at about 40 m.p.h. in fairly calm seas, which was all very pleasant, though fairly noisy for the Galaxies exhaust through four dirty-great open exhaust pipes out of the rear of the boat, and the driving cockpit is a sort of bare platform right at the back, in slingshot-dragster style.

Racing power boats are just like racing cars, and all the same problems and troubles occur, except that with a racing car you stop if anything goes wrong and get out and repair it. With a boat it is slightly different, for if it stops you are stuck with it and drift about helplessly. We were ambling down Southampton Water at 1,500 r.p.m. on both engines when they suddenly spat back and stopped, and there is nothing so helpless as a power-boat without any power. Water had got into the fuel lines, so while the two mechanics (car racing mechanics appropriately enough, and not boat mechanics) got the system flushed out, we drifted about helplessly. We got under way again and our only other trouble was later on at Cowes when we tried to take off from the quayside and the port engine refused to tick-over and kept stalling. With two propellers and a tiny little rudder that is only effective at speed, manoeuvring is done on the two engines. We got out into mid-river and with only one engine working all we could do was a series of fore and aft semi-circles to keep out of the way of shipping, while the recalcitrant engine was attended to. With a car you can push it into the side of the road, but it is a different story with a boat. I was most impressed by the tolerant attitude of other sea-going people as we floated about in mid-stream. Had we been in a car there would have been shouts and horn-blowing and the police would have arrived! Eventually all the teething troubles were overcome and the next day we went

out for some serious trials, running at a steady 40-45 m.p.h. There was quite a wind blowing and the sea was pretty choppy, so that the further off-shore and round the Isle of Wight we went the more exciting things became. Running constantly at 3,000 r.p.m., the Galaxie engines pushed "Blue Moppie" through the water at 40-45 m.p.h. and as the waves got bigger so did our leaps and bounds, until we were bounding clear of the water every now and then, the engines picking up 500 r.p.m. as the screws came out of the water, and the punishment the fibreglass hull was taking was incredible. While the driver kept course with the wheel and the adjustable trim tabs, all the crew could do was to hold on tight and anticipate the shocks as the boat landed after each wave. Fortunately I am fairly resilient and flexible about the legs and arms, otherwise the jarring would have been spine-cracking. As it was there were times when the boat would leap off a wave and get out of phase with the next three or four, and then it was really exciting, with spray breaking over the windscreen and you just had to hang on and hope. We were nearly out of sight of land when the forward hatch broke loose, and as it was quite impossible to move about or even stand still without holding on with both hands, Schellenberg had to shut the engines down while one of the crew went and fixed the hatch. We hadn't realised that the engines were getting wet from spray picked up from water in the bilges, due to one of the bilge pumps not operating, and while the engines were on power everything was fine, but as soon as they were shut down sparks leapt about in all the wrong places and both engines stopped. The port one would not restart and the starboard one would not even turn over, as the starter battery was nearly flat. In a car you can tow-start, or push it, or wind it on the handle, but in a boat it's a different story, and as it came on to rain and the waves began to slop over the sides of the boat I began to wonder why I had left nice, safe, racing cars. While we had been battling and bounding our way through the waves I had thought about why I was enjoying it, and decided that it was probably a masochistic question and that while it was exhilarating it was going to be so nice when it all stopped; but it had never occurred to me that it might come to a sudden stop out at sea! However, our long-suffering mechanics got things dried out and did some electrical juggling with what current we had and, apart from a minor fire on one engine, they got them both running again and we were soon back to our 45 m.p.h., thumping and crashing, leaping and bounding, spray-soaked enjoyment once more. If straight-line running was exciting, it was even more so when we covered part of the race-course and turned round the marker buoys, for these fast boats understeer like sick camels and you cannot steer round waves or slow down to meet them, and to do a 180-degree turn through wind, waves and a running sea is one of the better thrills I have experienced. In calm seas power-boating is pretty tame, but when the wind gets up and the seas get choppy it becomes distinctly rugged, which makes it all the more fascinating.

"Blue Moppie" was finally sorted out and we went to scrutineering in readiness for the race, and I had the chance to look over some of the other competitors, and the engine rooms were fascinating. A number of boats had four Jaguar engines, one with 3.8-litre versions with Weber carburettors and all the tuning mods., but the best of all was the Italian boat with three 5.2-litre V8 Maserati engines, exactly as used in Maserati sports cars, with four camshafts, downdraught Webers, open exhausts, and over 400 b.h.p. each. The final touch on this boat was the wood-rimmed Nardi steering wheel!

In the race itself, "Blue Moppie" was out of luck and could not repeat her second place for the third year running. This little taste of power-boats has whetted my appetite and I have a feeling that next year I shall be back at Cowes during August, but after the excitement and activity of my "holiday," Grand Prix racing is going to seem rather a restful thing to watch.—D. S. J.

OULTON PARK GOLD CUP

This year the Mid-Cheshire M.C.'s Oulton Park Gold Cup Race Meeting, due to take place on September 19th, has been relegated to Formula Two. However, a full supporting programme should ensure a good day's sport. The meeting commences at 2 p.m. with a Formula Three race, over 19 laps of the 2.761-mile circuit, and prize money for the winner is £50, with £30 and £15 for second and third places, respectively. The main event then follows and is over a distance of 40 laps (110 miles), the winner receiving the traditional Gold Cup and £200, whilst £150 and £100 have been allocated for second and third places, and minor cash awards also go down as far as eighth place. Completing the programme is a saloon-car race, over 19 laps and worth £35 to the overall winner, as well as subsequent incentives for the first three drivers in the class placings. Official practising takes place on September 18th from 10 a.m. to 4.15 p.m.

RALLY REVIEW

RAID POLSKI

THE Polish Rally is one of the longer established Internationals and has been held twenty-four times since its instigation in 1921. The past four years at least have seen the German team of Mercedes carrying off top honours, with Schock and Moll winning in 1960, Böhringer and Aaltonen in 1961, Böhringer again in 1962, and Glemser and Braungart in 1963. However, a Polish gentleman by the name of Zasada has always done well, finishing third overall in both 1961 and 1963 in a B.M.W. 700 and a Fiat 600, respectively.

This year, too, he and his wife (who always acts as navigator for him) might well have finished third again for, in the absence of a Mercedes entry, the two red Saabs of Erik Carlsson and Pat Moss were leading until half a day from the end, when they both lost considerable time looking for fuel. As can be imagined, the supply of high octane fuel behind the Iron Curtain does not have the commercial distribution network that it has here, and most of the works teams were relying on their service cars to act as bowsers for them. Sad to relate, the Saab service car had an excursion into a river at one point and could not be extricated in time to keep its appointment with Pat and Erik, who spent the best part of a quarter of an hour detouring to pick up petrol. In a rally which is decided on special stages and speed tests, together with some very tight road sections in the mountainous south of Poland, such loss of time on the liaison sections could not be annulled by any amount of fast driving, and the two Saabs had to be content with second and third places.

Unfortunate that this was, it was overshadowed by the accident that occurred when the car in which Gunnar Andersson, Volvo's Competition Manager and a first-class driver in his own right, having been European Rally Champion on more than one occasion, was being driven by a Polish driver as part of Volvo service, was crashed. Gunnar was thrown from the car and badly injured. He is now in hospital in Sweden suffering from almost total paralysis, from which it is hoped he will soon recover. If he is forced to retire from rallying, it will be a great loss.

Thus, for the first time in many years, the Polish Rally was won by a Pole who was driving a car of Italian design built in Austria, with an engine originally designed, I think I am correct in saying, by a Hungarian firm. What else but a Steyr-Puch. These fantastic little cars first really came to the notice of the Western half of the European rally world eighteen months ago when two of them contrived to finish the toughest Monte Carlo Rally for many years, only to be excluded at the finish when someone discovered that they were not homologated. This year they have

appeared on the Monte and the Acropolis, and very nearly won the Austrian Alpine Rally in the hands of Johann Ortner. Now they have actually added a European Championship to their laurels, and it will be interesting to see if they can progress any further.

RALLY OF THE 1,000 LAKES

Unfortunately, at the time of going to press very little is known about what happened on the Finnish Rally of the 1,000 Lakes, but at least the results make interesting reading. Last year, after the Monte Carlo Rally in which she shared an Austin Healey 3000 with Timo Makinen and they won the GT category, Christabel Carlisle accepted an offer to go to Finland and compete with Timo (in a B.M.C. Cooper this time) in the Finnish Snow Rally. She came back full of enthusiasm and an interesting tale about the winner of the rally, Simo Lampinen.

At that time scarcely twenty years old, he had been rallying a Saab for three years, which meant that, to start with, teacher's permission to have time out of school was needed. In addition, the previous two years had been spent within the confines of an iron lung as he had had polio, which made his left foot deformed. Despite all this, he went on to win the Finnish Rally Championship in his Saab and, in fact, he still holds the title. Earlier this year, he competed in the Acropolis, where his technique of left-footed braking, which is suited to special stage work, left his car without brakes two-thirds of the way round. He fared better on the Midnight Sun, where he finished second in class and eighth overall, but now he has won the 1,000 Lakes and in doing so has defeated the all-conquering Tom Trana, who finished second in his Volvo.

Saabs came out of this rally very well indeed as, apart from winning it, Rauno Aaltonen finished third and Ove Andersson was seventh. B.M.C. had their say as well, for Timo Makinen took fourth place in a 1,275-c.c. Cooper S, while another similar car driven by Krall came eighth. Fifth and sixth, respectively, were Bengt Söderström and Esko Keinanen in Cortina GTs.

The 1,000 Lakes is similar in many ways to the R.A.C. Rally, which is due to be held in November, in that loose-surfaced forest roads form the deciding special sections, and as such is an important guide as to what may be expected on the British event. In fact, Timo Makinen's Cooper was prepared at Abingdon especially for the 1,000 Lakes and the event was treated as something of a tryout for one or two new ideas built into it. The R.A.C. favours a fast car in that our forests possess roads that are somewhat straighter than those encountered in Finland, but it is interesting to see that the Saab Sport can still defeat much more powerful cars—the Volvo and the Cortina GT—by virtue of its superior handling qualities.—J. D. F. D.

CRAIGANTLET HILL-CLIMB (August 15th)

With the first four places in the R.A.C. Hill-Climb Championship all being close together, the Ulster Automobile Club's Craigantlet Hill-Climb on August 15th received entries from current Champion Peter Westbury (2.5-litre Ferguson-Climax P99), Peter Boshier-Jones (1.3-litre Lotus 22-Climax, supercharged), Tony Marsh (2-litre Marsh-Climax) and Tony Griffiths (2.5 B.R.M.). In addition, local driver John Pringle, who had made fastest time of day in the 1961 and 1962 events, came along with a 2.7-litre engine in his Cooper-Climax, and to complete the class John Barnes entered his Allard-Dragon-engined Mk. 7 Elva and Nick Porter a 1,293-c.c. Downton-tuned Morris-Cooper, reputed to turn out 118 b.h.p.!

From the Friday's practice, Peter Westbury set the pace, recording 63.46 sec. for the 1,883-yard road course, an improvement of 0.98 sec. over his record set up in 1963 with his 2.6-litre supercharged Felday-Daimler. Tony Marsh had the misfortune to break a rose-joint on one of the Marsh's radius arms and by the time a repair had been effected the light had failed and practice had been curtailed. Thus Marsh, to be eligible to compete, had to count the first of his class runs as his official practice—a severe handicap when other Championship contenders had managed three practice ascents. In both the class and Championship runs Westbury had the legs on the opposition, finally smashing the record by 2.74 sec., to leave it at 61.70 sec. Peter Boshier-Jones, who managed to vanquish Westbury at the previous week's Great Auclum Hill-Climb, had finally sorted out the ignition faults on his supercharged Lotus by fitting an additional 6-volt battery, thus putting something like 16-17 volts through the coil. The car sounded really healthy, although rather running out of wind on the long straights of Craigantlet, but nevertheless Boshier-Jones

secured second place at 64 sec. dead, to gain an additional bonus Championship point for bettering the old record and to put him level with Tony Marsh in the Championship placings (see latest positions on page 706), the latter having to be content with third place after his second Championship ascent ended in a spin at the first bend. Pringle's 2.7-litre Cooper was not handling at all well and his best time of 67.44 sec. was good only for fourth place this year. Tony Griffiths, who, like Marsh, was new to the hill, was unlucky to lose the clutch on his 4-cylinder B.R.M. but managed to stave off John Barnes for fifth place. One of the Ulster members is going to put up a trophy for the first driver to break the minute barrier as a result of Westbury's performance in the Ferguson—any takers?—E. L. W.

750 M.C. SIX-HOUR RELAY RACE (August 8th)

Provisional Results :

- 1st : Hagley Minis, 292 laps (Tempest, Neal, Mrs. Taylor (1071 Cooper Ss), Schirles (970 Cooper S), Parrish (Cooper)).
 2nd : Cherwell Imps, 290 laps (Payne, Harrison, Hartwell, Wickson (Hillman Imps)).
 3rd : Team Anglia, 289 laps (Abbott, Hawcitt (1592 Anglias), Peacock, Peer, Winch, Costin (1498 Anglias)).
 4th : GT Mixture, 288 laps (Bunce, Graham (1340 Talismans), Bell (1498 Talisman), Sherwood (Elan), Morris (Porsche 904)); 5th : Austin Healey Club, 287 laps (Lucas, Appleby, Poole, Wilson-Spratt, Elvers (994-998 Sprites), White (1120 Sprite)); 6th : Ginetta Team, 284 laps (J. Gould/G. Gould (Ginetta 1500), Reid (Ginetta 1000), Robinson, Dickson (Lotus XI), Wilson (Elite), Balfour (Lola)); 7th : Barlt Family Team, 283 laps; 8th : Western Centre 750s, 283 laps; 9th : Team Cortina, 282 laps; 10th : Jaguar Drivers' "B," 282 laps.

An Alfa Romeo Club is being formed by Dennis W. Judd, of 3, Lennox Gardens, Croydon, Surrey (Tel.: Croydon 1254). A wide range of activities is being planned and there is a possibility that local branches will be formed later to supplement a London headquarters.

FERODO FIRST


GERMAN GRAND PRIX

1ST FERRARI - John Surtees

2ND B.R.M. - Graham Hill

3RD FERRARI - Lorenzo Bandini

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GUARDS INTERNATIONAL TROPHY

FOR the last few years the big B.R.S.C.C. sports-car meeting on the Monday of the August Bank Holiday weekend has provided the best racing in the country at the time. This season's event was well up to standard, fine weather and an excellent entry for all five races on the programme resulting in an even larger turnout of spectators than usual—over 30,000 being estimated by some people.

The main event, over 50 laps of the long Brands Hatch circuit for the Guards International Trophy, was for big sports, prototype and GT cars; but undoubtedly the best racing of the day came in the 20-lap British Eagle International Trophy race for Formula Two cars. The line of descent (or perhaps we should say ascent) of this formula from the now defunct Formula Junior can very easily be seen in the closeness of the racing and the very similar performances of the cars engaged, though the fact that graded drivers can and do drive in F.2 races rouses a good deal more interest among the spectators than was the case with the older formula. It also resembles F.J. in that one *marque* at a time seems to have a very slight edge in performance over its rivals, and in the case of F.2 this year the car which has had this edge is the Brabham. This was very clearly demonstrated at Brands, where four out of the five fastest cars in practice were Brabhams, the sole exception being a Lotus driven by Jim Clark, and where five of the first six finishers were Brabhams, the sole exception again—and winner!—being that same car.

Graham Hill in the John Coombs Brabham was in pole position at the start, but all his good work in practice went for naught when he made a very bad getaway, passing the pits at the end of the first lap in 10th place, the leaders being Clark, Brabham, Hulme and Gardner. His chances as a result, in a field of cars with very similar performances, would seem to have been minimal, but he was obviously not of this opinion and responded to the challenge in the most formidable way. On the second lap he was eighth, on the fourth he was fifth, and by just over half-distance he had worked up to second place, having passed Hulme at Clearways on the sixth and Brabham on the outside of Paddock at the start of the 11th lap. He continued to press on, and within three more laps he was little more than a second behind Clark's Ron Harris Lotus. After a short while, however, he began to fall back with fuel surge problems, and finally found himself pushed back into third place by Brabham (whose car was missing on one cylinder itself) on the last lap, after a very fine drive indeed. So, the end result was a win for Lotus—but without Clark it wouldn't have been. The final order was Clark (Lotus), Brabham (Brabham), Hill (Brabham), Hulme (Brabham), Gardner (Brabham) and Rindt (Brabham), with Dick Attwood in seventh place being the first Lola driver home.

The Guards International Trophy race, which followed, had a genuinely International entry, but this was mainly due to the appearance of the cars and drivers of the Texan Mecom Racing Team, a very powerful force in U.S. sports-car events; most of the other drivers were British or British-based during the season, though their equipment was rather more international. As drivers John Mecom brought A. J. Foyt, who apart from winning the Indianapolis 500 this year has also been proving that he is a very good sports-car driver, Augie Pabst and Walt Hansgen, both also with high reputations in the States. Hansgen in particular is a very experienced as well as a skilful driver, standing in about the same relative position in American sports-car racing as Roy Salvadori does here. The team's cars were a Scarab-Chevrolet for Foyt (5.4-litres of engine), a Lola-Chevrolet for Pabst (4.6-litres), and a Lotus 19-Oldsmobile (4.2-litres) for Hansgen. It will be noted that all three of these cars used General Motors engines—well, G.M. officially and sternly refuse to engage in or support racing themselves at the moment, but Mecom has undoubtedly had a certain amount of under-the-counter support from the factory in the recent past. The rest of the field consisted of Jim Clark in a brand-new works Lotus 30, Graham Hill (Maranello Concessionaires 330P open Ferrari), Innes Ireland (Maranello 1964 GTO), Bruce McLaren (Cooper-Oldsmobile), Roy Pierpoint (Attila-Ford), Roy Salvadori (Atkins' Cooper-Maserati), David Piper (275LM Ferrari), Mike Salmon (Aston Martin DB4GT), Chris Kerrison (Ferrari GTO), John Coundley (Lotus 19), four BT8 Brabhams of varying capacities for Hulme, Dibley, Brabham and Nathan, five Elva-B.M.W.s

for Lanfranchi, the American Charlie Hayes, Trevor Taylor, Gardner and Prophet, four E-type Jaguars for Stewart, Protheroe, Sutcliffe and Mac, and four Cobras for Amon (an Atkins car), Sears, Olthoff and Hitchcock—a very impressive-looking entry altogether.

There were few surprising times in practice, the Mecom team having a good deal of trouble in sorting their cars out for the Brands circuit, and the fastest time was eventually put up by Bruce McLaren with the very successful Cooper-Oldsmobile (with which he won the Players 200 race in Canada recently), in 1 min. 41.2 sec. The fastest "visitor" was Hansgen with the Lotus 19-Oldsmobile, who did 1 min. 43.6 sec., other good times being put up by Hill (330P Ferrari), 1 min. 43.0 sec., Hulme (2-litre Brabham) 1 min. 43.0 sec., Salvadori (Cooper-Maserati) 1 min. 43.4 sec., Dibley (2.5-litre Brabham) 1 min. 44.6 sec., Gardner (Elva-B.M.W.) 1 min. 45.4 sec., Lanfranchi (Elva-B.M.W.) 1 min. 45.4 sec., Pierpoint (Attila) 1 min. 46.0 sec., and Sears (Cobra) 1 min. 46.2 sec. Jackie Stewart did 1 min. 47.6 sec., Foyt 1 min. 47.8 sec., Pabst 1 min. 49.2 sec., and Olthoff (Cobra) and Brabham, who had a brand-new 2.7-litre BT8, started at the back of the grid without having practised.

The start, which must have been one of the noisiest ever heard at Brands, was not the cleanest ever, though the front few rows got away fairly well and McLaren jumped into a lead he was to hold for the full 50 laps of the race. Trevor Taylor's bright yellow Elva staggered off as if it were in top gear, and Clark's new Lotus 30 was wheeled silently into the pits for the Team Lotus mechanics to work on. Neither was to complete many laps, Taylor's car going out with clutch trouble and Clark's suffering from various maladies, including a broken water hose, before it was finally retired. As the leaders went past at the end of the first lap, McLaren leading Hansgen, Salvadori, Hill, Pierpoint, Hulme, Dibley, Lanfranchi, Sears, Nathan, Amon, Stewart and Foyt, the pits began to receive a steady stream of other visitors, and by the time three laps had passed, Hayes (clutch), Foyt (suspension) and Pierpoint (overheating) had fallen out for good. After ten laps, McLaren had a clear lead from Hansgen and Salvadori, who were very close together, while Hulme was beginning to close up again on them. Graham Hill, whose big Ferrari was obviously not at home on the twisty little British circuit, was next, followed by Dibley and Lanfranchi. Brabham was working his way steadily up the field, Amon and Sears were absorbed in a private race which was to last right up to the very end, and Piper was beginning to catch Jackie Stewart's John Coombs E-type, which was by far the quickest of the Jaguars.

By half-distance Salvadori had passed Hansgen and Piper Stewart, and the positions of the first eleven cars (all the others having been lapped at least once) were: 1st, McLaren (Cooper); 2nd, Salvadori (Cooper); 3rd, Hansgen (Lotus); 4th, Hulme (Brabham); 5th, Hill (Ferrari); 6th, Dibley (Brabham); 7th, Brabham (Brabham); 8th, Lanfranchi (Elva); 9th, Sears (Cobra); 10th, Amon (Cobra); 11th, Nathan (Brabham). Gardner had retired after spinning his Elva-B.M.W. at Clearways, Clark was still doing an occasional lap every now and then, Prophet was out with no exhaust system and the Ferraris of Kerrison and Ireland had retired with brake trouble.

Within a few laps, however, the order of the leading cars became very different. The New Zealander Hulme with his 2-litre Brabham moved past the Mecom Lotus-Chevrolet into third place, and on lap 34 both Salvadori and Hansgen fell out, the American spinning at Clearways and Salvadori coming into the pits with a broken rear suspension upright. Not long afterwards Brabham's red BT8 overtook Graham Hill and the red Ferrari, and thus the order of the first four became McLaren, Hulme, Brabham and Hill, staying like this till the very end. Further down in the field Sears and Amon provided most of the excitement left by continuing their stirring battle with the Willment and Tommy Atkins Cobras, but hard though Amon tried he could not force his way past the splendidly determined Sears, and the red Cobra led the green one past the flag to first and second places in the GT category. Salmon, a good way behind this, took over third place in the class when a burst tyre caused Jackie Stewart to retire, but he spun the Aston at Clearways, was black-flagged to remove part

Continued on page 730



GUARDS TROPHY RACE

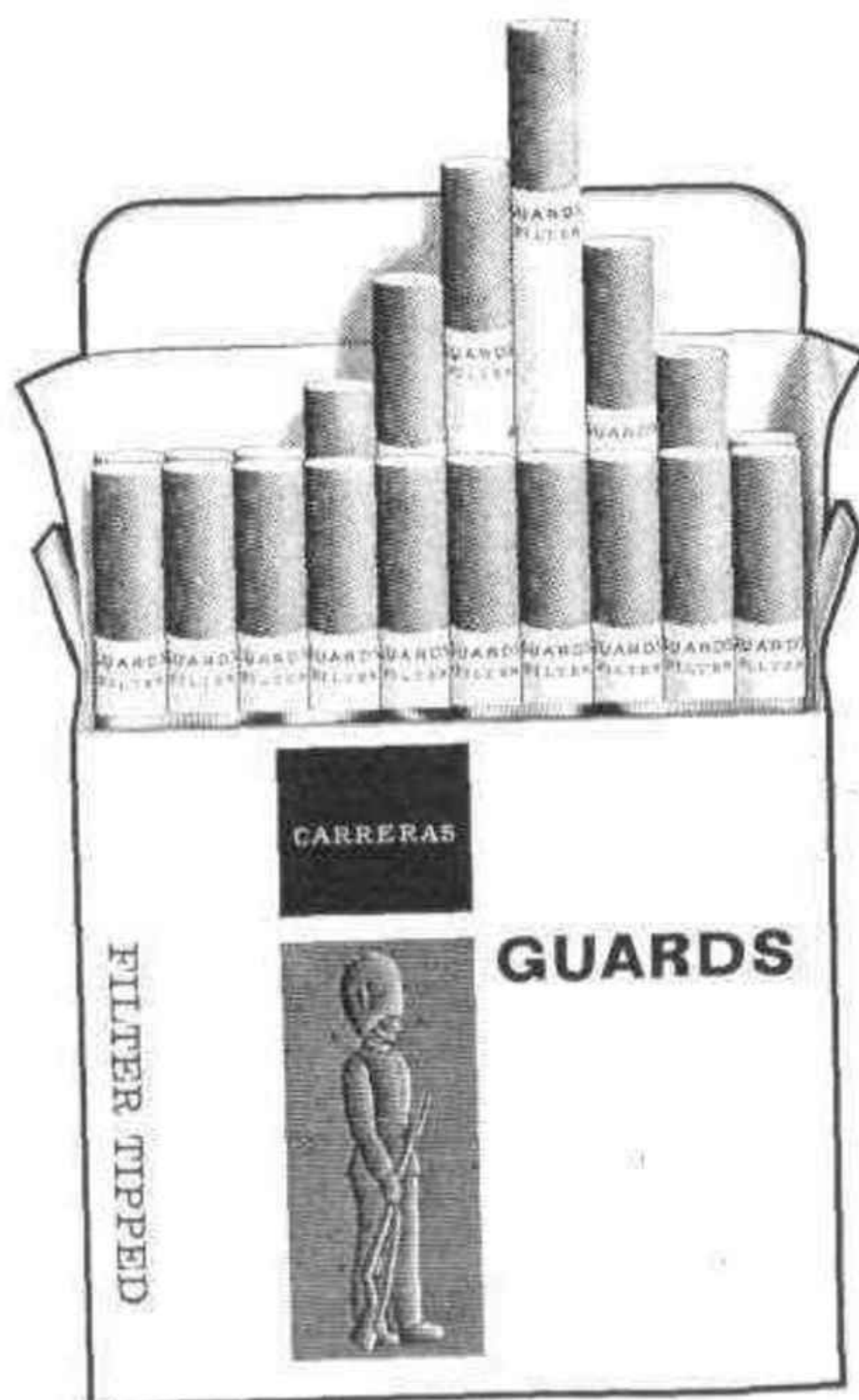
at Brands Hatch on August Bank Holiday

The Guards Trophy Race for sports cars, prototype grand touring cars and grand touring cars was won by Bruce McLaren, driving a Cooper Oldsmobile, in a time of 1 hour 28 minutes 40.4 secs. His average speed was 89.65 m.p.h.

Second was D. Hulme (RepcO Brabham Climax) at an average speed of 88.95 m.p.h.

Jack Brabham (RepcO Brabham Climax) was third.

Winner of the G.T. class was Jack Sears in a Shelby American Cobra at an average speed of 87.80 m.p.h.



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THE EVOLUTION OF MODERN SMALL-CAR ENGINES

Last year the Automobile Division of the Institution of Mechanical Engineers instituted a Symposium on the Design of Small Mass-Produced Motor Car Engines, at which eight papers were presented. The following is a summary of these.

RENAULT. The fourth paper was read by R. Bachex, Chief Designer, Engine Section, Régie Nationale des Usines Renault of Billancourt.

His problem was to design an engine for a 4-seater car capable of 130-135 k.p.h., weighing 700 kg. empty and rated in France at 5 h.p., which imposed a maximum of 960 c.c. for a petrol engine, 1,371 c.c. for a c.i. engine. Rear-wheel-drive had been decided upon. The power needed was 42 h.p., with air-filter, dynamo and fan but less exhaust silencer, which would absorb 3% power.

Two variants had to be easily evolved from the basic design, *i.e.*, one for a sports car, another for a f.w.d. utility vehicle of 800 kg. effective load.

The diesel engine was discarded because of a double handicap. The m.e.p. is lower by about 18%. At equal power speed is lower by about 18% due to high compression pressure necessitating larger parts, a limit due to the combustion phenomenon itself, and increase in c.c. to obtain the required power. Then a diesel engine needs at least 1½ times the c.c. on private cars of this h.p., and this, the larger parts and the injection equipment means a more bulky engine, heavier and more expensive than a pre-carburated four-stroke. The injection equipment can double weight and considerably raise the price in the case of small engines. Finally, diesel engines are more noisy.

It was observed that the diesel engine had the advantage of some 10% lower fuel consumption at full load, 15% at partial load, and its fuel is cheaper than petrol. But M. Bachex said these advantages did not make the customer decide in favour of the diesel when offered as an optional choice, although this should be corrected if the manufacturer decided to bring out a diesel at private-car production rate.

He discarded the two-stroke because its greater simplicity of manufacture is offset by generally high fuel consumption and because of the experiments necessary to solve problems of scavenging, lubrication, tick-over and port fouling, for a questionable advantage.

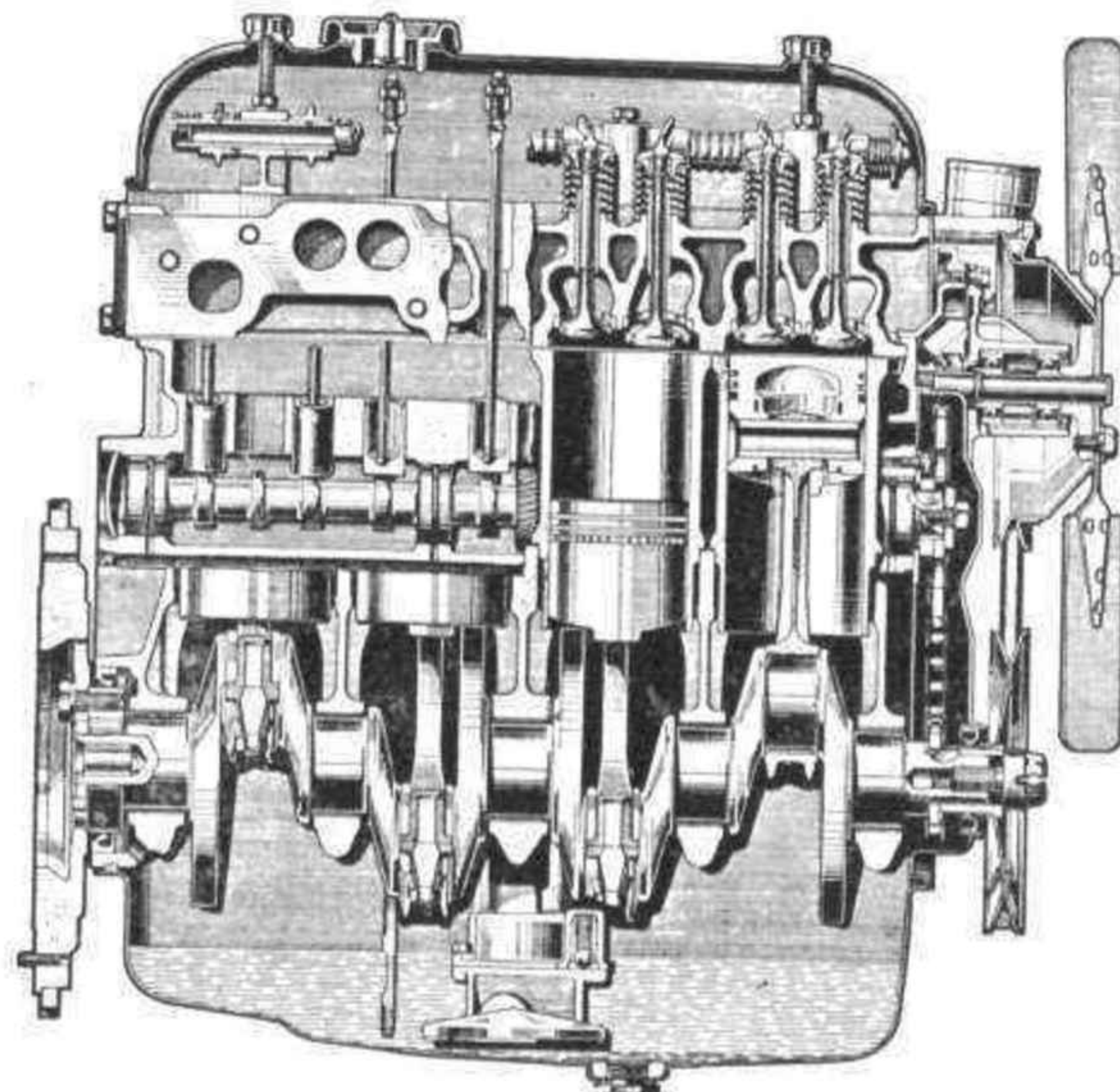
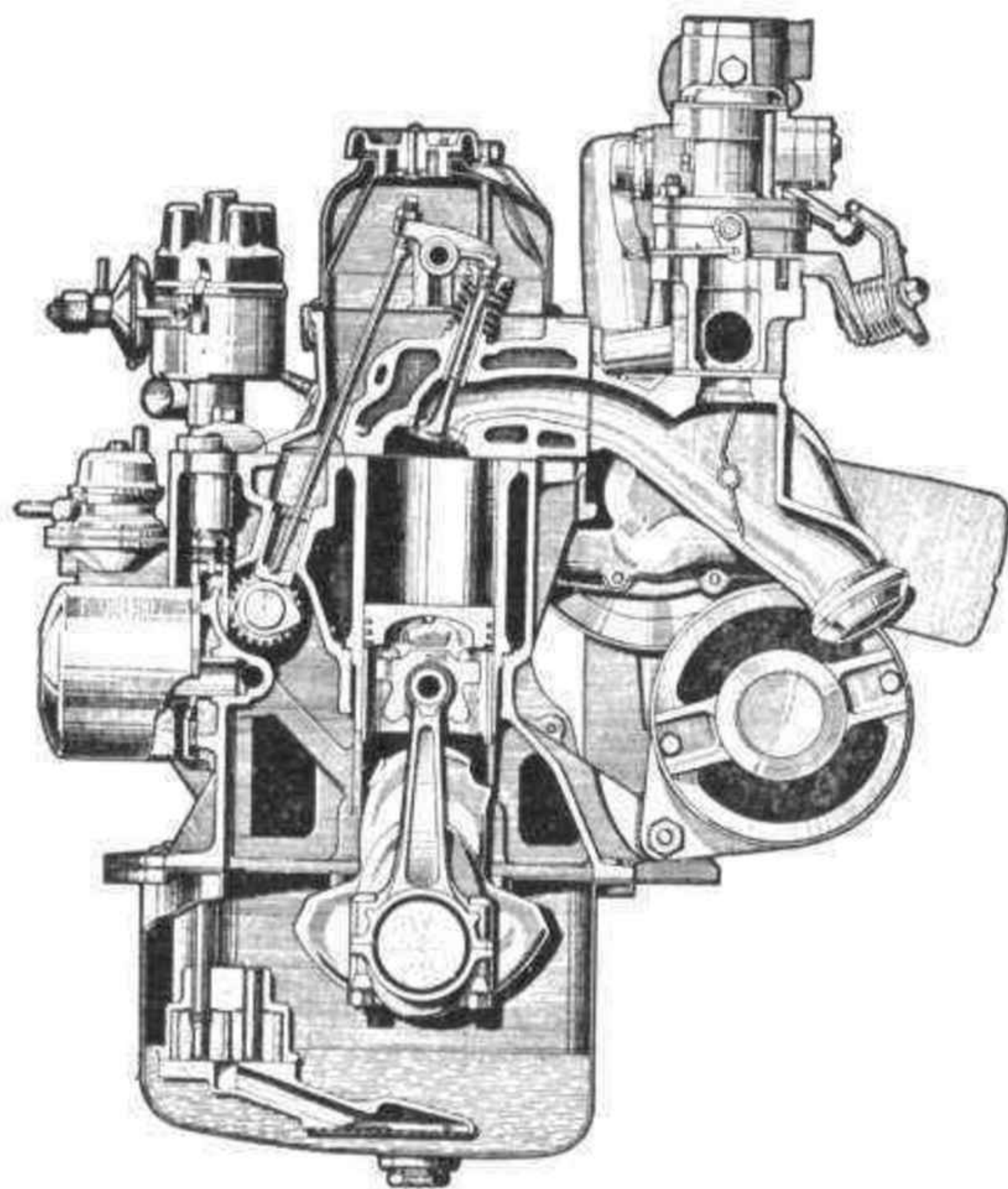
He also turned his back on air-cooling, being of the opinion that in-line engines do not lend themselves to this form of heat dissipation, which necessitates a greater distance between cylinders to accommodate the fins. For 4-cylinder opposed-cylinder engines air-cooling is more suitable but if installed at the front of the vehicle is difficult because air circulation is cumbersome; a fan in front overcomes this but then the rear cylinders are not properly cooled and specific power has to be limited. Although air-cooling dispenses with all user supervision, high temperature of the block reduces induction capacity and necessitates lowering the c.r. Water-cooling, on the contrary, gives easy regulation of engine temperature, rapid temperature rise, ease of transmitting heat to radiator, carburetter, etc., and reduction of noise.

But the user should not have to bother with water-cooling, which means supplementing the conventional circuit with an expansion chamber located in a region colder than the radiator, closed by a valve adjusted to float at 600 g./cm². This also gives a gain of about 15% in cooling efficiency.

For a capacity of about 1-litre the 6-cylinder in-line engine can be eliminated as pointlessly expensive and with too low a unit cubic capacity, likewise the 2-cylinder engine, the driving torque of which would be too irregular for a unit cubic capacity of 0.5-litres. An air-cooled flat-twin would suffer thermally, the in-line twin from a balancing fault necessitating a balancing shaft or complicated engine mounts. Three-cylinder engines suffer from poor equilibrium and their unevenness also calls for a balancing shaft or complex mountings, and they require better insulation.

A vee-four calls for a balancing shaft, duplicate parts and complicates the various manifolds—an expensive solution. An air-cooled flat-four suffers from the above disadvantages, so an in-line water-cooled four was chosen.

Size of engine was determined by taxable h.p., a cubic capacity characteristic of this being used, and performance adjusted by the



Sectional views of the engine used in Renault Dauphine, Caravelle and Estafette cars.

(Drawings by courtesy of I.Mech.E.)

opportunities offered by C/D ratio. Fuel consumption is not directly affected by cubic capacity—it is always possible, said M. Bachex, to adapt the large capacity so that it does not consume any more than the small engine, provided that better overall performance is not required. It is high performance that governs the level of consumption.

Choice of C/D ratio is governed by our poor knowledge of bearing lubrication imposing a limit to engine speed, and by rocker-gear effects, whether in the form of oscillating speed of the rocker gear, the natural frequency of the rocker gear or the natural frequency of the valve springs. To extend the limits calls for bearings less sensitive to heating, lighter rotating parts, increase in oil-pump performance, better oil-cooling, increased rigidity of valve rocker gear, raising the camshaft to the top of the block or even into the head, use of double valve springs. All mean an increase in cost.

Other disadvantages of a big bore for a constant cubic capacity are increase in engine length, increase in weight of pistons, liners, gudgeon-pins, bearings, cylinder head and block, and consequent cost increase. Once the c.c. has been determined, therefore, the smallest bore compatible with performance must be selected. [Ford argue conversely, but M. Bachex was arguing with low c.c. essential due to the tax on h.p.—ED.]

In designing a family of engines it is convenient to start with two different capacities. Varying the bore is preferable to varying the stroke, as it simplifies manufacture.

The three engines envisaged were :—

- (a) Private car, of less than 960 c.c. and 42 h.p.
- (b) Sports version, of less than 960 c.c., and 45 h.p., on premium fuel.
- (c) Utility version, of 8 m./kg. torque, about 41 h.p.

The solution was :—

- (a) 65 × 72 mm. (956 c.c.).
- (b) 65 × 72 mm. (956 c.c.).
- (c) 70 × 72 mm. (1,108 c.c.).

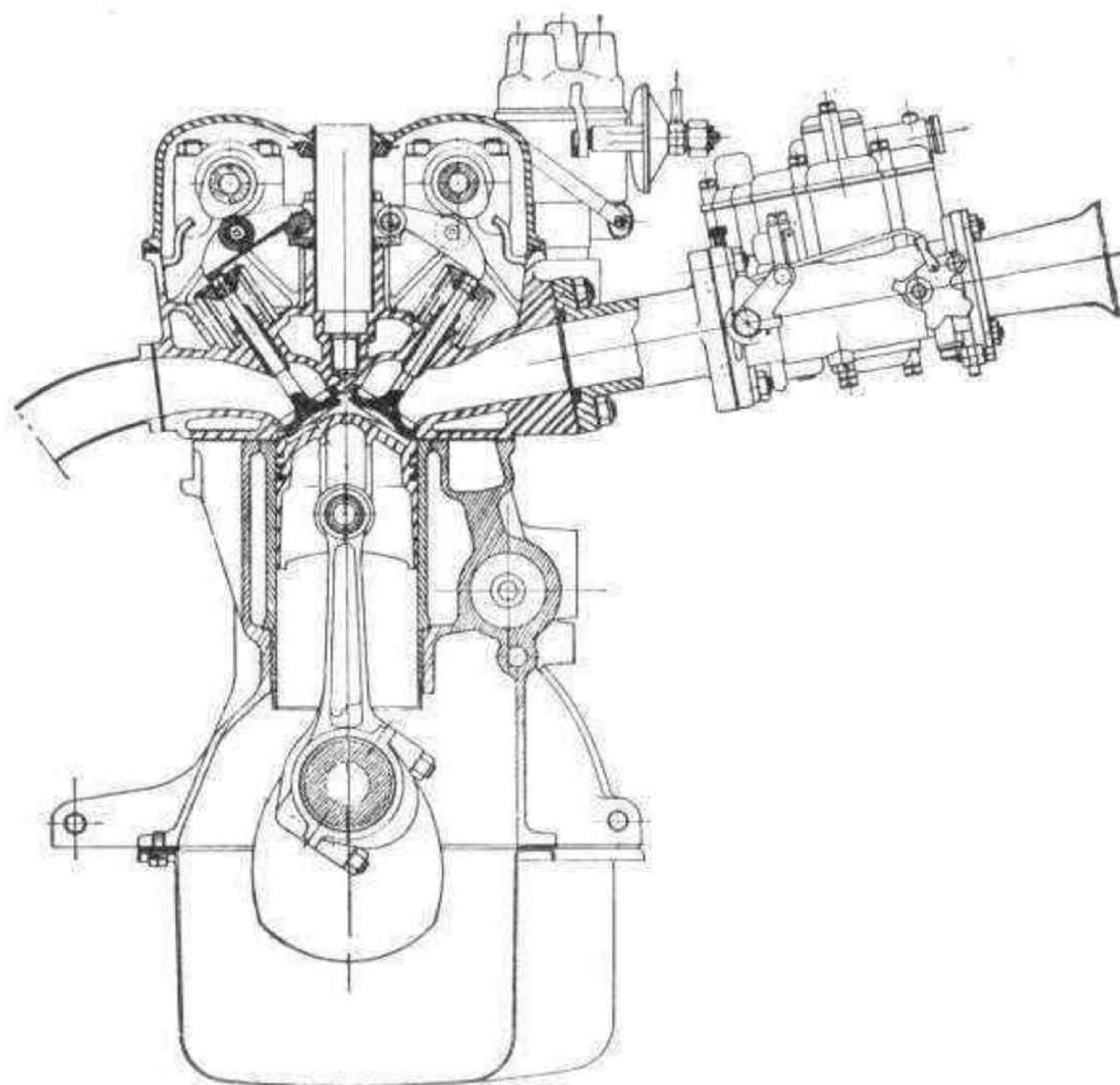
The piston had a thin skirt machined in barrel form, and offset gudgeon-pin. It dispensed with a compensating device, carrying a cylindrical compression-ring of spheroidal graphite cast-iron with a chromium plating, a conical sealing ring of lamellar cast-iron and a U-flex type flexible scraper ring. These rings enable oil consumption to be kept between 0.2 and 0.8 g./h.p. for an engine speed equal to 1/3-maximum speed. The cast-iron compression-ring has a high breaking strength and the plating enables wear to be kept to acceptable figures for mileages exceeding 100,000 km. The gudgeon-pin is tightly gripped in the little-end, enabling all play in the assembly to be reduced, and the con.-rod is of steel, with a rod/crank radius ratio of 3.56; a perpendicular split gives better performance from the big-ends.

One bearing per cylinder was selected, to give better strength up to a c.r. of 10 to 1, better rigidity, and improved bearing performance owing to less shaft distortion and better distribution of loads. By narrowing the centre and end bearings engine length is reduced. All the bearings have practically the same dimensions, crankshaft length being governed by liner size. The crankshaft is 5.46 times the bore, against 6 to 6.45 times in earlier engines. With filter, electrics and flywheel the engine weighs 87 kg.

The crankshaft is cast in spheroidal graphite cast-iron, which, for equal strength, is more accurate and saving in machining than a cast-steel shaft. The counterweights are unmachined. White metal bearings obviate the expense, necessity for hardening the shaft, and the oil filter which sintered copper-lead requires. For a thickness of 11 to 14/100 mm. a maximum pressure of 250 kg./cm.² and an average of 90 kg./cm.² at maximum engine speed for con.-rods and 85 kg./cm.² for upper journal bearings is permissible.

The oil pump pinions are made by sintering. The supply pressure is 4.5 kg./cm.², only the upper bushes in the bearings have oil collecting grooves, to increase bearing capacity, and a single oil inlet to the rod ensures greater oil supply at maximum speed than using a hole drilled diametrically with two orifices. There is an additional diametrical hole in the gudgeon-pin.

The block is of cast-iron to reduce cost but an aluminium block cast under pressure would reduce weight by 55%, a saving of 11 kg. for the Renault 1,100-c.c. engine, and might eventually be adopted, "depending on the evolution of techniques and cost of material." The use of centrifugally cast iron wet liners is justified by the simple block casting, reduction in foundry and machining rejects, and greater wear resistance; metal of liners can differ from that of block, and the structure of the metal is better,



[Drawing by courtesy of I.Mech.E.]

Sectional drawing of the 995 c.c. twin-cam version of the basic Renault small-car engine, which develops 90 b.h.p. at 7,000 r.p.m.

due to centrifugal casting. Also, worn liners can be easily replaced by new ones. The sealing problem is achieved by thin tracing-paper gaskets. The design of the block facilitates its passage through the transfer machines; in machined form, with covers, it weighs 21 kg.

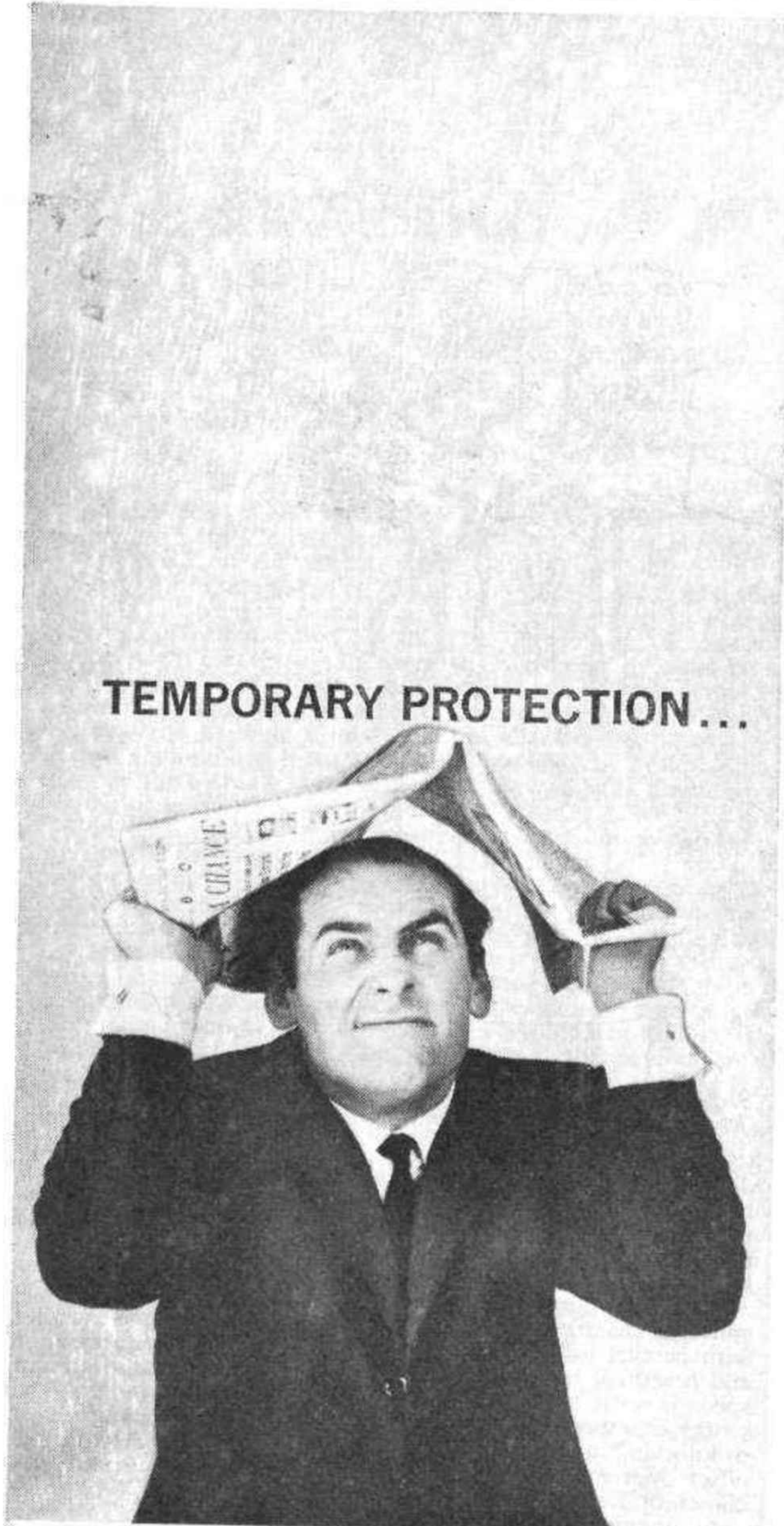
Two valve arrangements are open to the designer—a hemispherical chamber with valves in V-formation or a wedge chamber with parallel valves. The former gives slightly better efficiency and breathing but is a pure loss on an engine whose maximum speed is restricted by considerations of a mechanical order. The wedge chamber has the advantage of simplicity, is less sensitive to knocking and particularly pre-ignition, and poor breathing is offset by a smaller stroke/bore ratio. So the wedge-shape was chosen by Renault.

An aluminium head was adopted because although a cast-iron head is of greater simplicity, its technical properties are not so good. Maximum c.r. is lower with an iron head by about 0.5, at which point there is a loss of efficiency of about 3%, it is necessary to maintain a film of water between inlet and exhaust channels—on a 70-mm. bore the loss is about 5 mm., or 7% of the bore—and there is less resistance to pre-ignition and re-ignition due to higher wall temperature.

A low-set camshaft limits engine speed, not only because of the additional valve gear weight but principally due to elasticity of the push-rods which introduces stray vibration into transmission of motion from camshaft to valves. So Renault use as high a position as possible, while keeping the push-rods in the block and without the drive housing coming above the upper surface of the block. A simple timing chain with hydraulic tensioner is used, pinions being cut from flat steel plate. The cast-iron camshaft has cam profiles hardened directly when cast and runs directly in the block. The law of motion is of the "continuous acceleration" type, a satisfactory compromise consisting of taking half of a sine wave as the shape for positive acceleration. The angular extent of this acceleration must be in a fixed relation to the natural frequency of the rocker gear and maximum engine speed. Such a law can be quickly determined by elementary calculations based on the double differences of the lifts, when the value at the limits of the lift and its first derivative are known.

Exhaust valves are of 21 4NS steel, known for its resistance to

Continued on page 721



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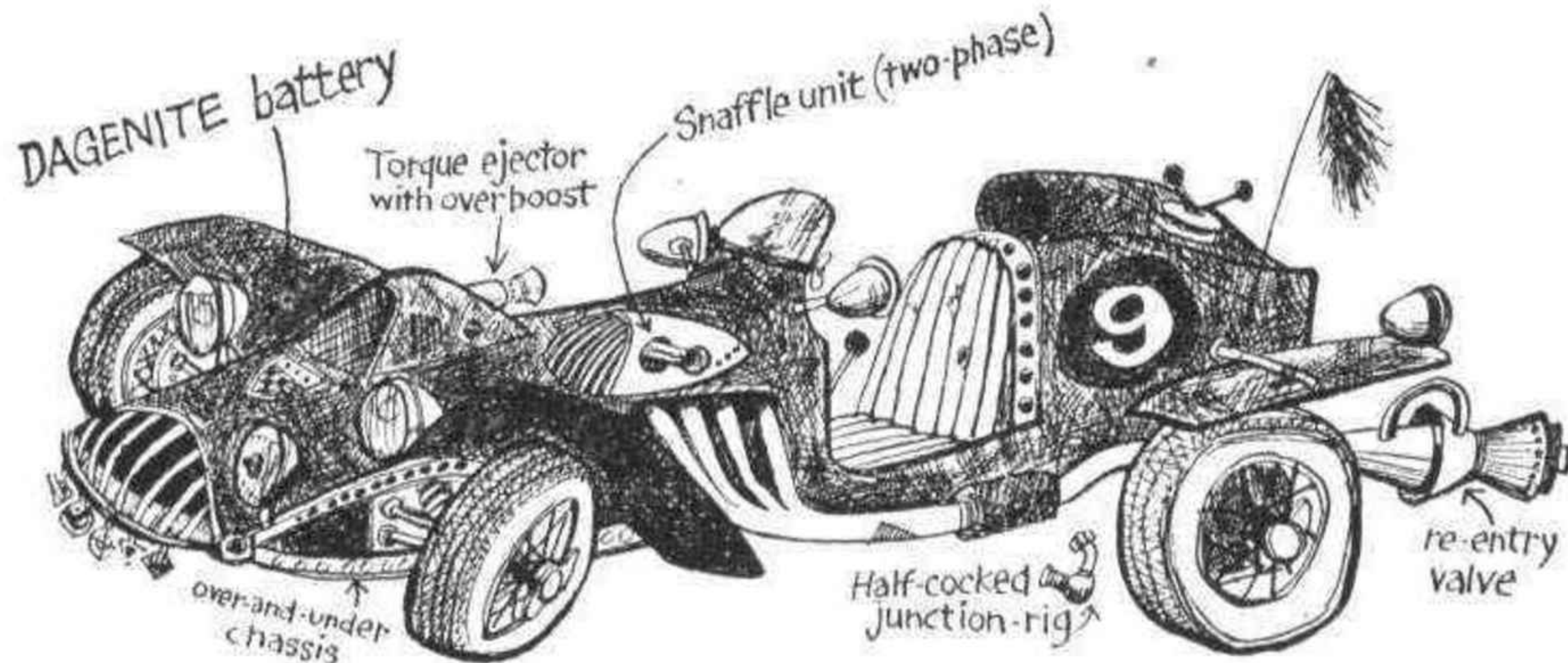
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THE PRIVATE TEAMS

(Continued from last month)

John Fisher

John Fisher is a car and motorcycle dealer in Portsmouth and has been sponsoring a racing team since 1954. His main driver has been Bruce Halford, who drove his Lister-Jaguar and a single-seater Lotus in numerous races. Les Leston has also driven for the team. John Fisher retired from sponsoring racing in 1960 at the same time as Bruce Halford, but this year they both decided to come out of retirement, and a Ford V8-engined Lotus 30 was ordered last winter. This car, with chassis number 5, was promised for April but has still not arrived, so the team's re-entry into racing looks like having a very short first season.

John Fisher participates in racing for pleasure but the team is sponsored by his company, of which he is Managing Director, and he feels that the publicity may well have some beneficial effect on the business.

The team is run as a spare-time occupation with one mechanic and Fisher acting as team manager. No assistance is received from the manufacturers and the team is contracted to B.P. for fuel.

Despite the delay in receiving the Lotus the team will probably carry on racing it next season.

R. R. C. Walker Racing Team

The Rob Walker team is probably the best known private team of all time for it was the first to prove that Formula One racing need not be a closed shop for the factory teams. He was of course aided by Stirling Moss in this endeavour and to date the team has won eight World Championship races, two Tourist Trophies and 50 or 60 other races.

The team is undoubtedly thought of as quite recent but in actual fact Rob Walker began entering other people in his cars as long ago as 1939, having raced himself since 1934. In 1939 Prince Bira and Arthur Dobson drove for him in Delahaye and Darracq sports cars and Ian Connell co-drove the Delahaye with Walker at Le Mans, where they finished ninth overall. Since the War the list of drivers who have piloted cars for Rob Walker looks like a "Who's Who of Motor Racing" and includes Tony Rolt, Eric Thompson, Roy Salvadori, Peter Collins, Jack Brabham, Jack Fairman, Tony Brooks, Stirling Moss, Maurice Trintignant, Peter Walker, Graham Hill, Innes Ireland, Ricardo Rodriguez and his present driver Jo Bonnier.

The team is sponsored by Rob Walker himself purely for his own pleasure and the team is a separate entity from his garage business at Dorking. It is a full-time organisation, having three mechanics, with Alf Francis acting as consultant. Rob Walker acts as team manager and in his absence Jo Bonnier deputises. At present the team runs a 1963 Cooper-Climax and two 1964 Brabhams, one with a Climax engine and one with a B.R.M. The team also has a Mini-Cooper "S," which, like all the other team cars, is fitted with a Colotti gearbox.

The team does not receive any assistance from the manufacturers of the cars it races but generous financial help is received from B.P. and Dunlop; Girling and Ferodo give some assistance, while Champion supply the team with free spark plugs.

Rob Walker has strong views on the future of Formula One as he feels that it is in a very precarious position, especially as far as private entrants are concerned. He thinks that the works teams will soon eliminate the private entrants, as their financial demands have grown considerably in the last year. Both B.R.P. and the Rob Walker team have felt the results of this at Zandvoort and Rouen. At Rouen the Walker team was offered less than half the

starting money they have been offered at any World Championship event previously, which was also much less than half of what the works teams received. The team didn't go to Rouen.

This is a great disappointment to Rob Walker as he cannot help remembering that his team won the first two World Championship races that Cooper and Coventry-Climax ever won, the first four World Championship F.1 races that Lotus won, and his present driver, Jo Bonnier, won the first World Championship race that B.R.M. won. Now he feels that it is just these people who are squeezing the private entrant out.

Despite this he hopes to carry on next season and will probably continue with the same cars. He also plans to race one of the Lola-Ford GT prototypes.

Malcolm Wayne Racing

Malcolm Wayne commenced racing during 1955 at Davidstow in a TR2, when he finished sixth. He raced this car until 1956 when it was written off due to hitting a marshal's car on the edge of the circuit at Charterhall. He then bought the ex-Archie-Scott-Brown Elva Butterworth, fitted with a Climax engine, but he had no better luck with it than Scott-Brown and turned to an Elva Courier, forming Team Elva Courier with Chris Meek and Gill Baird. This Courier was most successful and Wayne was leading his class in the *Autosport* Championship when a major engine blow-up combined with a lack of funds caused his withdrawal for the rest of the year. For 1960 a works-supported TVR was acquired, but poor handling and bad brakes led to a spectacular somersault at Rufforth which gave TVR their first convertible model! Another Elva Courier was purchased for 1961 with more success but a yearning for single-seaters caused him to buy the prototype Diggory-Gwyniad F.J. car which gave him a 2nd and a 3rd place but many mechanical failures. So it had to go and the Elva was brought back into service. A lightweight competition Courier was purchased from Trojan Ltd., and this was even more successful, notching up several good wins, including an outright win in the GT race at the Mallory Park meeting on Boxing Day, 1963.

He realised that the Courier was now becoming outclassed and for 1964 he acquired the first competition Lotus Elan to go to a private owner. This has brought nine successive wins and three lap records in ten outings and has proved to be a revelation in motor racing as far as he is concerned.

The team is sponsored entirely by Malcolm Wayne for pleasure and is a spare-time occupation. He runs the team himself and mechanical work is done by a friend, Peter Atkinson, who spends many spare-time hours on the car. Lotus are very friendly and helpful but give no financial assistance. The normal help from the Trade is also received. He expects to retain the Elan for next season if still competitive but would like to drive a good single-seater if the opportunity arises.

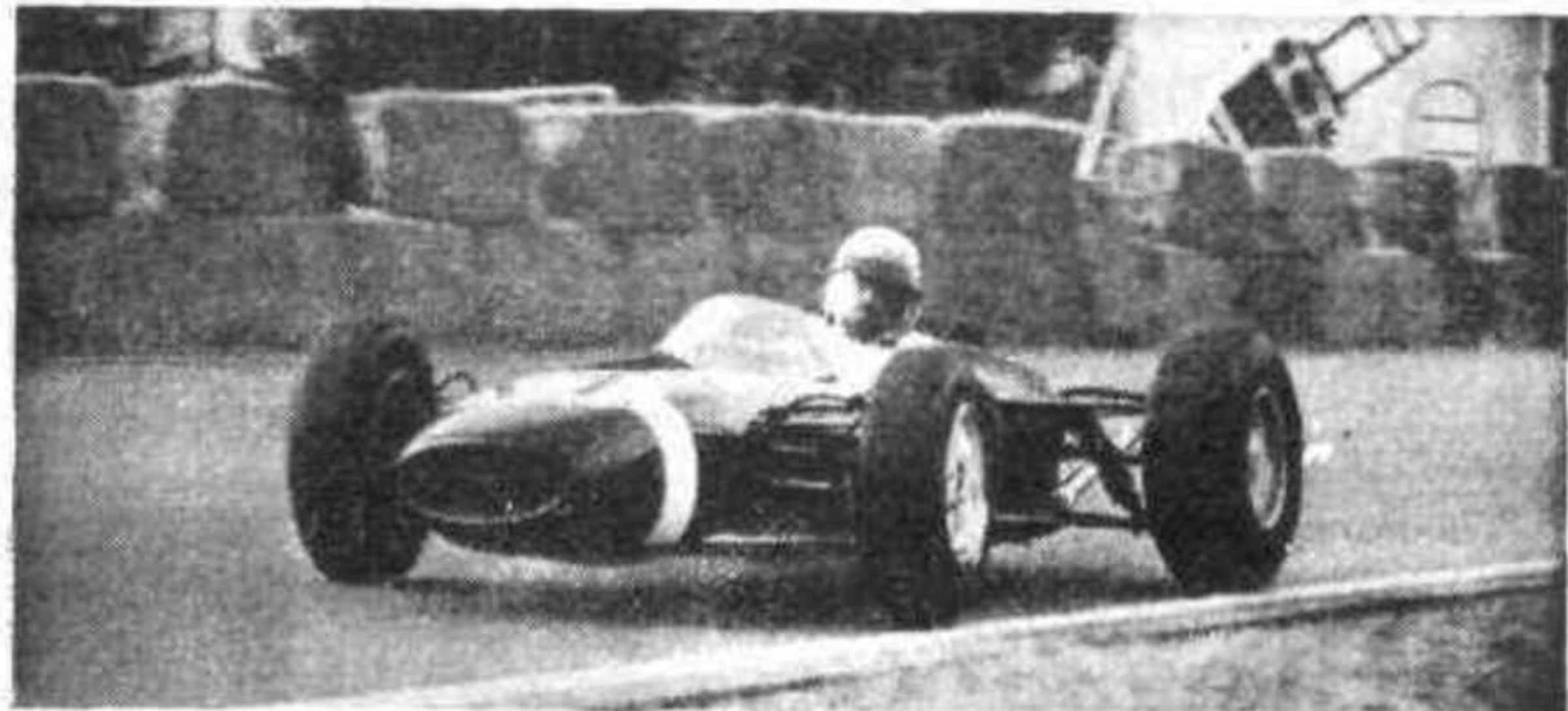
Like most other private owners Malcolm Wayne feels that prize money is hopelessly inadequate as, even with his recent success, he has barely covered travelling expenses. Starting money is virtually non-existent in his class so that racing is very expensive. He also feels that he is at a disadvantage living in the North for he does not have intimate contact with race organisers and it appears to him that this is as necessary as race successes when it comes to obtaining entries in International races.

Vita "D" Racing Team

The team started in August, 1963, when the Rev. Rupert Jones was introduced to Vitafoam Ltd., who are suppliers of various components to the motor industry. Jones was finding racing expensive so Vitafoam agreed to sponsor his 1,071 c.c. Cooper-Mini. The car was prepared by B.R.T. of Rochdale and Harry Ratcliffe of B.R.T. also joined the team with his car.

For 1964 it was decided to expand slightly and enter such events as the Targa Florio, Spa 24 Hours and the Tour de France. The team was increased to three with Geoffrey Goodliffe and the team acquired three new Cooper "S"s, two with 970 c.c. engines and one with 1,275 c.c.

Vitafoam sponsor the team to help develop new items such as special seats and also to put back something into an industry from which they gain their livelihood. They also believe that the company's racing activities will interest the 2,000 employees of the firm.



Bonnier driving the R. R. C. Walker Brabham.

The team is only a part-time occupation as far as Vitafoam is concerned, but the B.R.T. tuning shop works full time on tuning cars. The team is managed by Geoffrey Dyson and B.R.T. mechanics look after the cars. For 1965 the team will continue to race in saloon-car events but more overseas races, including the Targa Florio, will be entered. In addition to the Mini-Coopers another Mini-based vehicle of revolutionary design is now being prepared.

Ashley Smithy Team

The team first started in the early '50s when Ron Mitton met Dave Rees while they were racing privately. In 1959 they joined forces for racing with Mitton's Lotus Seven and Rees' notorious special, the Austin-Rees, which won the Goodacre Trophy for 750 Specials. In 1961 the Lotus was exchanged for a Terrier, which the two partners shared with great success. However, the clutch blew up and wrecked the car and its place was taken by a Marcos which also went extremely well. Natalie Goodwin joined the team with her Lotus Seven and she was eventually persuaded to change the colour of her car to the team's orange colour. The Austin-Rees was still exercised regularly and holds the distinction of being the only car to compete in all the six-hour relay races at Silverstone.

For 1964 Frank Lythgoe decided to help the team and presented Dave Rees with the ex-Stirling Moss Lotus 21 while Fraser Crombie joined the team with his Lotus Seven. Natalie Goodwin bought another Seven and sold hers to the team so that a three-car Lotus Seven team was decided upon. They were all painted orange and given the rather original registration numbers of NAT 1, NUT 1 and NIT 1. Frank Lythgoe added a Cooper F.J. and a Lotus 27 to the stable and the team moved to new premises. Despite many setbacks with the single-seaters the Lotus Sevens have gone very well and this year they have gained 10 first, 15 second and 14 third places.

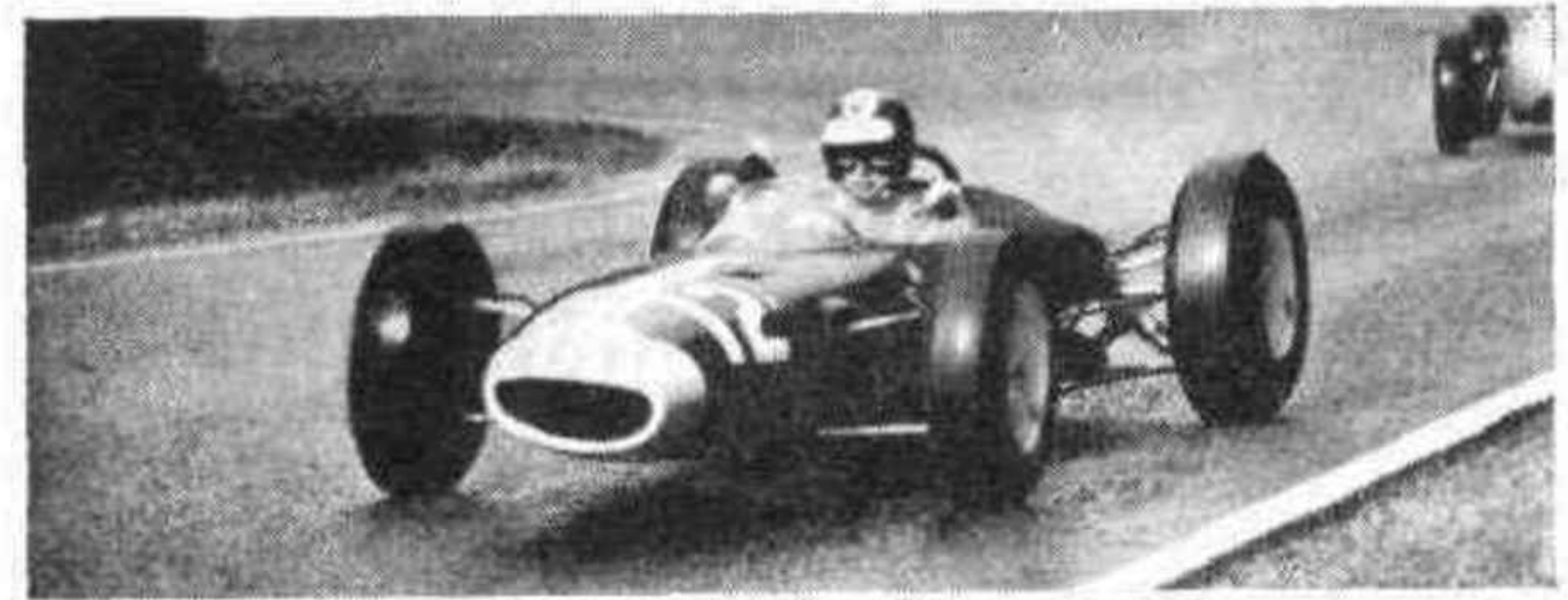
Racing is now virtually full time as the separate competition department also prepares customers' cars as well as the team cars. Mechanical work is supervised by Dave Rees and the paperwork is handled by Natalie Goodwin. No help is received from the car manufacturers nor from other members of the Trade.

Ideas the team would like to see adopted include the excellent one that each competition licence holder should be given a number which he could retain all season, thus obviating the tremendous expenditure on stick-on numbers. They would like to see longer races for the Club driver instead of the interminable five-lappers and they also feel strongly about people who enter races but never appear.

No definite plans exist for next year as yet but there are vague plans to enter the International scene in some way.

Revson Racing (America)

Peter Revson started F.J. racing in America and came to Europe to race an F.J. Cooper in 1963, which he did with some success. He decided to join forces with Tim Parnell and together they formed Team Revson Racing (America). Revson now races Parnell's Lotus 24 fitted with a B.R.M. engine and painted in the American racing colours.



Peter Revson driving his Lotus-B.R.M.

Naturally the car is not competitive with the works teams but Revson has kept the car well up in most of his races and in the recent Solitude G.P. he finished fourth overall, behind Clark, Surtees and Anderson.

The team is run basically for pleasure but it is organised on a business-like basis with Tim Parnell acting as team manager, a task which he also performs for his own team of Lotus 25s. No assistance is received from the manufacturers but Dunlop, B.P., Ferodo, Girling, Lucas, Champion, etc., do give help.

Plans for 1965 are not yet finalised but it is possible that an F.2 car will be raced as well as an F.1.

Alexander Engineering

Michael Christie, Managing Director of Alexander Engineering, began racing in 1948 with a "chain-gang" Frazer Nash fitted with an A.C. engine. He followed this with a Cooper-J.A.P., which he used to become runner-up in the R.A.C. Hill-Climb, Championship four years in succession, together with a little circuit racing as well. He then retired from racing and concentrated on tuning cars for road use as well as racing, preparing, amongst others, the well-known A40 driven by Geoff Williamson which gained many successes during the "A40 era."

Later on, the company began to race its own cars and during the 1964 season has been running a couple of Mini-Coopers driven by Mick Clare and Elizabeth Jones. These have often been well up to the fore of the Mini battles in National saloon-car racing, and Clare, especially, has often given the works cars a beating—that is until he had his sensational shunt at Aintree, when he left the track and demolished a brick boiler-house. However, he hopes to be racing again soon.

The team is sponsored entirely by Alexander Engineering and, although the racing team is run as a spare-time occupation, the intention of the racing team is to publicise Alexander products and B.M.C. cars. The Team Manager is Tom Rolfe, and a team of three mechanics under Fred Hillyer prepare the cars as well as a couple of engines for the Aurora Gear Racing Stable's pair of Mini-Coopers, driven by Trevor and Anita Taylor. Some assistance is received from B.M.C., mainly in the shape of spare parts for maintaining the cars, and the only other assistance is received from Shell Mex.

For next season the Alexander team will continue to race the same cars.

(To be continued)

MODERN SMALL-CAR ENGINES—continued from page 717

corrosion by lead oxide. The seats angled at 90° with a minimum width of bearing surface of 1.5 mm. for the exhaust valves, are of cast-iron, which has a good heat transfer coefficient. The valve springs are shot peened and varnished and have spirals with a progressive pitch to dampen vibration.

The carburetter, naturally single chamber in the basic version, has a minimum of metal connecting float chamber to carburetter chamber to reduce percolation effects, the butterfly valve is separate from the main body and insulated by a gasket, and the butterfly valve chamber is of aluminium to withstand distortion caused by heating when the car is stationary. Three compression-ratios are used—7.5 to 1 for lower than 90-octane fuel, 8.5 to 1 for the 956-c.c. and 1,100-c.c. engines running on 90-octane fuel, and 9.5 to 1 for the sports engine, using 96-octane petrol. Permanent mould casting produces the chamber direct from the foundry and different versions are obtained by altering the height of the head.

Three versions of inlet manifolds match the three variants, each having its individual carburetter and camshaft. There is a competition version of the engine, with twin o.h. camshafts, above the basic cylinder block. The 956-c.c., Caravelle 956-c.c. and Estafette 1,108-c.c. engines all produce about 40/45 b.h.p. from 4,000 to 6,000 r.p.m. The sports 1,108-c.c. engine gives

just over 70 b.h.p. at 6,000 r.p.m., the twin-cam 995-c.c. racing engine 90 b.h.p. at 7,000 r.p.m.

Great care is observed over engine sealing, to prevent ingress of dust. To collect air from a dust-free zone presents problems with a rear-mounted engine and an accurate study has to be made. The intake is before the radiator and in the centre-line of the car. A cellulose element type air filter was chosen, tests with silica (HK) of the Moulin des Prés, showing an efficiency of 98% as soon as clogging reaches 10 g. Dust intake equal to 200 g. of this dust for a head loss of less than 150 mm. of water implies a capacity sufficient for more than 30,000 km. without cleaning, the average dust intake being 1 g./1,000 kg. This filter also serves as an inlet silencer, weighs only 1.45 kg., and is fixed directly on the carburetter by a central screw, three small columns serving as bearers.

For dusty countries a cyclone is mounted directly on the air filter and a full-flow, throw-away type oil-filter is supplied. With Renault's sealing and filtering precautions, engine wear after about 100,000 km. can be kept within the following limits: average liner wear less than 0.012 mm., maximum liner wear less than 0.045 mm., wear at cut in chromium-plated rings is 0.3 mm., diametrical wear of crankshaft is less than 0.06 mm., and diametrical wear of camshaft bearings is less than 0.03 mm.—W. B.

AUTOSHAM wash'n wax car SHAMPOO

Just two tablespoons in a bucket of water for a clear, lustrous, wax finish. One AUTOSHAM bottle containing 20 wash'n wax costs only 5/- that's just 3d a time to build up a hard, protective wax coating on your car. The big, man-sized squeeze bottles of AUTOSHAM with wax can be obtained from leading filling stations and motor accessory shops. **HUMBROL PRODUCTS - MARFLEET - HULL**



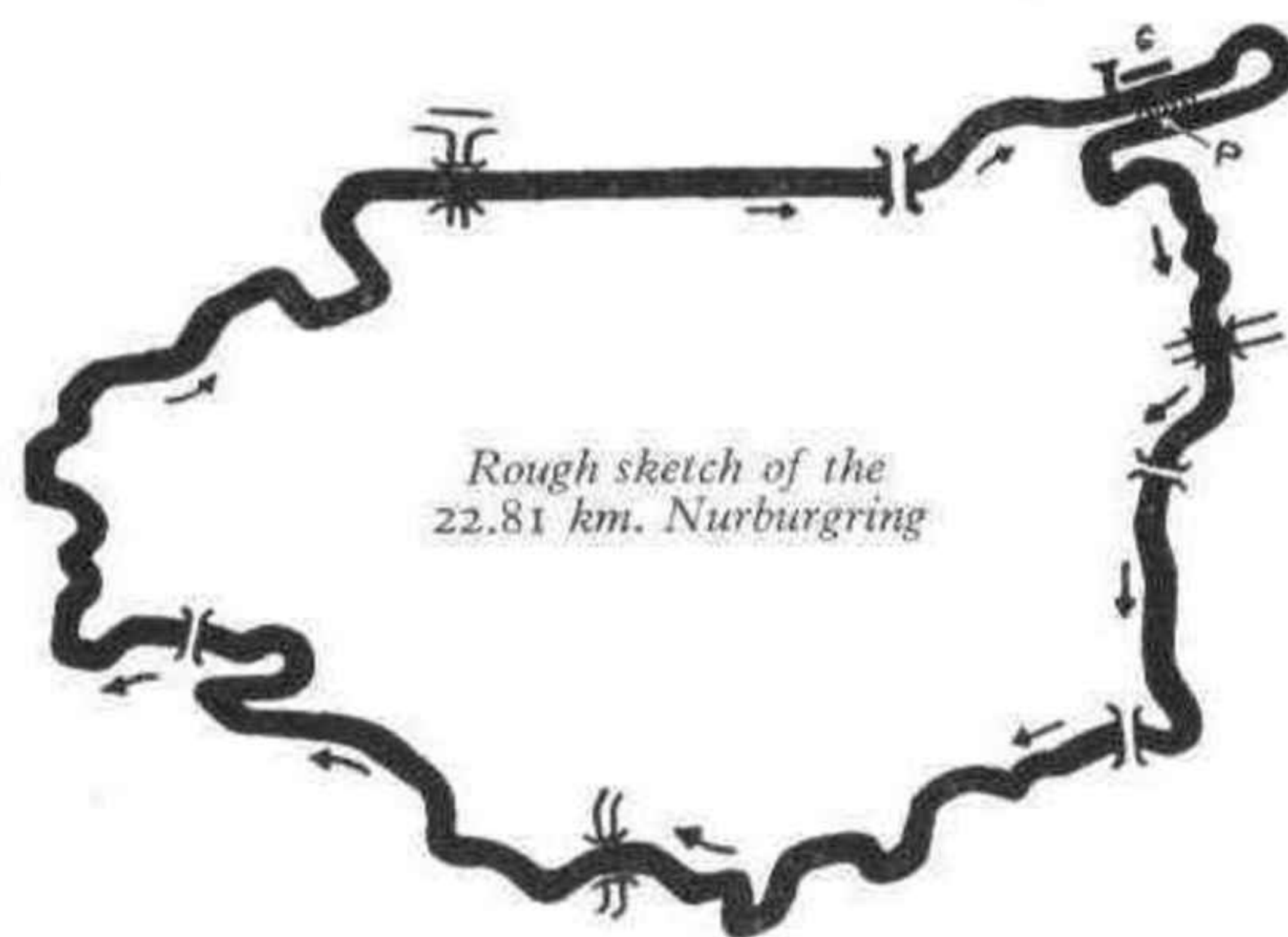
26th GERMAN GRAND PRIX

Surtees (Ferrari) Wins Again

ADENAU, August 2nd.

THE German Grand Prix took place on the 22.81 kilometre Nurburgring, in the Eifel mountains and there were four separate practice sessions, two on Friday and two on Saturday, with sufficient time in between each day for fairly major jobs to be undertaken. With the exception of the British Racing Partnership team all the regular Grand Prix teams and private owners were competing plus the long awaited Honda car from Japan. Team Lotus were still without Arundell, though he is now well on the mend, and Spence was number two to Jim Clark, while a third entry was made for the German driver Gerhard Mitter. Clark had a brand new Lotus 33, outwardly looking like the well-tried Lotus 25, but incorporating all the modifications made during this season to the earlier models. As is normal practice it was using a Coventry-Climax V8-engine, with Lucas fuel injection, a 5-speed ZF gearbox of the latest pattern that has proved remarkably trouble-free this season, Girling disc brakes and 13 inch alloy wheels shod with the wide-tread Dunlop tyres. Spence had the earlier Type 33 that Clark crashed at Aintree, since rebuilt and used by Clark to win the recent Solitude Grand Prix, while Mitter had the loan of the much modified Type 25 that Clark has been using in most of the races this season until now. The Owen Racing Organisation intended to run three B.R.M. cars, the two 1964 monocoque cars and the 4-w-d car, but the last car was not ready and the entry was withdrawn, leaving Graham Hill and Ginther with the two earlier 1964 cars, fitted with the latest type of 6-speed gearbox; the newest 1964 car was crashed at Solitude and required a complete rebuild. Jack Brabham's Racing Organisation entered the owner himself and Gurney with the two Brabham-Climax cars they have raced all season, Brabham's own car having had a completely new rear end welded on to the chassis frame after the Solitude debacle. SEFAC of Modena, or the Scuderia Ferrari as we know it, entered Surtees with one of the new V8-engined cars, the other V8 being a spare for him, and Pardini with the earlier V6-engined car. The Cooper Car Company Ltd., entered their two factory drivers, McLaren and Phil Hill with the two 1964 cars, which are beginning to look a bit second-hand, and the Parnell Racing Team had their two Lotus 25 cars with B.R.M. engines for Hailwood and Amon. The motorcycle ace was feeling a bit secondhand having crashed heavily in the East German Grand Prix on an MZ motorcycle, and he still had a big bump on his head and a nasty cut. Amon's car had required a pretty extensive rebuild after the Solitude accident, the riveted pontoons of the Lotus chassis requiring straightening and patching with riveted gussets. Rob Walker put a stop to Bonnier hopping from Brabham car to Cooper car and not really learning to drive either of them, by entering Edgar Barth in the 1963 Cooper-Climax V8 and Bonnier in the 1964 Brabham-B.R.M. V8. The Scuderia Centro-Sud entered Baghetti and Maggs on their two ex-works B.R.M. cars, and the rest of the field was made up by private owners, Anderson (Brabham-Climax V8), Siffert (Brabham-B.R.M. V8), Trintignant (B.R.M. V8), Revson (Lotus-B.R.M. V8), de Beaufort (Porsche 4-cyl.) and Pilette (Scirocco-Climax V8). To complete the list was the entry from the Honda Motor Co. Ltd., of Tokyo of the new V12-cylinder car for Bucknum to drive.

Practice began on Friday morning and a number of people were in trouble quite early on, Amon not getting a full lap in due to persistent misfiring which later proved to be ignition trouble. The Honda made an inauspicious start, boiling as soon as it was wound up and most of the morning was spent dismantling and inspecting the water pump, though later it transpired that the radiator was at fault. Revson spun and cut the nose of his Lotus off on a tree, luckily not doing any more serious damage, and Brabham blew his engine up. Graham Hill went out and did a number of laps on the trot and profited from it by making fastest lap in 8 min. 44.4 sec. This was not only below the existing lap record of 8 min. 47.0 sec. set up by Surtees last year, but also below the 8 min. 45.8 sec. set up by Clark in practice last year. Various improvements to the Nurburgring showed earlier in the



Rough sketch of the 22.81 km. Nurburgring

year that speeds would be higher, but to start the ball rolling with 8 min. 44 sec. was quite something. Surtees was not far behind in the V8 Ferrari with 8 min. 45.2 sec. and Gurney went round in 8 min. 47.8 sec., but Clark did not break 9 min. as he was spending most of the time getting the brand new Lotus sorted out and working properly. No one else made any startling laps, though all except Mitter, Pilette and de Beaufort were going round. During the interval before the next practice session there was practice for GT cars and for saloon cars, ready for some minor races, and while this was going on the Brabham mechanics did a remarkably quick engine change on the gunvor's car, and the Parnell mechanics patched up the nose cowling of Revson's Lotus, while others changed springs, gear ratios, anti-roll bars, tyres and so on, all ready for another go at the arduous circuit at the end of the afternoon. Graham Hill did a lot of experimenting with various settings during the afternoon practice period, but finished up with a lap slightly slower than his morning time, but Bandini pressed on to good effect and beat everybody with a time of 8 min. 42.6 secs. Surtees was right behind him with 8 min. 43.0 sec., but was wondering whether the V6-engined car wasn't more suitable for the Nurburgring; he took the older of the V8 cars out but did not complete a lap before it broke and he had a long walk back! The new Lotus was beginning to go properly and Clark got very near the existing lap record but it was not completely sorted out. Gurney was showing the true paces of the Brabham and was only fractionally slower than Surtees, and Brabham himself got below the 9-minute mark, which was obviously going to be a good bogey time for all and sundry, while 8 min. 40 sec. was in sight for the "big four." Spence was not going unduly fast, taking time to find his way round the circuit, but Amon put in some very fast laps, his best being 8 min. 54 sec., while Siffert was going well. The Honda was still not being very impressive, running on nine cylinders more often than 12 cylinders, and not pulling anything like the "spoken of" 12,000 or 13,000 r.p.m. along the straight. Mitter was still unable to practise, as Colin Chapman was not going to let him borrow the spare Lotus until Clark was certain about the new car, and being over 5 seconds slower than Bandini, it was obvious that Clark was not yet certain about the new car. On paper Bandini seemed to have pulled something out of the bag, beating all the stars, but in reality it was a false impression, for the fast drivers knew where they were going to make up time once their cars were going properly. Even so, Bandini's time was a splendid effort on his part and he well deserved the moment of glory he had until practice resumed on Saturday morning bright and early.

Until now the weather had been first class, though perhaps a bit too warm for engines to work at full efficiency, but on Saturday morning it was quite cold and there was rain in the air. This was ideal for engine power and Surtees very quickly made use of the good conditions and was the first to get under the 8 min. 40 sec. limit, with a time of 8 min. 39.2 sec., a truly shattering effort, for it was not long ago when a 9 minute lap on the Nurburgring seemed impossible. Clark was concentrating all the time on the new car and got down to 8 min. 42.2 sec., which indicated that things were steadily improving, but Graham Hill was not making much improvement over his first fast time. Not long after these fast laps had been made there was a sprinkling of rain and anyone who had not already had a good go, were out on a slippery track and times were naturally slower. The Honda was still in trouble, being reluctant to start promptly and then seldom running on all 12 cylinders. Before Bucknum had completed a full lap the engine broke and it had to be towed in and work started on fitting another engine/gearbox/final drive unit complete. Ginther also failed to come back after setting off from the pits, for he in-

PRACTICE TIMES						
No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	J. Clark	Lotus 33-Climax V8	9. 04.1	8. 47.9	8. 42.2	8. 38.8
2	M. Spence	Lotus 33-Climax V8	9. 31.9	9. 09.9	9. 21.5	9. 13.0
3	G. Hill	B.R.M. V8—1964	8. 44.4	8. 44.6	8. 43.8	8. 46.1
4	R. Ginther	B.R.M. V8—1964	9. 09.4	8. 57.9	9. 08.4	—
5	D. Gurney	Brabham-Climax V8	8. 47.8	8. 43.2	8. 56.1	8. 39.3
6	J. Brabham	Brabham-Climax V8	9. 10.6	8. 59.6	8. 53.1	8. 46.6
7	J. Surtees	Ferrari V8	8. 45.2	8. 43.0	8. 39.2	8. 38.4
8	L. Bandini	Ferrari V6	8. 49.3	8. 42.6	9. 03.9	10. 40.9
9	B. McLaren	Cooper 1964-Climax V8	9. 13.0	8. 57.9	9. 33.3	8. 47.1
10	P. Hill	Cooper 1964-Climax V8	9. 26.1	8. 52.7	9. 07.3	9. 01.8
11	J. Bonnier	Brabham-B.R.M. V8	9. 43.3	9. 16.5	9. 36.7	9. 01.3
12	E. Barth	Cooper 1963-Climax V8	10. 33.6	9. 27.1	9. 38.0	9. 14.2
14	C. Amon	Lotus 25-B.R.M. V8	—	8. 54.0	—	8. 54.7
15	M. Hailwood	Lotus 25-B.R.M. V8	9. 21.6	9. 08.4	9. 26.9	9. 01.9
16	R. Anderson	Brabham-Climax V8	9. 19.0	9. 07.5	10. 25.7	—
17	—	—	—	—	—	—
18	G. Baghetti	B.R.M. V8—1962/3	9. 38.8	9. 33.1	9. 34.9	9. 14.6
19	J. Siffert	Brabham-B.R.M. V8	10. 04.4	9. 02.8	9. 05.1	8. 56.9
20	R. Bucknum	Honda V12	10. 04.1	9. 34.3	—	—
21	R. Attwood	B.R.M. 4-w-d.	—	NON-S	TARTER	—
22	M. Trintignant	B.R.M. V8—1962	9. 20.7	9. 14.0	9. 12.5	9. 06.8
23	G. Mitter	Lotus 25-Climax V8	—	—	—	9. 14.1
24	—	—	—	—	—	—
25	—	—	—	—	—	—
26	A. Maggs	B.R.M. V8—1962	10. 07.7	9. 18.7	9. 59.9	9. 09.6
27	P. Revson	Lotus 24-B.R.M. V8	9. 50.9	9. 50.9	9. 23.9	9. 13.0
28	A. Pilette	Scirocco-Climax V8	—	10. 29.4	13. 45.2	10. 30.1
29	G. de Beaufort	Porsche 4-cyl.	—	9. 52.4	9. 37.9	9. 40.4

inadvertently changed into a lower gear instead of a higher one and the B.R.M. engine revved as the Honda is supposed to do, and the valves and pistons became tangled.

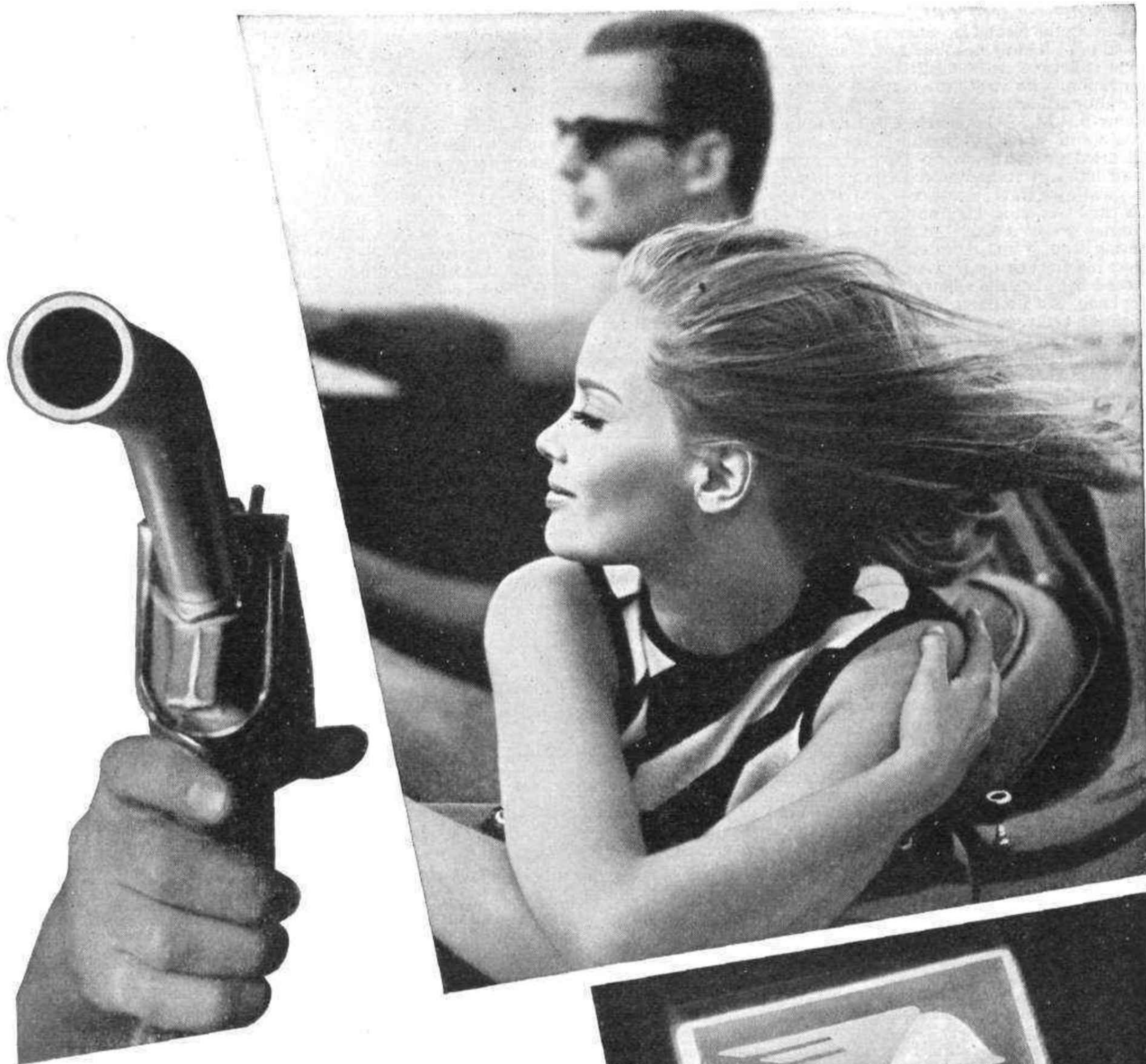
The fourth and final practice session took place at lunch time, and the interval was not long enough for the Japanese mechanics to change the Honda engine, nor for the B.R.M. mechanics to install another engine in place of Ginther's broken one. Although wet to start with, the track soon dried up and there was some pretty incredible pressing-on, led by Surtees. Not content with breaking 8 min. 40 sec. in the morning, he went even faster and clocked 8 min. 38.4 sec., and Gurney showed that he was not going to get left behind by recording 8 min. 39.3 sec., but Graham Hill was quite a lot slower, and before he could do anything about it he did what Ginther had done earlier in the morning, with the same disastrous results. Although he blamed himself for a moment of inattention, it was strange that both cars should suffer from the same complaint, so that it might have been that the chassis was twisting and putting the gearbox selectors out of phase with the cockpit lever, there being no gate for the lever to run in. Whatever it was, it meant that another team of B.R.M. mechanics had to set to work and change an engine. McLaren got well under 9 min., as did Siffert, which was a splendid effort for a private owner; but Anderson was less lucky, the right lower radius arm pulling away from the chassis and tearing the mounting away from the welding. Mitter at last was allowed a few laps in the spare Lotus and with only two flying laps he did 9 min. 14.1 sec., a time that many people had been trying to reach for the past two days! Almost at the end of practice de Beaufort was trying hard with his old Porsche in order to qualify for the starting grid, when he crashed badly at the Bergwerk corner. Although he was rushed to hospital and given immediate attention, his condition was very critical and he died on the following Monday;

STARTING GRID			
8 L. Fardini (Ferrari V6) 8 min. 42.6 sec.	5 D. Gurney (Brabham-Climax V8) 8 min. 39.3 sec.	1 J. Clark (Lotus 33-Climax V8) 8 min. 38.8 sec.	7 J. Surtees (Ferrari V8) 8 min. 38.4 sec.
9 B. McLaren (Cooper-Climax V8) 8 min. 47.1 sec.	6 J. Brabham (Brabham-Climax V8) 8 min. 46.6 sec.	3 G. Hill (B.R.M. V8) 8 min. 43.8 sec.	
4 R. Ginther (B.R.M. V8) 8 min. 57.9 sec.	10 J. Siffert (Brabham-B.R.M. V8) 8 min. 56.9 sec.	14 C. Amon (Lotus 25-B.R.M. V8) 8 min. 54.0 sec.	10 P. Hill (Cooper-Climax V8) 8 min. 52.7 sec.
22 M. Trintignant (B.R.M. V8) 9 min. 06.8 sec.	15 M. Hailwood (Lotus 25-B.R.M. V8) 9 min. 01.9 sec.	11 J. Bonnier (Brabham-B.R.M. V8) 9 min. 01.3 sec.	
27 P. Revson (Lotus 24-B.R.M. V8) 9 min. 13.0 sec.	2 M. Spence (Lotus 33-Climax V8) 9 min. 09.9 sec.	26 A. Maggs (B.R.M. V8) 9 min. 09.6 sec.	16 R. Anderson (Brabham-Climax V8) 9 min. 07.5 sec.
18 G. Baghetti (B.R.M. V8) 9 min. 14.6 sec.	12 E. Barth (Cooper-Climax V8) 9 min. 14.2 sec.	23 G. Mitter (Lotus 25-Climax V8) 9 min. 14.1 sec.	
Non-starters : A. Pilette (Scirocco-Climax V8) ... 10 min. 29.4 sec.		G. de Beaufort (Porsche 4-cyl.) ... 9 min. 37.9 sec.	
		20 R. Bucknum (Honda V12) 9 min. 34.3 sec.	

an unhappy death for the large, amiable Dutchman raced essentially for his own enjoyment and always as a truly sporting amateur driver. While no one realised the seriousness of his accident there was still some fast lapping going on, and Clark improved even more and very nearly equalled Surtees' time, with 8 min. 38.8 sec., frankly admitting after that one that he had "made a bog up" of at least three of the corners. The final analysis of the four periods of practice saw a remarkable starting grid with the first three drivers under 8 min. 40 sec., the first six all below the existing lap record, and the first eleven drivers all under nine minutes. While sorting out the qualifying times the organisers discovered that the Honda had not completed its compulsory minimum of five laps, and neither had Mitter, so there was a bit of an impasse, for while neither entry was going to figure very high up in the results they were both very important prestige figures on the starting grid, the Honda being in its first race and Mitter being a very popular German driver. Embarrassment was diverted by laying on an extra practice session at the end of the afternoon, in which they could both complete their quota of laps, but lap times would not be taken. The Honda was ready with its new engine, sounding much crisper and definitely on 12 cylinders, and Ginther's car was also completed, so he took the opportunity of bedding it down. Mitter ran the Lotus 25, and Bonnier also went out, in the Walker Brabham-B.R.M., for a bit more practice, and the long day ended with everyone being satisfied.

Sunday was a comparatively leisurely day, the Grand Prix starting at 2 p.m., so that everyone had plenty of time for preparation, and the morning was taken up by a 5-lap bicycle race, in which the pedallers rode the circuit in the reverse direction to normal, which meant that they went down from Hohe-Acht and round the Karussel at a fair old lick, and perspired freely up the Fuchsröhre. Weather conditions were just about perfect for high-speed motoring, with cool and cloudy skies and a dry track as the cars lined up on the grid. The recommended "dummy grid" type of start was not used as the starter had not had experience of the procedure, nor had he ever witnessed one, and was not prepared to start experimenting at this stage. On the wide and spacious starting area of the Nurburgring the "dummy grid" system would not have offered much advantage, and the start was given perfectly, Clark almost jumping the flag and then having to have a second bite, and there was some furious wheelspin from the front row; Surtees just had his nose in front as they went by the pits, but it was Bandini into the lead at the Sudkehre. Along the back of the pits Clark went by and led away on the opening lap. The Honda had got away slowly from its position at the back of the grid, and clearly Bucknum did not intend to get too involved in his first Grand Prix race with the brand new car, treating the whole thing as a test-run. From practice times it looked as though Clark was not going to get rid of Surtees very easily, if at all, and though the Lotus led for the first lap the Ferrari was right on its tail as they came over the brow of the Tiergarten and past the pits; and Gurney was right there with them, followed by Graham Hill, Brabham, Phil Hill, Bandini, McLaren, Ginther and Amon. As the leading pair braked for the Sudkehre Surtees took the lead, and headed Clark as they set off on lap two. At the back of the field there was all sorts of trouble, for Bonnier had come to rest barely half-way round the opening lap with violent electrical discharges that ruined the battery, and Hailwood had left a trail of oil for a long way round the circuit before coming to rest with a blown-up engine. Mitter had gone too softly at the start and had wetted some of the sparking plugs, and limped into the pits for a change, as did Revson, while Anderson had had his water-filler cap come undone and lost a lot of water, and came in to top up. The Honda had overtaken Barth, Spence, Trintignant and Baghetti, and was going quite well, sounding healthy for a change.

Continued on page 726



M272/a

GETAWAY PEOPLE
GET SUPER
NATIONAL

Lonely beaches, blue blue sea, sun-bleached sand. Getaway land. Feel the excitement in the air! The excitement of getaway. Super National is special for the getaway people. Are you getaway? Getaway people get Super National at the blue and yellow sign.



GERMAN GRAND PRIX—continued from page 724

During the second lap Surtees held the lead from Clark, but he could not get away from the Lotus, and Gurney and Graham Hill were still close, so that all four went by the pits in line-ahead formation, with very little between them, but the average speed had dropped considerably due to the oil dropped by Hailwood's Lotus-B.R.M. Whereas they had done the standing lap in just over 8 min. 50 sec., the first flyer was 9 min. 01 sec., and until the oil dried up there was no chance of really fast laps. Baghetti came into the pits and retired his Centro-Sud B.R.M., and Anderson was back in again to see if he could improve the handling of his car by altering the front anti-roll bar. During the third lap Gurney got by Clark, and it looked as if the Lotus driver was having trouble and, sure enough, he went by the pits in third place making distress signs to his pit. Phil Hill had retired on the second lap when the Climax engine of his Cooper blew up with a big bang, and McLaren went by to start lap four with his engine misfiring badly, so it was not a Cooper day. It was not a B.R.M. day either, for Ginther stopped at the pits to have the plugs looked at as his engine was misfiring as well, but Mitter was now going well after his slow opening lap.

As Surtees braked for the North turn to start his fourth lap, Gurney came right up alongside him and was pushing hard down through the woods. Eventually Surtees ran a little wide on one corner and Gurney was through on the inside and into the lead, but the Ferrari was right with him all the way and they finished lap four with only a few feet between them, and it was seen that the Brabham car had collected some paper in its radiator opening. Graham Hill was now in front of Clark and they had both fallen back from the leaders, for the oil was drying and the pace was quickening. In fifth place Brabham was running strongly, leading Bandini, but McLaren came into the pits to retire, his Climax engine making clicking noises in the valve gear that were not intentional. This let Amon up into seventh place and Siffert eighth. Barth disappeared out on the circuit when the Cooper clutch packed up, and Anderson made yet another visit to the pits. Surtees had the lead back on lap five but Gurney was alongside again as they started lap six and got the lead, only to lose it again by the time they were half-way round the lap, but there was still nothing between them and neither driver was giving way or making it easy for the other, so that the crowd of over 300,000 spread all round the course were seeing some truly magnificent Grand Prix racing, no matter where they were watching. At the end of lap six they were still together and were jointly credited with the fastest lap, in 8 min. 47.5 sec., and had left Graham Hill and Clark some way back, while the rest of the runners were spread all round the circuit by now, the tail-enders about to be lapped. Ginther's B.R.M. was still misfiring badly and it was behind the Honda, which was running pretty regularly. Gurney's Brabham-Climax was now showing signs of trouble, for the pressure in the water system was going up and the temperature was rising, which rather indicated an internal compression leak into the water system, though onlookers wondered if it was the paper blanking off the radiator that was causing the overheating. However, had this been the case the water-pressure gauge would not have indicated a rise, only the temperature, and by easing off slightly the pressure dropped. While watching this, Gurney was forced to drop back a bit and Surtees made full use of his very healthy Ferrari and set a new lap record in 8 min. 45.1 sec. on his seventh lap. Graham Hill was still in third place, but unable to challenge the leaders, and Clark was long overdue, eventually appearing over the Tiergarten and heading straight for the pits. There was something wrong with the left-hand bank of cylinders of the Climax engine, and number three plug was removed and found to have been badly hammered by something inside the cylinder! It was screwed back in and the car was wheeled away, for an exhaust valve had stuck open and obviously become very bent by being hit by the piston and the inlet valve, and the inlet camshaft had sheared its driving pin. Clark explained that his troubles in the opening lap had been caused by the gearbox changing from 2nd to 5th gear, instead of 3rd gear, so that he kept having to make a second go at changing-up, which sounded rather like the B.R.M. trouble of chassis flexion over the Nurburgring undulations.

The race was over 15 laps of the circuit and while on the eighth lap, or half distance, the order was Surtees well out on his own in a very healthy sounding V8 Ferrari, Gurney in second place with overheating troubles, Graham Hill in third place with an engine that was beginning to misfire, and a long way behind came Brabham, followed by Bandini, and then another long gap and Siffert and Amon, while an even longer gap separated them from the remainder, who came by in the order Maggs (B.R.M.),

Trintignant (B.R.M.), Spence (Lotus-Climax), Bucknum (Honda), Ginther's misfiring B.R.M., Mitter (Lotus-Climax) going well, but a long way back after his first lap stop, and Revson already lapped by Surtees. Lap eight saw Surtees set up another lap record, in 8 min. 43.0 sec., and by the end of lap nine he had pulled out 16 sec. on Gurney, who was slowing up trying to control his overheating problem, and he went by the pits making "water" signs to his pit. Brabham was firmly in fourth place, unable to catch the third-place man, so he began to relax and think about other things, and Bandini closed up on him. When Brabham looked in his mirror and saw a red Ferrari behind him he thought it was Surtees about to lap him, and moved over and waved it by; he got a big shock when he saw it was Bandini who went by. It took Brabham a whole lap to get back in front again, for Bandini was not dozing, and he actually held fourth place for two laps on the scoreboard. Having decided that his water problem was not going to be solved, Gurney set about catching up Surtees and set up a new lap record in 8 min. 42.9 sec. on lap 10, to which Surtees replied with a shattering 8 min. 39.0 sec. on lap 11. Gurney's overheating now got really bad and he slowed right up and let Graham Hill by into second place, and at the end of lap 11 he came into the pits. Although hot, the water was not boiling and the system was full, so there was little that could be done and Gurney went back into the race, but he was now well back and he did only one lap before returning once more, this time the water level being low. On this lap Brabham had come to rest with a broken crown-wheel and pinion, having been well ahead of Bandini at the time, and at the end of the lap Amon stopped at the pits as his car seemed to be handling in a peculiar fashion. With all the troubles of the others, he was in fifth place, but he did not enjoy it for the strange handling was found to be due to the right-hand top rear radius-arm mounting having pulled right away from the chassis. The Honda also failed to appear on this lap, and it was reported that Bucknum had spun off before the Karussell and wrecked the car, but got away uninjured.

The situation was now Surtees the complete master of the race and the Nurburgring, followed a long way back by Hill in an ailing B.R.M. that he was nursing along, mostly in top gear, and then even further back came Bandini and Siffert, while Trintignant and Maggs were very close together, racing for sixth place but nearly a lap behind the leader, the remaining four runners being lapped. On his penultimate lap Surtees lapped Maggs, but did not quite catch Trintignant, so that as the chequered flag was prepared to greet Surtees on completion of his 15th lap Trintignant went by to do one more lap. A jubilant Surtees completed the 15 laps, the Ferrari sounding as healthy as ever, and a happy Ferrari team greeted him. A worried Graham Hill got his misfiring B.R.M. home into second place, and Bandini scored a worthy third place, while a astounded but very pleased Siffert finished fourth. While the winner was being acclaimed Trintignant was still completing his final lap and would have been in fifth place on the same lap as the leader, but the B.R.M. broke down on the final straight, and though the little Frenchman pushed the car home he could only be credited with 14 laps.

Before the race there was so little difference between Surtees, Clark and Gurney, in Ferrari, Lotus and Brabham, respectively, that the only possible outcome of the race seemed to be one of the strongest and most reliable car, and that was just how it turned out, the Ferrari proving fast, strong and reliable while Coventry-Climax and B.R.M. engines faltered and fell.—D. S. J.

Results :**GERMAN G.P.—Formula One—15 Laps—342.15 Kilometres
Cloudy and Cool**

1st	: J. Surtees (Ferrari V8)	2 hr. 12 min. 04.8 sec.—155.400 k.p.h.
2nd	: G. Hill (B.R.M. V8)	2 hr. 13 min. 20.4 sec.
3rd	: L. Bandini (Ferrari V6)	2 hr. 16 min. 56.6 sec.
4th	: J. Siffert (Brabham-B.R.M. V8)	2 hr. 17 min. 27.9 sec.
5th	: M. Trintignant (B.R.M. V8)	14 laps
6th	: A. Maggs (B.R.M. V8)	14 laps
7th	: R. Ginther (B.R.M. V8)	14 laps
8th	: M. Spence (Lotus-Climax V8)	14 laps
9th	: G. Mitter (Lotus-Climax V8)	14 laps
10th	: D. Gurney (Brabham-Climax V8)	14 laps

Fastest lap : J. Surtees (Ferrari V8) on lap 11, in 8 min. 39.0 sec.—158.200 k.p.h.

Retired : J. Bonnier (Brabham-B.R.M. V8) lap 1, electricals; M. Hailwood (Lotus-B.R.M. V8) lap 1, engine; P. Hill (Cooper-Climax V8) lap 2, engine; G. Baghetti (B.R.M. V8) lap 3, throttle control; E. Barth (Cooper-Climax V8) lap 4, clutch; R. Anderson (Brabham-Climax V8) lap 5, fuel leak; B. McLaren (Cooper-Climax V8) lap 5, engine; J. Clark (Lotus-Climax V8) lap 8, engine; P. Revson (Lotus-B.R.M. V8) lap 11, off road; R. Bucknum (Honda V12) lap 12, off road; J. Brabham (Brabham-Climax V8) lap 12, crown-wheel; C. Amon (Lotus-B.R.M. V8) lap 13, rear suspension.
N.B.—M. Trintignant actually retired at the end of lap 22 but by F.I.A. rules was classified 5th.

22 starters — 10 finishers.

**SUPPORTING RACES—A.v.D. RHEINLAND-PFALZ PREIS—7 Laps
GT cars up to 2,500 c.c. :**

1st	: G. Koch (Porsche 904 GTS)	1 hr. 17 min. 47.3 sec.— 123.200 k.p.h.
2nd	: B. Pon (Porsche 904 GTS)	1 hr. 17 min. 50.5 sec.
3rd	: R. Slotemaker (Porsche 904 GTS)	1 hr. 20 min. 21.8 sec.
4th	: R. Stoop (Porsche 904 GTS)	1 hr. 22 min. 05.1 sec.
Fastest lap : G. Koch (Porsche 904 GTS), 10 min. 15.7 sec.—133.500 k.p.h.		

1,600 c.c. Class :

1st	: H. Schultze (Alfa Romeo GTZ)	1 hr. 23 min. 19.8 sec.— 115.000 k.p.h.
2nd	: K. Louis (Porsche Super 75)	1 hr. 28 min. 26.3 sec.
3rd	: N. Helmick (Porsche Super 90)	6 laps

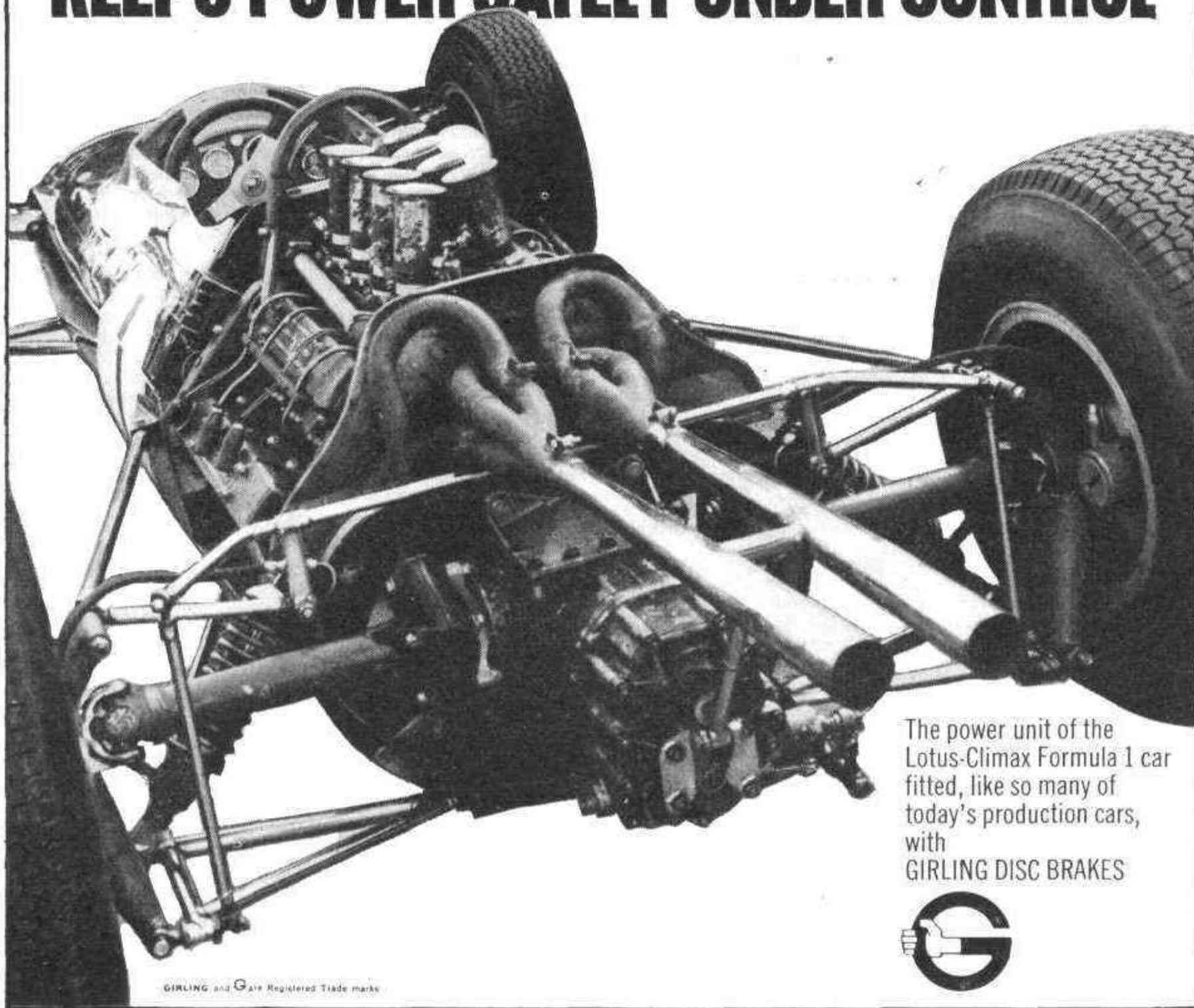
1,300-c.c. Class :

1st	: G. Bodmer (Glas 1300 GT)	1 hr. 27 min. 18.7 sec.— 109.800 k.p.h.
2nd	: M. Garton (Austin Healey Sprite)	1 hr. 29 min. 46.1 sec.
3rd	: H. Wirth (Alfa Romeo SVZ)	6 laps

GIRLING

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The power unit of the Lotus-Climax Formula 1 car fitted, like so many of today's production cars, with GIRLING DISC BRAKES



VARIETY

In which the Editor recounts his experience of the Renault Caravelle Coupe, Series IV Sunbeam Alpine and Rambler Classic 770 Pillarless Sedan

BIG CAR, BIG PIPE!—The Rambler Classic 770 saloon photographed in a remote Welsh lane spanned by the aquaduct which carries Birmingham's water supply on its long journey from the vast artificial lakes of the beautiful Elan Valley.

If variety is the spice of life, my motoring life has been flavoured with a good deal of spice recently. In the first place, having agreed to act in the capacity of one of the judges at the Bath *Concours d'Élégance*, I was able to motor to that fair but fearfully congested city in a car of appropriately elegant appearance, in the guise of the 1,100-c.c. Renault Caravelle coupé.

I knew and liked this car previously as the Floride, since when its lines have been still further improved, by omission of the air-vents behind the doors (although I do not think the "Caravelle" lettering particularly enhances the blunt, grilleless nose of this handsome car), and its specification modernised to embrace all-round disc brakes, all-synchromesh gearbox and sealed coolant system.

Caravelle Characteristics

I think the really outstanding aspect of the Caravelle, apart from its endearing appearance, is its comfortable, pitchfree ride, no mean achievement in a comparatively small car with generous-sized wheels. There is very reasonable room inside for four people of normal measurements, although the front wheel-arches intrude, and the interior *décor* is quiet and elegant, helped by simple instrumentation.

The seats are small but support one well, and if I found their cushions somewhat hard, no doubt female motorists at whom the *chic* Caravelle is aimed are better upholstered and wouldn't notice. The squabs are adjustable, but only by lifting the seat and setting a cam to the desired position.

The 1,100-c.c. engine, aided by well-chosen gear ratios, although rather too audible, propels the Renault Caravelle very reasonably, both in respect of pick-up and cruising speed, and it is essentially a quick car through traffic and on difficult journeys. The steering is firm and precise, if low-g geared, the clutch and slender gear-lever



One of the most stylish "over-the-counter" cars, the Renault Caravelle is also enjoyable to drive.



call for long movements but the gear-change is rather pleasant, the gears amenable to being thrown-in, as it were, which counters the lever's length of travel. The brakes bit well at low speeds, were less effective for crash stops. The doors, of which there are two wide ones, possess discreet pockets, the front boot is quite spacious, its lid being pulled shut by the under-facia release lever, but the two heater-control levers adjacent to it are apt to be moved inadvertently, as they are invisible and lightly-loaded. Lamps flashing is only possible by rotating the Renault-type l.h. stalk control, the r.h. direction-indicator control is rather floppy, but the wipers self-cancel neatly if their switch is depressed, and the washers were very powerful.

I did not keep this very charming little car long enough to make very elaborate tests but in fairly easy running it did better than 35 m.p.g., the engine was very accessible after the "piano-lid" at the back was raised, and had consumed perhaps $\frac{1}{2}$ -a-pint of oil at the end of 650 mainly strenuous miles. The fuel range is the practical one of rather more than 300 miles.

In Britain the Renault Caravelle coupé is expensive, at £1,026, but individuality and charm have to be paid for and those who can afford it should be very well satisfied with Billancourt's luxury model.

The Latest Sunbeam Alpine

At the same time as I was enjoying the Caravelle I was able to try the Series IV version of the Sunbeam Alpine. From being a rather formidable sort of sports car the Alpine has been refined and made more compact. It has softer suspension than formerly but only rolls if cornered with considerable provocation. The driving position is excellent, especially as seat squabs, steering column and pedals are all adjustable, but the bucket seats, although holding one firmly, are not particularly comfortable. The r.h. hand-brake lever is nicely out of the way, yet accessible, and the central remote gear-lever is well placed but controls a notchy, harsh change.

The engine sounds harsh when accelerating and it has a fairly fruity exhaust burble. It reaches its safe peak of 5,500 r.p.m. all too soon in the lower gears, which are too low, but accepts overdrive 3rd and top gear at comparatively modest speeds. Overdrive is controlled by a r.h. flick-stalk moving up to engage o/d., down for normal 3rd or top, a change into 2nd gear automatically disengaging overdrive. I would have preferred the control to go down to select o/d.

The direction-indicators are controlled by a l.h. stalk, its knob very well placed for lamps-flashing, and the facia is generously provided with proper dials, apart from speedometer and tachometer, calibrated in metric as well as the normal figures.



A compact sports car with a good driving position and excellent brakes—the latest Series IV Sunbeam Alpine.

Between the seats there is a Ford GT type lidded well, that on the Alpine being lockable. The horn-ring came well to hand, there is reasonable fascia stowage but no door pockets, the completely rain-proof hood is easy to stow and erect but possesses blind-spots as the side panels are not endowed with windows, although the rear Perspex window is large, and there is the usual seat-cum-shelf behind the front seats.

Enjoyable to drive, the Series IV Sunbeam Alpine settles down to a 70-m.p.h. cruising speed and is fast and handy, but still exhibits the harsh-feel of the engine and harsh gear-change that have long characterised this make of Rootes Group products. But at £956 as tested, with earless centre-lock wire wheels shod with Dunlop RS tyres, it is excellent sports-car value, and handsome too. The twin-carburettor engine returned the good overall petrol consumption of 25.7 m.p.g. of premium fuel and used no oil in 750 miles. The Alpine provided a colleague with useful transport to and from the European Grand Prix, abetted at Brands Hatch itself by an equally useful folding Moulton bicycle, which stowed in the Alpine's boot. Oh, and the brakes we both found so effective that they were almost taken for granted. For those contemplating a sports car of around 1½-litres, the latest 95-m.p.h. Sunbeam Alpine merits consideration.

U.S.A.-style Commuting

Once a year, at least, I like to enjoy the sanctity of an American-type automobile, with its ample living-space and more than ample performance from a woolly, lightly-stressed multi-cylinder engine. This year I have been able to enjoy these characteristics in a Canadian Rambler Classic 770 2-door pillarless saloon. (It is called pillarless in this country, a hard-top in the States, but this is somewhat ambiguous.)

The Rambler removes some of the British prejudice against cars from the U.S.A. by being notably unobtrusive in outward styling and interior décor. Which does not deprive it of a very definite flavour of its own, evident as soon as you glance at the speedometer and find that it is calibrated 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, instead of from 10 to 120 m.p.h., and lettered "Weather Eye" to indicate the effective and comprehensive heating and ventilation controls.

I like plenty of space in a house, so why not in a car? This the Rambler Classic provides in good measure, accommodating seven reasonably-slim people in decent comfort if called upon to do so. The separate front seats have tip-forward and adjustable squabs, slide easily under spring action over a wide range, and are comfortable. Their upholstery is a sensible combination of leather-like vinyl and cloth, and the head-lining is endowed with glass-fibre as safety padding, and there are good arm-rests-cum-pulls on the doors, but no seat arm-rests.

American Motors supply the Rambler with cast-iron and alloy-block 6-cylinder engines but the model tested had the 3½ in. x 3¼ in. 4,704-c.c. vee-eight Classic 287 engine developing 198 b.h.p. at 4,700 r.p.m. and driving through a 3-speed Borg-Warner "Flash-o-Matic" fully-automatic gearbox with the



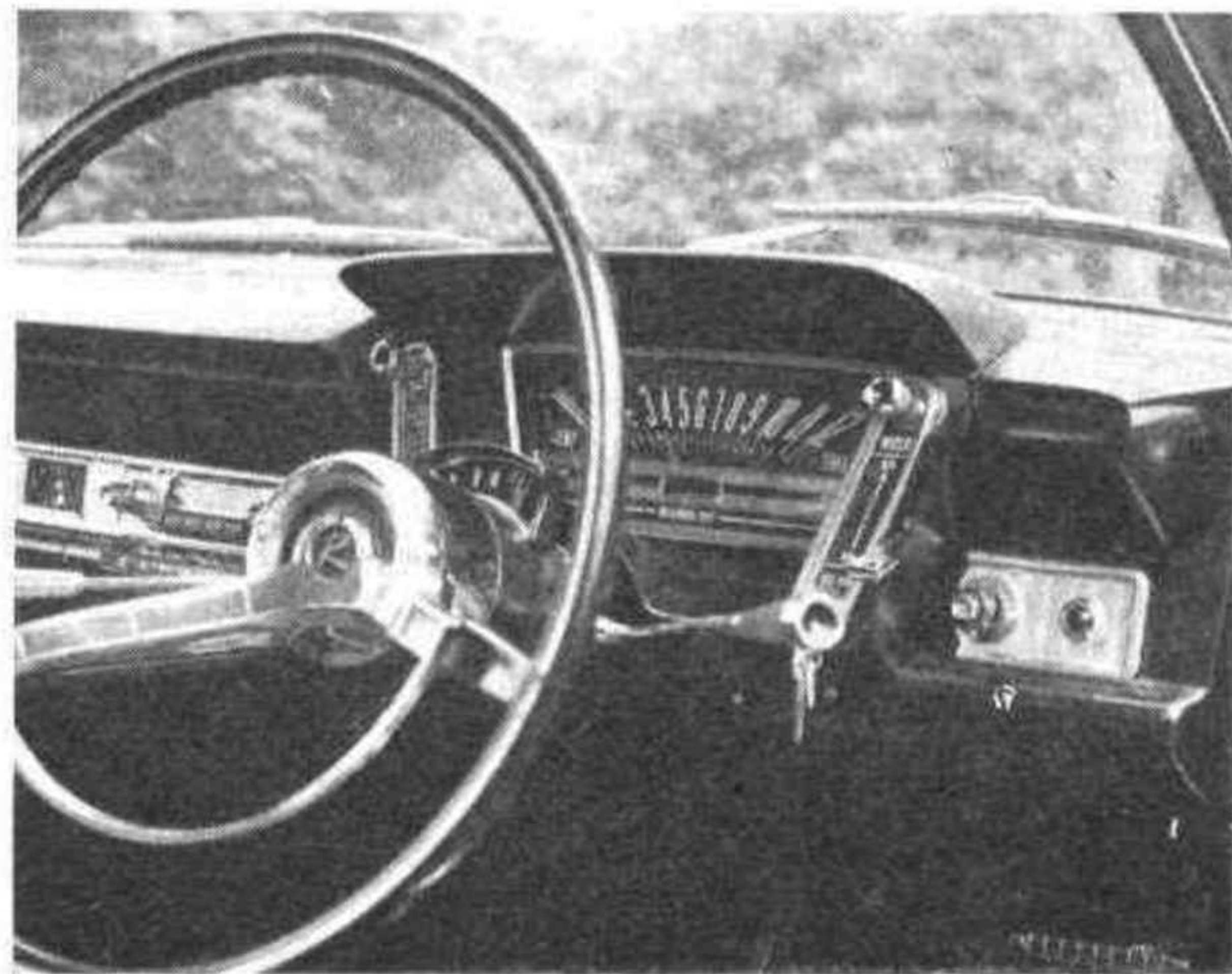
Hailing from Canada, the Rambler Classic 770 2-door saloon has an appearance acceptable to European eyes, whereas, all too often, cars from across the Atlantic are garish and unnecessarily flamboyant.

usual P, R, N, D1, D2 and L quadrant control. There was manual steering from a big wheel asking no fewer than six-turns, lock-to-lock, with another ¼-turn of sponge, fairly light except when parking, the low-gearing offset by very high-speed castor-return action.

I know American sedans do not handle like British or Continental high-performance cars, but this Rambler did not roll excessively, rode well, and cornered adequately, with distinct understeer. Indeed, the suspension is quite hard, transmitting some tremor from rough roads, and fast cornering occasions no alarm, the Rambler being one of the better American-type cars in this respect, and the tyres were virtually silent. I know American cars nearly always have suspect brakes and although there was certainly some drama about retarding the Rambler in a hurry, for all practical purposes the brakes were adequate; indeed, too sudden at normal speeds. In fact, the fierceness and insensitivity of the brakes at low speed was the car's worst aspect.

Kick-down produced useful additional acceleration but worked over a small range of accelerator movement and took some effort. Cruising speeds of 85 m.p.h. became quite normal, with only a faint vee-eight waffle from the exhaust heard if the windows were open. Only in minor roads did the bulk and handling characteristics of this spacious Classic 770 call for more moderate speeds.

With dual headlamps, fairly low build, and curved side windows, the lines of this 2-door saloon are the equal of modern cars from Europe, especially as this is one of the least flamboyant vehicles



The Rambler's lack of flamboyance is extended to its internal décor. Note the speedometer dial calibrated from 1 to 12 and the vertical panels for the "Weather Eye" heating and ventilation controls.

from across the Atlantic. The Goodyear whitewall 7.50x14 Custom Super-cushion tyres blend well with the Classic's smart appearance, and the recessed number-plates in the substantial bumpers add neatness. Ground clearance is generous.

The controls could hardly be easier to understand. Those for the "Weather-Eye" heating and ventilation are supplemented by scuttle ventilators controlled by pull-out handles on the scuttle walls, and the fan has "Hi" and "Lo" speeds. The only knobs are those for cigarette-lighter, de-frosting booster, lamps, variable-speed suction screen-wipers, and the Motorola radio. A pull-out brake-lever on the right-hand side of the neat fascia has its own warning lamp if left on, and the speedometer incorporates casually-calibrated thermometer and petrol gauge, total-mileage odometer with decimals, and warning lights for alternator-charge, full beam, oil pressure, and turn-indicators.

There is a really roomy, lockable cubby-hole, its lid dropping to form a shelf for four glasses of what-you-fancy, and lamps-dipping is by a floor button. The wide doors locked easily, and possess man-sized handles and window-winders. The windows, even the curved rear compartment windows, wind right down, but this calls for mild exertion and I can appreciate why power-lift is an optional extra.

There are luxury touches about the Rambler, such as pedal-actuated screen-washers, dual drawer-type fascia ash-trays, illumination of the clock along with the speedometer, external mirror supplementing a wide if narrow interior mirror, courtesy interior lighting that shines on the door sills to facilitate entry, reclining seat squabs, automatic illumination of boot and cubby-hole, a fuel tank holding nearly 16 gallons, filled through a sort of outside hot-water-bottle plug on the n/s., the provision of coat-hooks, etc. I have only three mild criticisms of detail arrangements. The front seat-squab hinges impede entry to the rear seats and can rap one's ankles, the 1/4rd-horn-ring is fumbly to find on corners, and the l.h. stalk working the turn-indicators has short, light movements, so is apt to be operated inadvertently.

Otherwise, the Rambler Classic 770 has all the comfort, convenience and practicability expected from a trans-Atlantic automobile. Fuel consumption came out at 19.7 m.p.g. of premium or mixture-grade fuels, driving in D1, which is more economical than D2; the oil level had not dropped after 670 miles.

One day America is going to adopt disc brakes and then the last logical objection to their fast powerful cars on British roads will

be removed. As it is, these cars represent a challenge to European cars under the headings of comfort, spaciousness, effortless performance, and what remains of status-symbolism in the motor car, to all save hard-driving enthusiasts who call for better braking and superior road-holding and cornering. Apart from this, there is the inherent reliability and longevity plus the dependable starting and extremely efficient heating and ventilation bred from operation in extremely cold climates, typical of American and Canadian cars, which should appeal to home users. On the score of minimal maintenance, too, such automobiles show up well, the Rambler, for example, having 33,000-mile or "3-year" chassis-lubrication intervals, a 4,000-mile engine oil-change period, with many chassis parts "lubed for life," while an alternator replaces a dynamo, as the warning light labelled "Alt." reminds one. The counter-balanced bonnet opens very easily from a single lever at the front, and the Rambler Power-Guard 24, battery, Autolite alternator, Prestolite junction box and electric, the long dip-stick in its guide tube and the American Motors' detachable rubber washers bottle are all very accessible.

There is luggage space to match the passenger accommodation, the boot area being enormous, notwithstanding the fact that the spare wheel, protected by a cover, is installed horizontally. The boot-lid is self-supporting when open and locks automatically when shut, as is the practice on American cars and Dagenham Fords. I was told that in Britain there is a growing sale of Ramblers, especially station-wagons, to clients with cars of the Bentley class, who, having experienced spacious motoring, are reluctant to forego this in their second-line transport. From the standpoint of economics these cars have much in their favour. Look at it this way. The least-expensive Rolls-Royce costs £5,500. A Mercedes-Benz 300SE sells here for £4,000. The V8 Rambler Classic 770 two-door pillarless saloon can be bought for £1,892, purchase tax and import duty included, which in some people's view makes up for any small omissions of refinement, control niceties and disc brakes.

Moreover, the spares situation is excellent, because Rambler stock spares at their ex-Hudson/Essex factory by the Chiswick Fly-Over on the Great West Road for their entire European network, so obviously British users are well placed should parts be urgently required. Finally, the range of optional extras available is quite fascinating and, again, of great practical value.

W. B.

GUARDS TROPHY—continued from page 714

of the undertray, and so yielded up this place to Protheroe's E-type.

Before the main race there was a 10-lap F.3 race, won by Warwick Banks in a Ken Tyrrell Cooper after Brian Hart's very fast new Cosworth-Ford-engined (95 b.h.p.!) Lotus had retired after leading from the start. Jackie Stewart, the uncrowned king of Formula Three racing this season, spun early on and spent his time working back to sixth place. However, he retrieved his honour immediately in the next race, the 20-lap Redex Trophy for up-to-2,500-c.c. GT cars, by leading from start to finish in a Chequered Flag-entered Elan. Mike Spence in the other Chequered Flag Elan came second, after fighting off an early challenge from Oliver's Elan.

After the Guards Trophy came the fifth and last race of the day, another 20-lap event (the Slip Molyslip Trophy race for saloon cars) but this was very dull. Jack Sears led it throughout in the Willment-owned Uren-entered Galaxie, with Clark and Olthoff in Lotus-Cortinas second and third. Just about the only excitement came in a fairly short but pretty hairy struggle between the Superspeed Anglia 1200s of Mike Young and Chris Craft and John Rhodes' Downton-entered Mini-Cooper S, the Anglias eventually winning the class easily.

It was rather an odd coincidence that the car which won the Guards Trophy last year, Roger Penske's Cooper-Zorex-Climax Special, was acquired by McLaren early this season and has quite obviously exercised a good deal of influence on the design of the Cooper-Oldsmobile which won this year's event.—J. H.

Results :

THE EXPRESS AND STAR TROPHY—F.3 cars—10 laps :

1st : W. Banks (Cooper-B.M.C.) .. 17 min. 59.2 sec.—88.40 m.p.h.
2nd : C. Irwin (Merlyn-Ford) .. 18 min. 03.2 sec.
3rd : J. Fenning (Lotus-B.M.C.) .. 18 min. 19.6 sec.
Fastest lap : B. Hart (Lotus-Ford), 1 min. 45.6 sec. (90.34 m.p.h.).

THE REDEX TROPHY—(GT cars up to 2,500 c.c.—20 laps :

Overall Winner : J. Stewart (Elan) .. 38 min. 24.2 sec.—82.81 m.p.h.
1,601 c.c. to 2,500 c.c. : 1st : T. Entwistle (T.V.R. Grantura), 39 min. 42.2 sec. (76.09 m.p.h.); 19 laps; 2nd : J. Sprinzel (Triumph SLR), 18 laps; 3rd : B. Sidery-Smith (M.G.-B), 18 laps.
1,151 c.c. to 1,600 c.c. : 1st : J. Stewart (Elan), 38 min. 24.2 sec. (82.81 m.p.h.); 2nd : M. H. Spence (Elan); 3rd : J. Oliver (Elan).
Up to 1,150 c.c. : 1st : A. P. Hedges (M.G. Midget), 19 laps, 39 min. 23.0 sec. (76.71 m.p.h.); 2nd : A. T. Foster (M.G. Midget), 19 laps; 3rd : G. L. Capel (Lotus XI Le Mans), 19 laps.

THE BRITISH EAGLE INTERNATIONAL TROPHY—F.2 cars—20 laps :

1st : J. Clark (Lotus-Cosworth) .. 34 min. 58.2 sec.—90.93 m.p.h.
2nd : J. Brabham (Repcos Brabham-Cosworth) .. 35 min. 10.4 sec.
3rd : G. Hill (Repcos Brabham-Cosworth) .. 35 min. 11.8 sec.
4th : D. Hulme (Repcos Brabham-Cosworth)
5th : F. Gardner (Repcos Brabham-Cosworth)
6th : J. Rindt (Repcos Brabham-Cosworth)
Fastest lap : G. Hill (Repcos Brabham), 1 min. 43.4 sec. (92.26 m.p.h.).

THE GUARDS INTERNATIONAL TROPHY—50 laps :

Overall Winner : B. McLaren (Cooper-Oldsmobile) .. 1 hr. 28 min. 40.4 sec.—89.65 m.p.h.
Sports Cars and Prototypes—over 2,000 c.c. : 1st : B. McLaren (Cooper-Oldsmobile), 1 hr. 28 min. 40.4 sec. (89.65 m.p.h.); 2nd : J. Brabham (Repcos Brabham BT8); 3rd : G. Hill (Ferrari 330P).
Fastest lap : B. McLaren (Cooper-Oldsmobile), 1 min. 44.0 sec. (91.73 m.p.h.).
Sports Cars and Prototype —1,601 c.c. to 2,000 c.c. : 1st : D. Hulme (Repcos Brabham BT8), 1 hr. 29 min. 22.8 sec. (88.95 m.p.h.); 2nd : A. Lanfranchi (Elva 7-B.M.W.), 49 laps; 3rd : D. Prophet (Elva 7-B.M.W.), 46 laps.
Grand Touring Cars—over 2,500 c.c. : 1st : J. G. Sears (Shelby American Cobra), 49 laps, 1 hr. 28 min. 44.2 sec. (87.80 m.p.h.); 2nd : C. Amon (Shelby American Cobra), 49 laps; 3rd : E. R. Protheroe (Jaguar E-type), 46 laps.

THE SLIP MOLYSLIP TROPHY—Touring cars—20 laps :

Overall Winner : J. G. Sears (Ford Galaxie) .. 39 min. 09.4 sec.—81.21 m.p.h.
Over 2,000 c.c. : 1st : J. G. Sears (Ford Galaxie), 39 min. 09.4 sec. (81.21 m.p.h.); 2nd : Sir Gawaine Baillie (Ford Galaxie); 3rd : C. McLaren (Jaguar 3.8), 19 laps.
1,301 c.c. to 2,000 c.c. : 1st : J. Clark (Lotus Cortina), 39 min. 32.2 sec. (80.43 m.p.h.); 2nd : J. R. Olthoff (Lotus Cortina); 3rd : R. P. Swanton (Lotus Cortina).
Up to 1,300 c.c. : 1st : M. Young (Anglia 1200 Super), 40 min. 04.0 sec. (79.37 m.p.h.); 2nd : C. Craft (Anglia 1200 Super); 3rd : J. Rhodes (Mini-Cooper S).

THE HONDA GRAND PRIX CAR

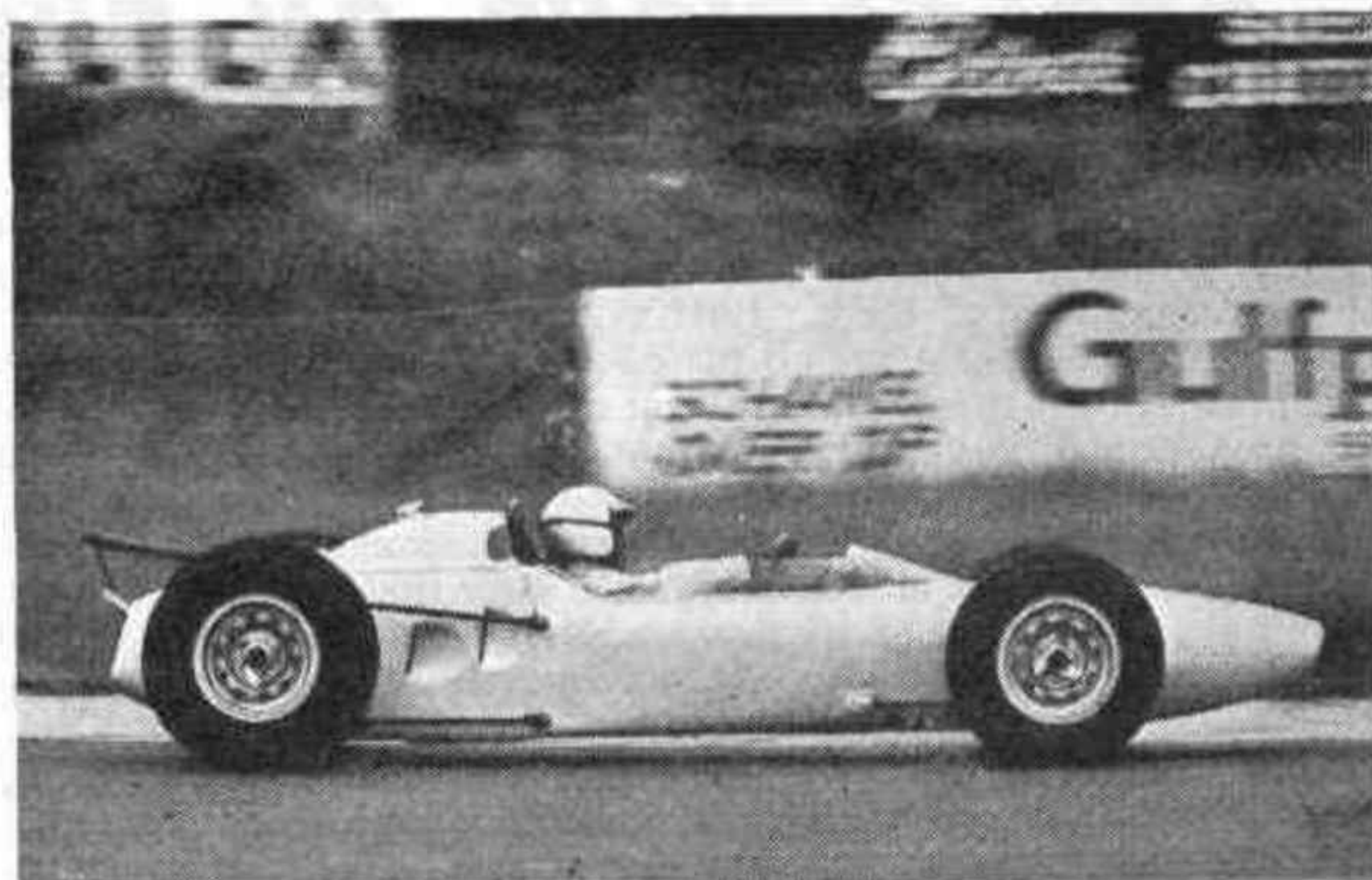
A new shape on the Grand Prix circuits is the V12-cylinder Honda, here seen being driven by Ron Bucknum. The transverse mounted engine is situated behind the driver and in front of the rear wheels.

THE long-awaited Grand Prix car built by the Honda Motor Company of Tokyo made its first public appearance at the Nurburgring for the German Grand Prix, having been out on test on the Zandvoort circuit a short time before. A lot of wild things have been written and spoken about the Honda concern, mostly due to the reputation that Honda motorcycles have built up in motorcycle racing, especially in the 250 c.c. and 350 c.c. categories. There is no doubt that the 4-cylinder Honda motorcycle made a big impression in motorcycle racing, and the production sports twin-cylinder models and single-cylinder mopeds have continued the good name set by the racing motorcycles, but we must not forget that Honda racing bikes started in a very inconspicuous manner and progressed as the seasons went by; they did not appear on the scene and win immediately. Equally they have not proved invincible, although few competitors stood the pace, but they have been beaten in the past and this year have been beaten frequently by the Japanese Yamaha two-stroke twin-cylinder bicycle, in the fiercely contested 250-c.c. class. There have been those people who thought that the Grand Prix Honda racing car was going to be all-conquering the moment it appeared, while more reasonable people recalled the Honda entry into motorcycle racing, where they picked classes in which the standard was not too high; they did not try and beat the 500 c.c. MV Agusta 4-cylinder for example. By any standards today's Grand Prix field is hotly contested, and Lotus, B.R.M., Brabham, Ferrari, and Coventry-Climax are a tough collection of knowledgeable competitors to keep up with, let alone beat.

I do not think anyone in the Honda concern really expected their car to shatter the racing world on its first appearance, but such is the publicity accrued from motorcycle racing successes,



Front suspension of the Honda, which uses a fabricated rocker-arm top wishbone, a forged upright and tubular lower suspension arm. Below the forward-mounted steering arm is an air scoop for the Dunlop disc brake, buried inside the Dunlop alloy wheel.



that the Grand Prix car was preceded by almost fanatical expectations which seemed to emanate from Europe rather than Japan! To the obvious displeasure of many European people, the Honda team signed up a comparatively unknown American sports car driver to handle the car in its first season, rather than a known Grand Prix star, but it was not for want of trying for both Dan Gurney and Phil Hill were approached before Ron Bucknum was finally chosen. Gurney and Hill were already committed to other projects, so Honda did not have much choice and they could obviously use Bucknum as a comparator to the top Grand Prix drivers, and they also had to get the car raceworthy, and in that Bucknum would be more useful, having no preconceived conceptions or misconceptions about Grand Prix cars. As he lives in California he is a lot closer to Tokyo than an equally unknown British driver.

By Lotus or B.R.M. standards the Honda is not a pretty car, nor is it sleek and smooth, or even beautifully engineered, and it gave the impression of being more of a travelling test-bed than the finalised design. The chassis consists of a stressed skin centre section, in which the cockpit is located, and the front suspension is mounted on the fore-most bulkhead. The transverse-mounted engine is attached to the bulkhead at the rear of this centre-section and a multi-tubular space frame surrounds the engine/gearbox unit and carries the rear suspension. This construction was used by B.R.M. on their 1963 car, but it did not work due to the difficulty of making the all-important rear bulkhead sufficiently rigid, as it had to have openings in it for various ancillaries, and the top could not be supported ideally as the cockpit had to have an open top. After much experimentation B.R.M. were forced to go to a full-length stressed skin construction, so it will be interesting to see how Honda make out with the stressed skin and tubular frame layout. Front suspension follows present day trends, with a rocker-arm top wishbone operating on an inboard coil spring/damper unit, and inboard anti-roll bar, and a transverse lower arm and rear-ward running radius arm, which has a nasty looking bend half-way along its length to allow for steering lock. At the rear the suspension is a lot less orthodox, having the coil spring unit entirely separate from the suspension members. At the top a wishbone is pivoted on the chassis by its apex and a radius arm runs forward from the hub-carrier, about which the base of the wishbone is pivoted. At the bottom of the hub carrier a single transverse arm is used with a forward running radius arm; just like a Lotus but inverted. Entirely separated and mounted inside the body is a further wishbone pivoting about its base, this axis being at 45° to the centre-line of the car. The coil spring unit is mounted between the apex of this inboard wishbone and part of the rear space-frame, and a long tubular strut joins the bottom of the coil spring unit to the outer pivot of the top suspension wishbone. This layout gets the spring inside the bodywork and reduces unsprung weight at the slight expense of increased sprung weight. Brakes are Dunlop discs and all four are mounted out-board, wheels are Dunlop alloy with pin drive and knock-off centre-lock hub nuts, and tyres are the latest type of Dunlop 7.00 x 13 in.

The most intriguing part of the car and of the greatest interest to European designers is the power unit, the engine, gearbox and final drive being in one unit. The engine is a 60-degree V12-cylinder layout, with two overhead camshafts to each bank. The drive for the camshafts is taken from the centre of the crankshaft and from this drive spur gears run to the gearbox and to the final drive so that crankshaft, gearbox shafts and final drive shaft are all

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REFLECTIONS ON THE GERMAN GRAND PRIX

MAYBE Ferrari is slow to learn, or maybe there are good business reasons, but the German Grand Prix was a repetition of 1963. Last year the early part of the year saw Ferrari concentrating all his efforts on Prototype GT racing, with subsequent domination, but at expense of development work on his Grand Prix cars. It was not until Le Mans was over and won that they got down to serious work on the Grand Prix cars, and then they became very competitive, Surtees winning the German Grand Prix and in every race after that being well in the running for the lead at all times. The V8 engine made a brief appearance, but was obviously well overdue in its development work, so that it did not appear in racing until 1964, by which time the new flat-12 cylinder engine should have been running. This year has seen a repetition of this state of affairs, for once again the Prototypes for long-distance racing took up all the time in the early part of the year, with the Grand Prix cars taking second place. The result of this was wins at Sebring, Nurburgring 1000 km. and Le Mans, but it meant that the V8 cylinder G.P. car was not quite in the running against Lotus, Brabham and B.R.M., and that the flat-12 cylinder engine was greatly delayed. Once again, with Le Mans over and won, and long-distance racing classics finished for the year, the Grand Prix Ferrari is getting sorted out. At the German Grand Prix it was in excellent form from the moment practice began, and Surtees and the V8 car stretched the opposition to the limit so that they ran into trouble, and it is more than likely that he will continue to do so for the rest of this season, but once again it is rather late in the year.

The question is, why does Ferrari pursue this policy, and it is no doubt for numerous reasons, among the most important being that victories in the long-distance classic races with V12-cylinder Prototype cars must have a direct influence on the sale of production Ferraris. Selling Ferrari road cars is one of the main objects of the Ferrari factory and if the Ferrari G.P. car won all the Grand Prix races it is doubtful whether the factory would benefit very much. If Surtees won the World Championship for Drivers he would get plenty of publicity, but the Ferrari car he used would barely get a mention and would certainly not influence many people to buy a Ferrari road car. I know there is a Manufacturers Championship for G.P. constructors, but winning this carries very little publicity in the popular press world, they being more interested in the human being than the machine. In Prototype racing there is no driver Championship, only a Manufacturers Award, so every win by Ferrari gets full publicity for Ferrari. Having two drivers per car at Le Mans or Sebring means that it must be a team effort and everyone hears that "Ferrari won Le Mans." It is relatively unimportant who was driving it, so that the publicity must benefit the manufacturer. If Grand Prix racing was run on similar lines, over 1,000-kilometre distances with two drivers, and the Grand Prix Championship was for the manufacturer, as it used to be long ago, then I am certain that Ferrari would put all his efforts into G.P. racing from the beginning of the season. After all, he is in business to win races and sell cars, not purely to make John Surtees a World Champion. Surtees is an employee of the Ferrari factory and should be working to win Championships and races for his employer, but due to the arrangement of the Championship for Drivers he is more interested in Surtees for Champion, which is reasonable under the circumstances. This applies to all the top drivers who are employed by factory teams and, equally, the outlook of Ferrari must be in the minds of other manufacturers who are trying to sell cars through racing. If the Grand Prix Championship was concentrated on the manufacturer and not the Driver I feel sure that firms like Jaguar would take an interest, but why should they spend time and money to make their driver, "J. Soap," a World Champion, with little kudos or benefit to Jaguar Cars Ltd.?

Before leaving this subject I must think further on the idea of 1,000-kilometre Grand Prix races with two drivers per car. Think of the German Grand Prix over 44 laps of the Nurburgring, with pit-stops and driver changes, and think of the teams of drivers such as Gurney/Brabham driving a Brabham-Climax V8, or Clark/Arundell in a Lotus 33 and so on; it would be most interesting, especially with the 1966 Formula cars.

Although not making a very auspicious debut, the advent of the Honda Grand Prix car in the German Grand Prix was indeed a landmark in the history of Grand Prix racing. Entries by Italian, French, German, British and even American cars in Grand Prix

racing has been normal and accepted since Grand Prix racing began early in the century, but an entry from Japan is something that a few years ago would have been considered impossible. If World History lasts long enough the 20th Century will stand out as an exceptional one for many reasons, such as the real development of mechanised travel, the probings into Space, a spread of equality throughout the world, and the rise of the Far East countries as world powers. Among the many facets of the rise of the Far East countries will be their spread into world trade in the mechanised field, and the entry of a Japanese car in Grand Prix racing is one of the signs of the times. At present the only non-Japanese parts in the car seem to be wheels, tyres, brakes, instruments and driver, but this situation will no doubt change as Honda engineers learn more.

This first outing was not as impressive as I expected it to be, there being far more trouble with the power unit than seemed reasonable, and the team as such were not very well organised. A typical example was their lack of knowledge of the Nurburgring and I should have thought they would have sent a man round to all the circuits last year to get the lie of the land. The pits at Nurburgring are after the timekeepers' box, and timing line, so a car leaving the pits is not seen by the timekeepers until it has completed a full lap. This is normal and does not matter much on a 2-minute lap, but means on a 9-minute lap that a lot of effort goes untimed. To avoid this the organisers have provided a "short cut" so that drivers can pass the timing box before setting off on the 22-kilometre lap. This involves going round the Sudkehre, along behind the pits, which are on a sort of island between the parallel straights by the Tribunes, and through a gateway which brings them "upstream" from the timekeepers. A driver can use this short circuit as much as he likes, providing he signals his intention to come through the gate, and then when he is ready to go out on the full circuit he raises his hand as he goes past the timing box and his starting time is taken. Apart from avoiding untimed laps this system also allows a driver to get his car thoroughly warm and working properly before setting off on the full lap. Nobody told Bucknum or Honda about this arrangement, and they had not found out about it beforehand, with the result that Bucknum did a number of laps during the first day of practice that were not timed, which was why the organisers found that the Honda had not completed five timed laps. I cannot help feeling that a well-known Stuttgart firm, who used to race, would have had a large portly gentleman prowling round all the circuits during the year before their entry in racing, finding out about this sort of thing.

Another example of bad planning was the fact that the Honda car arrived at the Nurburgring without the compulsory catch tank for the engine and gearbox breather pipes, and this resulted in the absurd sight of the Japanese mechanics wiring a Coco-Cola tin to the back of the car, with plastic pipes stuffed in it. If anyone had read the International Formula One regulations carefully they would have known that all cars are obliged to have catch tanks fitted. When this rule first came into being most people complied by fixing small tanks onto the gearbox or some similar convenient part of the car with aero-elastic, and some of the tanks were nicely made welded aluminium affairs, while others were a couple of oil tins soldered together to provide the necessary 3-litres capacity. Certain Scrutineers got so used to catch tanks being last minute additions, hung on as afterthoughts, that one group of them in Italy just refused to believe that Lotus had built their catch tank into the design of the Type 25, it being part and parcel of the main oil tank, but an entirely separate container. Another way of providing the necessary 3-litres capacity to collect oil breathings, was by Cooper who fed the pipes into the tubular chassis frame, having blanked off all the ends of tubes and fitting a drain plug.

If motorcycle racing is anything to go by, the Japanese learn very quickly, and if they make design mistakes they are not afraid to scrap the whole thing and start again, before things get out of hand.

During the 11 laps that the Honda completed at the Nurburgring in the race itself, the best lap time was 9 min. 22 sec., which was 12 seconds slower than Spence's practice lap in the Lotus 33. As Clark lapped in practice some 31 seconds quicker than Spence, with an almost identical car, it would be reasonable to suppose that Clark in the Honda would have lapped at about 8 min. 50 sec. This assumes that Spence and Bucknum have about the same knowledge of the Nurburgring and the same ability, so for a first time out the Honda did not go too badly.

When Brabham was in trouble with his final-drive unit in the Hewland gearbox of his car, Gurney was also in trouble with overheating and had already made one pit-stop and was out of the running, so as he passed Brabham near the Karussel he slowed down for a quick word and then set off for the pits. Arriving there Gurney's mechanics took the header tank cap off and let the pressurised water out and then filled it up from a can. The filler on the Brabham car is just in front of the engine, so to those a fair way off it looked as though the mechanic was pouring water over the hot engine. Meanwhile Brabham was starting to walk back along the circuit, and as he passed one of the loudspeakers he heard the dulcet tones of the English-speaking commentator saying "and now they are pouring water over Gurney's engine. . . ." Hearing this, poor Brabham nearly had a fit, visualising one of his £5,000 engines being ruined by distortion and cracks, and as he said afterwards "I started to run!" He soon stopped, realising he was still five or six miles from the pits. This question of getting back to the pits when you break down on the Nurburgring is a big one, only overshadowed by the Targa Florio, but if you know the lie of the land in the Eifel mountains and the configuration of the circuit, it is possible to climb over a fence here and there and find yourself on the public road, where it is easy to hitch-hike back to the paddock/pits area. When you drive round the circuit at speed you are not always aware that the track is running close to public roads in places, or that it is doubling back on itself at different heights. Many a driver has walked a long way along the edge of the track passing numerous points where he could have hitch-hiked. If a car breaks down in practice it is a problem to retrieve it while practice is still going on, but there are a number of gates controlled by officials through which a car can be rescued by way of the public roads, but newcomers to the circuit do not always realise this and wait until practice is over and then tow the car all the way round the circuit.

After the Grand Prix one driver sent his mechanics round the circuit to collect his broken car while he set off in his private car by way of the public roads, heading for the village of Adenau and saying he would see them later in the evening. He did see them later in the evening all right, some three hours later, but they had been back at the hotel for over an hour when he arrived! The mechanics had gone round the circuit in the transporter, collected the car and continued on round on a second lap until they came to the Adenau gate and then left the circuit and driven down into the village. Meanwhile the driver was in an enormous traffic jam as most of the 300,000 spectators tried to get out of the car parks together and down the road to Adenau. Local knowledge at the bigger circuits is a very useful thing, like knowing that you can walk from the town of Zandvoort out to the Dutch Grand Prix circuit on race day as quick as you can drive, due to the traffic jams; or that the Le Mans and Reims traffic system of one-way roads is first class and you follow the signs, even though they appear to go in the opposite direction to that which you want to go. The French system is to keep everyone motoring at about 60 m.p.h. and you get from circuit to town in one long dice, though you may cover 20 kilometres to achieve a straight-line distance of 5 kilometres, but at least you are motoring all the time and not sitting stationary in a jam, or crawling along at clutch-slipping speeds.—D. S. J.

THE BRITISH DRAG FESTIVAL

LAST year, those who were interested saw demonstrations of Drag Racing by two American Slingshot cars that got well below 10 seconds for the standing-start ¼-mile, and many people who were not interested wished afterwards that they had been. In September and October the newly formed British Drag Racing Association is organising a series of Drag Meetings to which some ten American Slingshot Dragsters have been invited, and three really hot motorcycles to compete against such opposition as can be raised in this country. In the car classes the Americans are not likely to have much competition, but in the motorcycle class we can field the very powerful trio of Brown (Vincent-supercharged), Higgins (Vincent-supercharged) and Hagon (J.A.P. Special), all three being alcohol-burning 1,000-c.c. machines.

Six meetings are being run, in conjunction with various clubs throughout the country, on three successive weekends, one on each Saturday and one on each Sunday. During the week there will be static shows in various towns such as Leeds, Liverpool, Bristol and London, so that during the three weeks concerned almost every part of the country will be able to get a good idea of

what American Drag Racing and its machinery is all about. A 7-litre Ford Galaxie engine with an enormous supercharger on it, and running on a mixture of methanol and nitro-benzine, must push out a lot of horsepower and the noise must be worth going a long way to listen to. At a very conservative 100 b.h.p./litre these engines provide plenty of go, and a standing ¼-mile in 8 seconds are regular runs, with terminal speeds of 180-190 m.p.h. at the end of the ¼-mile.

The events are planned as follows :—

- September 19th : Blackbushe Airport, Camberley, Surrey.
- September 20th : R.A.F. station, Cleveston, Northants.
- September 26th : R.A.F. station, Woodvale, Lancashire.
- September 27th : R.A.F. station, Church Fenton, Yorks.
- October 3rd : R.A.F. station, Kemble, Gloucestershire.
- October 4th : Blackbushe Airport, Camberley, Surrey.

Everyone is welcome to these venues, and the whole affair is sponsored by the newspaper *The People* and they hope that some 20,000 people will turn up for each event. Do not let this advance publicity put you off, as it did lots of people at the British Grand Prix at Brands Hatch. If you are interested in acceleration, noise, smoke, blood and thunder and something that makes a Grand Prix car seem like a Go-Kart, then I suggest a visit to at least one of these meetings, you will not be disappointed.—D. S. J.

A TRIBUTE TO LOYALTY in an age of independent selfishness



Mr. Stanley Pavitt

We make no excuse for paying tribute and giving thanks to "Stanley"—as he is known to many in the Printing, Paper and Allied Trades, for his unassuming quiet and efficient service.

He was the Works Manager when we moved the printing contract of *MOTOR SPORT* to our present printers in March 1936. He is not a motorist, neither has he a lot of interest in motoring, but for over thirty years he has led the team that never once has failed, in spite of war, strikes, shortages of raw material, etc., to produce *MOTOR SPORT* on the 1st of the month.

The Managing Director of the Printers tells us that "Stanley" joined Tee & Whiten in 1906, before J. Mead was added to the title, and was Order and Estimating Clerk when he joined the firm in 1923, and therefore never remembers a period when "Stanley" was not there, a loyal tower of strength through all the difficult years.

So in September 1964, after 58 years of faithful service, he starts a well-earned retirement which all of us sincerely hope will bring him years of contentment, happiness and good health.—M. C.

THE 300-B.H.P. FORD GALAXIE

LARGE FORD, SMALLER FORD.—The big Ford Galaxie 500 with the Ford Cortina GT which has been serving the Editor faithfully this year, between driving numerous road-test cars.



FORD'S support of competition is mirrored in the growing appreciation amongst enthusiasts for the Cortina GT and, by those who have been intrigued by the saloon-car exploits of Jack Sears and company, for the big Ford Galaxie.

I have expressed previously my opinion that the Galaxie is one of Canada's better automobiles, a view endorsed after spending the August Bank Holiday motoring in the latest 6.4-litre version of this popular big Ford.

The Ford Galaxies raced by Sears and other intrepid drivers in today's saloon-car races use the 7-litre engine developing 410 b.h.p. in production guise, but in the crowded holiday traffic the 300 b.h.p. at 4,600 r.p.m. developed by the smaller 390-cu. in. V8 engine, in a car measuring 17½ ft × 6 ft. 8 in., seemed enough to be going on with.

Not that this great Galaxie is in any way complicated to control—the reverse, in fact. Immediately after getting out of a compact 1½-litre French car I drove this gleaming Super Enamel "Diamond Lustre" blue Galaxie 500 through thick London traffic without a qualm. Although there seem to be acres of bonnet ahead of one, so long that up sudden steep rises the forward view momentarily disappears, sights on each side of it enable the car's width to be judged easily, while two-pedal control by grace of the smoothly-operating Ford Cruise-O-Matic 3-speed automatic transmission with torque converter makes driving simplicity personified, especially as the Bendix power-assisted steering, geared 4-turns lock-to-lock plus ¼rd of a turn of free play, is literally one-finger light, but vague in comparison with Citroën or Mercedes-Benz power-steering.

I am not for a moment suggesting that an American (or Canadian) automobile is a substitute for the better British and Continental cars where driving skill, implying the need for good road-holding and braking, is to be exercised and enjoyed. But if luxury means quiet running and very real performance effortlessly unleashed, together with a comfortable ride and an uncramped interior, such vehicles are not to be despised and, when disc brakes form part of their otherwise all-embracing specifications, they will, I suggest, constitute something of a menace to our luxury, high-performance car sales.

The fact is that the Ford Galaxie runs very easily indeed to high cruising speeds, its enormous power delivered so smoothly and quietly that the spasmodic (admittedly rather loud) clicks of its self-winding electric clock can be clearly heard above the mechanical clamour—I seem to have said something similar, somewhere, in a slightly different context!

For the aforesaid holiday week-end we loaded the enormous luggage boot with a fantastic number of suitcases, goods and chattels, and although all this falls well behind the back axle, it had not the slightest adverse effect on cornering, nor did the Whitewall Firestone Deluxe Champion tubeless gum-dipped 8.00 × 14 tyres deign to notice it. We then climbed in and enjoyed entirely tireless (in the fatigue sense) motoring to our destination.

I did not subject this 6.4-litre Ford to performance testing. Its speed is really a matter of the sort of road conditions encountered. But I do know that the very similar 2-door Galaxie 500 convertible used by the Sales Manager of Lincoln Cars Ltd. of Brentford, who sell these Fords in Britain, will do a genuine 120 m.p.h. and

accelerate from 0 to 50 m.p.h. in 7.7 sec., will go from rest to 100 m.p.h. in 28½ sec., and cover a s.s. ¼-mile in the commendably short time of 16.6 sec.

This is performance of a very high order, even allowing for the generous swept-volume of the engine, yet, as you kick-down on the accelerator for overtaking, the power required to produce it is delivered so smoothly that there is no sense of projectile-like pick-up, or of roaring past lesser cars like a very quick sports car. Only the excellent journey times and the needle of the petrol gauge falling relentlessly, show how fast the Galaxie has been travelling. . . .

As I have implied, the action of the Cruise-O-Matic transmission is as near perfection as makes no matter. The power steering is insensitive, yet firm enough not to give rise to qualms, and the power brakes are sudden but as reassuring as well-shielded 11 in.-drum brakes with more than two tons of motor car to bring to rest can be. The suspension copes easily with rough roads, but naturally the road-holding is poor by European standards. However, roll on corners is well controlled and the big leaf-spring-suspended back axle does not tramp. A series of bumps will set up a pitching motion, which, however, is immediately damped out. For a car of this sort, handling is of a high standard.

Within, the Ford Galaxie exudes practicability and comfort, and the body is free from rattles. The wide bench seats eschew arm-rests and are comfortable in rather park-bench style, and sensibly upholstered in metallic-blue leathercloth of cheerful and unusual pattern. Clearly, more thought has been given to this upholstery's contribution to a cheerful yet durable interior than is the case with most British and European cars. The carpets are durable, too, the massive doors hung on unashamedly solid hinges. The facia, a trifle flamboyant to our eyes, has a 120-m.p.h. arc-dial speedometer with radiating lines connecting with the m.p.h. recordings, odometer with tenths, steady-reading fuel gauge, a thermometer, and simple knobs for fresh-air ventilation (two), lamps selection, variable-speed wipers and cigar-lighter, all very clearly labelled, supplemented by the usual warning lights in twin ovals below the speedometer dial. The cranked gear selector to standard L, D1, D2, N, R and P locations is on the left and a very precise r.h. stalk with short movements operates the turn-indicators. The pull-out hand-brake is under the facia on the right, clearly labelled BRAKE.

Externally, this Ford Galaxie 500 with its small dual headlamps, knurled rear lamps and hub trims, and impressive length and breadth, is an eye-catcher. Within it has sober, sensible features, like the sill door-locks, huge illuminated lockable cubby-hole, the interior door handles above the arm-rests but pulling up to release the doors and thus immune from mistaken usage (unless really grabbed at in a panic—I prefer remote door handles, myself), the very neat, clear labelling of the elaborate MagicAire heater and defroster unit, and the tiny crank handles which firmly close the ¼-lights of the front doors, given four turns. The window winding handles work nicely, there is a flush-fitting facia ash-tray, and coat-hooks. The big metallic steering wheel carries a ¼rds horn-ring. Equipment includes Carlite tempered safety glass and a heavy-duty Power Punch battery.

All in all, this high-performance version of the popular Ford

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REFRESHER COURSE ON THE FLAVIA

Driving the 1.8-litre Pininfarina coupe version is a reminder of the excellence of this front-drive, flat-four Lancia

A DISTINCTIVE GRILLE distinguishes the Lancia Flavia, even though there is a touch of A40 (the stylist is the same) about the screen pillars.



WHEN the ordinary Lancia Flavia came along for road-test late in 1961, driving it proved a very enjoyable experience, and I see that I headed our report with the words "The 1½-litre light-alloy, flat-four, front-wheel-drive, disc-braked saloon from Turin demonstrates impeccable manners, safe handling, great refinement, splendid suspension and a very smooth engine."

That adequately describes the Pininfarina coupé version of the Flavia, with the engine enlarged from 1,500 c.c. to 1,800 c.c.

This is not so much an attenuated GT coupé as a coupé in the older tradition, with full-size back seat and a not-too-sharply falling roof-line, so that four persons can occupy it in reasonable comfort.

The increase in swept volume has transformed the Flavia, giving it a top speed of nearly 110 m.p.h. and enabling it to devour motorways at a smooth, secure 100 m.p.h. The 88×74-mm. push-rod o.h.v. flat-four engine develops 92 (net) b.h.p. at 5,200 r.p.m., maximum torque at 3,000 r.p.m., which provides acceleration of the order of 0-60 m.p.h. in 13½ sec., a s.s. ¼-mile in 19 sec. The gear ratios are reasonable, allowing this acceleration to be taken to 55 m.p.h. in 2nd gear, 77 m.p.h. in 3rd gear.

This is very good going from 1.8-litres but it is the manner in which it handles and runs that makes the Lancia Flavia one of the World's really commendable cars. The steering is low-g geared but the turning circle is truly small, in spite of f.w.d. It is precise, quick steering, heavy for parking, otherwise not too heavy. It is steering which gives great confidence when picking a brisk way through tightly packed traffic. Then the Flavia's



The Lancia Flavia coupé has a deep luggage boot, and the roof line does not drop so steeply at the rear as to cut off head-room for those in the back seat.

suspension is first class—very efficiently damped, firm yet comfortable, and providing a notably level ride (except when some sway is built up), although in this latter respect the 6½-in.-longer wheelbase saloon is even more outstanding.

The Flavia's Dunlop disc brakes on all four wheels, allied to a vacuum-servo of Lancia's own conception, are superb. They are light and absolutely progressive as well as vice-free and very powerful.

Add to the foregoing handling which is typical of a front-wheel-drive car yet again vice-free, and it should be possible to appreciate why this Lancia is not only a fast car from place-to-place but as enjoyable to drive under these conditions as it is when hemmed in by "mimsers"—in brief, a restful, confidence-building car, entirely in sympathy with discerning owners. It is a car in which the front wheels can be felt through the steering, at the expense of some rather vicious kick-back at times; there is vigorous castor-return. Pressed hard on tight turns, the Flavia goes round a thought untidily in a manner of its own but if the throttle is open the well-damped suspension, leaf-spring at the front, keeps the car on course, in spite of a faint sense of softness from the rear ½-elliptic springing.

The engine accelerates with a willing "hard" sound, and considerable fan noise, and starts promptly with minimum use of the little choke lever hidden under the facia on the right of the steering column. The gears are changed by a hefty, long, heavily spring-loaded central lever in the Turin tradition, which has long movements but functions with far less effort than its appearance suggests. Unless the clutch, which is heavy, is fully depressed, the change from 1st to 2nd gear is apt to be clonky. The pedals are rather unusually hung.

There is a conventional pull-up central hand-brake lever and a delightful wood-rimmed steering wheel, entirely complementary to the really excellent driving position. It has that practical idea of a hub which flashes the headlamps and an outer ring which sounds the pleasant but penetrating Fiamm air-horns.

The control and instrumentation arrangements of this 2-door coupé, the external appearance is smart rather than striking, are virtually the same as those of the Flavia saloon we reported on in January 1962, so need not be dealt with in detail. Before the driver is a horizontal hooded 120-m.p.h. Veglia speedometer, easy to read but contrasting curiously with the small tachometer on its right, which reads up to 6,500 r.p.m., with a warning spot at 5,600. There are warning lights for lamps on, full-beam and hand-brake on/choke out, as well as the expected warnings, all rather large. The four rather big push-buttons for sidelamps, heater-fan, headlamps and wipers are on a horizontal panel for right-hand operation, with a small washers' control outboard of them, matched by the panel-lighting button, and when the lights are on, depressing a button on the end of the very precise r.h. turn-indicators' stalk dips the beams of the small dual headlamps.

The facia is apparently of wood, but I suspect of Formica, and occasionally the sun glints from the bright spokes of the steering wheel. There is no cubby-hole, but a most useful and com-

modious basket pulls out easily from under the fascia on the passenger's side, and swings out of sight just as easily. It is lockable and is altogether an excellent idea—for stowing oddments and parcels, not, as someone suggested, in case of car-sickness. There are no door pockets, but rigid map-carriers on both sides of the scuttle. Below the speedometer are uncalibrated square gauges for temperature, fuel, oil pressure and dynamo charge, labelled, and with a warning light for low petrol level. The fuel filler is beneath a locked flap on the rear o/s. of the body and the filler-cap is stamped with the tank capacity—10½ gallons in our language.

The seats, upholstered in dark blue cloth on the test car, leather being an expensive extra, are another good feature of the Flavia. The driver is held securely, the squabs adjust easily over a big range, and the cushions are somewhat hard, but generally comfortable. Access to the back seat is by tilting forward the squabs. There are sill internal door locks, and the rear side windows act as vents, while there are air ducts on the fascia. The quarter-lights were stiff to seal against their rubbers and the rubber along the outside of one window tried to detach itself.

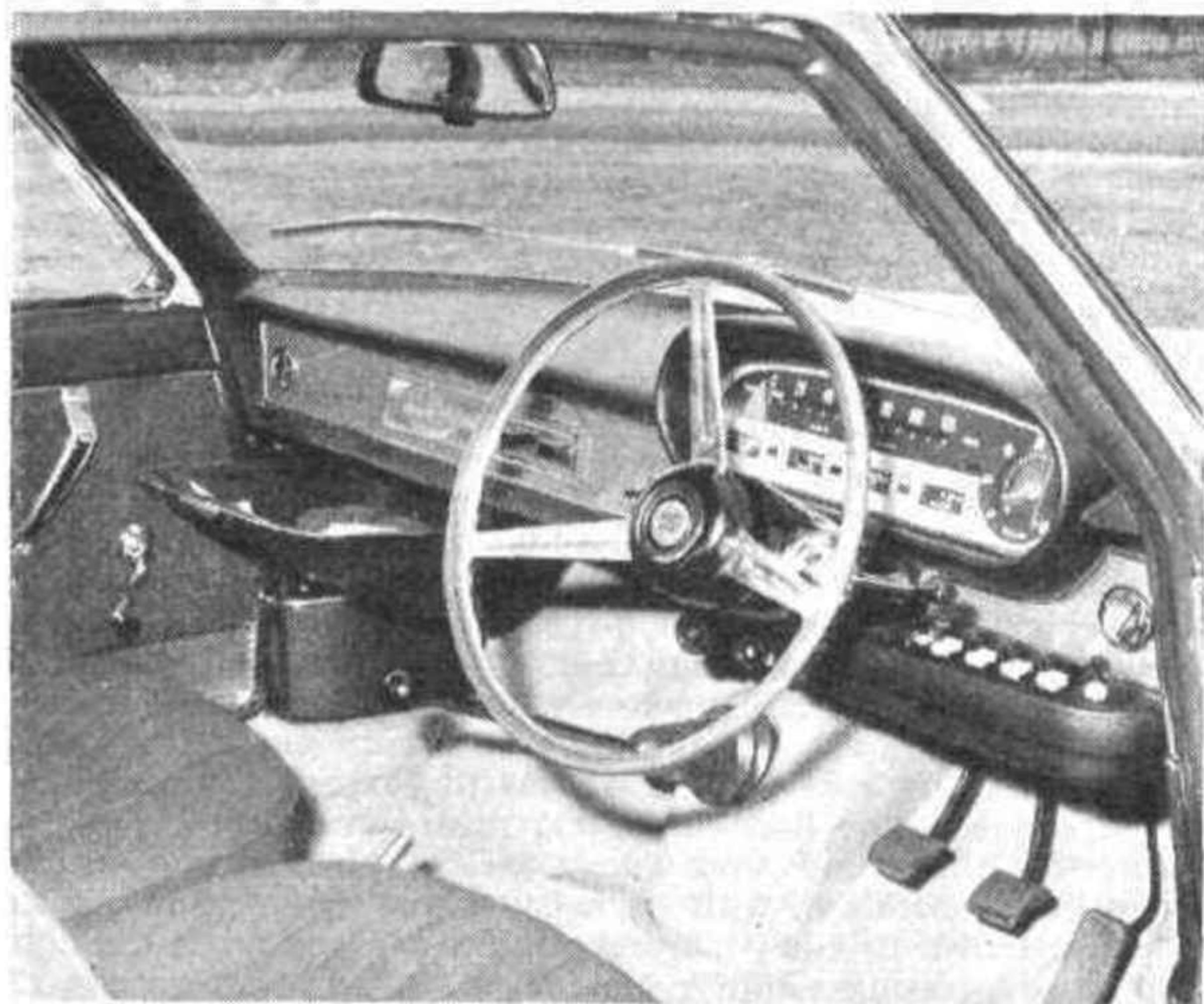
The luggage boot is notably deep, but has the spare wheel set vertically under a cover on the o/s. Refinements include the red lights which show when a door is open and an illuminated engine compartment, although the bonnet needs propping.

Good as the detail appointments of this Lancia Flavia are, they are but complementary to the very fine handling qualities of this remarkable Italian motor car. Every mile in the Flavia was enjoyable, and not extravagant, for I recorded 27.7 m.p.g. of 100-octane fuel, helped a little, perhaps, by one day motoring almost entirely in Mr. Marples' 50-m.p.h. speed-limits. This is excellent for a car of this capacity and performance. After 1,000 miles I withdrew the dip-stick, to find the oil level had dropped to the low-mark; a quart of Mobiloil Special restored the level.

Externally, good finish, solid bumpers and rather prominent rear number-plate lamps characterise this covetable coupé. It is a car to dream about, as most of us have to do at its English price of £2,496 19s. 7d. But those who can afford a Flavia will be well repaid by the car's refinement, comfort, verve and impeccable road manners. This is a car, like the Rover 2000, designed for braced-tread tyres, Michelin 'X' on the test car, otherwise Pirelli Cinturato.

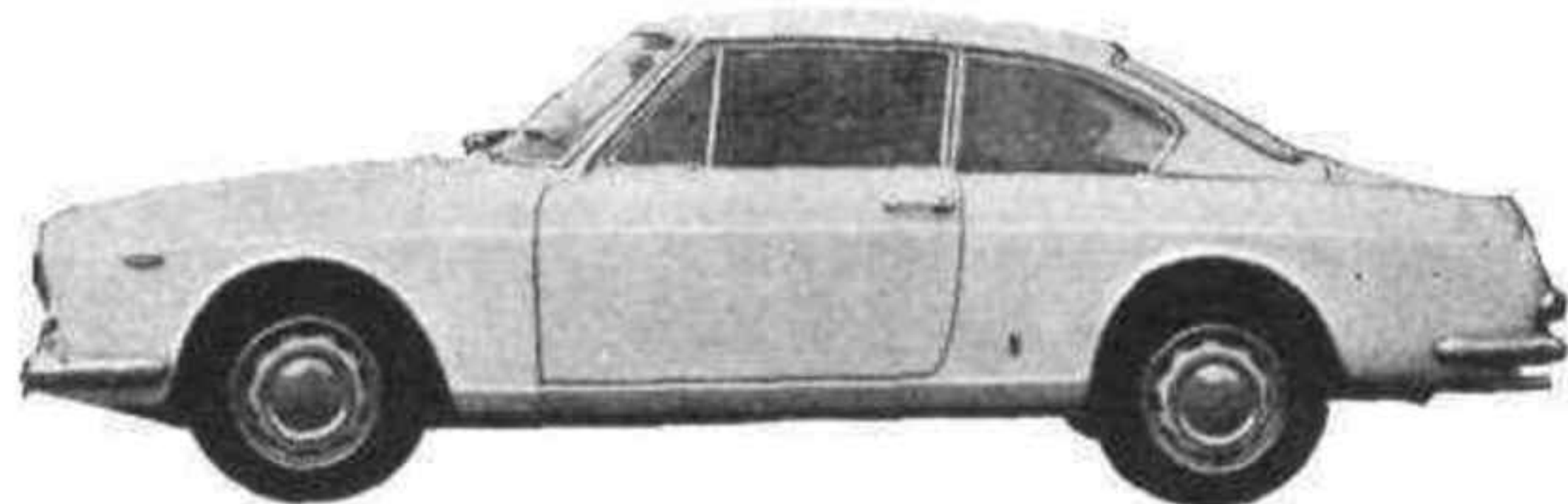
There is current a sad story that Lancia of Turin are in financial straights. I hope sincerely that such rumours are unfounded, but in case there is a grain of truth in them, everyone who can do so should go out and buy Fulvias, Flavias and even Flaminias in the hope of perpetuating a deservedly great name in motoring.

W. B.



The fascia arrangements, push-button controls and well-placed wood-rimmed steering wheel of the Flavia. Note the very useful pull-out parcels' tray in front of the passenger.

THE LANCIA FLAVIA COUPE



Engine: Four cylinders, horizontally-opposed, 88 × 74 mm. (1,800 c.c.). Push-rod-operated overhead valves. 9.0-10-1 compression-ratio. 92 (net) b.h.p. at 5,200 r.p.m.

Gear ratios: First, 12.9 to 1; second, 7.6 to 1; third, 5.4 to 1; top, 3.91 to 1.

Tyres: 165 × 15 Michelin "X," on bolt-on steel disc wheels.

Weight: 1 ton 2 cwt. 1 qtr. (kerb weight).

Steering ratio: 4½ turns, lock-to-lock.

Fuel capacity: 10½ gallons. (Range approximately 290 miles.)

Wheelbase: 8 ft. 1½ in.

Track: Front, 4 ft. 3½ in.; rear, 4 ft. 2¾ in.

Dimensions: 14 ft. 7¾ in. × 5 ft. 4½ in. × 4 ft. 5½ in. (high).

Price: £2,066 (£2,496 19s. 7d.).

Makers: Lancia Co., Fabbrica Automobili, Torino, Italy.

Concessionaires: Lancia (England) Ltd., Lancia Works, Ealing Road, Alperton, Middlesex.

STEERING WHEELS

The splendid wood-rimmed wheel fitted to the Flavia prompts us to deplore the usual slippery black device fitted to the average car. These have long been disliked, as witnessed by the rash of wood-rimmed wheels and wheel trims which have flooded the market recently. A particularly nice replacement wheel has been fitted to a staff car recently. It is a Moto-Lita wheel from Simon Green Ltd., of Brighton Road, Surbiton, and has a black leather rim and polished alloy punched spokes. It elegantly contributes to the appearance of the fascia and adds greatly to the pleasure of driving.

FORD GALAXIE—continued from page 734

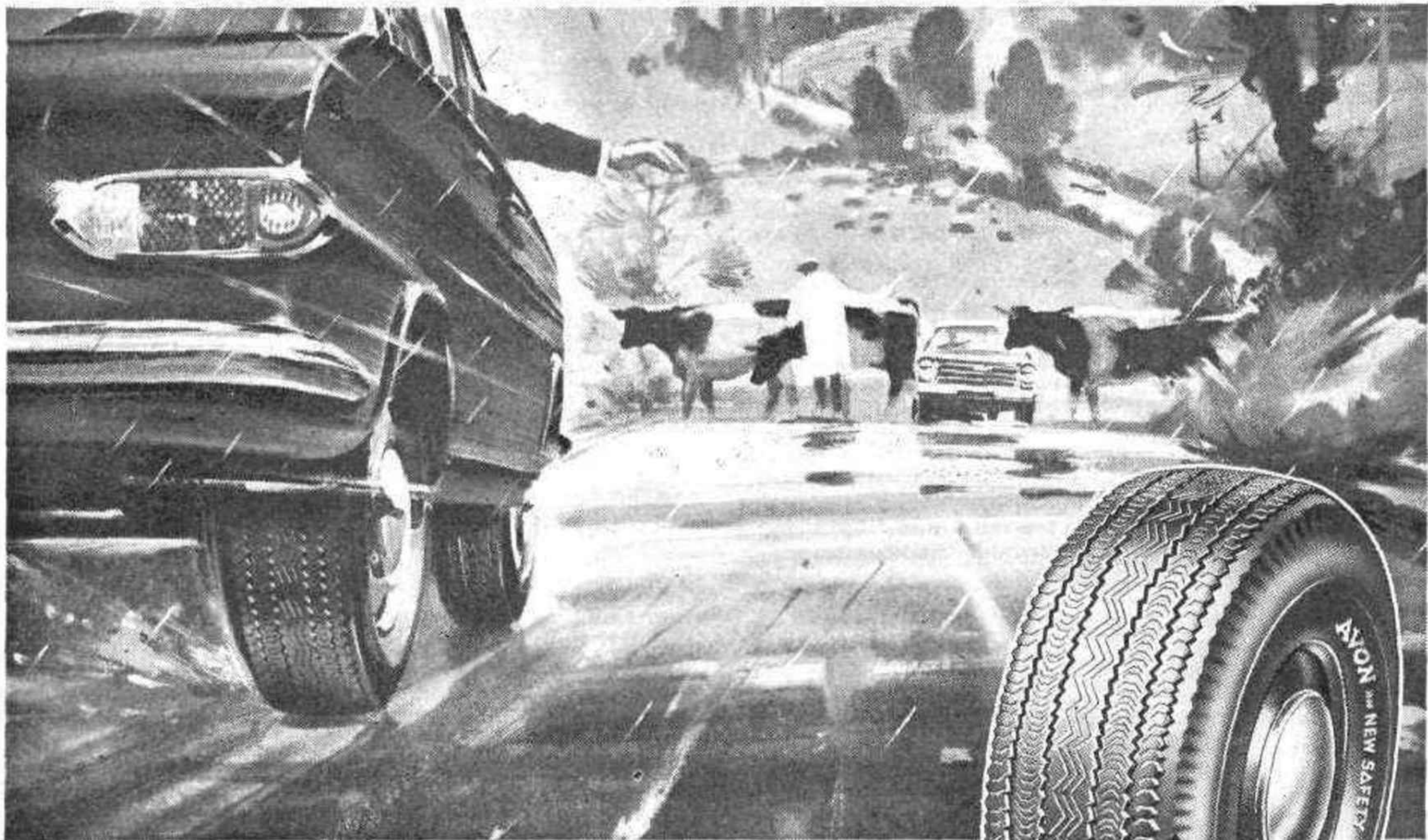
Galaxie 500 is a very interesting possession. At the English price of £2,154 7s. 11d. it can be fairly termed an inexpensive combination of status symbol, luxury transport and very-high-performance car. Power costs money, but the overall consumption of premium petrol while it was in my hands averaged 14.2 m.p.g. and a quart of oil was required after 600 miles.

As I have said, Ford's interest in competition motoring is reflected in its 1964 products. The Galaxie I tested, one of a "Family of Fine Ford Products," as discreet labels on the door-sills of the body proclaimed, carried the chequered-flags motif indicating the 390 cu. in. engine and the catalogue referred to the "solid, silent total performance won in 500s like Riverside, Daytona and Atlanta," those hard-fought 500-mile "stock" or, to us, saloon-car races, from which the latest Ford Galaxie range derives its "500" designation.

The Ford Galaxie 500, built by Ford of Canada Ltd. at Oakville, Ontario, is available as a 4-door saloon for less than £2,000, inclusive of p.t., with the 195-b.h.p. engine, and as a power-top convertible and 9-passenger station wagon with blackwall tyres and electrically-operated tailgate window, with the 300 b.h.p. engine, for £2,243 16s. 2d. and £2,371 1s. od., respectively. If you are looking for practical yet highly individual transport, without the highest standards of road-holding and braking, one of these could end your search. In the Galaxie's favour is a 36,000-mile or 3-year period between chassis greasing and 6,000 miles or six months between normal oil changes. There are various intriguing extras available, such as the swing-away steering wheel for easy attainment to the driving seat, which intrigued Pat Moss when it was shown on a Ford Thunderbird at Earls Court in 1962.

W. B.

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New broad centre rib gives maximum rubber-to-road contact at motorway speeds, increases stability.

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The unique twofold construction gives cooler running for higher mileage.

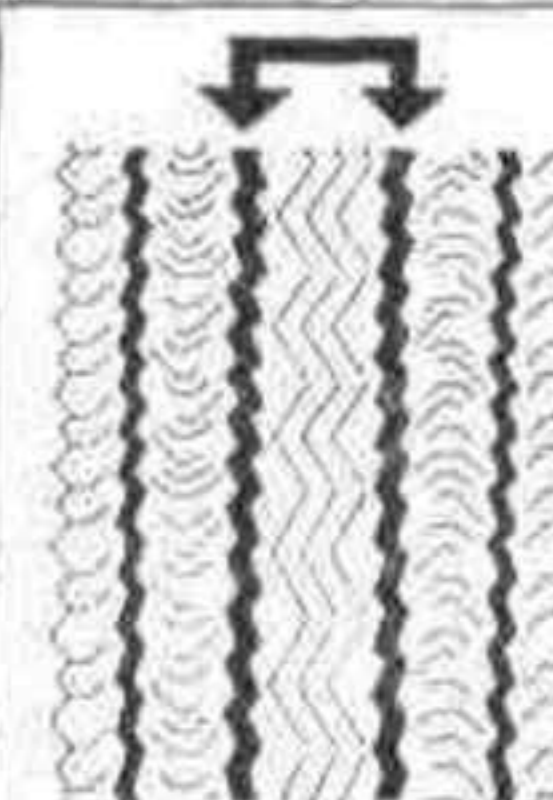
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The multi-slot squeeze-action tread has a broad centre rib for maximum water clearance and grip at higher speeds.

FOR SAFETY'S SAKE ASK YOUR TYRE MAN FOR AVON NEW SAFETY

BOOK REVIEWS

"Jim Clark at the Wheel," by Jim Clark. 208 pp. 8½ in. × 5½ in. (Arthur Barker, 20, New Bond Street, London, W.1. 18s.)

It is customary these days for famous racing drivers to do what Charles Jarrott did in 1906 and write their memoirs. Jim Clark is but one of a long line of racing-driver authors and no doubt books by or about McLaren, Hill and others will arrive sooner rather than later.

Jim Clark's book, however, has special merit. In the first place it is by the current World Champion (nothing to do with gardening!) and there is good reason to believe he wrote it himself, whereas, from Segrave's "Lure of Speed" onwards, most of these so-called autobiographies have been a lucrative field for literary ghosts.

Then, Clark is particularly frank and outspoken about his feelings and reactions to motor racing, about the Monza accident and the subsequent unpleasantness, and so on. If his book has any shortcomings, these are incidental to the comparatively brief career of Clark, who had no sooner felt his way round Crimond in a D.K.W. Sonderklasse than he was going really fast in a D-type Jaguar at Spa and in a Lister-Jaguar at Mallory Park and was into big-time racing with Lotus. The other possible short-coming is that the book has been serialised, so is not as fresh to some readers as it might be.

But Clark writes from the heart, or should I say from the toes of his throttle-foot, about cars, real cars and the fun he has had driving them, on the road as well as round the circuits. His boyish enthusiasm is infectious. His race accounts are honest.

This is a book to be recommended, not only for the 1948-1963 autobiography part but for Clark's observations on coping with fear, racing in America, and his whole philosophy of racing. There are also some comprehensive statistics about his successes and failures and the cars he has raced, by his friend Ian Scott-Watson.—W. B.

"American Road Racing," by John C. Rueter. 139 pp. 10½ in. × 6½ in. (Thomas Yoseloff Ltd., 18, Charing Cross Road, London, W.C.2. 42s.)

This is at once an unusual and a rather expensive book. It is concerned with races organised by The Automobile Racing Club of America in the nineteen-thirties. Thus, while it omits the big-time stuff, it covers the smaller, obscure, almost forgotten sports car and road races held by the A.R.C.A. before the war.

To go through Rueter's book is rather like turning up pre-war issues of the *V.S.C.C. Bulletin*. There are hosts of pictures of interesting cars, cars one didn't realise ever got to America at all. The book, in fact, abounds in Austin 7, Amilcar, Alfa Romeo, Riley, Bugatti (one of which the author raced), M.G., Lancia Lambda, S.S. Jaguar, Maserati, 328 B.M.W., Delage and other European cars, often the classic models. There are, naturally, Ford V8, Auburn, Studebaker, Cord and other local products, and "composites" like the Ford-Amilcar, Buick-Mercedes and so on. And there is a very racy-looking Ford Special raced by Rueter, and some nice Willys Specials.

All these, and others, are illustrated taking part in hill-climbs, oval circuit races and the A.R.C.A. pre-war road races. The history of Alfa Romeo, Maserati and similar cars could be assisted by using this work as a check. The race reports are not necessarily well written, being often verbatim reports from the Club's magazine, the circuit diagrams are crude, and the appendices of points scored each season from 1930 onwards of little importance in this country after the passage of time.

But "American Road Racing" (within the limits of The Overlook A.R.C., later the A.R.C. of America, organisation) breaks new ground for those motor-racing historians who want their reference shelves to be all-embracing.—W. B.

"Grand Prix Racing Facts and Figures, 1894-1963," by George Monkhouse and Roland King-Farlow. 462 pp. 8½ in. × 5½ in. (G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1. 75s.)

When it was first published in 1950, to be revised two years later, "Grand Prix Facts and Figures" was in considerable demand, as a book combining George Monkhouse's observations on the Daimler-Benz approach to motor racing with a magnificent collection of his famous action and portrait pictures of drivers and cars. As the book also contained a useful concise history of

racing from 1894 to date, divided into convenient chapters, a discourse on the greater Grand Prix drivers, and particularly as it concluded with King-Farlow's tabulated race results, it was a unique reference book.

Now here it is again, in a very welcome third edition, taking the historical chapters up to the end of the 1963 racing season and containing a revised tabulated-results section in which King-Farlow gives the 1, 2, 3 placings, winners' speed, circuit and race distance of 3,400 races run during the past seventy years. This is a fantastic chore by any standards, and as this valuable data is arranged for quick and easy reference by continent, then country, then alphabetically, it will be of the utmost service to those of us who live in, and enjoy infinitely, the past.

The driver biographies, too, have been brought up to date. Britain can be proud that she publishes such a record of motor racing and the book, for those who cherish these things, can be described as inexpensive. The dust jacket depicts the start of the 1955 British Grand Prix at Aintree, the Ferraris picked out in red.—W. B.

* * *

Although it has virtually no connection with motoring, except for a few pages devoted to Kerr-Stuart diesel lorries, the 1929 version of which was Britain's first diesel-engined commercial vehicle, and which used 30, 60 and 90 h.p. McLaren-Benz engines (with a separate air-cooled J.A.P. engine for starting the two larger models), we propose to refer to, and highly recommend, "A Hunslet Hundred" by L. T. C. Rolt (David & Charles, Ltd., 39, Strand, Dawlish, Devon/Macdonald & Co. Ltd., 2, Portman Street, London, W.1, 30s.) because Rolt is a renowned vintage-car personality and his histories—this one is about steam and diesel locomotives—are always so readable.

CARS IN BOOKS

"Ruins in the Sky," by Brian Fawcett (Hutchinson, 1958) is another book which should give railway enthusiasts great joy, describing as it does the author's pre-war experiences with the Central Railway of Peru, and enthrall those interested in "lost civilisations," with a search for which the latter part of this book deals. That there are unexpected references to motoring in it is something that has long since ceased to occasion me any surprise!

The author recalls the battered model-T Ford he drove about in while working for the highest railway in the World, a car which could be started only by jacking up one rear wheel, to prevent it creeping up on the person cranking it, and which had only two speeds—"full out or stopped dead." On one occasion this Ford had 11 punctures in 20 miles; it was regarded with disdain by a rich young colleague from England who was "eloquent about 'Three-Litre Bentleys' and other European hot-rods. . . ."

There are references to cars converted to run on rails and to a Sentinel steam coach, when new apparently very efficient, but a handful thereafter. But the best motoring in the book concerns a vivid description of a night run from Oroya to Tarma in a 6-cylinder De Soto tourer in July 1931. The road was a nightmare, but the car, hired from an Oroya concern, was an experiment by Mike Harrison, head of the Central Railway's Motor Transport Section, to see if it was feasible to inaugurate a road service between the Peruvian Corporation's Perené Colony coffee estate and Oroya. Apart from Autovac trouble the De Soto seems to have performed admirably but the author's account of this difficult run ranks as a vintage (or should I say p.v.t.?) epic—although I imagine the car was a pre-1931 model.

Incidentally, in his preface Fawcett (son of the famous explorer) excuses railway technicalities in his writings with the words "few readers jibe at technicalities in a sea story," with which I entirely agree; indeed, I have many times made a plea for as much detail as possible in motoring histories, reminding writers that locomotive and aviation literature does not shirk the minutest items if these are known or can be discovered.

The later part of the book will appeal to aviation enthusiasts, the descriptions of flying a total of 12,000 miles over desolate bush-country in Beechcraft Bonanzas (180-h.p. Continental) being extremely well done. One of these Beechcraft averaged over 150 m.p.h. for a flight of nearly 800 miles, from Aragarças to Rio, non-stop, which Fawcett observed "must be a record of some kind for a Beechcraft Bonanza, and argues a tail wind." Incidentally, does the model-A Ford taxi still operate at Passos airfield, "the decrepit automobile of about 1930" still ply for hire at Teresina, or the "ancient biplane painted in blazing patterns of vermilion and yellow" still occupy the hangar there?—W. B.

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(Equipment by courtesy of Selfridges Ltd.)

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PICTORIAL REVIEW

750 M.C. RELAY RACE

GUARDS TROPHY

GERMAN G.P.

VINTAGE PRESCOTT



▲ **ASSORTMENT.**—The field streams away from the start, displaying an unusual variety of car types from racing GT to family saloons.



▲ **WINNERS.**—The Hagley Minis team were victorious; here Schirles swings out of Woodcote.

750 M.C. RELAY RACE



▲ **PURSUIT.**—One of the Morgan 4/4 team chases Weaver's Lotus-Cortina.
▼ **HAND-MADE.**—Two 750-c.c. "specials" ease over to let an Elva through.

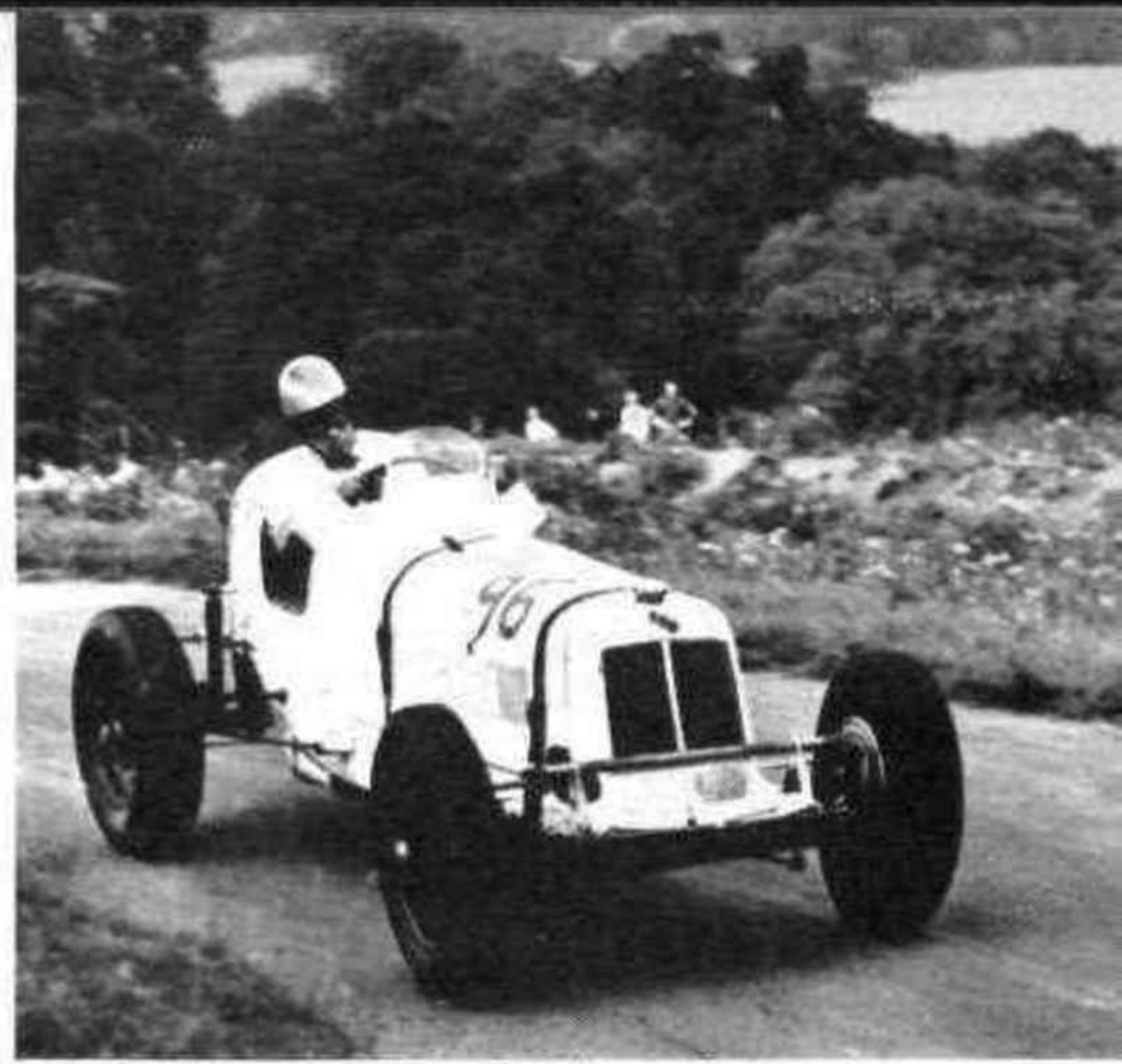


▲ **WET.**—The open-car drivers suffered a severe drenching during a cloudburst.
▼ **JAGUAR CHANGE.**—Smith (3.8) passes the sash on to Brown (XK120).





▲ EDWARDIAN VISTA.—“Steady” Barker nears the top with the 1908 11-litre Sunbeam. It seems a pity that drivers of such fine old cars should have to wear crash helmets, the only indication that this is a present-day picture.



▲ E.R.A.—Peter Waller coming up to the Semi-circle at the top of Prescott hill in his white 1½-litre E.R.A. R9B. His fastest run, at 46.46 sec., was only 0.24 sec. outside f.t.d.



▲ AT PARDON.—R. C. Taylor was driving Hutching's 328 B.M.W. as his own similar car was out of action, having suffered a broken half-shaft in practice.

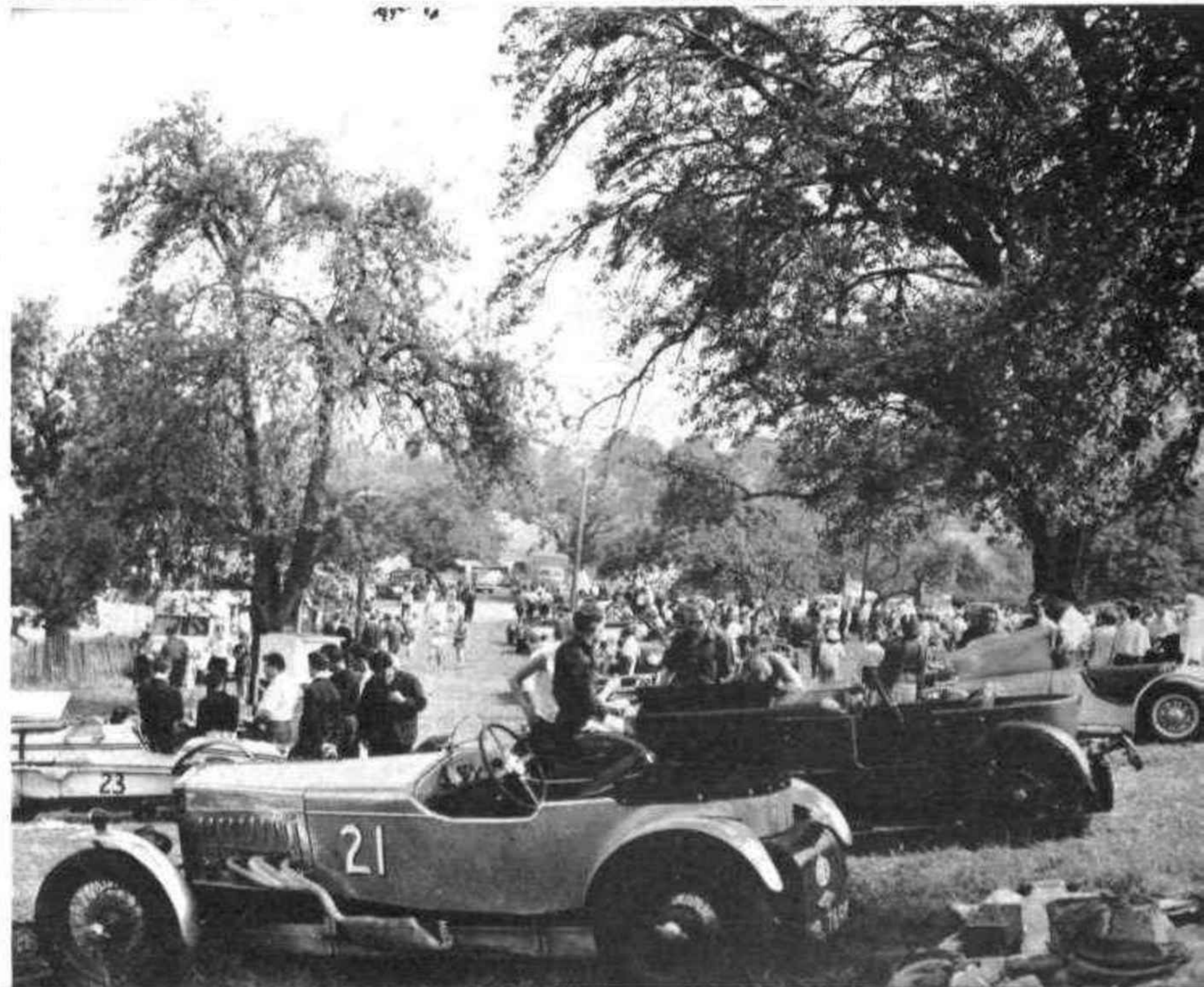
PICTURESQUE PADDOCK.—Prescott was a beautiful setting for the vintage and historic cars. In the foreground here is a nicely restored model: Jose-land's 1926 Frazer Nash.

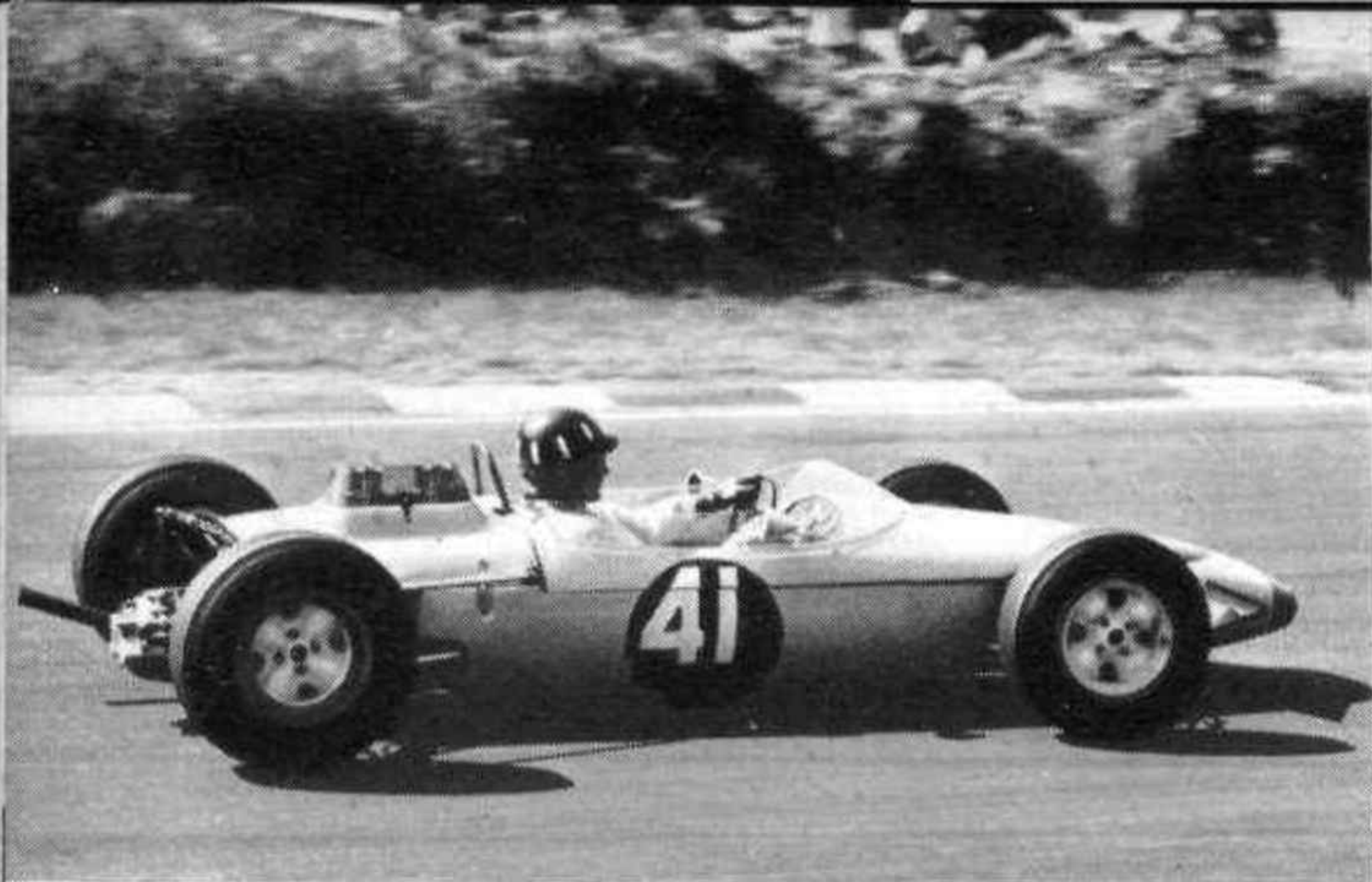
▼ RARE MODEL.—Beer's 1936 supercharged K-type M.G., approaching Pardon, a steep, sharp left-hander

VINTAGE PRESCOTT



▲ FORERUNNER TO THE MINI?—Dowson's rubber-suspended Lightweight Special, built in 1938, was winner of the small racing-car class.





▲ **HILL (BRABHAM).**—Graham Hill drove John Coombs' Formula Two Brabham extremely well in the British Eagle Formula Two race at Brands Hatch. From tenth place on the first lap, after a bad start, he moved up to challenge for the lead.



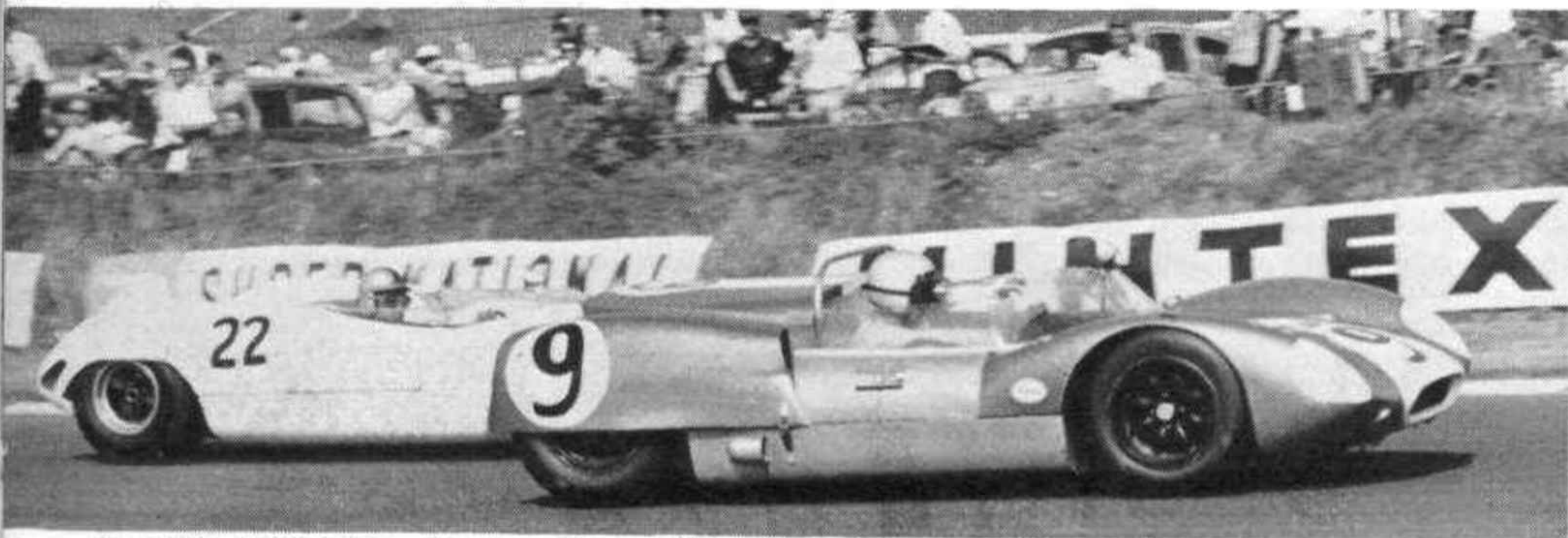
▲ **LONE RANGER.**—Jim Clark's works Lotus was the only car which seemed capable of holding off swarms of Brabhams during the Formula Two race at Brands on Bank Holiday Monday. The World Champion led all the way, only being threatened by Graham Hill's Brabham.



GUARDS TROPHY MEETING

◀ **DISCOURAGING.**—P. R. Courage (Lotus) and Roger Mac (Brabham) found their cars entangled during the Formula Three race at Brands Hatch. Warwick Banks won the event in one of Ken Tyrrell's Cooper-B.M.C.s.

▼ **APPLYING PRESSURE.**—Dennis Hulme in the Team Elite Brabham BT8 prepares to overtake Walt Hansgen's American-entered Lotus 19-Oldsmobile during the International Guards Trophy race at Brands Hatch. Hulme eventually finished second, while Hansgen retired.



▶ **HEAVY TRAFFIC.**—Hansgen (Lotus-Oldsmobile), Salvadori (Cooper-Maserati), Hill (Ferrari), Hulme (Brabham), Pierpoint (Attila-Ford), and Lanfranchi (Elva-B.M.W.) follow McLaren's Cooper-Oldsmobile, already out of sight and well ahead, on the opening lap of the Guards Trophy race. Note the size of Sears' Cobra, coming down on the inside of the Elva.

▼ **VERY FAST.**—No-one was able to catch Bruce McLaren and his Cooper-Oldsmobile in the Guards Trophy race, and by the end of the race the New Zealander was able to tour round at his ease.





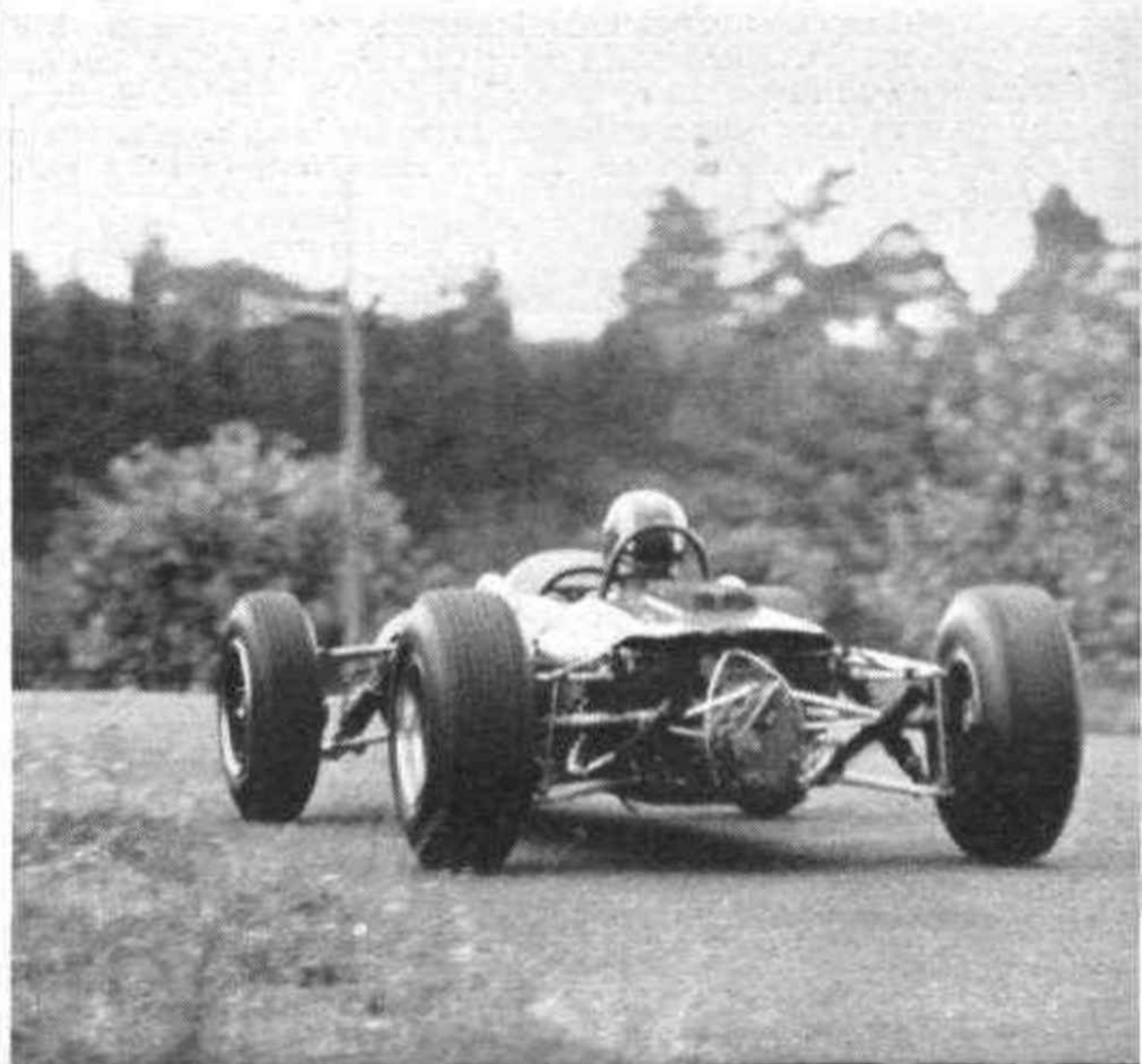
▲ While thinking of other things Jack Brabham inadvertently waved Bandini past, thinking he was being lapped by Surtees. However, he soon woke up and began racing again and here is seen on the inside trying to regain his place. The long-awaited Honda Grand Prix car made its debut in the German G.P. at Nurburgring, driven by Ron Bucknum. Although the front follows current trends, the transverse-rear-mounted V12 engine gives the car a "broad-beam" aspect.

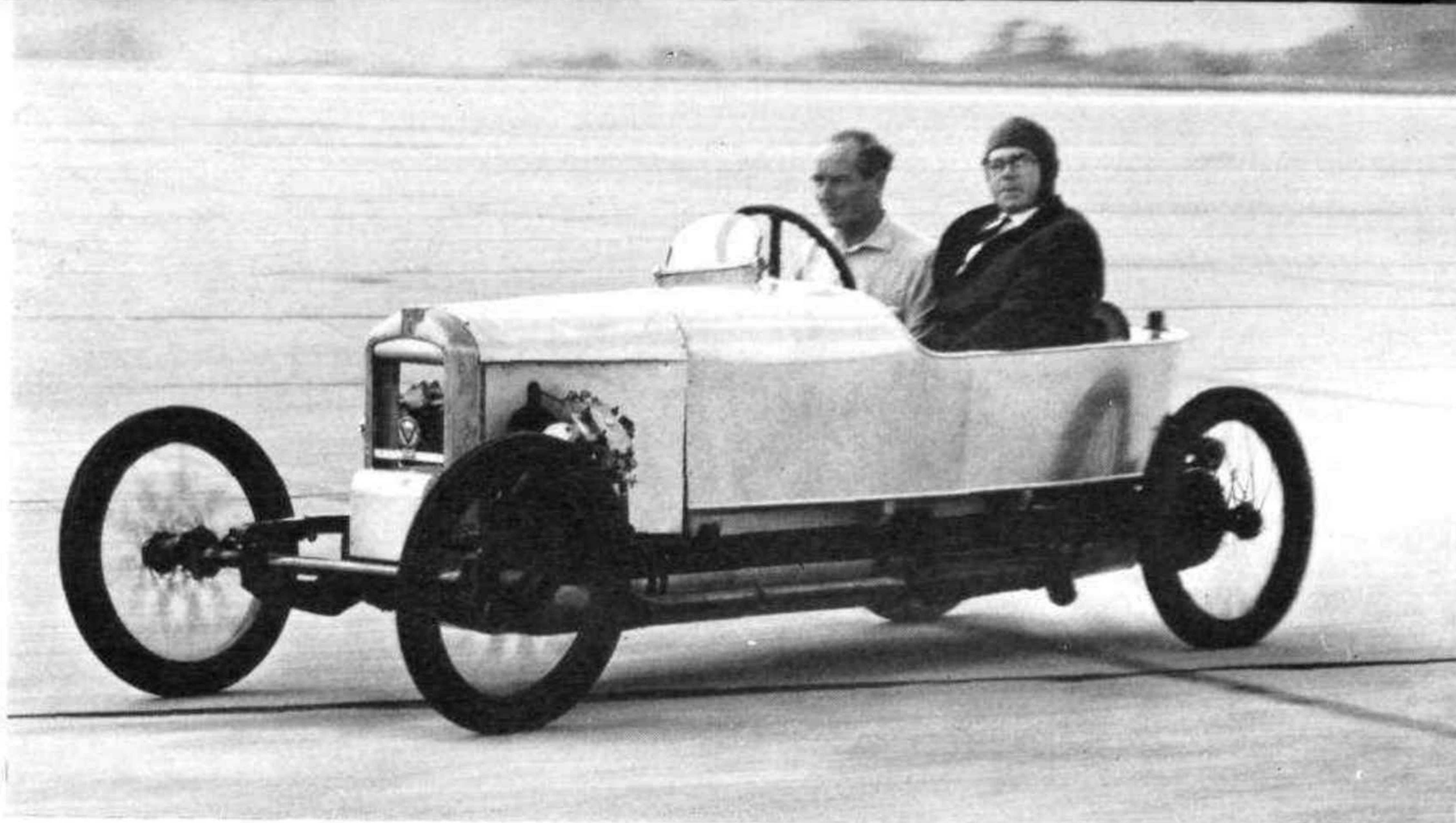


GERMAN G.P.

▲ John Surtees in the winning Ferrari V8 passes the Nurburgring grandstands and casts an eye at his pits for confirmation that all is well.

▼ The Swiss private owner Joseph Siffert drove an excellent race to finish 4th in the German Grand Prix, and thus more than repay his mechanics who had worked through the night prior to the race to install a new engine.





The owner at the wheel and the Editor having his flip as passenger—the Craddock G.N. being extended on a private road.

A 200-MILE RACE REPLICA

The Editor Goes For a Flip in Wing Commander Craddock's Akela G.N.

SOONER or later, if you are a true-blue vintage enthusiast, you have a yen to associate with G.N.s. It was half-a-dozen years ago that I spent a week-end at Basil Davenport's learning about, and driving one of, these fascinating vehicles. Too much time had passed without any such associations, so I persuaded Wing Cmdr. Craddock, one hot week-day morning in August, to let me have a flip in his 200-Mile Race replica Akela G.N.

Craddock was a motorcycle man in his youth, scorning cars as ponderous and sluggish, until he made the acquaintance of a G.N. with chain-driven o.h. camshafts owned by a fellow called Attenborough in Bournemouth. "This is as much fun as a motorcycle," he thought, and bought it. From then on, there was only one make of car that mattered.

Craddock next bought a G.N. Vitesse, with push-rod-prodded vertical o.h. valves, from Hambling of Leeds, using it on the road from about 1930 onwards while searching for an Akela G.N.

The Akela G.N. made its *début* in the 1921 J.C.C. 200-Mile Race at Brooklands, when Capt. A. Frazer-Nash entered a special G.N. with 84 x 98 mm. (1,086 c.c.) 4-valve vee-twin air-cooled engine with its overhead camshafts actuated by a vertical shaft between the cylinders driving a cross-shaft by means of bevel gears. This G.N. vanquished the Salmson opposition, winning the 1,100-c.c. class at 71.54 m.p.h., lapping at over 75 m.p.h., averaging 33 m.p.g. of petrol, but consuming 2½ gallons of oil.

Thus encouraged, G.N. built three cars for the 200-Mile Race of 1922, retaining the 4-valve 90° vee-twin engine, but operating the o.h. camshafts on two of the cars by vertical shafts running up in front of the cylinders, although Nash's G.N. retained the 1921 T-shaft engine. In the race Nash broke a piston but

replaced it by the Track side and continued! Salmsons occupied the first two places in the 1,100-c.c. class, but behind them the G.N. team finished intact.

For 1923 Frazer-Nash entered his G.N. under his own name; victory again went to the Salmson. These 2-seater skiff-tail Akela G.N.s, however, were very prominent at Brooklands and elsewhere at this time, Pickett racing one in 200-Mile Races for a number of years, while these little cars ran at Brooklands on isolated occasions, in the hands of Ringwood, Le Champion and others, right down to 1930. After that Akela engines were to be found in the faster of the "Shelsley Specials."

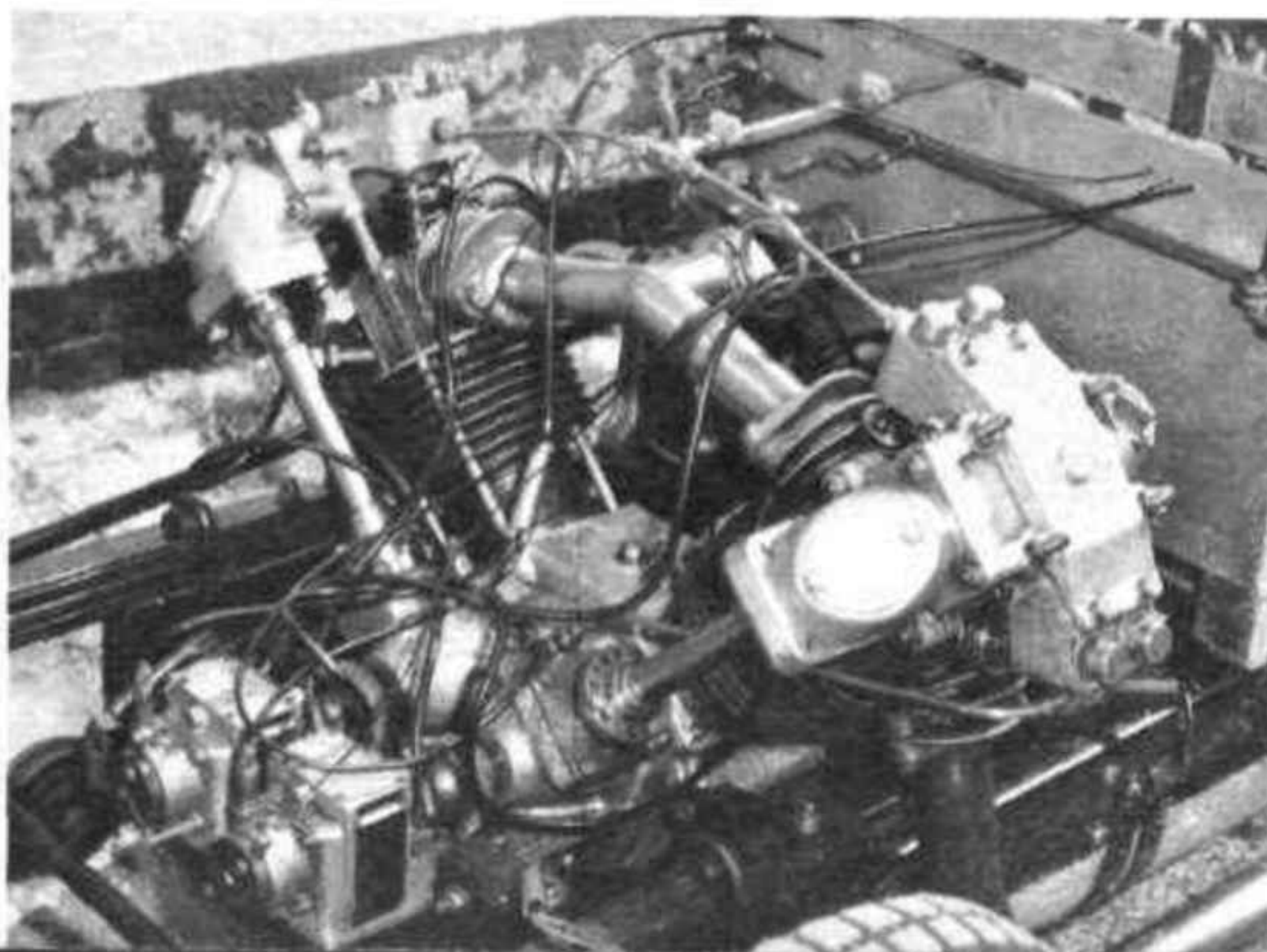
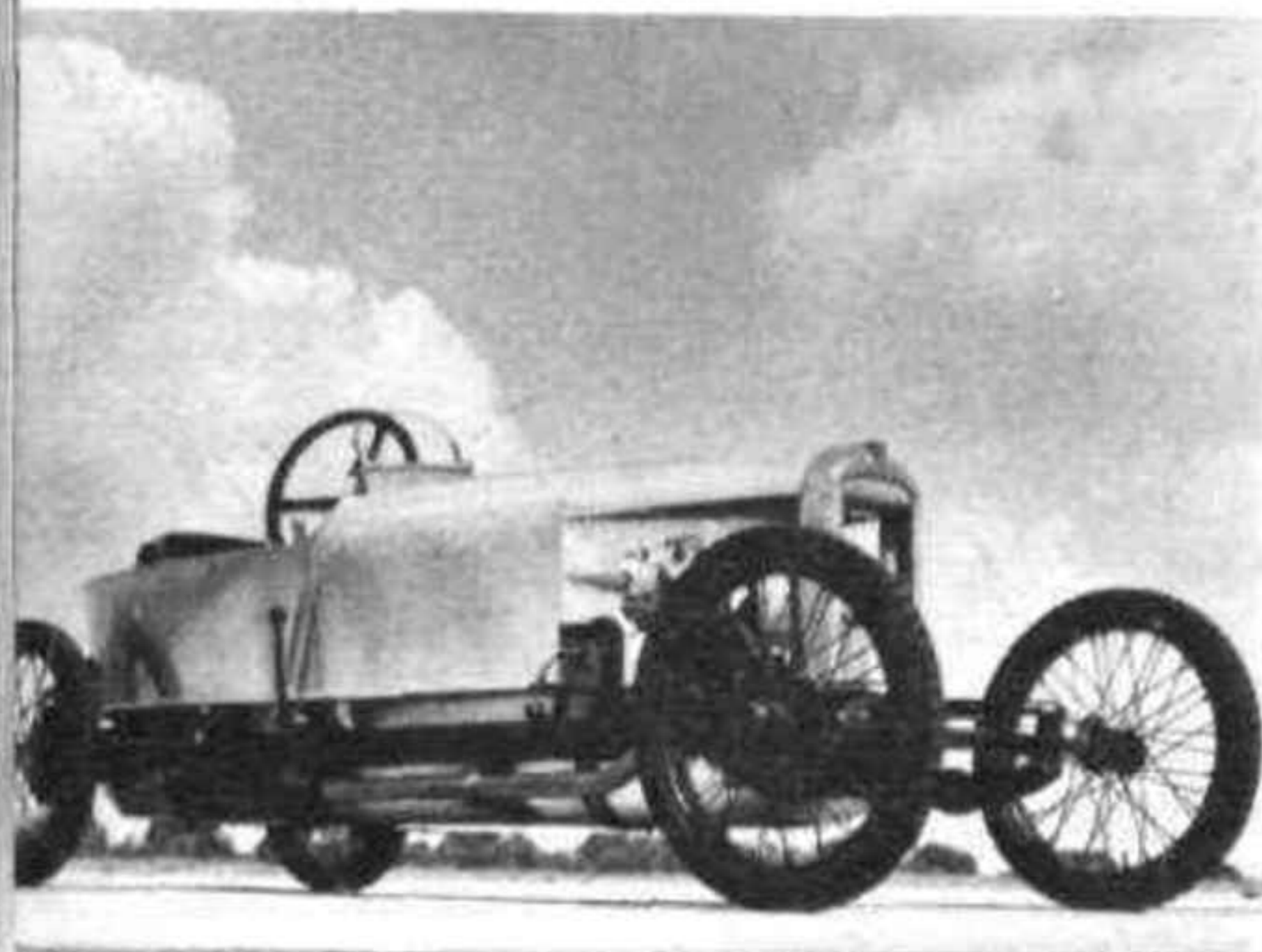
As David Thirlby's book about G.N. and Frazer Nash history is destined to appear this coming winter, I need not prolong the historical aspect of the Akela.

It was an exact replica of one of these 1922 G.N.s that Wing Cmdr. Craddock commenced to construct in about 1956. He had obtained a genuine Akela engine from Nigel Orlebar—an engine used originally in the car driven by Hawkins in the 1922 "200," acquired subsequently by Cole, and put into the Anderson Special before falling into Orlebar's hands. This engine had never "blown up," apart from a broken rocker in the n/s. cambox, and Craddock set about restoring it as closely as possible to its original specification.

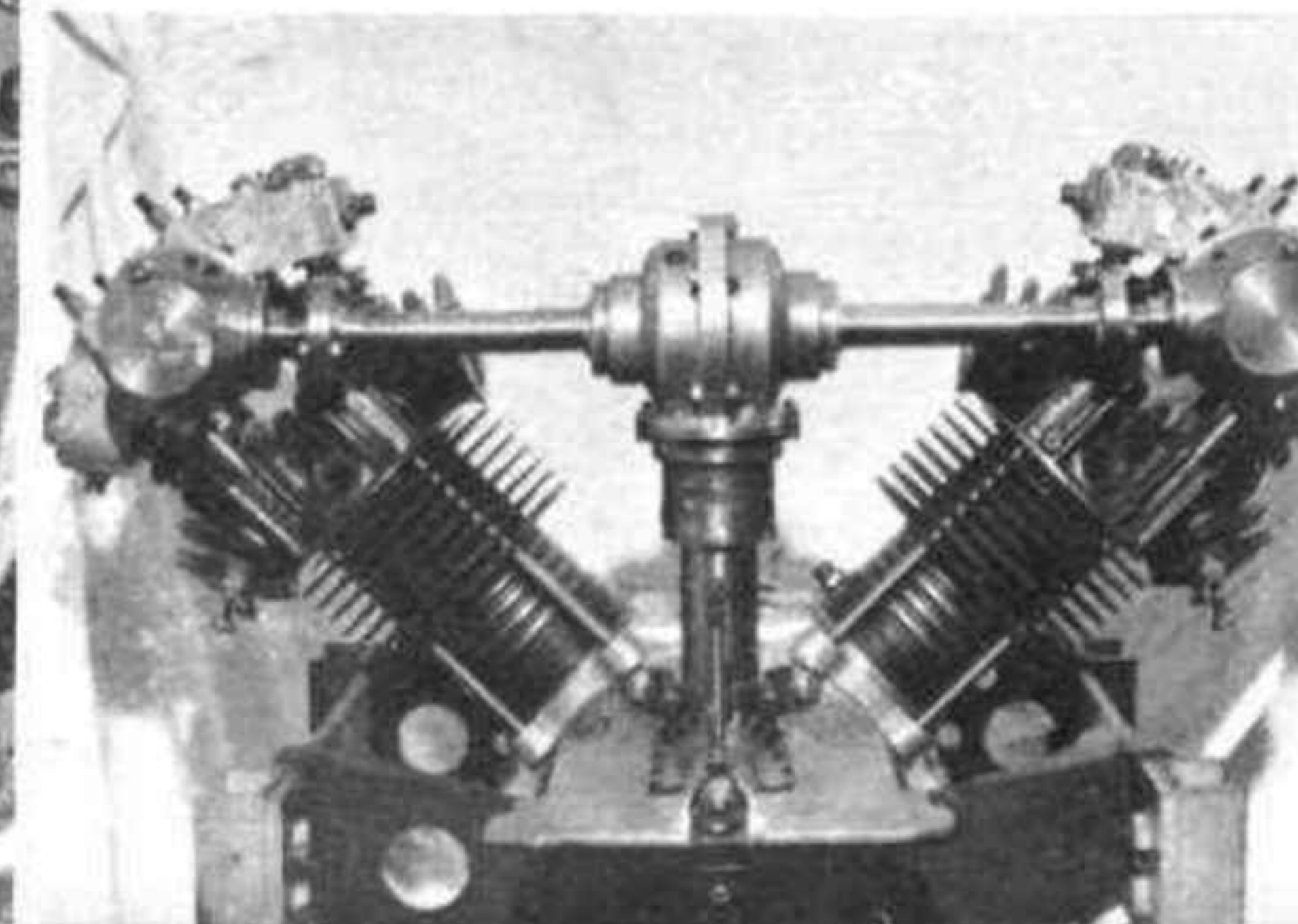
When E. J. Moor went over to Norton heads and camboxes on the Wasp, a G.N. replacement became available for the Craddock Akela, and Davenport's original 9 mm.-lift (original: 7 mm.) cams were installed. The carburetter is a 40-mm. barrel Solex and ignition is by two 90° M.L. twin-spark magnetos, one firing the front pair of 18-mm. plugs, the other the rear pair, so that both cylinders will run on either magneto. New rings

The complicated engine of Craddock's G.N.—four valves per cylinder, o.h.c., twin mags., etc.

A view showing the silencing system of the "200-Mile" G.N.



The T-shaft G.N. Akela engine as used to win the 1,100-c.c. class of the 1921 200-Mile Race, now in Wing Cmdr. Craddock's care.



($1\frac{1}{2} \times 2$ mm.) were actually machined by Craddock to fit the narrow grooves of the Martlett pistons, new camshafts, camshaft drives and splines made up, using aero-engine auxiliary-drive splined shafts, and a new manifold, exhaust pipes, silencers fabricated, and the seats re-cut in the bronze heads and new valves and guides installed.

Deliberately, no attempt has been made to obtain non-original performance. Thus the compression-ratio remains around 6.75 to 1, and the body may be somewhat heavier than the original.

Craddock did practically all the work himself, in his own workshop, although Stafford-East turned the flywheel true on its shaft. The underfloor $1\frac{1}{2}$ -gallon oil tank with its two plunger pumps feeding the valve gear and engine bearings, had to be fabricated, with the correct cut-away for the prop.-shaft. Some indication of Craddock's determination to reproduce the original is seen in the car's number-plate—XL 6458—which is the registration it wore when driven to Brooklands in 1922, in its beaded-edge 700 x 80 Dunlop tyres, and in the specially-cast fuel filler cap, using the oil tank cap as a pattern, to reproduce the "G.N." lettering on the hub.

The 4-speed chain-and-dog transmission has no reverse; the ratios are 9.9, 6.7, 4.36 and 3.2 to 1, using, respectively, 11×34 , 11×23 , 22×30 and 20×20 sprockets. Frazer Nash double-dogs are incorporated.

The body is a most creditable piece of homework, again being built by Craddock. He scorned cardboard templates, working in sheet metal from the word go. Many formers were scrapped before the correct shape was obtained. The front undershields were easy, but the rear undershield took much time. This body, of 20 s.w.g. annealed aluminium on ash formers (original believed to have been of deal), has been taken by Basil Davenport and Stafford-East as the prototype for their 200-Mile Race replica G.N.s. The fireproof bulkhead is a composite of aircraft $\frac{1}{2}$ -in. 7-ply and $\frac{1}{4}$ -in. 3-ply. The bonnet and magneto shield is based on that of Hawkins' 1922 car, which was fourth in that year's "200."

Ron Godfrey assisted nobly with advice and diagrams of tanks and silencers. The chassis is that of Craddock's original G.N., into which the engine was installed at Rottingdean in about 1956. After a move to Odiham in 1957, when the engine was first run, a rough body was quickly constructed. After another move to Craddock's present home in Newbury in 1958 the car was entirely dismantled and re-assembly commenced in earnest. A new body was put in hand in 1959 and the G.N. made its *début* at the Goodwood Jubilee Meeting of 1962 with the body unfinished, its first proper test being a run of seven or eight miles. It went well and gave no trouble. The body was completed with beading and undershields in time for the R.A.C. Jubilee at Woodcote Park in July last year, and again the G.N. ran with no trouble.

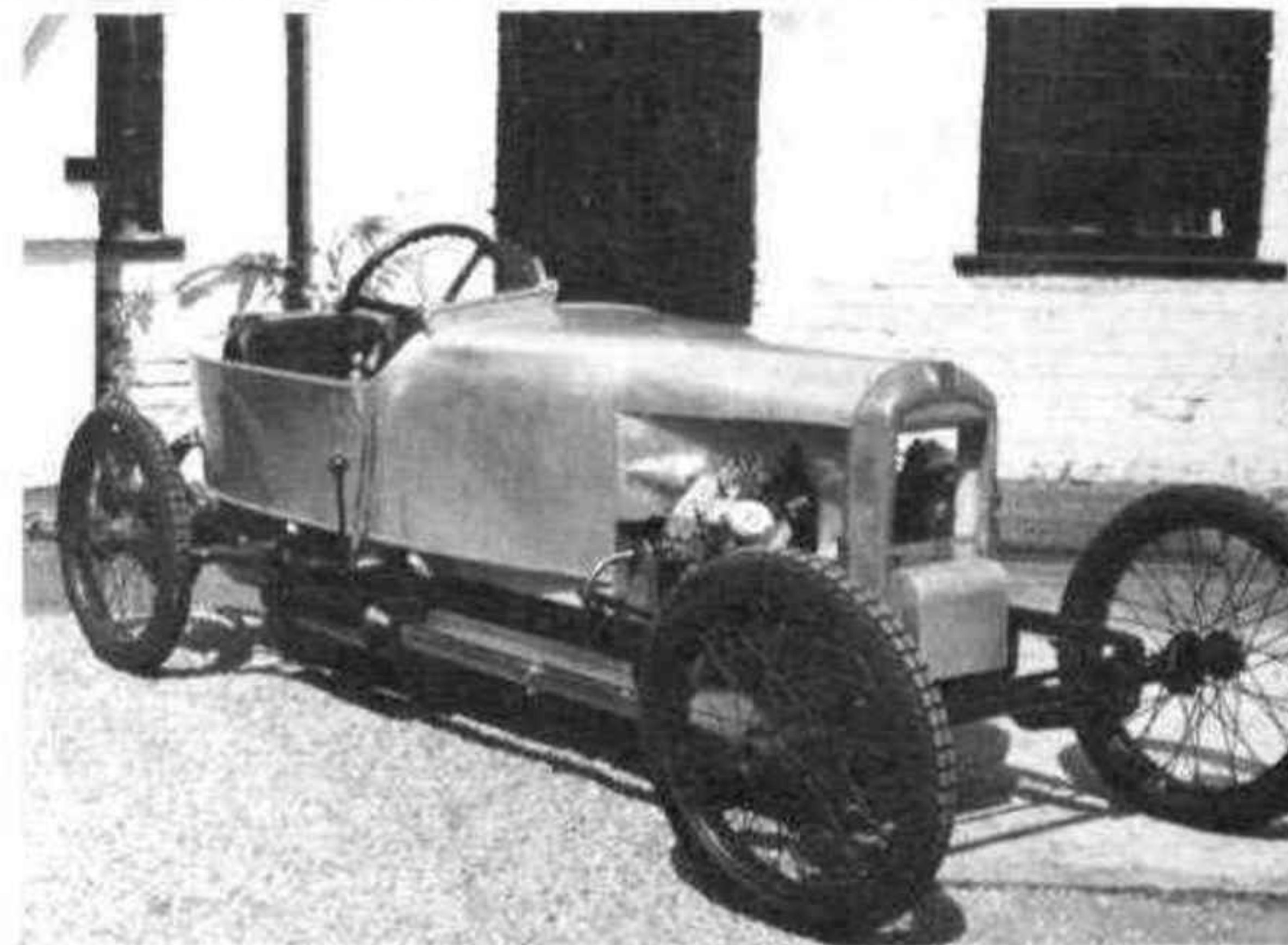
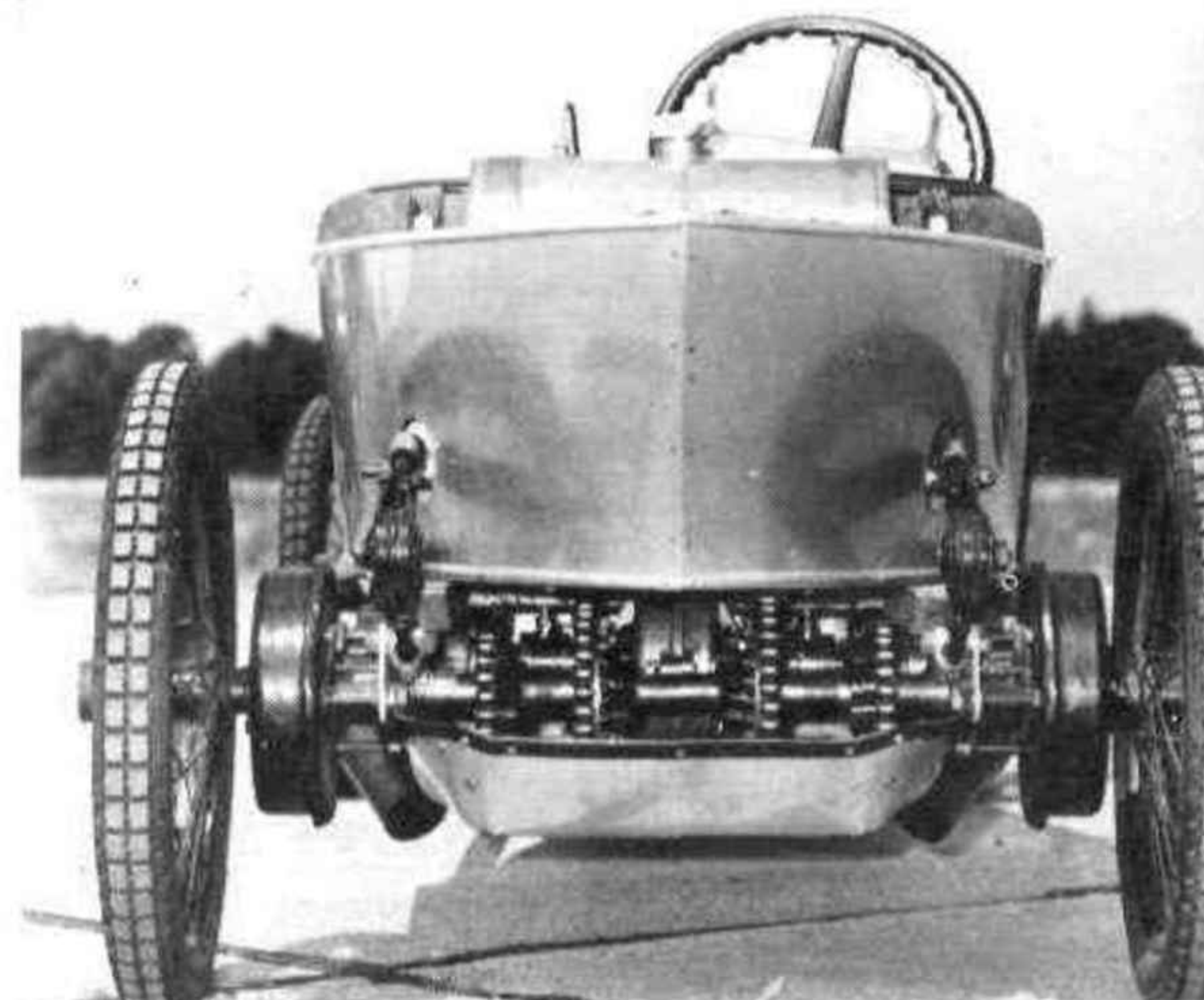
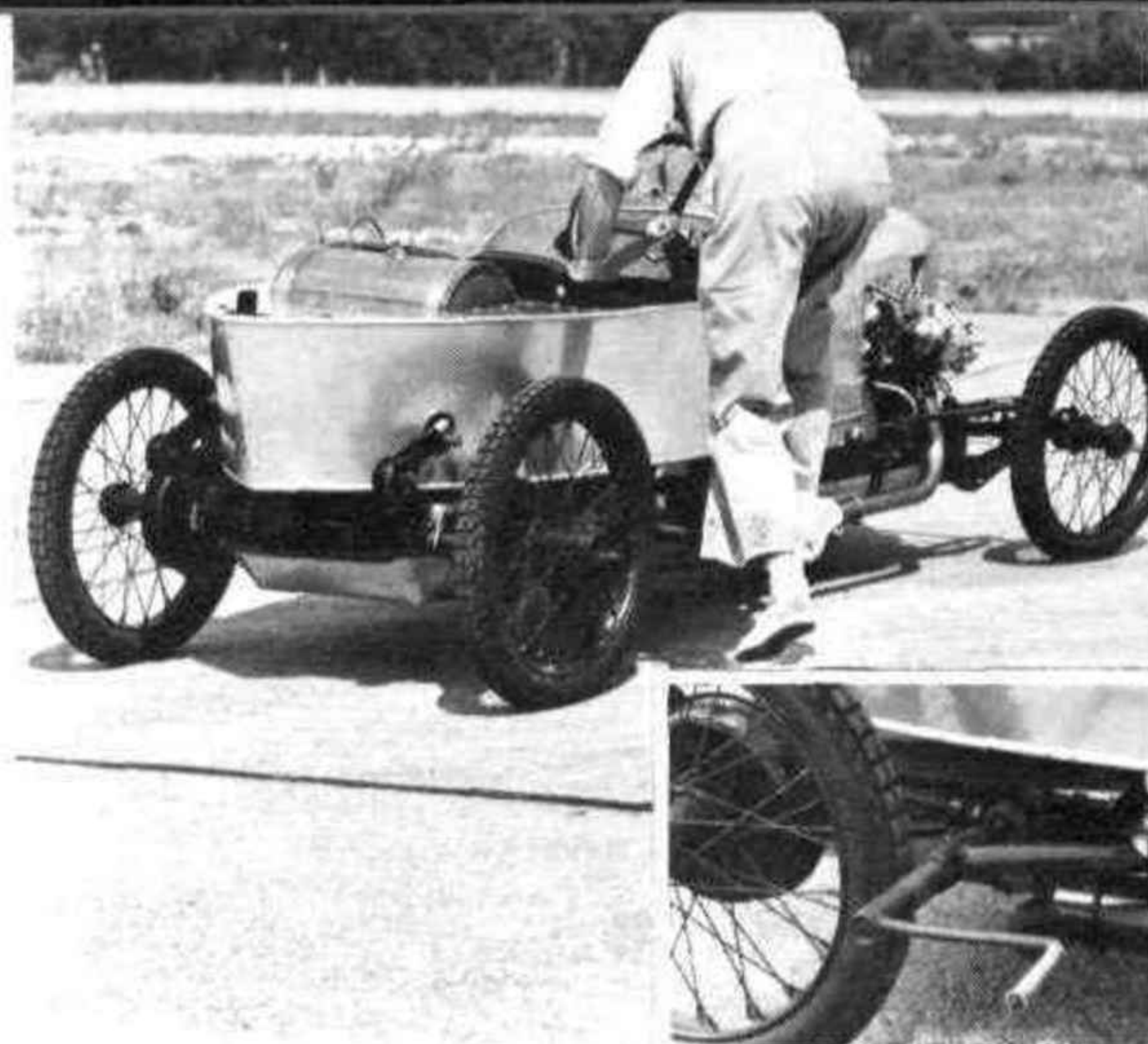
After a wet night the weather was perfect for my proposed flip, which Wing Cmdr. Craddock had arranged on private territory. It is typical of his thoroughness that not only was the G.N. gleaming spotlessly, its running gear immaculate, but he had insured it for 24 hours, and the 12-in. number disc which normally adorns the tail had been replaced by a very professional "On Tow" plaque.

This brief return to the motor racing of 1922 was enormous fun! The bark of the big vee-twin is formidable indeed, it is necessary to remove one's shoes to operate the close-set pedals (a foot-brake has been added in deference to the present-day M.O.T. but was apparently dispensed with round Brooklands), and this Akela G.N. is certainly no sluggard!

It is run on 100-octane petrol and Mobiloil D lubricant. The body is cramped for two adults but the car feels unexpectedly taut and changes of speed are easily effected, although there is scarcely any across-travel on the short, outside lever. Steering is naturally extremely direct, but accurate, and the outside ratchet-less hand-brake provides noticeable retardation from the 10-in. rear brake drums.

The facia, of $\frac{1}{2}$ -in. 7-ply, is simple in the extreme, merely carrying, from l. to r., a dual mag. switch, hand pressure pump, a Sunbeam air-pressure gauge reading to 5 lb./sq. in., and a period Watford tachometer elaborately

Continued on page 753

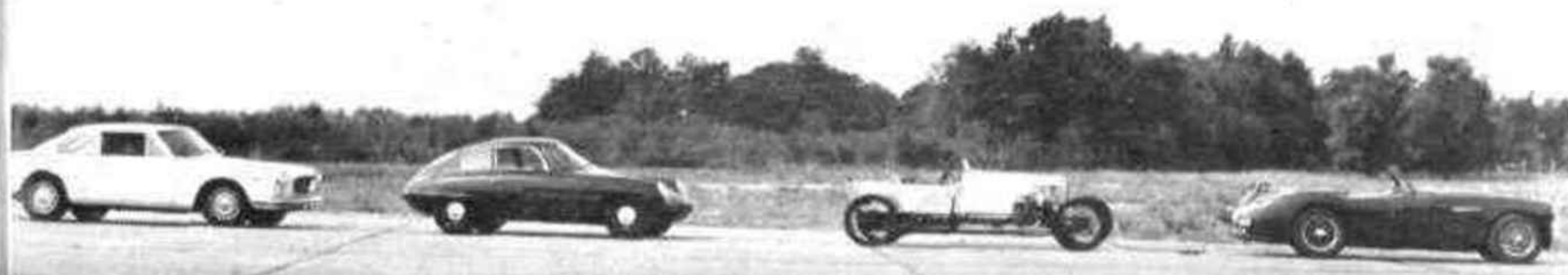


Right (A): The owner starting up (by jumping on the side starting handle, see insert).

Right (B): Tail view, showing half-buried fuel tank and sprockets for the 4-speed chain-and-dog transmission.

Right (C): A pleasant portrait of the G.N., outside its owner's house.

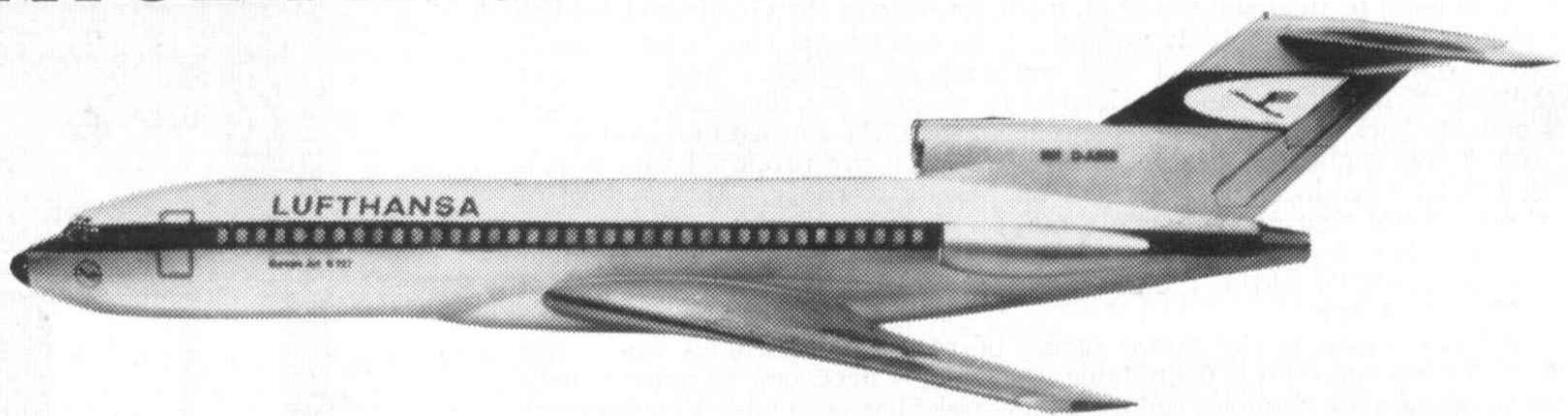
Right (D): The facia arrangements are comparatively simple!



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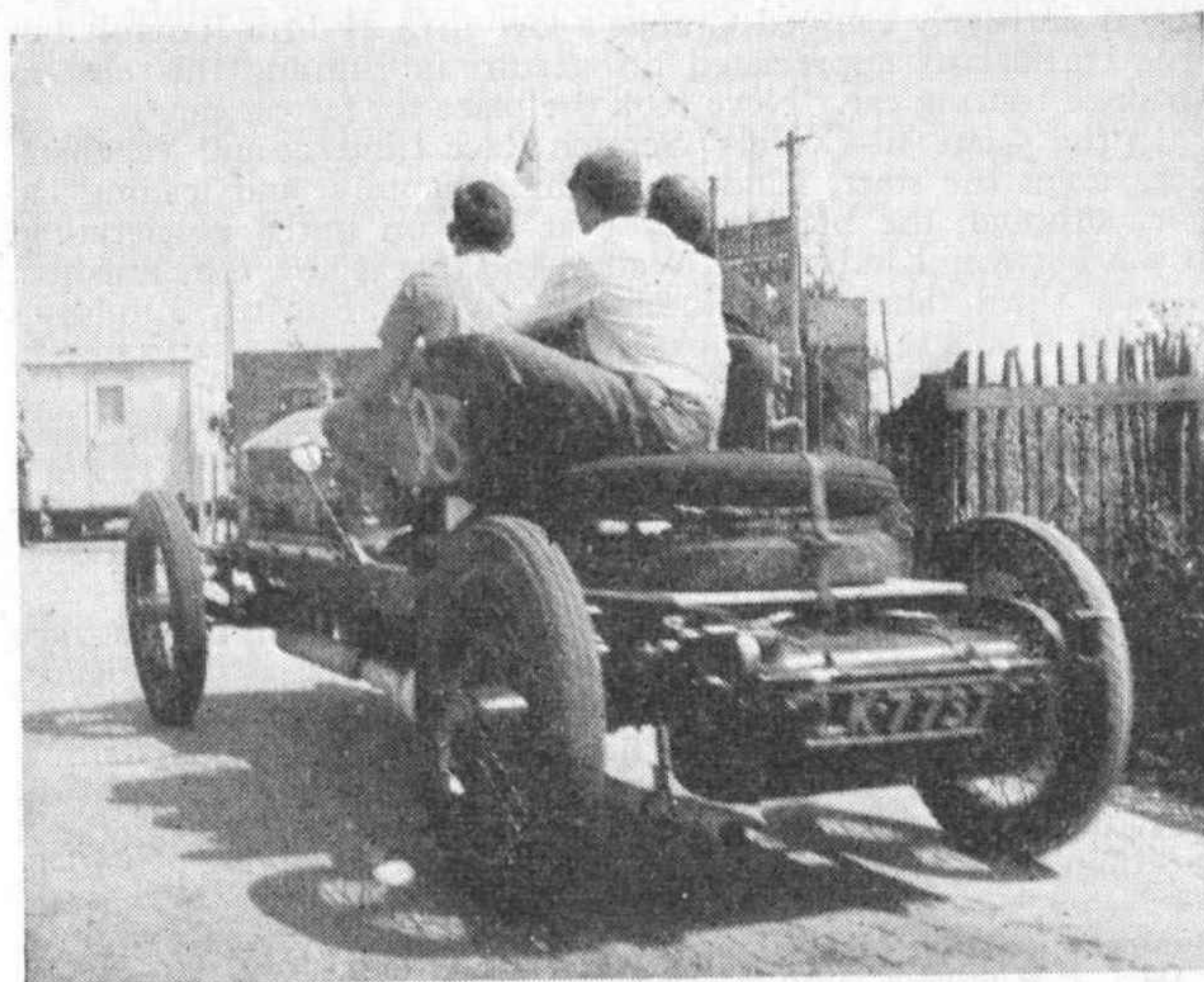
ALWAYS ASK FOR CASTROL — BY NAME



VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old-Car Matters

STEADY DOES IT.—Ronald Barker returning in triumph to the Silverstone Paddock after his splendidly restored 1908 11½-litre Napier had won the Edwardian Handicap on its first appearance at a V.S.C.C. Meeting—how very “Brooklands” it looks in this picture!



THE V.S.C.C. SILVERSTONE RACE MEETING (July 25th)

THE sun beating down, a big crowd, an entry of 150 and no serious accidents ensured a V.S.C.C. fixture fully up to the expected standards.

The meeting opened with the traditional 6-lap Inter-Team Relay Race, difficult to follow, although it was obvious that the G.N. team, composed of Footit's very fast and thoroughly effective A.C./G.N., Charlesworth's neat and noisy G.N.-J.A.P. and the Chawner-G.N. driven by Evans, had won convincingly from a Bentley team and the scratch Bentleys, which included George Burton's 5.6-litre car, which uses four “pots” from a Speed Six block but has the 4½-litre crankcase and o.h.c. drive.

The first normal race was a 5-lap Handicap incorporating the Vintage Light Car Race. It was a runaway win for Bolton's 1929 Riley Nine 2-seater, its screen removed to convert it into a racer. A long way behind came Purnell's 1929 2-litre Lagonda, followed home by Mrs. Sutton's p.v.t. Riley Nine. Woodburn's sports Gwynne Eight won the light-car section from Barry Clarke's Cup Model Austin Seven and Milner's immaculate A.C.

Another 5-lap Handicap came next. Besley was well placed for the first three laps in the handsome 1925 E.H.P. with body of wooden planks, which Hayes drove at Brooklands in 1927, when it lapped at over 82 m.p.h. Its Brooklands silencer had set the body on fire in practice but now all was well, the current 1750 Alfa Romeo engine under the open-sided bonnet propelling it effectively, although Bishop's well-known 2-litre Aston Martin, Brogden's 4½-litre Bentley and Archdale's “mod. cons.” Frazer Nash swamped the E.H.P. on lap four. It looked as if Archdale had taken the lead on the last lap but apparently Brown's “limit” Frazer Nash T.T. Replica had kept its lead unnoticed, because it was flagged as the winner. Harry Rose had a difficult drive in his 4½-litre Bentley, a sticking throttle necessitating driving on the ignition switch. One of the nicest M.G.s racing was S. F. Beer's NE Magnette, looking exactly the same as when Norman Black drove it in the 1934 T.T.

In the third 5-lap Handicap the lead was taken on the third lap by B. Beer's single-seater blown M.G. J3, possibly the ex-Harvey Noble car, which, sounding very crisp, ran away with the race from Coles' J4 M.G. 2-seater, which is assisted by Formula Junior brakes. Third place went to Wood's low-chassis 100-m.p.h. Invicta.

One of the important races of this hot July afternoon was the 12-lap Boulogne Trophy Scratch Race for Vintage Racing Cars. Jonty Williamson led away in his 4½-litre Bentley on an enjoyable opening lap, pursued by St. John's blown 2.3 G.P. Bugatti, so beautifully rebuilt since the days when it had a Ford V8 engine, and F. P. Morley's 8-litre Bentley. Then the Bugatti went ahead for three laps and it seemed an unassailable winner until, on lap five, it spun at slippery Becketts Corner and was hit tyre to tyre by Morley, whose Bentley finished the race with the wheelbase some 2 in. shorter one side than the other. The Bugatti, alas, was out. Arnold-Forster's big Delage was also involved and apparently shifted a valve in one of J. Morley's 4½-litre Bentley's tyres. Undaunted, the other Morley led the race, pursued by Williamson, the Delage and Sowden's lengthy 8-litre Bentley, the gallant Footit A.C./G.N. fifth. A lap later, the sixth, Williamson passed Morley, and on lap seven Arnold-Forster, turning on the pressure, had the

Delage in second place. Morley tried to retake the French car on the inside going into Woodcote the next time round but found Goodman's Alvis-engined Lea-Francis in his path. So they finished, with no more fireworks, except for a momentarily missed change-down at Woodcote by the winning Williamson on lap 10, his Bentley boiling merrily after losing its fan belt. He won by 3.2 sec. Sixth place went to Hine's steady 100-m.p.h. 3-litre Bentley and the class winners were Charlesworth's G.N. Special, Kain's Bugatti, the A.C./G.N. and the victorious Bentley. Schellenberg in the ex-Cooper 8-litre Bentley with non-vintage supercharger had retired on lap three with inadequate retardation.

Another 5-lap Handicap saw Rogers' smart yellow-wheeled Austin Ulster lead from a “limit” start for three laps before Morehen in Bishop's Aston Martin came through to win from Marsh's low-chassis 100-m.p.h. Invicta and Barrow's 1930 Frazer Nash.

So to the very intense and exciting 12-lap All-Comers' Scratch Race. . . Margulies' Connaught and Wilks' Cooper-Bristol were away well from the front row of the grid, pursued by Lindsay's E.R.A. The order after the standing lap was Wilks, Lindsay, Ashley (H.W.M.), Margulies, Brown (E.R.A.), misfiring slightly, and Spence (Frazer Nash). On lap three, Ashley, going powerfully, took the lead, Wilks second, Lindsay third. This order held to the end, all three driving fast but becoming equally spaced out after lap six, the H.W.M. winning by 12.8 sec.; Brown held fourth place ahead of Morris in the E.R.A. “Hanuman,” Gahagan's 2-litre E.R.A. sixth, after Waller's E.R.A. had spun at Woodcote, until Gahagan pulled in with suspected piston trouble. Margulies lasted only four laps, before the Connaught retired from fourth place to the Paddock with internal maladies.

Towards the end Ashley was seen to be pointing at the H.W.M.'s bonnet, but he won convincingly, at 81.19 m.p.h., after a lap at 83.17 m.p.h. So now Connaught, Cooper-Bristol and H.W.M. have vanquished the pre-war Historic Racing Cars, and in future the V.S.C.C. intends to recognise separate classes for such cars, pre- and post-war, letting in more recent examples of the latter.

Next the Edwardians had a gentle 3-lapper. It was nice to see “Steady” Barker win easily in the splendid 1908 11½-litre Napier, looking very “Brooklands,” which he has so painstakingly rebuilt since discovering it derelict, from a note in MOTOR SPORT, in a shed in a remote Hampshire village. Stable cornering assisted it, but the big engine was pretty hot at the finish. There was a better Edwardian field this time, Neve's 1914 T.T. Humber whistling into second place (the whistle, which at Brooklands these cars shared with a Berliet called “Whistling Rufus,” is caused by air passing through the radiator and comes in at about 85 m.p.h.), ahead of Fitzpatrick's enormous 21-litre 1907 Metallurgique. It was rather surprising to find Mann's blue 6-cylinder ex-Kensington Moir Brooklands Straker-Squire in this race, until one remembered that Edwardians date to 1918 and certain rear-braked cars come into this V.S.C.C. category (but surely not the Napier-Railton or an Anzani Frazer Nash?). Mann was worried about a split in the radiator but on the last lap took Williamson in the 1908 Itala going into Woodcote. The

crowd derisively clapped Crabbe's low 1914 4½-litre Renault but true enthusiasts appreciated his gesture in running this elegant stripped touring car. Neve took the prize for fastest car.

In the 5-lap All-Comers' Scratch Race Lindsay and Schellenberg crept the start, Lindsay laughing happily, and leading lap one, although the big Bentley beat him on initial acceleration. It was between Lindsay and Waller, and that is how they finished, Brown third, ahead of Hutchings' hybrid Bugatti, Lindsay's best lap at 80.4 m.p.h., compared with the H.W.M.'s 83.17 m.p.h. in the 12-lap race.

As usual, the racing concluded with more 5-lap Handicaps. The first of these was interesting for the manner in which Taylor's "un-Bristolised" r.h.d. 1939 328 B.M.W. came through the field from virtual scratch to win from Hudson's 1931 M.G. Midget and Brown's Frazer Nash.

Hutchings' blown 3.3 Bugatti came through to win the last race from Knight's R.R.A. and Symondson's type 57S Bugatti, Elliot-Pyle causing consternation by stopping on the apex of Woodcote to shut the boot of his Lea-Francis and then stalling his engine. But this is a proper Hyper T.T. car with vertical Cozette blower, so one hopes to see it again. A well-supported meeting, and great fun!—W. B.

Results :

Boulogne Trophy Race :		
1st :	J. Williamson (1926 4½ Bentley)	71.84 m.p.h.
2nd :	N. Arnold-Forster (1922 5.1 Delage)	
3rd :	F. P. Morley (1930 8.0 Bentley)	
12-lap All-Comers' Scratch Race :		
1st :	R. W. Ashley (1951 2½ H.W.M.)	81.19 m.p.h.
2nd :	W. E. Wilks (1952 2.0 Cooper-Bristol)	
3rd :	The Hon. P. Lindsay (1936 1½ s/c. E.R.A.)	
6-lap Inter-Team Relay Race :		1st : The G.N. Team .. 66.46 m.p.h.
First 5-lap Handicap :		1st : J. R. Bolton (1929 1.0 Riley) .. 61.19 "
Second 5-lap Handicap :		1st : D. J. Brown (1930 1½ Frazer Nash) .. 60.58 "
Third 5-lap Handicap :		1st : B. Beer (1932 0.75 s/c. M.G.) .. 64.15 "
Fourth 5-lap Handicap :		1st : A. J. Morehen (1937 2.0 Aston Martin) .. 64.69 "
3-lap Edwardian Handicap :		1st : R. Barker (1908 11.5 Napier) .. 56.35 "
5-lap All-Comers' Scratch Race :		1st : The Hon. P. Lindsay (1936 1½ s/c. E.R.A.) .. 78.02 "
Sixth 5-lap Handicap :		1st : R. C. Taylor (1939 2.0 B.M.W.) .. 63.50 "
Seventh 5-lap Handicap :		1st : R. A. Hutchings (1934 3.3 s/c. Bugatti) .. 72.40 "
<i>Fastest lap of the afternoon :</i>		Ashley (H.W.M.), 83.17 m.p.h.

Silverstone Siftings

Although racing cars of the 'fifties now, naturally, vanquish the E.R.A.s and their contemporaries in Historic Car Races, there was some consolation to those who prefer the latter, that at Silverstone the Cooper-Bristol was entered for only one race, Margulies' Connaught "blew up" and Michelsen deemed it imprudent for Ashley to drive the H.W.M. in its second race, whereas Lindsay's E.R.A. went strongly through both its engagements.

* * *

Another entry amongst post-war racing cars was Crump's 1951 Cromard Special.

* * *

Waller was driving with more than customary fire but a spin delayed his E.R.A.

* * *

One of the nicest Salmsons seen racing for some time was Vincent's blue 1928 car.

* * *

Sam Clutton allowed Bergel, whose G.P. Bugatti was badly damaged at Rouen, to conduct his Type 43 Bugatti.

* * *

The course-patrol car was a mighty vintage Bentley, and by way of contrast there was a modern Honda sports car, with Oriental occupants, in the Paddock.

* * *

The girls are supporting vintage racing in growing numbers—this time we saw Mrs. Missen in her hip-bath Gwynne, Miss Rose in her father's big Bentley, Mrs. Cherrett in sleeveless summer frock and a 1½-litre Alfa Romeo, Mrs. Sutton controlling a Riley, Mrs. Glydon in another Riley, and Mrs. Hogg driving a s.v. Aston Martin.

* * *

"Steady" Barker's great Napier, which won the Edwardian race on its first public appearance since its meticulous rebuild, invariably commences "on the switch" and has a period Lodge lighting set complete with plate quoting contemporary lighting-up times, which involves so many controls that a passenger is essential to operate them all if the car is used at night.



ANOTHER VINTAGE TAILPIECE.—D. K. Woodburn's 1925 sports Gwynne Eight in the Silverstone Paddock.

Light relief was provided by Roger Paxton's 1923 flat-twin A.B.C., which sounded like a battery of Gatling guns in its first race but went better in its second, after attention to its magneto. It has a skeleton home-brewed body, a prominent fixed starting handle which must be the envy of many modern car owners, and wire front, artillery back wheels. Other, smarter, polished alloy-bodied cars were Joseland's 1926 Frazer Nash and Absom's 1935 Lagonda Rapier.

Cars in magazines.—From Cars in Books, to cars in magazines. *Tabs*, house organ of Strand Electric, specialists in theatre and general lighting, has long been in considerable demand amongst theatre managers and actors, and mirrors much theatre news. The Golden Jubilee issue of last March presents a truly fascinating and comprehensive survey of the company's lighting achievements from 1900 onwards. It was sent to us because it contains reference to and an illustration of the Imperial cyclecar made by a former concern, Imperial Lighting Ltd., which formed the subject of our "Fragments on Forgotten Makes" series last May. It is interesting that the present manager of The Imperial Lighting Co. remembers working on one of these cyclecars at the Blackfriars Road works as late as 1925.

This issue of *Tabs* contains other motoring items. Strand Electric's first full-time director, A. T. Earnshaw, earned £312 per annum in 1923 but, with a retainer from C. B. Cochran, was able to buy his first car in 1923. It was a 1921 A.C. H. O. Jordan, before joining a subsidiary concern in 1919, had spent a year at the Peugeot Motor Works, and it is recounted how Strand Electric undertook the lighting for the Morris stand at Olympia in 1924 (illustrated) and the Ford Motor Exhibition at the Royal Albert Hall in 1934, while an interesting detail is that Rolls-Royce petrol gauges were used as indicators for the dimmers of the elaborate lighting control panel installed at Covent Garden in 1934—so if you possess a pre-war car of this make without a petrol gauge this may be where it went!

* * *

Glimpse of a photograph album in the B.B.C.-1 Monitor repeat on July 22nd, featuring the American collector Caresse Crosby in her Italian castle at Roccasinibalda, took in part of what appeared to be an Edwardian racing car, equipped with temporary mudguards, for all the world like Hutton-Stott's 1908 Hutton when so rigged. It was probably a car known to Caresse Crosby when she was living in Paris—but what is it and why does she keep its photograph?

A COLLECTION OF AERO ENGINES

A reader having given me the tip-off, I spent an August Sunday driving completely across London from Hampshire and out into Essex, bound for Billericay, to see Mr. R. C. Shelley's collection of historic aeroplane engines. I had forgotten the Marples 50s, which prevailed nearly all the way, even along the dual carriageways of the Southend Arterial, which reduced the journey-time without contributing anything to my personal safety. Fortunately the Lancia Flavia I was using is a delightful car to drive, even slowly, so I arrived in good heart.

The rather tedious run was certainly worth-while. Mr. Shelley has been an aviation fanatic all his life. He won a free flight in a Handley-Page 0/400 as early as 1919 and spent his youthful free afternoons, as I did, snooping around aerodromes. He then went to work at the Weatherall motorcycle firm in Billericay, and in that capacity discovered the fascination of Brooklands, riding as passenger in the Sidecar 200-Mile Races, and also in the first I.O.M. Sidecar T.T.

Mr. Shelley then went into the garage and repair business on his own, and as a hobby began to collect old aero engines and aviation literature. At one time he actually owned three old aeroplanes. These were a B.A.T. monoplane with A.B.C. Gnat flat-twin engine, bought at Northolt in 1924, a prototype Sopwith Pup with 50-h.p. Gnome engine, and an engineless Sopwith Camel, all acquired in the nineteen-twenties.

A move to smaller premises in Billericay made it necessary to dispose of these machines, but Mr. Shelley kept the propellers and added other engines and propellers to his now unique collection. It was at his 300-year-old house, once an inn, that I called to inspect them.

Today, old aeroplane engines are extremely hard to come by, so it was most impressive to discover that Mr. Shelley has a dozen in a shed behind his garage, and rather more than 30 old propellers. His house, too, is full of aviation books, cuttings-albums, pictures, photographs and models, including a splendid large-scale model of an Avro 504, the second aeroplane in which he flew as a passenger. His son, owner of a 2½-litre S.S.100, shares his father's enthusiasm.

The first engine I noticed was a 150-h.p. V8 Hispano-Suiza, from an S.E.5, now fitted with the correct propeller and hub, by a series of fortunate and complicated coincidences. This one came from Farnborough.

Another fine exhibit is a 140-h.p. Clerget rotary engine from a Camel, found in Sydenham in 1936, and now being rebuilt. Particularly interesting is a 75-h.p. Rolls-Royce Hawk, unearthed somewhere in Surrey, that had powered the S.S. Zero airship. Two more early engines are a 60-h.p. Gnome and a 40-h.p. in-line Clerget thought to have been in a seaplane. Naturally there is a Napier Lion, in process of overhaul, which came out of a Blackburne Velos which made its last flight from Brooklands to Old Warden flown by the late R. O. Shuttleworth, himself an avid collector.

Amongst more modern engines is a 230-h.p. D.H. Gipsy Six R, thought to have come from the King's Cup-winning Percival Mew Gull, and possibly before that to have been in the record-breaking D.H. Comet, and a 130-h.p. D.H. Gipsy Major, fully inhibited after a rebuild by Shorts of Rochester, and flown in a Tiger Moth. There is also a 350-h.p. Armstrong Siddeley Cheetah X from an Airspeed Oxford, mounted, like all the overhauled engines in the collection, on a tubular metal-wheeled trolley braced by interplane wires, and a dismantled Bristol Jupiter IV, found at Hornchurch aerodrome.

Very rare are a couple of horizontally-opposed twin-cylinder French Mengin engines, one a 25-h.p., the other a 30-h.p. Finally, there is a pre-war 40-h.p. Salmson radial engine with a fine arrangement of "knitting needle" push-rods, hairpin valve springs, and ingenious one-piece cylinders with steel barrels but aluminium heads. This one turned up in the cellar of a house in Yorkshire. The smaller Mengin was discovered lying in the body of a lorry derelict in a field, the bigger one came from Pinner.

The propellers are best listed complete :

D.H.5 (Clerget), D.H.6 (90 Curtiss), F.E.2B (Daimler), Sopwith Camel F.1 (Clerget), B.A.7 Monoplane (A.B.C.), Grahame White 21 (Le Rhone), Bleriot Monoplane (Gnome), Sopwith Camel (Clerget), Maurice Farman (80 Renault), Morane Parasol (80 Gnome), S.E.5A (200 Hispano), S.E.5A (200 Viper), S.E.5 (150 Hispano), Sage Seaplane (75 Rolls Hawk), A.W. F.K.8 (120 Beardmore), Voisin (Salmson), Avro 504 (80 Gnome), Sopwith Dolphin (200 Hispano), F.B.A. Flying Boat (100 Gnome), Vickers Scout (Clerget), S.S. Zero Airship (110-h.p. Rolls Hawk, four blades), D.H. Dominic (Gipsy Six), Piper Cub (Coventry Neptune), pre-war Bomber (Rolls Kestrel), Airspeed Oxford (Cheetah), D.H. Moth (Gipsy Major), Percival Prentice (Gipsy Queen), Avro Anson (Cheetah), North American Harvard (Pratt & Whitney), A.W. Atlas (Jaguar) (Leitner Watts V.P.), Piper Cub (Continental A65), Fairchild Argus (145 Warner).

In addition there is a cropped prop. from a Vickers Virginia and a couple of blades from a 1916 twin-engined FE4, only two such aeroplanes being built, one with Rolls-Royce, the other with R.A.F. engines. The prop. from the FBA was on the boat as it was flown, a single-float seaplane, at Lake Windermere, the 1914/18 Blériot prop. was supplied by the late A. R. Weyl, and another rare one is the prop. from a Daimler-engined FE2b, before they amalgamated with Beardmore. The collection is enhanced by smaller props. used for driving dynamos and fuel pumps, and by an intriguing collection of miscellaneous parts far too numerous to list, but including the master con.-rod from a Bristol Pegasus fished out of Lyme Bay in 1958—probably the relic of a war-time ditching.

Mr. Shelley has owned various interesting motorcycles and cars, including a Scripps-Booth he modified into a vehicle of sporting pretensions, and which was used to collect his Viper aero-engine.

When needed, he has been able to supply engines and parts to deserving persons, a 200-h.p. Viper going to the R.A.E. as a spare for their restored S.E.5, for example, and others to R. G. J. Nash and Old Warden. He, like your Editor, will be delighted to hear of any further engines, aeroplanes or parts in need of a home.—W. B.

Club magazines.—The recent cessation of Britain's postal services, and delays which even now are evident, served to emphasise the pleasure to be derived from Club magazines and how much they are missed when they fail to get through. Another issue of the duplicated *Chain Gang Gazette* is exceedingly interesting, containing as it does an article by Michael Collins which exactly captures the spirit of pre-war racing, as he describes sharing a Gough-engined Frazer Nash with the Hon. Peter Mitchell-Thompson at Le Mans in 1935, Arthur Gibson's account of his experiences with the single-seater 'Nash' during the 1963 season, as well as much highly-technical information. Then there was another edition of *Sunbeam*, with hints on how to strip and rebuild recalcitrant Sunbeam back-axes, and another *Early & Late*, bulletin of the Rolls-Royce Section of the V.S.C.C. [of which, although some MOTOR SPORT readers may not credit it, I have read every issue from cover to cover!—Ed.], with articles on restoring a 1939 Wraith in America and a 1926 Barker-bodied Twenty in England. These, and other Club journals, are much missed when the G.P.O. sits on them instead of delivering 'em.

* * *

We wonder whether the Bull-Nose Morris Club spotted yet another reason for owning an early Morris instead of a modern car, contained in a letter in the August issue of *Riding?* In this letter, N. de Rouen Forth of Bridport recounts how he was in collision with a high-stepping hackney while driving "an old Morris 2-seater" down a narrow country lane. The horse stopped with its n/s. foreleg wedged between the car's headlamp and mudguard, but, when released, was found to have suffered no injury. The writer concludes: "Had it been a modern car with built-in mudguards, there would undoubtedly have been a very different story to tell." Another reason why you should buy a vintage car! Incidentally, the old Morris seems to have had very good brakes, because the owner says: "I came to a violent stop, nearly going through the windscreen!"

* * *

Vintage miscellany.—The Montagu Motor Museum's 7.6-litre 40/60 Gobron-Brillié fire-engine is to feature in an A.T.V. "Firecrackers" comedy series which started on August 29th. Location scenes were shot at Beaulieu. Lord Montagu is working on his history of the Hon. C. S. Rolls and asks anyone with relevant data or photographs to please contact him. Skin-divers have brought up from beneath the waters of Stockholm Harbour a 1910 40-h.p. Graf und Stift, which is thought to have lain there since about 1924 but is believed to be still restorable. A Standard Nine which has spent many years in a shed in Essex was discovered recently.

* * *

Well, well! Robert Glenton's road-test report in the *Sunday Express* for August Bank Holiday was about a 1925 3-litre Bentley—and he was very complimentary and enthusiastic about it.

Clubs' Day at Clapham.—John Scholes, Curator of Historical Relics at the Museum of British Transport at Triangle Place, Clapham, London, S.W.4, informs us that this Museum, which has been open to the public since May 1963, more than 100,000 people having visited it, will be open to transport enthusiasts and Clubs on Sunday, November 1st, from 2-5.30 p.m., with no restrictions on photography and staff on duty to help in every way possible. The admission charge on that day will be 5s., children 2s. 6d. The Museum is largely concerned with railway history, but the road exhibits are as follows:

Buses.—Horse omnibus (replica), George Shillibeer, introduced in London in 1829; "Knifeboard" horse omnibus, Thomas Tilling, built in 1851; "Garden Seat" horse omnibus, London General Omnibus Co., built in 1895; Station omnibus, Kent and East Sussex, built 1900; "B"-type omnibus, London General Omnibus Co., introduced in 1910; "K"-type omnibus, London General Omnibus Co., built in 1919; "S"-type omnibus, London General Omnibus Co., built in 1920; "NS" omnibus, London General Omnibus Co., built in 1923; "ST" type omnibus, London General Omnibus Co., built in 1929; "LT" type omnibus, London General Omnibus Co., built in 1929; Green Line coach, London General Omnibus Co., built in 1931.

Trams.—Horse tramcar, Isle of Man Tramways Ltd., built in 1883; Tramcar No. 1, Blackpool Corporation, built in 1885; Electric tramcar No. 1, Douglas Southern Electric Tramways Ltd., built in 1896; Horse tram, Chesterfield Corporation, built in 1897; Tramcar No. 342, Sheffield Corporation, built in 1907; Tramcar No. 290, West Ham Corporation, built in 1910; Tramcar Class E/1, London County Council, built in 1908; Tramcar No. 6, Llandudno and Colwyn Bay Electric Railway, built in 1914; Tramcar, London County Council, built in 1932; Tramcar No. 1392, Glasgow Corporation, built in 1952.

Trolleybuses.—Trolleybus No. 1, London United Tramways, introduced in 1931; Trolleybus No. 44, Ipswich Corporation Transport Undertaking, built in 1930.

THE PRICES OF VINTAGE CARS

We have received plenty of support for our contention that the high prices asked for vintage and p.v.t. cars by many vendors are ridiculous and completely unrealistic. Signs that prices are dropping sharply and that the older cars are becoming difficult to dispose of unless realistically priced were seen at the Annual Veteran and Vintage Auction Sale, held this year at Measham in July.

Although prices are generally unnaturally inflated at an auction, on this occasion all but one of the Rolls-Royce entries failed to reach their reserve and were withdrawn, while a Graham-Paige sold for £25 and a 1930 sleeve-valve Daimler for £12 10s.—which we are prepared to term realistic figures! Another Daimler, a 16/55, put in without a reserve, excited bidders to go to £20, but no-one wanted a 3½-litre Bentley, a Railton, a nicely-preserved Alvis Speed 25 saloon or a late-version Alvis Speed 20, while it was possible to come away with (if not necessarily get home in) a 1930 Humber Snipe for £10, a Standard Nine for £30, a 1931 Swift Ten for £15 and a p.v.t. Alvis Firefly for £20, while a Riley Falcon was knocked down for £42½. Only very presentable or really old cars appear to have made small fortunes for their vendors.

So it would seem that sanity is being restored to those who shop for pre-war cars and if the trend continues it will be possible for impeccable enthusiasts to enjoy a more promising hunting-ground, even if some of the post-war specialist vendors will

then have nothing left to them apart from just sailing out of the picture on their luxury yachts.—W. B.

THREE SPECIALIST BEAULIEU RALLIES

On September 13th another American Car Rally will be held in the grounds of the Montagu Motor Museum, all types of pre-1942 American vehicles being eligible, to be judged to A.A.C.A. rules by a panel of competent judges. All entrants will receive a souvenir, it is hoped to present a cup for the best car present, and a cigarette-lighter will be awarded to the best Packard attending. The classes will be:

- Class 1:** Pioneer and brass-age cars, 1900-1916.
- Class 2:** Vintage Americans, except Ford, 1917-1930.
- Class 3:** Model-T Fords, 1909-1927.
- Class 4:** Model A, B and V8 Fords, except Dagenham-built cars, 1928-1941.
- Class 5:** Specified American "Classics," 1931-1941.
- Class 6:** Production American cars, not in other classes, 1931-1941.
- Class 7:** Anglo-American hybrids, 1931-1941. (Curiously, the Allard is not specified in a list of eligible makes.)
- Class 8:** American commercial vehicles, 1900-1941.
- Class 9:** American motorcycles, 1900-1941.

Clearly an excellent entry is likely to enliven Beaulieu on this Sunday.

Another specialist Beaulieu Rally will be the "Lost Causes" Rally on September 20th, open to all *defunct* makes of car, right down to the present day. And on September 27th the M.G. C.C. will rally to the Montagu Motor Museum.

OLD BRISTOL

Belatedly we have received for review a copy of "Bristol As It Was," a photographic study of that City between 1914 and 1939, by Reece Winstone, A.R.P.S. Anyone who likes street scenes showing period vehicles going about their lawful and unlawful occasions will enjoy browsing through the 108 pictures in this soft-cover publication, quite apart from its interest to Bristolians.

Old cars abound, also 'buses and many tramcars; if any reader can identify them all he is a better bloke than I am, Gunga Din! For example, the front cover depicts a Vauxhall Cadet (I think!) with the ubiquitous Austin Seven Ruby up a side-street. Pre-war Austins and Morrisies abound in other street scenes and, curiously, a bullnose Morris seems to often be in close company to a flat-rad. Morris. You can spot a bullnose Morris van, and is the car climbing Park Street a 12/50 Alvis or a Singer Porlock?

Some of the pictures are devoted entirely to vehicles—Blue Taxis (Renaults or Charrons?) outside Bristol Tramways Garage in 1914, another picture of one of these cabs, which were sold in the Cattle Market in May 1930 for 45s. each, we are told (!), 1923/36 Bristol and Greyhound 'buses, and a 1921 Angus-Sanderson tourer, 1914 'buses, a "gas-bag" 'bus in 1917, and a fine shot of Bristol Airport as it was in 1935. This book is a "must" for tramway fanatics and will interest many old-car enthusiasts. It is available for 10s. post paid from Reece Winstone, 23, Hyland Grove, Henbury Hill, Bristol, 9, on mention of MOTOR SPORT.—W. B.



Two Delahayes and a Lago-Talbot photographed at Rouen this year.

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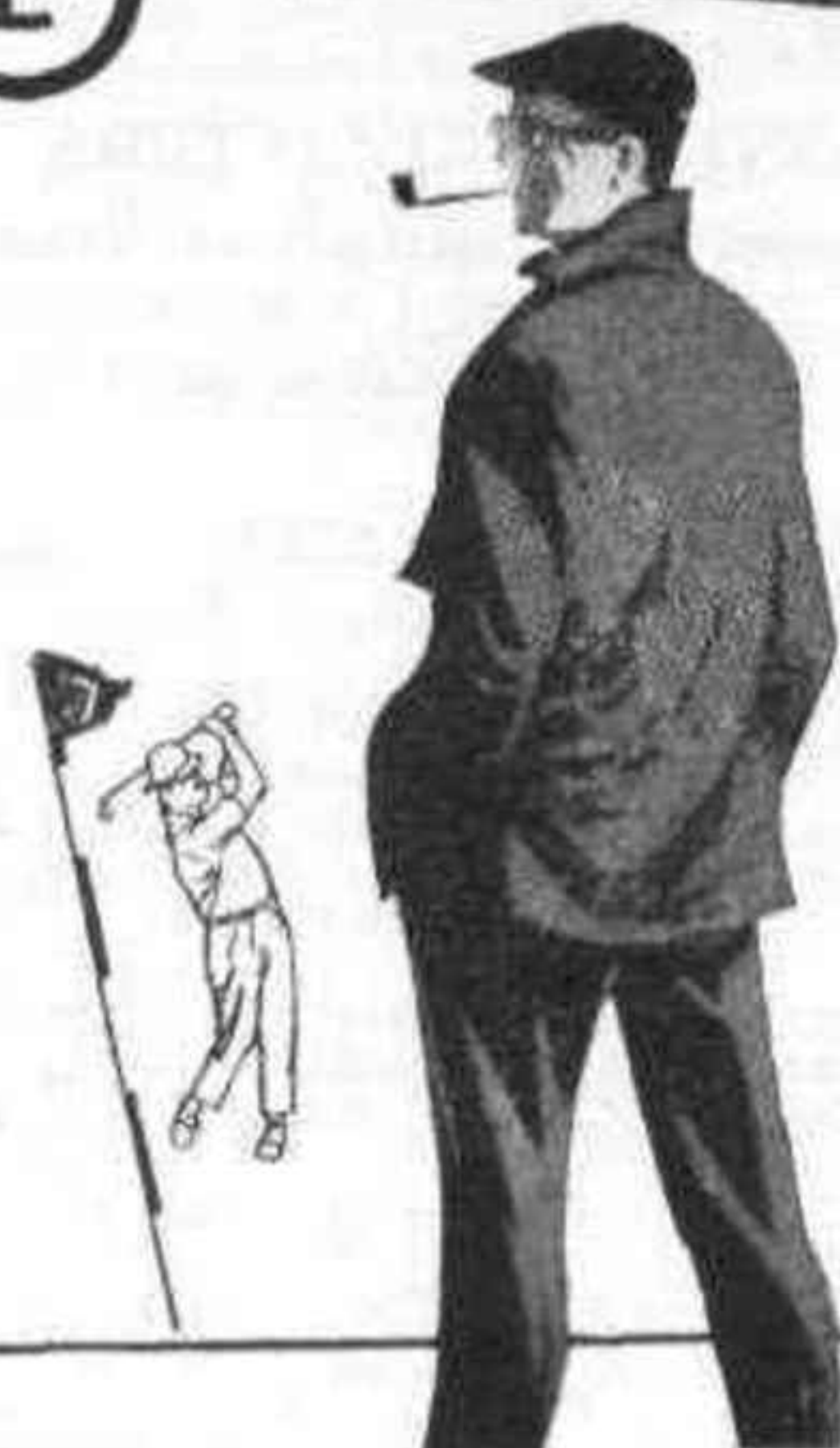
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V.S.C.C. Prescott Hill-Climb (August 16th)

HOT weather prevailed but times were slow. Arnold-Forster, having cancelled his entry because he thought his Delage engine had seized, found all was well, so opened the course, in a time of 52.32 sec. Fastest time of the day was made by Wilks (Cooper-Bristol) in 46.22 sec., reward for perseverance, because he had the head off and missed the morning runs, due to water leaks, making both his ascents in the afternoon. Thus the new era of post-war historic racing continues, although Wilks' time was far slower than Douglas Hull's vintage record of 44.17 sec. in the E.R.A.

The 1,100-c.c. sports-car class was won by Rolt's modified Ulster Austin, from Ely's p.v.t. Riley and Jones' preselector p.v.t. Riley.

Vintagery prevailed in the 1,101-1,500-c.c. sports-car class, Geoghegan's Frazer Nash winning both vintage and p.v.t. sections, Poynter's Lea-Francis and Joseland's alloy-bodied Frazer Nash being vintage runners-up, but slower than the p.v.t. entries of Johns (Frazer Nash) and Burke's Boulogne Lea-Francis-engined Frazer Nash.

Footit made a splendid ascent, vanquishing the entire 1,501-3,000-c.c. sports-car class in his A.C./G.N., Hutchings' 328 B.M.W. second, Hine's 3-litre Bentley 2-seater third. There were four 328 B.M.W.s in this class, Taylor, whose own car had half-shaft trouble, borrowing Hutchings', to make second-best time among them. Leo's blown 2-litre Lagonda was all noise, but third in the vintage section.

Nothing could match Jonty Williamson's ascent in his 4½-litre Bentley in the big sports-car class, his 49.39 sec. breaking Morton's record, also in a Bentley, last year, of 51.57 sec. Burton tried hard to better this, in his 5.6-litre "de Dion Burton," and clocked 49.65 sec., taking to the grass at Orchard. Symondson drove very neatly into third place in his Type 57S Bugatti. Second-fastest vintage car was Marsh's ex-works 4½-litre Invicta, which indulged in a real tail-slide on Orchard corner. The ex-Martin Morris 6½-litre Bentley, Curtis in control, made third-best vintage time.

The Edwardian class produced Bendall's Austrian-Daimler, which hit the bank at the semi-circle, damaging its n/s. stub-axle, Rumsey in a Crossley, Giron, the Montagu Motor Museum's new Chief Engineer, in the Coupe de l'Auto Sunbeam, Gurney in a 1912 12/16 Sunbeam tourer which won on handicap, and Barker's fine 1908 Napier, which made best time, in 59.71 sec.

The first (1,100-c.c.) racing-car class went to Dowson in the Lightweight, Issigonis in attendance, which got away with rear wheels at improbable cambers, to record 51.1 sec. Evans tried very hard in the crab-tracked Chawner-G.N.—it has the J.A.P. engine out of the Brough Superior motorcycle "Leaping Leana," now unblown—, getting second place, but crashing on its second run. Bruce-White was third, in the f.w.d. Douglas-engined H.M.-Special.

Peter Waller, really hanging out the E.R.A.'s tail on the corners, dominated the 1½-litre racing-car class, being nearly 9½ sec. faster than Kain's Type 37 Bugatti, which was second. The next two classes were merged, Wilks making f.t.d., Cottam in the Horton Connaught being second, Martin Morris, whose 2-litre ex-Hull E.R.A. was on twin 5.25 x 18 rear wheels, third, on his only official run, trouble setting in early on his first.

Unfortunately, Morris elected to do another run for the benefit of B.B.C. TV, the throttle stuck open, causing him to brake hard going into Orchard, and the E.R.A. left the road on the inside of the corner, the driver sustaining a broken leg and chest injuries. Doc Taylor, although troubled by clutch slip at the start, made best vintage time in the Caesar Special.

Results :

1,100-c.c. Sports Cars : S. P. Rolt (Austin) ..	54.42 sec.
1,101-1,500-c.c. Sports Cars : M. S. Geoghegan (Frazer Nash) ..	53.08 "
1,501-3,000-c.c. Sports Cars : G. R. Footit (A.C./G.N.) ..	50.46 "
Over 3,000-c.c. Sports Cars : J. T. Williamson (Bentley) ..	*49.39 "
Edwardians : W. Gurney (Sunbeam) (on handicap)	
1,100-c.c. Racing Cars : J. M. Dowson (Lightweight Special) ..	51.10 "
1,101-1,500-c.c. Racing Cars : P. Waller (E.R.A.) ..	46.46 "
Unlimited Racing Cars : W. E. Wilks (Cooper-Bristol) ..	46.22 "

F.T.D. : Wilks (Cooper-Bristol), 46.22 sec.

Fastest Vintage : W. A. Taylor (Caesar Special), 47.88 sec.

* New V.S.C.C. class record.

PRESCOTT PRATTLE

The B.B.C. should buy Martin Morris a new E.R.A.! And it would be common decency *not* to show the film of his crash. Incidentally, this has been an unlucky car, both St. John Horsfall and John Bolster crashing in it.

* * *

Two competitors were excluded for unruly driving on the road in the vicinity of the hill—but who acts as Gestapo on these occasions?

* * *

A slight delay was occasioned when a modern Jensen, ascending the hill, dropped some oil!

* * *

Rumsey's Crossley, in the Edwardian class, is surely the scruffiest car to have competed at Prescott? It is thought to have been a 1917 Army Staff car and was found in Ireland. But it has a high flat-fronted radiator, quite unlike the 1914/18 R.F.C. Crossleys, reminiscent, in fact, of an inflated version of that used on vintage Crossley 14s. Apparently two more such Crossleys are in existence, one newly discovered, the other a breakdown truck which had lent its rear wheels to Rumsey's for the Prescott appearance. Rumsey made s.t.d., in 89.1 sec.

* * *

Hennings' smart 1933 Riley was the Index of Performance winner at Le Mans in 1934. It now weighs around 14 cwt., some 2 cwt. more than it did in those days.

* * *

Philip Mann was running his Type 37 Bugatti as a sports car, tonneau cover over the passenger's seat.

* * *

Apparently both Buckle's and Mrs. Ure's Lancia Lambdas have been to Venice—where even vintage cars cannot be used!

* * *

Hutchings made a slight error at Orchard on his first run, hitting the safety barrier with his n/s. wing, but going on undaunted.

* * *

Samson's 1919 30/98 Vauxhall is said to have been the 10th car built in the first batch of these cars, while Summers' 2.3 Alfa Romeo, converted to 2.6-litres, is rumoured to have run only 300 miles in twelve years when found by its present owner.

* * *

Blight drove his ex-Couper Talbot, BGH 23, using small wheels to lower the gear ratios, clocking 53.43 sec., Miss Rose was very neat and quiet in her 1934 3½-litre Bentley tourer, believed to have non-standard S.U.s (58.8 sec.), Skipp's ex-Macklin 9-foot Invicta did 57.95 sec., Butt's ex-Donald Munro Invicta 55.62 sec. Rose's unblown 4½-litre team Bentley took 56.75 sec., Quartermaine's 30/98 Vauxhall clocked 56.99 sec.

* * *

There was the usual interesting assembly of old cars in the car parks. The Rolls-Royces had an enclosure to themselves, overlooked disdainfully by a couple of nice Hispano-Suizas.

VETERAN AND VINTAGE REGISTERS

Following many reader's requests for details of Veteran and Vintage Registers, we list below the first batch of *marque* and specialist registers. Others will be published as an when space permits.

- A.C. Owners Club.**—E. C. Martin, 8, The Paddock, The Drove, Hove, 4, Sussex.
Alfa Romeo Section of V.S.C.C.—H. Roy Slater, 2, Ulleswater Villas, Ulleswater Road, Southgate, London, N.14.
Alvis O.C.—K. R. Day, 55, Motspur Park, New Malden, Surrey.
Alvis Register.—N. H. Johnson, 1, Chestnut Close, Buckhurst Hill, Essex.
Amilcar Register.—Desmond W. Peacock, 27, Farnborough Crescent, Addington, S. Croydon, Surrey.
Andover and District Model Engineering Society.—A. L. Pittwood, 5, Hillbury Avenue, Andover.
Armstrong Siddeley O.C.—A. Langley, Parkside, Seascale, Cumberland.
Aston Martin O.C.—R. J. Stokes, 22, The Mall, London, S.W.14.
Austin 7 Club, Southend-on-Sea.—Mrs. F. Waller, 265, Bridgewater Drive, Westcliff-on-Sea, Essex.
Austin Seven Register, 750 M.C.—John Thorne, 1, Worthington Road, Tolworth, Surbiton, Surrey.
Austro-Daimler Register.—A. H. Gordon, 9, Oak Drive, Bramhall, Cheshire.
B.S.A. Front Wheel Drive Club.—C. H. Bryce, 90, Greenvale Road, Eltham, London, S.E.9.
Bean Car Club.—Capt. Rex H. Tapley, Hill Farm Lodge, Shurlock Row, nr. Reading, Berks.

A 200-MILE RACE REPLICA—continued from page 745
calibrated up to 4,000 r.p.m. Before one there is the tapering aluminium bonnet, behind the seats the cylindrical 5-gallon fuel tank sunk in the tail. The big twin silencers have outlets facing down and outwards, no doubt to obviate concrete-dust being blown towards the chains, and tiny levers on each open cut-outs for use on the Track. The riding mechanic is kept busy attending to the two oil-pump handles which rise under his right buttock. Altogether, a splendid little car, of long, lean appearance, its lusty engine crackling its defiance of all Salmsons. . . .

It is excellent that Ron Godfrey himself has been to see the car and has been photographed sitting in it. To his help and enthusiasm Wing Cmdr. Craddock pays warm tribute, together with his appreciation of the valuable advice he has had from those two great enthusiasts, Basil Davenport and Stafford East.

* * *

Another most interesting G.N. relic which Craddock has rebuilt is the actual 1921 200-Mile Race T-shaft Akela engine out of Nash's car. It is quite remarkable that he heard of this engine in 1938, through a MOTOR SPORT advertisement, in Leeds, and that it was still there in 1963, when he was finally able to collect it.

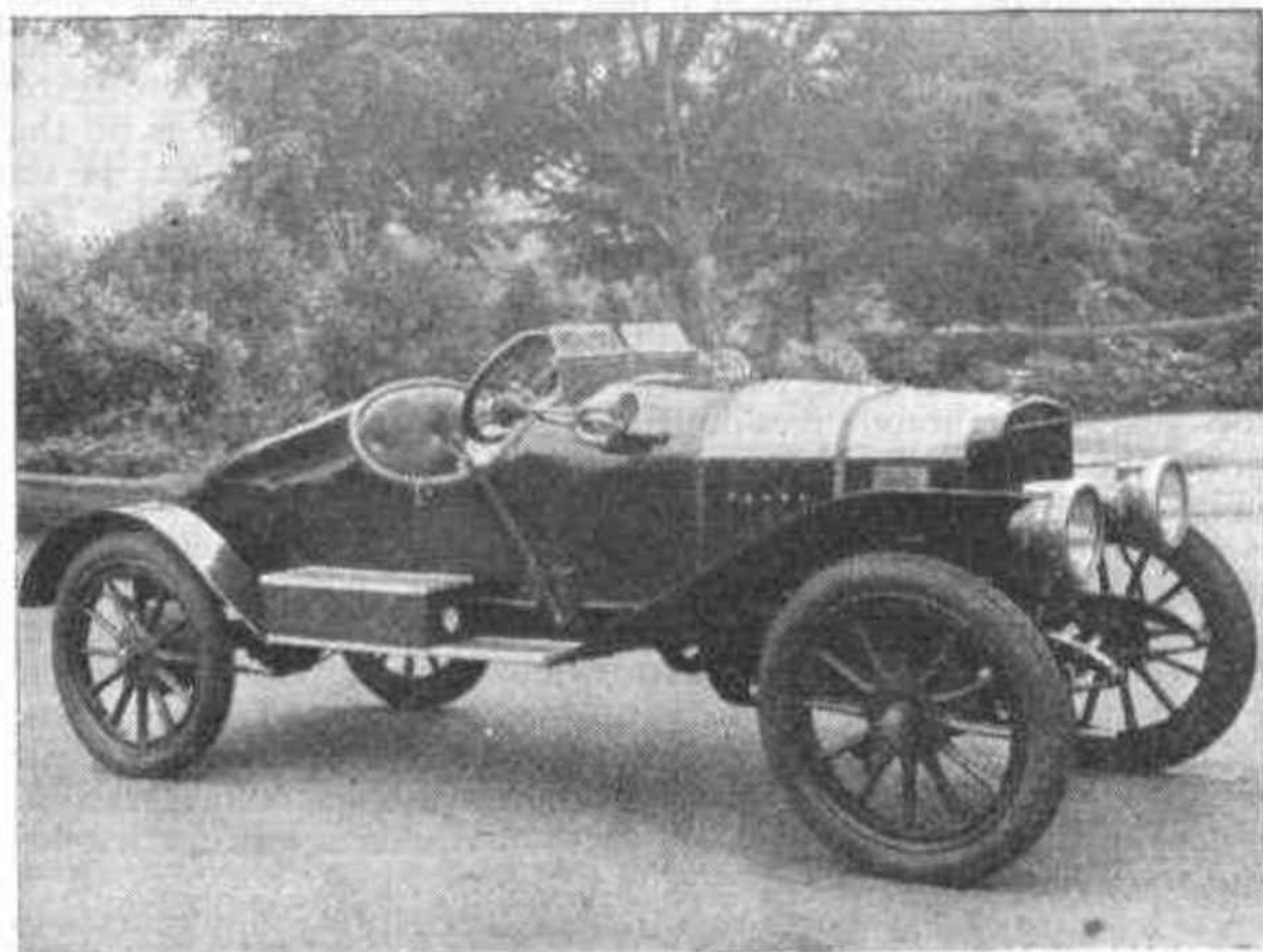
The original cylinder barrels were beyond recall but modified Vitesse barrels have been fitted. A new crank of 75-ton steel, new cam-drive camshaft, etc., have been made, and this historic engine is now in running order. There, I've had my fill of G.N., perhaps for another six years!—W. B.

Discoveries.—We hear that a 1919 Wolseley, sans radiator, and a 1929 Star are in danger of being broken up in Hampshire, while a circa 1928 Reo lorry is for disposal near Chester. A Chrysler 72, with a Chrysler 65 for spares, is offered free by a reader in Essex, while in the same county a derelict circa 1924 Armstrong Siddeley exists, converted into a farm truck. We also hear of two very decrepit old motorcycles, one a Levis, and a partially dismantled pre-war Riley, also a very sad Star. A whole batch of old cars is for sale at Vélaines in the Dordogne, ranging from a 5-c.v. Citroën for 450 new francs to a 1914 Renault lorry at 3,000 n.f. A 1930 Morris Commercial and some old tyres are for disposal near Doncaster, and a Stutz with pick-up body in Cadnam, while we hear of two 10/23 Talbots and a Calthorpe light car which may be for sale, the latter found in the back of an old shop in South Wales. Letters can be forwarded.

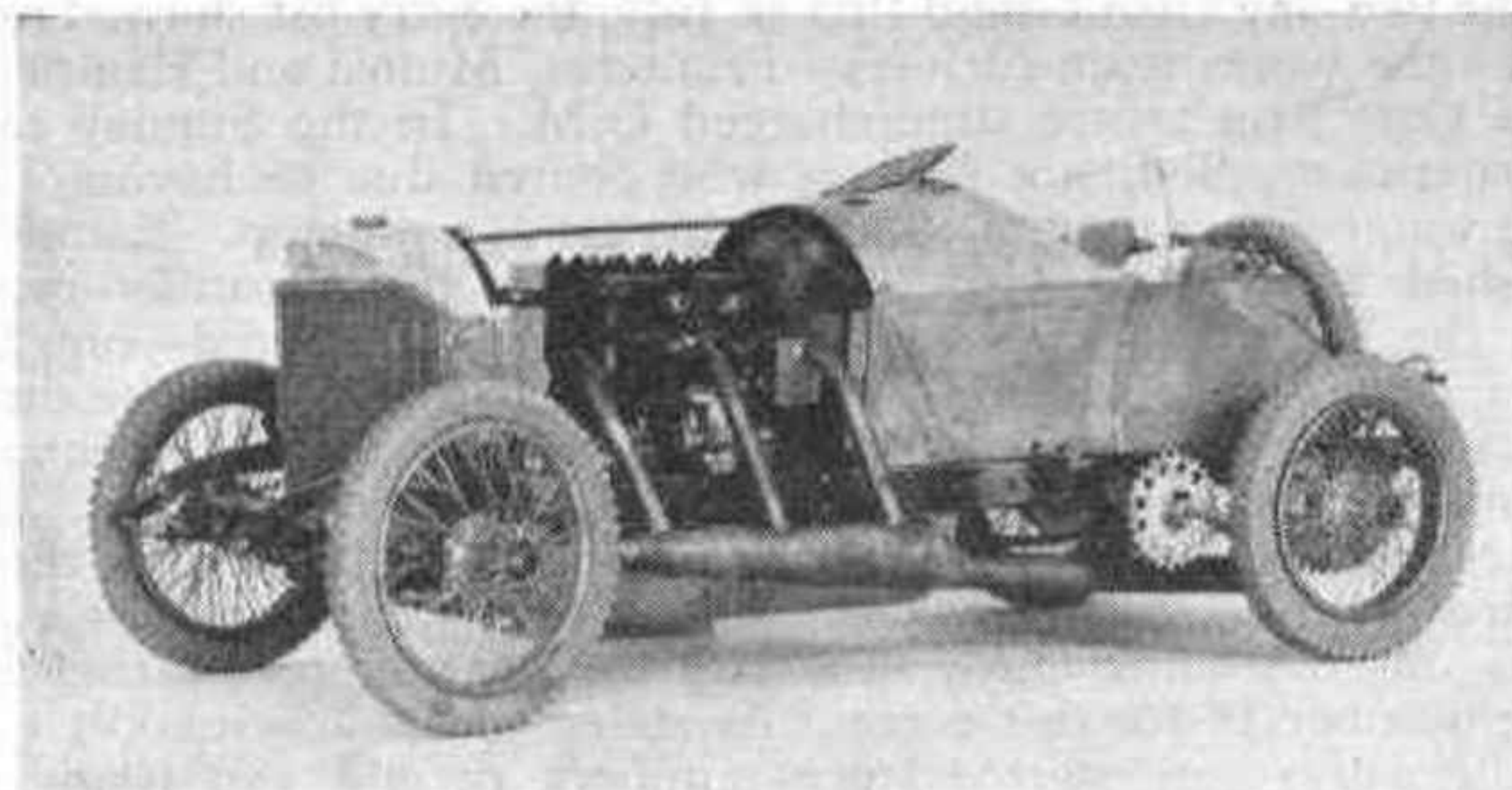
VINTAGE POSTBAG

The British Car

Sir,
In the August issue you state that the British car is not listed in "Doyle," but it is in fact to be found on page 43 of the latest edition, which I edited last year. It is one of the many makes



STILL THEY COME TO LIGHT!—This 1911 3-litre Calthorpe was bought by someone in Newark in 1920 and has since been re-discovered, and restored by its new owner.



Not another G.P. Mercedes unearthed, but a splendid model of the 1913 car by John Stubbs, not quite completed, but with a Westbury twin-cylinder petrol engine under its bonnet.

which I discovered from the John Pollitt files, and I believe it was advertised in the *Motor Car Journal* during 1906-07. Unfortunately I have not got the files with me over here, or I could have given you more information about the formation of the company, etc.

Guernsey.

G. N. GEORGANO.

* * *

Mystery Solved

Sir,
The Bullnosed Morris at present for sale at Exmouth for an exorbitant sum is a car constructed for use in trials in the 'twenties and 'thirties by the proprietor of a motorcycle business in Exeter called Leighton Steer. I first saw this car during the war when it was stored in his showroom. He told me that he had acquired a Derby that had been entered for the 1923 200-Mile Race but that it did not run because it failed the silencer test. [This would be Weymouth's car.—Ed.] He used the car for a few years but found the brakes unsatisfactory and had dismantled the car, transferring the body to a bullnosed Morris chassis to make a trials car, and retaining the engine in his workshop. At some time the timing case had been stolen from the engine out of the Derby and he had dropped his plans to use the engine in another chassis. What is for sale now is a vintage trials bullnosed Morris and the remains of a 200-Mile Race-entered car, rejected by the scrutineers.

I trust you will carry on your campaign against the astronomical prices some people are asking for vintage cars. In Dorset there is a 1927 Morris commercial lorry in very good order for sale for £1,000!!

If you are still interested in Raymond Mays V8s, the Berkshire police were using an open 4-seater one in 1947/8.

Exeter.

E. J. D. DREW.

* * *

A Return to O.M. History

Sir,
The article in the April issue of MOTOR SPORT and Mr. Linsdell's letter in the May edition were of great interest to me as a former O.M. owner. However, one or two minor errors and confusions in the text and captions to the photographs attracted my attention, and the following comments may be of value to others interested in the competition history of these fine cars, and their eventual fate. My facts and figures are from contemporary issues of *The Autocar*—of course, even reports written at the time may contain errors or mis-statements, and therefore cross reference with information from other sources is always desirable.

My interest is in the Mille Miglia type cars in the main, but I would confirm that the photograph on page 270 is indeed of the 1929 Double Twelve team, and was used in R. A. G. Carburetors' advertisements. The drivers were Oats/Clarke, Wilkinson/Ashby and Dickie/Parker, and they finished 16th, 17th and 21st—apparently only one car of the team used an o.h.v. engine. In the 1929 B.A.R.C. Six-Hours' race Oats is given as finishing fifth, not sixth, at a speed of 66.22 m.p.h., being third in the 2-litre class.

Turning to the Irish races of 1930 in which the works team of three 2.3-litre s.v. supercharged Mille Miglia cars were entered,

in the two-day Irish Grand Prix in July, the entry list showed four cars—the works team (drivers—Fronteras, Minoia and Ramponi) plus Oats in a 2-litre supercharged O.M. In the Sunday race Fronteras crashed, not Minoia who retired due to having had cold water put in the hot engine of his car at a pit stop. Ramponi finished 17th, Oats 23rd overall (11th in the Saturday race). For the T.T. in August two 2-litre cars were entered—one for Oats and another for an unnamed driver, together with the three Italian team cars (drivers—Fronteras (reserve driver Morandi), Ramponi and Minoia (reserve for the latter two, Conti)). In the race only Oats' car of the 2-litre entries started, but, as mentioned by Mr. Linsdell, Oats was ill, so Fronteras drove it. This was the white O.M. shown in the photograph bearing the race number 15 for this event. As stated in the article, only two of the works cars started (race numbers 17 and 18), Ramponi having crashed one car in practice. The latter finished 15th in the event, Minoia finished 17th and Fronteras finished unplaced in the 2-litre.

It is misleading to state under the heading 1931, "the main attention of the Rawlence team for this year was directed towards Ireland and the T.T.", for in fact there were no O.M. entries for this race that year; indeed, only one O.M. appeared in Ireland in 1931, this being the car illustrated, GJ 24, which ran in the 3rd Irish Grand Prix at Phoenix Park. The photograph shows it bearing its race number, 7, in company with Field's Invicta, number 3.

It was a late entry, and the text is wrong to state it won its class; in fact it retired after bearing trouble. It probably ran with the 2.3-litre s.v. engine as at present fitted, not an o.h.v. unit.

Regarding the history of various individual cars mentioned by Mr. Linsdell, a year or so ago I came across a reference to the ex-Widengren 8-cylinder G.P. car in an old copy of a magazine, I think it was an issue of *The J.C.C. Gazette* dated circa 1949. This said this car was now in the possession of Mr. Peter Burroughs, whose address was 507, C.T.C. Buildings, Plein Street, Cape Town. Perhaps vintage enthusiasts in the Republic might make inquiries in this direction?

The car mentioned as being in Serge Pozzoli's museum at Monthéry is the 2-litre o.h.v. 2-seater, registration number CJH 222, which I once owned. I doubt it was Oats' 1930 T.T. and Irish Grand Prix car, in fact it was originally registered as GJ 99, and a continuation log book I saw stated it was then a "sportman's coupé." During 1936 it was re-bodied by Monaco Motors at Watford and re-registered. The series of registration number "GJ" was issued by London County Council from May to July 1930, therefore both this car and GJ 24 (see above) were on the road before the first race in Ireland in which Oats' 2-litre and the Italian team cars appeared. Contemporary pictures of the Italian cars show they bore Italian registration numbers, so it is reasonably certain GJ 24 was not a team car.

BXW 404, which has unfortunately disappeared from view, was once owned by Scott-Moncrieff and is quoted by him in his book as being a 1935 2.3-litre supercharged car. It was certainly fitted with an o.h.v. head when I last saw it, which rather disproves Mr. Dunkeley's remarks as quoted in Mr. Linsdell's letter.

GN 8762, illustrated in the March 1956 issue of *MOTOR SPORT*, is possibly still in existence; it is likely it is the ex-Ramponi 1930 T.T. practice car, the bodywork seems identical to the team cars. Three O.M.s are in the Turin Museum, one 2.2-litre s.v. Superba tourer and two 1½-litre s.v. tourers.

London, N.10.

J. J. HALL.

Indianapolis Model-Ts

Sir,

I was intrigued by the reference to Mr. Bradshaw's 1917 Indianapolis model-T Ford, in view of the fact that no race was held at Indianapolis in 1917. The first appearance of Fronty-Fords at the brickyard seems to have been in 1922, and these 2-seater Indianapolis Fords appear to have had twin overhead camshaft model D-O 16-valve Frontenac cylinder heads designed by the Chevrolet brothers, with exhaust pipes on the off-side, opposite to that on Mr. Bradshaw's car. The 1923 and 1924 single-seater Indianapolis Fords, known as Barber-Warnock Specials, had 8-valve Frontenac heads with s.o.h.c.

According to the American historian Charles Betts, the early Frontenac head had eight valves operated by push-rods, called the model R. The model S-R was similar except that provision was made for using two sparking plugs (as on Mr. Bradshaw's car) and for mounting two carburetters. Later the Chevrolet brothers made an overhead camshaft and drive assembly to replace the rocker arm systems on the models R and S-R. Charles Betts does not mention a 16-valve single overhead camshaft head, but

Mr. Bradshaw's car shows that they must have made one.

Undoubtedly his is a genuine racing model T, but one wonders whether it ever ran in an Indianapolis 500-Mile Race. I believe there was a small half-mile Hoosier Speedway at Indianapolis, opened in November 1922. Perhaps Mr. Bradshaw's car ran there before coming to England?

Longstanton.

PETER HULL.

G.P. Delage History

Sir,

I was most interested in A. F. Rivers-Fletcher's reply to my Grand Prix Delage article. The chassis numbers quoted are enlightening as the Briggs Cunningham car in America is reputed to be No. 1, the chassis frame in my possession is clearly stamped No. 2 on the top of the front dumb-iron, but I do not know the number stamped on Rob Walker's Seaman chassis. If Campbell's two cars were 2 and 3, then the Seaman chassis should be No. 4, being the ex-Senechal car. The logical answer seems to be that it was No. 3 car that was wrecked at Monza whilst owned by Howe.

The engine fitted to Mike Bradley's Chula frame Delage is clearly stamped No. 2, so presumably was fitted to my frame originally.

I do not quite agree with Mr. Rivers-Fletcher that Howe acquired a car from Capt. J. C. Davis. My records show that Howe bought one car from Campbell, another from Senechal. The Capt. Davis car was bought by Prince Chula.

I cannot comment on the gear positions, as Mike Bradley's car is the only one with a manual box; this car has not run for at least two years.

Swanmore.

ALAN BURNARD.

HONDA GRAND PRIX CAR—continued from page 731

in the same plane, which is at right-angles to the fore-and-aft axis of the car. This is the sort of layout used on Honda 4-cylinder racing motorcycles, and used by Gilera and MV motorcycles for many years. It is interesting to record that Maserati have had an exactly similar V12 transverse-mounted, unit-construction Formula One engine on the test-bed for more than two years, and though it has done a lot of experimental running it has never been installed in a chassis. The Honda uses conventional inlet ports in the vee of the engine, fed by twelve tiny Japanese motorcycle carburetters. The engine is canted slightly forwards, which makes access to the front bank of sparking plugs a bit difficult, and with four valves per cylinder there is only room for one Japanese NGK plug per cylinder, ignition being at present by an energy-transfer system driven off the nearside of the gearbox. The front exhaust pipes run downwards under the engine, merging into two tail pipes and the rear ones protrude over the tail, the left-hand three running into one tail-pipe and the right-hand three into another, there being no megaphones on the ends. The multi-plate clutch is mounted externally on the right of the 6-speed gearbox and is hydraulically operated, and a vast water pump is driven from the same shaft that drives the clutch, the pump being on the left of the gearbox. A light tubular framework behind the final drive carries a large battery and the bodywork encloses the whole of the mechanism. In the cockpit the gear lever is on the right-hand side, the tiny leather-covered steering wheel is set slightly to the left and an 18,000-r.p.m. tachometer is used. The engine is supposed to give peak power at 12,500 r.p.m. and while no b.h.p. figures have been quoted the aim must be to have over 200 b.h.p. otherwise the car would not be competitive. During practice at Nurburgring the car would only pull 10,500 r.p.m. in top gear, and though it would go to over 12,000 r.p.m. in the gears the power was falling off rapidly and there seemed little point in revving so high.

While being of great interest the Honda was not unduly impressive either in its finish and construction, or its performance, but remembering the progress made with racing motorcycles in two years it will be interesting to review the progress with the car by the end of next season when the current 1½-litre formula ends. The car has been just about one year late in appearing on the circuits, so that its racing life can only be one and a half seasons. The question for the future is whether Honda are preparing for the 1966 formula.

As a footnote it is worth mentioning that Honda motorcycles in the 250 c.c. class were trounced once again by the two-stroke Yamaha twin-cylinder in the Ulster Grand Prix on the magnificent Dundrod circuit in Northern Ireland, so perhaps the Honda image is stumbling.—D. S. J.

A Tale of TWO SIMCAS

I WAS always an enthusiast for the vivacious Simca Arondes, with their air of distant relationship to lively Fiat models of approximately similar engine size. Chrysler tended to embarrass Simca by advocating front engines with rear-wheel drive just when the rear-engined Simca 1000 was struggling to become established, but the latest Simca 1000 is another very "usable" small car.

It is joined in the Simca family by the 1300 and 1500 saloons, again conventional cars with engines ahead, the drive astern.

Handsome, with excellent visibility on account of a very deep windscreen and thin pillars, these new Simcas are attracting much favourable attention. I have sampled both of them, somewhat hurriedly, and formed the following opinions.

The seats, with adjustable-rake squabs, are generous in size and very comfortable in all except hot weather, when the beach-ball resilience of the plastic-upholstered cushions hugs one uncomfortably. But ventilation from rotatable scuttle vents is good.

Performance is good, too, and achieved without undue clamour. The Simca 1500 will reach 94 m.p.h. and accelerate from 0-50 m.p.h. in 11.0 sec., devouring a s.s. ¼-mile in 20 sec.

The Simca 1300 accomplishes 85 m.p.h., 0-50 m.p.h. in 12.7 sec., and a s.s. ¼-mile in 21.4 sec., even more quietly, because the bigger-engined car (75.2×83 mm.—1,475 c.c. against 74×75 mm.—1,290 c.c.) has a faintly sporting note from its engine and a very slight whine in top gear. The 5-bearing engine, which develops 81 (gross) b.h.p. at 5,400 r.p.m. in 1500 form, 62 (gross) b.h.p. at 5,200 r.p.m. as a 1300, revs fast, to 6,400 r.p.m. in the gears, maximum torque from the 1500 occurring at 3,500 r.p.m., when 90.4 ft./lb. is achieved. It uses the economical progressive-choke Weber 28-36DCB carburetter.

The driving position is good, but the clutch and brake pedals are set high in relation to the accelerator. The gear-change is effected by a long, central lever working "back-to-front" and spring-loaded away from the lower ratio. Most testers found the action satisfactory but to me it was a soggy, unprecise action, apt to catch-up unless the lever was brought fully to the right to engage bottom or second gear, and not helped by a rubber knob that was inclined to rotate and a heavy, indecisive clutch. However, perhaps both test Simcas had been used brutally—certainly the clutch of the 1300 was apt to slip. The actual synchromesh—Porsche baulk-ring—is unbeatable; reverse location is sensibly opposite top-gear position.

The steering calls for over four turns, lock-to-lock, but the lock is distinctly generous, there is no kick-back, and control is generally satisfactory, if lifeless, although this is sticky rather than heavy steering.

The drum brakes of the Simca 1300 functioned well; better, indeed, than the disc/drum brakes of the larger car. Both models had rather too-lively coil-spring suspension. The smaller car was happy at around 70 m.p.h., the larger one at 80 m.p.h., when its 5-bearing engine was galloping round at 5,200 r.p.m. The cornering tendency is understeer, the back axle of the 1500 becoming a bit lively over bad roads when accelerating.

The bigger car had the optional walnut facia trim, durable-looking carpets, and pockets both sides of the scuttle; there are parcel-nets on the backs of the front-seat squabs. The smaller-engined Simca had a single scuttle pocket for the driver, a plainer facia, but both had very deep cubby-holes at each end of the facia, with lids opened by depressing big push-buttons. A Rolleiflex camera could just enter the cubby aperture.

A hooded 100-m.p.h. speedometer incorporates the anticipated warning lights, a long r.h. stalk controls lamps and flasher, French style, a short stalk above it operating turn-indicators that cancel rather too readily. There is a foot-operated control for the screen-washer, apt to be confused for a foot lamps-dipper, and facia knobs, with a gold finish, look after car temperature/heater fan, panel lighting, 2-speed wipers, and choke on the 1500. The 1300 has a knob for the two-tone horn (compulsory in France), delightfully identified by a sketch of a bulb horn! On the 1500 this control is on the steering-column nacelle. Lights at each



A MEMBER OF THE SIMCA FAMILY.—The front-engined, rear-drive Simcas come in two sizes, 1300 and 1500. This is the 1300 model. Note the extremely generous window area and well-balanced lines.

end of the facia sills, with courtesy action, are a feature of the 1500. Separate dials give fuel contents and water-temperature readings. The boot lid locks automatically, U.S.A.-wise. The boot is of good average size. The interior door handles are beneath the arm-rests but sufficiently far below them not to be grabbed inadvertently. A minor irritation is that only the driver's door has an external lock.

The hand-brake is a pull-out affair under the facia on the left of the steering column and there is a ¼rd horn-ring. Roof grab handles are provided for all occupants not holding the steering wheel.

An excellent feature of these Simcas is a tank capacity of just over 12 gallons. This gives such a useful range that I did not manage to take fuel consumption checks, but the Simca 1300 would appear to give around 30 m.p.g., the 1500 about 27 m.p.g. Neither car used oil. Both, incidentally, were shod with 5.90×13 French Dunlop B7 tyres.

As individual, good-looking family saloons with useful performance, I rate these conventional, comprehensively-equipped Simcas good value, respectively, at £798 15s. and £918 15s., inclusive of p.t. But I infinitely prefer the controls of the less expensive rear-engined Simca 1000. All models are handled here by Simca Motors (G.B.) Ltd., Oxgate Lane, Cricklewood, London, N.W.2.—W. B.

JUSTICE?

Stratford-upon-Avon may have been the Home of the Bard. It is not the home of British Justice, evidently. According to that reliable newspaper, *The Birmingham Post*, which thought it justified a terse Editorial, Stratford-upon-Avon Magistrates fined a second-offence 17-year-old labourer £5 for assaulting a policeman, £1 for damaging a police car and £9 for restitution of damage. The same court, under a different Magistrate, fined a first-offence 70-year-old pensioner £20 and £14 3s. costs on a charge of careless riding of a motor scooter.

The Birmingham Post asks: "... can it be seriously argued that this driving offence by an old man was so much more heinous than a youth's assault upon a policeman as to merit a fine four times as great?" and concludes: "This whole question of punishments has got to be so thoroughly ventilated that these discrepancies disappear."

Certainly it is war on the motorist under Marples; better, it would seem, to be a fighting Mod or Rocker than a tax-paying motorist who has the misfortune to make a single error in his driving.—W. B.

That standby of motoring writers, politicians (if they are on our side), broadcasters and journalists, "Basic Road Statistics" is available in the 1964 edition, price 1s., from the British Road Federation, 26, Manchester Square, London, W.1.

LETTERS FROM READERS

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

THE MERCEDES-BENZ 300SE ROAD TEST

Sir,

Well now we know what makes this the Best Car in the World, it has a "foot dinner"!

This conjures up pictures of W - - - - m B - - - y cruising at 80 m.p.h. down the M 1, nonchalantly pressing his "foot dinner"—the fascia opening gracefully, and a tray of roast beef and two veg. silently being served.

Rolls-Royce—kindly take note—cocktail cabinets are no longer enough—get with it!, fit "foot dinners."

Thanking you for so much monthly reading pleasure.

Penicuik.

FRANCIS A. HAMMOND.

[Yes, postal delays affected the putting to bed of the August issue and the printers made a haggis of my good intentions. For instance, not being Fangio I do not corner a 300SE habitually at 100 m.p.h.; I wrote *cruising* at 100. Nor do Mercedes-Benz put upholstery in their ash-trays. As for that foot-dinner, the proof-reader is going to eat it, not me!—Ed.]

"GRASSHOPPERS"

Sir,

The following information regarding the Austin "Grasshopper" UI 3345 may be of interest to your correspondent Mr. Hornby.

I owned UI 3345 in 1951-52, at which time it had a Ford Ten engine and the L.M.B. i.f.s. The two air scoops (extractors in fact) were fitted by myself in an attempt to improve the cooling at speed. The fitting of the Ford engine was not very successful, as the Austin radiator was too small and I never managed to make satisfactory connections between radiator and engine. The car also had oversize rear wheels at this time.

There were three aluminium-bodied cars built for the 1937 Le Mans, and fitted with 3-bearing crankshaft unblown engines. These were registered COA 118, 119 and 120. One of these, COA 118, was later blown, and another was written off (probably COA 119). I think, therefore, that UI 3345 was originally COA 120 and was fitted with i.f.s. and the Ford engine some time between 1947 and 1950.

I hope this will be of some assistance.

Princes Risborough.

P. W. WIDDOWSON.

THE G.P. FORMULA

Sir,

Much as I am looking forward to the 3-litre unsupercharged/1½-litre supercharged Grand Prix formula of 1966, I feel it is very fortunate that the current formula has another year to go, as I feel that there is little doubt that the next year should be the best yet.

The first year, as we are all aware, was a Ferrari benefit, with only Moss being able to prevent the Italian cars running off with every race they entered. Although the picture changed dramatically with the advent of the British V8 engines in 1962, the years 1962 and 1963 must be regarded as those of two-man domination in Grand Prix racing, with Jim Clark and Graham Hill winning 16 out of 19 Grand Prix between them.

I feel that this picture is now beginning to change. Clark, with three wins so far this season, has a very strong chance of holding his title for 1964, but next year the picture may be very different. Dan Gurney, with a little bit more luck (may I even say, with a little bit less bad luck), would be well in the picture for a title, and John Surtees should at last have a racing car worthy of his talent. Already this year four different drivers have won a Grand Prix (what has happened to Jack Brabham after his brilliant start in non-championship meetings?), and we have still four championship meetings to go.

For these reasons and the fact that the current formula has brought about some stirring battles, I am only too glad we have another year to go.

My MOTOR SPORTS do not go back to the beginning of the current formula, but would I not be right in suggesting that last week's German Grand Prix was the first race under the present formula in which a Climax-engined car (4- or V8-cylinder) has failed to score a Championship point?

May I take this opportunity of congratulating you on your magazine's brilliant photographs.

Bradford.

MICHAEL G. W. BELL.

THE CASE FOR CAMPBELL'S DUNLOPS

Sir,

The prejudice shown by MOTOR SPORT against certain British products is fast outweighing the admiration for cars emanating from Germany.

In the last two issues of MOTOR SPORT disparaging references have been made to Dunlop tyres, the first at the foot of page 555, July 1964 issue, whilst in your Editorial under "Matters of Moment" on page 611 of the August issue you say: "Early reports quote Campbell as blaming the Dunlop tyres, which, if true, is poor repayment to a vital sponsor."

Now, Sir, IF Campbell blamed Dunlop I couldn't agree more, but what is the source of these early reports? Having in mind the importance to both Campbell and Dunlop, I hope you verified them before having just another little "dig" at Dunlop.

For the benefit of those who may be misled by your remarks, it may be appropriate to quote from that most reputable journal *The Engineer*, dated July 31st, 1964:—

"BLUEBIRD'S" TYRES

News of Donald Campbell's success in securing the official World Land Speed Record must have been received with great satisfaction by the Dunlop company. The 4,500 h.p. from the Bristol Siddeley 'Proteus' was divided between the front and rear wheels and this, together with Lake Eyre's exceptionally harsh surface of salt and 'bull dust' (used locally as an abrasive for valve-grinding and similar purposes), were quite probably the most arduous conditions ever asked of any tyres and wheels. The fact that, in the event, conditions were adverse enough to tear strips of very thin 2-mm. tread rubber from the tyres, is a vindication of the tyre designers' policy of 'built-in safety,' which provided a considerable safety margin even at the car's maximum speed of over 400 m.p.h. Donald Campbell said after the runs: 'The tyres did an incredible job in savage conditions. The salt was in a strange state—soft on top and very hard underneath, with razor-sharp salt crystals. The ruts were as much as 1½ in. deep in places, but although they slashed the tread rubber of two tyres the casings held perfectly.' The technical skills needed to make 'Bluebird's' tyres are based on Dunlop's experience in providing tyres for every successful attempt on the World Land Speed Record since 1929. It is doubtful if the knowledge required for this sort of operation is available anywhere else in the world. 'Bluebird's' tubeless tyres were made at Fort Dunlop, Erdington, Birmingham; the wheels were provided by the Dunlop Rim and Wheel Company at Coventry. They consist of two halves, joined by sixty high-tensile steel bolts, whilst eight bolts secure the wheel to the hub. The test programme included spinning tests at the equivalent of 650 m.p.h. to provide a significant margin of safety."

With the kind permission of the Editor of *The Engineer*, the quotation is in full. I make no apology for its taking so much room in your correspondence columns since I feel that in all fairness you owe it to your readers and the parties concerned to print it.

I should, I suppose, add the usual disclaimer—I have no connection whatsoever with Dunlop Limited or, for that matter, the motor trade. I do, however, admit to being British and rather proud of it too.

Liverpool.

A. JOHNSON.

SCRUFFY SEVENS

Sir,

The Austin Seven rally at Beaulieu on July 5th was a deservedly popular event, but to a former Seven owner (1933 saloon AEV 828) it was disappointing to see, among the splendid examples in original or restored condition, so many vehicles presented in non-standard and often scruffy paintwork.

I do appeal to enthusiastic restorers of these delightful little cars to consider using the original Austin Seven colour options as far as possible. After all, maroon, dark green and dark blue, for example, can be just as attractive as garish yellow, pillar-box red or mauve.

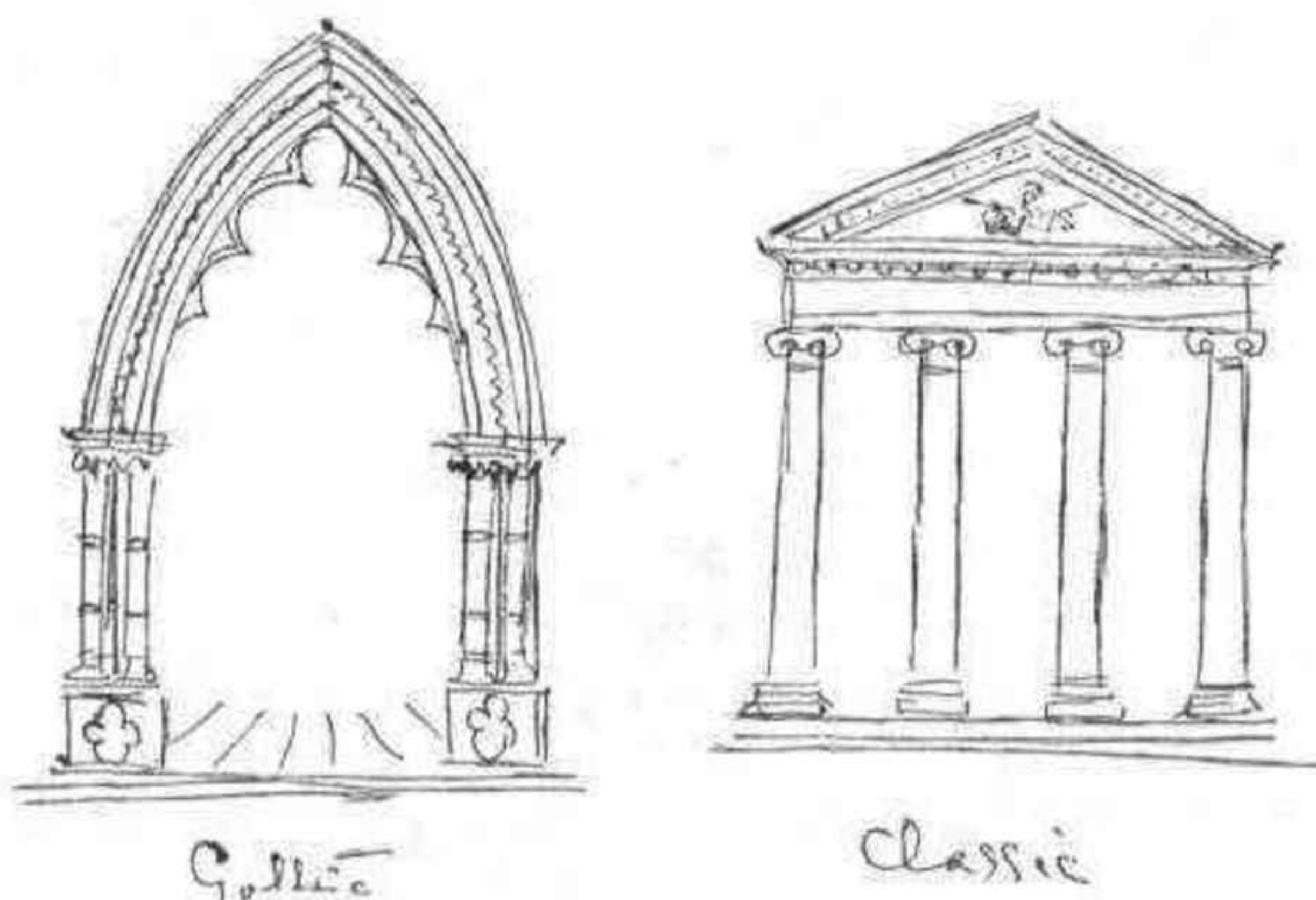
Coulsdon.

T. J. AUSTIN.

[Yes, but don't forget that such cars appeal particularly to impecunious enthusiasts, such as myself!—Ed.]

GOTHIC OR CLASSIC?

Sir,
I sometimes read MOTOR SPORT with a certain amount of amusement, especially the references to R.-R.—you do really seem to have “a flea in the ear,” “chip on the shoulder” on this subject. However, you are as free to express your opinions as anyone else but do, please, get your architectural orders straightened out when calling a R.-R. radiator “Gothic” in the August issue—or was it really a Bentley you were driving?
Congratulations on a generally splendid publication.



Gothic

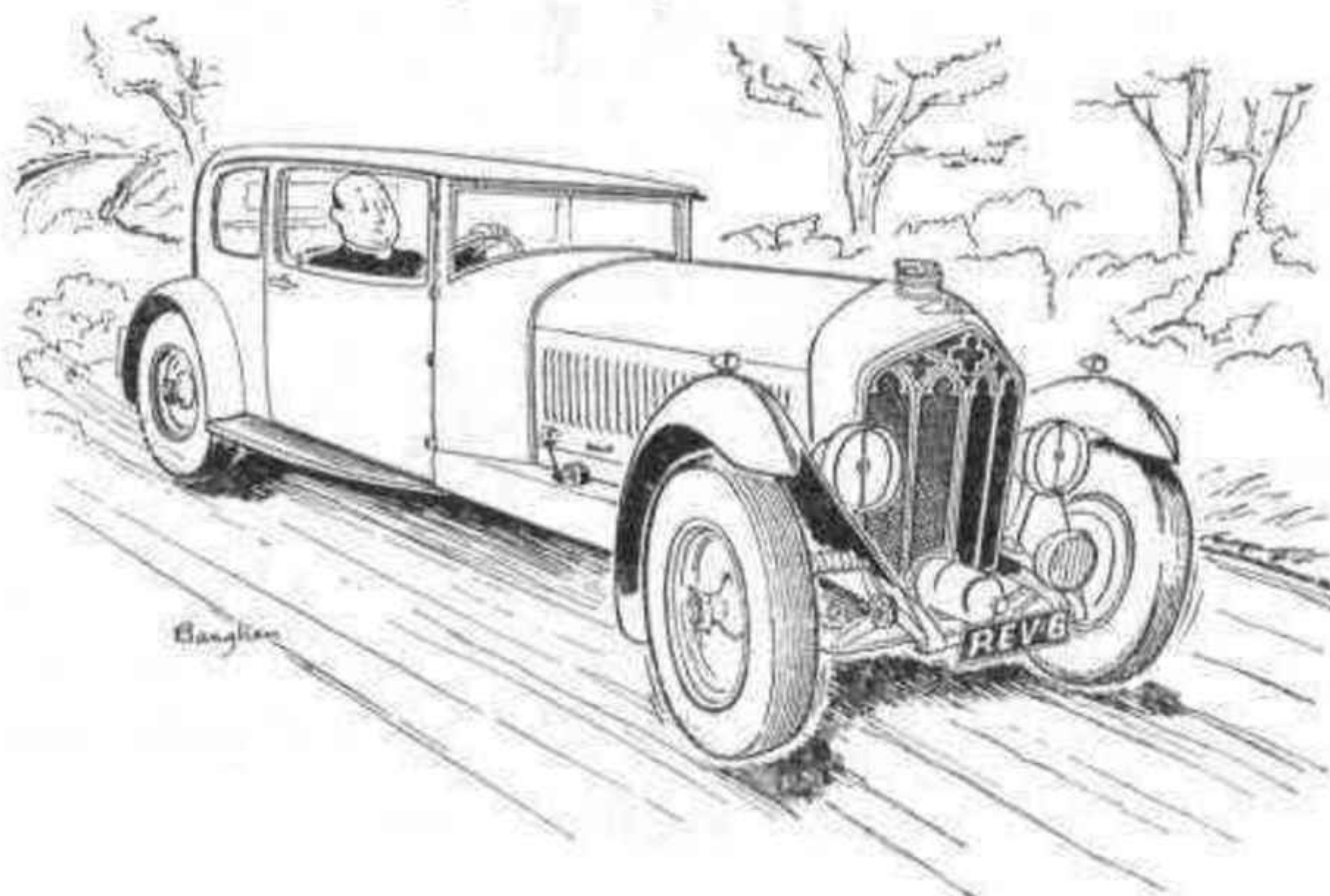
Classic

London, S.W.7.

FELIX KELLY.

Sir,

Your reference to that Phantom II
—a rather biased driver's view?
The Royce, so large and so exotic
—her radiator is NOT gothic!
The Rector's standard six, by gad,
is my idea of gothic rad.!



Carshalton.

G. E. BANGHAN.

PRECISION TIMEKEEPERS

Sir,
As a keen motorist and as a Fellow of the British Horological Institute, I have been particularly interested in your recent issues to see descriptions of precision timekeepers.
However, I feel both you and your readers would be interested in the new Bulova “Accutron,” which is to the conventional watch at least what a Citroën DS is to an Austin Seven. It is a superb example of micro-engineering and depends upon the resonance of a tuning fork rather than on balance-and-spring. I feel sure the Bulova (U.K.) Watch Co. would be pleased to supply more details.
Usual disclaimers; my only interest is admiration of the engineering and envy of the owners!
London, N.W.9. R. J. SMITH, F.B.H.I., G.I.MECH.E.

THE LAW

Sir,
Your correspondent who was gonged for flashing a white fog-lamp to the rear at a peasant breathing down his neck on full beam, has made two mistakes: (i) he should have had an amber bulb in the fog-lamp, (ii) he should, as an alternative, have asserted that the lamp was not fitted for the purpose of seeing to go backwards.
I know this sounds odd, but consider the Road Vehicles Lighting Regulations 1964. SS. 16 and 17 (c) taken together specify a maximum of two reversing lights of a maximum of 24 watts each. S.19 reads: “No reversing light on a vehicle shall be illuminated except in so far as is necessary for the purpose of reversing the vehicle.” Our friend is likely being charged under 17 (c) and 19.
The two escape roads I indicated are opened by S. 3, “Interpretation,” which has: “‘Reversing light’ means a lamp which is carried by a vehicle and shows a white light to the rear for the purpose of reversing.” (My italics.) Thus SS. 16-19 inclusive, which form Part IV of the Regulations and apply exclusively to “Reversing Lights on Vehicles,” will not apply at all to lights which are not “white” OR are not “for the purpose of reversing the vehicle.” It is open to argument what these expressions mean as they are not defined for us.
Your correspondent should now fit an amber bulb to his stern lamp (wattage immaterial) for the future, and in court should roundly assert that he installed the thing in the first place solely to deal with peasants breathing down his neck on full beam (and not for reversing at all), as I can find nothing in the Regulations, or anywhere else, which would make such a purpose *per se* illegal.
If I am right, either the Parliamentary draftsmen nodded, or else they wanted to keep their own 72-watt amber reversing lights, in which case I think I will join them.
Dundee. KENNETH H. ROSS.

GREEN CARDS

Sir,
Today, foreign travel is easy, and swift, and most organisations concerned are geared to provide a 24-hour service in emergency (even the Civil Service can produce a passport quickly). However, I would like, through your columns, to draw attention to the apparent inability of the motor insurers to provide green card cover, essential for Continental motoring, outside office hours.
Last Wednesday evening we received a telegram notifying us of the death of a near relative in Austria. All flights were booked, but the A.A. were able to offer us a booking on the night boat. However, the complete inability to obtain insurance cover prevented us from availing ourselves of this offer, and the only method left was to sit at London Airport as standby passengers until seats became available, causing great distress to the deceased's daughter and family.
I feel that we cannot be the only family or organisation who has ever needed to obtain green card cover out of office hours, and I feel that the Motor Insurers Bureau could provide 24-hour facilities at the major ports, either by their own offices, or through the motoring organisations.
Camberley. B. BENSON.

THE MOBILE FIFTH COLUMN

Sir,
I read with a mixture of amazement and alarm the account by my fellow reader, Mr. Powell, of his prosecution by this despicable “whiter than white” and “holier than thou” motorist. In this day and age of the all-powerful Gauleiter of the M.O.T. with all his machinations, I would have imagined that there still was a small degree of laissez-faire amongst motorists. This evidently is not true, so I would humbly suggest, for the good of all, that motorists of the “I shall sneak on you” ilk should declare their intentions by fitting revolving blue lights to their car roofs and wearing at all times dark blue chauffeurs' hats.
Whereas I would never condone acts of bad manners and flagrant contravention of the Highway Code, I do believe that notes should be extracted from one's own eye before removing beams from the eyes of others.
As this prosecuting motorist is probably not without stain, I suggest he grows up and realises that “sneaking” is not on.
Motoring today is enough of a hazard without having to contend with a self-righteous self-appointed fifth column whose sole intention, it seems, is to speed this country's transport progress towards George Orwell's 1984 at a faster pace than even our illustrious Member of Parliament for Wallasey, Cheshire.
Henley-on-Thames. S. G. LEITCH.
[And so, I hope, say all our readers.—Ed.]

THE DIPPED HEADLAMPS CAMPAIGN

Sir,

I applaud your resistance to the Birmingham Dipped Headlamps Campaign. The persistence of its sponsors in the face of doubtful evidence combined with the substantial vested interest in the campaign's success on the part of certain local enterprises raises a question of motive and to my mind makes the whole scheme most suspect.

Ewell,

GEORGE LANE

Sir,

I had the pleasure of visiting the U.K. a few years ago, and the aspect of motoring there which really impressed me was the custom of driving on side lights only in well lighted areas.

I found that (despite the density of London air) I could see farther and clearer on your well lighted roads, no glare, no blinding lights—it was really a pleasure—so I can only draw the conclusion that the B.D.H.C. suffer from excessive smog and need fewer chimneys, not more lights.

Interesting thought: The life expectancy of the Londoner is greater than that of the Sydneyite, who, incidentally, must drive on dipped lamps.

Regents Park, N.S.W.

OWEN O'FLAHERTY.

* * *

THOSE FUTILE M.O.T. TESTS

Sir,

Recently I have had my Morris M.O.T. tested, and it seems that, as with most things, one just has to hunt around for the "best buy."

As you will see from the enclosed results from six different M.O.T. approved garages (two being the same Company but in different towns), yet another of Mr. Marples' schemes to extract money from the motorist has succeeded whereas its aim has gone by the board.

The table enclosed shows a cross section of whether or not the garages would pass me on each point. Garage 1 passed me with a broken back spring and with a broken reverse gear.

Lane End.

R. PENN.

	Lights	Foot Brake	Hand Brake	Front Suspen.	Rear Suspen.	Gear
Garage 1	Yes	Yes	No	No	Yes	Yes
Garage 2	Yes	Yes	Yes	Yes	No	No
Garage 3	Yes	Yes	No	No	No	No
Garage 4	No	Yes	Yes	No	No	Yes
Garage 5	Yes	Yes (60G)	No (40G)	Yes	No	Yes
Garage 6	Yes	Yes (50G)	Yes (25G)	Yes	No	No

* * *

HARD WORK

Sir,

We all know that the Mercedes-Benz is a very good car, but can it really be said to combine "the latest of automobile engineering concepts in its specification" when it still needs lubrication at 22 points every 1,900 miles?

Incidentally, for the price of over £4,000 you could buy a light aircraft such as mentioned in the article, and learn to fly it!

Coventry.

K. F. SPRAGG.

* * *

"YOU JUST CAN'T WIN"

Sir,

I read with interest Mr. Lynch's letter in your July edition, and it seems that Mr. Paul has gone to an exceptional amount of time and trouble to accept a settlement for the "total loss" of his car, which amounted to some £5 less than that offered by his own insurers 12 months previously—it appears that he has failed to realise that acceptance of the offer for this item of the claim does not debar a further claim separately and reasonably presented for "uninsured" losses. I would have thought that his legal advisers would have correctly informed him on this point, and also that the cost of insuring the hired car would be an admissible item as well—in future perhaps it would pay Mr. Paul (or anybody else for that matter) to seek the services of a good class of Insurance Broker.

Reverting, however, to the point at issue, Mr. Lynch has overlooked one important feature in that there are numerous other benefits provided under the "Comprehensive" Policy, and no doubt the Zurich policy provided an indemnity for "driving

other cars" by the insured person. If, therefore, one has the advantage of this then it is not unrealistic or "sharp practice" not to allow a refund of premium.

I would mention, however, that the practice of insurers is now tending to swing the other way, in an effort, not a right, to give the motoring public a better deal. The leading tariff company now allows a pro-rata credit, but not refund of unexpired premium, against the cost of a fresh policy.

Lastly, but by no means least, it can be arguable that as the subject matter of the contract has been destroyed (and the benefit paid) then the contract itself has been discharged. The other party then cannot request a partial return of their "consideration," as the insurers have faithfully carried out their obligations under contract imposed upon them.

Thank you for your enlightened and lively magazine—it is encouragingly refreshing to know that the motorist has at least one unbiased and outspoken champion for his rights. Please continue your excellent work.

Liverpool, 25.

D. M. MURRAY, A.C.I.I.

* * *

VW'S AMPOL SUCCESSES

Sir,

Is MOTOR SPORT's sense of fair play becoming a thing of the past? You boast about Ford successes in the Ampol trial but you do not mention the fact that VW won the team prize—the ladies' award—their class; and provided over 20 of the finishers.

Whilst I realise that Fords (unlike VW) put a lot of money into motor sport generally, and therefore expect this free publicity in return, I do feel that you should give credit where it is due—even when it concerns a car which most magazines choose to ignore. Coventry.

R. TUFFIN.

[One can hardly be accused of ignoring the VW! The only reason VW's successes in the very tough Ampol Rally were omitted was because full results had not reached us by press day—honestly, hand on flat-four!—ED.]

* * *

JAZZ AND THE G.P.

Sir,

I was very interested in D.S.J.'s comments on Jazz. Jazz and the sport are connected in many ways and perhaps we might see more drivers going in for this music. How about the Jim Clark Quintet—Jim Clark (tenor), Graham Hill (trumpet), Bruce McLaren (piano), Innes Ireland (bass), Dan Gurney (drums)—or Cecil Clutton and his Syncopators, the John Surtees Rehearsal Band or Richie Ginther's Messengers?

Vice versa, Mr. Chapman could employ Ronnie Scott and Stan Tracey, the Owen Organisation might make good use of Tubby Hayes and import Sonny Stitt, while Joe Harriott and Ornette Coleman would pilot the Coopers (that would be a controversial team—perhaps Thelonius Monk would be manager).

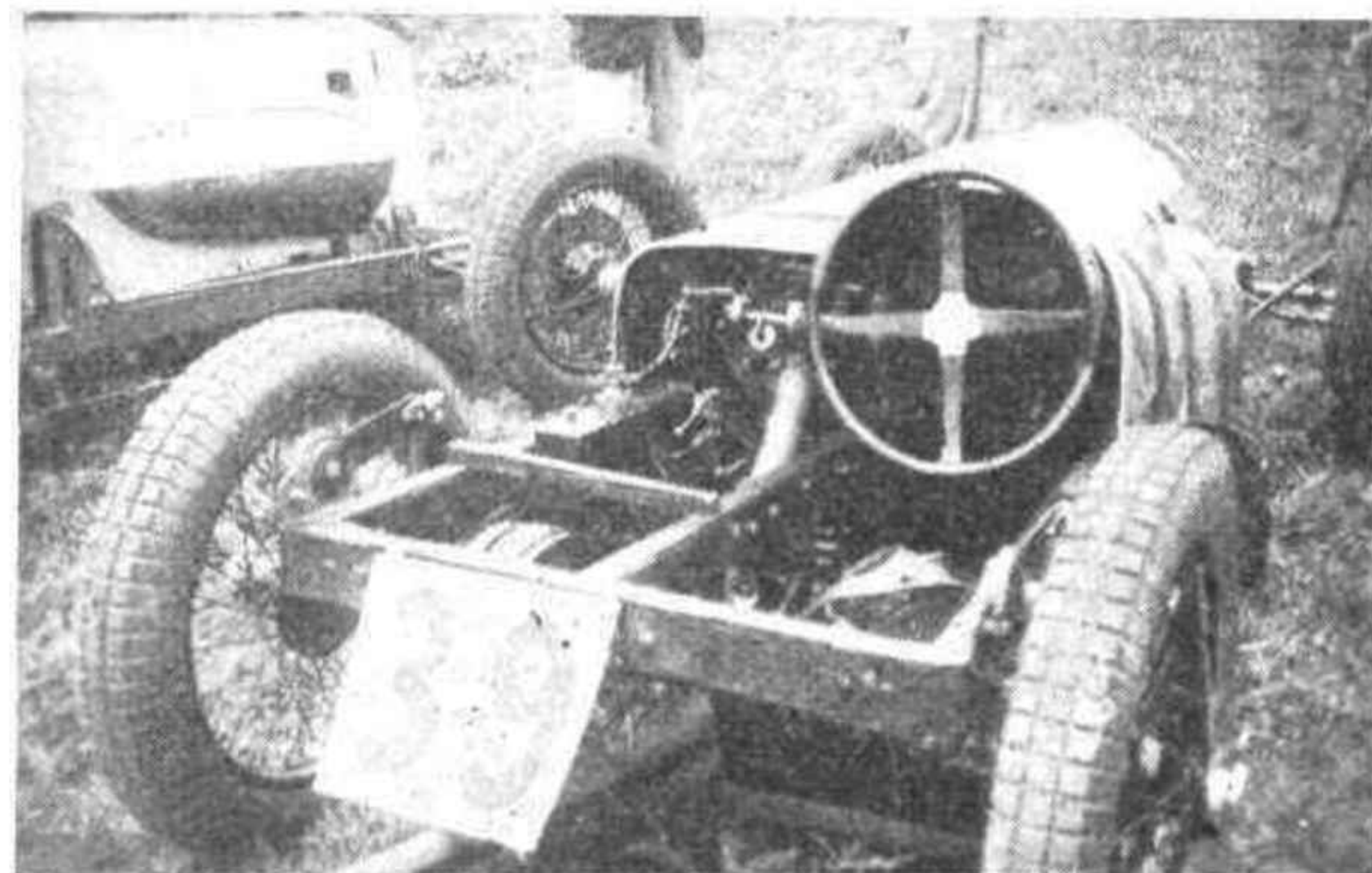
Shropshire.

S. BERESFORD.

[All double-dutch rather than double-beat to me, because although I am not musical I know the kind of sounds I enjoy, and they are not jazz sounds. But no doubt D.S.J. understands.—ED.]

.....

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FOR SALE

1954 **AUSTIN HEALEY 100**. Standard overdrive, wire wheels and heater. Resprayed red. Tonneau and sliding screens. New hood. Brakes retined and overhauled. 50/60 lb. oil. Screenwasher, etc. £200 bills. Taxed, M.O.T. Real goer, marriage forces sale. View in London by arrangement. Offers around £265 to Loveys, 50, Overslade Lane, Bilton, Rugby. [3963]

TALBOT 75 SALOON, 1938. Good condition. Needs new tyres. £40 o.n.o. 78, Church Avenue, Pinner. Tel.: PIN 8703. [3975]

1937 4-LITRE BENTLEY Park Ward, possibly unique close-coupled 2-door fixed-head coupé. Body very good. Bills for £350 in last year. Radio, heater. Photographs available for serious offers only. £450 o.n.o. Healey, Abacus Dunmow, Essex. [4340]

BENTLEY 1937, Park Ward saloon. Good order, well shod. Twin-tone horns. £250. Bishop, Whitehall, Ashford Hill, Newbury, Berks. [4353]

1936 RILEY ADELPHI 12 h.p., excellent condition. New clutch, brakes, tyres. £80. 41, Arundel Road, Woodley, Reading. [4354]

ALFA ROMEO 1938, 19-h.p. twin o.h.c. coupé. New hood. Suitable renovation or spares. £45. P. T. Pearson, Mayfield, Ludlow Road, Bridgnorth, Shropshire. Tel.: 2321. [4355]

BENTLEY 1935, drophead coupé, probably one of, or the only 3½-litre Hooper coachwork Bentleys left in this country. Recently resprayed metallic blue. Beautifully veneered dashboard and window surrounds. New hood last year. Over £200 spent over the last year. Radio, heater, spot lamps (covered by specially made chromed grilles), washers, tools, handbook, etc. Price £450. 38, Southern Avenue, South Norwood, S.E.25. [4360]

TR2 1955, NOVEMBER. New liners, pistons just fitted, oil cooler, heater, spots. Nearly New "X" 's. Excellent body resprayed blue last year. £215. Coult. Tel.: BAY 5290. [3849]

AUSTIN-COOPER, Oct. 1962, low mileage, immaculate. £380 o.n.o. 18a Evesham Street, Redditch, Worcs. [3854]

HEALEY SILVERSTONE E. Finest example of unique car. You won't be sorry. £325 o.n.o. Tel.: LEE 5095. [3880]

M.G. PA, COMPLETELY REBUILT. Original, new hood, bucket seats, immaculate throughout. £100. Bellamy, 103, Carlton Road, Derby. Tel.: 23338. [3889]

MORGAN 4/4, MAY 1963. Crimson, black leather trim. Perfect condition, many extras. £530 o.n.o. Parkin, Hartforth Grange, Richmond, Yorkshire. Tel.: Gilling West 370. [3912]

BRISTOL 401. Good condition but clutch suspect, hence fair price. £200 o.v.n.o. Tel.: Freemantle 9740. [3921]

LOTUS SEVEN 1962. Excellent condition, 17,000 miles. Sprite powered; all weather equipment, America wings, Red. Five new S.P. Positively no competitors. £400. Pitt, 4, Sutton Lodge, Clendon Road, Guildford. [3930]

BREAKING ALVIS Crested Eagle 1937. All in immaculate condition. One big-end gone, rest excellent. All parts very cheap. Tel.: Brighton 26146-29068, 10 a.m.-6.30 p.m. [3939]

HELIX Mk. II, multitube frame, Mistral fibreglass body, i.f.s., Panhard rod, tele shocks, tuned Singer 1,100 c.c. engine, c.r. box, full instruments. £110. Tullis, 28, Grace Road, Hillisons Wood, Allesley, Coventry. [3948]

RILEY 2.6, 1957. Two-tone grey. Radio, heater, etc. Must be seen. £275. "Medina," Burford Avenue, Salisbury, Wilts. [4392]

HEALEY 2.6 (one of the rare 4-cylinder models), 1956. Metallic ice blue. H/top, s/top, tonneau, wires, overdrive, 4-speed box, SPs, w/rim. Excellent condition. Going abroad. One owner before. £285. Shipp, "The Beacon," St. Catherine's, Guildford, Surrey. Tel.: 5565. [4393]

1947 ROVER TWELVE touring—a very good example of this rare model now available (Dunstable area) at £150. Apply Rover Sports Register, 11, Woodhall Drive, Pinner. [4394]

SUNBEAM RAPIER convertible, 1960. Overdrive, power brakes, belts. Low mileage immaculate in blue/white. £465. Partridge, 9, Ash Road, Strood, Kent, or Tel.: Beckenham 8101 (business). [4396]

1936 S.S. JAGUAR 2½, very rare 4-seat sports; 67,000 only. Full history. Recent respray B.R.G., rechrome. New wheels, tonneau, upholstery, instruments and extensive engine rebuild. Just run-in and immaculate. Further details and photo on request. £560 o.n.o. Write Box No. 0206. [4397]

TR3A 1960. Heater, tonneau, 18,000 miles. £425, offers. 35, Scott Road, Great Barr, Birmingham. [4400]

ASTON MARTIN Mk. II 1/2c., 1934. Excellent throughout. Offers around £475. Box No. 0209. [4401]

LOTUS 7 TYPE Special. Tuned 1172 engine, two S.U.s, bananas, split axle, hydraulics, "X" 's on 15-in. wheels. Cost over £500; a snip at £150. A. Cowham, 51a, St. Albans Road, Watford, Herts. View at 17, Moss Road, Kingswood, Watford. [4402]

1954 AUSTIN HEALEY 100. One owner. Beautiful condition. Gold Seal engine and recent refit, hard-top. £230 o.n.o. Talton, Fairview Lodge, Rudyard, Leek. Tel.: Rudyard 638. [4403]

ASTON MARTIN DB2 saloon, resprayed metallic sage green, white hide interior. Recently undergone extensive mechanical overhaul costing £500 approx. new tyres Dec. 1963, seat belts. Although registered 1952, must be one of the best in existence, being almost perfect. £500 or a very near offer. Exchange possible, Lancia GT Aurelia preferred. Calvert, 11, Carlton Drive, Heaton, Bradford, 9, Yorks. [4404]

FOR SALE—continued

AUSTIN HEALEY, 1955. Le Mans conversion. All new: gearbox, clutch, overdrive, batteries, rear axle, suspension, 100S wire wheels, "X" tyres. Alfin drums, Mintex. Hard/soft-tops. Host of extras. £325. Tel.: Nottingham 268205. [4405]

FISH CARBURETTER. Full maker's guarantee. £22. Charnley, 54, Lammack Road, Blackburn, Lancs. [4407]

M.G. TC, 1947, B.R.G. Regularly serviced. Body and mechanically very good. Extras. Realistically priced at £155. 23, Dillam Close, Longford, Coventry. [4408]

1933 TALBOT 105, Young sports touring, beautiful condition, £200. Lancia Aprilia, good running order, £75. Many spares for sale. Skilton, 25, Ninehams Road, Caterham, Surrey. [4410]

"DOWNTON" COOPER, 1,132 c.c., 0-60 in 7 sec. Close-ratio "S" gearbox, two sets wheels SP and D7, short Konis, Microcell seats, belts, rev.-counter. Engine just rebuilt, using every modification known. Ex "Downton" Works car 860 MW. The "Mini Ton Bomb" tested by Autocar. P.S.—The four monsters and wife now suffering from claustrophobia. Exchange 88-seater double-decker or sell, £420, terms. B. Hawkins, "Peakrevs," Church Road, Laverstock, Wilts. [4411]

A.C. 2-LITRE, 1952. Not run since complete engine rebuild. £150. Maitland, 96, Hallam Grange Crescent, Sheffield. Tel.: 32272. [4412]

MORRIS 1090 convertible, 1958. 40,000 miles. Excellent condition. Reconditioned gearbox and engine. Unmodified and in perfect order. Ideal economical transport or second car. Bargain £195. 23, Station Crescent, Rayleigh, Essex. [4413]

M.G.-B, 1963, white with red top. 6,000 miles. Radio, heater, w/wheels, Cintura tyres. Tel.: Byron 5172 (after 5 p.m., also weekends). [4415]

AUSTIN SPRITE Mk. II, excellent condition, 15,000 miles. Heater, tonneau. £390 o.n.o. 80, Holdenhurst Avenue, Bournemouth. [4416]

AUSTIN, 1931, 4-seater touring, green with brass fittings. Photograph available. £75. Harding, 3, Priory Mews, Wallingford, Berkshire. [4418]

SUNBEAM-TALBOT 90 Mk. II, 1952. Metallic green. Bodily and mechanically excellent. Heater, spots, etc. £130. Tel.: Knebworth (Herts) 3252. [4419]

HISTORIC RACING CAR, "The Stafford Special." 1½-litre supercharged Meadows engine, single-seater. In Bolster's Book of Specials. Engine requires assembling. New tyres all round. £150. Beecroft, Ross Cottage, Long Preston, Skipton, Yorks. Tel.: Long Preston 203. [4420]

ARNOTT SUPERCHARGER KIT for Mk. II Consul or Zephyr. Excellent condition. £50 o.n.o. 7 Headstone Drive, Wealdstone, Middlesex. Tel.: Harrow 5575 (9 a.m.-6.30 p.m.). (After September 19th.) [4421]

V12 LAGONDA short-chassis saloon, £155. Further details: 10, Lower Gravel Road, Bromley, Kent. Tel.: Hurstway 1080. [4423]

STUDEBAKER CHAMPION FARINA, 1952. Smart, economical. Radio and heater. One of the few original R.H.D. models in this country. Reconditioned engine 17,000. Present owner five years. Offers: Tel.: Chalfont St. Giles 3630. [4424]

1949 ALVIS TA14 Tickford convertible. Sound running order. £75. 36, St. Chads Road, Sutton Coldfield. Tel.: 6773. [4426]

BARGAIN: TA14 ALVIS engine, not yet run-in, body fair. M.O.T. £25, no offers. Tel.: Leatherhead 2815. [4423]

M.G. YB 1½-LITRE saloon, Nov. 1952. Condition as if should be. Used only as second car. £175 o.v.n.o. Further details: Hart, 30, Boat Lane, Bolton. [4429]

TR3A 1959, overdrive, h/s-tops, heater, boot-rack, etc. Run as second car. Maintained regardless of cost. Open to any inspection. Beautiful condition. £460. Coa, Mutley Plain, Plymouth. Tel.: 67688. [4430]

LOTUS ELITE S/E, 1962. Stage III 1,500-c.c. engine. All latest mods. Cinturatos. Excellent condition, private use only. 13,000 miles. £750 o.n.o. Exchanges considered. D. Smith, 79, Wickersley Road, Rotherham. Tel.: 78646 (evenings). [4431]

AUSTIN HEALEY 100/6, 1957 (August). H.M.V. push-button radio, heater, Avon Turbospeed tyres, overdrive, wire wheels, underseated. Excellent condition. £325, H.P. arranged, or exchange saloon. Tel.: Broughton 383. 146, Northampton Road, Broughton, Kettering, Northants. [4433]

LOTUS 7, 1961, 105E engine, flared wings, all weather equipment including new tonneau, new tyres. Never raced. £370. Denny, "Hillside," Kirkham, Lancs. Tel.: Kirkham 2189. [4434]

FOR SALE—continued

MORGAN 4/4 IV, 1962, £410. Immaculate 'n' extras. 2, Hyde Park Crescent, London, W.2. Tel.: AMB 7175. [4437]

FORD ROCHE DALE GT. Family circumstances forces sale. £150 o.n.o. Send for specification or apply: 9, Essex Drive, Walton, Stone, Staffs. [4442]

SACRIFICE, UNREGISTERED SPECIAL. A.K.S. shell. Halifax tubular chassis. Engine, etc., new. £80. Langham, 20, The Avenue, Leeds, 8. Tel.: 86-3504. [4444]

1939 D.H.C. RAILTON S8, completely rebuilt as new. Radio, heater, screen-washers. £125 for quick sale. 8, Richmond Avenue, Westcliff-on-Sea, Essex, or Tel.: Wickford 2664 (business hours). [4446]

LANCIA APRILIA, 1936, R.H.D., pillarless saloon in unmarked condition. All new tyres. Possibly the finest. £115. Tel.: Highcliffe 4199. [4447]

A.C., 1935, 16/80 sports saloon. Taxed, good condition. £50. Rushton, 19, Thaxted Close, Bilborough, Nottingham. [4448]

1935 BENTLEY sports saloon. Hooper body sound. M.O.T. tested and good tyres. A recent engine overhaul. Taxed ready to drive away. £125, or exchanges. Sutcliffe, 103, City Road, Bradford, 8. [4449]

TR3A, 1960, blue. Overdrive, wire wheels, heater, Mich. "X," many extras. Above average condition. £460 o.n.o. Tel.: Lynton 2630. [4450]

BUGATTI, VINTAGE BENTLEY spares. Motor Sport, 1955-1963. S.A.E. 11, Boundary Close, Tilehurst, Reading. [4451]

XK140, 1956, f.h.c. Overdrive, heater, Motorola radio. Immaculate condition. Value £285, for W.H.Y.? Cash or H.P. Adjustment arranged either way. 84, Spring Hill Road, Grendon Underwood, Aylesbury, Bucks. [4452]

BRISTOL 403, v.g.c., but requires set of tyres. £225. Wylie, Faeheldean, Winchburgh, West Lothian. [4453]

AUSTIN 15.9, 1930, fabric saloon. Genuine and original. New tyres and batteries. Under 70,000 miles. Original spot and fog lights. owner's handbook, parts list, parts price list, labour charges list. Thatcher, 61, Westfield Road, Barmehurst, Kent. [4454]

ONE GARAGE, TWO cars. £160 obtains good 1950 2.5 Lagonda saloon. Revd. Lamb, A.A.S., Harrogate. [4456]

£435 ALPINE 1960 model. Fabulous metallic silver, red interior. Treated like a child—new engine, brakes, etc.; o/d. and other extras. Must sell, getting married. Tel.: UPLANDS 1870. [4457]

BENTLEY, 1936, 4½-LITRE. Thruo & Maberly aluminium saloon, black. Good running order and tyres. £295 o.n.o. Seen by appointment. James, Parsonage Farm, Stebbing, St. Dunmow, Essex. Tel.: Stebbing 316. [4459]

TOJEIRO BRISTOL, 1962, sports 2-seater, excellent condition. Fast and pretty. Good value at £390. Tel.: BUC 8708. [4459]

FORD-TUNED 100E, twin S.U.s, full-flow manifold, c.r.g., 4.7 c.w.p., tubular chassis, i.n.f.s., coil spring/dampers all round, hydraulic brakes. Owner going abroad. £100 o.n.o. Peart, 93, Tanfield Avenue, Cricklewood, N.W.2. Tel.: Gladstone 0058. [4461]

SUPER HUMBER TWELVE, 1935. Immaculate original condition. 47,000 from new. Perfect order throughout. M.O.T. April 1965. £195 o.n.o. Tel.: Poulton 3173. [4462]

ASTON MARTIN 2½ 3-litre. White/black. Chrome wheels. New Cinturas and servo brakes. £200 recently spent. Excellent history. Bargain £475. Wallius, "The Elms," Elms Avenue, Parkstone (Tel.: 1816), Dorset. [4463]

1954 M.G. TF. Grey. Reconditioned engine, clutch and gearbox, "X" tyres, luggage rack. £280 o.n.o. Mr. N. Oglesby, Tel.: Burnham (Bucks) 238. [4468]

FERRARI TYPE 342 America, 4½-litre, 1952, Ghia coach. Recent complete overhaul. Excellent. Offers: M. Ward, "Alvista," Mansfield Road, Papplewick, Notts. Tel.: Nottingham 268144 (business). [4467]

ALVIS TC21, 1952. Bored guides, crank reground, brakes retined. Tel.: CAS 2269, Knowle 3758. Cook, 9, Holland Avenue, Knowle, Warwick. [4468]

TURNER 2-seater sports, massive twin-tube chassis, rack and pinion. Superb road-holding. £100 just spent. Retrimmed, new hood, sidescreens, battery, etc. £240. West, 25, Daleham Mews, Hampstead, N.W.3. Tel.: Swiss Cottage 5848. [4469]

"THE BEST WORKING MONACO" Trophy holder, Riley Register. Completely original 1932, 61,000 miles, recent engine overhaul, mechanically excellent; taxed, M.O.T. £120 to enthusiast only. Waite, 9, Fairlight Court, Corby (Tel.: 3627), Northants. [4470]

TR3A, 1959. Recond. 2.2 engine, wire wheels, overdrive; new Cinturatos and battery. £445. Tel.: WIL 2412. [4472]

XK140 F.H.C., WHITE. H.M.V. push-button radio, mascot, cutaway spats, new twin exhausts, Michelin "X," rimb-lishers, twin spots, badge bar, luggage rack. Superb. Insurance £17. Owner going abroad. £295. Osborough, Aulbea, N. Scotland. [4474]

M.G. SERIES TC. First registered September, 1949. Overhauled by M.G. in 1962 at a cost of £350. Offers to Sell £170. Coronation Buildings, Little Hulton, Walsden, Manchester. [4475]

WOLSELEY HORNET DAYTONA Special, 1934, body work and mechanics reconditioned throughout; 6-cyl., twin cars. M.O.T. June 1965. Offers. Davies, 1a, Dee Hills Park, Chester. [4475]

MORGAN +4 4-seater, 1954. Excellent condition. Extras, tonneau; new hood, good tyres, heater, etc. £225 o.n.o. Fisher, Carfax Hotel, Winchester, Hants. [4477]

FIRST-RATE VOLKSWAGEN, £225. Box No. 0218. [4479]

1925 DE DION BOUTON light sixteen touring, two owners since new, very good condition throughout, complete with spares, tools, original log and instruction books. £225 o.n.o. Seen Cambridge area by appointment; photo on request. Dewhurst, 50, Woodland Gardens, London, N.10. [4480]

AUSTIN HEALEY 3000 Mk. II, 1962. Over £200 on modifications. Triple Weber carbs., etc. Standing ¼-mile 15.18 sec. Wire wheels, overdrive, radio, luggage grid, hard-top. Offers? Box No. 0219. [4481]

M.G. TD, 1951. Red. M.O.T. test till May 1965. Needs two tyres, otherwise sound. Hodson-Walker, 26, Roslinton Road, Stapenhill, Burton-on-Trent, Staffs. [4482]

ARMSTRONG, 1937, limousine, M.O.T., taxed. £70 o.n.o. or exchange. Gardner, 26, Whittingham Drive, Glasgow. [4485]

M.G. TA. A superb specimen. Professionally rebuilt by owner. XPAG engine, rewired, rechromed, retrimmed, seal covers, heater, luggage rack, twin spots, well shod with Michellins, sealed beams, new batteries. Finished in tartan red with grey trim. A few spares. Photos, coloured photos, and further details on request, or come and see it. Offers around £200. P. Norman, 10, Greeno Crescent, Shepperton, Middlesex. [4490]

1932 2-LITRE LAGONDA low-chassis touring, very good condition. Intend storing whilst at sea but will sell. £220. Lt. Aston, H.M.S. Collingwood, Fareham, Hants. [4491]

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FOR SALE—continued

ROLLS-ROYCE 26/25, 1933. Fitted hearse body 1950. Engine recond. 25,000 miles back by agents. In regular use. £125. A. Storer & Sons, Nottingham Road, Ailfraton, Derbys. Tel.: 77. [4495]

1955 HEALEY, white. Radio, extras. Exceptional. £250? Reason—nuptials. Ripden, Tel.: Leatherhead 3534. [4499]

BENTLEY 3-LITRE, 1935. Bodily and mechanically perfect. Well shod and maintained. £275. Tel.: York 65523 (evenings). [4500]

BENTLEY 1937, Park Ward 4½ saloon. M.O.T. Requires slight renovations. £60 o.n.o., or will break. 43a, Warwick Road, Wellesbourne, Warwicks. Tel.: 274. [4501]

DELAGE D.T.S.S., 1927, 2/4-seater. Virtually concours. 457a, Holyhead Road, Coventry. [4503]

RILEY, 1937, FALCON 12/4. Not an enthusiast's, but a connoisseur's car. Beautiful condition, 77,000 miles, three owners. Original tools and handbooks. Ace wheel discs. Bills and recorded history. Five nearly new tyres. £135 or offer. Tel.: Sunbury 3779 (Middlesex). [4504]

110 M.P.H., TRJA, 1958, red, black trim. Radio, tonneau, Cinturas, spots. £365, consider exchange. 65, Haden Park Road, Old Hill, Staffs. [4505]

FIAT 2100 in outstanding condition, engine just rebuilt (2,000 miles); twin-choke Webers; 95 m.p.h. (genuine). Reclining seats, radio, spots and every extra. November 1959. £425; consider small van in part exchange. H.P. arranged. Fennis-down, The Runnell, Neston, Cheshire. Tel.: Neston 1297. [4507]

AUSTIN HEALEY BN1, 1955, 21,000 miles because taxed only six months each year. Alloy head. Absolutely impeccable, must be seen. £390 o.n.o. Tel.: Lapworth 2080 (Warwickshire). [4509]

ASTON MARTIN DB2. Big blue bomb. Three-litre engine fitted. Excellent condition throughout but terrifies wife. £450. Evanson, 75, Vicarage Avenue, Cheadle Hulme, Cheshire. Tel.: Hulme Hall 1247. [4510]

KX140 DROPHEAD, 1955, C-type engine. Ivory, chrome wire wheels; power brakes, overdrive, radio; numerous extras. Very good car in exceptional condition. £275. 3, The Ryde, Laleham, Middlesex. [4511]

TR2. Hard-top, rear seats, many extras. Engine rebuilt. £275. 28F, Ansty Road, Coventry. [4512]

THE HYDE MOTOR CO.



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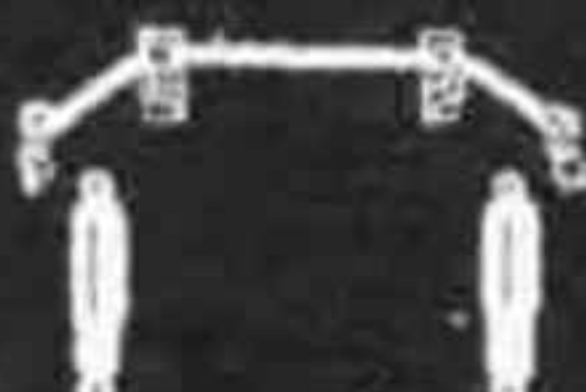


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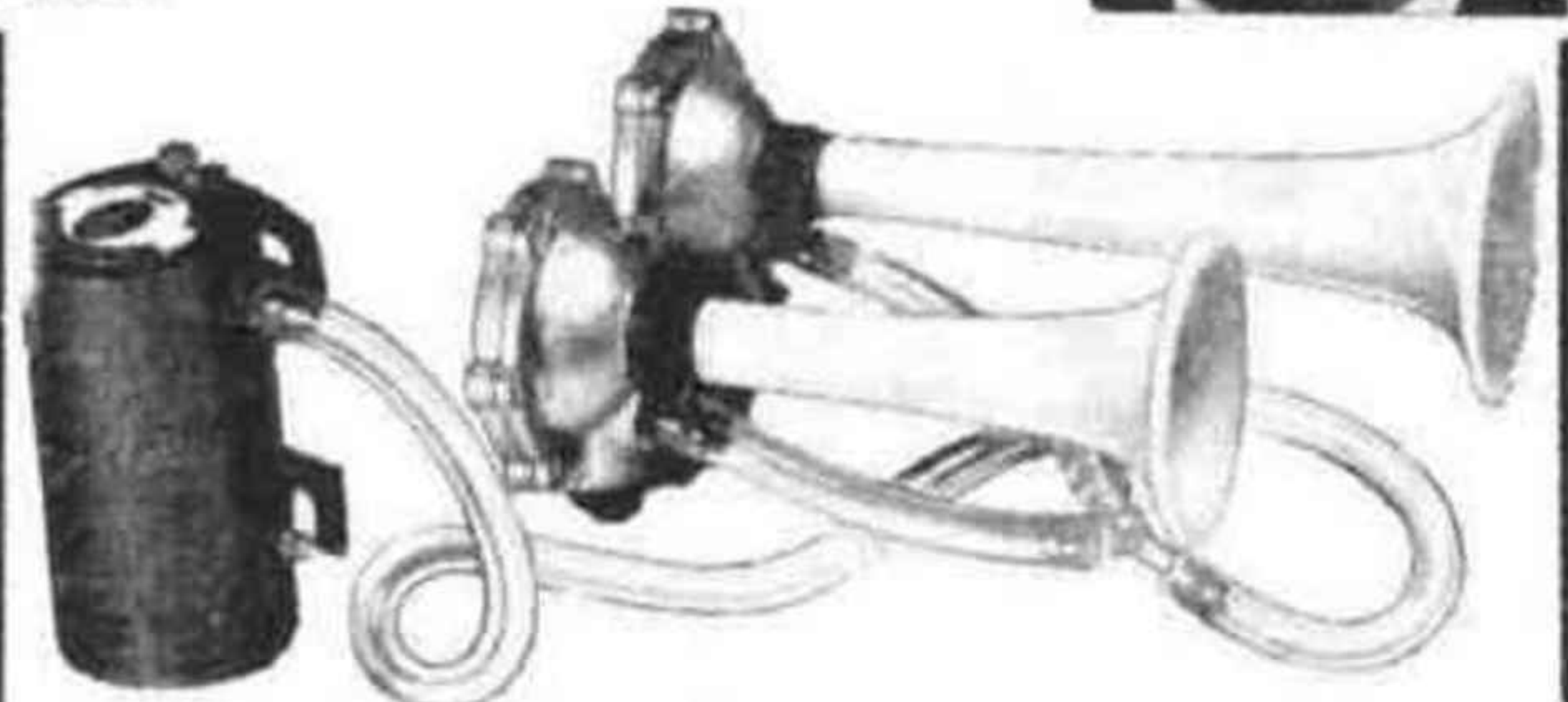
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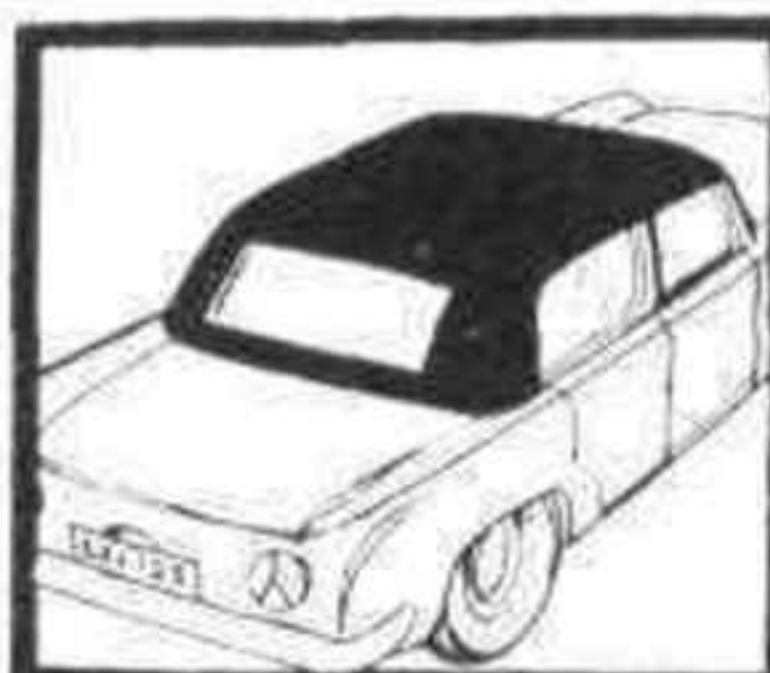
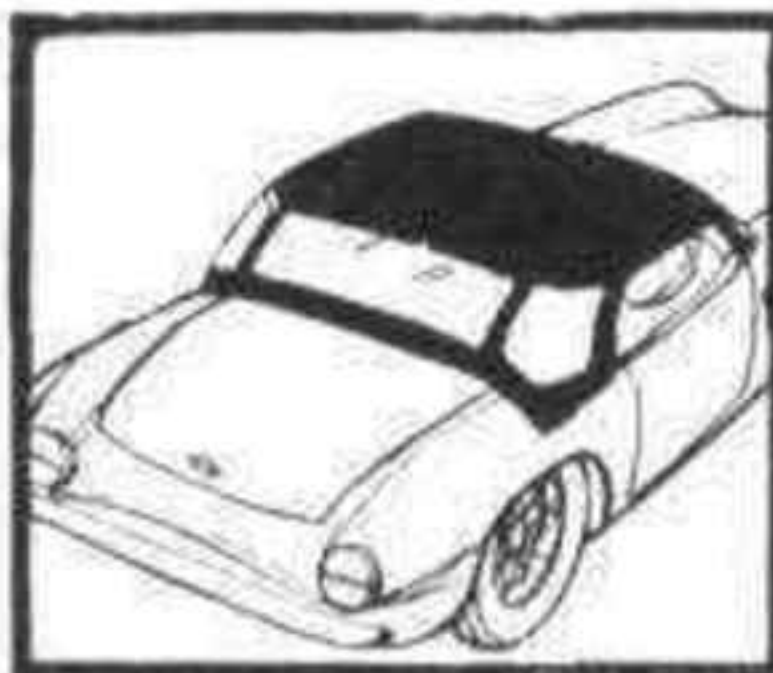
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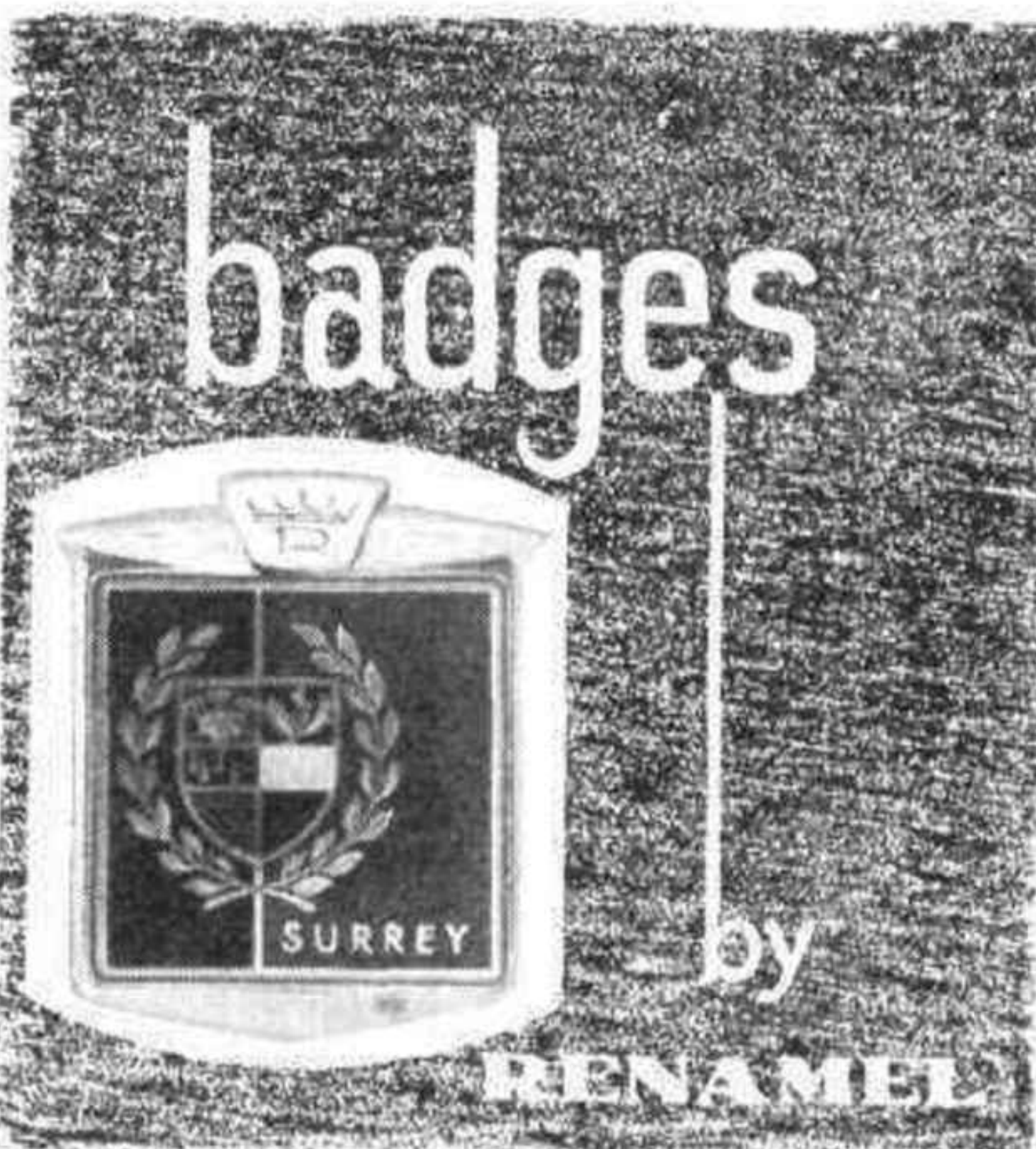
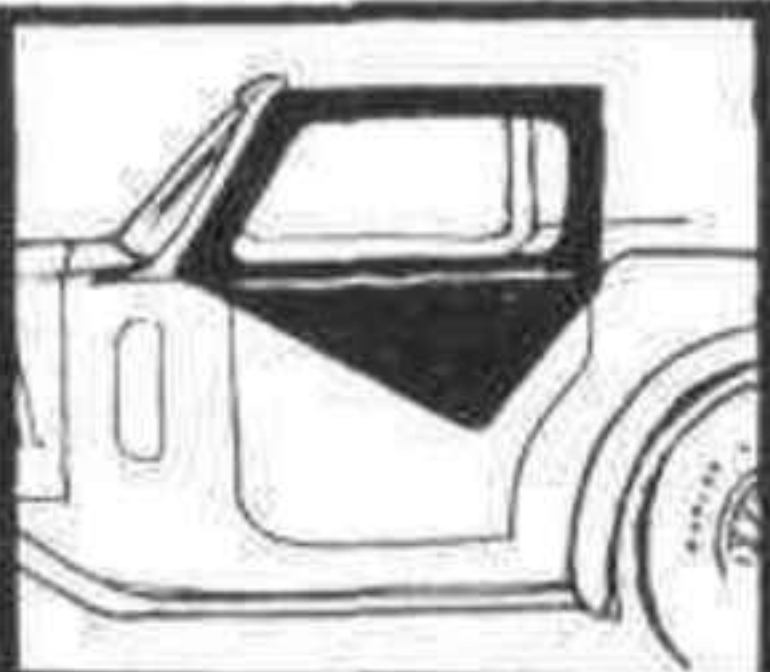
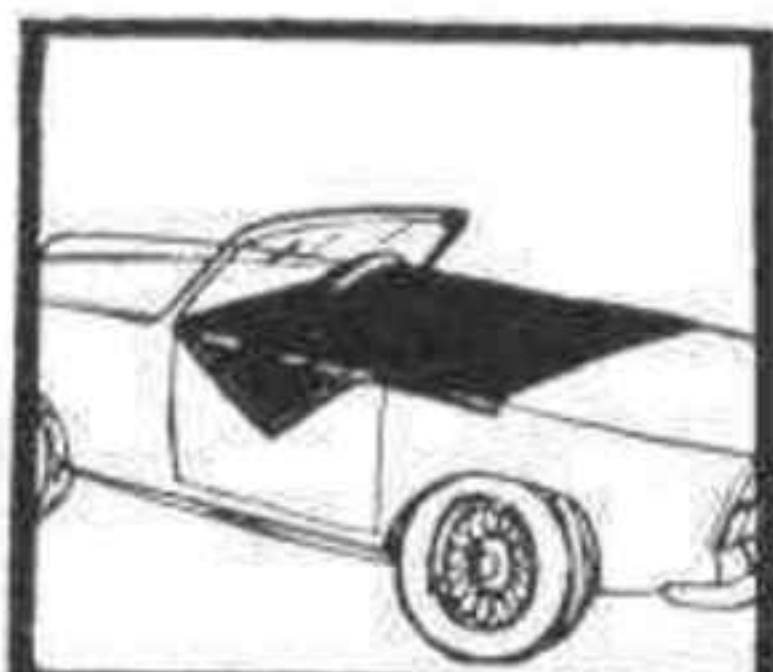
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BERKELEY sports car, 1959. Low mileage. Fast, economical. £185. Tel.: Lancing 4056. [4538]

1961 MORGAN 4/4, unmodified 105E engine. £380 or offer. Cumbers, Greenacres, Glascoed, Pontypool. [4539]

BEAUTIFUL VINTAGE MORRIS Cowley 11.9 saloon, 1929. Outstanding bodily and mechanically. Reliable practical every-day vehicle. £125 o.n.o. Also 1931 A.7 saloon, generally excellent but needs minor attention. £15. Tel.: Pinner 5507. [4540]

M.G., 1932, F-TYPE Magna sports, 6 cyls. Hydraulic brakes. Immaculate. £100 o.n.o. Ankers, Fern Bank, Back Lane, Upholland, Wigan, Lancs. Tel.: Ormskirk 3753. [4541]

M.G. J2, Recond. E93A, Konis; new S.U.s, gears and back axle. Tel.: Clacton-on-Sea 499. [4542]

HEALEY SILVERSTONE. Fantastic specification. Hard-top. £120 spent last 3,000 miles. £265. Exchange Lotus 7/11, F.3, Mini. 67, Old Wortley Road, Rotherham, Yorks. [4543]

IMMACULATE 1933 M.G. J2. Rebuilt. Spare engine, gearbox, differential, etc. "Lamorna," Cannock Road, Westcroft, Wolverhampton. [4544]

JAGUAR 3.4, Sept. 1959. Cream. Chrome wire wheels, overdrive, discs. Perfect condition. £460. Wm. McKie, 4, Beach Terrace, Louisa Drive, Girvan. [4545]

MERCEDES 190SL, 1958, absolutely in mint condition. Mercedes red. Fitted with all extras. £885. King, Tel.: Westchester 3136. [4548]

JAGUAR Mk. V saloon. First-class mechanical order. Handles beautifully. Radio, heater, demist, spots. Body not perfect but still elegant. £120 o.n.o. Seen London, Cambridge, Leeds. If left, Tel.: Leeds 663090, or write Box No. 0221. [4549]

HEALEY TYPE G, 1953, 3-litre Alvis. "X" tyres, many extras. M.O.T. May 1965. Well maintained. £150. Harrison, 15, Derwent Avenue, Ferriby, Yorkshire. [4550]

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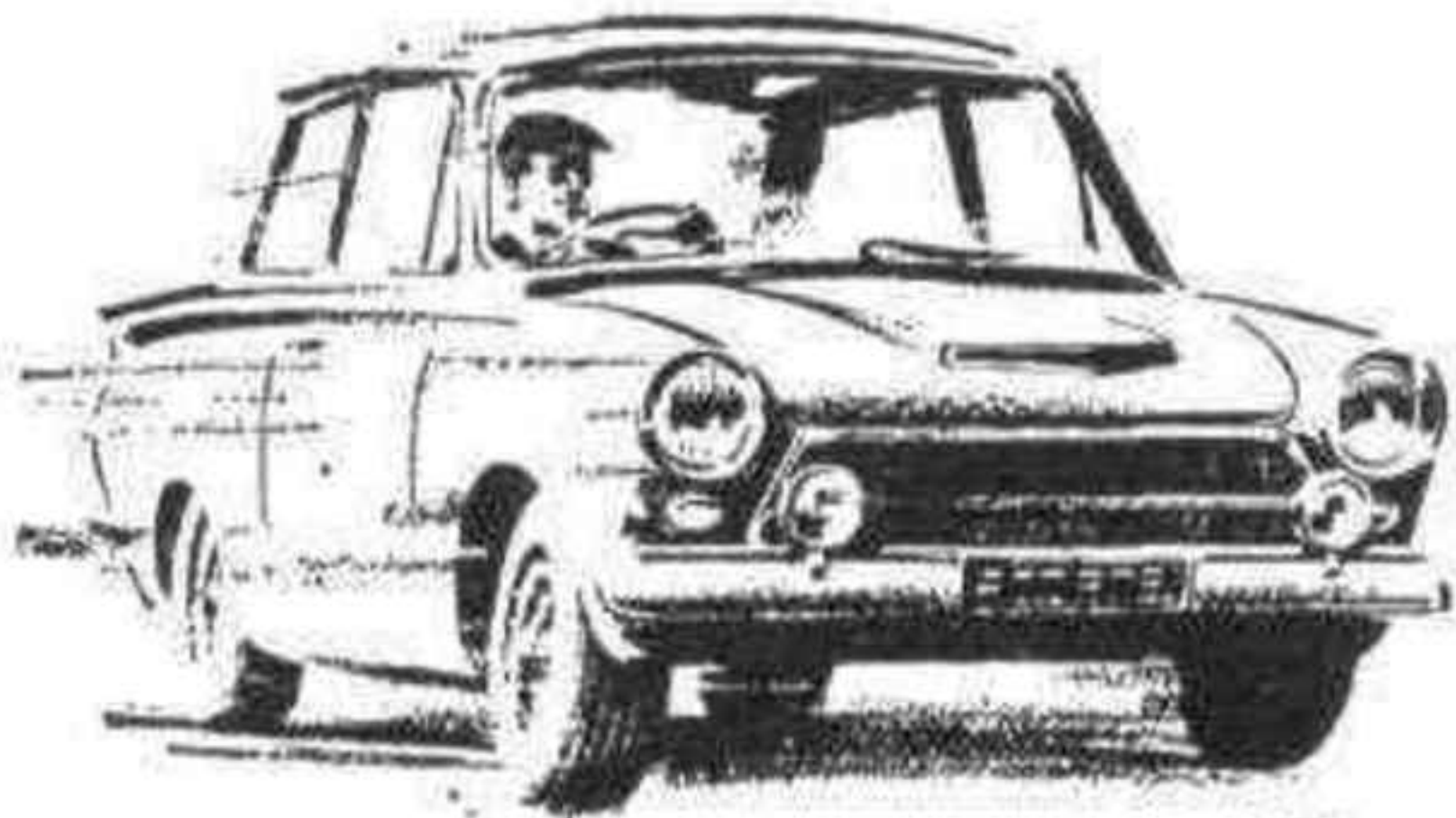
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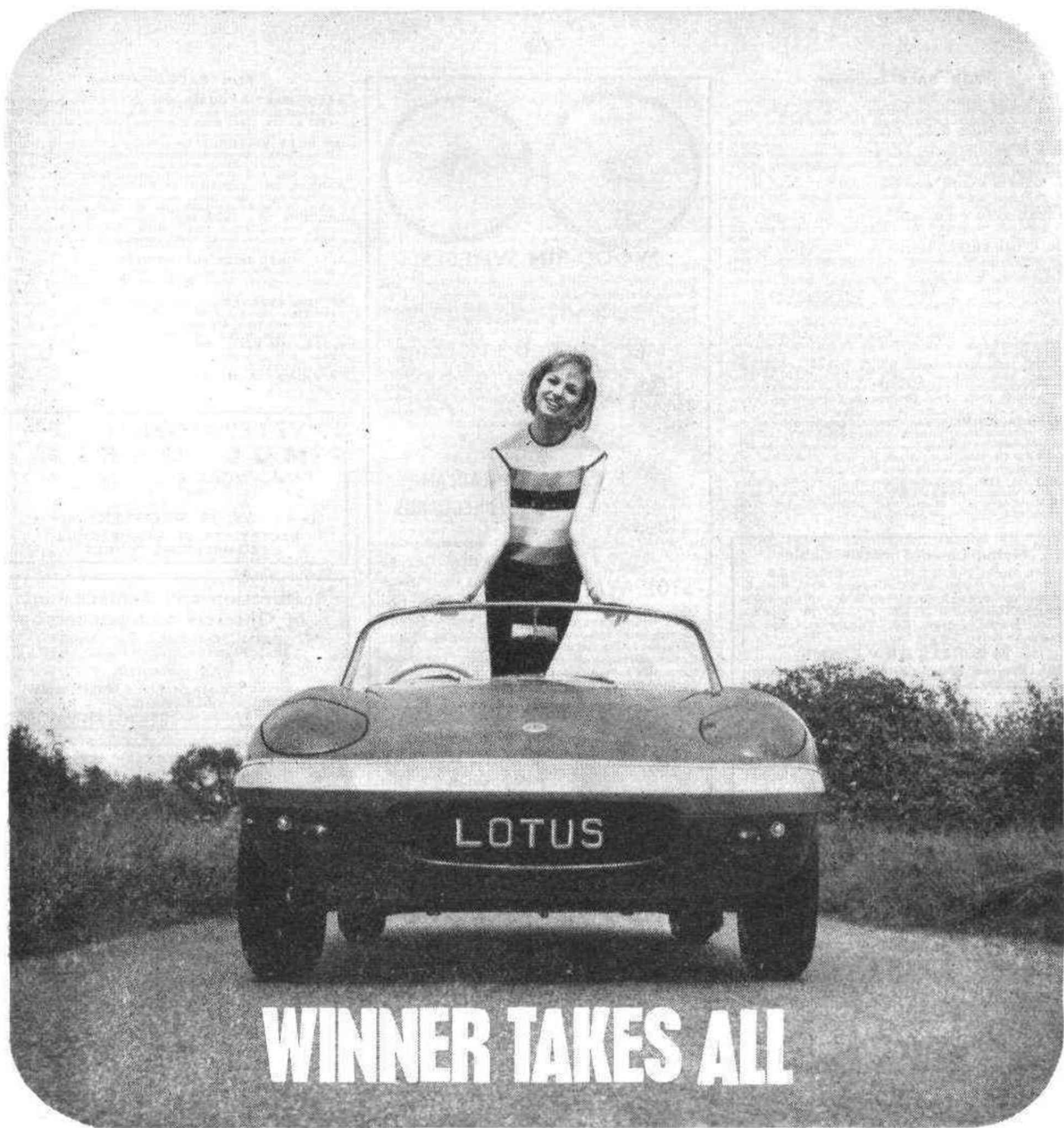
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- DELLOW Mk. II.** Road trim. 100E engine. Weather equipment. Colour red. Exceptional condition. £135, o.n.o. Write: Jones, Waterguard Office, Gatwick Airport, Horley, Surrey. [4588]
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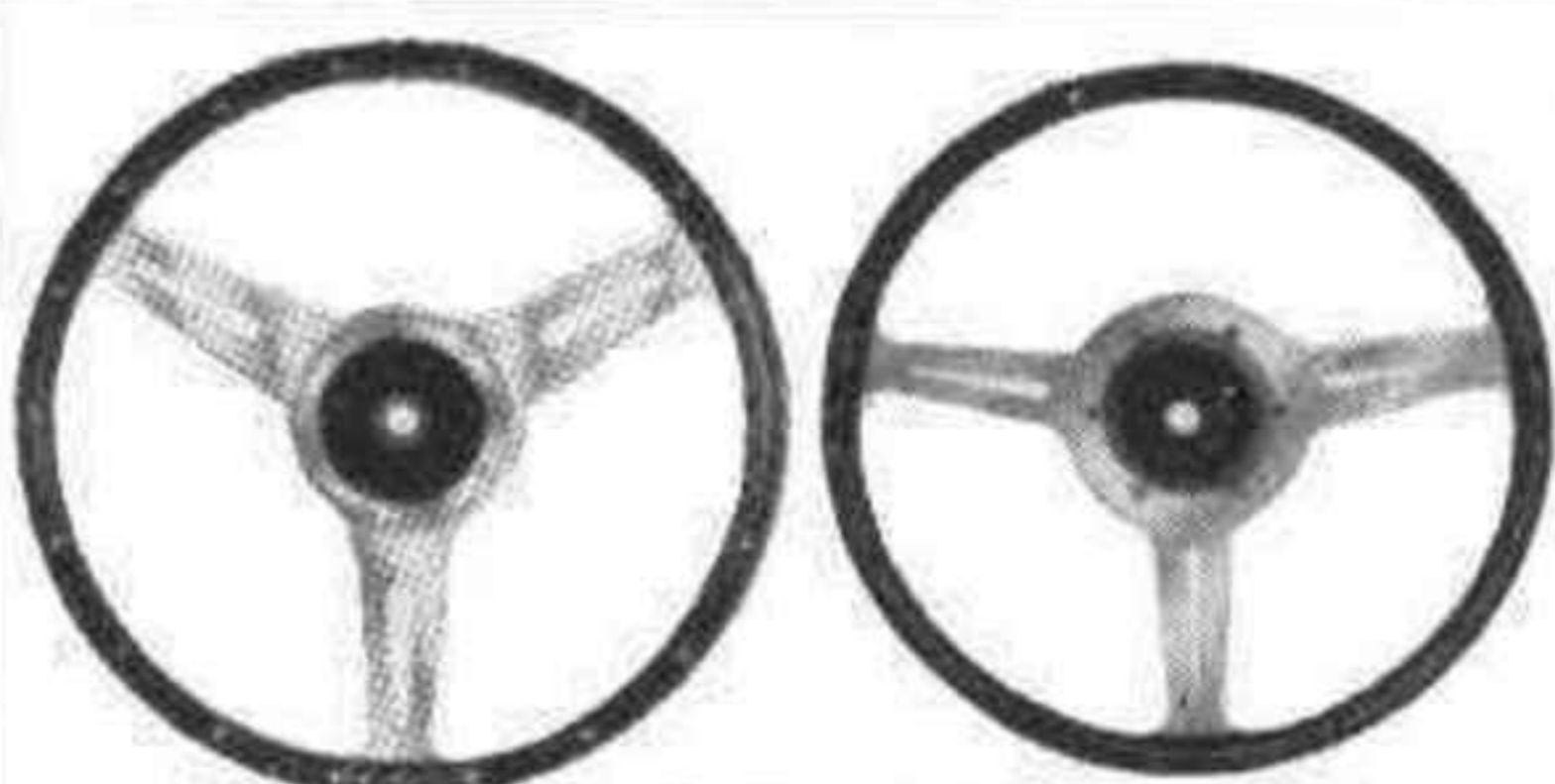
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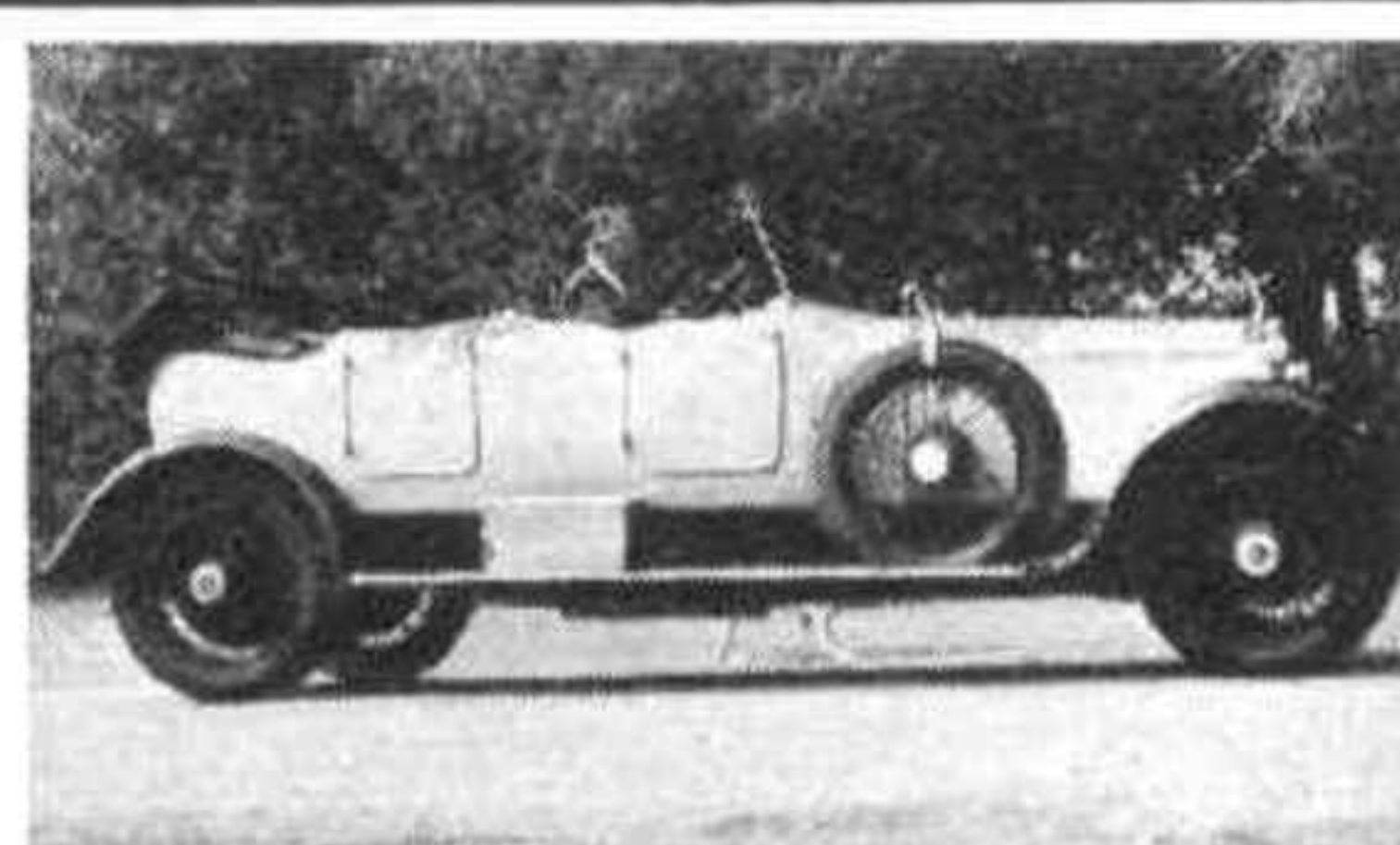
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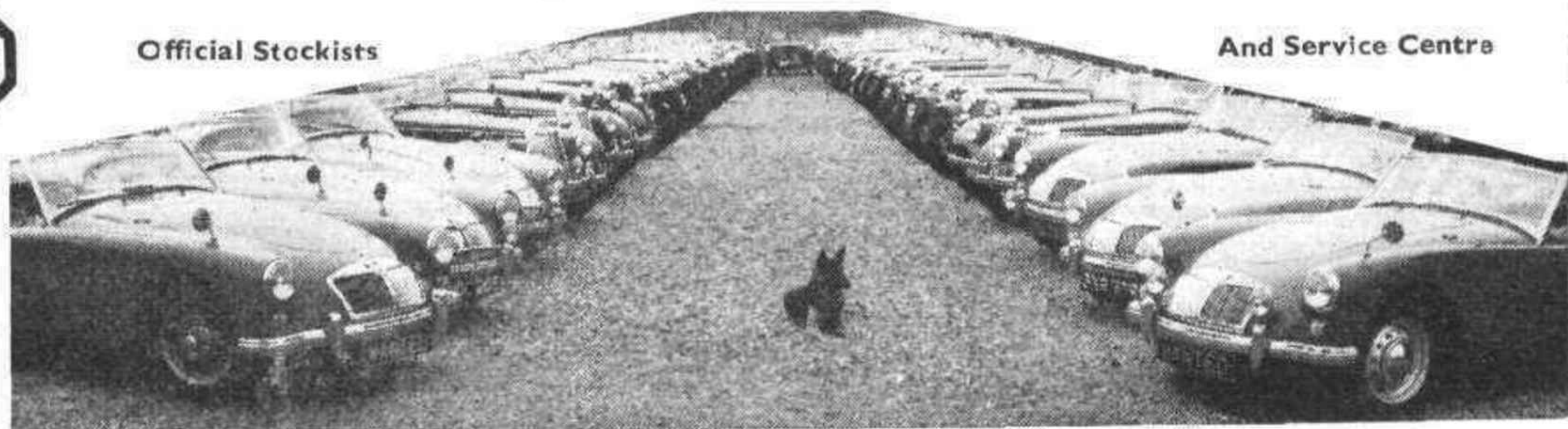
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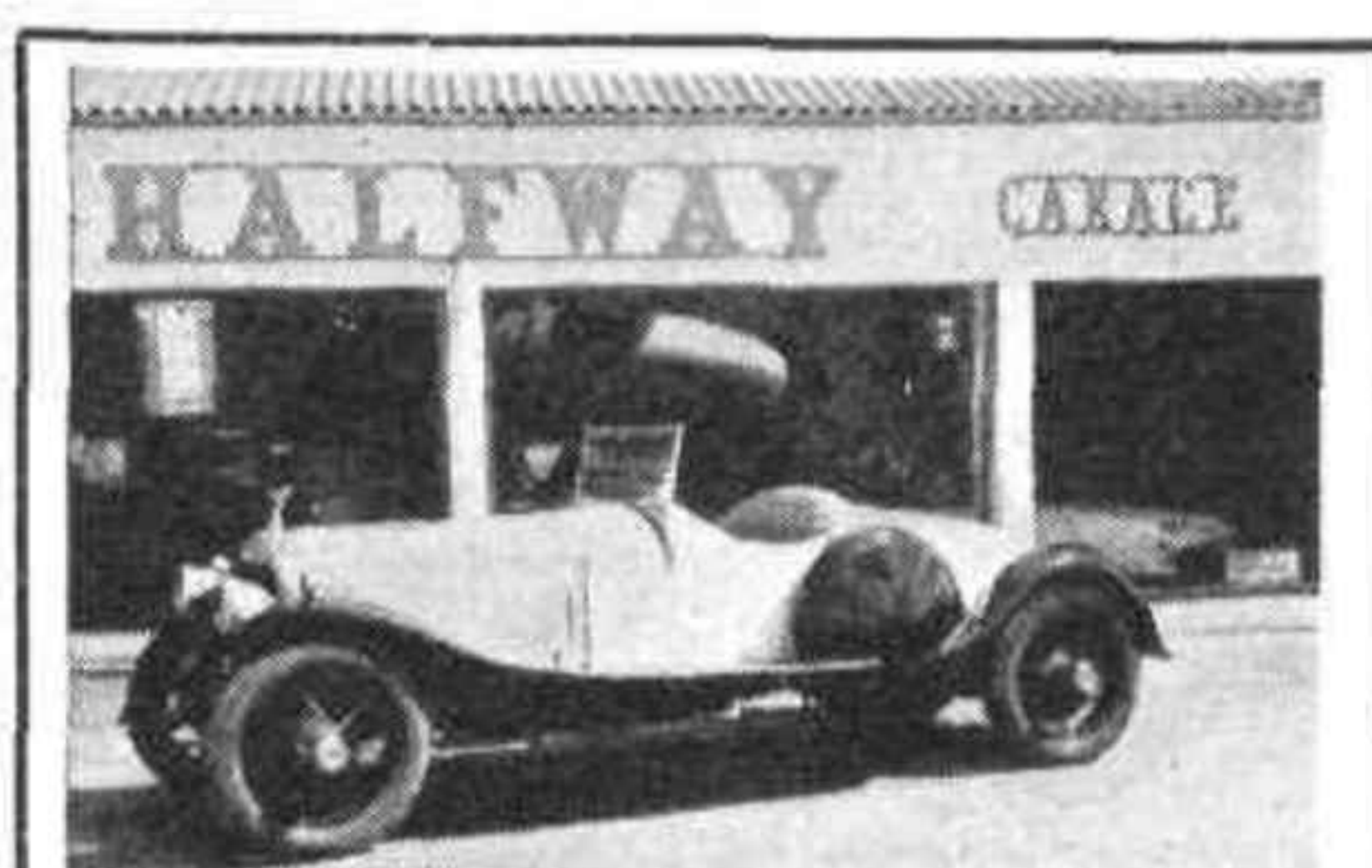
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SUNBEAM Alpine, 1961. A most attractive car in sky blue with black hard-top. Other extras include soft-top, radio, heater and seat belts. Another 1962 car in suede blue, from ... **£545**

M.G. Midget, 1961. Finished in Olde English white with contrasting black cockpit. Fitted extras include heater, tonneau, wing mirrors and rear seat ... **£425**

TRIUMPH TR3A, 1959. An outstanding example in signal red with pale grey trim. Extras include heater, tonneau, twin spots, reversing lights, wing mirrors and screen-washers ... **£425**

PORSCHE 1500, 1956. This beautiful drophead in dark opalescent blue, fully equipped with Blaupunkt radio, heater, twin spots, new hood, etc., is now offered at only ... **£425**

M.G. TF 1250, 1954. Ebony black with red leather interior. Equipped with twin spotlights and screen-washers, it offers outstanding value at only ... **£295**

M.G.-B, 1963. A particularly well maintained specimen in tartan red with contrasting black leather. Fitted equipment includes overdrive, radio, heater and tonneau. Offered with complete confidence at ... **£715**

TRIUMPH Spitfire, 1963. An immaculate example in Wedgwood blue with matching trim. Extras include radio, heater and tonneau cover. One fastidious owner ... **£565**

MORRIS Mini-Bomb. The performance of this car must be tried. Fitted with Downton 1,220-c.c. conversion, close-ratio gears, etc., in June 1963. There is no external difference to identify this 100-m.p.h. "Q car" ... **£395**

NEW TRIUMPH. Now in stock for immediate delivery: Vitesse saloon in Wedgwood blue/black, Herald 1200 in olive/cactus, Spitfire 4 in Sebring white, and 2000 saloon, also in white. Please call or 'phone for any information or demonstration.

LOTUS Elan, 1963. A unique opportunity to acquire a one-owner, 4,000-mile specimen of Chapman's latest creation. Full 1,600-c.c. unit and close-ratio gears ensure a performance equal to its road-holding ... **£1,095**

VOLVO 122S, 1961. Most attractive in Sherwood green; fastidiously cared for by one owner and fitted with radio, twin speakers, heater, seat belts, new Pirelli Cinturatos, etc. Truly immaculate ... **£645**

TRIUMPH Spitfire, 1963. A quite unmarked one-owner car in signal red with contrasting black cockpit. Extras include heater, wing mirrors, screen-washers, etc. ... **£565**

TURNER 950, 1961. An extremely pretty car in Sebring white whose extras include heater, twin spots, reversing light, three-branch exhaust, etc. Choice of two, one-owner examples, from ... **£375**

ROCHDALE-FORD, 1961. A very good one-owner example in silver grey and equipped with spotlight, reversing light and full instrumentation. Offering outstanding value at ... **£275**

M.G.-A 1600 roadster, 1960. Most attractive in Alamo beige with leather. Heating and reversing light ... **£465**

TRIUMPH TR4, 1962. This first-class specimen is quite unmarked in Wedgwood blue. Various fitted extras including heater and wire wheels. One owner from new ... **£725**

AUSTIN-HEALEY 3000 convertible, 1963. A truly impressive car in cirrus white with black panels. Equipped by one fastidious owner with hard-top, overdrive, wire wheels, radio, heater, tonneau cover, etc. Now only ... **£895**

SUNBEAM Alpine, 1961. A carefully used example equipped with hard- and soft-tops, overdrive, heater, Michelin 'X' tyres, screen-washers, etc. Finished in tartan red/black ... **£595**

M.G.-A 1500 roadster, 1956. Finished in lime green, this car was fitted with Gold Seal unit 2,000 miles ago. Other equipment includes Michelin 'X's, tonneau, luggage rack, reversing light. Two owners only from new. Choice of two examples from ... **£295**

AUSTIN-HEALEY Sprites, 1958/9. Choice of three carefully used cars in cherry red, leaf green or B.R.G. Various extras, including heaters, tonneaux and special bonnet. From ... **£295**

COOPER-MINI, 1962. A first-class, one-owner example in tartan red/black. Equipped with heater and new SP41 tyres. Barely distinguishable from new ... **£395**

M.G. Midget, 1962. A most attractive car in signal red with contrasting black upholstery, heater and tonneau. One owner only from new ... **£465**

T.V.R., 1961. A very pretty car finished in red and equipped with M.G.-A 1600 unit, Alexander head, wire wheels, etc. Superb value at ... **£495**

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- A.C. Ace** 2-seater sports in Cambridge blue with black trim, registered November 1963, genuine 3,000 miles only; tonneau, wood-rim wheel, discs, wire wheels, Walpres mirror, Ranger and Fog-Ranger, clock. Golden opportunity at £999
- ASTON MARTIN DB4** Superleggera, 1961—there just aren't adequate superlatives for this magnificent vehicle. Complete with overdrive, push-button Motorola, pass-lamps and the like, and finished in deep blue, it really is a sensation and cannot be faulted; low mileage £2,159
- ALVIS 3-litre 2-door Park Ward** saloon, 1960 series, with disc brakes, overdrive, radio, heater—and beautiful. Finished in peony red with off-white hide upholstery. A distinctive, well-balanced car that causes a continual stir in the showroom... £899
- ALFA ROMEO Giulietta Sprint** coupé, 1960, with leather upholstery, radio, heater; outstanding example in Alfa red, which is unscratched, and altogether the nicest possible example... £749
- ALVIS 3-litre 4-door saloon**, type TA21, 1952 manufacture, remarkably preserved and certainly among the finest in the country, finished in *cafe-au-lait* with beige hide, gleaming bodywork and chrome, sun roof, heater, etc. £229
- LANCIA Flaminia 2½-litre V6** Pininfarina fixed-head coupé, 1962, light grey with soft red hide upholstery throughout (£120 extra when new), cost altogether approx. £3,750; fitted radio and heater. A car for the connoisseur now offered at less than half original invoice... £1,849
- AUSTIN HEALEY 3000 Mk. II** 4-seater, 1962, in red, fitted white hard-top, alternative soft-top, overdrive, safety belts, good Cinturas; one owner, indicated 18,000 miles. No better value anywhere... £699
- AUSTIN HEALEY Sprite Mk. II**, 1963 series, with 1098 engine, in blue and white two-tone, excellent hood and tyres, fitted heater and Walpres mirrors; indicated 14,000 miles in careful hands, don't think a sportsman owner £499
- AUSTIN HEALEY**. Genuine Sebring Sprite, ex-Adrian Andrew. Alexander head, red crank, flat-top pistons, Weber, Donald Healey later type wire wheels and disc conversion, SP tyres, etc., etc.; believed 75 b.h.p. Superb example... £599
- AUSTIN HEALEY Mk. I Sprites**. Excellent examples are passing constantly through our hands, a visit always worth the petrol. Prices from about £300. For example, a white Mk. I with glass-fibre hard-top and bonnet, alternative soft-top, heater and what-not; very pretty car... £349
- BORGWARD coupé**, 1959, TS de luxe specification, very pale blue with biscuit upholstery, usual furnishings. Most attractive car for only... £569
- DAIMLER SP250** hard- and soft-top model, 1961, dark blue, white top; heater, pass-lamps, Walpres mirrors; 36,000 miles; superior example with exhilarating performance £679
- BRISTOL 406 2.2-litre** sports saloon, 1959, with overdrive, delicious transportation; radio fitted; finished jewellike green with fawn interior. Believed unusually low mileage, certainly much better car than normal for its year... £1,199
- CITROEN Décapotable drophead coupé**, 1963/4, low mileage, Bleu Royal coachwork, turquoise leather upholstery, Marshal torpedo pass-lamps, charcoal hood of fine quality; one owner only; very rare car... £2,199
- ELVA Courier**, 1963 series, in immaculate order, finished in red with red interior, black hood, tonneau cover, heater; one owner, 11,000 miles. Will take... £529
- FORD Cortina 4-door GT** saloon, 1963, in ivory with red upholstery, one owner and one driver only; fitted mirrors and twin Lucas pass-lamps. Very fast car in pristine condition £649
- JAGUAR XK120** roadster, 1951/52, nicely kept, white finish. Must make about... £189
- JAGUAR XK120** roadster, 1953, in grey, heater, etc., red leather; fitted radio, safety belts, wing mirrors... £249
- JAGUAR XK140** drophead coupé, 1955, special equipment, with overdrive, off-white, maroon leather, heater... £249
- JAGUAR XK150** f/h. coupé, 1959, overdrive, wire wheels, heater, etc., £529; also an 'S'-type roadster with overdrive.
- JAGUAR 3.8 XK150S**, 1960 series, f/h. coupé in red, with overdrive, Gold-top 3-carburettor engine, £699; also a standard f/h. coupé in black with overdrive.
- JAGUAR Mk. X** saloon, 1962, automatic, in bronze, with red leather, radio, etc.; one owner, lowish mileage; beautiful car... £1,299
- JAGUAR 3.8** saloon, 1963, automatic, with radio, Reutter seats, low mileage and would pass for new, grey with red leather; well worth £1,199; many other earlier 3.8 and 3.4 saloons available.
- JAGUAR 2.4** saloon, 1963 series, with overdrive, dark metallic blue finish, red leather; low mileage. Fascinating value at only... £999 Many other 2.4 saloons available.
- JENSEN 541R** with overdrive, 1958, delectable example, unbruised finish in Cambridge blue, disc brakes, wire wheels, safety belts, red hide upholstery, wing mirrors, heater... £799
- JENSEN Interceptor** convertible, 1954, from fastidious owner, fitted overdrive and heater, midnight blue paintwork, leather trim; looks years younger. There can be very few in this category obtainable at... £349
- LANCIA Aurelia V6 B12** saloon, 1955 (October) in outstanding condition, velvet green; bench seat, heater. Looks only a couple of years old, careful enthusiast has been good to this car £349
- MERCEDES-BENZ 300SL** sports roadster, regd. 1961, magnificent beast with a rorting performance; radio and heater, petrol injection engine. One of the world's "great" cars £1,199

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FOR SALE—continues

- 1962 MORGAN 4/4, 109E. B.R.G. Immaculate condition. Lady owner. 20,000 miles. £475. "Brookside," Brockenhurst, Hants. Tel.: 3230. Inquiries after September 7th. [4659]
- LAGONDA, 1952** (Sept.), d.h.c. Polychromatic blue. Twin overhead cam, dual S.U. carbs. Excellent condition throughout. Overhauled Sept. 1963. Profit Ltd., Bradford Road, Stanningley, Pudsey, Yorks. Tel.: Pudsey 5572. [4660]
- M.G. PB.** Just rebuilt, Bills over £120. 16-in. wheels, tyres. New parts too numerous to mention. £130 with spares. Tel.: Esher 65009 (after 6 p.m.). [4662]
- 1954 AUSTIN HEALEY 100**—good condition. Offers around £180. 289, Forest Road, Loughborough, Leics. [4663]
- RILEY IMP, 1934.** Black. V.G.C. Recent extensive overhaul. Four-branch exhaust, Brooklands sump, Merlin crankshaft, stoneguards, many spares. Offers around £380. Owner going abroad. Timberlake, 42, River Way, Ewell, Surrey. Tel.: Ewell 9419 (after 7 p.m.). [4664]
- ALVIS PJ 12/50** wide 2-seater, clean, good hood, upholstery, etc. Photo available. £128. Wood, Yewtree House, Bulkeley, Malpas, Cheshire. [4665]
- WOLSELEY HORNET SPECIAL.** Taxed. Spare engine. £50. 57 Verner Road, Sydenham. Tel.: SYD 3590. [4666]
- 1961 TR3** in yellow with black trim. No competition work. 21,000 miles genuine. Part exchange considered. Terms arranged. Tel.: Grimsby 56833, or Cleethorpes 63479 (evenings). [4667]
- 1956 M.G.-A** roadster. Radio, heater, etc. Excellent. £300. Wanted: Twin-Cam roadster. Details: 11, St George's Avenue, Rugby. [4668]
- TR2/3 BRAND NEW** white p.v.c. soft-top, £9 10s., and tonneau, £7 10s. o.n.o. 101, Vicars Hall Lane, Boothstown, Nr. Manchester, Lancs. [4670]
- TYRES:** Six matching Dunlops, 32×4½, two brand new, four 500 miles only. £50. Taylor, Gorsty Hill, Halesowen, Birmingham. Tel.: BLA 1389. [4671]
- M.G. SALOON, 1950.** Engineer owner. Many new parts. Just resprayed. Taxed, M.O.T. November, £100. Haslam, Tel.: PERIVALE (London) 1324 (after 3.9.64). [4672]
- FOUR DUNLOP** racing tyres, size 5.50×15, also two twin-choke Weber carburettors and inlet manifold suitable for Sunbeam Rapier IIIA. Offers please. Allen, "Timbercombe," Buxton Road, Disley, Cheshire. Tel.: Disley 2009. [4676]
- UNIQUE OPPORTUNITY:** Sole surviving 1939 Minerva Imperia cabriolet, excellent order throughout, M.O.T., etc. £100. Exchanges considered. 21, Wentworth Road, Solihull. [4675]
- RILEY KESTREL NINE, 1934.** Very lively. Mechanically excellent. Body fair. £60. Tel.: MAI 9037. [4674]
- MINERVA 8-CYLINDER SLEEVE** limousine, circa 1936. Very good body and mechanics, M.O.T. Lying Scotland. Offers about £150 to Box No. 0236. [4678]
- GOOD SPARES** 1937 Austin Big Seven: Dynamo and regulator, £2; starter motor, £1; d.d. Zenith carb., £1; coil, 5s.; distributor with new spare points and condenser, 15s. £22 V8 twin-choke d.d. carb., £1. Almost new 7-in. Wipac double-dip conversions, £2. Tel.: REL 0226. [4679]
- 1957 FORD THUNDERBIRD**, white, excellent condition throughout. £875. Tel.: Kingston 2341 (evenings/weekends). [4680]
- 1904 V.C.C.-DATED** 10/12-h.p. 2-cylinder Tony Huber car. Fully restored with tonneau bodywork and throughout in excellent original order. Well known at rallies over the last 30 years. Fair offers (U.K. only) to N. A. Ridley, Hill Farm House, Sprouton, Nr. Ipswich. [4681]
- M.G., 1947, TC.** Very good condition; reconditioned engine; new battery, etc. M.O.T. Space needed, so only £120. 611, Walsall Road, Landywood, Nr. Walsall (A 34 road). [4683]
- A VERY SPECIAL** Sunbeam Rapier, July 1960. Modifications and extras too numerous to mention. Very fast and absolutely immaculate. Going abroad. £490. Fryer, 15, Parkfield Court, West Worthing, Sussex. Tel.: Worthing 5644. [4684]
- 1937 AUSTIN SIX** limousine. Six-seater coachwork by Gordon, finished in leather and walnut. Big, smooth, 2½-litre straight-six engine. Sliding glass partition. Two seats in rear fold away. Detachable luggage trunk, spare wheel and extra new tyre. Twin batteries, adjustable steering column, clock, indicators, 4-speed box, etc. £70 spent on recent complete overhaul. This car, in mint condition, is offered for a mere £95. Tel.: Butterfield at Hoddesdon 2378 (between 5.30 and 6.30). [4685]
- ROOM NEEDED.** 1936 B.S.A. Scout. Good condition. £50 o.n.o. Tel.: Byfleet 46708 (evenings). [4688]
- I HAVE SIX** new 450×19 tyres for sale. Offers to Box No. 0238. [4689]
- 1934 ROLLS-ROYCE** Phantom II chassis, complete in all mechanical details, two spare wheels. Would separate for spares or sell as whole. Offers to: G. W. Sudlow, Hornblotton House, Shepton Mallet, Som. [4690]
- M.G.-B HARD-TOP**, white fibreglass, in perfect condition. £30. Tel.: Maidenhead 21929. [4691]
- ABARTH 750 ZAGATO**, 1959, red, L.H.D. Fast example. Recent engine overhaul. Must go, £725. Hulbert, Finmore Close, Buckingham. [4692]
- DORETTI PARTS:** Back panel, boot lid, screen with frame, side pillars. Offers. Williams, 117, Snowden Avenue, Flixton, Manchester. [4693]
- ALVIS GREY LADY** convertible, good condition, £185. TA14 estate, £85. Consider interesting exchange. 35, Parsonage Road, Withington, Manchester. Tel.: Didsbury 2050. [4694]
- A.C. 2-LITRE** saloon, 1953, good condition. £200 o.n.o. Apply after Sept. 6th. Tel.: LARKSWOOD 2667. [4695]
- 1961 SUNBEAM ALPINE** Series II. Moonstone with detachable black hard-top. Radio, heater, spots, "X" tyres, mirrors, etc. Carefully maintained. £530. Tel.: Vigilant 5683. [4696]
- LOTUS XI** sports/racing car. Mk. 2, 1,172 c.c. Unraced, uncrashed, little used. Full history—deserves another enthusiastic owner. Offers. Box No. 0239. [4698]
- M.G. TF 1500**, 1955. Resprayed, new p.v.c. hood, sidescreens and tonneau; radio, heater, "X"s; recond. engine, shockers. This car is in superb condition. £350. Tel.: Henfield 2801. [4700]
- UNCUT TYRES**—real smooth, red Mini, 1961. 24,000 miles, one owner. Heater. Immac. £295. Free lubrication chart. Tel.: Brixton 2056. [4701]
- RILEY LYNX 12/4** tourer, 1936. Magnificent example. Engine rebuild last year. Retrimmed in dark blue. New weather equipment. Shining black cellulose, good chrome. Bills for over £200. Price £240. Holloway, Brandsby Hall, Brandsby, Yorks. Tel.: Brandsby 272 (after September 6th). [4702]
- TRIUMPH TR2, 1955.** Reground crank, "X"s. TR3A fibreglass front and wings; recent new hood, tonneau. £160. Tel.: St. Albans 52054. [4703]
- BENTLEY 4½, 1937**, Park Ward sports saloon, B.R.G. Excellent condition, maintenance and recent test certificate by Rolls-Royce. Owner going abroad. £300. Tel.: Littlehampton 76. [4704]
- MINI MODIFICATIONS.** Alexander conversion, Stage I, done 2,000 miles only, head, carbs. and manifolds. £35 o.v.n.o. Tel.: Bedford 61470. [4705]

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FOR SALE—continued

ALVIS. Rare 1932 SP20 steel saloon. Good condition, running order. £50. Hawkins, "Victoria Lodge," Park Crescent, Abingdon. Tel.: 452. [4706]

ENTHUSIAST ONLY. Very fast TR3 engine Morgan Plus Four, B.R. Green. Fitted Moss gearbox, wire wheels, front discs, tonneau, heater, etc. Only £350, worth double. H.P. arranged. 480, Derby Road, Chesterfield. [4707]

JAGUAR Mk. V saloon. Heater, Motorola. The much-sought 2 1/2-litre. Real motoring for £75. Room wanted. Tel.: Ewell (Surrey) 6033. [4710]

£250. ROLLS 20/25, 1935. Bromley sporting saloon. 134, Grange Road, West Hartlepool. [4711]

1934 TRIUMPH GLORIA touring. Climax engine. Taxed, tested. £40. Box No. 0240. [4712]

TERRIER Mk. 2. Wershatt Ford engine. Racing specification. £330. Tel.: Harpenden 3165 (evenings). [4713]

1949 ALVIS TA14 saloon. Mechanically excellent, bodily sound. M.O.T. May 1965. £65 o.n.o. Tel.: Nottingham 247881. [4714]

PANHARD PL17 red saloon, 1951. Lovely condition, last, reliable, comfortable. £365 o.n.o. Exchange, cash adjustment, Triumph, Sprite, Mini, Gordini or W.H.Y.? Brown, 1, Parkneuk Road, Dunfermline. [4716]

VOLKSWAGEN 1192 ENGINE, good condition. Also Judson supercharger with boost gauge, 1954-60 engines. Offers. Cranfield, 72, Vale Road, Pools, Dorset. [4717]

ASTON MARTIN INTERNATIONAL, 1930. GN 888, with spare engine, gearbox, etc. Exhibition car, winner of 14 concours awards including 3rd in International Rally 1963, 1st Madresfield 1961; qualified V.S.C.C. High-Speed Trial 1964. Immaculate condition throughout. P. D. Woodley, The Bungalow, Barsby, Leicester. Tel.: Gaddesby 419. [4718]

1960 FIAT 1100. Very clean, low mileage. £325. Also 1955 Fiat 1100, £100. 1960 1100, breaking for spares. Tel.: Hagley 2705. [4719]

FOR SALE—continued

EMIGRATING—so must sell my immaculate 1959 Sprite. Host of extras. £275 or offers. Must be seen at 75, Hill Common, Bennetts End, Hemel Hempstead, Herts. [4721]

1961 SPORTS/RACING car. Space frame, i.f.s., i.r.s. Twin-cam engine, twin carbs., fibreglass/aluminium body. Photos: £130. 64, Kingswood Road, Fallowfield, Manchester, 14. [4722]

1949 M.G. TC. Fully reconditioned 4,000 miles ago. Great car. Offers to 5, Wood View, Grays, Essex. Tel.: Grays Thurrock 3713. [4723]

1933 LAGONDA 3-LITRE touring, in excellent condition throughout. Six new tyres and tubes fitted. Black, silver wheels, green upholstery. M.O.T., taxed. Offers. Photo if required. Tel.: New Milton 1023 (Hants). [4724]

VINTAGE TOURER. 1928 Austin 12/4. Completely original and excellent order throughout. Resprayed maroon and black. V.S.C.C. regd. £250 o.n.o. Tel.: Fulmer (Bucks) 256. [4726]

RILEY 2 1/2, 1950, taxed, M.O.T., £55. Twin 1 1/2-in. 20-deg. S.U. carbs., small parts missing. £3. Callers only, Baldwin, 40, Stratford Road, Hayes, Middlesex. [4727]

A.C. ACE. Red, black interior. Recent mechanical overhaul. As new condition. Offers to A. Hall, 5, Bakers Mews, N.1. Tel.: HUN 3927 (p.m.). [4730]

FOR SALE—continued

TOJEIRO-ASTON MARTIN, DB3S engine and box; s.s. i. 13.84. Compound Weber and other bits for Mini. 750 Renault parts, including second engine. Park, 6, Alvara Road, Alverstoke, Gosport, Tel.: 83554. [4723]

S.S. 100 2 1/2-LITRE. An excellent example of this classic model. £385, including spare engine, etc. Box No. 0243. (Surrey.) [4731]

ROLLS-ROYCE 25-h.p., 1935. "Lowline" saloon. Black and cream, swept-tail aluminium body. Blue hide upholstery. Fitted companions in rear quarters, bucket front seats. Late property of Rolls-Royce Superintendent. An outstanding car. Taxed for year. £250. Please write, K. Hucknall, 67, Forest Road, Nottingham. [4732]

RILEY 2 1/2 SALOON, 1952. 65,000. New: springs, starter, tyres, clutch. Good condition. £140? Tel.: Nottingham 282856. [4733]

G.P. BUGATTI. Body shell, £30. Moffatt, Tel.: Ffestiniog 751. [4734]

TRIUMPH TR3A, late 1960. Recently resprayed white. Hard-top, heater, rear seat, tonneau, washers, etc. Excellent condition. £440. Vickery, Kirkholme Way, Beverley, Yorkshire. [4736]

BRISTOL 401, 1952, only 4,000 since complete engine record, brakes relined, good tyres. Oil cooler and late pump. £300. Tel.: Byron 1676. [4737]

HEALEY NASH, 1947, sports touring, two owners. Excellent condition. Unusual specialist alloy body. 25 m.p.g., 100 m.p.h. Very low mileage. Must be seen. Photos available. £265. 33, Berners Drive, St. Albans. Tel.: 50015. [4739]

3 1/2-LITRE SPECIAL, Triumph 2000 tubular frame and body with Jaguar 200-b.h.p. engine, gearbox and overdrive. Tel.: Market Harborough 2974. [4740]

TALBOT 14/45. Vintage 1927 touring in original condition. Engine recently overhauled. Bodywork rustless. Interior original and intact. M.O.T. £120. Box No. 0242. [4728]

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 3.8 Jag., '60. S/s. roof. Radio. Very, very good £775
 Aston Martin DB2/4. Superior example, '54 £535
 Sprite, '61/2. Tuned by Brabham £350
 Lotus Eleven, '61. Really immaculate in red £295
 Bristol 400. Just overhauled. Superior condition £225
 Aston Martin 2-litre s/chassis coupé. Sound car £150
 Frazer Nash-B.M.W. 320 saloon £49
 Austin Mini van, '61/2, 4 seats. 23,000 miles £245

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ROLLS-ROYCE (1927) 20-h.p. Southern-bodied fixed-head coupé, timber work in body recently renewed ... £280

ROLLS-ROYCE (1934) 20/25-h.p. Hooper Sportsman. Excellent example, black with green leather trim ... £435

ROLLS-ROYCE (1929) P. II limousine by Alpe-Saunders, 8-seater. Impeccable order ... £175

DELAGE (1937) D6/70, Chapron sports saloon, Paris Show model, superb order, Cotal gearbox, bi-metal wheels ... £275

LANCIA (Aug. 1958) Series 6 GT coupé, fantastic condition, many extras, "X"s. One owner ... £800

INVICTA (1930) 4 1/2-litre d.h.c. by Carlton Carriage Co. Rebuilt both bodily and mechanically, and yet to be run-in ... £365

LAGONDA (1934) 16/80 4-seat sports. Good mechanics and tyres, fair order ... £175

HEALEY Tickford (1952). New brakes (Servo steering overhauled, new tyres, radio, heater. Excellent example ... £150



JAGUAR (1952) XK120 roadster, fitted 3.8 engine (reconditioned). Fantastic performance, 100 in 3rd. Good brakes ... £175

BENTLEY (1926) 3-litre, long chassis, 2/4-seater competition body. Speed Model engine and radiator. Sound order ... £445

ASTON MARTIN (1937) 2-litre, s/c. Good all round order. New big-ends ... £285

M.G. (1949) TC. Good order, recent recond. engine, good hood and sidescreeens ... £165

A.C. (1925) 2-seater with dicky, excellent runner. Needs tivating; many spares ... £175

LEA-FRANCIS (1929) 2-seater and dicky, good runner, fair order ... £90

We are now in a position to undertake Restoration Work of any description, i.e., Upholstery, Hoods, Tonneaux, all Mechanical Overhauls, Coach-building, Coach-painting, Cellulosing, etc., etc.



BENTLEY (1936) 4 1/2-litre drophead coupé by Park Ward. Recent engine rebuild, new nylon hood, black with blue trim ... £395

BENTLEY (1936) 3 1/2-litre drophead coupé, beautiful order, engine just rebuilt ... £425

BENTLEY (1938) 4 1/2-litre Barker 2-door sports saloon, good all round order, paintwork poor ... £185

BENTLEY (1936) 4 1/2-litre, sporty saloon by Park Ward, fair order ... £150

We are in the process of restoring two 3-litre Bentleys, details upon request.

GOLD SEAL

CAR COMPANY LIMITED



£1,195 **MERCEDES 190SL Roadster, 1959.** 24,000 miles, one owner in petrol blue, with blue interior. Radio, full history, detachable hard-top.

£445 **TVR Mk. II, 1961.** Wire wheels, disc brakes, seat belts, luggage rack. Finished in British Racing Green with grey interior.



£1,295 **JAGUAR E-type fixed-head coupé, 1962.** Most attractively finished in opalescent blue; fitted with push button radio, seat belts, snap exhaust extractors.

£1,295 **JAGUAR E-type fixed-head coupé, 1962.** An immaculate car finished in silver grey with red leather trim. Fitted with radio, Restall seat, etc.

£1,125 **A.C. Greyhound, 1961 model.** With radio, overdrive, wire wheels, finished in opalescent blue with red interior; 30,000 miles.

£895 **ALFA ROMEO Giulietta sprint coupé, 1960.** Right hand drive, red with grey and grey interior. Truly fabulous.

£875 **LOTUS Elite, 1962.** Special equipment model. ZF box finished in polychromatic green with black interior.

£845 **LOTUS Elite, 1961.** Stage II tune, ZF box, finished in primrose with contrasting trim.

£695 **ALFA ROMEO Spyder, 1959.** Drophead coupé. Grey with red interior; hard-top, etc.

£695 **AUSTIN HEALEY 3000, 1962.** Overdrive, heater, finished in ivory with black hard-top and interior.

£645 **JAGUAR XK150 S, 1959.** Wire wheels, fixed-head coupé, overdrive, ZF axle, finished in white. An extremely fast car. This is a 'special' hand-built car. With a modified and balanced unit.



£795 **M.G.-B, 1963-64 Series.** An immaculate car having done 5,000 miles only. Finished in Chelsea grey with red interior. Fitted with twin spots, reversing light full tonneau, etc.

£875 **JENSEN 541R, 1960.** Finished in silver grey with red interior. Fitted radio. A very clean car.



£645 **MORGAN +4, 1963.** British Racing Green with black interior. Tonneau cover, etc.

£645 **A.C. Ace, 1959.** Finished in gunmetal grey, fitted with matching hard-top.

£595 **SUNBEAM Alpine, 1961.** Red with wire wheels, overdrive, twin spots, woodrim alloy steering wheel.

£595 **A.C. Ace Bristol, 1957.** Fitted with matching hard-top. Overdrive, disc brakes. Finished in Burgundy with black trim.

£595 **JAGUAR XK150S, 1960.** Finished in indigo blue with contrasting trim, wire wheels, overdrive.

£575 **TORNADO Talisman, 4-seater GT, 1962.** Cosworth 109E unit, fitted with heater, finished in cornflower blue.

£545 **ASTON MARTIN DB2.4 drophead coupé, 1954.** Finished in British Racing Green with beige hood and interior. One owner last six years.

£545 **TVR II, 1961.** Finished in white with black interior. Wire wheels, disc brakes.

£535 **AUSTIN HEALEY Sprite, 1963.** 1,100-c.c. engine, disc brakes, wire wheels, full tonneau cover; finished in ivory with red interior, in immaculate condition.

£525 **SUNBEAM Alpine, 1961.** Fitted with radio and finished in Monza red with black interior.



£395 **ASTON MARTIN DB2.** Drophead coupé 1951. An unusual model finished in deep blue with matching interior. Beige hood.

£1,675 **LANCIA Flaminia coupé by Farina, 1960.** This is a right hand drive, one-owner example, of the most delectable of motor cars. Indigo blue with honey beige hide. Full Nardi engine mods.



£525 **COOPER-PORSCHE racing car.** Cooper chassis fitted with Porsche Carrera engine. Fabulous performance, complete with trailer.

£495 **M.G.-A Twin-Cam Roadster, 1959.** Ex-Dick Jacobs team car. Very fast. Fitted with hard-top. Microcell seat.

£475 **M.G.-A fixed-head coupé, 1960.** 1,600 c.c. One owner. Michelin 'X' tyres, twin spots, heater, etc. Finished in red.

£455 **M.G.-A Roadster, 1960.** 1,600 c.c. A well above average example. Finished in ivory.

£455 **M.G. Midget, 1963.** An immaculate car in every respect. Finished in almond green with black interior. Fitted with radio, tonneau cover, etc.

£365 **M.G.-A fixed-head coupé, 1958.** Finished in ivory. A well maintained car.

£345 **LESTER M.G.** This car was built by Toulmin Motors, fitted with an M.G. 1,500-c.c. engine very highly tuned, GT body in aluminium. Very fast full history. Finished in British Racing Green.

£325 **TURNER, 1962.** Fitted B.M.C. 948-c.c. unit. Finished in Monza red, with black interior.

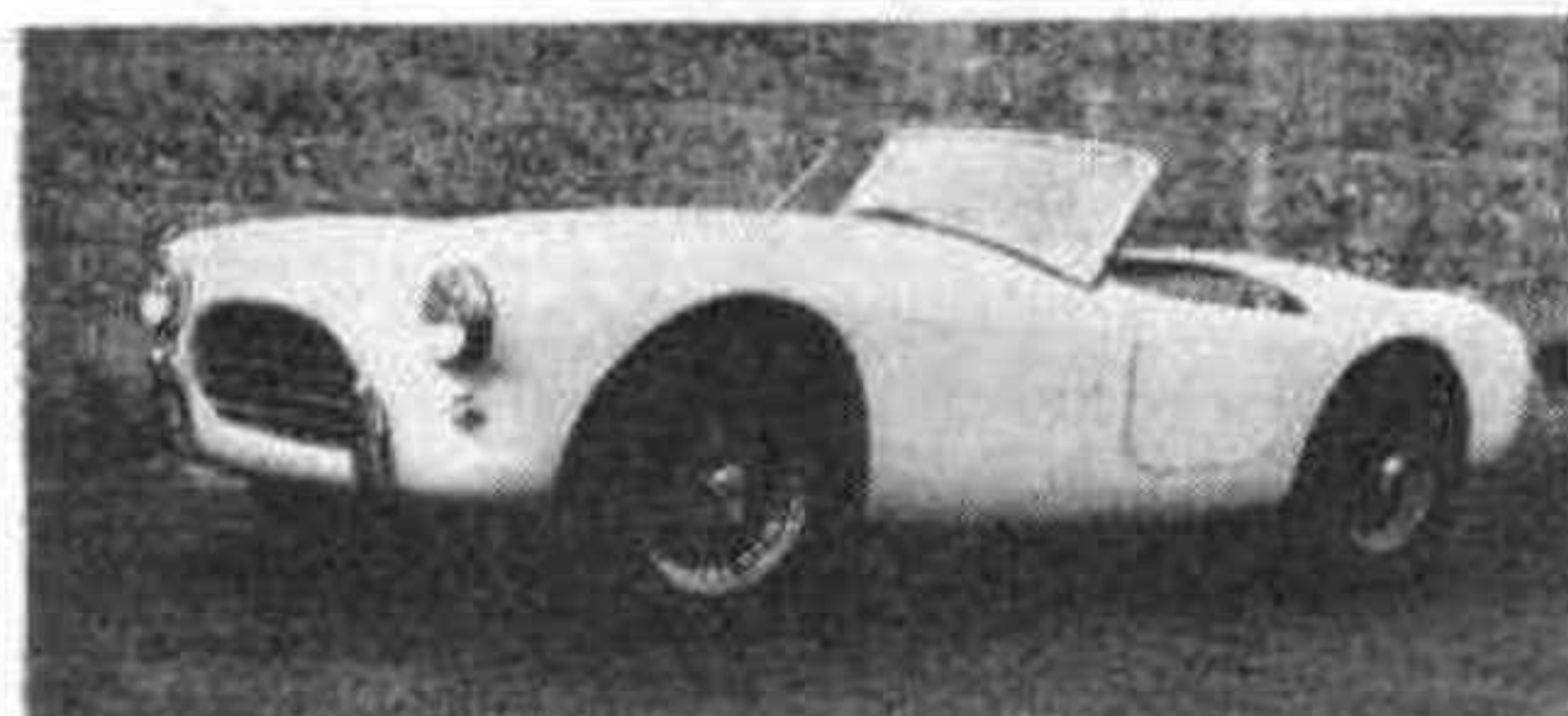
£315 **AUSTIN HEALEY Sprite, 1959.** Hard-top, heater, finished in green with white top.

£295 **JAGUAR XK140, 1956.** Fixed-head coupé. A very clean example in court grey with red hide interior. Twin spots, wheel trims, 'C'-type, engine mods.

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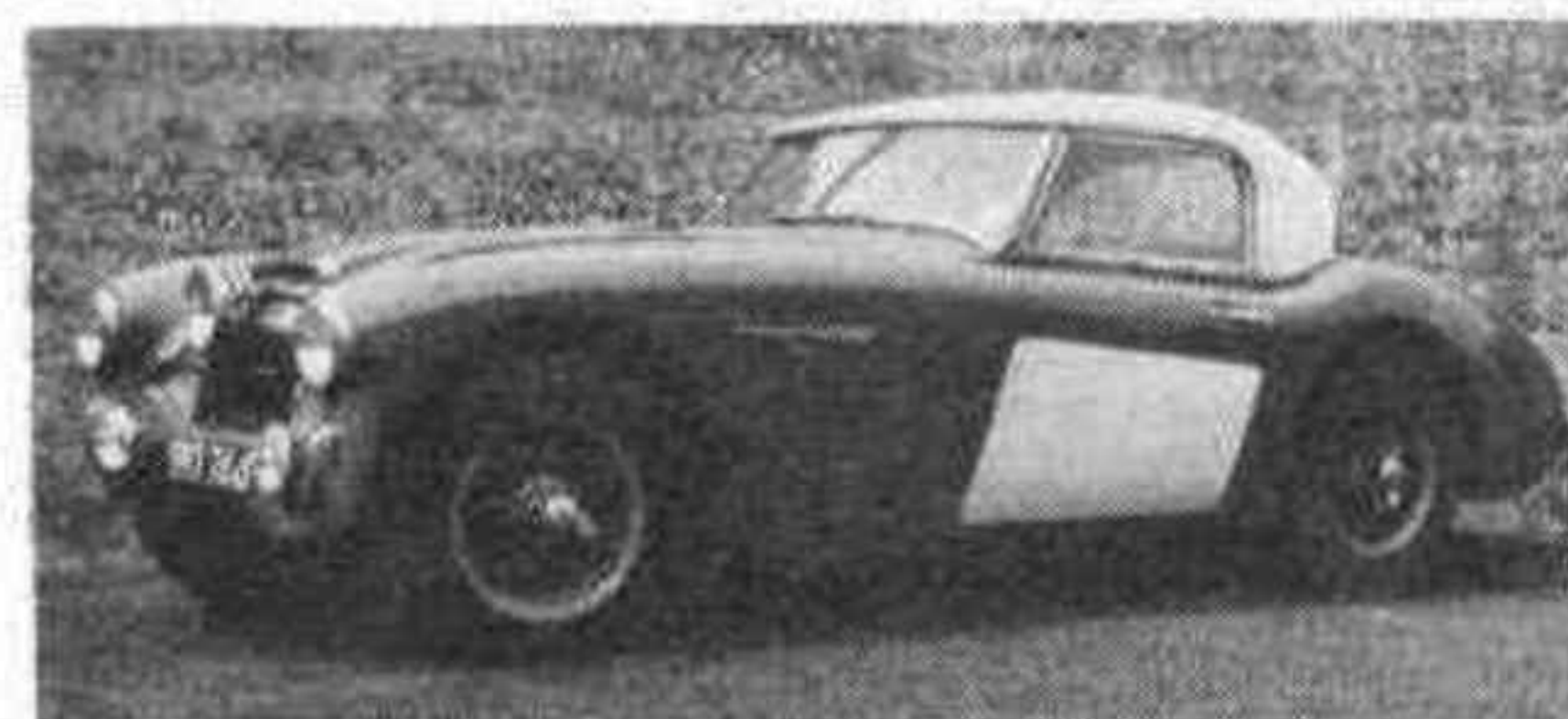
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£825 A.C. ACE Bristol, 1960. Fitted with chrome wire wheels, red leather interior, a very fast car indeed.

£495 AUSTIN HEALEY 3000, 1959. This is an ex-works Seigal Morris car, fitted with all works extras; hard-top, spots, modified boot, etc.



£275 AUSTIN HEALEY BN2, 1957. Wire wheels, overdrive, 4-speed box, heater. In white. Excellent value.

£265 JAGUAR XK140 fixed-head coupé, 1955. Fitted radio, heater, finished in grey.

£245 MERCEDES drophead coupé, registered 1959. Finished in ivory with contrasting interior. Fitted with Becker radio. Left hand drive.

£245 M.G. TD. Finished in green with beige hood and interior. A very clean example, fitted with various extras.

£235 TRIUMPH TR2, 1955. An average motor-car in red.

£225 M.G. TD. A very clean car finished in black with beige hood and interior. Twin spots badge bar.

£225 GEMINI racing car. Fitted fully modified B.M.C. unit complete with trailer. An ideal car for the beginner.

£215 TRIUMPH TR2, 1955. Finished in red. An average example.

£165 TRIUMPH TR2, fitted 3A front. Needs some attention.

£165 MORGAN +4, 1952.

£70 M.G. M-type, 1929. This car is not fully original but is in original shape. Host of spare parts.



£1,595 JAGUAR E-type Roadster, 1963. This is a one-owner 4,000-mile example finished in Carmen red with black hide interior. Fitted with push button radio.

£775 ALFA ROMEO Sprint F.H.C., 1960. This is a L.H.D. model finished in ivory with contrasting interior. One-owner car.



OFFERS:
TORNADO Typhoon. Green with black top, beige trim. 1172 Ford engine, built from new or recon. parts.

ALLARD saloon, V8 engine. Finished in white.

Saloon Cars

£795 FORD Corsair GT, 1964. A one owner car finished in Goodwood green with beige interior, immaculate.

£400 BENTLEY 4½-litre sedanca-de-ville, 1937. This car is in superb condition, finished in black with black hide interior and fitted radio and heater.

£365 SINGER Gazelle, 1958, drophead coupé. Finished in two-tone green, matching interior.

£295 MORRIS Mini Van, 1963. An excellent little vehicle. Finished in green.

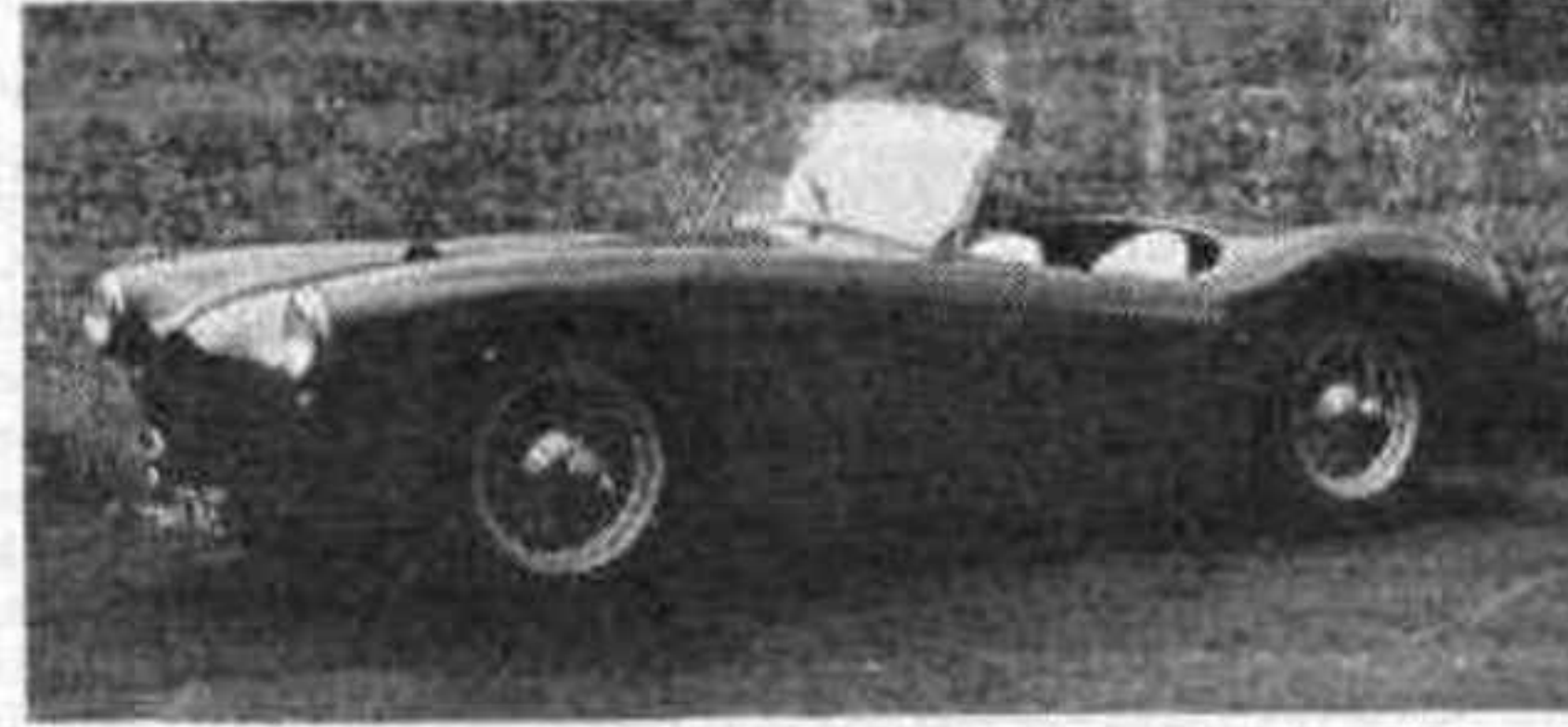
NEW CARS IN STOCK

List Price MORRIS Mini Van, beige.

List Price MORRIS Mini-Cooper 'S'. Grey with white roof.

List Price MORRIS Mini Traveller. Almond green.

List Price FORD Cortina GT. Finished in white with black interior. Maker's mileage.



£295 CHEETA M.G. Fitted M.G.-A engine and gear-box, fully enveloping aluminium body. A pretty car, with fantastic specification. A joy to drive, sprayed in Carmen red.

£545 BRITANNIA GT, 1961. Finished in powder blue with matching interior, propelled by 140 b.h.p. Zephyr unit; wire wheels, disc brakes, radio, overdrive, etc.



CARS AVAILABLE SHORTLY

£395 TRIUMPH TR3, 1958. Finished in red with black interior. Fitted with matching hard-top, etc.

£385 MINI de luxe, 1962. Finished in blue with contrasting interior. Fitted stage II Alexander engine mods. Motortune dash S.P.G.R. gear change. Seat belts, badge bar, power brakes, etc.

£465 MORRIS Mini-Cooper, 1963. Finished in white with contrasting interior. New tyres. Recorded mileage 14,000. One owner.

£455 MORRIS Mini-Cooper, 1963. Finished in surf blue, white roof.

£695 DAIMLER Dart, 1961. Finished in black with contrasting interior. Fitted matching hard-top, twin spots, seat belts, woodrim wheel.

£445 TURNER, 1960. Fitted Stage II Climax engine. W/wheels, disc brakes, hard-top. This car is finished in metallic B.R.G. with black interior.

£265 TRIUMPH TR2, 1956. Finished in B.R.G. Balanced engine, oil cooler, radio, new Cinturatos.

£695 TRIUMPH TR4, 1962. Finished in ivory with black interior. Fitted matching Surrey hard-top, etc.

£465 TRIUMPH TR3A, 1959. Finished in B.R.G. with black interior. Fitted w/wheels, overdrive, spot-lamp.

ALVIS TC21B. A very rare 2-seater d.h.c. Finished in black with contrasting interior.

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- TR3A, 1958.** Soft-top, tonneau, heater, rear seat, reversing lamp, spots, radiator blind, wing mirrors, excellent tyres. 42,000. £350. Bacon, 62, Kingscourt Road, S.W.16. [4744]
- HARD-TOP** to fit 1961 Austin Healey 3000 4-seater. 6, The Oval, Doncaster. Tel.: 55500. [4745]
- SUNBEAM ALPINE, Oct. 1962.** Moonstone and black hard-top and soft-tops. One owner, carefully driven 10,500 miles. Laminated windscreen, underseal, many accessories, splendid condition throughout. £650, bargain. Fourwinds, Kingsdown, Nr. Deal. Tel.: Kingsdown 405. [4746]
- MAJESTIC 1929 PHANTOM II** limousine ambulance, green/black with brown leather interior, swivelling armchair (optional bed). Bronze medal 1963 German Rally. Goodwood Panenat 1964. Completely equipped: Boa constrictor, klaxon, handbook, mascot. Any examination, Dr. Fred Richards, 36, India Street, Edinburgh. [4747]
- TONGA'S QUEEN SALOTE** used my 1936 25/30 Rolls-Royce Mulliner landaulette. Two-owner history. New handsewn leather roof, immaculate body, superb chassis. Original handbooks, mascot. Dr. Fred Richards, 36, India Street, Edinburgh. [4748]
- 1956 TR3, £280.** Very good bodywork and engine. Sims, Officers' Mess, Scampton, Lincoln. [4749]
- 1928 ALVIS 14.75** sports tourer, 2nd owner. Excellent throughout, photos, etc., serious enquirers. £350. Johnson, 1, Chestnut Close, Buckhurst Hill, Essex. [4750]
- M.G. TD II, black, 1953.** Laystall conv. V.G. cond. Full weather equip. £300 o.n.o. Tel.: Clissold 3721. [4751]
- JAGUAR 2.4 SE, 1956.** Overdrive, radio, heater, etc. Definitely superior to most seen today. £320 o.n.o. Benton, 44, Russell Road, Northolt Park, Middlesex. Tel.: BYR 3456 (day). [4752]
- ALVIS SPEED 25, 1933.** Charlesworth saloon of good appearance and in sound mechanical condition. Offers invited. Downhams, Wraybury. Tel.: 2168. [4753]
- RILEY 1.5, 1961.** 22,000 miles, grey, excellent condition. £425. Tel.: South Godstone 2297. Seen London. [4754]
- 1925 A.C. 2-SEATER, 4-cyl.** Excellent mechanically, just reboled. Very original and tidy condition. Taxed, tested. £160. May, Cadmore End, near High Wycombe. Tel.: Lane End 514. [4755]
- XK 140 F.H.C., July 1956.** High axle ratio, washers, spots, heater, etc. Excellent condition throughout, recent de-oke and clutch overhaul. £260 or exchange VW. Carter, 27, Wood Lane Close, Flackwell Heath, Bucks. Tel.: Bourne End 2400. [4756]
- SS100 2½-LITRE.** Special crankshaft, XK rods, flowed head, 170 HP camshaft. Lister Jaguar gearbox. One owner ten years. Cost the earth, £650. Also potent Jaguar-engined single-seater, requires work, with supercharger. £200. Write, or call, Sunday mornings. Ellis Developments, 283, York Road, London, S.W.11. [4758]
- 1937 AUSTIN NIPPY.** Overhauled throughout, modified engine. £100 o.n.o. 14, Fairway, Wallbank, Whitworth, Lancs. [4760]
- VINTAGE LAGONDA, 1927, 2-litre high chassis tourer.** Body excellent and original; engine tired but mechanics otherwise sound. M.O.T., taxed. £115 o.n.o. Rogers, 16, Durdonald Road, Didsbury, Manchester, 20. [4761]
- 1953 BENTLEY R-TYPE saloon, black/silver.** Brilliant condition. £650 o.n.o. Consider exchange. Tel.: Didsbury (Manchester) 2050. [4762]
- FOR SALE: M.G. TD.** Works reconditioned engine, new clutch, brakes relined, new hood, tonneau, battery, tyres. In excellent mechanical order. Very smart. Green. £250. Tel.: Palmers Green 0123. [4763]
- RILEY 1½ R.M.E., 1953.** Resprayed green, green interior, engine overhauled, "X"s, w/washers, w/mirrors, heater, new carpets. Excellent condition throughout. £250. Kemp, Aston Hill, Lewknor, Oxon. [4764]

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TALBOT, SUNBEAM-TALBOT AND CONTINENTAL CAR SPARES & SERVICE
 Pistons and gaskets for Delage, Delahaye, Hotchkiss, Peugeot, Lancia, etc.
 Inverted tooth timing chains in stock.
 GENERAL MACHINING, INCLUDING VALVES
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FOR SALE—continued

- 1951 LEA-FRANCIS 14/70** sixlight saloon. Black/grey. Immaculate condition throughout. £150. Cox, 42, Cwmavon Road, Blaenavon, Monmouthshire. [4767]
- PORSCHE, 1958, first reg'd 1960.** Unusual opportunity to acquire from original owner what is considered the finest 356A in Britain. £795. Tel.: Putney 6453 (any time). [4768]
- ALVIS, 1938, 12/70 saloon, grey.** Mechanically good, bodywork reasonable. Taxed, tested. What offers? Mills, tel.: HYD 8040, ext. 276 office hours, or TUNbridge Wells 28259 after eight. [4770]
- "MOTOR SPORTS,"** 90 copies, 1949-63. 8d. each, £2 the lot. Maguire, 161, Shardlow Road, Derbys. [4771]

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A COMPREHENSIVE SERVICE FOR THE OWNERS OF PRE-WAR RILEYS

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New replacement parts, 9 h.p.: Crown and pinions, £8 5s.; brake cables, 25/-; speedo cables, 22/6; rev-counter cables 18/6; gasket sets, 22/-; H.C. gasket sets, 19/6; (12-h.p. sets, 33/-; H.C. sets, 25/6); valve springs, singles, 8/6 set; doubles, 18/- set; clutch springs, 1/9 each; universal bushes, 6/- each; king-pin and bush sets, 59/6; valves, 12/6 each; guides, 4/6 each; track rod ends, 39/6 pair; exhaust down-pipes, 30/-; silencers, from 25/6; starting handles, 27/6. New road springs from 59/7. Exchange dynamos, starters and hundreds of sound used spares, quote on request.

VINTAGE RILEY NINE MONACO, collector's piece. £55, or with reconditioned engine, £105.

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 you can D. I. Y.
 Anywhere, any time, quickly and efficiently.

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 Most cars. L/Vans, set of four, 16/6.
 All clutches, 4/6 extra. 1962/4 A40s, Sprite, M/1100, M.G., Victor, Triumph 2000, 19/- set. All Mini range, 22/- set. Commercial 2/7-ton, set of four, 35/- P/packing 1/- State year and make. Cheques, Postal Orders, to:

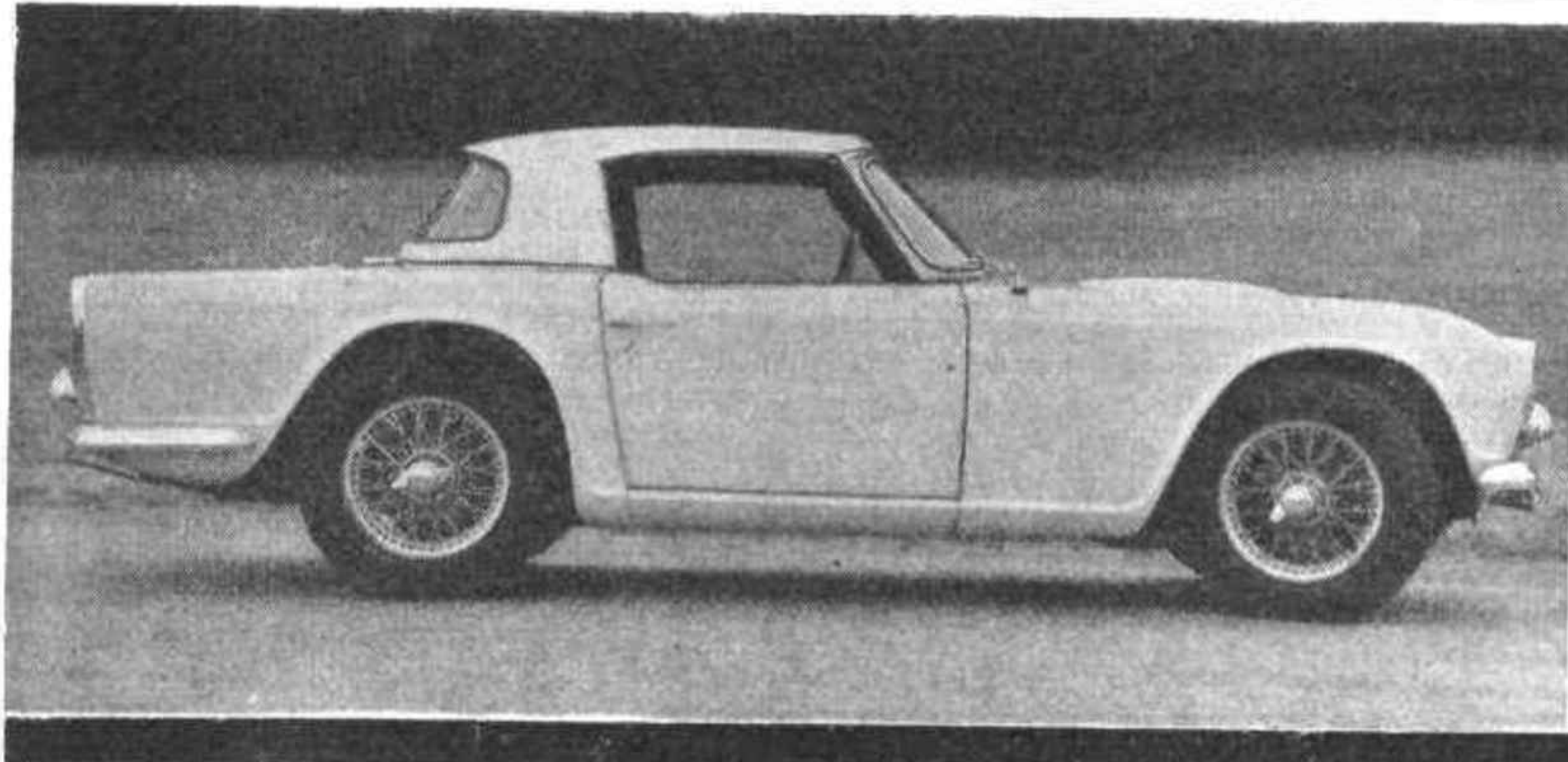
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FOR SALE—continued

- M.G. TC, NOV. 1948.** Reconditioned engine, rewired, spots, flashers, washer. £150. 110, Maidstone Road, Chatham. Tel.: 42825. [4773]
- 1956 AUSTIN HEALEY 100/4 BN2.** 4-speed o/drive, excellent condition. £230 o.n.o. 3, Violet Place, Whitchurch, Cardiff. [4774]
- RILEY PATHFINDER, Oct. 1955.** Lavishly equipped and in exceptional condition. Full particulars on request. £195. 81, Holmes Chapel Road, Congleton. [4775]
- CHANGED HOME, NO ROOM.** First £35 secures two Lancia Aprilias, one as spares, other crashed. Recon. engine, 1,000 mls, o.k.; "X"s, etc. 3, Woodbine Cottages, Yorktown Road, Sandhurst. [4777]
- 1960 TR3A, IMMACULATE.** Modified engine recently reconditioned. "X"s. Only £350. Tel.: KEL 6852. [4778]
- 1954 ASTON MARTIN DB2/4** 3-litre sports saloon, B.R.G. £475 o.n.o. Tel.: KEL 6852. [4779]
- RILEY 1½, 1937, ADELPHI.** Engine, body good. Dynamo overhauled. New radiator, roof relined, good tyres, battery. £50 o.n.o. Copley, 291a, Wellington Road North, Heaton Chapel, Stockport. [4780]
- MINI-COOPER S, late '63.** Green/white, excellent condition, extras. £585. Box No. 0249. [4781]
- "MOTOR SPORT,"** 15 years complete—Oct. 1949 to date. Unbound, good condition, buyer collects. £8 10s. 69, Plumpton Avenue, Hornchurch, Essex. [4782]
- ONLY £150, 1954 TR2.** New engine, wire, wheels, overdrive, recon. gearbox, bodywork recently overhauled but needs re spray. Write Jonathan Boshier, 84, Camberwell Church Street, S.E.5. [4785]
- WOLSELEY HORNET SPECIAL, 1934.** Excellent condition. Maitly coachwork. Spares and handbook. M.O.T. £80. Chatters, 23, Ashden Walk, Tonbridge, Kent. Tel.: TON 4525. [4786]
- BENTLEY 3½.** Very elegant, probably unique American Brewster drophead body. Many spares, including complete car. £395. Shrimpton, Little Garth, Hilton, Lichfield. Tel.: Shenstone 394. [4787]
- 1954 CITROEN L15.** 10,000 miles since engine rebuild, new barrels, the lot. Good drive shafts, reconditioned brakes. Four excellent "X"s. Much admired metallic silver/blue body. £160. Leppard, 46 AMQ, R.A.F. Leconfield, Beverley, Yorkshire. [4788]
- BRISTOL 400, 1947.** Enthusiast's bargain; engine overhauled at works. New crankshaft, modern type oil pump and camshaft, Service Solex carbs. Serk reconditioned rad., new battery, just resprayed heater grey. Bills held. £250 o.n.o. R. L. Simpson, 3, Arundel House, Michel Grove, Eastbourne. [4790]
- ALVIS TA14 COUPE.** Twin carbs., fast, mech. good. £85. 5, The Glebe, Hawley, Nr. Camberley. [4792]
- SUNBEAM RAPIER, Series II, 1958.** Overdrive, radio, seat covers, clock, underseal, good tyres, brakes relined, new exhaust, 700 miles per pint. Excellent bodywork. £330. 61, Leafields, Houghton-Regis, Dunstable. Tel.: Watford 25879. [4793]
- M.G.-A, '57, BLUE.** New electrics throughout, 1,622-c.c. engine fitted new, 9,000 miles only, Avon Turbospeeds, racks, etc., good condition. Never raced or rallied, genuine sale. £315 o.n.o., bargain. White, Stakers Farm, Yapton, Nr. Arundel, Sussex. Tel.: Yapton 255. [4792]
- ID19 CITROEN, 1960,** exceptionally good condition. [Property of professional engineer, Citroen enthusiast. Radio, seat belts. £580. Tel.: Ringwood (Hants) 2195. [4794]
- RENAULT 4L ESTATE,** June 1962. One owner, low mileage. Sunshine roof, Konis, 40 m.p.g. Beautiful order throughout. £325 o.n.o. Tel.: Wareham 490. [4795]
- 1954 AUSTIN HEALEY 100/4.** Undersealed, wire wheels, five good tyres, overdrive, radio, heater, Marchal fog and spot, tonneau, B.R.G. Excellent condition. £150 o.n.o. Reason sale: stork. Griffiths, 10, Tredington Road, Mount Nod, Coventry. [4798]
- 1934 LAGONDA RAPIER,** beautiful 4-seater tourer body by E. D. Abbott. Twin o.h.c., 1,104-c.c. engine. Excellent mechanical condition, bodywork good, hood new, interior clean. £140. T. J. Forrest, 154, Hadlow Road, Tonbridge, Kent. Tel.: Tonbridge 2750. [4799]
- ALVIS BEETLEBACK 12/60, 1932.** Superb mechanically. Bodywork excellent. Full weather equipment. In daily use, £225 or less, as emigrating shortly. Contact P. Gammon, Nurscombe Fruit Farm, Bramley Surrey. Tel.: 2219 after 1st September. [4800]

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Sports Saloon with boot. Aluminium body built by William Arnold Ltd. CHASSIS No. GXB11. ENGINE No. P68. First registered Feb. 1934. Only two previous owners. This car is in very good condition both mechanically and bodily. Any trial given to genuine person. Price £395
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FOR SALE—continued

ARNOTT SUPERCHARGER for Citroën ID19. Complete with all fittings. £40. E. Taylor, Willow Close, Whitehall Road, Sale, Cheshire. Tel.: Sale 3292. [4801]

DELAGE D6/70 and spares. £50. 10, Park Avenue, Rogerstone, Mon. [4802]

RILEY 1½, 1954, recon. engine 24,000. New exhaust, tyres, radio, w/w. Tested July '65. £170. 6, Trimmingham Villas, West End, Halifax. Tel.: 2900. [4803]

WHAT PRICE PRESTIGE? £150 only buys my Healey Duncan sports. Fabulous 100 m.p.h. quality coachbuilt car. Much money spent recently on complete overhaul. Spares easy. Seen London. Tel.: Godalming 2538. [4804]

1924 SUNBEAM 14/40 tourer. A desirable vintage car. £150 o.n.o. Anderson, Inverawe Farm, Taynuilt, Argyll. [4805]

2000 ROADSTER, Mich. "X" tyres, o/d., radio, heater, new hood, recent respray, excellent order. Host of spares. £150, the lot, or spares separately. Coles, High Street, Maxey, Peterborough. Tel.: Market Deeping 2127. [4807]

RILEY KESTREL, 1937. Engine overhauled, sound body, twin carburettors. £70. Tel.: Ewell 3597. [4808]

SINGER 4AD ROADSTER, 1951 (export model). Very good condition. Recent major engine o/haul, new tyres, brake linings, red d.v.c. hood in new condition. This much-admired car must regrettably be disposed of for larger family car. Best offer around £140. Genders, tel.: St. Albans 60728. [4809]

M.G.-A HARD-TOP by Ashley. £25. Boyer must collect. Ward 72, Murrayfield Road, Hull. Tel.: 43824. [4810]

750 SPECIAL, fibreglass body, hydraulics, i.f.a., reconditioned engine (80+), cost £350. Accept £85. Tel.: Waxlow 5164. [4811]

PORCHES DISMANTLED, 1955 and 1956, various parts. Two pairs Reutter seats, one set brakes complete, one 1500 engine, one transmission, etc. Box No. 0251. [4813]

1947 Y MODEL M.G. Recon. engine, taxed, heater, M.O.T. £95. Tel.: Larkwood 6808. [4814]

THE GUV'NOR wishes to sell his motor car, 1963 Gazelle. Immaculate cond., 8,000 miles since new. Taxed, heater, extras. £570. Carefully run in on Red Barrel. Tel.: Fulham 2205. [4815]

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FRAZER NASH T.T. REPLICA, 1936. Excellent original condition. Tuned B.M.W. engine, Shelsley suspension. Attractive, fast, reliable. Offers over £500. Teague, 20, Folly Hill, Farnham, Surrey. [4817]

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ASTON MARTIN DB2.4, 1955 series, 3-litre sports saloon. Radio, heater, twin spots, new Dunlop RS5s 6,000 miles ago. £465. 1, Toll Bar Cottages, Ollerton Knutsford, Cheshire. [4820]

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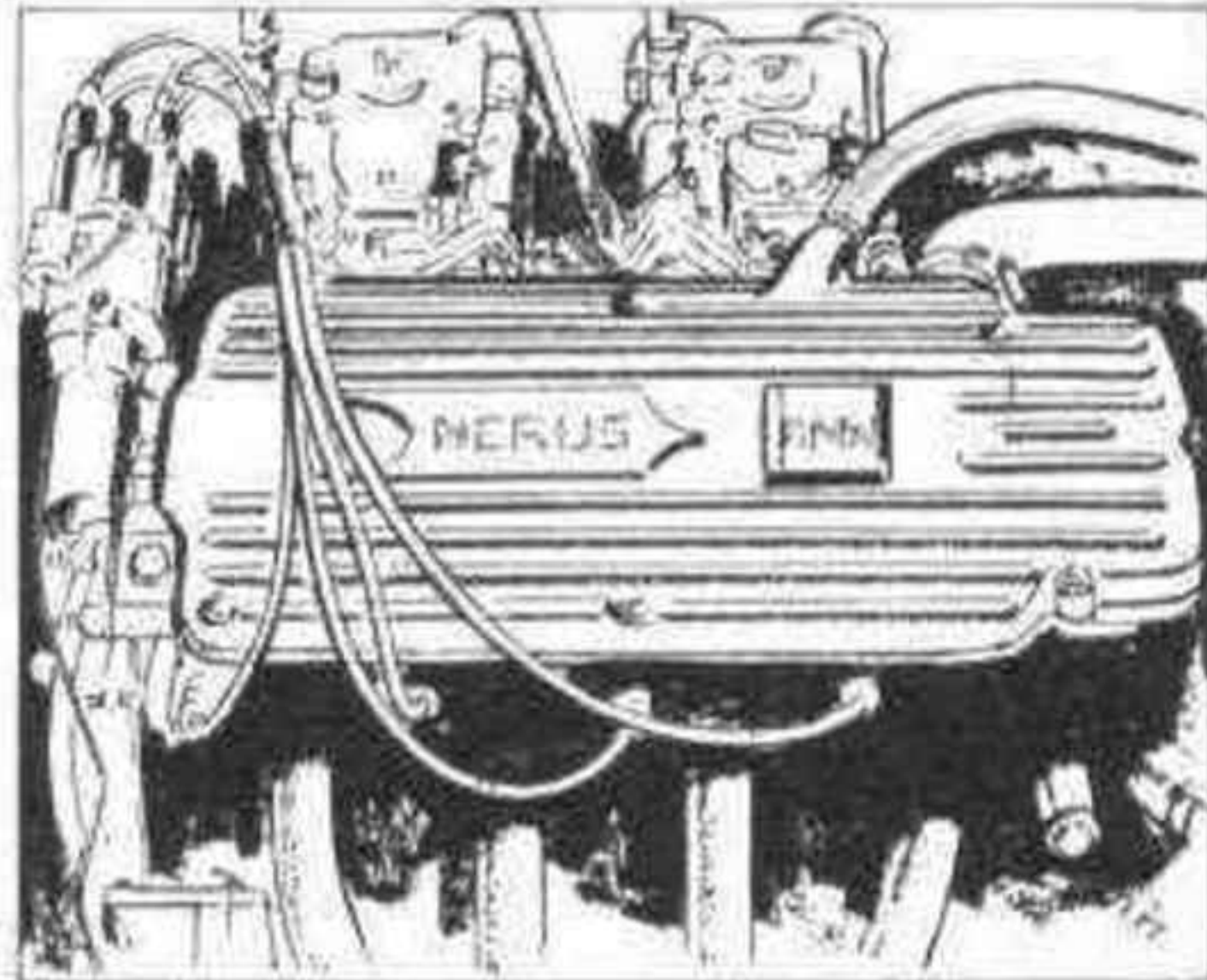
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- 1966 FORD-BUCKLER** special sports 2-str. 100E conversion. Smart and reliable. Ideal for sports enthusiast. £150. Box No. 0266. [4926]
- XK150 JAGUAR 3.4 S-type** D.H.C., 1960 model. Specially finished by Jaguar in a delicate primrose yellow, black morocco hide interior, deep pile carpets and mohair hood. Chrome wire wheels, Motorola radio, stainless steel luggage rack, overdrive, spot and fog lamps, electronic tachometer, quick-release servo-assisted discs, etc. Recorded mileage 28,000. In beautiful condition, a joy to drive and probably unique in finish. £745. Part exchanges taken, finance and insurance arranged. J. R. M. Blythe, Oldhouse Farm, Fulmer, Bucks, Tel.: Fulmer 51. [4928]
- SP250 HARDTOP, B.R.G.** Immaculate, cost £88 year ago. Offers to Taylor, tel.: Ilford 2268 (day). [4766]
- FOR SALE:** large collection of motoring books (approx. 500). Too numerous to itemise, please state requirements. All letters answered. Overseas enquiries welcomed. Box No. 0247. [4769]
- SHORROCKS SUPERCHARGER** for any vehicle up to 1,500 c.c. £40. Tel.: BEckenham 5242 (evenings). [4931]
- 1963 VOLKSWAGEN.** Taxed April. Turquoise. Immaculate. £515 o.n.o. Ireland, 12, Outlands Road, Cotingham, E. Yorks. Tel.: Hull 845714. [4932]
- MY GOOD LOOKING M.G. TF,** 1,500 c.c. Good tyres and engine. £340 o.n.o. Tel.: Peterborough 5414. [4933]
- PONTIAC SIX, 1939,** sedan. Rebuilt—immaculate, impressive. First offer over £80. 3, Campbell Road Boscombe, Bournemouth. [4935]
- 1936 RILEY LYNX 12/4** Special Series. Mechanics, chrome excellent, hood good, body fair. £100 o.n.o. Corke, 37, Alexander Road, Birmingham 27. [4938]
- 1954 FORD POPULAR.** Very sound engine, slightly damaged body. £25. Tel.: Tatsfield 449. [4939]
- SUNBEAM RAPIER, 1960.** O'drive. Prepared for rallying. Special engine 10,000 miles, Konis, Halda, Helphos, radio, spotlights, navigator light, Cinturas. Offers around £450. Edwards. Tel.: High Wycombe 647. [4940]
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- M.G. TD, 1953.** This pretty blue car, excellent condition, new tyres, heater, tonneau, etc., only £235. Loughborough. Tel.: Osgathorpe 391. [4942]
- M.G. MIDGET,** December 1962. 12,000 miles. Many extras, bodily and mechanically this car is superb. £420. Tel.: FOO 8704 evenings. [4943]
- M.G. MIDGET, 1963.** Heater, hard-top, tonneau, oil cooler, roll bar. £495 o.n.o. Box No. 0269. [4944]
- 1935 ROLLS-ROYCE 20/25** Mulliner sports saloon. Mascot, tools, M.O.T. £150. 41a, Deacon Road, Willesden, N.W.2. [4945]
- SUNBEAM ALPINE, 1959/60 SERIES.** Red, black hard-top, new tyres, spotlamps, chrome luggage rack. Excellent condition. £415 o.n.o. (Bristol area). Tel.: Almondsbury 2532 after Sept. 5th. [4946]
- EXCELLENT BRISTOL 401,** 1951. Maroon, white leather. Heater, radio, etc. Offers. Cook, 1, Rickerscote Avenue, Stafford. [4947]

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- JAGUAR XK150 D.H. coupé,** 1958 (July). Overdrive, wire wheels, etc. A most outstanding example by any standards. One owner, very nominal mileage. Impeccable in Cotswold blue, specially made zip tonneau cover ... £518
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- JAGUAR XK150S 3.8 fixed-head,** 1960. Full 'S' specification with 265 b.h.p. engine, overdrive, Powr-Lok diff., etc. Radio, heater, screenwash. Superb example of this fine GT car ... £698
- ASTON MARTIN DB2 D.H.,** 1952, 3-litre engine. Exceptional works-maintained specimen with a most impressive history, full details of which could well fill half this excellent magazine! Almost certainly the finest of its type on offer anywhere £495
- AUSTIN HEALEY Sprite, Mk. II, 1962.** 15,000-odd miles only, literally as new. Heater, tonneau cover, screenwash, etc. Another of our specimen low mileage cars ... £445
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- JAGUAR 3.4 SALOON,** July 1957. Pearl grey, red interior, clean, excellent mechanically. Cinturas, overdrive, radio, safety belts. £325. Foxley, Holbrook Grange, Long Lawford, Rugby. Tel.: 3259. [4950]
- COMPLETE COLLECTION AS NEW,** every unit required current literature, for restoring 1933 Taibot 65, S.T.D. registered. Daily used. Reasonable offer 208, London Road, Peterborough. Tel.: 5260. [4951]
- BOUGHT CITROEN SAFARI,** must sell my 1959 ID. Royal red/white, £375; and wife's 1957 series Vanguard Sportsman saloon: radio, heater, overdrive, twin spots, £160. Both cheap due to urgency. 78, Woodlawn Court, Manchester 16. Tel.: Chorlton 3839. [4952]
- AUSTIN HEALEY 3000,** 2-seater, 1960. Wire wheels, overdrive, radio, etc. White with black side panels, red interior. Used as second car. Genuine 22,000 miles. Exceptional condition. £485. Dixon, 1, Streetsbrook Road, Shirley, Solihull, Warwickshire. Tel.: Shirley 3688. [4953]
- 1923 MORRIS COWLEY 4-seater** touring. Blue. Rebuilt throughout. Spares. Engine. M.O.T. Taxed Dec. Offers over £280. J. G. Mellor, 647, Rochdale Road, Royton, Lancs. Tel.: Main 2706. [4954]
- TR3, 1956, £270.** Minor 1000 convertible, 1957, £210. Both in really excellent condition, with heaters and reconditioned engines. Hard-top, Cinturas for TR3, motor engineer owned and maintained. Baldock, Lavandou, Viking Close, Martlesham, Woodbridge, Suffolk. [4955]
- LAGONDA 2½, 1950.** In wonderful condition, except jumps out of 2nd gear. £55. Tel.: Low Fell 75729. [4956]
- RILEY IMP, 1935.** Superb condition throughout, manual change, spares. £380 o.n.o. Wood, 53, Mulberry Road, Bourneville, Birmingham, 30. [4957]
- PA RADIATOR, COMPLETE, £E5.** Brake system, £5. Steering-box, £3. Carbs., £1. Starter motor, wheel, Hornet gearbox, £5. Dynamo, other spares. Strange, The Beeches, Lydiard-Millicent, Swindon, Wilts. [4958]
- M.G.-A, 1960, WHITE,** 22,000 miles. New "X" 's, wire wheels, luggage carrier, wing mirrors. £425. Wright, Oaklands, Whaplode, Spalding, Lincs. [4959]

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TRIUMPH VITESSE, 1963, Drophead, white, radio, 10,000, perfect condition. £640 (£200 under cost). Owner buying house, would accept Mini Traveller or Mini van value £200 in part exchange. Taylor, 25, Croftdown Road, N.W.5. Tel.: GUL 4226. [4961]

RILEY IMP, 1934, in near concours condition. Recent transmission overhaul. A really nice car. Sale due only to house purchase. £425. Shaw, 15, St. Johns Crescent, London, S.W.9. Tel.: RFD 3788. [4964]

FIAT 1500, GREY, 1962 saloon, 8,500 miles. £600, Treetops, Lock's Ride, Ascot. Tel.: Winkfield Row 2318. [4965]

MORGAN 4/4, 1947, Very attractive motor car. Nearest £150. 9, Wychbury Road, Merry Hill, Wolverhampton. [4966]

1933 ROLLS-ROYCE P11, Windover body. Everything original, beautiful condition. Mascot, books, six excellent tyres, occasional, three cigar lighters, original Scintilla, wipers. Taxed and Tested. First purchased in Switzerland, registered U.K. 1937. Timing noisy, but otherwise mechanically superb, hence price £245. Part exchange considered. Hampson, 32, Parkview Road, Lytham, Lancs. Tel.: 6330. [4967]

TR4, 1962, WHITE, Wire wheels, overdrive, 16,000 m., many extras. £700. Tel.: CRE 5979 (Essex). [4968]

XK150, 1959, special equipment model in B.R.G. Fitted overdrive, safety belts, luggage rack. £350 snip. Tel. R. C. Jordan, South Benfleet 2701/2, during day. [4969]

LAGONDA (2.6-LITRE) 1950 D.H. coupé, Reconditioned engine (only 500 miles), new hood and bodywork renovated, new tyres, resprayed last year. £300. Also complete spare engine (in running order) and gearbox for above car. £50. Box No. 0272. [4970]

MORGAN 4/4, 4-SEATER, 1947, In excellent condition: new battery, tyres, etc. £120. Linfield, Hall Lane, Kelsall, Chester. [4971]

AUSTIN MINI-COOPER, 1962, Immaculate, underseal, Silent Travel, baulk-ring gearbox, wood-rim wheel, etc. £375. Tel.: Guildford 66063 (evenings or weekend). [4972]

BENTLEY, 1937, 4½ saloon by Mann Egerton. Recent back axle overhaul and respray maroon. Mechanically perfect. Original tools and handbook. In regular use as second car. £200. Mackean, Pillarbox Cottage, Toothill, Nr. Romsey, Hants. Tel.: Rownhays 2776. [4973]

1933/4 RILEY KESTREL Nine, Good condition, year's M.O.T., spares. £50. Horner, Brooklands, St. Francis Close, Blackfield, Southampton. [4974]

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CITROEN LIGHT FIFTEEN, 1948, M.O.T. Heater, spot lamps. Good condition. £55 o.n.o. Tel.: Camberley 21315. [4976]

M.G. CONNOISSEURS, 1952 1½-litre black saloon. Very good condition. Few owners, little mileage. £140. Nissen, Tel.: North 7786. [4977]

SUNBEAM RAPIER saloon, 1961, duo-green, low mileage. O/d., radio. Very good condition. £550. Tel.: MIL 7810 (evenings). [4978]

FOR SALE—continued

TURNER, 1962, 948 c.c., Alexander conversion. Monza red. Fully instrumented, bucket seats, heater. 16,000 miles. Company car forces sale. £395 o.n.o. Tel.: Walton-on-Thames 25331. [4979]

M.G.-A 1600, 1960, blue, W/wheels, extras. Excellent condition, taxed. No room for carrycot therefore must change for practical, interesting car or sell. £425. Tel.: EMB 3097. [4981]

M.G.-B SEAT COVERS, new, cost £12. Any offers. Tel.: EMB 3097. [4982]

CITROEN LIGHT FIFTEEN, 1955, beautiful appearance, exceptional condition. New differential and clutch, "X"s, heater, lamps, other extras. Perfect example. £165. Manley, "Maranatha," Lumber Lane, Burtonwood, Warrington. [4984]

SPLENDID VINTAGE 9-h.p. Riley 2-seater, raced V.S.C.C. events. Rebuilt, ready to race or as hot road car. Spares; photos. Must be sold. £150. "Treen," Shortlands Grove, Bromley, Kent. Tel.: RAV 7636. [4985]

LAGONDA RAPIER F.H.C., £200, s.a.e. details: Wood, Crofts, Bransgore, Christchurch, Hants. [4986]

1960 M.G.-A 1600 roadster, Heater, extras. Immaculate. 28,000. £475 o.n.o. No dealers. Tel.: Lewes (Sussex) 4280 (evening). [4987]

ALVIS GREY LADY, 1954, drophead, maroon. Vynide hood, quarter-lights. £205. Tel.: Sheffield 366611. [4988]

FORD MODEL-B saloon, immaculate, original condition mechanically and bodily. £90. Tel.: Lower Hook 3915 (Surrey). [4990]

JAGUAR XK150 D.H.C., 1959, B.R.G. Special equipment model. Motorola radio, 1/rack, wheel trims. Beautiful condition. £460 o.n.o. Peer, 9, Derwent Avenue, Edmonton, N.18. [4991]

1957 TRIUMPH TR3, soft-fon, powder blue. Extras: overdrive, heater, rear seat, safety belts, tonneau cover. £270. 20, Manship Road, Mitcham, Surrey. Tel.: MIT 6844. [4992]

ASTON MARTIN DB2/4 3-litre B.R.G. saloon, 1955, Perfect condition. Recent £150 overhaul. £690, Nock's Brickworks Ltd., Birmingham, 24. Tel.: Erdington 0044. [4994]

1935 BENTLEY 3½ Hooper fixed-head, 2-door, Very smart, excellent condition. £150. Gough, 75, Granley Road, Cheltenham. Tel.: 28278. [4995]

ROLLS-ROYCE MASCOT, 4½ in. high, excellent condition, £15 15s. Write: P. Crockett, Irene, Askett, Aylesbury, Bucks. [4996]

TR2, NOV. 1955, Black, Hard-top, tonneau, o/drive. £200. 37, Coldyhill Lane, Newby, Scarborough. Tel.: Scalby 319. [4999]

XK120, High ratio axle; 100 in 3rd. Twin pipes, belts, etc. M.O.T., taxed. Enthusiast maintained. Apprenticeship, must sell. £150 o.n.o. Tel.: Newbury 63. [5000]

SINGER NINE Le Mans, 1935, Special Speed Model. For enthusiast. Original. Excellent condition throughout. Mechanically sound. £150 o.n.o. Morse, Officers' Mess, S.P.E., Corsham, Wilts. Tel.: Hawthorn 344. [5002]

SUPER BRISTOL 401, 1952, This car would be classed a Best Buy by *Which*. Chauffeur driven and complete recorded history. The condition and performance (95 m.p.h., 25 m.p.g.) of this car are as new. Going abroad, so offers to Thomson, Bowling Green Road, Cupar, Fife, Scotland. Tel.: Cupar 3492. [5003]

FORD 1172 SPECIAL, just rebuilt, all usual mods. £65. Tel.: Burgh Heath 3420. [5006]

FOR SALE—continued

M.G. TA, 1939, MG Reg. No. M.O.T. A very clean, sound and much admired example. Offers. 34, Marks Road, Wokingham, Berks. [5007]

M.G. TC, 1948, Good condition. Needs repaint. £125 or offer. 12, Salcombe Road, Plymouth, Devon. [5009]

ALLARD J2 COMPETITION model, Recond. Mercury engine, new tyres. M.O.T. Excellent condition. £250. 21, Giles Road, Tadley, Hants. [5011]

A.C. ACE SPARES, Ex-1960 low-mileage gearbox, differential, carburetors, rear body shell, water pump (new), instruments, hood, windscreen, heater, wheels. Other odds. Must clear. Tel.: Rickmansworth 74624. [5013]

HEALEY SPRITE Mk. I, 1960 September, Red. New clutch/gearbox. Enthusiast maintained, not rallied/raced. Heater, tonneau, many extras. Bodywork excellent. £325. Hall, 63, Etwall Road, Hall Green, Birmingham. [5014]

WHITE SINGER GAZELLE convertible, late 1957, Really good condition. New white hood and tonneau. Floor gear-change. Recently decarbonised, carburetter reconditioned, brakes relined, ignition overhauled. Tyres nearly new. £245 o.n.o. or exchange 2-seater sports. Latham, 6, Seaton Street, S.W.10. [5015]

ROLLS-ROYCE, 1928, Southern Motors replica drophead body with mascot. Mechanically good. New tyres, battery and complete exhaust system fitted this year; wiring renewed, starter and dynamo overhauled. In daily use. Good hood; body needs tidying to complete renovations. £220 o.n.o. Box No. 0275. [5016]

M.G. TD, Replacement engine. Good weather equipment, heater, Pirelli Cinturas. M.O.T. £240. Reynell, St. Lucia Lodge, Bordon, Hants. [5017]

ROCHDALE GT, 1961, white. Excellent performance/road-holding. Full mods. (new engine). Superb finish. Particulars/photos per return, any trial/inspection. £270. Christie, Tel.: Great Mollington (Chester) 218. [5018]

M.G. ENTHUSIASTS—a 1949 TC, First-class paintwork. Engine fair. M.O.T. Gift, £110. Also 1938 TA, very smart, mechanically sound, M.O.T., £85. No time wasters. Tel.: Bedford 68626. [5019]

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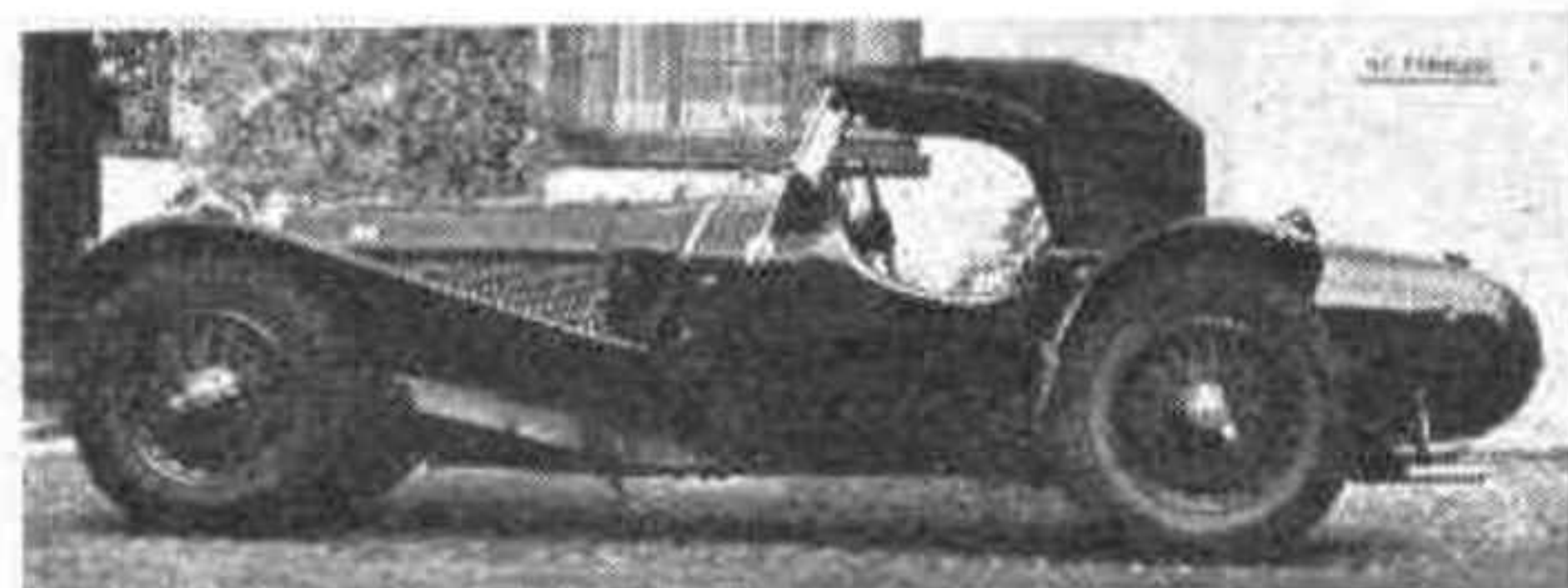
LOTUS 7, 1960, B.M.C. 950-c.c. engine, genuine 19,500 miles. Equipment includes detachable hard-top, hood, tonneau, electric fan and wipers. Used solely as a road car and in exceptional condition. Will sell reluctantly for £335. Casey, 67, Burlington Avenue, Kew, Surrey. Tel.: PROspect 6883. [5021]

1963 SUNBEAM ALPINE Mk. III, Excellent condition, 15,000 miles. £665 o.n.o. Tel.: Chiswick 3249. [5022]

A165, 1958, £170 Ruddspeed conversion, 41,000 miles. Radio. Immaculate. Nearest £260. Bunting, Old Bank House, Thame Street, Windsor. Tel.: 61857. [5023]

BENTLEY 3½ saloon, 1934, Stored 1940-51. Good condition throughout. M.O.T. £150. Consider exchange smaller car. Floyd, "Amion," Scatterdells Lane, Chipperfield, Herts. Tel.: King's Langley 2173. [5024]

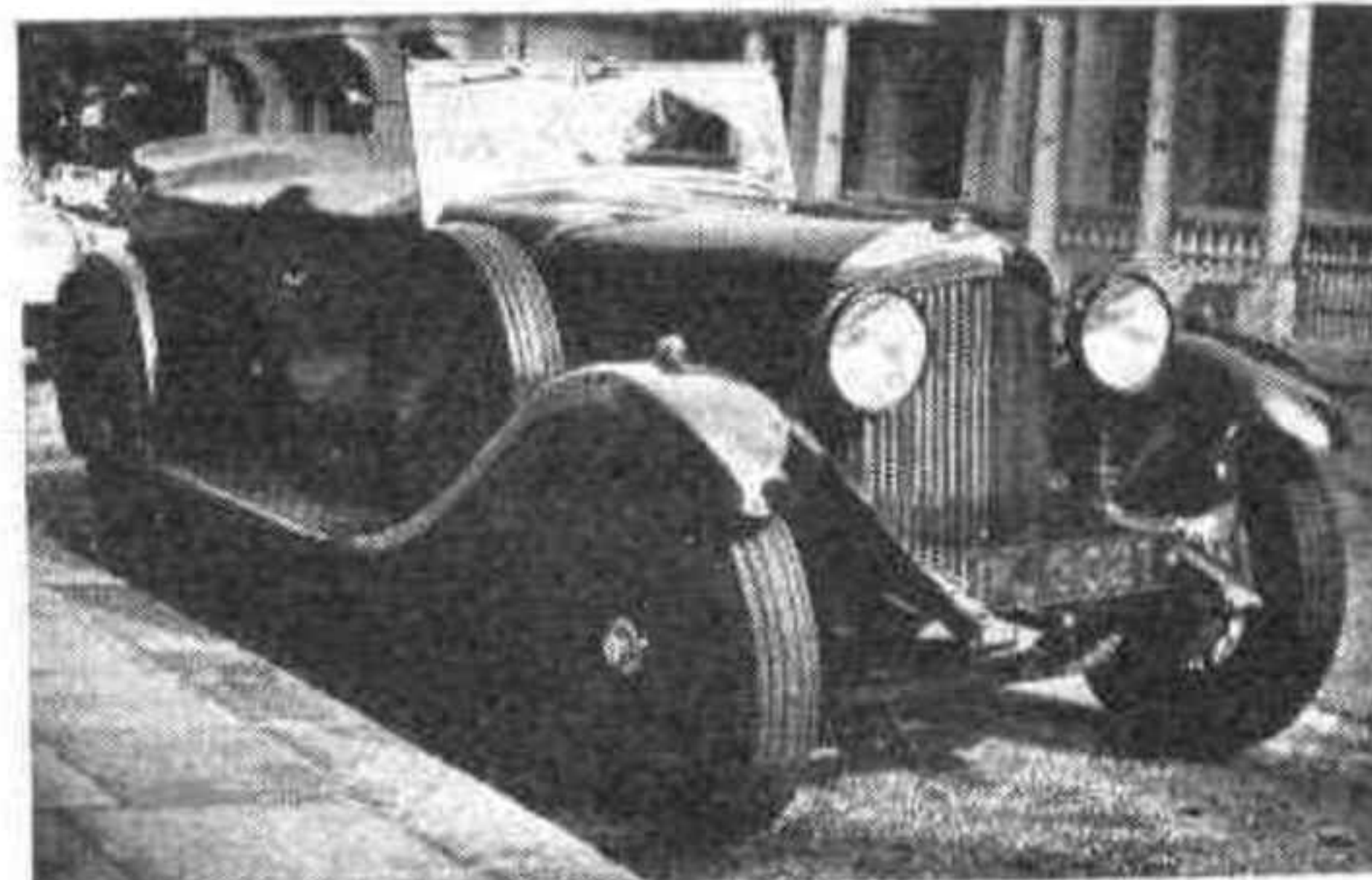
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S.S100 3½-litre, 1938, 2-seater; good examp'le with modified tail, high axle ratio, one owner for last 20 years ... £485



ASTON MARTIN 1½-litre Short Chassis Mark II, 2/4-seater. Fully equipped original example in excellent condition ... £435



BENTLEY 4-litre, 1931, Van den Plas touring, good original order throughout ... £565



FERRARI 250GT, 1959. Scaglietti lightweight competition Berlinetta, genuine 18,000 miles, high axle ratio, 155 m.p.h., Superb example ... £2,250

MASERATI 3500 GT, 1961, 4-seater coupé, outstanding example, right hand drive ... £2,350

LANCIA Aurelia GT, 1958, Series 6 coupé, outstanding example ... £795

LANCIA Aurelia GT, 1955, Series 4 coupé, nice condition ... £435

AUSTIN HEALEY 3000, late 1960, one owner. Hard-top, wire wheels, overdrive, radio, first-class example ... £475

ALFA ROMEO sprint coupés, choice of two. From ... £475

PEUGEOT 203 saloon, 1957, reasonable order ... £110

ROLLS-ROYCE Silver Wraith, 1948, Hooper touring saloon. Full flow engine, fine example ... £725

ROLLS-ROYCE, 1934, 20/25 Thrupp & Maberly sports saloon, two owners, good history ... £350

ROLLS-ROYCE 20/25, 1931, 4-seater touring, details and price on request.

TOJEIRO-JAGUAR sports/racing car, details and price on request.

HIRE PURCHASE FACILITIES AVAILABLE ON ALL CARS

WANTED — GOOD VINTAGE AND P.V.T. CARS

36 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 KNightsbridge 7332

FOR SALE—continued

M.G. TD, 1952. Red v.g. condition, reconditioned engine 10,000 m., heater, "X"s, enthusiast maintained. £195 o.n.o. "The Grange," Killamarsh, Sheffield. Tel.: Eckington 2232. [4824]

CARBS. Solex S.U., Zenith—twins—unused, from £6 10s. per pair. Write for details. Motor Marine, 49c, Pier Road, Littlehampton, Sussex. [4825]

RILEY R.M.A. SERIES, 1950. M.O.T. Cert. Immaculate throughout. £125. Rudd, Tolls Lane, Holbeach, Lincs. [4826]

M.G. PB, 1936, black. Good condition all round. Taxed Nov. £120 o.n.o. Rose, tel.: Nottingham 88966 (home), 77248 (business). [4827]

CROSSLEY 1934 TORQUAY saloon, fine Climax-engined specimen. Offers. Bremner, 185, Gadebridge Road, Hemel Hempstead, Herts. [4828]

LOTUS 6/7. Completely rebuilt, modified engine, twin S.U.s, Aquaplane manifold, 4-branch exhaust, close-ratio box. Six "X"s, new brakes, tubular chassis. Excellent condition. £205. Tel.: NEW 4292 after 6 p.m. [4829]

RARE JOWETT. 1934 7 h.p. tourer. Prototype of Weasel. Aluminium body. Recent repairs, some spares, £30 o.n.o. Davison, Wyberton Rectory, Boston, Lincs. [4830]

1934 CROSSLEY 2-LITRE saloon. Extra spares, including unused relined block, crankshaft and bearings. Box No. 0253. [4831]

ROCHDALE OLYMPIC, Riley 1.5 Barwell Stage II conversion. Le Mans c.r. gears, Servo brakes, electric radiator fan, Irvin belts, opalescent grey, red/black interior. Excellent condition, genuine 110 m.p.h. £400 or offer. Appleton, Green Willow, Whitmore Vale, Hindhead, Surrey. Tel.: Hindhead 164. [4833]

FOR SALE—revolution indicators, genuine Aquaplane, 65s. each new (original price £5 18s. 6d.). Flexible cable, 15s. New angle gearboxes 2:1 for sbrve, 48s. 6d. each to clear. All current equipment. Few only. Box No. 0254. [4834]

DON'T READ THIS unless you want a good Rolls-Royce 25/30. Only 1,200 made, this one in 1938 with Hooper sports saloon, black, Sunshine roof, kneeling mascot. Good condition throughout. Extras include heater, radio, electric screen-wash and towing ball. £590. Barrow, 8, Gipsy Lane, Wokingham (tel.: 1500), Berkshire. [4836]

M.G. TF 1500, red, Gold Seal engine. Offers over £265. Tel.: Warrington 32157 (Lancs). [4837]

1960 ASHLEY BODY Ford GT, rebuilt 1954. New "X"s, 15 in. wheels, new battery: fully instrumented, 4-speed c.r. gearbox 4.4:1 back axle. Immaculate throughout. £160 cash o.n.o. Tel.: LEE 6571 evenings. [4838]

XK140 F.H.C. Immaculate condition throughout. W/mirrors, spot lights, new tyres. £240 o.n.o. 7, Egdon Drive, Luton, Beds. Tel.: 24761. [4840]

AUBURN, 1931, straight-eight saloon. Very rare interesting "Al Capone" type classic American automobile, in running condition, moderately good coachwork, £125. Meyers, Stoumber, Taunton. [4841]

RILEY RMF, JULY 1953. New tyres, battery, exhaust system, brakes relined; clean car. £150 o.n.o. Blundell, 23, Sagar Street, Castleford, Yorks. [4843]

SAAB 60, OCTOBER 1962. GT crankshaft, special ignition system, white. Perfect condition. £600. Cost new £1,100. Vernon, 9, Yonge Close, Radcliffe-on-Trent, Notts. Tel.: Radcliffe-on-Trent 2685. [4844]

1926 AUSTIN 7 Chummy. £95. 1927 Austin 12/4 tourer. £85. 1933 Austin 7 Nippy. £100. 1929 Austin 7 tourer. £50. All M.O.T. Walker Perowne Street, Cambridge. [4845]

AUSTIN A40 SPORTS Many extras. One owner last 12 years. Taxed and M.O.T. Certificate for five months. 100% reliable. £55 o.n.o. Tel.: Stratford-on-Avon 5111. [4846]

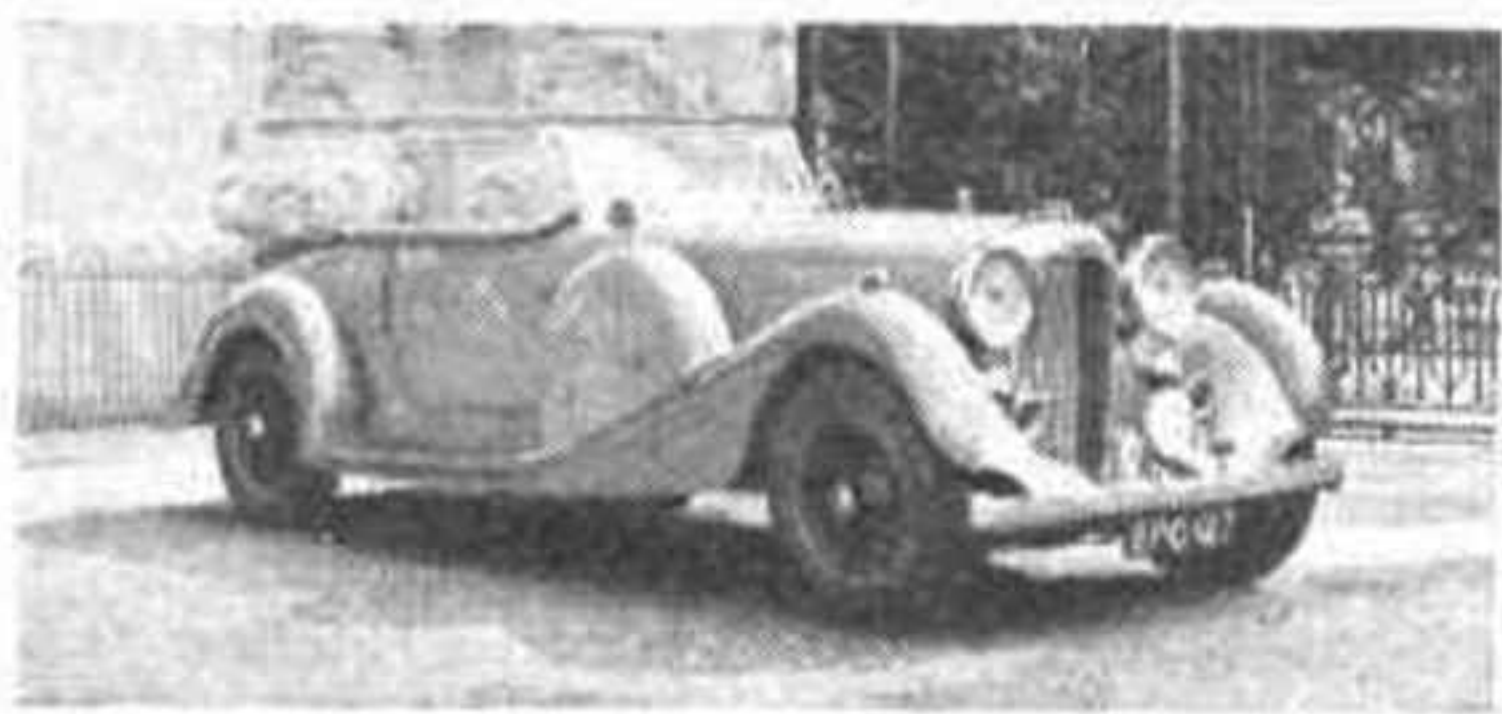
FRAZER NASH SEBRING, 1955. Actual Show car in concours condition. Almost unique example of the prettiest and fastest Nashes. Bristol BS4 eng./g'box. Complete engine and chassis overhaul 3,000 miles ago. Total 27,000 miles. Dark red/beige hide. Full weather kit, heater, large boot, 25 gall. tank makes ideal fast tourer or competition car. Very tractable yet 120-plus. Sole private owner regrettably offers for sale. £975 or p/e interesting saloon. Box No. 0255. [4847]

SUNBEAM ALPINE MARK II, every extra. Immaculate. £535. Dr. Evans, Halewood, Liverpool. [4848]

BENTLEY, 1934, 3½, Park Ward Saloon. Unused four years during rebuild including relined brakes and servo, new clutch, new king pins. Engine partially stripped, requires bearings and rebore. Good tyres, fair body, good interior. No time or space to complete. Will break or sell £100. Platt, Isfield, Uckfield, Sussex. Tel.: Isfield 213. [4849]

● FIT RACING MIRRORS ●

Distortion-free sprung glass (4in.) and rubber dampers ensure excellent vibration-free high-speed vision—look good too! Nickel chrome on copper to BS1224, even fixing nuts are cadmium-plated against corrosion. 50° all round adjustment. All spares available. 22/6 each or Portbrac Pac privilege offer of 40/- per pair post free from Portbrac Ltd 4a Swan Street Old Isleworth Middx

1936 LAGONDA LG 45
SANCTION III TOURER

In duo-grey, green leather. Brought to near mint condition, mechanically and bodily. Rewired. Buying boat. Exchange, H.P. possible. £610. STEPHENSON, c/o PADDOCK GARAGE Ltd., HAMPTON COURT, MIDDLESEX
Tel.: Teddington Lock 3446 or 1388

FOR SALE—continued

VERY LOW SILVERSTONE 750. 14 in. wheels, i.f.s., h.c. head, S.U.s, hydraulics, crossflow, new tyres, battery; many spares. Stork forces very cheap sale. £55. Thomas, 2, Squirrel Court Gidea Park., Essex. [4850]

250-c.c. VELOCETTE racing car with trailer. Built by perfectionist. "Heimel," Reeswood Avenue, Little Chalfont, Bucks. Tel.: 3023. [4851]

M.G. TD, GOOD CONDITION, sound tyres, M.O.T., extras. £230 o.n.o. Parry, 3, Mill Road, Salisbury. [4853]

JAGUAR XK120 ROADSTER. The last owner being a Jaguar apprentice, this car is quite a tool. Opalescent dark blue, with tan hide and blue carpets; hood, brand new side-screens, two tonneau covers. Engine mods., wire wheels, twin C-type exhaust, genuine C-type woodrim steering wheel. Almost new Michelins. Very sound in the body with all original interior trim in excellent condition. Goes like fire and thunder. £195. Insurance and finance arranged. Phillip Taylor, Old Kiln Cottages, Pinkneys Green, Berks. Tel.: Maidenhead 27890. [4854]

M.G. TA, 1938, WHITE. Crank reground, new batteries, good tyres, spare engine and gearbox. £85. Tel.: Nazeing (Essex) 3359. [4855]

MORRIS MINI super de luxe 1963 model. Light yellow in immaculate condition, never raced or rallied; used by only one lady owner. H.P. if required. £380. A. T. Gurney, Watlington Road, Benson, Oxford. Tel.: Benson 262. [4856]

LEA-FRANCIS SPORTS 2/4-seater, 1949. Mechanically, bodily, hood, tonneau, tyres good. Taxed/M.O.T. November. Excellent, economical character car. Only £135 or offer. Must sell. Steele, Vean Cottage, Thursley, Surrey (tel.: Elstead 3301). [4857]

BENTLEY 4½, 1936. Re-finished black—green upholstery. Well above average condition in every respect. £230 o.n.o. D. Hemming, Chineway, Ottery-St.-Mary, Devon. Tel.: 2354. [4858]

BRISTOL 400, 1950, (85C triple Solex). A very favourable history (two previous owners) and careful use and maintenance throughout its life make this an outstanding example. Mechanically and bodily in excellent condition. £345. Available after 9th September. Barnes, 104, Ladbroke Road, Solihull. [4859]

A.C. SALOON, 1948. Attention king pin needed. Body, chassis sound; new exhaust system. Engine bottom-overhauled last summer, top by A.C. this summer: now very lively. Owner acquired later model. Way, Vicarage, Stonehouse. [4860]

"MOTOR SPORT," Seven years complete. 200 Aut. car. Offers. 18, Arran Road, Maidstone, Kent. [4861]

VOLKSWAGEN, 1962 MODEL. S/roof, Bluespot, s/belts, twin spots, etc. 30,700 miles; a really splendid vehicle. £510. Tel.: Slough 23242. [4863]

1935 AUSTIN 7. Three new tyres, new battery, engine overhauled and "souped," Bowdenex, spares. £35 o.n.o. Fletcher, 174, Longley Lane, Sheffield 5. [4864]

TALBOT BG.110 TOURER, completely restored regardless of cost. £950. Box No. 0256. [4865]

TALBOT 105 SALOON, sound condition. £70. Talbot 10/23, with the remains of two others as spares. All dismantled and available inspection London area. Much restoration work already completed to highest possible standard. Lack of time and space prevents completion of work. £360 spent. £320. Box No. 0257. [4866]

SHORROCKS SUPERCHARGER plus fittings for Mini. Good condition. £35. Bryant, 65, Garden Road, Hucknall, Notts. [4868]

FIAT 1100s—one a rare T.V. Special model, registered 1959; twin choke Weber, etc. Fast and economical. £225. The other, 1960 de luxe, smoother, shinier, but slower. £310. Both good value—sell one or the other. 117, Inwood Road, Hounslow. Tel.: HOU 0259. [4870]

UNIQUE OPPORTUNITY!



FACEL VEGA HK500

Registered 1961
13,500 miles only. 390 b.h.p. L/s. diff., disc brakes. Electric windows. Original tyres.
£1,650

BROWNS OF LOUGHTON (ESSEX) 6262

1912 FIAT 15/20-h.p. Touring Car
Excellent condition, V.C.C. Certificate.
Details and photograph on request.

JAGUAR XK S.S.

Partially rebuilt but unable to complete owing to pressure of business. Further details on request.

Offers for either of these two rare and desirable motor cars to :

MICHAEL HINDE,
DYSERTH, NORTH WALES

FOR SALE—continued

SINGER 1,500-c.c. ROADSTER, 1953. Good hood, screens, tyres. M.O.T. January. £85. 27, Berwyn Avenue, Keresley, Coventry. [4872]

LOTUS 6. Emigration forces sale. Late 1961 100E o.h.i.v. engine. Superb mechanical condition. Sidescreens and hood. A very fast machine. £190. Tel.: Canvey Island 637. [4873]

ALVIS FIREBIRD, 1935. About £75. Full description on request. Rice, 39, Cambridge Road, Southampton. [4874]

A.C. RARE OPPORTUNITY to acquire outstanding example of 1952 saloon. Immaculate in every respect, only 40,000 miles. Must be sold. £385. Tel.: Hertford 5328. [4875]

1935 RILEY M.P.H. Bertelli. Only known survivor of original two. 1½-litre engine completely rebuilt, and coupled to the close-ratio pre-selector box from the Bob Gerard E.R.A. Very attractive body in B.R.G.—interior needs attention. £450. Fitch, Holdfast, Wormley, Herts. Tel.: HOD 3424. [4878]

ALVIS SP20, 1936, d.h.c. Bit tatty, mechanically seems o.k. Brakes need relining. £15. Shaw, Willowdene, Mill Crescent, Scotter, Nr. Gainsborough, Lincs. [4879]

PORSCHE, 1958, SUPER 75. Meticulously maintained by enthusiast. Consider 4-seater exchange. £685 cash. 60, Peters Drive, Leicester. Tel.: 66007. [4880]

ASTON MARTIN, 1935, short chassis. Excellent condition. Engine rebuilt, body repainted, new tyres. £425. Delmar, tel.: Rugby 2121, ext. 413. [4881]

RILEY KESTREL 1½ (1938). Very good throughout, Scintilla. Taxed Dec. 1964. £125. Tel.: FOR 4575 after 7.30 p.m. [4882]

1939 V12 LAGONDA. Beautiful alloy saloon by James Young. Exchange for interesting Bentley, Rolls-Royce, etc. One needing repairs considered, or sell nearest £250. Brooklands Lodge, Holywell Green, Halifax. Tel.: Stainland 2460. [4883]

1931 1750 TWIN CAM ALFA, actual 1930 Show car. GT rose-coupled saloon. Unused four years. Good reason for sale. Condition good, not concours. £250. Overseas queries considered, but no window shoppers, dealers or wafflers to waste my time please! T. R. Chivers, 3, Greens Norton Road, Nr. Towcester, Northants. [4884]

ONCE IN A LIFETIME opportunity! Superb PAM.G., 1934, completely rebuilt. Excellent body, engine, tyres, and hood. Hydraulics. M.O.T., Taxed. £100. 152, Trysull Road, Wolverhampton. Tel.: 37855. [4885]

1960 AUSTIN HEALEY SPRITE in excellent cond. Fitted Sebring honnet, Mk. II gearbox, Weber carb., modified engine, Servo brakes. Taxed to Nov. £335 o.n.o. Tel.: Field End 7047 (Harrow). [4886]

M.G. TA. Having to sell because of career. M.O.T. June '64. Taxed. £150. P. Seacombe, Chedworth, Cheltenham. Tel.: Fossebridge 239. [4887]

RILEY FALCON SALOON, 1938 Brother's and sister's until 1963, mine since. Elegant blue coachwork, one of only six made. Sound works. M.O.T. £65. Brody, "Wayside," Shipton Lane, Burton Bradstock, Dorset. [4888]

LOTUS 6/GINETTA, 1959. £150 o.n.o. 17,000 miles. 1.172-c.c. Aquaplaned, c.r. box, 4.4 c.w.p. Potent. M.O.T. Low insurance. 35 m.p.g. Tel.: Sparsholt 371. "Whiteleaf," Crawley, Winchester. [4889]

BENTLEY Mk. VI SALOON. £400 spent recently on mechanics. Now At. Needs nothing spending on it. Just toured West Country at 19 m.p.g., 600 per pint. £315, consider Land Rover or interesting car plex. Cowling, 45, Stonard Road, Palmers Green, London, N.13. [4890]

1959 M.G.-A. Red, w/wheels, one enthusiastic owner, c.r. gears, new "X"s, relined brakes, new clutch, tonneau, heater, etc. Excellent condition. £245. Haynes, 14, Trenchard Gardens, South Cerney, Cirencester. [4892]

ENORMOUS FUN on road or track my Elva Courier is regrettably up for sale. 1964 M.G.-B 130 b.h.p. engine. C.r. gears, Kónis, Microcell seats, 12 R6 and D12 racing tyres. 13-cwt., 120 m.p.h., 0-60 in 5.9 sec. Many race and sprint wins (e.g. see "Motor Sport" page 437 June). £495. Haynes, 14, Trenchard Gardens, South Cerney, Cirencester. [4893]

1929 ESSEX SUPER 6 saloon restored to former elegance. Spare engine, gearbox. Offers. Tel.: Turners Hill 432. [4896]

REGISTRATION NUMBERS for sale. AMX.1, ELM.7. Highest offer secures. 34, Claremont Gardens, Marlow, Bucks. Tel.: 2691. [4898]

1930 ESSEX SUPER SIX. Partly restored. £125. Bond, 100, Green Lane, Bolton. [4899]

ALVIS SP20, for spares or rebuild. Jobbing, 6, Leslie Place, Edinburgh 4. [4900]

MINI-COOPER S 1071, August 1963. 12,000 miles. Five new G.P. tyres. Seat belts. £580 o.n.o. Tel.: SOU 1236 (evenings GE4 3039). [4902]

BENTLEY S SERIES

Special Freestone & Webb aluminium body, in antelope blue; 44,000 miles.

Perfect.

£2,400

KISCH

Mill Cottage, Cocking, Midhurst

Vintage and Sports Car Garage

SPORTS. JAGUAR XK140, £305. Fully rebuilt engine, exhaust, etc. Special interior, new carpets, seats (Microcell) black. Host of extras. F.H.C. B.R.G. unmarked.

HISTORIC. ATTENBOROUGH SPECIAL. Blown Aston engine, single-seat, in course of rebuild. £400.

VINTAGE. SINGER SALOON, £70. 35,000 miles, original paint, etc.

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Tel.: 216

FOR SALE—continued

ALLARD P SALOON, bronze/black. New shocks, 2-speed axle, twin carbs., "X"s, w/mirrors, etc. £160. Tel.: Nottingham 88522. [4903]

RILEY KESTREL 12/4, 1936. Excellent condition, resprayed B.R.G., rechromed, rewired. M.O.T. £120. Tel.: BEC 0318 evenings. [4904]

NOT WANTED IN GARAGE. 1954 Austin Healey, slight body damage, any reasonable offer. Box No. 0263. [4905]

M.G. VA, 1938. Attractive saloon, beautiful condition, many extras. £100 o.n.o. Bean, "Peter Pan," Ninfield, Battle, Sussex. [4906]

PAIR ZENITH SWIA3 carbs. Complete Inlet manifold air filter; ex-Rapier, 5, Longlands Avenue, The Mount, Coulsdon, Surrey. [4907]

RILEY 2½, 1952. Thoroughly good throughout; new battery, brakes. Must sell, £100 o.n.o. Davidson, 31, Leamington Terrace, Edinburgh. [4908]

POTENT LOTUS 6. Highly tuned Consul engine. Must be sold so no reasonable offer refused. Tel.: Bristol 46368. [4909]

FALCON CARIBBEAN. 1172 engine, 15 in. wheels, Lockheed hydraulics, 12-volt system. £150 o.n.o. 26, Albert Road, Birmingham 23. [4910]

1938/9 AUSTIN EIGHTEEN limousine. Excellent condition. Many spares. £95. 113, Park Road, Worthing, or telephone Burgess Hill 2443. [4911]

1935 ROLLS-ROYCE 20/25 coupé by Barker. Excellent condition. £595. Sturgeon, 19, Millfield Close, Rustington, Sussex. Tel.: Rustington 2625. [4912]

RILEY KESTREL 12/4, 1936. M.O.T. April '65 taxed Dec. '64. Resprayed B.R.G. Offers 1! Tel.: Reigate 4761, ext. 16, days; 42721 evenings. [4913]

ENTHUSIAST'S 1935 SINGER 9 Le Mans 4-seater sports, original. One owner (lady) 72,236 miles. V.G.C. Tacchi, Manor Farm, Wyton, Huntingdon. [4915]

FOR SALE—continued

WOLSELEY VIPER, 1931. Most reliable car of outstanding appearance. New tyres and battery. Only two owners. M.O.T. April '65. Taxed Nov. '64. £95. 33, Gunterstone Road, West Kensington, London, W.14. [4923]

1928 LINCOLN limousine (Deitrich coachwork), in excellent condition, very impressive and extremely rare model, 65,000 miles, history.

1933 ROLLS-ROYCE 20/25 small, low limousine in very good order ... £195

1936 LAGONDA LG45 4½-litre d.h.c., in splendid condition, new hood now being made ... £450

1952 MERCEDES 220 convertible, immaculate ivory; also being fitted new hood. L.H.D. £175

1938 ALVIS 20 saloon ... £95

1938 WOLSELEY Super Six d.h.c., hide upholstery, P.100s. (Nuffield model?) Believed only 100 made ... £125

1952 JOWETT Jupiter, in above average condition, new hood ... £135

High-class coach trimming undertaken in limited quantities on modern, P.V.T., Vintage or Veteran cars.

AYRO CARS,

LONGBECK ESTATE, MARSKE-BY-SEA,
REDCAR, YORKSHIRE

FOR SALE—continued

ASTON MARTIN INTERNATIONAL. Good tyres and brakes refined. New upholstery, hood and tonneau cover. Resprayed, rewired. Bought four years ago and considerably cleaned up. £290 or offer. Avery, 3, Martin Close, Hawes Lane, West Wickham, Kent, or tel.: Springpark 7522. [4916]

M.G.-A, 1961, Mk. I coupé. White, black int. New clutch, brake linings, twin spots, bout rack, ex. con. £475. Earl, 77, Risborough Road, Bedford. [4917]

TRIUMPH 1800, 1947. Clean. Engine, clutch reconditioned. Washers, heater, roof rack, M.O.T., Taxed. £85. Available Sunday. Pair 1½ in. SUs, 70s. Ludford-Brooks, Gl. Bentley (tel.: 276), Colchester. [4918]

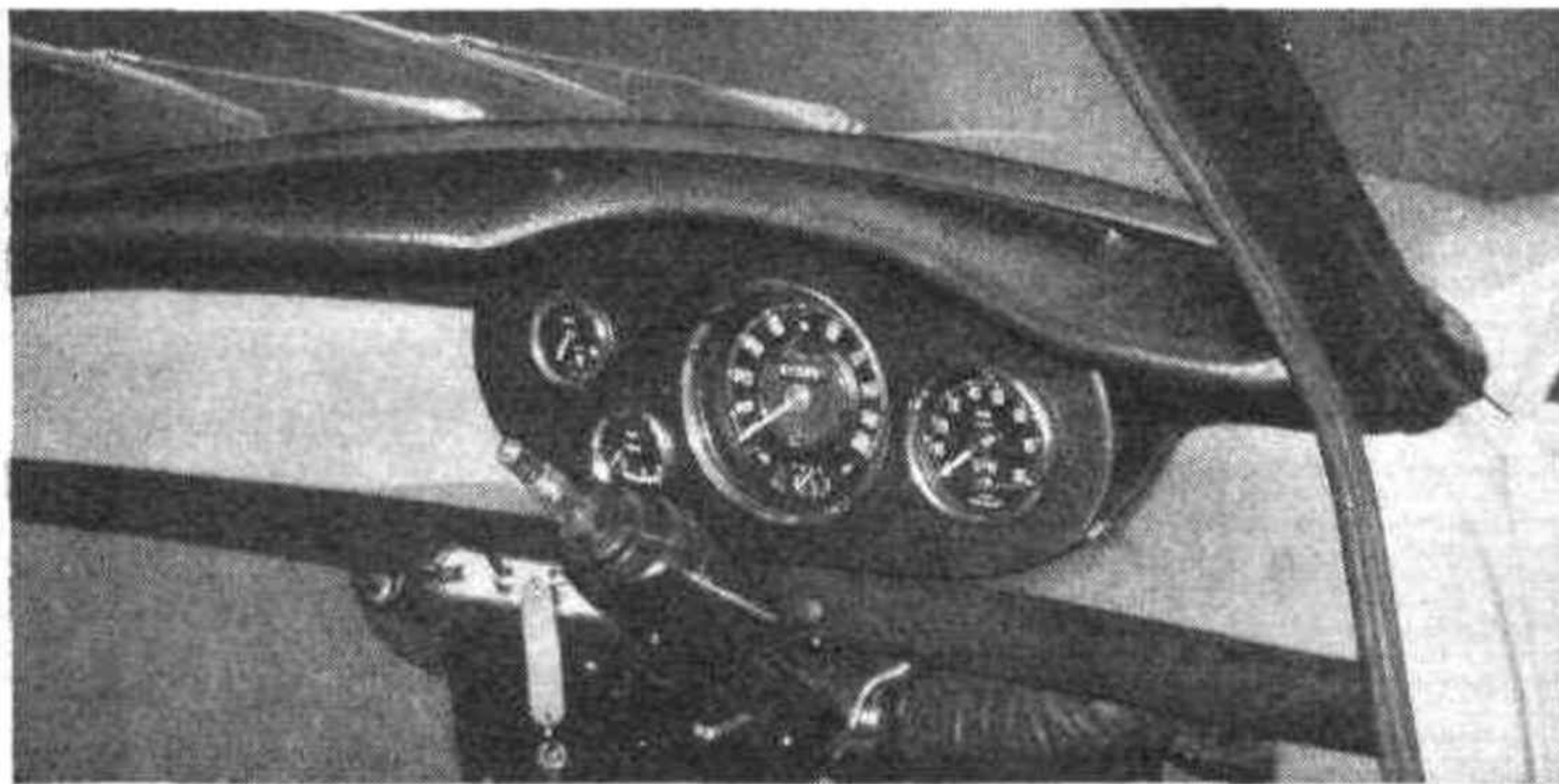
M.G. TC. Over £100 reconditioning last 12 months, bills shown. £185 o.v.o. View reasonable distance to genuine enquiries. Full details please contact Gutteridge, 12, Wentworth Road, Coalville, Leics. Tel.: 2288. [4919]

SSI AIRLINE SALOON, 1935. Original engine rough, body in fair order, complete new clutch assembly fitted. Sorry to part, economics. L. Cairns, 1, Nelsland Drive, Hamilton, Scotland. [4920]

SUPERB Mk. I SPRITE. 104 m.p.h., 0-60 9 sec., 28-44 m.p.g. Fibreglass hard-top and bonnet. Roll-bar seat belts, carpets, E.J. head and crank, Speedwell camfollowers, Weber, S.P.s, etc. £350. Details: R. K. Gurney, 8, Sellwood Road, Abingdon. [4921]

NECESSARY QUICK SALE reason for bargain price of my Mk. V Jaguar. Reconditioned engine, brakes, new clutch battery. V.G. bodywork, well shod, taxed. £65. O'Connor, Carrigafoyle, Brooke Road, Kenilworth. Tel.: 53494. [4922]

FAIRTHORPE ELECTRON, 1960. Immaculate B.R.G., 30 m.p.h., 45 m.p.g. 20 extras. Cost £700. Second car, bought house. New brakes, battery, tyres. Guarantee. £270. Full details, photos—Davis, Calcott, Bridgwater, Somerset. [4924]



THE MOTORTUNE MINI DASHBOARD AND INSTRUMENT PANEL

for B.M.C. 850, Mini-Coopers and Minis
RIGHT OR LEFT-HAND

£5

COVERING,
BEST QUALITY £1
P.V.C., BLACK EXTRA

POST 10/-
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Chiltern Cars



1928 HUMBER 14/40 tourer. A very rare vintage model in magnificent condition throughout. New tyres, hood and overall tonneau. Original Klaxon and winding sidescreeens. £345.

1938 ASTON MARTIN 2-litre short-chassis 2/4-seater. One owner from new. A superb hand-built post-Vintage thoroughbred. £465.

1960 DAIMLER SP250 2½-litre 2/4-seater. 26,000 miles only. Fully modified to 'B' specification. New RS5s. A surprising 25 m.p.g. with 120-m.p.h. performance. £595.

1953 JAGUAR XK120 drop-head coupé. Overdrive, wire wheels, twin exhausts, sealed-beam headlights, etc. Special rear seat for child. £210.

LOTUS-CLIMAX 1220 single-seater, ex-Christie, 5-speed gearbox, discs. Ideal for sprint or hill-climb car. Complete with excellent low-load trailer. £495.

1959 M.G.-A Twin-Cam fixed-head coupé. Discs, wood-rimmed steering wheel. New RS5s. Tremendous performance. Excellent order. £375.

IMMEDIATE HIRE PURCHASE AND INSURANCE.

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11a Water Lane, LEIGHTON BUZZARD

BEDS. TEL: LEIGHTON BUZZARD 2060



LANCIA Aurelia V6 pillarless saloon. Floor gearchange, Michelin 'X's, heater, wood-rim steering wheel. Excellent maintenance history and in very nice order. £275.

1953 BENTLEY 'R'-type. 81,000 miles only. New tyres. Superb condition. £645.

1953 BRISTOL 403. Radio, etc. Very sound order and excellent value at £295.

1954 LAGONDA 3-litre sports saloon. Floor gearchange, H.M.V. push-button radio. First-class mechanical order. £325.

1937 ROLLS-ROYCE 25/30 Hooper owner-driver sports saloon. Radio, heater, etc. Beautiful condition. £475.

1960 SUNBEAM Rapier Series III. Seat belts, radio, rev.-counter, discs. New tyres. Outstanding. £475.

ANY MAKE OF NEW CAR SUPPLIED.

SPORTS AND VINTAGE CARS URGENTLY REQUIRED.

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OUR TELEPHONE No. WILL BE LEIGHTON BUZZARD 2760.

FOR SALE—continued

- TRIUMPH SPITFIRE, 1963**, red. Excellent condition, with extras—racing mirrors, oil, amp. dials, etc. £515. Wheeler, Tel.: Derwent 3294. [5025]
- 1962 848 MINI** engine, twin 1½-in. S.U.s, high-comp. head and springs. Whole unit inc. fixtures, £52 o.n.o. 76, Kingswood Road, Gillingham, Kent. [5027]
- LAGONDA RAPIER, 1935**, minus engine. Suit restoration or spares. 2½-litre Jag. engine and gearbox free. £29 lot o.n.o. 76, Kingswood Road, Gillingham, Kent. [5026]
- CLUB MEMBER SEEKS** good home for 1932 Sunbeam saloon. Good running order. Handsome car. Handbook, spares. £25 to genuine enthusiast. Ashley, 36, Eden Road, Newton Aycliffe, Co. Durham. [5028]
- VINTAGE RACING AUSTIN**, original unsupercharged Ulster, full road equipment. £195 o.n.o. Dolobran, Davenham, Cheshire. [5029]
- 100S OWNER GOING** abroad, therefore this rare and very swift Austin Healey may be for sale. Eastwood, Officers' Mess, R.A.F., Chivenor, N. Devon. [5030]
- BRISTOL 401, 1950**, fair mech., excellent bodywork, for £250. Citroën Big 15, good all round, £95. DS19, recently done trouble-free Continental tour, £195. All above have M.O.T. Two sports Leafs, ideal for rebuild, £75 the pair. Write: The Old Farm, South Moreton, Didcot, Berks. [5031]
- FORD ROCHEDALE GT**, Good condition, twin carbs., branched exhaust. Many spares £75. Tel.: UND 1605 (Harrow). [5032]
- M.G. TA**, Good condition. Fast. New tyres. £130 o.n.o. Rampton, Kingston Avenue, East Horsley (Tel.: 3378), Surrey. [5033]
- £200 FOR £30**, Ash aluminium Austin Seven Special. West London wheels, new tyres. Engine completely overhauled, just run-in, large inlets, high compression, twin S.U.s. Professionally-built body and full-width screen. Tel.: Frensham (Surrey) 2800 (evenings) after Sept. 7th. [5035]
- A.C. ACE, 1955**, Opalescent blue. Excellent condition throughout. Engine up to latest works specifications. Full-flow oil filter, white metal bearings, radio, heater, Michelin "X"s. Over £125 spent at A.C.'s within last 18 months. £390. 1, The Rise, Reading Road, Finchampstead, Berks. Tel.: Eversley 2207. [5036]
- A.C. 2-LITRE saloon, 1950**, Resprayed. Company car reason for sale. Mileage 70,500. £75 or offer. Tel.: Reading 883767. [5037]
- PACKARD SUPER 8** limousine, 1939. Column change, overdrive. Excellent condition for its year. Fully maintained. M.O.T. May 1965. £145 o.n.o. Tel.: Chiswick 2197. 33, Wellesley Road, W.4. [5038]
- M.G. J2, B.R.G.** Fitted Ford 1,172-c.c. engine. Excellent original swept-wing body. Re-upholstered, good hood, screens, tyres, etc. M.O.T. Bargain, £50. 1, Third Avenue, Sundon Park, Luton, Beds. Tel.: Luton 53778. [5039]
- JAGUAR XK120** super sports roadster, good example, ivory/blue. Full weather equipment; 8:1 c.r. Offers around £170 or exchange, cash either way, for interesting open or saloon car around 2-litres. Anstiss, Nepicar Oast, Wrotham, Kent. [5040]
- RILEY 2½, 1953**, Genuine mileage 44,400. Radio, heater, covers. Very sound, smart. Yorkshire based. £150 o.n.o. Box No. 0276. [5041]
- M.G.-A 1600 DISMANTLING**, Chassis, body panels, etc. Seats, heater and disc brakes suit 1500. Most other spares. 52, Maryport Road, Luton. Tel.: 53778. [5042]
- TR2, 1955, B.R.G.** Heater, tonneau, overdrive, "X"s; gearbox overhauled; 3A grille. V.G.C. Genuine reason reluctant sale. Taxed. Offers over £260. Also B.R.G. Mini, 1961; new "X"s; taxed; modified exhaust, racing seat, etc. £260. Fryer, 120, Meanley Road, Manor Park. Tel.: TRE 7460. [5043]
- RILEY, 1938, ADELPHI 2.4-litre**, black, with h.c. pistons, alloy wheel discs, sunshine roof. Remarkably economical and powerful. Price £100. Wilkinson, Middleton House, Tickenham, Somerset. [5044]
- TR3A, 1960**, overdrive, Sebring white, heater, radio, new Cintaras, many extras. Perfect condition, any trial. H.P. arranged. Best offer over £400. Must sell. W. D. Wilson, 17, Wilfred Street, Newcastle-on-Tyne, 6. Tel.: Newcastle 655401 (office hours). [5045]
- T.V.R. Mk. IIA, M.G.-A engine**, Red. Leather trim, discs, heater, fan. 1961, as new, latest bnnet. £525. Tel.: Chobham 702. [5047]
- HALDA Mk. 4 Sports Special** Pilot with drive box for Mk. 6 Bentley. 0-90 m.p.h., 15. 1949 3½ Jaguar engine and gearbox, £10. Tel.: Hitchin 50425. [5048]
- FORD SPECIAL**, Good order and with a very pretty body. £110 or break as follows: Engine with Aquaplane manifolds; twin S.U.s; 12v. dyno, fan, water pump, new clutch and centre plate, oil cooler, large sump, new bearings, M.G. gearbox, £40. L.M.B. front axle complete, £15. Rear axle with Panhard rod, £10. Body, chassis (boxed), lights, dash, steering, seats, wrap-round screen, wind-up windows, crossflow rad., etc., £35. Five 13-in. wheels with 100% tyres and hub-caps, £25. Tel.: Hitchin 50425. [5049]
- ROLLS-ROYCE, 1935, 20/25** Mann Egerton limousine (not D-backed). Chassis in extremely good order with all instruments and electrics operating. Body has no cracks or rattles and was repainted last winter. All bright metal parts have been replated. Bills for all work done are available. £285. Can be examined at weekends by appointment. 20, Dorset Avenue, South Winston, Leicester. [5050]
- 1963 SAAB 96**, red, 16,000 miles; extras; perfect. Box No. 0277. [5051]
- FORD 10 CARIBBEAN**, Eight head, Aquaplane manifolds, twin S.U.s, 4.7 c.w.p., c.r. box, hydraulics, boxed chassis. 15-in. wheels, "X"s, w/r. wheel, fully instrumented, i.f.s. teles, all round, 12v. Taxed Oct. Haggle starts £230. 10, Prestwich Avenue, Worcester. [5053]
- 1951 LEA-FRANCIS 14**, Good condition. Spare gearbox and clutch. £65 o.n.o. Halliday, 60, Ewell Way, Testwood, Totton, Hants. [5054]
- M.G. TA, 1937, B.R.G.** New engine, hood, seats. V.G.C. £92. 105, Harts Road, Birmingham, 8. [5055]
- SPRITE, JULY 1959**, Heater, hard-top, tonneau, luggage rack, "X"s. 37,000 miles. £290. 29, Woodland Grove, Penwortham Hill, Preston, Lancs. [5056]
- TR3A, OCTOBER 1959**, B.R.G. Hard/soft-tops, tonneau, recent "X"s. One owner. Exceptional condition. Never raced or rallied, £425 o.n.o. 14, Duncombe Road, Bristol, 5. Tel.: 674164. [5057]
- PHANTOM III** Windover sedanca, 1937. 56,000 miles. £975. Mulliner 1937 sedanca, 30 h.p. £575. Both rebuilt engines. 78, Banbury Road, Oxford. [5058]
- JAGUAR E-TYPE GT, 1962**, Overturned but repairable. £550. Tel.: Nottingham 255676. [5059]
- SIMCA MONACO, 1959/60**, One owner. Complete maintenance records. Immaculate. £295 o.n.o. Wilson, Flat 4, T.A. Centre, Ewell, Surrey. Tel.: Ewell 4968. [5060]
- "DL" SERIES** sumptuously appointed Rolls Phantom III. Maintenance history, Handbook, tools, mascot. £1,500. Box No. 0278. [5061]
- ROLLS-ROYCE, 1937, 25/30** Hooper limousine, very good all-round condition. £200. Medini, Ulleskell, York. [5062]

FOR SALE—continued

- CONNOISSEUR'S LOW-MILEAGE** Armstrong. Licensed only two years since original 1939 registration. Whole car in really astonishing condition. £275 or best offer. Tel.: Walton-on-Thames 21554. [5063]
- H.R.G. 1,500 c.c. £225**, Fine example of rare aerodynamic model. Webberley, Hulme Walfield House, Congleton, Cheshire. Tel.: Congleton 2931. [5065]
- TR3A, 32,000 MILES**, Nov. 1959. Primrose with black trim, wire wheels, heater, washers, tonneau, rear seat; new silencer; "X"s, nearly new spare. Immaculate condition. Genuine reason for sale. £420 o.n.o. Write for appointment. Jones, 80, Ridgefield Road, Oxford. [5066]
- ROLLS-ROYCE LIMOUSINE 20/25** by Thrupp & Maberly. Reg. 11/12/33. Excellent condition. 20-22 m.p.g. M.O.T. May 1965. Full particulars: 52, Temple Avenue, Blyth, Northumberland. [5067]
- SHORROCK SUPERCHARGER**, Renault Floride/Dauphine, S.U. carb. and all fittings. £30, or exchange £25 and Gordini carb. Middleton, 235, Derbyshire Lane West, Stretford, Manchester. [5068]
- AUSTIN HEALEY SPRITE, 1959**, Engine overhauled, new gearbox, "X" tyres, new hood. £60 worth of extras, including radio. Excellent condition, never raced or rallied. £295, terms available, exchange considered. Tel.: Hockliffe 497. [5069]
- PEUGEOT 403 1½-LITRE**, 1957, saloon. Overdrive, heater, Taxed, M.O.T. £165. 1, Toll Bar Cottages, Oilerton, Knutsford, Cheshire. [5071]
- LOTUS 6: £165**, Hydraulics, c.r., wood-rim, electric tachometer, usual engine mods. Recently (1,000 miles) engine overhauled. Spare gearbox. Marriage forces quick sale. Scott, 18, Crown Hill, Rayleigh, Essex. [5072]
- ALVIS SILVER EAGLE** saloon. Needs finishing. Towable. £20 o.n.o. Tel.: Haywards Heath 2057. [5073]
- ALFA ROMEO, 1939, coupé**, t.o.h.c., triple Webers: 110+. £150 o.n.o. R. Bonney, 202, Abbey Road, Barrow-in-Furness. [5074]
- FOUR CINTURATOS**, 155 (5.60) x 15, 1,000 miles only. Perfect condition. £6 each, including tubes. Tel.: High Wycombe 2387. [5075]
- 1931 LAGONDA 2-LITRE** saloon, good condition, M.O.T., £125 o.n.o. 1948 Lea-Francis tourer, v.g.c., M.O.T., £125 o.n.o. Mr. P. J. Bloor, 28, Mornington Road, Sney Green, Hanley, Stoke-on-Trent. [5076]
- M.G. TF, 1954, 1250**, Red. Excellent condition, genuine 40,000. Offers. 221a, Hendon Way, N.W.2. [5077]
- SIDE-VALVE RILEY**, Rare, handsome original. V.G.C. £150. Poulton, 2 Firway, Oaklands, Welwyn. Tel.: 4703. [5078]
- AUSTIN HEALEY SPRITE Mk. II**, April 1962. Signal red, black interior. 20,000 miles, two owners. Two new C41s, tonneau cover, wireless, heater, screen-washers. Spotless example, taken for new. £400, no offers. Mr. Wheatley, Tel.: ADV 2964. [5079]
- 1964 HERALD 12/50**, conifer-cactus, cactus interior. 1,200 miles. Undersealed. Taxed December. £580. Brill, 139, Bury Road, Hemel Hempstead, Herts. [5081]
- M.G. TA**, Mechanics good. TC engine. Body rebuilt, small rear wheels, new hood, seat covers, heater. £55 o.n.o. 21, Smith Hill, Milnrow, Rochdale. [5082]
- 1934 MORGAN 3-WHEEL, 4-seater**, 1,100-c.c. w/cooled J.A.P. Many extras. Exceptional condition. £100. Yates, 114, North Road, Carnforth, Lancs. Tel.: Carnforth 2805. [5083]
- 1935 DAIMLER 15**, In original condition, one careful owner from new. £75. Yates, 114, North Road, Carnforth, Lancs. Tel.: Carnforth 2905. [5084]
- TURNER 803, 1956**, New hood, tonneau, tyres; many extras. Nearest £260. All replies answered. Box No. 0280. [5086]
- E.B. DEBONAIR GT, 1963**, 1,172-c.c. supercharged engine, close-ratio gears, etc. Fully trimmed and sprayed. Must be seen. Sell or part exchange for Elite or Seven, etc. Preston, Thorpe, Ashbourne, Derbyshire. Tel.: Thorpe Cloud 209. [5088]
- ALVIS TA21, 1951**, Superb condition throughout, 43,000 miles. £200. M.O.T.C., taxed. Alvis Crested Eagle, 1935. Excellent condition, one owner 1935-62, 55,000 miles from new, original tools and handbook. £175. M.O.T.C., taxed. Alvis Speed 20, 1934. Sound throughout. P.100s. £50. M.O.T.C. M.G. YB saloon, 1952. Recond. engine 10,000 ago. Taxed. Owner lost storage space. Townend, 24, Sussex Road, Wyton, Hunts. [5089]
- M.G. 1½-LITRE SALOON, 1953**, Really fine condition, reconditioned engine, new tyres, heater. Box No. 0281. [5090]
- BEDFORDSHIRE RILEY** roadster, 2/3-seat, 2½-litre sports, very fast, v.g.c. 1950. (Original paint, etc.) £200. M. Døkk-Olsen, 3a, Brookfield, Totternhoe, Nr. Dunstable, Beds. [5092]
- ALVIS TB14, 1950**, £100 o.n.o. Tel.: AMB 4095 (evenings). [5093]
- 1964 SPITFIRE, B.R.G.** 7,000 miles as new condition. Tyres excellent. Taxed March 1965. £595. Fiat 6, Robin Parade, Farnham Common, Buckinghamshire. [5094]
- ALPINE, LATE 1953**, M.O.T. Excellent example of this rare marque. £185. Harrison, 190, Brighton Road, Purley, Surrey. Tel.: UPL 8418. [5095]
- AUSTIN HEALEY SPRITE, 1959**, Immaculate. Must be seen. Resprayed, chromed. New: clutch, engine, dynamo, battery, regulator. Five "X"s, heater, interior lights, washers. £295. 11, Tomlins Grove, Bow, E.3. [5096]
- ALVIS SP.25 coupé, 1938**, Excellent condition, including tyres. Taxed. £175. Dr. Follows, City Hospital, Chester. Tel.: 28261. [5097]
- PORSCHE PARTS** Complete 1,500-c.c. engine with broken crankshaft. Offers please. 110, Colwyn Road, West Hartlepool. Tel.: Hartlepool 4740. [5098]
- LOTUS SUPER SEVEN, 1963**, £495. Aluminium and red. Undersealed. 85 b.h.p. twin Weber. Latest Lotus cooling system. Full weather equipment and instrumentation. Carefully maintained and tuned. "Silver Howe" 62a Park Road, Sale, Cheshire. [5099]
- M.G. TA Tickford, 1939**, New hood, good tyres, sound condition. £125 o.n.o. Dain Tel.: HYDe 2304. [5100]
- FOR SALE**: Complete rolling Alfa chassis, No. 913256. Engine 2,500 c.c. twin-cam No. 256/2T. I.R.S., i.f.s. Year unknown (towable). £70. Alvis 12/60, 1931 tourer (engine scrapped) plus complete 12/50 1930/1 chassis runner. £125—two. Suitable restoration. Required: Vintage Bugatti/Bentley restorable reasonable. Box No. 0283. [5102]
- RILEY 1½ R.M.E., 1954** black. Excellent condition. Taxed December. £195 o.v.n.o. Tel.: Walton-on-Thames 25459. [5103]
- TC M.G.**: Stage 1 and 2. Rack-and-pinion steering. Chrome wheels and engine parts. Luggage rack radio. £200. Enthusiasts only. Tel.: Kirby Muxloe (Leicestershire) 3604. [5104]
- ALFA ROMEO, 1934, 6C 2.3**, Engine just rebuilt, cost £200. GT alloy body. £265 o.n.o. Take cheaper interesting vehicle p.e. Hampson, 23, Belmont Road, Bushey, Herts. Tel.: Watford 32989. [5105]
- ROVER TOURER, 1947**, Near concours condition just re-sprayed engine overhauled rechromed new hood and side-screens. New tyres. £225 o.v.n.o. Tel.: TED 1785 or call Mr. Hoggett, 76 Teddington Park Road, Teddington, Middlesex. [5106]

FOR SALE—continued

- JAGUAR XK120, 1954** model sports. Not to be confused with an average one. Bodily and mechanically perfect. Any inspection. £195. Tel.: Chiswick 4070 (evenings, weekends). [5139]
- JENSEN 541 GT** sports saloon late 1955. This sophisticated and very fast quality car is in showroom condition. Extras include: overdrive, wire wheels, whitewall RS5s. Impeccable finish in Bahama yellow with red hide upholstery. Original cost £2,200. Much below market price at £420. Please Tel.: Richmond 2907 (any time). [5108]
- RILEY SPRITE, 1935** production prototype. Crash box, interesting history. £250. Reeve-Black, "Langdale," Berrow Burnham-on-Sea, Somerset. [5109]
- 750 SPECIAL**, unfinished. Dante all. body, 15 in. wheels, i.f.s., crossflow rad., etc. £50 o.n.o. 56, Alexandra Road, Ashton-in-Makerfield, Lancs. [5110]
- JENSEN 541 de luxe**, December 1958. Overdrive, radio, wire wheels, servo-assisted discs, heater. Beautiful fast car. £685. Tel.: Orpington 21305. [5111]
- UNIQUE BEDFORD 14-seater** 'bus. Potential car transporter, caravanning, works 'bus, etc. A.1 throughout. £95. Tel.: Ilkeston 4662. [5112]
- PORSCHE B-TYPE, 1960**, Super 75, f.h. coupé. Faultless. £995. H.P. arranged; consider part exchange Tel.: Ruislip 7262. [5113]
- SPITFIRE 4**, Heater, tonneau cover. £540. Wadsworth, Silver Street, West Huntspill, Highbridge, Som. [5115]
- DERRINGTON MODIFIED HEAD**, Weber carb. and manifold for Spitfire. Box No. 0284. [5116]
- GEARBOXES**: 109E with clutch, alloy housing, lightened flywheel, £25. 100E, fitted Buckler close ratios, £15. Murray overdrive for 100E in part exchange for above, or to buy. Tel.: Warsop (Notts) 2270. [5117]
- 1937 4½-LITRE BENTLEY A. J. Mulliner** sports saloon. Unusual coachwork and just resprayed in B.R.G. Mechanically excellent. £425. 1939 4½-litre Bentley MX series, overdrive saloon. Finished in sparkling silver grey with matching interior. Most unusual bodywork by Mulliner incorporating glass roof panels. Whole car immaculate throughout. Apply: W. Smith, 2, Hewitt Crescent, Washerwall, Werrington, Stoke-on-Trent. Tel.: Ash Bank 246. [5118]
- LANCIA AURELIA**, Four-door saloon, 2-litre V6. Regd. 1960. Heater, safety belts, Cinturatos. Resprayed. Outstanding condition bodily and mechanically. Open A.A./R.A.C. examination. £325. Jones, The Dell, Lindridge, South Devon. Tel.: Bishopsteignton 417. [5119]
- JOWETT JUPITER, 1952**, Silver. Recently re-upholstered. Heater, etc. Spare engine. £120. Parker, Walton Hall Croft, Walton-le-Dale, Nr. Preston. Tel.: Preston 51013. [5122]
- 1932 ALVIS SPEED 20**, running order. £40 o.n.o. Tel.: Aldershot 21049. [5123]
- 1962 TORNADO TALISMAN**, 4-seater GT. Good condition. Midnight blue. Tuned 109E, wireless, etc. £525 o.n.o. 6, St. Martin's Close, Rayleigh. [5124]
- LANCIA AURELIA, B12**, Economically beyond repair, so breaking for spares. Everything aft of radiator available, including engine, doors, rear wings, etc. State requirements. Stock, 39, Park Lane, Fareham, Hants. [5125]
- RILEY 2½, 1947**, Good tyres, relined brakes. Reasonable condition, M.O.T. £70 o.n.o. Moss, Tel.: Bookham 2691 (Surrey) (after Sept. 15th). [5126]
- MORGAN PLUS FOUR**, 4-seater, 1954, much above average. 26, Firtree Road, Banstead, Surrey. [5127]
- RILEY 2½-LITRE, 1951**, Very clean car. Reconditioned engine 1960. Heater, washers, safety belts. £110. Tel.: Dunstable 61998. [5128]
- VOLKSWAGEN SALOON, L.H.D.**, 30,000 miles. One owner. Extras. £390 o.n.o. Greenwood, Perry House, Ruyton-XI-Towns, Shrewsbury. Tel.: Baschurch 476. [5129]
- M.G.-A, 1959, F.H.C.** Red. 40,000 miles, good condition. Belts, spot, fog, etc. £425 o.n.o. Benson, Tel.: Grimsdyke 2295 (evenings), Wembley 8888 (day). [5130]
- 1934 ROLLS-ROYCE 20/25**, sports saloon Owen Gurney Nutting, chassis GRC 25. One family since new, 35,300 miles. Original guarantee, handbook, unused suitcases. Potential concours. Tel.: Rothley 2086. [5131]
- XK150 SPECIAL EQUIPMENT**. This car has everything a discerning motorist requires. Recent engine overhaul. £420 o.n.o. Tel.: 021 KIN 2674. [5133]
- OLDSMOBILE-6, 1938**, Metallic blue customised Fisher body. One owner last 18 years. Heater, whitewalls. £75 or nearest offer. Tel.: Henley 1947. [5134]
- RAILTON D.H.C.** New tyres, engine overhauled, new hood. £150. Mitchell, Middle Lodge, Buscot Park, Faringdon (Tel.: 2185), Berks. [5135]
- RILEY 2½ 2-seater** sports, 1950, red. New tyres, good condition. £150. Mitchell, Middle Lodge, Buscot Park, Faringdon (Tel.: 2185), Berks. [5136]
- A.C. ACE-BRISTOL, 100D** unit. Two owners, Michelin "X"s. Metallic green, white interior. Radio. Fabulous condition throughout. Extremely fast. £550. Tel.: Chiswick 4070 (evenings, weekends). [5138]
- BORGWARD ESTATE**, Isabella Combi, 1958 (first registered 1962). Very good order throughout but L.H.D., so only £295 o.n.o. Allison, Corner House, Duxford, Cambridgeshire. Tel.: Sawston 3181. [5140]
- BLACKMAILED BACHELOR** must lose status symbol for house deposit. My Bentley must go: 1938 4½ Thrupp & Maberly all-aluminium sports saloon in black and corse grey. Just spent eight months restoring body and mechanics. Will haggle around £325. Tel. Ward (HURStway 4109), or call evenings, 35, Kingsway, West Wickham, Kent. [5142]
- AUSTIN HEALEY SPRITE, 1960**, Blue, heater, tonneau, "X"s, etc. Excellent condition. £295 o.n.o. 28, Highcroft, The Chase, Stevenage. After 7th September. [5145]
- 1946 RILEY 1½-LITRE** saloon. Good condition, daily use. New tyres, heater, M.O.T., Taxed. £85. Tel.: WAX 4941. [5146]
- XK150 DROPHEAD COUPE**, November 1958. Radio, overdrive. Engine just rebuilt. £465. Tel.: Solihull 5955. [5147]
- RACING MORGAN PLUS 4**, Discs, Webers, Lawrence. Ideal club racing or road. £295. Harper, Tel.: Solihull 5955. [5148]
- 1932 ROLLS-ROYCE 20/25** black/yellow sports saloon with boot. Mechanically, bodily, electrically excellent. Tools, mascot. Used daily. £365. Hunter, 33, Edith Street, Jarrow, Durham. [5149]
- FOR SALE**: Lotus VI, 1955, B.R.G. New engine and gearbox (c.c.). Full weather equipment. Excellent condition. £200 o.n.o. Also 1933 Lagonda 16/80 tourer. £125. Tel.: Horley (Surrey) 3322. [5241]
- ALVIS TA14 CONVERTIBLE**. Used as reliable second car. Good tyres, new hood, immaculate black and metallic blue bodywork. Available mid-September at £145. Tel.: Esher 64399. [5242]
- HEALEY 3000**—engine, carburettors, gearbox, overdrive—complete unit. 60 lbs. n.s.i., 20,000 miles. £75. Will separate. Tel.: Colmworth 207 (day). [5241]
- FIAT 500 TOPOLINO**, 1937. Perfect specimen. Gift at £65. Tel. (Manchester): Poynton 4175. [5258]
- MINI, 1961**. £265 o.n.o. H.P. arranged, exchange considered. Tel.: Ruislip 7262. [5114]

FOR SALE—continued

- JAGUAR XK150, B.R.G.**, 1959, fixed-head coupé. Good condition, only 8,000 miles since new engine fitted. Radio, wire wheels, discs, heater. H.P. arranged. £475. P. B. Gilson, The Bakery, Colnbrook, Slough, Bucks. Tel.: Colnbrook 2044. [5150]
- ROCHDALE GT E93A** professionally built 1961, parts costing £420. Boxed chassis, twin S.U.s, 4-branch manifold, 4.7 c.w.p., full instruments, many extras. £190 o.n.o. or part exchange for Volkswagen. Standale's Farm, Bishopstone, Aylesbury, Tel.: Stone 234. [5151]
- TR2 SPARES**, unused reconditioned engine; also gearbox and rear axle. £40. Lee 32, Foxcroft Mount, Leeds 6, Yorkshire. [5152]
- ENGINE, UNUSED RECONDITIONED TR2** engine, also gearbox and rear axle. £40. Lee 32, Foxcroft Mount, Leeds 6, Yorkshire. [5153]
- A.C. BRISTOL, 1958**. Just had complete overhaul at factory. Bills for over £250. Still running in. Many costly extras, including lowered bonnet similar Cobra. Genuine reason sale. £620 o.n.o. Smith, 28, Uphill Road, N.W.7. Tel.: MIL 2160. [5155]
- 1955 AUSTIN HEALEY BN1**. Engine rebuilt, rewired. Resprayed ice blue. £200. Reading, Pipers Hill, Hanbury, Worcs. [5156]
- HARD-TOP FOR MIDGET ONE**, fits standard sidescreens, £18; also tonneau, £3, and workshop manual, £1. Sprite One workshop manual, £1. Darby, 27, Green Slade Crescent, Bromsgrove, Worcs. Tel.: HILTSIDE 2528 evenings. [5157]
- TR3, 1958**. Red, red hard-top, Mich. "X," heater, spots, etc. £285 o.n.o. Laker, tel.: Formby (Lancs.) 3627. [5159]
- IMMACULATE RILEY, 1954**, 1½-litre R.M.E., finished sate green and black. Excellent bodily, mechanically, chroma, tyres, etc. Fitted heater. Rear seats, twin spots, M.O.T. to August 1965, taxed November. £180. Bell, 34, Devonshire Park Road, Davenport Park, Stockport. Tel.: Stepping Hill 3384. [5160]
- M.G., 1962, MIDGET**. White/red, heater, tonneau, seat belts, radio. One owner, unmarked. £425 o.n.o. Turner, "The Cottage," 26, Gilston Road, London, S.W.10. Tel.: FRE 5346. [5161]
- TYPE 328 FRAZER NASH-B.M.W.**, 1946. Reconditioned engine, new tyres, green, potent. £400 o.n.o. Loft, 1, Humberston Avenue, Grimsby. Tel.: Humberston 3294. [5162]
- SUPERCHARGED M.G.-A 1600, L.H.D.** 1960 model, registered 1959; with spots, radio, "X"s, boot racks, etc. Excellent order. £335. Tel.: Harrow 6303. [5163]
- VOLKSWAGEN, 1961**. Excellent condition; radio. £395. Terms. Tel.: Chelmsford 58475 (office hours) or Tarning 273 (evenings). [5164]
- ROCHDALE GT, B.R.G.** Ballamy i.t.s., "C" gears, five "X"s, boxed chassis, twin S.U.s, alloy head, 12 v. balanced engine, hydraulic brakes, under 500 miles. Offers over £200. Roots blower for 1172. 4.4 c.w.p. Offers. Box No. 0290. [5166]
- 1934 HORNET SPECIAL**. Unique, original, very pretty 2-seater. Restored aluminium coachwork, 1,298 c.c. s.o.h.c., bored, new tyres, 15 in. rears, 12 in. hydraulics, crash box, freewheel, 4.7 axle. Thoroughly rebuilt, good insurance and well worth hanging over for £250. Photo. Miles, 20, Bean Road, Bexleyheath, Kent. [5167]
- 1933 SINGER LE MANS**. Reconditioned engine, new tyres, M.O.T. Spare engine, etc. £80 complete, Dapot, 20, Compton Park Road, Plymouth. [5168]
- 1928 TALBOT 14.45** with rare lovely d.h. coupé bodywork, all-round good condition, £150 o.n.o. Write: Pearman, 60, Quarry Park Road, Cheam, Surrey. [5169]
- BENTLEY, 1935, 6-CYLINDER** two-tone grey saloon. Absolutely immaculate throughout, recently bought from titled member of Astor family. A superbly maintained and truly beautiful motor car. £550 o.n.o. Tel.: Mr. Chester-Smith at Ashwood Bank 83. [5170]
- '49 M.G. TC SPARES** for sale, including engine and body. Write or call Laughton, 167, St. Asaph Road, London, S.E.4. [5172]
- LANCIA AURELIA GT, 1952**, 2-litre. Floor gear change, fast and reliable. £285. Breen, Brambles, Hook Park, Warsash, Southampton. Tel.: Locks Heath 3397. [5174]
- TR2 2.2 CONVERSION ENGINE**. Recent complete mechanical overhaul. Detachable hard-top, sliding s/screens, five "X"s. Just repainted blue. £190 o.n.o. Box No. 0291. [5175]
- A COLLECTOR'S OPPORTUNITY**. Riley, 1938, 16/4 Kestrel saloon in superb original condition. One previous owner since new. Mileage 49,800. Original books and tools. Exchanges considered. £275 o.n.o. Pattenden, Mariner's, Silfield Road, Wymondham, Norfolk. Tel.: 2354. [5176]
- MINOR CONVERTIBLE, 1959**. Downton conversion (single carburettor), many extras. Excellent condition throughout. £230. £210 unmodified or exchange Sprite. Tel.: Pinner 9411. [5177]
- LEA-FRANCIS, 1950/4 2½-litre sports**. M.O.T. 1956. Taxed. V.G.C. £140. Abrahams, 155, Holmeleigh Road, London, N.16. Tel.: STA 9111. [5178]
- TRIUMPH TR3A**, November 1961, 20,000 miles, red, wire wheels, "X" tyres, overdrive. Power brakes, many extras. £525. 29, Beech Lane, Earley, Reading. Tel.: 81308. [5179]
- BENTLEY 4½-LITRE, 1937 D.H.** by Mulliner, finished black. £300 spent. Realistic offers please. No dealers. Seen Millman Mews, London, W.C.1. Tel.: CHA 4721. [5181]
- ROLLS 20 TOURER**, rear screen, new weather equipment, original and excellent. £590. Cord 812 s/c sedan, 36,000 miles. £175. Tel.: LEE Green 4708 or Box No. 0293. [5182]
- FAIRTHORPE ELECTRON**, Climax 1,098 c.c. Stage III, 90+ b.h.p. 12,000 miles only, never raced or rallied; one owner. Fast, economical car in excellent mechanical condition. "X"s, wire wheels, discs, tonneau, heater. £420. Tel.: Willesden 0545. [5186]
- BRISTOL 401, 1950**. May need new clutch soon, otherwise good for year. £225 o.v.n.o. Possibly £100 down, balance 12 months. Tel.: FRE 9740 (after 6 p.m.). [5187]
- LANCIA AURELIA B20, Ser. II**, 2-litre. Nardi wheel, Fiamm, belts, "X"s. £240 o.n.o. F. D. Nichols, Cranfield, Portsmouth. Tel.: Horndean 3280. [5188]
- M.G. TF, 1954**. Red. Good condition, new hood. £275. Needs touch-up on paintwork. Tel.: Watford 20362. [5189]
- VINTAGE MORRIS OXFORD, 1927**. Manchester area. Body and paint excellent, brasswork impressive, mechanics first class. £70 just spent on engine, clutch and gearbox. Genuine reason forces sale. £215 o.v.n.o. Box No. 0307. [5190]
- TR3A, UNBELIEVABLE CONDITION**, genuine 36,000. Overdrive, three gears, hard-top, many other extras. Consider part exchange. H.P. £425 o.n.o. Carter, 37, Ashurst Road, Walmley, Sutton Coldfield, Warwick. Tel.: ASH 2188. [5192]
- 1925 SUNBEAM 14/40** tourer, extremely original and excellent example, full weather equipment, handbook and with original top boot, spares. Photographs available. £250 o.n.o. Box No. 0296. [5194]
- 1939 BUGATTI TYPE 57** drophead coupé by Corsica. Very good condition. Offers around £850 to Thackray, 121, Town Street, Old Malton, Malton, Yorks. [5195]

FOR SALE—continued

- ZB MAGNETTE, 1958**. If you are looking for a perfect one, then this is it. Tel.: PERivale 8749. [5193]
- M.G.-A Mk. II, 1961**, dove grey, red interior. Detachable hard-top, heater, luggage rack, safety belts, tonneau, etc. £500. Tel.: Sandiway (Cheshire) 2539 (evenings). [5198]
- RILEY 1½-LITRE** saloon, black, 1947. Taxed, M.O.T. Sound. Best offer. The Vicarage, High Lane, Cheshire. Tel.: Disley 2627. [5197]
- LAGONDA, 1954, 3-LITRE** saloon by Tickford. Radio, heater, twin spots, etcetera. Two-door. £200 or v.n.o. Bilton, Lavan, Yorks. Tel.: 419. [5198]
- LAGONDA, 1957, LB 290/1** Series II, dual blue metallochrome finish. An immaculate car in every respect. £750. Box No. 0297. [5295]
- BORGWARD TS75, 1957**. Webasto. Reutter seats, Michelin "X"s, washers, twin spots. Concessionaire maintained. Instruction book, tools. 50,000 miles present owner; excellent condition for year. M.O.T., taxed. £260 o.n.o. Tel.: Esher (Surrey) 64835. [5199]
- ROLLS-ROYCE**. An immaculate pair for the connoisseur. The most beautiful coachwork ever fitted to a 20/25—projecting boot sedan by Gurney Nutting. This car has been completely rebuilt by R.R. specialists, regardless of cost, and is finished in metallic B.R.G., with bla-k wings and white fabric roof. The second, a 1930 vintage, also with matching paintwork has also been completely restored. Details and photos can be obtained from Box No. 0298, or by telephoning Blackdown (Worcestershire) 570. [5200]
- M.G. TWIN-CAM**. Barwell head and valves, Jacobs-modified suspension and lightened bodywork. New bearings, clutch plate, tyres. Wood-rim wheel, oil cooler. Inspect Reading or London. Owner going abroad. £375 o.n.o. Box No. 0299. [5201]
- RILEY 2½-LITRE, 1951 (Nov.)**. Black. Heater, rabbiting. Good condition. £120. Moore, 45, Nether Close, Finchley, N.3. Tel.: MUS 3424 (office). [5202]
- 1935 LAGONDA 3½-LITRE** tourer. Just resprayed, recent p.v.c. hood. Brakes, steering and springs excellent. Good condition throughout. £250 o.n.o. C. Pinguey, 121, Copers Cope Road, Beckenham, Kent. Tel.: Sackenham 9316. [5203]
- BENTLEY, 1935, 3½** Thrupp and Maberly sports saloon. Just run-in. 17-20 m.p.g. £225. Hard-top for Austin Healey 100/4, cost £70, sell £25. Shaw, Norton Court, Chart Sutton, Maidstone. [5204]
- RARE ROVER, 1936**, 12-h.p. tourer. Rewired, heater, new hood. Mechanically excellent, body good. £90. Tel.: Pinner 6908 (evenings). [5205]
- M.G. F-TYPE MAGNA, 1932**, tatty but mechanically sound. Two Brooklands race badges. Suit enthusiast and/or engineer. Roads, 5, Risebridge Road, Gidea Park, Romford, Essex. [5206]
- M.G.-A 1600 Mk. II**, immaculate. Ivory, red trim. Grid, tonneau, four new "X"s. Owner emigrating. £480. 36, Milner Road, London, S.W.19. Tel.: Liberly 7778. [5207]
- JAGUAR Mk. V 3½** drophead. £70. 1931 Reo 20-seater bus. £60. Jenkinson, 58, Pelts Wood Road, Pelts Wood, Kent. [5208]
- FOR THE AMERICAN** car enthusiast: 1947 Plymouth P.15 de luxe saloon. Grey with blue leather interior. Heater, new tyres, new crankshaft mains, new clutch, etc. This car is an extremely genuine example of the early post-war American car. Must be seen to be appreciated. £110. Tel.: Larkswood 7240. [5209]
- DELLOW**. Excellent condition, engine 5,000 miles. Four-branch exhaust, full weather equipment, extras, spares. £140. Tel.: Witham (Essex) 2265. [5210]
- XK140 D.H.C., 1956**. Overdrive on 2nd, 3rd, 4th. 26 m.p.g. £205. 8, Lock Road, Marlow, Bucks. Tel.: 3991. [5211]
- V8 ENTHUSIASTS**. Genuine "woody" shooting-brake. Commodious 8-seat body. Surprisingly rapid, ultra reliable. Ideal tender car or towing vehicle of character. £85. Also 1937 22-h.p. V8 saloon, mechanical restoration complete; must be sold, so try any offers. Soans, 7, Keats Road, Stratford-on-Avon. [5212]
- MORRIS MINOR 1090 Special**. Fitted hard-top, Cinturas, wood-rim and all normal extras. Very pretty fibreglass body, professionally built. Offers around £250. Would part exchange. 15, Henry Road, South Yardley, Birmingham, 25. [5213]
- JAGUAR XK150** drophead coupé, 1959. Blue. Immaculate. £495. H.P., part exchange. Tel.: Kidmore End 3101 (Nr. Reading). [5214]
- AUSTIN HEALEY 100/6, 1957**. New hood, radio, spot and reversing lights. B.R.G., 2/4-seater. £325. H.P., part exchange. Tel.: Kidmore End 3101 (Nr. Reading). [5214A]
- 1932 RILEY GAMECOCK**. Good mech., tyres, hood, body, paint. £130 o.n.o. Roberts, Harewood Cott., Warfield, Berks. [5215]
- AUSTIN HEALEY SPRITE, 1959**. Superb condition. S/top and tonneau. 35,000 miles. "X"s. White, with red carpeting. £275. Tel.: MITcham 5838. [5216]
- 1936 ROLLS-ROYCE 20/25** Barker brougham-de-ville. This magnificent classic is in immaculate condition with original basketwork finish at rear, elaborately equipped interior, French carriage lamps, fully disappearing roof, etc. Best offer accepted. Box No. 0308. [5296]
- FACEL-VEGA HK500**. Automatic, w/wheels, discs, Motorola, gramophone, electric windows, tools, instructions. Maintained regardless of cost and in excellent condition. Bargain at £795. Tel.: Newbury 1346. [5217]
- 1932 ROLLS 20/25** Freestone & Webb sports saloon. Very attractive coachwork. Recent work includes: Respray to a high standard in black and grey, fabric roof rematted and re-covered, new head lining, and many parts rechromed. For inspection Tel.: Halifax 65841, or 69075 (evenings and weekend). [5218]
- £225 | 1934 FORD V8** doctors' coupé, colour elephant white. Fast car for impressing fast women, towing, touring or pubbing. Brakes converted to hydraulics, Konis, radio, dicky seat; excellent condition. Wyalit, 84, Sharpstone Road, Streatham, Nr. Luton. [5266]
- BENTLEY R-TYPE, 1953**, saloon, black, tan interior. Good condition. £600. Walters, tel.: KNightsbridge 7811 (Office), ELGar 2658 (evenings). [5267]
- JAGUAR E-TYPE** f.h. coupé, 1962. Two owners. Red. Konis. New tyres. Heater. Ram pipes. Good condition throughout. Would exchange for roadster type, or sell, £1,095. Tel.: Reading 53831 (day), Goring-on-Thames 2884 (evening). [5291]
- DEEP SANDERSON 301** coupé, 1964, 997 Mini-Cooper engine. Identical to Le Mans cars. Three races. Only 3,000 miles. Lightweight version. As new. With racing engine £890, or £750 in standard tune. Metallic blue. Tel.: Reading 53831 (day); Goring 2984. [5292]
- TR3A, 1959, GREY**. New hood, hardtop, etc. £385 o.n.o. King, 1, Rectory Road, Wivenhoe, Essex. [5243]
- ELVA SPORTS RACING, Mk. IB**. Highly tuned Ford 100E o.h.v. prepared for this season, but unused. New R.6s. Trailer if required. Reason for sale, so only £920. Keeley, "Teefryn," Ruthin Road, Mold, Flint. [5246]
- JAGUAR 2½-LITRE D.H.C., 1938**. Excellent cond. M.O.T. until April 1965. £85 including transport. A. Bell, 3, Bruce Street, Dundee, Scotland. [5247]

FOR SALE—continued

- 1911 ROLLS-ROYCE MASCOT**, no cap. £7. Webb, 22, Southbank Road, Kenilworth. [5240]
- TR3A, 1958**. Many extras: wire wheels, etc. £265. 40, Blair Athol Road, Ecclesall, Sheffield 11. [5245]
- SINGER LE MANS, 1934**. Immaculate condition. Many spares. £150 o.n.o. Hardman, "The Maples," Roundcroft, Romley, Cheshire. Tel.: Marple 1382. [5248]
- 1930 SUNBEAM TWENTY** saloon, good order. Owner entering Training College, will sell £150, or possibly exchange Land-Rover. Tel.: Swansea 23275. [5223]
- LOTUS ELITE, 1961**, £200 rebuild, Stage III, ideal for racing, new Cinturas. £775. Shaw, 12, Abbeydale Road South, Sheffield, 7. [5224]
- M.G.-A, Mk. II, 1600** roadster, May 1962. 24,000 miles. Old English white. Heater, tonneau, reversing lamp, luggage rack. Excellent condition. £590. Robinson, 82, Howard Road, Leicester. [5225]
- PORSCHE 1600, 1957**. 41,000 miles only. Immaculate condition. Radio, reclining seats. M.O.T. £600 o.n.o. Tel.: Halifax 62376 between 6 and 7 p.m. [5185]
- MORGAN PLUS 4, 1954**. 4-seater, blue, in good condition. £215. Contact Burn, 17, De Freville Road, Great Shelford, Cambridgeshire. [4445]
- FOR SALE: APRILIA**. Well above average condition. Offers over £100 to B. C. Kirby, 34, Homefield Road, Chiswick, W.4. Write, or call evenings only. [5226]
- VAUXHALL VX4/90, 1962**. White with red flash, immaculate, bargain. £490. H.P. available. Tel.: Takeley (near Bishop's Stortford) 430. [5227]
- LISTER JAGUAR**. Extensive rebuild just completed, including reconditioned engine and new gearbox. Full specification and history to serious enquiries. £775. Salisbury 4HU diff. assembly, alloy casing, alternative ratios. £35. Reconditioned Bristol close-ratio gearbox. £40. Nutter, Stanninghall, Norwich. [5228]
- ACECA, A.C. ENGINE**. Excellent, extras. £450. Part-exchange? 12, Portland Close, Bedford. [5229]
- HEALEY TICKFORD 2.4-LITRE** sports saloon. Mechanically perfect, body good. Sell or part-exchange for sports car. Lotus Six wanted, any condition; almost any price. Toop, 88, Kingsway, Bristol 5. Tel.: 674501. [5230]
- 1961 MINI-1500** extras. Economics of increasing family dictate disposal of carefully maintained Austin, with Alexander head, camshaft, twin S.U.s, power brakes, instruments. £325. Hire purchase. Tel.: Lower Shelton (Beds. M1) 225 for full details. [5231]
- ALVIS, 1949, TA14 d.h.c.**, £300 spent last four years. Details from and offers to Norris, 16, The Close, Babraham, Cambridge. Tel.: Sawston 2359. [5232]
- 1959 ROCHDALE**, 1,200-c.c. o.h.v. A40 engine, 4-speed gearbox, hydraulics, i.f.s., trailing arm rear. Just rebuilt at vast expense. £100 o.n.o. 25, Walton Road, Sheffield 11. [5233]
- CITROEN SPECIAL**, reg. 1961. Glassfibre 4-seater saloon body. Spare low ratio gearbox. £100 o.n.o. Mummy, R.A.F. Bridlington, Yorks. [5234]
- MINI SUPER DE LUXE, 1963**. Downton II conversion. One of three cars middle-aged motorist. Most carefully driven 12,000 miles. Distributor maintained. Seats, carpet, paint unmarked. Bargain £385. Tel.: Hunter 0850, Grimsdyke 1199. [5235]
- MINI-COOPER, 1962 (October)**, 17,800 miles. One owner. Private, unraced, terms. £385 o.n.o. 25, Fox Street, Runcorn. [5236]
- JOWETT JUPITER**. Good running order. Offers over £25. Tel.: Stalybridge 2766 (nr. Manchester). [5237]
- 1927 CHUMMY**. Mechanics, body sound. New hood, tyres. Many spares, including engine. £45. Marlow 13, Dartmouth Road, Rislip, Middx. [5238]
- M.G.-A, 1959, WHITE**, d.h. coupé. W/w. tonneau. £350 o.n.o. Knee, 14, Conings Road, South Croydon, Surrey. [5239]

WANTED

- OPEN BENTLEY REQUIRED** by Club member. Cash willing. Box No. 0295. [5191]
- GARAGE WANTED**, London area. Large enough for four cars. With electricity. Box No. 0302. [5270]
- WANTED: E-TYPE**. Mechanical or body damage no object. State exact condition and price. Buyer will collect. Apply Wilmotts Motors, Market Place, Howden, Gooles, Yorks. Tel.: Howden 441. [5290]
- ALFA 1750 BLOWN**. Anything. Any condition. Preferably vintage. Warren, 89, Meadend, Biggleswade. [4483]
- GILBERN GT**. Good all round condition essential. £650 maximum. Box No. 0210. [4417]
- F.N.-B.M.W. GEARBOX** and water pump wanted, to fit type 319. C. Everett, 93, Fereneze Avenue, Clarkston, Glasgow. [4655]
- SET OF WIRE** wheels (preferably chromed) for Jaguar 3.8. Rea, 8, Westburn Crescent, Hardgate, Dunbartonshire. [4668]
- WIDE RIM WHEELS**, suitable Ford Cortina. State price, condition. Faulkner, Tel.: Hornchurch (Essex) 48329. [4677]
- OPEN 3/4-SEATER**, suitable V.S.C.C. events. Bailey, 7, Glenrosa Road, Reading. Tel.: 24437. [4686]
- REGISTRATION NUMBER LT** or LCT with interesting figure. Good price paid. Box No. 0237. [4687]
- IMMACULATE 1961-63 VOLKSWAGEN** 1200 de luxe, sun-roof. No dealers. 440, Woodgrange Drive, Southend, Essex. [4697]
- 1933 6-CYL. RILEY** Kestrel. Preferably special series 14 h.p. with sound body. Moody, 10, Crown Terrace, Scarborough, Yorks. [4708]
- BENTLEY CONTINENTAL** or drophead, 1955/58. Searle, Rosemead, Chertsey. Tel.: 2389. [4715]
- M.G.-A RADIATOR GRILLE**. State condition and price. K. Meach, 13, Lodmoor Avenue, Weymouth, Dorset. [4720]
- REGISTRATION LETTERS GH** with any low number. Premium and expenses paid. Box No. 0241. [4725]
- WHITE-FACED JAEGER** clock with side winder as fitted to O.M., etc. Also matching tachometer and Bosch magneto switch; any 8-cyl. magneto. Moffatt, Hafod, Ffestiniog. Tel.: 751. [4735]
- ALFA ROMEO, 1900**, Giulietta Sprint or TI. Lancia Aurelia or similar Continental car. Up to £425. Skilton, 25, Nineham Road, Caterham, Surrey. [4409]
- VINTAGE OR P.V.T.** sports/racing car required. Cash waiting for the right one. Bevis, 15, Stanmore Road, Birmingham, 16. [4398]
- VINTAGE REGISTER MEMBER** on leave to U.K. wishes to hire P.V.T. car for three months commencing August. Estimated mileage 2,500. Box No. 0209. [4414]
- 5.25/5.50 x 19 OUTER COVERS**, one or several required, preferably new 8-ply. Full details to Box No. 0211. [4438]
- ALFA 17/50, 17/95** sports or d.h.c. urgently needed. Must be complete, and if not runner, towable. Box No. 0212. [4439]
- DELAGE 14/40** or D8 Variant wanted in any condition. Box No. 0213. [4440]
- ROLLS-ROYCE**. £200 offered for tourer, or saloon capable of reasonable conversion. Details, price. Also books on Rolls-Royce. Box No. 0216. [4473]

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AUSTIN HEALEY 100/6, 2/4-str., overdrive, wire wheels, radio, Michelin 'X', heater, etc. ... £395
AUSTIN HEALEY Sprite, Mk. II, 1962, red with black trim, tonneau, heater. Beautiful car ... £425
AUSTIN HEALEY Sprite, 1959, cherry red, radio, heater, carefully maintained by lady owner ... £295
MORGAN 4/4, Series IV, 1962, one owner, beautifully kept, B.R.G., wire wheels, tonneau ... £475
MORGAN 4 4-seater tourer, one owner, 30,000 miles only, Burgundy red, tonneau, heater ... £395
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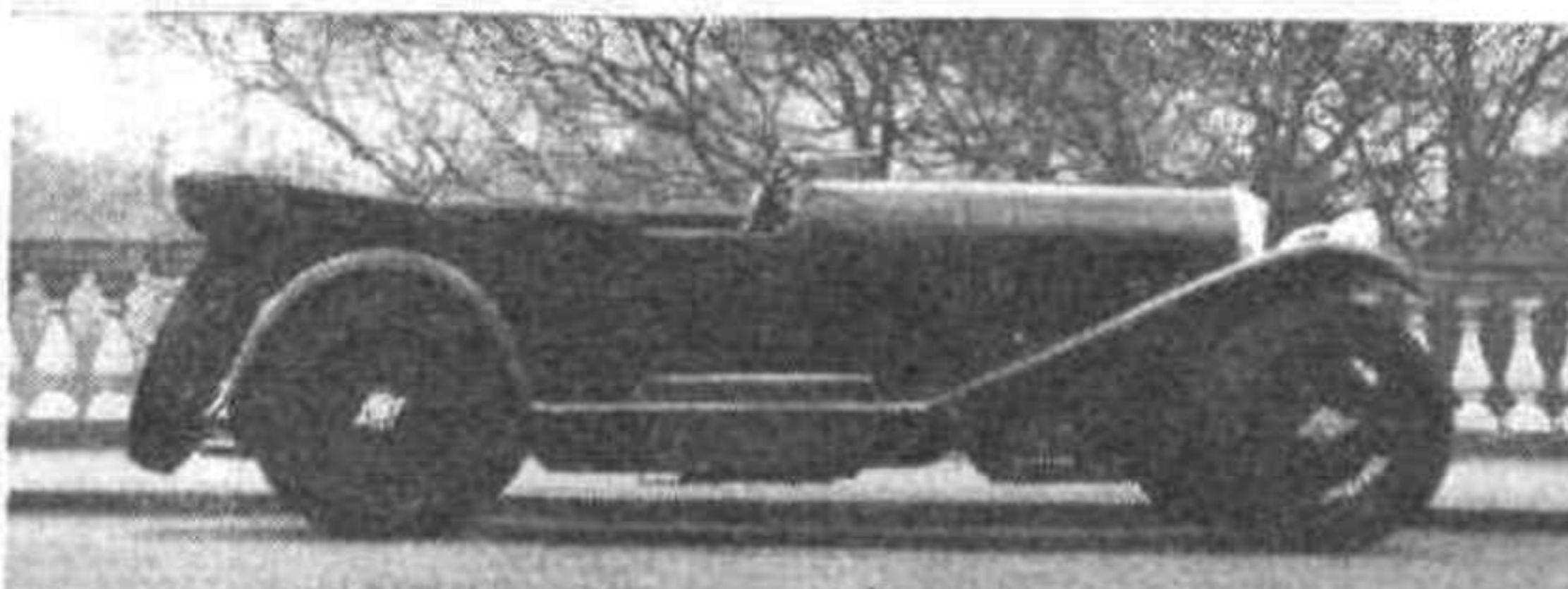
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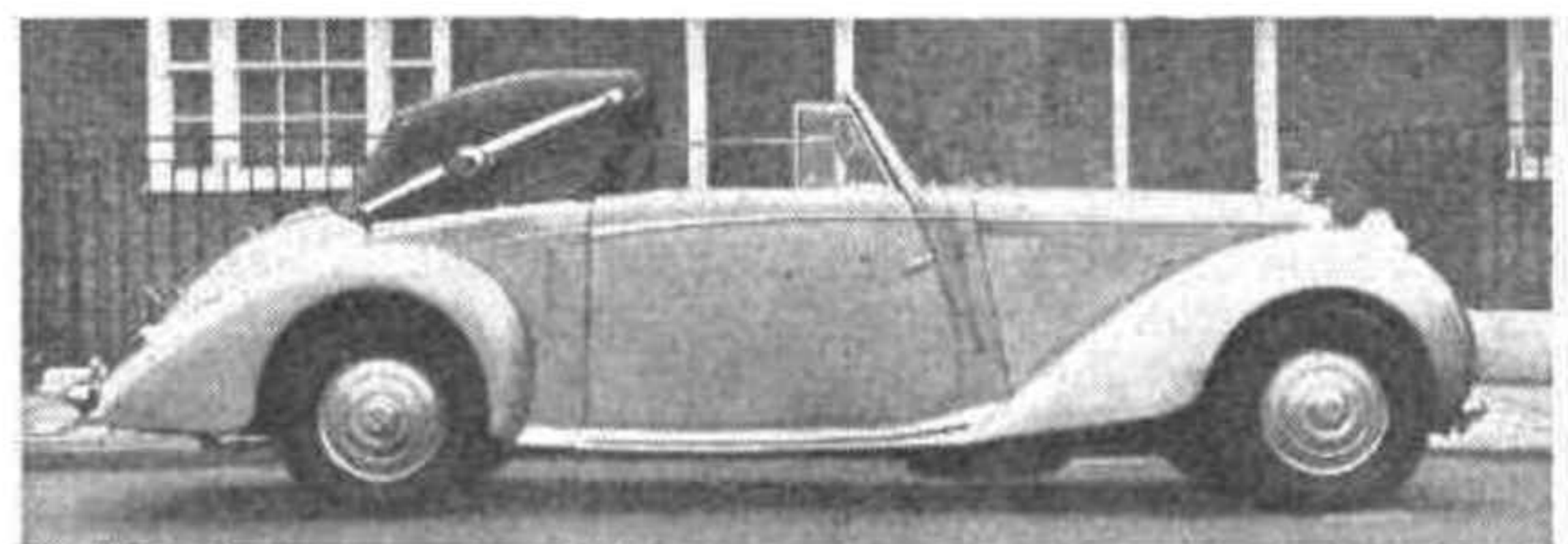
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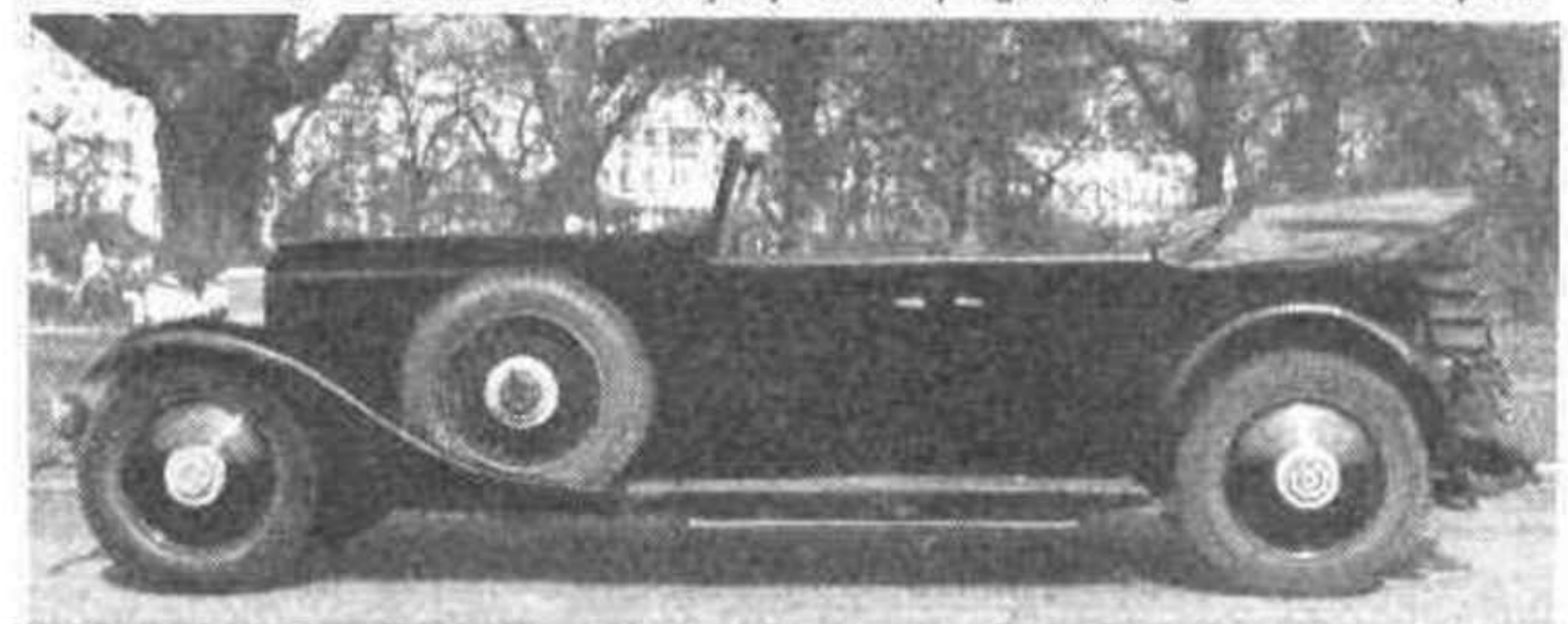
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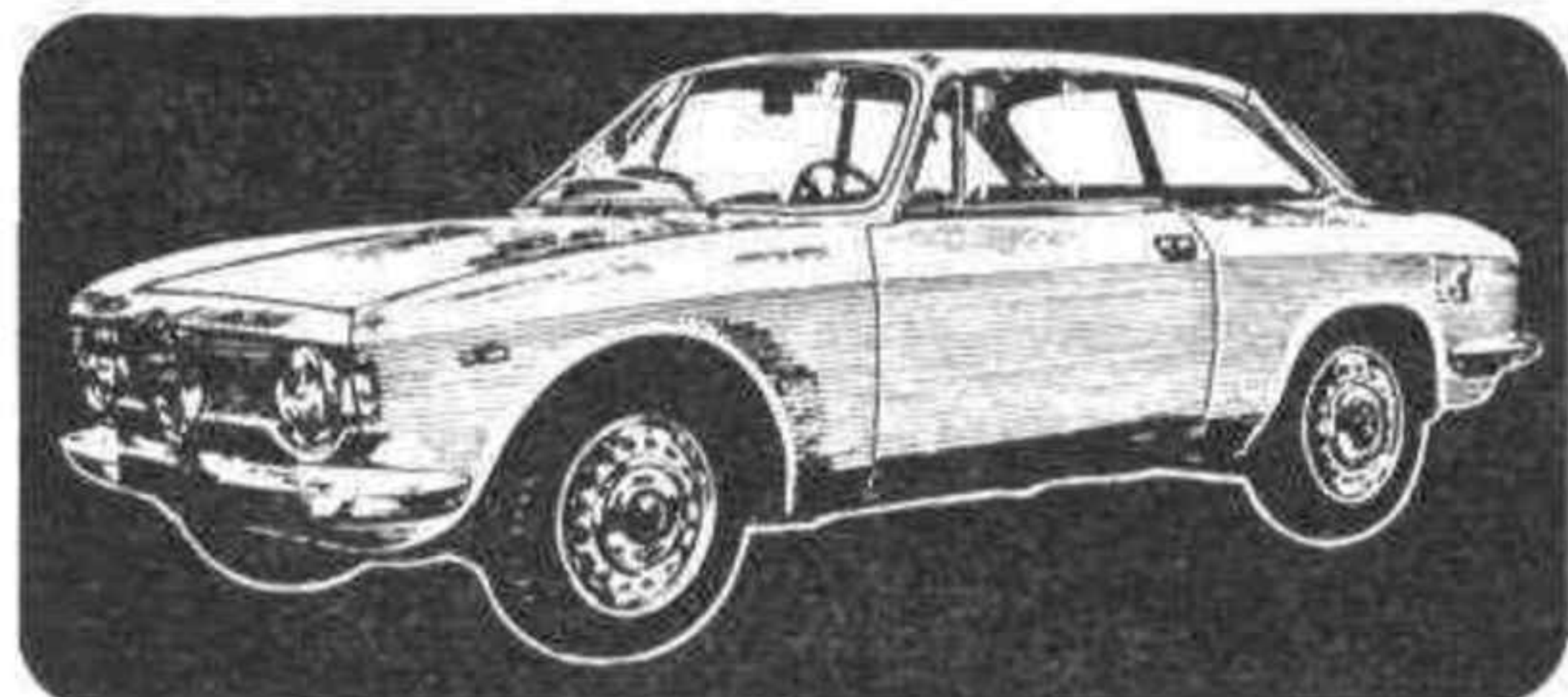
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WANTED—continued

£200 CASH AVAILABLE for purchase of vintage open 2/4-seater sports car or R-R. Must be in reasonable condition. Photos, etc., returned. Slight, 7, Manica Avenue, Umtali, S. Rhodesia. [4493]

REQUIRED, in first-class condition, vintage Austin Seven van. Please phone Mr. K. Marsh, The Castle Inn, Eastchurch, Isle of Sheppey, Kent. Tel.: Eastchurch 202. [4494]

HARD-TOP, LUGGAGE rack, for M.G.-A 1600. Norton, 11, Williams Grove, Corsham, Wilts. [4506]

OPEN VINTAGE/P.V.T. car. Condition immaterial. The Cottage East Lambrook, South Petherton, Somerset. [4528]

WORGAN 4/4 RADIATOR, chrome top. Urgent. Langdon, 13, Sanbrook Road, Wolverhampton. [4553]

BENTLEY VINTAGE 3, 4, 6 or 8-litre wanted. Good price paid and cash on spot. Tel.: Bournemouth 23890. [4559]

OPEN VINTAGE BENTLEY for good home. Also tools and technical facts. Dr. T. Russell, Ivy Cottage, Eaglesham (Tel.: 502), Glasgow. [4566]

WANTED, BODY or body parts for 1929-34 Morris Minor 2-seater tourer, preferably 1933. Must be in excellent condition. E. Jones, 20, Felstead Road, Wanstead, London, E.11. Tel.: Snaresbrook 3444. [4569]

ASTON MARTIN high power cylinder head for 3-litre engine, type VB6L or VB6L/1. Thompson, 9, Owen Road, Rainhill, Liverpool. Tel.: Prescott 4157. [4593]

CRANKSHAFT FOR 1954 1½-litre Riley. Brand new one preferred but will consider old one if it can be reground. Name your price. Dinham, 14, Rectory Road, Wokingham, Berks. [4607]

URGENTLY WANTED: Formula Junior 1960-63 Lotus, Cooper, Lola. State price. Box No. 0227. [4608]

1936-39 A.C. COMPETITION 2- or 4-seater 16/80 or drophead 2-seater for purchase in Nov./Dec. of 1964. Photographs are welcome and will be returned. Box No. 0228. [4612]

ALL ROCKER COVER for Citroen 12.8. Information of the whereabouts of any Citroen 12.8 roadster. Also anyone interested in restoring same. I've got car, workshop, tools; only need help please. Also workshop manuals on any cars. Box No. 0267. [4614]

TWIN CARBS. and manifold for Wolseley 1500. Manley, 71, Hewlett Road, Cheltenham. [4628]

M.G. ENTHUSIAST REQUIRES pre-war M.G. magazines *Sports Car* and *M.G. Magazine*. Can anyone assist? Box No. 0231. [4634]

ROLLS' BRAKE or van, large goods capacity. £300-£500. 28, Brownlow Road, N.11. Tel.: BOW 5576. [4640]

ENGLISHMAN RESIDING in Canada desires interesting old Rolls-Royce; no objection to one needing coachwork, paint, etc. Must be mechanically sound. Details, price and photographs, which will be returned. G. Fairbanks, 5896 Marceau, Pierrefonds, Quebec, Canada. [4642]

WANTED, SPARES for 500-c.c. J.A.P. racing engine Lotus VI and VII spares especially, w/r. wheel, radiator, and nose cone, or W.H.Y.? Also post-war damaged sports cars for rebuild or dismantling. Taylor, Goodwood, 6, South Avenue, Cleveleys. [4643]

DAIMLER WORKSHOP MANUAL, 1956 Century. Box No. 0233. [4644]

VINTAGE CAR, must be runner. Anything considered. Full details and price essential. Box No. 0235. [4650]

VINTAGE BENTLEY TOURER, 4½ or 6½ preferred. Required for restoration by enthusiasts. All offers considered. M. Walton, Bank Stile, High Pavement, Sutton in Ashfield, Notts. [4536]

2-LITRE BENTLEY or Speed Six saloon, fixed-head coupé or sedan. Reasonable price offered for an original car or one requiring a rebuild. Definitely not for export. Photo if possible. Box No. 0234. [4647]

"MOTOR SPORT" *Brooklands Gazette*, other books, 1900 onwards. Tel.: Georgian (London) 4999 (evenings). [4743]

ROLLS-ROYCE SILVER LADY mascot. Must be genuine and in mint condition. No junk or imitations considered. Advertiser well knows the genuine article. Phantom I mascot preferred but others considered. Essential to state price required and send on approval. Box No. 0246. [4758]

WANTED, 1½-LITRE RILEY. Excellent condition essential. Harding, 7, High Hilden Close, Tonbridge. Tel.: 3398. [4765]

HARD-TOP FOR TR3A. D. March, Esplanade Theatre, Bognor, Sussex. [4784]

AUSTIN SEVEN, 1930-1939, must be good condition. Full details: George, 30, St. Albans Drive, Sheffield, 10. [4789]

FOR 2.3, 8-CYL. blown Alfa, 4-spoke rigid steering wheel (Pirelli?), c.w. and pinion. Any other spares. Urgent. Giddings, Brooklands Cottage, Old Portslade, Sussex. [4797]

HARD-TOP FOR Austin Healey 100/4. Worgor, 121, Adelaide Grove, London, W.12. [4806]

SPRITE, 1960 or 1961, in good condition. Please state price, colour, extras, etc. Box No. 0252. [4818]

TAPLEY PERFORMANCE OR "Q" meter. Gallagher, Langarth, Woodland Grove, Weybridge, Surrey. Tel.: 45016. [4839]

FRONT SEATS FOR DB Aston Martin 2.4. Lamplugh, 78, Bampton Lane, Bridlington, E. Yorks. [4842]

PRE-WAR MORGAN 4/4 rear end bodywork. Foster, "Brecon", Higher Brimley, Teignmouth, Devon. [4852]

WANTED: Original supercharger and/or upper half of drive gear for 2-litre Lagonda. Any condition considered. Ridout, "Rosemary", Barnet Lane, Elstree, Herts. Tel.: ELS 1243. [4875]

LAGONDA WANTED FOR SPARES. Any model, condition or location, if cheap. Box No. 0259. [4877]

ENTHUSIAST REQUIRES bound editions of "Motor Sport", *Motor*, *Autocar*, *Autosport*, etc., especially pre-war. Box No. 0260. [4891]

WANTED FOR 1914 SILVER GHOST: set of wire wheels to take 895x135 B.E. tyres. C.A.V. dynamo and light set switchboard. State price. Box No. 0261. [4894]

WANTED: Austin Seven Van, must be in very good condition. Tel.: Eastchurch 262. [4895]

BUGATTI 57 as shown on page 155 Bugatti book. Box No. 0262. [4897]

FOR 1923 MORRIS COWLEY: junction box cover; running boards with batt. and tool box; clock case; klaxon. Any good spares considered. Moore, Glebe Lane, Great Shefford, Cambs. [5010]

WANTED: Lagonda 3-litre LB D.H. coupé, any condition. Bowchier, Ar-y-Bryn, Abergavenny. [5012]

"MOTOR SPORT" Oct. 1940 wanted to complete volume, also volumes 4 & 5, 8, 9 & 10. Morley, Little Barn, Moreton Road, Buckingham, Bucks. [5034]

HARD-TOP WANTED for M.G.-A, 1956, 1500 model, must be in good condition. A. A. Hole, Camelot, Lamorna, Penzance, Cornwall. [4934]

BENTLEY VINTAGE MODEL wanted by Bentley enthusiast. 3-4½ tonner preferred. Up to £400 cash offered. Scotland. Box No. 0263. [4936]

£9 OFFERED for Bristol Workshop Manual for 400 to 403, must be complete. Box No. 0271. [4963]

TR2/3 CHASSIS, body parts, radiator and windscreen, urgently required. Tel.: Horsham 2809. [4989]

WANTED—continued

INTERESTING PC REGD. NO. Please write stating price. P. Crockett, Irene, Askett, Aylesbury, Bucks. [4997]

ROLLS-ROYCE OR BENTLEY, preferably tourer pre-1935, or SS100, 3½ o.h.v., good condition essential. Taylor, 17, South Avenue, Thorpe, Norwich. NOR47T. [5001]

FILTHY RICH ENTHUSIAST will pay up to £1,000 for a classic car. Prefer 8c Alfa, S Series Invicta. No rubbish. Box No. 0274. [5005]

CHROME RIM EMBELLISHERS wanted for Rolls Wraith, 17 in. wheels. BM/4BAR, London, W.C.1. [5008]

M.G. K3, SUITABLE RESTORATION. Details to: Fisher, 166, Stayton Road, Sutton, Surrey. Tel.: FAirlands 7642. [4901]

F3 RACING CAR wanted, for next seasons racing—no rubbish. Could offer Mk. I Sprite in part exchange. Box No. 0264. [4914]

IF YOU HAVE 3-litre Bentley or Riley Imp, m.p.h. Sprite for sale then write to Box No. 0214. [4441]

CLASSIC ENGINE OR CRANK for 107E conversion. Also Aquaplane head and anti-roll bar. 65, Garden Road, Hucknall, Notts. [4867]

2CV, REASONABLE CONDITION, consider anything about £100. Lyon, Field House, Upper Broughton, Leics. [4569]

AUSTIN ULSTER, 1930, basically original. Fair price for genuine car. Fuller, 42, Benden House, Hither Green Lane, London, S.E.13. Tel.: LEF 8285. [4980]

SEX APPEAL WANTED for rash, bachelor requires sports car. No Sprites. Moore, 159, Langleford Road, Westerhope, Newcastle-on-Tyne 6. [5046]

WANTED: TR or other sports car, any condition under £100. Advertiser, Fairacre, Chilworth Ring, Southampton. Tel.: 69526. [5052]

WANTED, FOR 1911 SILVER GHOST: regulator valve for pressure petrol feed system, large speedometer and a pair of silver-plated oil sidelamps. Neale, "The Nook", Purshall Green, Rushock, Nr. Droitwich, Worcestershire. [5070]

SHORROCK OR JUDSON SUPERCHARGER including carb., and fittings, for Mk. I Sprite. Reasonable price paid. Box No. 0279. [5080]

HALDA TRIPMETER, Type No. 340228 wanted, cheap. D. Bruton, 93, Helton Road, Leeds 8. [5085]

ALVIS 12/50 TOURER: 2-seater 1928-31. Up to £150. B. Knott, Old Dalby, Melton Mowbray. Tel.: Nether Broughton 443. [5087]

AUSTIN CHUMMY OR pre-Ruby tourer for restoration. Condition immaterial so long as complete. State price. Sayers, Market Place, Pickering, Yorkshire. [5101]

HARD-TOP for Fiat 1500 Osca cabriolet. Powell, 7, Courfield Road, London, S.W.7. [5107]

TOPLESS BLONDE'S SPITFIRE needs tonneau cover. Also sell or exchange cover ex-M.G. TD. Box No. 0286. [5121]

WANTED—VINTAGE BENTLEY, V.D.P. 3-litre (late Series) or 4½-litre. Anything considered. Box No. 0287. [5137]

VINTAGE BENTLEY, 1926/2, wanted. 4-seater tourer, mechanically sound. Beswick, "Sylvan Wing", Upper Court Road, Woldingham, Surrey. Tel.: WOL 3184. [5154]

RACING CAR WANTED. Preferably vintage or ex-Brooklands. Chassis only considered and major restoration entertained. Private buyer. All letters answered and photographs returned. Box No. 0289. [5158]

DELAHAYE COUPE, post-war. Good mechanical and bodily condition. Cash. Sensible price please. Box No. 0285. [5120]

MORRIS 8 h.p. TOURER, Series II or E. Watt, 4, Myrtle Avenue, Lenzie, Glasgow. [5173]

SEATS WANTED FOR Mr. I Sprite, reasonable condition. 11, Lea Drive, Mickleover, Derby. [5165]

WANTED: Pre-1920 Rolls-Royce Silver Ghost chassis. Incomplete and even less engine no object. Any pre-Kaiser war S.G. spares. Box No. 0292. [5180]

WANTED (IN ANY CONDITION): Austin Seven wheels with 6 in. drum centres, Zenith HK carb., Solex 26 MV carb., Gordon England Brooklands inlet and exhaust manifolds and any body parts, photos, etc., on the Brooklands model. J. R. Pennell, 30a, Grange Gardens, Pinner, Middx. [5183]

MISCELLANEOUS

ALLOY WELDING. Specialised repairs to blocks, heads, and crankcases; camshafts, rockers refaced; vintage gear teeth rebuilt. Liselott Welding Service, 9a, Broadway, Bexleyheath. Tel.: 9831 (9 a.m.-9 p.m.). [5184]

HOUSEBOAT FOR SALE, Chiswick Mall. Four rooms, k. & b. Mains, telephones. Superb mooring, garden. £3,200. Try any offer. Tel.: Southall, CHiswick 2455, or write: 25, Cranbrook Road, W.4. [5141]

BEAUTIFUL 10 in. x 8 in. ORIGINAL, mounted pen drawings of your car to your specification. 7s. 6d. and 10s. 6d. in colour. Please send photo. Also tempera and oil paintings, £2 10s. and £4 for 12 in. x 14 in. studies of your favourite car in action. Satisfaction genuinely guaranteed. John Hyatt, 37, Lindley Road, Walton-on-Thames, Surrey. [5132]

APRILIA, 1947, SERIES II, perfect condition. £100. (Perhaps there is some English collector visiting Italy who could take advantage of this occasion to make the return journey). Dr. Luigi Lazzaroni, Via Bocaccio, 21, Milano, Italy. [5298]

FAIRTHORPE WEATHER? TURNER TEMPORADA? We don't often have them. But our regular friendly get-togethers, social and sporting events dispel the gloom when we're not reading our voluminous monthly Newsletter. The Fairthorpe Owners Club invites Fairthorpe/Turner drivers to join the Uncommon Herd. Club insignia. Subscription modest. Full details: Barry Gibbs, 235, Tring Road, Aylesbury, Bucks. [4425]

FOUR DURABANDS, 6.50 x 15, one-third worn. £10 o.n.o. Towler, Gynsill Court, Anstey, Leicester. [4502]

DISC BRAKE CALIPERS. Girling T.16. Brand new, unused. Cost £25, accept £15 o.n.o. Tel.: Chester 27864. [4564]

FOLDING SEAT for a Bentley in red leather, specially made; cost £25. Best offer to Nock's Brickworks Ltd., Holly Lane, Birmingham 24. Tel.: ERD 0044. [4590]

21-YEAR-OLD ENTHUSIAST would welcome the company of young lady genuinely interested in motor sport N.E. Area. P. R. Arthur, Hill Head, Westerhope, Newcastle-upon-Tyne, 5. [4598]

HIRE PURCHASE COMPANY offer £10 reward for information leading to successful recovery of a Standard Vanguard motor car registered number VUO 112. Letters only to T. M. Finance Limited, 67, Boutport Street, Barnstaple, Devon. [4682]

HIRE PURCHASE COMPANY offer £10 reward for information leading to successful recovery of a Vauxhall Cresta motor car registered number 845 COD. Letters only to Western Finance Limited, 8, Wells Street, Barnstaple, Devon. [4661]

THE B.S.A. FRONT WHEEL DRIVE CLUB caters for owners of all Beesas, three- and four-wheeled, built between 1929-39. Contact the Secretary, C. H. Bryce, at 90, Greenvale Road, London, S.E.9., for full particulars. [4673]

MISCELLANEOUS—continued

DO YOU OWN a DKW/Auto Union? Join the Club; particulars from The Secretary, DKW Owners Club, 292, Holloway Road, London, N.7. [4709]

MINI CARPET, red pile, unused, £3 10s. Wanted: Softfire hard-top. Brandon, 31, Park Court, New Malden. Tel.: MAL 7950. [4757]

YOUR FAVOURITE PHOTOGRAPH of car reproduced in colour (chalk), 10½ in. x 14½ in. 2 gns. Box No. 0310. [4772]

DAIMLER AND LANCHESTER OWNERS' CLUB. General Secretary: David Goode, 27, Brighton Road, Birmingham 12. Branches throughout Great Britain and Ireland. [4783]

BODYWORK. Enthusiastic, experienced concern builds replica sports, racing etc. Realistic quotations. Write: 37, Albany Villas, Hove, Sussex. [4796]

MOTOR RACING FANS: Join the Racing Drivers' Fan Club. Club for most F.1 drivers. Send International reply coupon for details to: 8, Sanders Avenue, New Plymouth, New Zealand. [4832]

TR2/3 TONNEAU, p.v.c., zipped centre, unused. £4. 5s. Alva Road, Oldham. Tel.: Main 9450 (evenings). [4937]

HARD-TOP FOR TURNER MK. II. £15. Craig, Much Wenlock, Shropshire. [4983]

OPPORTUNITY TO PURCHASE established prosperous business connected motorcycle sport. Suit one or more enthusiasts. Tuition and equipment provided. Reasonable price. Principals only. Box No. 0273. [4993]

LANCHESTER AND DAIMLER spares, handbooks, sundries for sale. S.A.E., list. The Ridge, Baslow, Derbyshire. [4998]

HERALD 948 c.c. ENGINE complete with clutch. £25 o.n.o. Tel.: THORnton Heath 5394. [5209]

TOP CLASS COLOUR PAINTINGS—you car at speed. From 3 gns. Box No. 0306. [5269]

FAST, CAREFUL DRIVER, late 30s, wishes to hire modern open 2-seater, left hand drive, for four weeks as from 10th October, for Continental journey. Alternatively, would swap, with cash adjustment if necessary, his Lotus-Cortina for similar period. Box No. 0288. [5144]

EXCHANGES

EXCHANGE DS19, exc. cond., all extras incl. harness, radio, for pre-'39 Alfa or Bugatti: or sell circa £425. Box No. 0244. [4738]

MERCEDES 170VA: good all-round but one end gone, no time, so £45 o.n.o., or swap for any 5-, 10-, 15-cwt. pick-up. Tel.: Windsor 61495. [4699]

NEW GEARBOX FOR M.G. TF needed. No. AEB-3028. Will exchange for £s or parts for any American car with full trade discount. Box 8360, Wainwright Station, San Antonio 8, Texas, U.S.A. [4783]

1957 JAGUAR 2.4. Radio, overdrive, Cinturas; exceptional. Exchange for sports car. W.H.Y.? Jackson, 116, Sunnybank Road, Potters Bar. Tel.: 55109. [4962]

IMMACULATE 2-OWNER TR3. P/exchange Giulietta, Bristol. W.H.Y., 2-2? Toad Hall, Vigo Lane, Yateley, Camberley. [5004]

192? R-R G/BOX, v.g.c. £20 o.n.o. Exchange good Webley Mk. III or Airsporter with t/sights. Dave, 142, Craven Park Road, Tottenham. [4422]

EXCHANGE: 1961 3.4-litre Jaguar Mk. II saloon for XK150S drophead in mint condition. Box No. 0215. [4471]

1962 FORMULA JUNIOR, I. Raby built: Lotus/Porsche/Ford components. Perfect condition. Exchange sports car or saloon. Sell £355. Tel.: Yateley 3071. [4546]

TWO 19-INCH WHEELS, one new tyre ex-M.G. VA, for two 16-inch wheels with/without tyres ex-M.G. TC. Ford, 18, Wilton Gardens, Walton-on-Thames. [4594]

FIAT 2100 FOR small van. See under "For Sale" column. Tel.: Neston 1297. [4508]

TRIUMPH VITESSE, JUNE 1962, 26,000 miles. Numerous extras including twin S.U.s, underseal, radio, etc. Regularly maintained by jaded middle-aged professional gent seeking lost youth and fresh air. Prepared consider exchange similar car, drophead or folding roof, in equivalent condition. Preferably overdrive. Cash adjustment available. Alternatively recent Rapier drophead considered; Lotus Cortina or 4-seater TR4. Box No. 0309. [4835]

1959 M.G.-A. Really fine example in original attractive mineral blue. Cinturatos, radio, heater, spot, fog, underseal, 35,000. Must be seen. Exchange immaculate saloon or sell £400. Viewed Durham. Box No. 0258. [4871]

EX-WORKS ASTON. Le Mans. Mille Miglia. T.T., Parnell DB2, 138 m.p.h., 20 m.p.g. Triple Webers, original for £350 Bentley plus cash or sell £425. Tel.: Shirley (Birmingham) 6093. [4923]

WILL EXCHANGE IMMACULATE Bentley 1938, 4½ Thrupp sports saloon for hairy GT special. Or sell £300. Box No. 0294. [5143]

RAILTON STRAIGHT-8 TOURER. Good condition. Exchange for vintage or any Lagonda tourer, any condition— or sell £90. 30, Overdale Road, Leicester. Tel.: 74951. [4862]

AUSTIN HEALEY, 1959, BN6, 117 b.h.p. O/d., h-/s-tops, tonneau, radio, heater, belt, s/wash, spots, rev. and hand lamps, w/wheels, good "X"s, manual. £375. P/exch. considered. Bell, 125, Mason Lathe Road, Sheffield 5. [5064]

MY ASTON MARTIN DB2 (See cars "For Sale") for an XK150. Evanson, Cheddar Hulme. [5171]

SITUATIONS WANTED

YOUNG MAN seeks position with motor racing firm or team. A good knowledge of the sport, natural ability at sketching, clean licence 2½ years, own car. Very keen. P. Bowen, 9, Crescent Grove, London, S.W.4. [4535]

RETIRED ARMY OFFICER, staff and technical background, seeks part- or full-time employment within reach S. London. Experienced motorist and engineer including re-building and racing vintage and p.v.t. cars. Journalism considered. Salary less important than interest in work. Box No. 0245. [4741]

YOUNG MAN, clean licence, five "O" levels including Maths and English, office experience and some mechanical knowledge seeks position connected with motor cars and/or the Sport. Anything, anywhere considered. Box No. 0208. [4406]

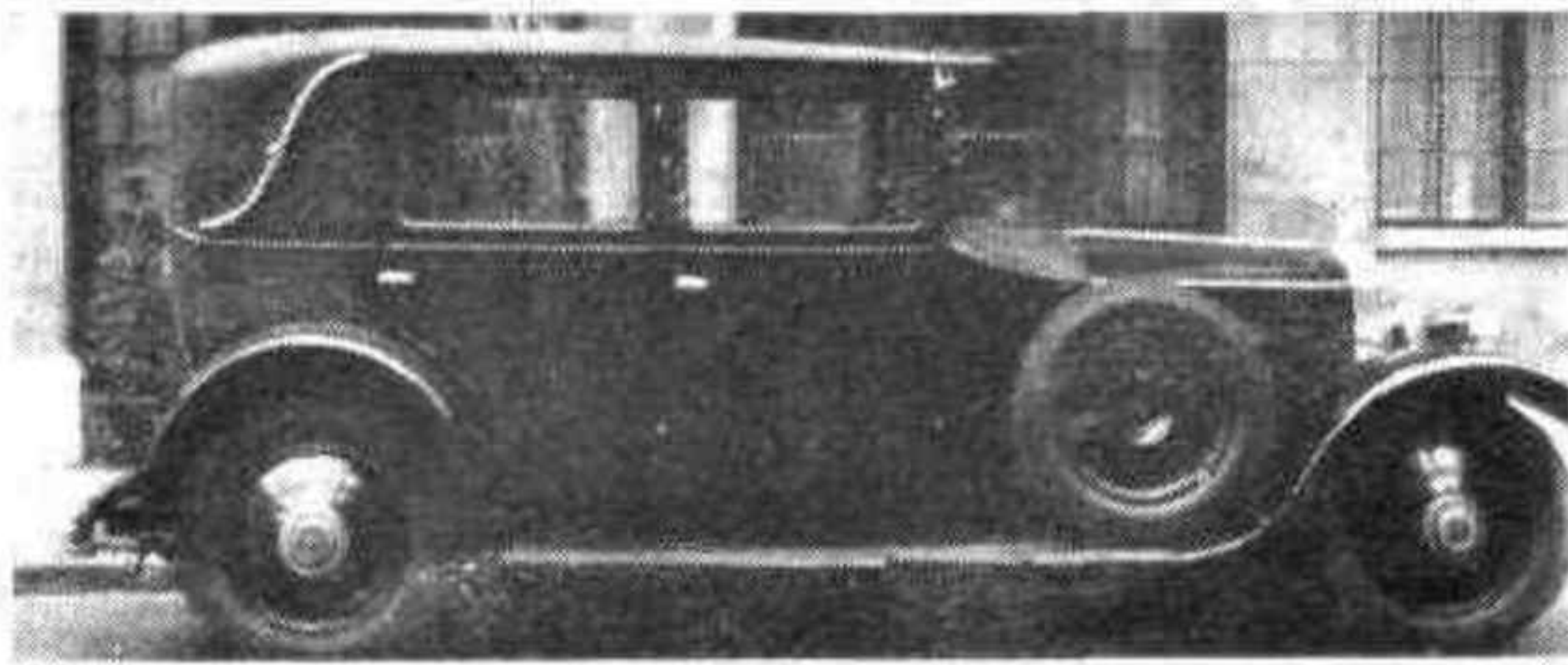
IGNORANT STUDENT, 18, who knows only one subject—motor sport—would like job connected such. Four "O" levels, licence, Anything, anywhere. Box No. 0245. [4776]

SITUATIONS VACANT

VINTAGE TYRE SUPPLIES LTD. require man to run the detail, 9-5, no Sats. Interesting work. Would suit retired tyre man. Only written applications to: 30, Dalston Gardens, Honeypot Lane, Stanmore, Middlesex. [4615]

SKILLED MECHANIC required by leading Continental Concessionaires, London area. Top rates of pay and excellent working conditions. Details of training and experience to Box No. 0250. [4812]

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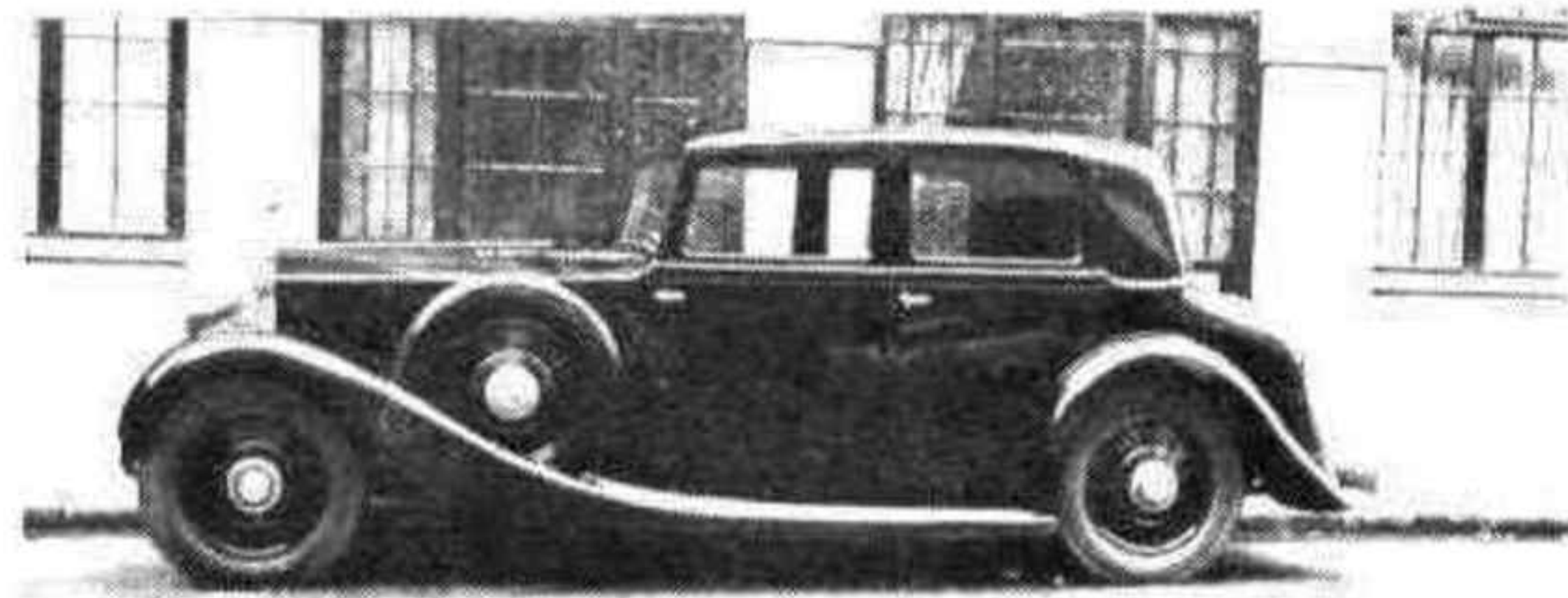


ROLLS-ROYCE (1928) 20 h.p. fitted with owner-driver saloon; coachwork by Rippon. An immaculate example of the baby Rolls which is in very original condition. **£375**

ROLLS-ROYCE (1937) 25/30 7-seater limousine, coachwork by Hooper. Used by one family for many years and maintained by the local agents. An extremely well conditioned example of this style of coachwork. **£375**

JAGUAR (1961) XK150 drophead coupé, finished in midnight blue with matching interior. Taken in part-exchange last month. **£585**

BENTLEY (1930) 4½-litre LE series sports saloon by Hooper. Recent engine rebuild and recellulose. An attractive car with sparkling performance and an excellent temperament. **£375**



ROLLS-ROYCE (1934) 20/25 sports saloon by Hooper, finished in mid-right blue and black. Interior retrimmed last year, and now in first class condition. Post-war history showing detailed maintenance and major rebuild in 1960. **£475**

ROLLS-ROYCE (1938) Phantom III touring saloon, with coach work by Windover. Engine completely rebuilt 5,000 miles ago. Coachwork immaculate in every detail. Certainly the best P.III available. Extensive details and photographs on request. **£1,500**

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